
1964 Chevrolet Corvette - Fuel-Injected Convertible

Fuel-Injected Convertible

Estimate	USD 100 000 - 125 000	Drive	LHD
Year of manufacture	1964	Interior colour	Other
Chassis number	40867S107060	Condition	Used
Lot number	777	Location	
		Fuel type	Petrol
		Exterior colour	Other

Description

To be OFFERED AT AUCTION at Auctions America's Fort Lauderdale event, April 1-3, 2016.

Chassis No.
40867S107060

Estimate:
\$100,000 - \$125,000 US

The second-generation Corvette for 1963 revealed a dramatic change in direction for American's sports car. Named "Sting Ray" from its shape, it was the work of GM styling Vice-president Bill Mitchell. Taking the uplifted "duck tail" of the 1962 Corvette, he sketched a lovely fastback coupe, Corvette's first, accented by a split rear window. Hidden headlamps were located in the leading edge of the nose. The convertible retained a more conventional profile, but incorporated all the other Sting Ray features.

Aside from the engine it was a clean-sheet-of-paper design, featuring independent rear suspension, the brainchild of engineer Zora Arkus-Duntov. A chassis-mounted differential drove half-shafts, their hubs suspended with a transverse leaf spring. Front suspension continued the unequal length control arms of earlier Corvettes, keeping the recirculating ball steering gear.

This stunning fuel-injected Corvette has been carefully restored to NCRS standards in 2014. It is presented in its factory original colors of Riverside Red a lovely black vinyl interior and black soft top. In 1964 only 1,325 fuel-injected Corvettes were built; and this one shows to be one of the best.

The Corvette was delivered to Malcolm Konner Chevrolet in Paramus, New Jersey on March 16, 1964. The dealers invoice shows that this car was delivered with a 375-hp fuel-injected V-8 engine, four-speed manual transmission, Pos. Axle 411R, off road exhaust, metallic brakes, tinted windshield, auxiliary hardtop, back-up lamps and an AM/FM radio.

The engine was rebuilt by KMW Motor Sports. During the rebuild it was bored and sleeved to four-inches. Eagle connecting rods were installed with Sealed Power Speed Pro pistons. A new Crane camshaft was installed duplicating the original camshaft grind. The rear differential gears have been changed from the original 4.11 ratio to a 3.70 ratio. The fuel-injection unit has also been rebuilt by John DeGregory.

The next owner of this iconic car will receive original paperwork and history from new which includes the order sheet, invoice from Malcolm Konner Chevrolet, owner's guide, warranty book. Radio guide, mimeograph starting instructions, jacket patch, lapel pin and a 2014 NCRS judging sheet.
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