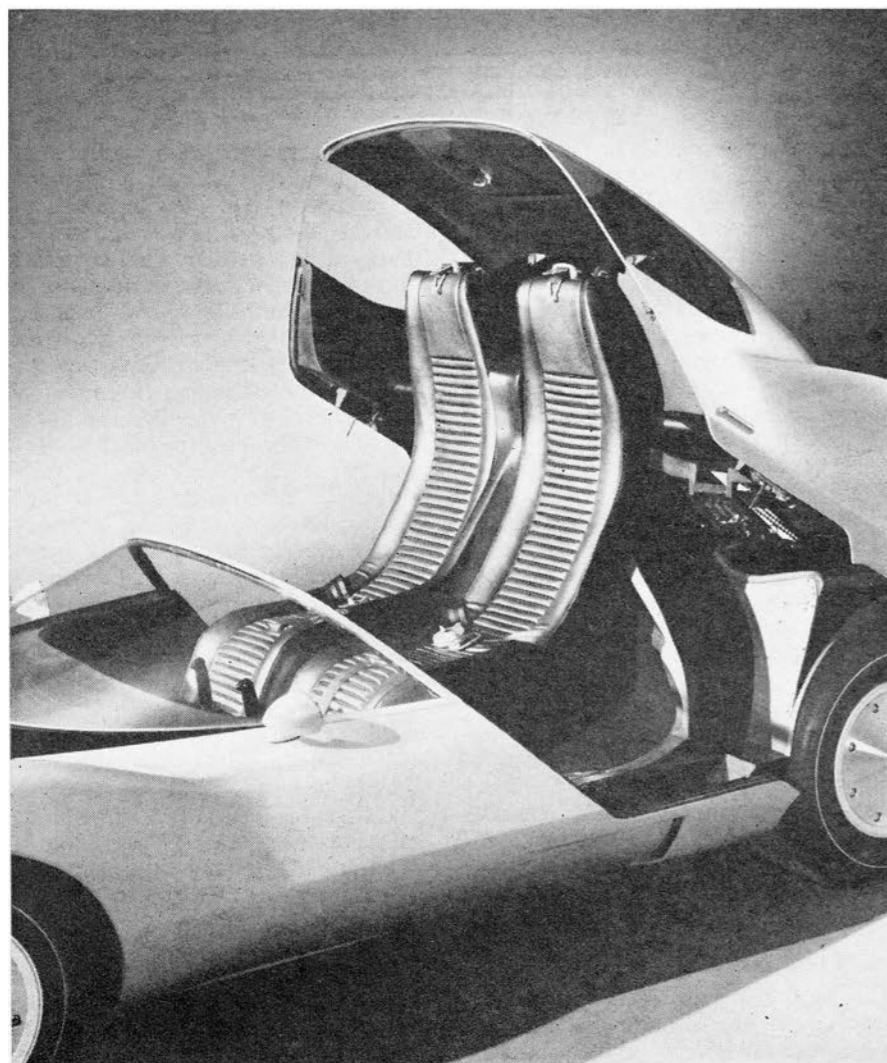
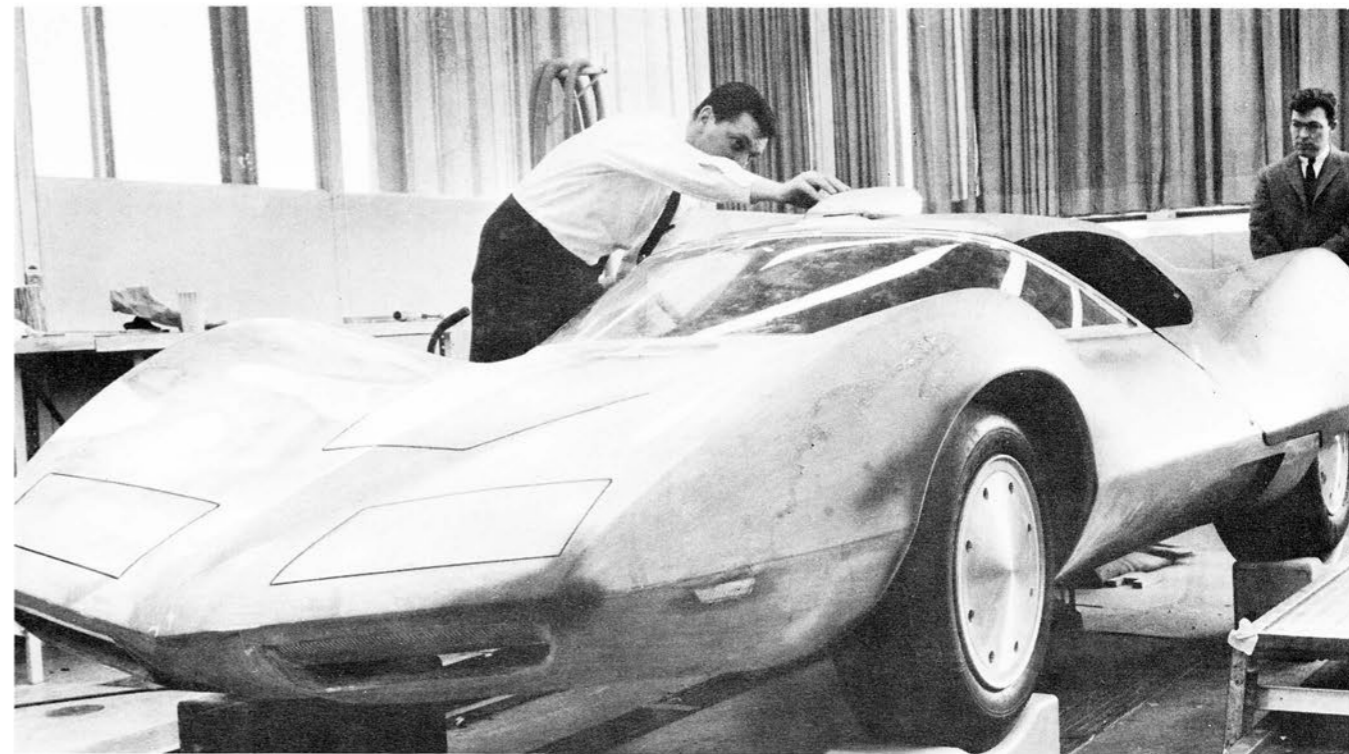
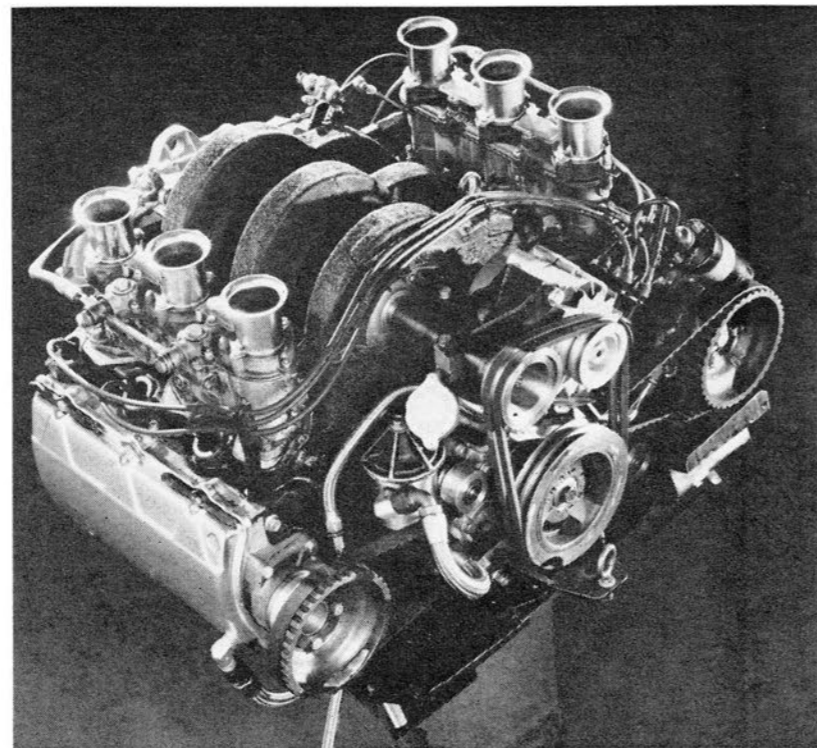


ASTRO 1

*Chevrolet's
Exercise In
Aerodynamic
Everything*



SEERS WHO FORECAST the demise of Corvair may choke slightly—and guess again. Chevrolet's exercise in aerodynamic everything, the Astro I, shows the rear air-cooled engine is very much a thing of the future.

This result of relating aesthetics, wind tunnel data and automotive design—powered by Corvair—first appeared at the 1967 New York Auto Show. Presenting only 13.86 sq. ft. of frontal area, Astro I features drag-free flush panel releases and low angled nose to counteract lift.

Power for the experimental car is from a flat opposed Six, Corvair style, of 176 cu. in., rated at 240 bhp at 7200 rpm. The Gilmer belt-driven sohc system operates inclined valves in hemispherical combustion chambers. Light alloy 3-cyl. blocks carry steel liners.

The Astro I's lower body is unit construction, with boxed sills integral with belly pan and bulkheads. The bulkhead behind the seats and a forged aluminum windshield header provide rollover protection.

Independent A-arm suspension all-around, disc brakes at all four wheels and spoilers integrated with panic stop lights, fiberglass upper body and six headlamps are Astro I design features.

The car's canopy raises electrically; this action also brings driver and passenger seats into nearly vertical position. Entry is made by stepping over the sill onto the floor pad, integral with the seats. As the assembly closes, driver and passenger are lowered into a semi-reclining position for travel. ■

