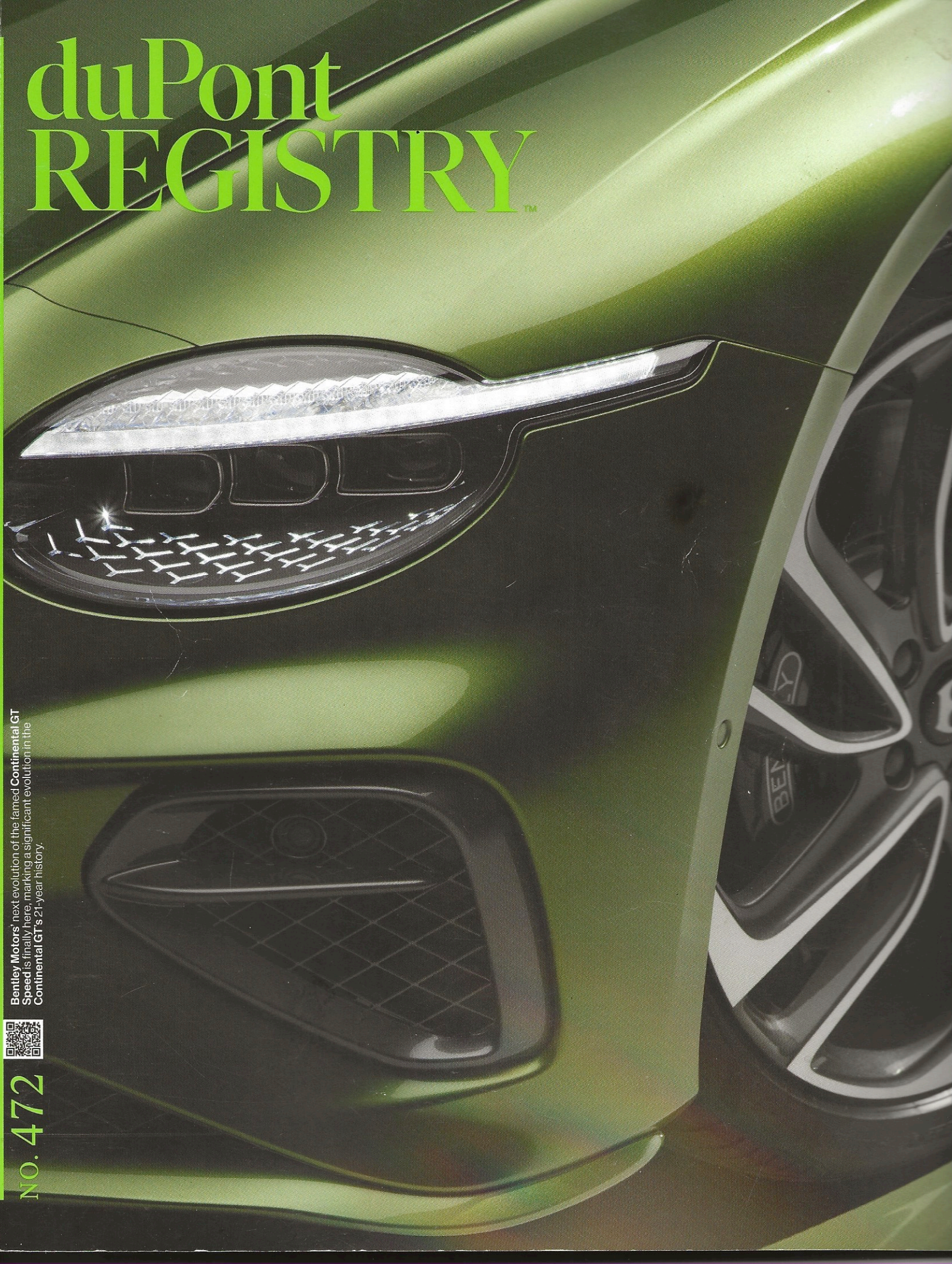


duPont REGISTRY™

Bentley Motors' next evolution of the famed Continental GT Speed is finally here, marking a significant evolution in the Continental GT's 21-year history



NO. 472



275
Horsepower

11.5 sec
Quarter mile



RARE CLASSIC

*A Rare Opportunity to Own
the EX-87 - The Mule (That
Sold America on the Corvette)
Original 29,000 miles*

WORDS: Jessica Orluck

In sunny Daytona during January 1956, Corvette's EX-87 broke the 150 mph barrier that eluded all previous American sports cars. The cheeseburger was fifteen cents, James Dean's Porsche 550 Spyder had just been reduced to rubble, Frank Sinatra had just released his first 12" LP, and the car world was changing.

When Belgian-born engineer, Zora Duntov, the "Father of the Corvette," placed a small-block engine in the Polo White, chrome-lined 1954 body, he knew what he was doing. It was this combination that would herald the new age of American automotive performance. Duntov's 1953 letter to Maurice Olley, GM's director of research and development, tells of the fight to win over the hearts and minds of "hot-rodders," setting the stage for a vision that blossomed within the great shadow cast by Ford. "Since we cannot prevent the people from racing Corvettes, maybe it is better to help them do a good job at it," he writes. The EX-87 is not only a glowing artifact of car history, but the embodiment of the mechanical innovation and attention to detail that made Corvette iconic and quintessentially American.

The first-of-its-kind, record-setting engine required a slew of other changes to the chassis and mechanics, including a new hi-lift camshaft, now known as the "Duntov Cam." Aimed at rivalling the Thunderbird, the EX-87 stood out as a Chevrolet offering that prioritized performance. It is brutally quick. It looks as if it's straight out of the Jetsons' garage. It revived the Corvette name from an underwhelming start, offering not perfection but an approach—an ethos—that would forever alter the landscape of American sports cars.

One can imagine the thrill of witnessing the demonstrations that this car was a part of, hearing the sputtering growl of the engine as it reached speeds previously unreachable. After the original prototype topped out

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After the original prototype topped out at just under 163mph, the original V8 engine and transmission were reassembled in this 1955/56 chassis.



at just under 163 mph, the V8 engine and transmission were reassembled in this 1955 chassis. It is a stunning vehicle inside and out. This classic, simplistic body, underlined by white walled tires and accented in red, contains the key to over 70 years of automotive excellence. The two-seater is encased in the short, curved Roadster windscreen, and is fitted with the iconic dorsal fin and a prototype tow package (a rare find on any Corvette model.) Excepting the "Venetian Red" finish, which nods to the rare "Sportsman Red" of its original body, and a few replaced parts, this car is the original desert-tested fantasy dreamt up by Duntov. Now you have the rare opportunity to own the mule that sold America on the Corvette.

For more information regarding this rare opportunity, be sure to call 760-857-1105 or scan the QR code below.

CHEVROLET CORVETTE EX-87 - The Mule

OFFERS STARTING AT
\$933,000

ENGINE
V8

ESTIMATED TOP SPEED
163 mph

EDITION
Prototype - 1-of-1



SCAN FOR MORE

To read more
"Vehicle Spotlight"
scan the QR code with
your mobile device.