

# sports cars

*in review*



Henry Ford Museum Dearborn, Michigan

## CORVETTE STING RAY 1966

The basic Corvette is pretty much unchanged from the past three years. Such changes as have been made are in the areas of engine, driver convenience, and braking. Four engines are available. The two based on the 327 cu in block offer 300 and 350 hp respectively. Two based on the 427 cu in block are rated at 390 and 425 hp. Telescopic steering wheel and auxiliary hard top are among the options. Caliper-disc brakes on all four wheels supply what is said to be the ultimate in braking ability, with sensational resistance to fade.

Maker: Chevrolet Motor Division,  
General Motors Corporation, Detroit, Michigan

Engine: V-8	Horsepower: 350 at 5800 rpm
Bore x Stroke: 4.00 in x 3.25 in	Wheelbase: 98 in
Displacement: 327 cu in	Speed: 140 mph
Transmission: 4-speed	Weight: 3160 lbs

Lent by Chevrolet Motor Division,  
General Motors Corporation, Detroit, Michigan



## SUNBEAM TIGER 1966

Take a Sunbeam Alpine Series IV chassis, drop in a 260-cu. in. Ford V-8 engine, and you have "the world's fastest feline," Sunbeam Tiger, the first Anglo-American sports car to go into volume production. Features are unitary construction, vacuum servo-assisted brakes (discs in front), twin-barrel carburetor, dual exhaust system, rally-type front seats, and adjustable pedals and steering post. The car is named for the racing Sunbeam Tiger with which Sir Henry Segrave set the world land speed record in 1926—viz., 125 miles per hour.

Maker: Sunbeam-Talbot Limited, Coventry, England

Engine: Ford V-8	Horsepower: 164 at 4400 rpm
Bore x Stroke: 3.80 in x 2.87 in	Wheelbase: 86 in
Displacement: 260 cu in	Speed: 124 mph
Transmission: 4-speed synchromesh	Weight: 2525 lbs

Lent by Dearborn Imported Cars, Inc., Dearborn, Michigan

## 1965 BOBSY SR3

Bobsy is essentially a tailored-to-measure vehicle that will accommodate nearly any engine for H-Modified through under-2-liter racing. The basic package comprises aluminum-tubing frame weighing 47 pounds, aerodynamic body of removable molded fiberglass panels, plastic wrap-around windshield, magnesium uprights and wheels, independent suspension, and disc brakes. The prototype car on display finished first at the ARRC runoff at Daytona Beach in 1965, lowering the track record from 1:24 to 1:16.2.

Maker: Bobsy Division,  
Vanguard Automotive Enterprises, Inc., Medina, Ohio

Engine: SAAB 3-cyl	Horsepower: 78
Bore x Stroke: 2.75 in x 2.80 in	Wheelbase: 88.5 in
Displacement: 52 cu in	Speed: 125 mph
Transmission: 5-speed	Weight: 720 lbs

Lent by Bobsy Division,  
Vanguard Automotive Enterprises, Inc., Medina, Ohio



This is a picture taken of the actual Bobsy display within the Museum.



**1966 BOBSY 500**

Model is classified as a 1966 Ford Mustang with a 2000 cc V-8 engine. It is a custom-built car, built by Henry Ford in 1966. The car is a 1966 Ford Mustang with a 2000 cc V-8 engine. It is a custom-built car, built by Henry Ford in 1966. The car is a 1966 Ford Mustang with a 2000 cc V-8 engine. It is a custom-built car, built by Henry Ford in 1966.

Model	1966 Ford Mustang	Year	1966
Make	Ford	Model	Bobsy 500
Year	1966	Make	Ford
Color	White and Red	Year	1966
Material	Steel	Make	Ford
Weight	1,800 lbs.	Year	1966
Engine	2000 cc V-8	Make	Ford
Transmission	Manual	Year	1966
Drive	Front	Make	Ford
Location	Henry Ford Museum, Dearborn, MI	Year	1966

Henry Ford Museum 1966, ©John McCollister