

The National Corvette Museum Art Prints

The only authorized, fund-raising, limited edition, two print lithograph set, commemorating the History of the Corvette and the 1992 Corvette Museum ground breaking. The National Corvette Museum Foundation entered into an agreement with the firm of Chenault & Company, Lexington, Kentucky, for development and production of a two-print set of color lithographs as a fund-raising effort for the National Corvette Museum, which is located in Bowling Green, KY, home of the Corvette production plant. The project artist, Lee Self has produced auto and racing paintings for corporate and private clients.

Zora Arkus-Duntov

"To establish the sports car, you have to race it", said Zora Arkus-Duntov, acknowledged as the person most responsible for making the Corvette a respected sports car worldwide. Mr. Duntov joined General Motors in 1953, as part of a new emphasis on application of new technology within the Chevrolet engineering team. He brought his European automotive high-performance experience to bear on the just-introduced Corvette, in an effort to correct what were acknowledged to be "awful" handling problems. Mr. Duntov was assigned to the Corvette in 1955, and immediately set about to dramatically upgrade performance of the V8 version, introduced that year. While there been many Duntov-inspired developments, the most well known in those early years was the first "Duntov" cam, which added over 30 hp to the sedate 265 ci V8. Engine and chassis sophistication accelerated rapidly due to Mr. Duntov's influence, being evident in the high-performance 1957 model. The racing focus of Mr. Duntov's work on the Corvette accelerated with the SS project, this car running 155 mph at the opening of the new Daytona International Speedway in 1959, the first car to officially circle the track. That same year Duntov was named director of high performance vehicles, which allowed him to focus even more attention on racing (despite the AMA ban) and begin work on engine and chassis development of the now legendary Grand Sport. "For the first time," said Mr. Duntov, in reference to the 1963 Sting Ray, "I have a Corvette I can be proud to drive in Europe. Essentially, Duntov's 1963 Sting Ray chassis evolved from work begun as early as 1959 on the Grand Sport concept. From that point on the Corvette matured as a world-class sports car. Zora Arkus-Duntov retired from GM in 1974, but his impact on engineering and design had tremendous momentum. As an example, production of his 1963 Sting Ray chassis design continued through the 1982 model year. Mr. Duntov's vision and energy brought the Corvette excitement to life, in what continues today as the only true production American sports car.

Larry Shinoda

Larry Shinoda, a native southern Californian, went to work for GM in September of 1956. During his 12 years at GM, he advanced from Designer to Chief Designer-Coordinator of Special Vehicle Activities. Mr. Shinoda began with brief tours at the Chevrolet and Pontiac

divisions, then moved to the Advanced Studios. By about 1959 he found himself working almost exclusively as Bill Mitchell's chief pencil (designer/renderer). One of his first projects with Mitchell was designing a body for the 1960 Stingray Racer, a one-of-a-kind model built on the surviving Sebring SS test chassis. The styling lines were adapted from the Corvette Q Model. Next came the XP-755, the original Shark show car. These two projects previewed the upcoming 1963 Sting Ray Corvette production split-window coupe, to which Mr. Shinoda made such heavy contributions that he is considered a co-designer, with Mitchell. In 1964 he worked on the XP-819 mid-engine prototype with Frank Winchell at Chevrolet R & D. He also worked with Bill Mitchell on the Mako Shark II, which debuted at the 1965 auto shows. These two concept cars had a lot of the feel, and a good many of the styling cues, for the upcoming 1968 production Corvette, on which Larry Shinoda is considered to have had primary design impact. Since that time he has done styling and graphic work for many major auto, racing and industrial manufacturers (Ford, Honda, Toyota, Penske, Miller, Hendrick Motorsports, White Motor Corp., and International Harvester to name a few). The Corvette has continued to have special interest for Larry Shinoda. In 1989 he designed the "Rick Mears Special Edition Corvette", a trend-setting aerodynamic ground-effects package for 84-90 production Corvettes. Wind tunnel testing showed the design to have both decreased drag and lift. When introduced at the 1990 Los Angeles Automobile Show, attending Corvette owners expressed overwhelming approval for Shinoda's prototype convertible. Larry Shinoda is President of Shinoda Design Associates, based in Livonia, Michigan.

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Each print measures 24" x 30" and has an image area of 22" x 28". The print sets include the official National Corvette Museum logo on each print and are hand signed and numbered by Zora Arkus-Duntov or Larry Shinoda.

The print series is limited to 1,992 sets, the final set #1992 matching the year of the museum ground-breaking. Low numbered sets, those matching Corvette production years, engine displacements, chassis or racing numbers are highly sought after by Corvette owners and automotive art collectors.

Signed prints are available from:

Chenault & Company, Corvette Prints

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1-606-281-0003 Monday - Friday 9 am to 5 PM, Eastern Time

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