

### **1976 XP-882**

The Four-Rotor Car got a transplanted V-8 in 1976 to become the Aerovette, which came close to production four years later. GM design chief Bill Mitchell kept its original lines intact, however – not that there was reason to fiddle. A good-looker even now, it's a dynamic design even when viewed from overhead. In profile, it displays a strongly triangulated "mound" shape, deftly balanced proportions, and artful surface detailing. "Gullwing" doors barked back to the original Mercedes 300SL coupe, but were articulated for easier operation in tight parking spots. Interior was more fully engineered than the show-car norm, another indication that the Aerovette was indeed a serious production prospect.