

## SLALOM COURSE



## BRAKING



## DRAGSTRIP



# Proven Performance!

**Comprehensive skid pad, slalom, acceleration and braking tests confirm that Morrison's GT55 performs like a sports car**

Super Chevy Magazine recently performed a series of tests on Art Morrison Enterprises, Inc. "GT55" project vehicle. Testing was conducted with the GT55 after it was driven 1,200 miles from Tacoma, WA to Los Angeles, CA. There were no modifications made to the chassis or to the BFGoodrich tires before testing. The results (vs. Road & Track tests) were:

### MORRISON GT55 vs. EXOTIC SPORTS CARS

Model	0-60mph	Quarter Mile	Skid Pad	60-0mph
<b>GT55</b>	<b>4.2 seconds</b>	<b>12.6 seconds @116mph</b>	<b>0.94G</b>	<b>132 feet</b>
Cadillac XLR-V (\$100K)	4.3 seconds	12.7 @ 112 mph	0.87G	123 feet
Corvette C6 (\$54K)	4.5 seconds	12.8 @ 115 mph	0.98G	110 feet
Ferrari F430 Spider (\$205K)	4.0 seconds	12.3 @ 117 mph	0.90G	107 feet
Ford Shelby GT500 (\$48K)	4.7 seconds	13.1 @ 112 mph	0.87G	122 feet
Lamborghini Gallardo (\$184K)	4.0 seconds	12.3 @ 117 mph	0.95G	110 feet
Mercedes-Benz SL65 AMG (\$187K)	4.0 seconds	12.0 @ 123 mph	0.90G	115 feet
Porsche 911 GT3 (\$118K)	4.2 seconds	12.4 @ 114 mph	0.92G	119 feet

Now your classic 1955-1957 Chevy can have the handling characteristics of an exotic sports car! All it takes is a CAD-engineered replacement chassis from Art Morrison Enterprises, Inc., and it's a project that most competent do-it-yourselfers can accomplish in their own home garage. Little or no welding is required to install this chassis.

Up front, we've designed a suspension that provides an excellent combination of ride comfort, cornering agility and high-speed stability. Tubular steel control arms and Strange Engineering adjustable coil-over shocks are employed, while a matched rate 1" diameter sway-bar controls body roll.

In place of the antiquated OEM steering box, you have a choice between an AGR power rack with a 15:1 ratio for high performance driving or a more comfortable 20:1 ratio for long distance cruising. Also available is a matched AGR power-steering pump.

The chassis has been engineered to accommodate all popular transmissions, including Powerglide, TH350, TH400, and 700-R4 automatics, as well as any 4-speed, Tremec TKO and T-56 6-speed, Richmond 5-speed or 6-speed manual transmissions. Integrated engine mounts also allow for easy installation of a Chevrolet small-block or big-block (BBC requires firewall modifications and LS1/LS6 engines require adapter plates to utilize SBC mounts).

The rear suspension is a triangulated 4-bar with Strange Engineering adjustable coil-over shocks. This is a vast

improvement over the stock Chevy setup for a variety of reasons—not the least of which is total control of the rear end during acceleration and cornering. What's more, by eliminating the leaf springs, there is room to run tires up to 11.5" (275mm) section width within the stock wheel wells (if the car is "mini-tubed" tires as large as 345mm can be fit under the car). The suspension's performance is enhanced with the addition of a 3/4" sway-bar to minimize body roll.

Another benefit of the Morrison chassis is that it lowers the car some 3-4" to improve handling and give it a contemporary stance. Integrated into the chassis are specially designed passageways in the frame crossmembers to route the exhaust system through so ground clearance is not compromised.

Clearly, this is the foundation that any contemporary Tri-5 Chevy should be built on! A Morrison chassis is an investment in driving enjoyment that you'll enjoy for years to come.

**CHASSIS WITH SUSPENSION:** includes un-coated upper and lower control arms, spindles, power rack & pinion, front and rear sway-bars, 9" housing, triangulated 4-bar links, and Strange adjustable front & rear shocks with springs. **\$11,485.00**

**COMPLETE CHASSIS:** includes chassis with suspension, front disc brake kit, SVO rear disc brake kit, Strange 31-spline axles, center section mounting kit, Strange nodular-iron center section with posi-traction and trans crossmember. Everything you need for a rolling chassis, less tires and wheels. **\$14,370.00**

