

A 1962 Corvette goes electric

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Classic cars are loud, shudder like an earthquake, and can be a little capricious at times. But that's not the case for the 1962 'Dinora' Corvette made by Manufaktur Marton: this handcrafted, carefully restored car is virtually silent. What's the secret? The vehicle is now powered by an electric motor instead of the original V8 engine.

It may sound like heresy to some US classic car connoisseurs, as though the very soul of the vehicle had been ripped out. Then again, you could also argue that forward-looking technology has breathed new life into this old vehicle. What's clear is that the all-electric Corvette has a polarising effect. And that's a good thing.

At first glance, you can't see how the Dinora has been transformed, other than the fact that the classic car has been completely restored and now looks brand new. If you were to open the bonnet, though, you wouldn't find what you might be expecting. Instead of the engine, you get just a glimpse of the battery and its cells through a viewing window. Together with a second battery in the rear, the vehicle has an overall capacity of 68 kWh. That's enough power to drive at least 300 km. The engine is now located where the vehicle's gearbox used to be, and it has a peak performance of 185 kW (252 metric HP) and a torque of 390 Nm. As is customary for an electric engine, the car can harness this torque from the very first revolution, making it feel much more dynamic than its petrol counterpart. This is also clear from the fact that it can go from 0 to 100 km/h in just 5.8 seconds.

Made-to-measure electric mobility

A host of custom-made details remind you that you are not sitting in an ordinary Corvette even before switching on the engine. You won't find the oil level or the cooling water temperature on the gauges; instead, they inform the driver about the current and average battery use, or the remaining available range. 'It was important to us that the car looked as though it was designed to be electrically powered when it rolled off the assembly line 57 years ago,' states Managing Director Silvia Marton. Those interested in viewing the vehicle for themselves can do so at the next 'Oldtimer Sunday Morning' meeting at Stierenmarkt in Zug, which is scheduled to take place on 2 June. The Dinora will also be touring Switzerland as part of the 'Wave Trophy' e-rally from 14 to 22 June.

From dirty polluter to climate hero?

As electric cars have an ecological footprint, too, the Dinora is currently being evaluated as part of a life cycle assessment. Even so, initial calculations already show that the fuel savings will be enough to offset the greenhouse gas emissions caused by the production of the electronic components after 40,000 km on the road at the latest. That is, provided the vehicle is charged with green electricity – as all electric cars should be.

Technical data electric car Dinora

Range (real range): min. 300 km

Torque: 390 Nm

Acceleration (0 – 100 km/h): 5.8 s

Speed: max. 155 km/h

Empty weight: 1480 kg

Battery capacity: 68 kWh

Battery chemistry: LiNiMnCoO₂

Engine typ: Hybrid Synchronous Motor

Engine performance: max. 185 kW

Charging time AC Typ2: 115 km per h

Charging time DC CCS (optional): 270 km per h

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About Manufaktur Marton GmbH

Situated in Küssnacht am Rigi (Switzerland), Manufaktur Marton GmbH turns automotive dreams into electric-powered creations for the road. The company relies on its expertise in electric conversion and restoration to build vehicles that are utterly unique. The company was founded in 2018 by Silvia and Till Marton, who turned their hobby into their profession. The pair has been involved in electric mobility since 2011.