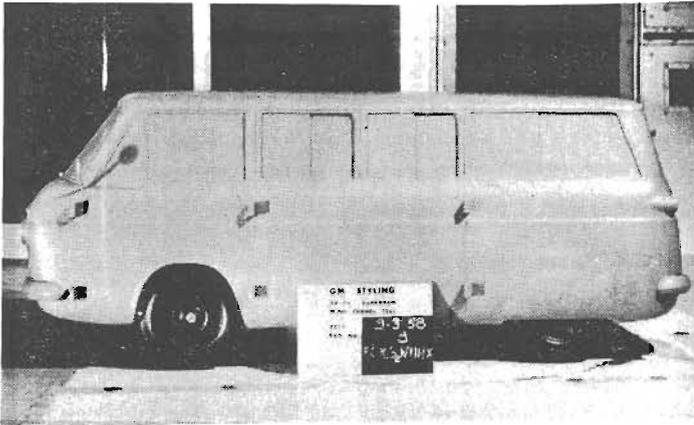
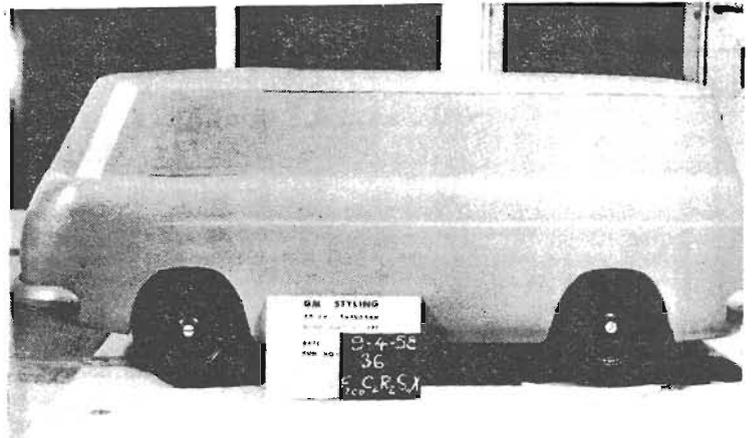


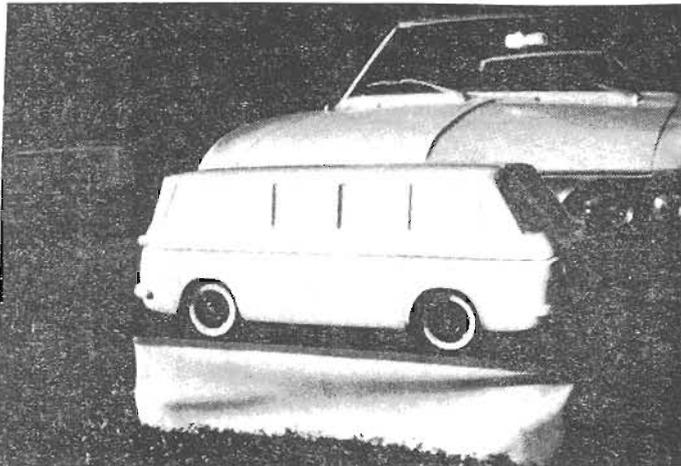
XP-76 PROTOTYPE



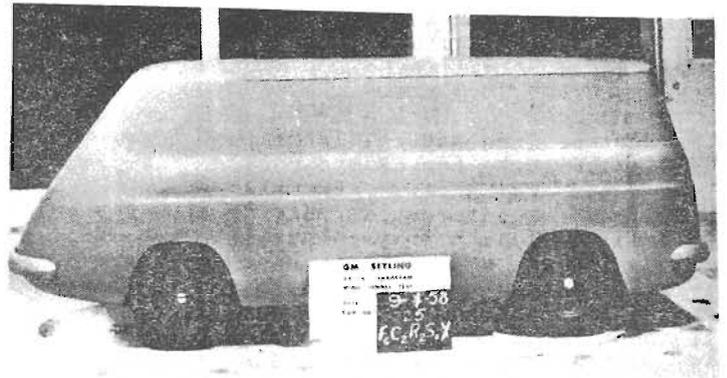
A. This wind tunnel model represents the final design selected for production except for the rear wheel fender skirts. Yes, Virginia, there were fender skirts. Even as I write, Pete and Clark are busy tooling up for the repro skirts.



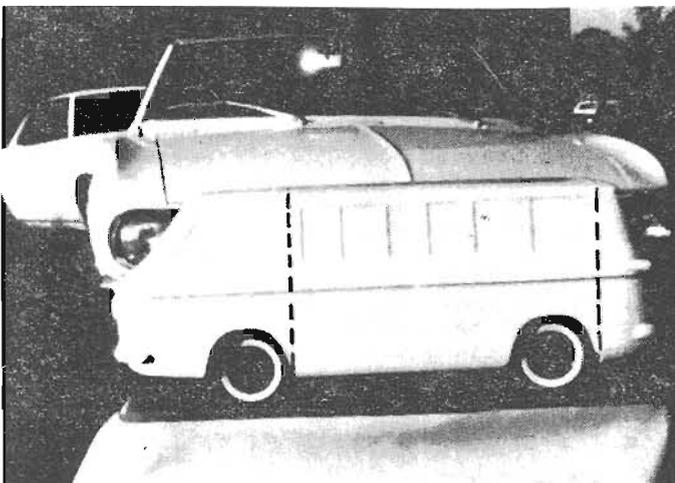
D. To improve front surface aerodynamics, the small flat area at the windshield is angled to give the front surface a rounded effect (upper front part in photo F).



B. Harold Dexter's purchase of this fiberglass wind tunnel model led our intrepid reporter to discover record photographs of the XP-76 wind tunnel tests at California Technical Institute back in 1958.



E. Hey Gang! Check this front end - lots of room for your toes!



C. Note the dotted lines which indicate the separation joints to allow various front and rear designs for wind tunnel tests (see photo F)



F. This is the whole kit, shown together. Front ends and rear ends. Note the little fender skirts!