

A NEW CORVETTE BY CHEVROLET

Now even greater than the original in . . .

Looks and Performance!





DESIGNED BY MERRYL & MORTON IN '63
GENERAL MOTORS CORPORATION

Action is the keynote . . .

Since its initial introduction in limited volume, the Corvette has commanded the attention of sportscar experts and enthusiasts everywhere. From these well-informed admirers have come many of the suggestions and comments that have been important design factors in the New Corvette V8.

"Even *more* action!" clamored the insatiable rally fans. "Even *more* convenience!" petitioned the

spectator-owners whose love for luxury matches their discernment of lines and styling.

Now we confidently present the newest Corvette for your own critical appraisal. Its design incorporates new ideas from professional drivers—ideas that have been evaluated and refined to bring about the most spectacular evolution in the world of sports cars. That's the New Corvette V8!

with the accent on Convenience



New!

- 225-h.p. High-compression "Turbo-Fire V8" engine
- Dual 4-barrel carburetors



- Glass-fiber reinforced quick-change hard-top optional
- New electrically operated fabric top standard



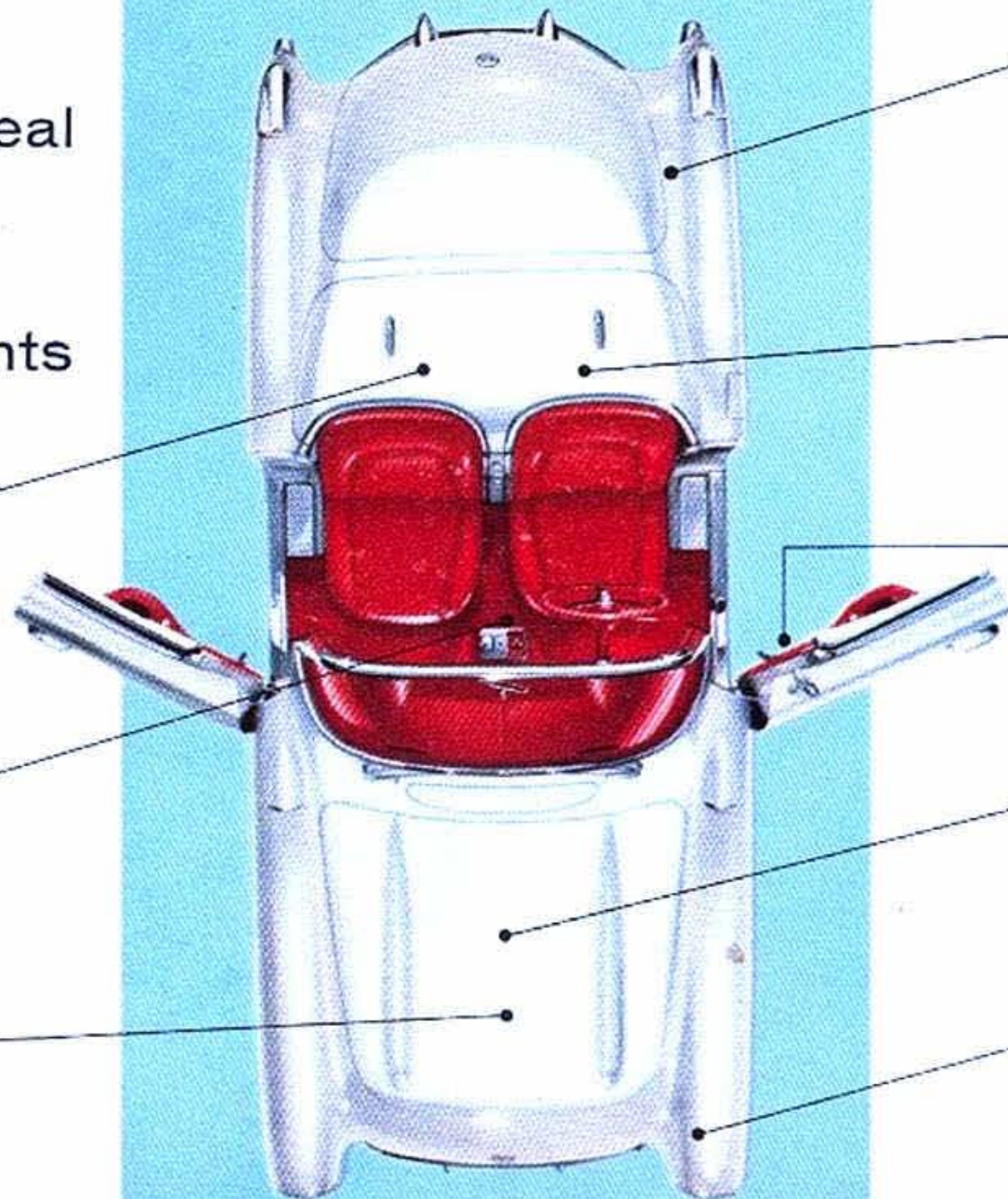
- Weather-tight roll-up windows

- 3-speed transmission with floor-mounted "stick" shift or special Powerglide with floor-mounted gear selector
- Redesigned extended headlights
- Classic design rear body and fender styling
- Sculptured side panels
- Competition-type steering wheel
- Contrasting cockpit and body color combinations
- Racing-type tires optional

Close-up details reveal

New

Corvette Advancements



A touch . . . and she's up!

The new power-operated fabric top (now available in white with black and beige keyed to exterior color) folds out of sight under its plastic-lidded compartment behind the seat. Wider rear window and new-design side windows increase visibility.

This . . . is for the "Box Boys"

The new Corvette with a new floor-mounted "stick" shift close ratio Synchro-Mesh transmission. Here is the split-second up-shifting, down-shifting, close-ratio gear control demanded by the experts!

Eight-Jet Carburetion for take-offs!

The Corvette's 265-cubic-inch V8 engine owes its greater horsepower to dual 4-barrel carburetion, higher compression ratio and new manifolds with "twin pipe" exhausts.

Avant-Garde styling with a touch of tradition

The Corvette is a true sports car—not a scaled-down convertible. Now it's even more adventurous-looking with graceful new fender lines, new side panel and hood treatment and simulated knock-off type wheel covers.

Quick change! A roadster or coupe!

A plastic hardtop featuring a wraparound rear window is available as extra cost equipment. It is easily and securely installed with only five knurled set screws.

Let it rain, let it snow!

Corvette offers the convenience of roll-up regulators that quickly raise and lower the new windows. Power window lifts are available as an extra cost option.

A hood full of "Horses" add a carload of Safety!

The new "Turbo-fire V8" engine is a real life-saver when only sheer *passing power* can leave hazards behind and whisk you to safety. New cylinder heads up Corvette's compression ratio to 9.25 to 1!

"Out-front" styling for looking ahead

The raised-forward portion of the fender houses an improved design headlight that projects forward to extend the fender-line and contribute to Corvette's rakish look.

Sensational to GO in . . .

So smart to be SEEN in . . .

So comfortable to BE in!

The new Corvette is not a cut-down convertible. It is a true-blooded, tiger-tempered sports car in the noblest tradition.

Whip-lash acceleration, cat-sure cornering and handling are matched with positive safety braking and the vivid luxury of its saddle-stitched bucket seats. Brilliant styling and *color* . . . flashing, jewel-like color contrasts of cockpit and body, cowl and top make an irresistible bid for attention and approval. Surely, Corvette will be the most envied car in any setting!



Design details of the improved Chevrolet Corvette V8

The Truly American Sports Car!

Created exclusively for Sports-Loving, Luxury-Loving, Fun-Loving People of Good Taste.

ENGINE—"Turbo-Fire Special V8." Super-efficient valve-in-head design, 265-cubic-inch displacement, 3.75" bore x 3.0" stroke, 9.25 to 1 compression ratio, 225 horsepower at 5200 rpm, Torque 270 foot-pounds at 3600 rpm. Special high-lift camshaft, high-speed valve system with mechanical lifters, special valve springs and spring dampers. Polished, deep-ribbed cast aluminum rocker covers. Dual four-barrel eight-jet carburetion with synchronized linkage, buffed aluminum racing-type oil-wetted air cleaners, special intake manifold. Full-pressure lubrication system with vertically mounted full-flow oil filter.* High-power exhaust headers and full dual exhaust system. Full-circle, full-depth cylinder wall cooling, high-efficiency radiator, four-bladed slow-speed fan. Shielded ignition, 12-volt electrical system. Engine precision balanced after assembly.

TRANSMISSION—Choice of special high-performance 3-speed close-ratio Synchro-Mesh (2.2:1 low and reverse, 1.31:1 second, 1:1 high) with high-capacity 10-inch coil-spring clutch, or optional Powerglide special automatic transmission.* Floor-mounted gear or range selector.

DRIVE SYSTEM—Hotchkiss drive, with unit-balanced tubular propeller shaft and universal joints.

REAR AXLE—High torque capacity axle, 3.55:1 ratio standard, 3.27:1 ratio optional with either Synchro-Mesh or Powerglide.

FRAME—Extra-rigid, welded box girder frame reinforced with I-beam "X"-member.

SUSPENSION—Independent coil front suspension with ride stabilizer. Self-lubricating, semi-elliptic, four-leaf rear springs, outrigger mounted. Direct double-acting shock absorbers mounted inside coil springs on front and diagonally mounted on rear.

STEERING—Full anti-friction steering gear with 16:1 ratio and balanced steering linkage, 16:1 overall ratio. Competition-type steering wheel with 17" diameter and three shock absorbing spring-steel spokes. Turning diameter (curb to curb), 36.55 feet right, 36.93 feet left.

BRAKES—Hydraulic 11-inch self-energizing brakes with new bonded linings, suspended brake pedal and readily accessible dash-mounted master cylinder. Total effective lining area, 158 square inches. Pull-handle parking brake mounted under left side of instrument panel operates rear brakes through independent mechanical linkage.

TIRES—Choice of black or white sidewall* standard 6.70-15 4-ply tubeless or optional 6.70-15 4-ply high-speed nylon tubeless racing type.*

Spare tire concealed below floor of luggage compartment.

WHEEL COVERS—Full-diameter, chrome-plated with 10-spoke pattern and simulated knock-off hubs.

FUEL TANK—Filler cap concealed in left fender. 16.4-gallon tank contains filtering element for dirt and moisture protection.

EXTERIOR FEATURES—Glass-fibre-reinforced plastic with sculptured side panels; light, strong, durable, quiet, rustproof, easy to repair. Distinctive embossed hood, front hinged, with automatic support, inside release. Simulated twin fender air scoops. Two-passenger compartment, large luggage locker with spare-wheel well under floor, concealed top well behind seats. Unique Corvette crossed-flag emblems on hood and trunk lid. Twin exhaust ports integral with rear bumpers. Chrome-bound, one-piece, curved safety plate glass windshield. Power-operated fabric top with wide plastic rear window. Richly trimmed quick-change hardtop* with rear-quarter windows and full-vision rear window.

INTERIOR FEATURES—Form-fitting vinyl-covered seats, individually adjustable, with safety belt*. Wide doors with built-in arm rest, pushbutton door handle, key lock, inside door release, swing-out door hinges. Choice of crank-operated or power* window lifts. Ash tray and glove compartment between seats; padded roll on instrument panel and doors, rubber-backed carpeting, metal door kick panels, sills, and step plates. Speedometer, tachometer, ammeter, and fuel level, oil pressure, and coolant temperature gauges. Signal-seeking radio*, heater*, directional signals, electric clock, cigarette lighter, outside and inside rear-view mirror, windshield washer*.

COLORS—Onyx Black with Red interior and Black or White top, Venetian Red with Red interior and Beige or White top, Cascade Green with Beige interior and Beige or White top, Aztec Copper with Beige interior and Beige or White top, Arctic Blue with Beige or Red interior and Beige or White top, Polo White with Red interior and White or Black top.

DIMENSIONS—Wheelbase, 102". Length, 168.0". Overall height: top down, 49.2"; Convertible top, 51.1"; hardtop, 51.0". Height at door 33.0". Road clearance 6". Width, 70.5". Tread, 57" front, 59" rear.

*Optional at extra cost.



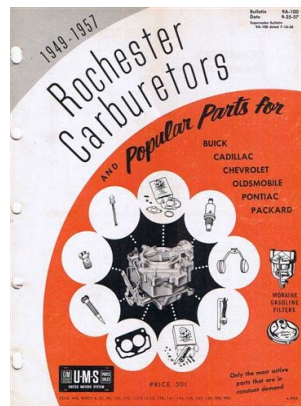
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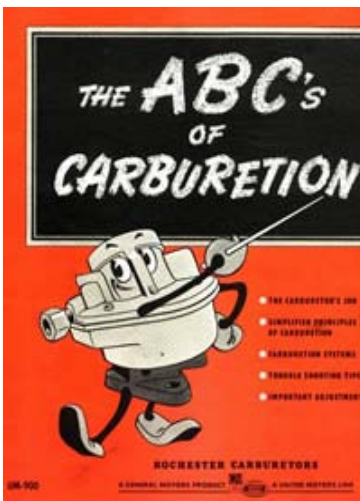
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