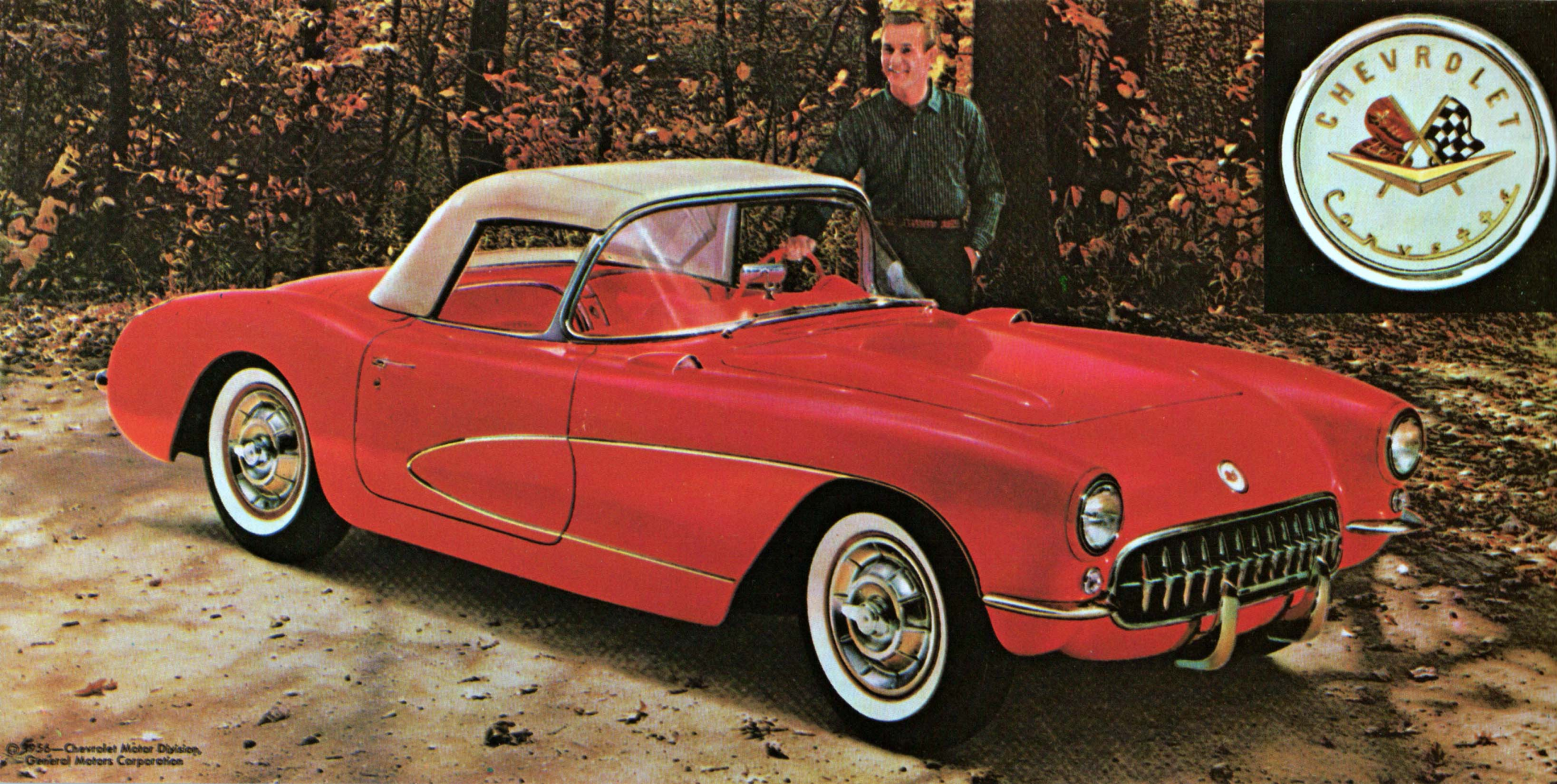


A NEW CORVETTE  
BY CHEVROLET

Now even greater than the original in . . .

*Looks and Performance!*





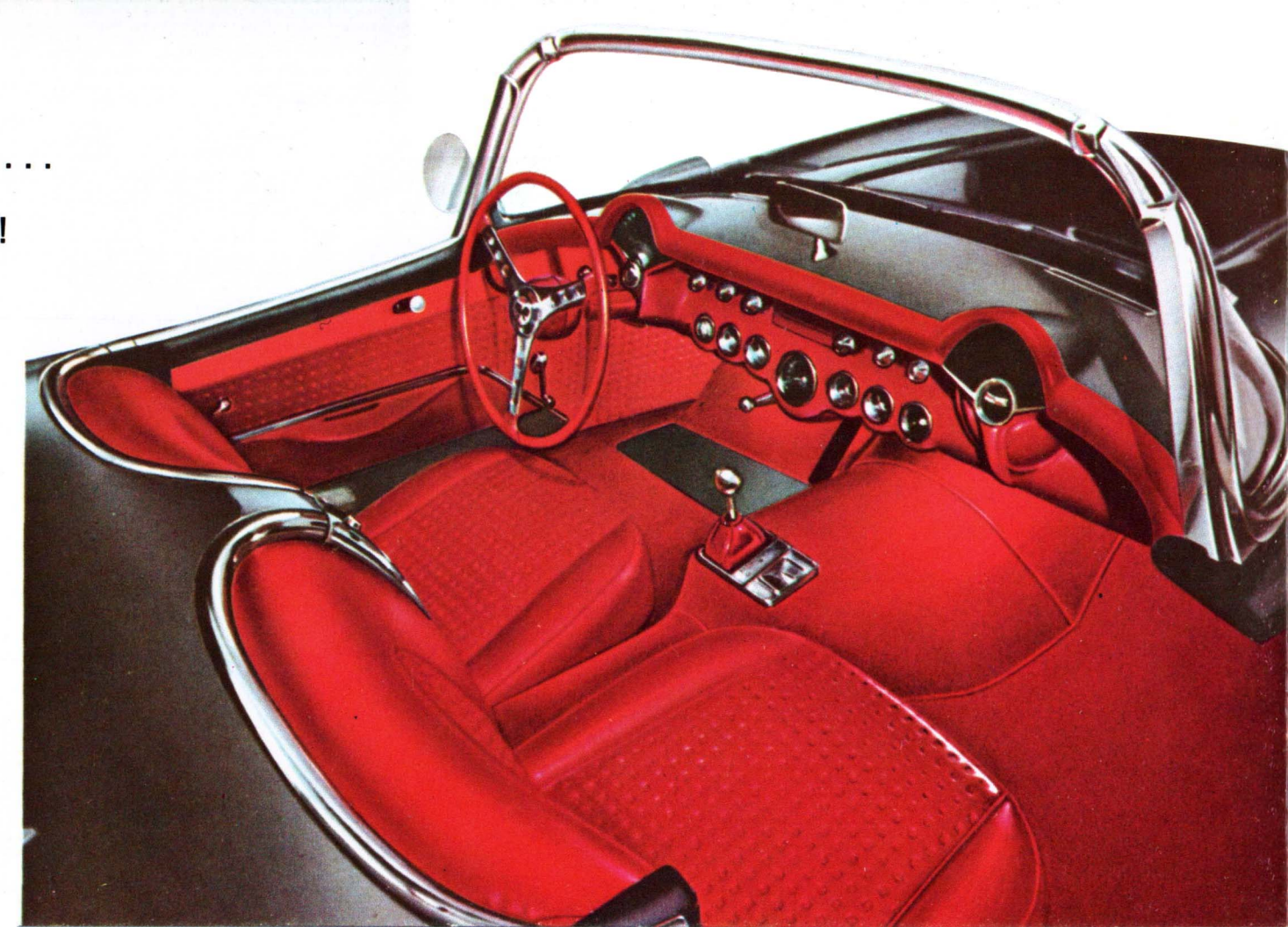
Sensational to GO in . . .

So smart to be SEEN in . . .

So comfortable to BE in!

The new Corvette is not a "convertible" in the diminutive sense employed by the sports car aficionado. 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!



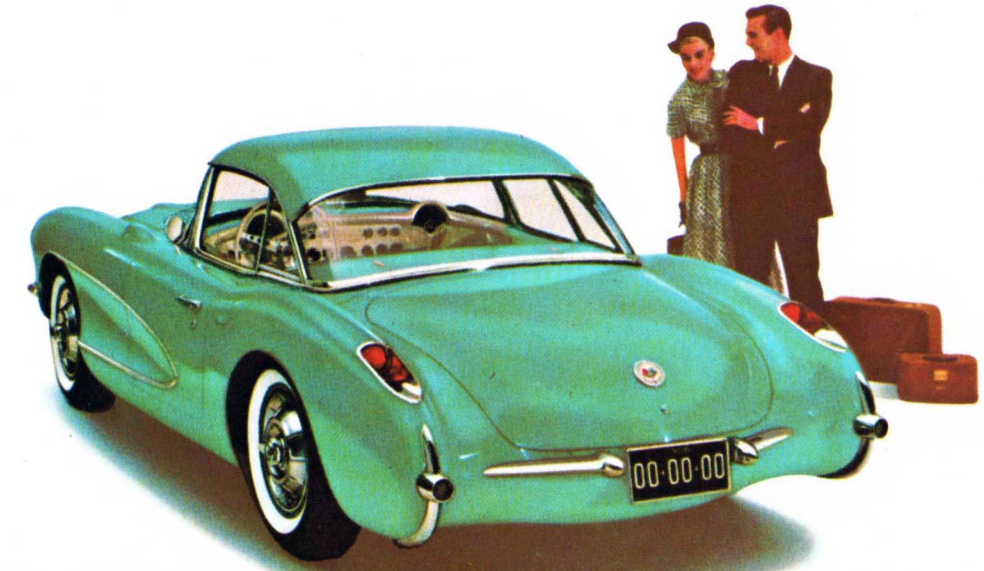


# Action is the keynote . . .

Since its introduction, the Corvette has commanded the attention of sports car experts and enthusiasts everywhere. And, the new Corvette well deserved this attention, as proved by its success in the spectacular stress of sports car competition. At the famous 12-hour Grand Prix race in Sebring, Florida, the Corvette not only dueled many internationally known sports cars to a stand-off, but won its class hands down in the Production Sports Car Division. Thus, in one bold stroke, the Corvette leaped into racing prominence

and in its first outing earned new respect for American colors in international sports car racing.

Here then is action at its most dramatic heights—in actual racing where the record gives an eloquent testimony to the Corvette's magnificent V8 engine and superb roadability. This is the true measure of real sports car success. By the most rigorous road racing standards, the Corvette is a high-performance, excitingly competitive car. Action? The Corvette's really got it!



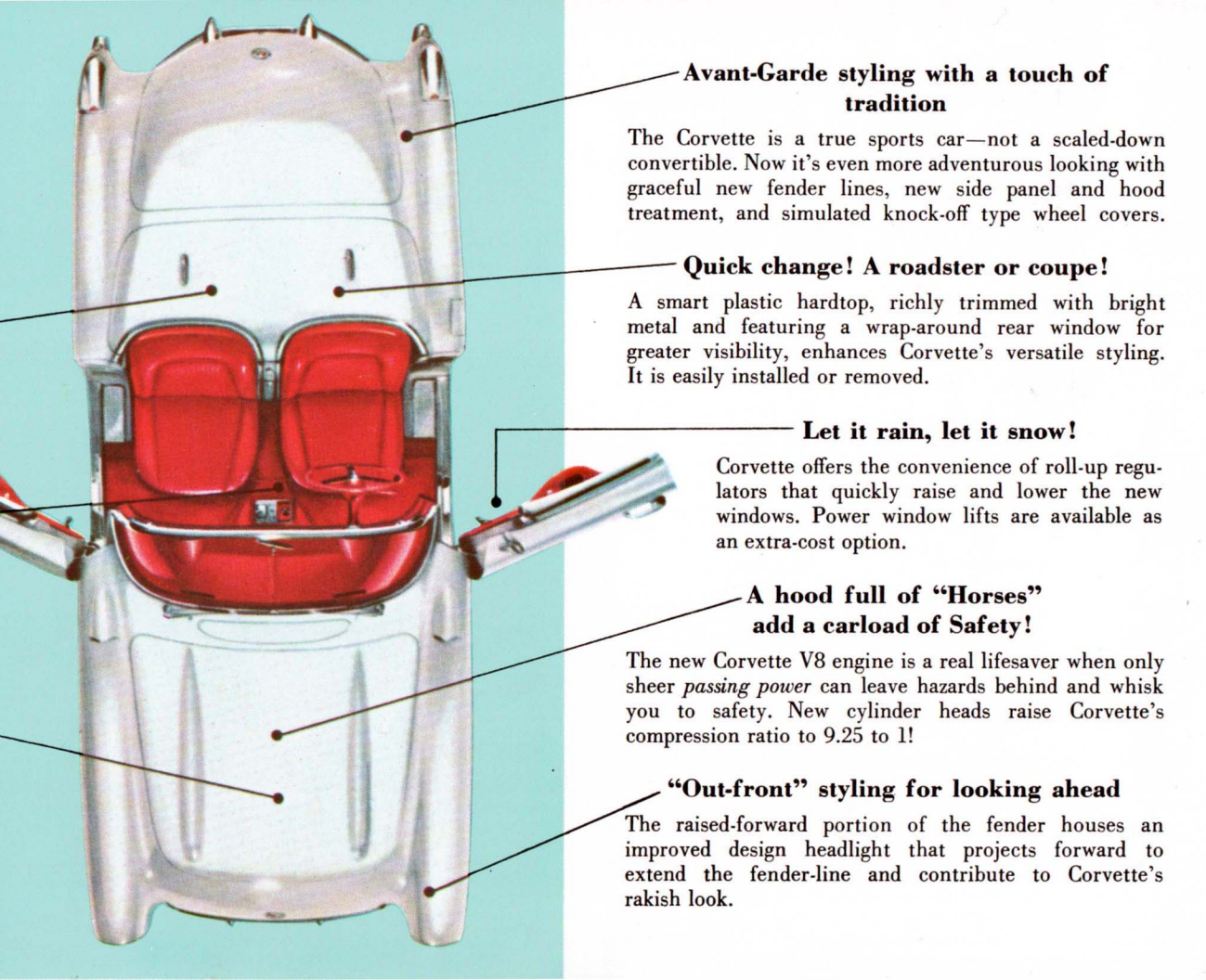
- New!*
- Choice of 210-h.p. V8 with single 4-barrel carburetor—or 225-h.p. V8 with twin 4-barrel carburetors optional at extra cost
  - Choice of either manually operated fabric top or lightweight removable plastic hardtop. A fabric top power mechanism and the hardtop are optional at extra cost on cars equipped with fabric top
  - Weather-tight roll-up windows
  - 3-speed transmission with floor-mounted manual shift or special Powerglide with floor-mounted range selector optional at extra cost
  - Redesigned extended headlights
  - Classic design rear body and fender styling
  - Sculptured side panels
  - Competition-type steering wheel
  - Harmonizing cockpit and body color combinations

## Close-up details reveal *New* Corvette Advancements

**A touch . . . and she's up!**  
A new fabric top power mechanism, optional at extra cost, automatically raises the top or folds it out of sight under its covered compartment. Wider rear windows and new-design side windows increase visibility.

**This . . . is for the "Box Boys"**  
The new Corvette has a new floor-mounted manual shift and new 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 great horsepower to twin 4-barrel carburetion (optional at extra cost), 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 smart plastic hardtop, richly trimmed with bright metal and featuring a wrap-around rear window for greater visibility, enhances Corvette's versatile styling. It is easily installed or removed.

**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 Corvette V8 engine is a real lifesaver when only sheer *passing power* can leave hazards behind and whisk you to safety. New cylinder heads raise 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.

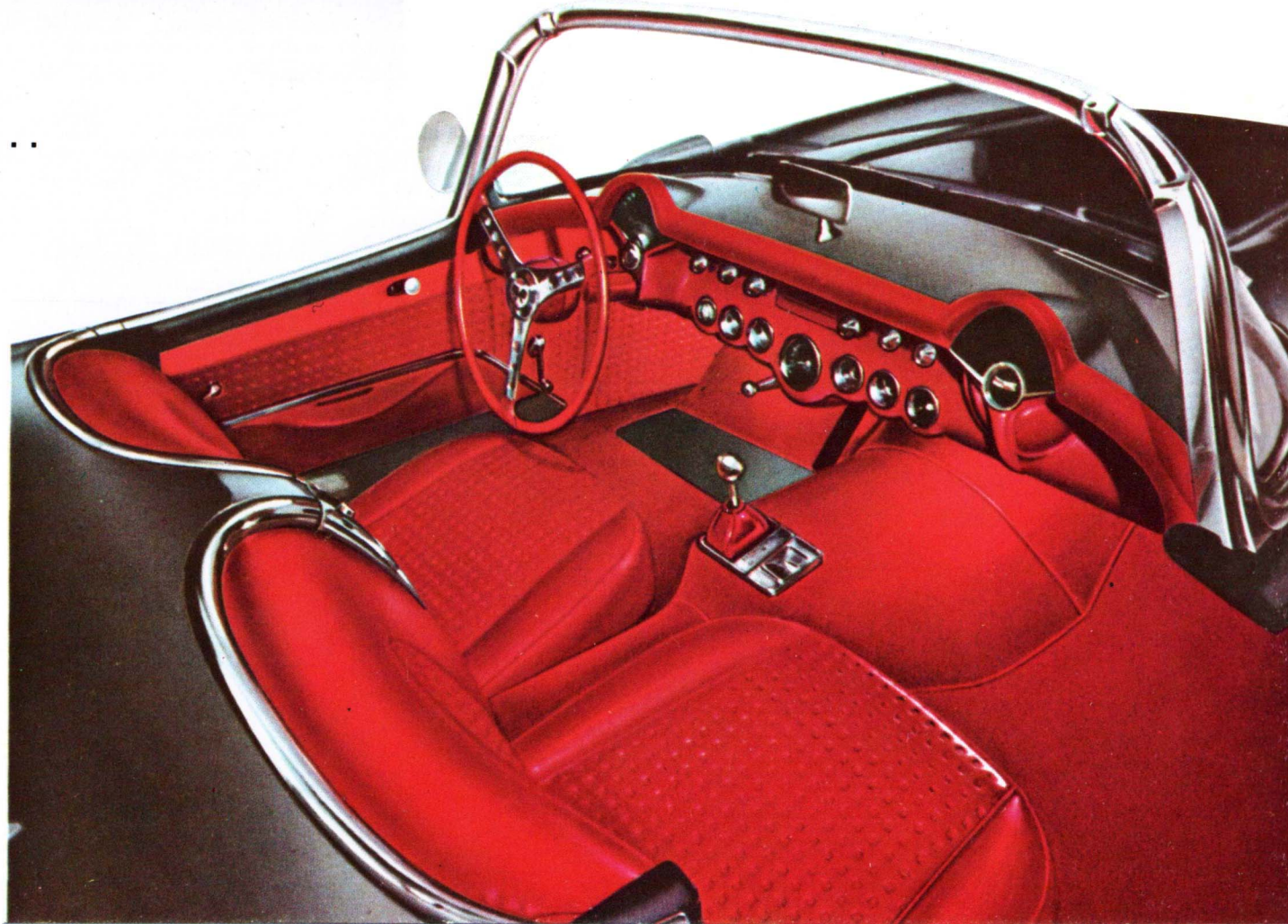
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## Design details of the improved Chevrolet Corvette V8

*The Truly American Sports Car!*

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**ENGINE**—Super-efficient valve-in-head design, 265-cubic-inch displacement, 3.75" bore x 3.0" stroke, 9.25 to 1 compression ratio. 210 horsepower at 5200 rpm and 270 foot-pounds of torque at 3200 rpm with single 4-barrel carburetor; 225 horsepower at 5200 rpm and 270 foot-pounds of torque at 3600 rpm with twin 4-barrel carburetors\*. Special high-lift camshaft, high-speed valve system with mechanical lifters, special valve springs and spring dampers. Buffed, deep-ribbed cast aluminum rocker covers. 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 10.5-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; with Powerglide, 3.55:1 ratio; with Synchro-Mesh, 3.70:1 standard, 3.27:1 optional.

**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. 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. Choice of manually operated fabric top or light-weight easily removable plastic hardtop. Power operation\* and hardtop\* also optional with fabric top.

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

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**Chevrolet Motor Division  
General Motors Corporation  
Detroit 2, Michigan**

LITHO IN U.S.A.

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