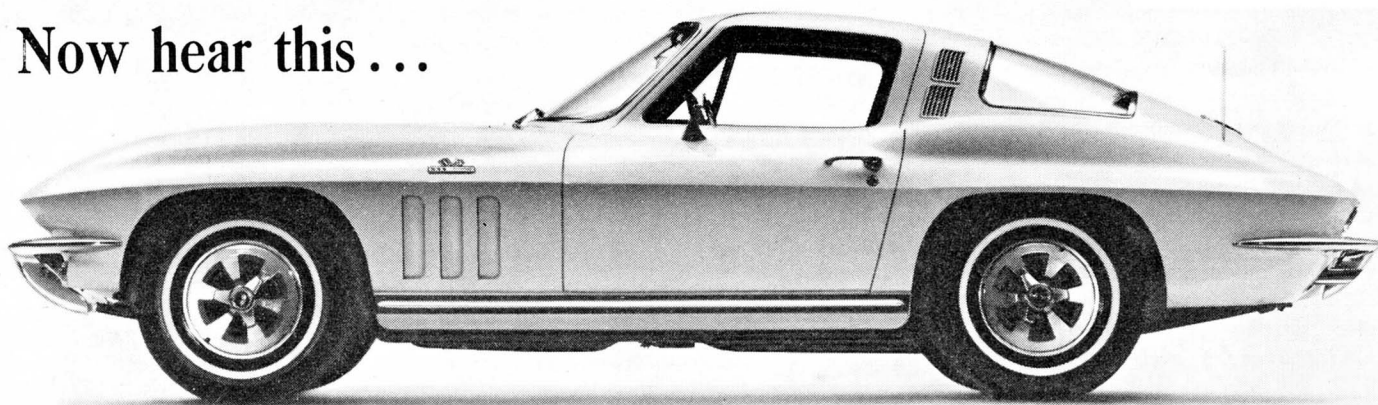




You've heard the rumors.

Now hear this . . .



There is a Turbo-Jet 396 from Chevrolet.

You've heard it's first cousin to the mysterious Mark II Chevrolet engine? It is. You've heard how well it breathes and how strong it runs? It does.

We call the beast Turbo-Jet 396, after its displacement. There's a high-output version you can order in Corvette. Bore: 4.094. Stroke: 3.76. Compression ratio: 11:1. One 4-bbl. Mechanical lifters. Bhp: 425. Torque: 415 lb.-ft. That's what. Now, why.

**Breathes deep, free**—Combustion chambers in the head are modified wedges with a large quench area for cooling the charge and a close-to-center spark plug for better combustion control. Independent ball-stud rocker arms allow tilting the intake and exhaust valves both lengthwise

and crosswise to the engine's axis.

Tipping the inlet valve toward its port permits less restricted induction along a fairly uniform cross-section. Similarly tipping the exhaust valve allows a gentler outlet radius and less restricted exhaust gas flow. Finally, tilting inlet and exhaust valves *away* from each other on *two* axes unshrouds them for maximum volumetric efficiency.

**What else is new**—The short, rigid block for our Turbo-Jet 396 is strengthened above each bearing support by thick bulkheads. There are four bolts for each bearing cap instead of two. Main and connecting rod journals are specially hardened.

Pistons for this 425-hp version are

aluminum impact extrusions developed by Chevrolet for high-output engines. Thermal expansion is controlled by a barrel-contoured skirt, eliminating those long slots below the oil-control ring and strengthening the piston. Connecting rods are beefed up, too.

Mostly, though, it's the breathing that makes our Turbo-Jet 396 big news. Deep on intake. Free on exhaust. You know how shrouding can strangle an engine.

Not this one.



Chevrolet Division of General Motors, Detroit, Michigan





## Cubic inches, that is. We're ready if you are.

It's no rumor.

You may have heard talk of a new "mystery" V8 from Chevrolet. You probably discounted some of what you heard as exaggeration. It wasn't just talk, and chances are it wasn't even exaggerated.

This is the genuine article. Officially, the Turbo-Jet 396 V8. Unofficially, it's a production engine raised to the nth power, an outright masterpiece, almost the kind you could expect to get only with cams and gadgets and exotic labels hung all over the outside. The 396 gets everything it needs on the inside.

425 bhp at 6400 rpm. 415 lb-ft of torque at 4000 rpm. (Nice, round figures that give a specific output of 1.073 horsepower per cubic inch.) 396 cubic inches. 4.094-inch bore, 3.76-inch stroke. Solid lifters, one 4-bbl. carburetor, dual exhausts. That's just the bare bones of the story.

The rocker arms are separately mounted, which allows individual placement of valves, inlet ports, and exhaust ports. That in turn allows precise control of combustion chamber shape, unshrouding of the valves, better heat dissipation, remarkably good "breathing" characteristics. The

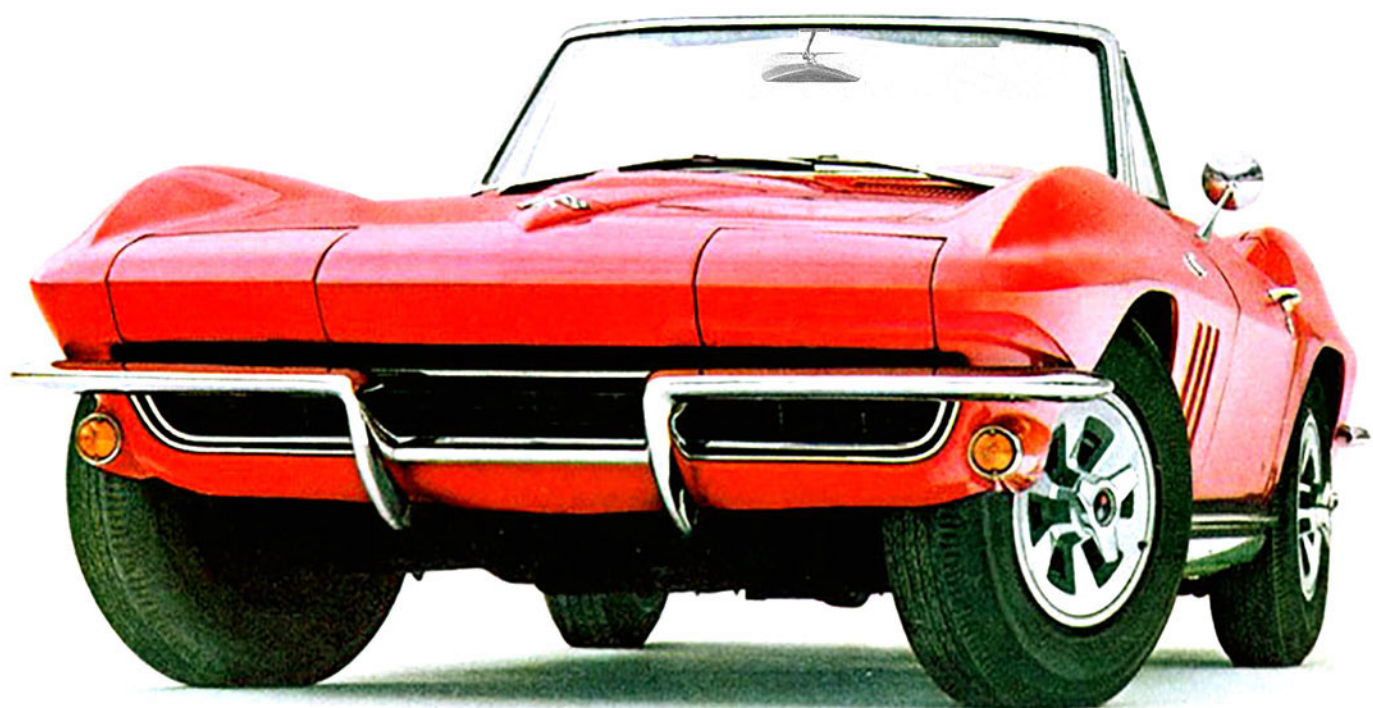
rest of the engine is similarly advanced, but the big story is the breathing.

Remember the 265-cubic-inch V8 in 1955? It became the 283, and the 327 was based on it. It was so good because it breathed so well. This one's better. A *lot* better. You can get it in a Corvette.



Chevrolet Division of General Motors, Detroit, Michigan





*Corvette Sting Ray Convertible*

## New with 4-wheel disc brakes '65 CORVETTE

Corvette for '65 offers 4-wheel disc brakes as standard equipment.

Disc brakes act smoothly, evenly. Resist fade even in the most brutal use. They're almost unaffected by water or heat.

They're self-adjusting. Need virtually no maintenance.

So what was always one of the world's greatest cars going is now one of the world's greatest cars stopping, too. But even that's not the whole story on Corvette for '65.

There's a new look—new grille styl-

ing, smooth new hood, sporty new wheel covers, and handsome front fender louvers for increased air flow through the engine compartment.

Speaking of engines, Corvette for '65 has a brand-new V8 to go with the standard 250-hp version and others, from 300- to 375-hp, that you can specify. This new V8 combines 350-hp sizzle with calm, cool behavior. Yours for the ordering in Sport Coupe or Convertible models.

Corvette's list of items you can specify to fit your taste is as long as ever:

4-Speed Synchro-Mesh or Powerglide transmission; power steering, brakes and windows; genuine leather seats—even AM/FM radio.

There's never been a sports car like Corvette. And there's never been a Corvette like this '65!

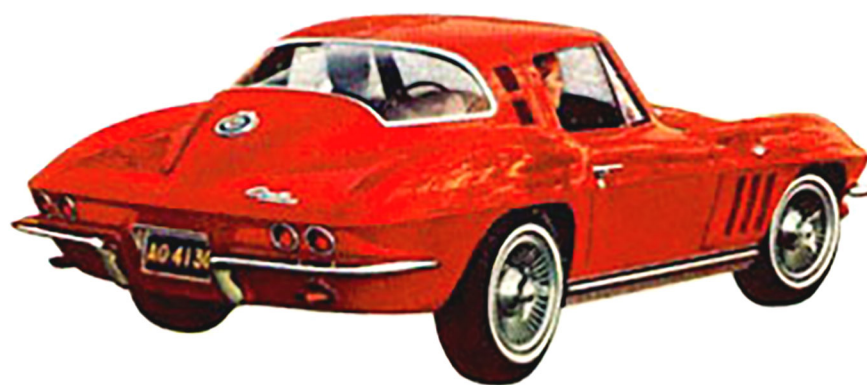


Chevrolet Division of General Motors, Detroit, Michigan





The coupe will fill your life about as full as the convertible.  
(Sorry, some decisions don't come easy.)



The Sting Ray Sport Coupe is a snug, cozy, intimate machine with plenty of luxurious room for two and their luggage. The Convertible is a snug, cozy, intimate machine with plenty of luxurious room for two and their luggage, and the top goes down. Some people just like to be wind-blown every once in a while, and some don't.

You'll just have to make up your own mind. In either case you get all the benefits of Corvette ownership—things like four-wheel disc brakes. Four-wheel

independent suspension. 47/53 weight distribution. All-vinyl interior. Fiber glass body. That kind of thing.

And you get to make all the choices about what equipment you want to order for either car—like your choice of six engines and three transmissions, or such equipment as power windows, power steering, or power brakes. You'll get the same kind of handling, performance, and precision engineering in the coupe as you will in the convertible. Corvette-kind. Superb.

(If you absolutely can't make up your mind, you might consider both cars. You can buy them both for less than you'd have to pay for just one of a lot of other Grand Touring cars of similar performance and quality.)

**Corvette Sting Ray**



Chevrolet Division of General Motors, Detroit, Michigan





## Try this on the old psyche

Try a Corvette Sting Ray. Then try to imagine getting out of the wrong side of bed in the morning.

What you'll do is, you'll go drive it. At the drop of a hat, for any excuse, any time, on any errand. For fun. For pleasure. For practical purposes, too—how else can you light your days, clean the cobwebs out of your head, and go about your business at the same time?

If you're thinking about a car like this, why not get the real thing? There's nothing mystical about it. It's pure sports car, all right, but you don't need string-backed driving gloves and a funny hat to enjoy it. Drive it

like it was any old car, and you suddenly come off skillful. That's what refinement does for an automobile. Drive it a little harder, and you begin to see what an automobile can do.

Particularly when it's got the response of a true sports car (starting at 250 hp or you can order up to 375 hp). And the greatest brakes imaginable (4-wheel disc brakes are standard equipment). And the most advanced chassis in the business, for super-stable balance and handling.

Check the price, too. The Corvette is much less expensive than most high performance sports cars.

You can get your Corvette in elegant Sport Coupe or Convertible. And you can order it with anything from air conditioning to power windows. Matter of fact, you can get any kind of Corvette you want except a dull one.

It won't make the grass any greener, but it does color the sunsets a little.

**Corvette Sting Ray Convertible**



Chevrolet Division of General Motors, Detroit, Michigan





## American sports cars all look alike. '65 CORVETTE

Corvette is America's one true sports car—has been for years.

But Corvette is also two body styles. Five engines and three transmissions available. Plus enough other equipment you can order to make any kind of sports car you want.

For aficionados, there's the snarly Corvette. Ordered with a 375-hp Ramjet fuel-injected V8, 4-speed fully synchronized shift, Positraction, cast aluminum wheels, special goldwall tires, genuine wood-rimmed steering wheel, telescopic steering column,

special front and rear suspension and special exhaust system.

For boulevardiers, there's the plush Corvette. Ordered with a 300-hp V8, Powerglide, power brakes, steering and windows, tinted glass, genuine leather seat trim, AM/FM radio, and air conditioning.

And if you're a bit of both aficionado and boulevardier, you can get all kinds of in-between Corvettes, part snarly and part plush.

Every Corvette gives you 4-wheel disc brakes, fully independent suspen-

sion, retractable headlights, and a sumptuous bucket-seated interior as standard. At a very reasonable price compared to any car near its class.

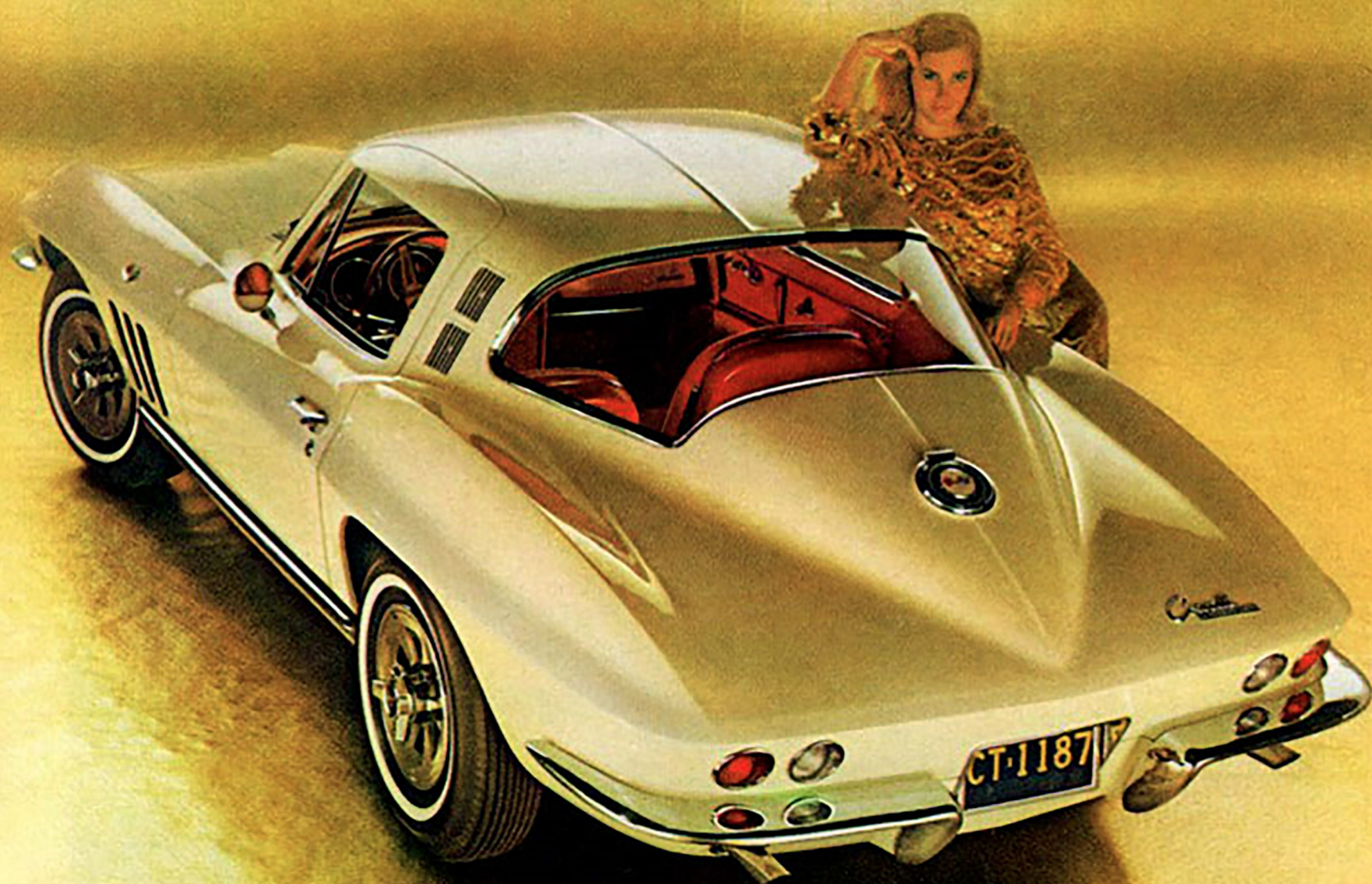
Now you know why America has only one sports car; with all those different Corvette versions, who needs any more?

**Corvette Sting Ray**



Chevrolet Division of General Motors, Detroit, Michigan





**\$10,000? \$9,000? \$8,000? \$7,000? \$6,000? \$5,000?**  
**Keep going.**

It's the most expensive model in Corvette's line-up, the Sting Ray Sport Coupe.

And it's dolled up a little, just to make it more personal—and a little tougher to guess the price.

Here are some of the things you can order to personalize your own Corvette: genuine leather seat trim, telescopic steering column, wood-rimmed steering

wheel, and power brakes. Keep things like that in mind when you make your guess.

You needn't bother with the vinyl interior, 4-wheel disc brakes, independent rear suspension, or the choice of steering ratios. Those are standard.

All we really did was take what is about the greatest driving experience you'll ever have and add a touch or

two to make it even more exclusive.

How much under \$5,000 it is depends on where you're located. You may find it a very pleasant surprise.

**Corvette Sting Ray**



Chevrolet Division of General Motors, Detroit, Michigan





If you'd just spent fifty miles twisting down a mountainside in this '65 CORVETTE, you'd be taking the words right out of our mouth about its new four-wheel disc brakes.

Praise comes easily to brakes as fade-resistant, heat-resistant, water-resistant and fuss-resistant as these.

That's just how Corvette's new 4-wheel disc brakes act. They're standard equipment for '65.

Such engineering leadership has earned Corvette worldwide fame. But admirable as Corvette's design may be, its appeal is a lot more than a technical thing.

There's never been an American car that put so much sheer pleasure into the driver's seat—and you don't have

to be an engineer to enjoy that.

All this pleasure is because you're in charge of a car made for driving. Meant to be part of the road, not just a machine for running over it. And agile, ready to move as quick as your hands and feet command it. Yet it's comfortable like a custom-made arm-chair is comfortable.

You can order V8's up to 375 hp. That's one more reason why the '65 Corvette ranks with the world's great high-performance sports cars. Happily, one way it doesn't is price. For all its

dramatic performance and tailor-made luxury, its cost comes as a pleasant surprise.

Drive a Corvette, to sample great engineering or just for the love of driving.

You don't even need a mountainside—just an open road.

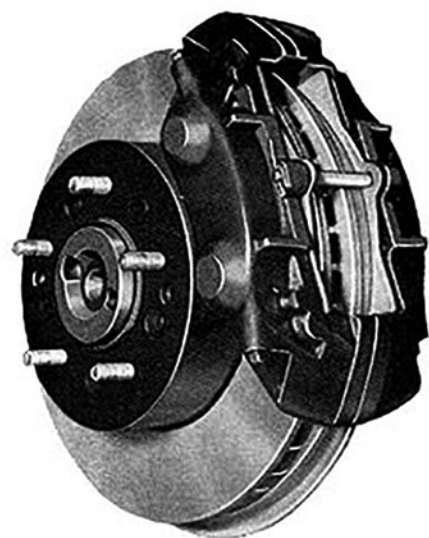


Chevrolet Division of General Motors, Detroit Michigan





## '65 CORVETTE New with 4-wheel disc brakes



Caliper-type discs, 11 1/4 inches in diameter and vented for cooling, are fitted to all four wheels of the '65 Corvette.

Corvette for '65 offers 4-wheel disc brakes as standard equipment. It figures. When it comes to performance ideas, Corvette's been out in front for years.

And there hasn't been a better idea than 4-wheel discs in the history of brakes. They're virtually fade-free. Unaffected by heat or water. Self-adjusting. Wear like granite. And require

almost no maintenance in normal use.

We could go on, but Corvette has a few other nifties for '65.

Like that new V8 you can order (along with 300- and 365-hp V8's and 375-hp Ramjet fuel-injected V8). It's a 350-hp triumph of the engine designer's art. Smooth as honey in spite of all that torque.

Inside, you'll find re-designed seats,

door panels and instrument faces (white on black, enough to bring tears of joy to a purist's eyes).

Outside, some beautiful things have happened. Notice that smoothed-off hood. The clean new grille design. New body side trim. Mean-looking magnesium-type wheel covers even a real magnesium wheel could envy. And three big, bold, *functional* front

fender louvers on each side.

Now for the do-it-yourself department: order what you want. Corvette's got everything again from 4-Speed Synchro-Mesh to cast aluminum wheels. From Positraction to power windows. From genuine leather seat upholstery in seven colors to a new telescopically adjustable steering column.

All this and 4-wheel disc brakes, too.

We've said it every year and we'll say it again for '65—there's never been a better time to go Corvette.



Chevrolet Division of General Motors, Detroit, Michigan