

# Did you expect anything less from The Leader?



Anything less than an astonishingly beautiful sports car seven inches longer and nearly two inches lower, with windshield wipers concealed by a power-operated cowl, rear deck spoiler and high-backed bucket seats. Anything less than Astro Ventilation, a new air-intake and pressure-relief system.

Anything less than four-wheel disc brakes and fully independent suspension.

Anything less than V8s you order up to 435 hp. Anything less than new security features like side marker lights and many more.

The '68 Corvette Sting Ray.

What else would you expect from Chevrolet?



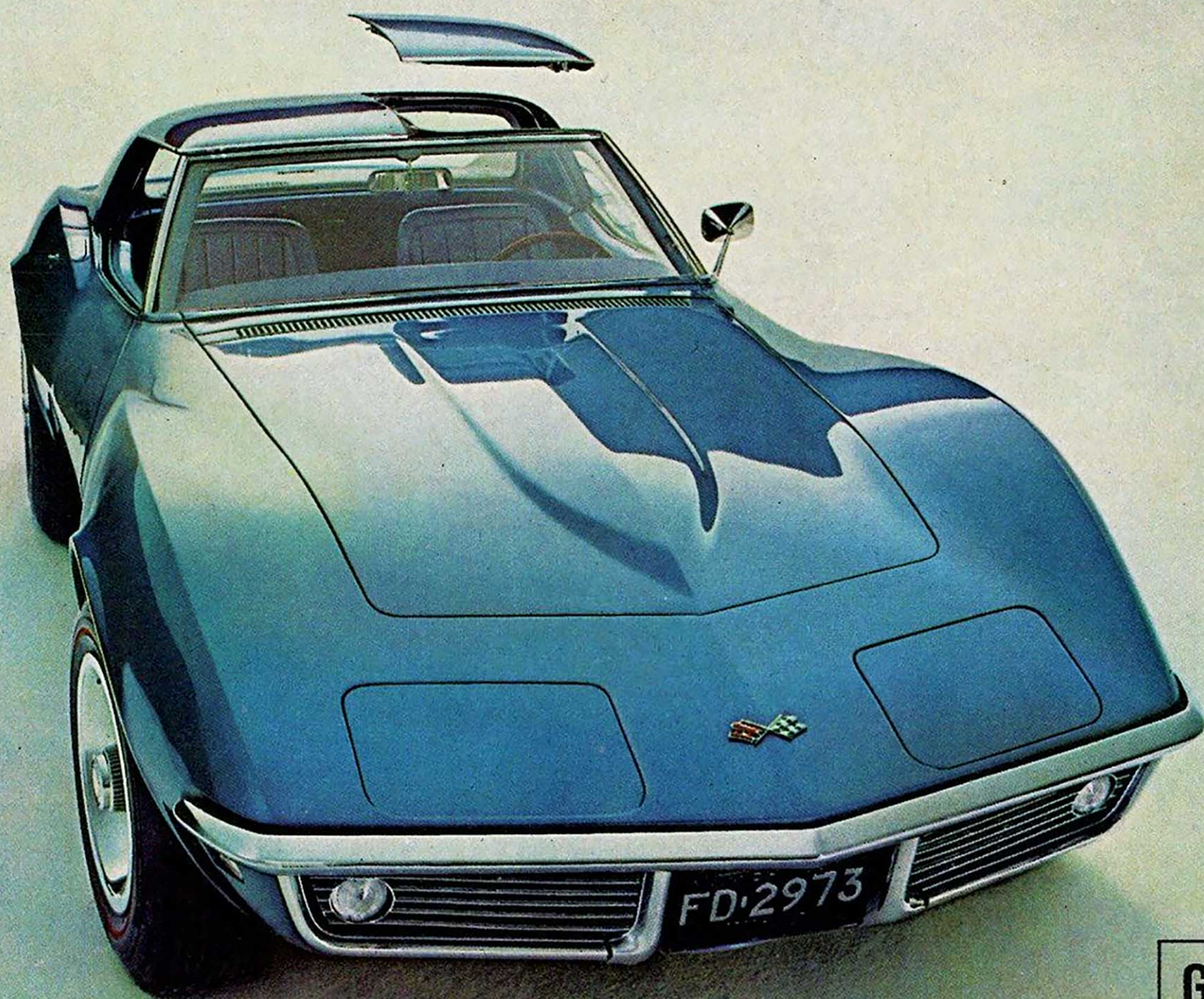
# '68 Corvette



The Oh-My-Heavens one. You release a few latches and those panels in the roof are ready for lift off. You release a few more and the rear window's ready for lift off. You flip the key in the ignition and you . . . and you . . . say, you're not listening. Hello, do you read us? What's the use. You're in a world all your own. **Corvette** Like a car, only better.



# 10 seconds to lift off.



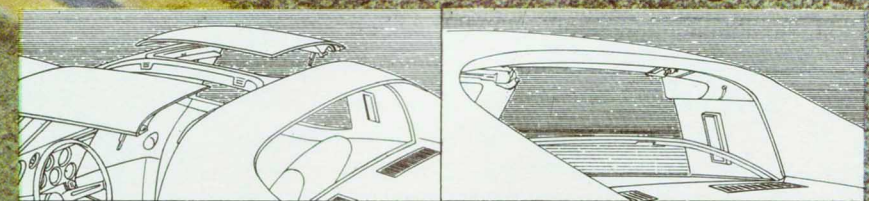
Sports Class winner of the Motor Trend 1968 Achievement Award, for which we thank them.



# The “convertible” coupe

Look, it's the 1968 Corvette Sting Ray Coupe: sleek, snug, sporty. Look again. Now, with the roof panels off, it's open to the sun, the sky, the air. This “convertible” feature is standard on the new Sting Ray Coupe, as are hidden headlights, concealed wipers, rear-deck spoiler and a cockpit that's impeccably comfortable yet utterly functional. Standard, too: fully independent suspension, four-wheel disc brakes, 300 hp and Corvette's taut, precise sports-car handling. Sting Ray for 1968 at your Chevrolet dealer's.

**'68 Corvette** by Chevrolet



Removable roof sections stow behind seat, along with the detachable glass rear window. Opened up, Corvette's a “convertible.” Buttoned up, it's a coupe. More than ever, it's one-of-a-kind.



MAGIC OF FREEDOM