A new Corvette by Chevrolet

Now even greater than the original in... Looks and Performance!
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 lifesaver 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 Sport Car!


TRANSMISSION—Choice of special high-performance 3-speed close-ratio Synchro-Mesh (2.5:1 low and reverse, 1:1:1 second, 1.5:1 high) with high-capacity 10-inch close-crown clutch, or optional Powerglide special automatic transmission. Floor-mounted or console mounted.

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

REAR AXLE—High torque capacity axle, 3.55:1 ratio standard, 2.77:1 ratio optional with either Synchro-Mesh or Powerglide.

FRAME—Extra-rigid, welded box girdler frame reinforced with I-beam "X"-member suspension and leaf spring suspension with ride stabilizer. Self-lubricating, semi-elliptic, four-leaf rear springs, outrigger mounted. Direct-acting shock absorbers mounted inside coil springs on front and diagonally mounted rear.

STEERING—Full anti-friction steering gear with 16.1:1 ratio and balanced steering linkage, 18.1:1 overall ratio. Competition-type steering wheel with 17" diameter and three shock absorbing spring-steel spokes. Turning diameter (curb to curb): 36.5 feet right, 38.3 feet left.

BRAKES—Hydraulic 11-inch self-energizing brakes with new limited lines, 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—Dunlop 15-inch radials or radial-rim. Standard 6.70-15 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.


INTERIOR FEATURES—Form-fitting, vinyl-covered seats, individually adjustable, with safety belts. Wide doors with built-in arm rests, push-button door handles, key lock, inside door release, swing-out door hinges. Choice of crank-operated or power window lifts. Ash tray and glove compartment between seats. Padilled roll on instrument panel and doors. Quiet-seating, backrest, multi-spoke steering wheel. 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 wipers.

COLORS—Onyx Black with Red interior and Black or Red top. Venetian Red with Red interior and Black or Red top. White with Beige interior and Beige or White top. Aztec Gold 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, 168.5". Overall height: top down, 49.3". Convertible top, 51.1". Hardtop, 51.0". Height at door, 35.0". Road clearance: 6", Width, 70.5". Tread, 57". Front, 59".

*Optional at extra cost.

All illustrations and specifications contained in this literature are based on the latest information available at the time of publication approval. The right is reserved to make changes at any time without notice in price, color, materials, equipment and specifications.

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