AMERICA'S SPORTS CAR GETS A NEW LOOK!

Take a classic sports car design. Give it tasteful new styling. That’s Corvette in 1961. Starting with the sleek rear deck, it’s clean, uncluttered. From this point forward, it becomes obvious this new Corvette was designed to be driven. No matter what the occasion—black tie or tennis shoes—Corvette is appropriate. If you’re an enthusiastic rallyist, an about-towner, a countryside explorer, or all three, Corvette matches your mood.
Corvette is equipped with elegance ... fashioned with true sports car flair!

There's a "just right" feeling when you step through the Corvette's wide door openings and seat yourself in the luxuriously appointed cockpit. First, adjust the form cushioned bucket seat to your own personal requirements. Give yourself all the freedom and leg room you need. Window up or down? You can roll 'em on Corvette. Get snug and secure with Corvette's seat belt. It's standard equipment. Now, grab the floor-mounted shift knob. Work through the gears. Even in a showroom test run you'll feel the fun of shifting for yourself. If you're more inclined to things automatic, there's sure and smooth Powerglide.* By the way, the transmission tunnel is 19 per cent narrower this year. More space in the cockpit. Check the glovebox. It's conveniently located between the seats. And you can lock it. Push-button door handles, side view mirrors, metal sill and step plates and inside door locks are Corvette conveniences that can't be found on most other sports cars. Add, too, these four new standard items: dual sun visors, windshield washer, parking brake alarm, courtesy lights.

*Optional at extra cost

PERFORMANCE IS THE MEASURE OF A FINE SPORTS CAR ... AND NO CAR MEASURES UP LIKE CORVETTE. ... Corvette arrives in '61 as the product of careful craftsmanship and creative engineering—the world's finest sports car in its performance class. Experts say so. But for the real say so, you'll have to take to the Corvette. Press lightly on the accelerator. Phenomenal response! Corvette's wonderful power-to-weight ratio gives it that go. The light fiber glass reinforced plastic BODY is over three times as thick as steel, has twice the tensile strength, half the weight. No rust, either. Any one of the five Corvette ENGINES will scream with amazing responsiveness, operate with scarpulous efficiency. Move from gear to gear. You're sure to feel a real professional grasp with the beautifully synchronized Corvette gearshift. Corvette engineers have designed the TRANSMISSIONS to take optimum advantage of Corvette's high performance engines. This year the standard 3-Speed Synchro-Mesh with standard axle ratio will offer quicker acceleration under most driving conditions while giving greater cruising economy. For all-out performance, the optional 4-Speed transmission* has a lightweight aluminum case, reduces overall weight by 15 pounds, adds new power. Now, see how the Corvette RIDES and HANDLES. Take your first corner. No lean and no sway. As you come out of that turn you'll feel Corvette holding tight and taut on the road. The combination of independent coil springs up front and parallelogram rear suspension produces stability and steadiness. Brake the Corvette. Notice how those big, self-energizing Corvette BRAKES need only a gentle touch, resist fade. There are all sorts of additions to the basic 1961 Corvette driving package. You can find them in the back of this folder. Discuss them with your Corvette salesman after your first test ride. Take it now!

CORVETTE KEY:
CORVETTE CAN BE PERSONALIZED TO YOUR SPORTS CAR NEEDS, STANDARDS AND DESIRES

Sports cars are personal machines. And no sports car can match the Corvette's capacity for doing the job you want it to do at a comparable price. Bring together your choice of engine and gearbox. That's the basic decision. The chart below will help you make your selection. Whatever you choose, a new avenue of automotive adventure will stretch out before you when you GO CORVETTE.

CORVETTE POWER TEAMS FOR 1961

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<th>ENGINE Data</th>
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<th>REAR AXLE</th>
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<td>H.P.</td>
<td>Induction System</td>
<td>Compression Ratio</td>
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<tr>
<td>230 SFI</td>
<td>Single 4-Barrel</td>
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<tr>
<td>245*</td>
<td>Twin 4-Barrel</td>
<td>9.1:1</td>
</tr>
<tr>
<td>259*</td>
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FOR PERFORMANCE, CORVETTE ENGINES are 283-cubic-inch displacement valve-in-head V8's with 3.96" bore and 3.8" stroke, precision balanced assembly. All engines have independent operating mechanisms for each valve, pressure-machined forged steel crankshaft, five main bearings, full-pressure lubrication system, full-flow oil filter, 12-volt electrical system, full dual exhaust. Oil-wetted, polystyrene element, baffled aluminum air cleaner (special paper element, pipe intake type with fuel injection). All-aluminum cross-flow radiator. Finned aluminum rocker covers on optional engines.

270*, and 315*-h.p. Corvette's feature special camshaft; high-speed valve system with special valves and mechanical valve lifter; heavy-duty main and connecting rod bearings; distributor-driven tachometer; straight-through type mufflers. Fuel injection engines have special cylinder heads, pistons, and larger intake valves.

CHOICE OF TRANSMISSIONS. 3-SPEED SYNCHRO-MESH, standard equipment. Ratios: 2.71:1 low; 1.51:1 second; 1:1 third; 2.20:1 reverse. Four-speed gearset. 4-SPEED CLOSE-RATIO SYNCHRO-MESH* (R.P.O. 68K) Ratios: 2.21:1 first; 1.66:1 second; 1.31:1 third; 1.1:1 fourth. 2.22:1 reverse with manually operated mechanism or floor mounted shift lever to prevent unintentional reverse engagement during shifting. CLUTCH, 10" semi-centrifugal coil spring. POWERGLIDE* AUTOMATIC available with 290- and 245-horsepower engines. Floor mounted range selector lever.

POWER-MATCHED REAR AXLES. Semi-floating hypoid. Rear axle ratios matched to power team. Positraction (R.P.O. 67K) rear axle optional* with 4- or 4-Speed Synchro-Mesh and choice of ratios (see chart above).

CHASSIS. Box-girder, X-member reinforced frame, independent coil spring front suspension with stabilizer bar. Rear suspension by radius rods and wishbone-type trailing arms. Bifid-type coil springs with stabilizer bar, Direct-dual-action nitrogen gas shock absorbers. Unit-balanced roller propeller shaft and universal joints. Full anti-friction steering gear and balanced bearings: 21.1 overall ratio, Hydraulic 11-inch self-energizing brakes with fade resistant bonded linings. Hand-operated parking brake on rear wheels. 16.4-gallon fuel tank. Black 5.75 x 14 3-ply rating tires: white sidewall tires optional. Vented chrome wheel covers with simulated knock-off hubs.

SPECIAL EQUIPMENT* FOR SPORTS CAR MEETS. R.P.O. 693—Special brakes with sintered-metallic fittings, finned cast iron brake drums with built-in cooling fan, vented flange type wheels, and standard M.R.C. fast steering adapter for 16 x 1" overall ratio. Available with Positraction rear axle, 3-Speed or 4-Speed Synchro-Mesh, and 270- or 315-h.p. engine. R.P.O. 685—Special sintered-metallic brake linings available with 3-Speed or 4-Speed Synchro-Mesh. R.P.O. 791—Temperature-controlled vacuum drive fan. R.P.O. 276—Wide base wheels with 515* rims; hub caps replace wheel covers. L.P.O. 1408—Nylon cord tubeless tires, 6.8 x 15 4-ply rating. L.P.O. 1305A—21-gallon fuel tank.


DIMENSIONS. Wheelbase, 102". Overall length, 177.7". Overall height: Soft top up, 52.2"; top down, 50.2"; hardtop, 51.1". Height at door, 35.5". Road clearance, 6.7". Overall width, 70.4". Tread: front, 57"; rear, 59".

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

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

*Optional at extra cost

TO TOP IT OFF you can choose either the manually operated fabric soft top (k's weatherproof) or the easily removable fiberglass hardtop. You might want to choose both, the second top comes at modest cost. For the utmost in convenience and luxury, there's an optional power-operated soft top.* Any top you choose fits slightly due to Corvette's improved body-to-roof sealing.

LITHO IN U.S.A.