NEW CORVETTE
NEW GRACE AND ELEGANCE SILHOUETTE AMERICA'S SPORTS CAR

Corvette steps out smartly with an exhilarating new look for '63. A freshly elegant look that promises to lift the spirits of any buff who takes the wheel. It's the Corvette Sting Ray! Two sparkling new models, both pointing the way to a classic new concept in American sports car design.

Catch an eyebul of the Corvette newcomer, the exciting Sport Coupe. Graceful body panels and compound-curved side windows emphasize the miles-ahead aerodynamic design. Power-operated, retractable headlamps rotate out of sight to blend into the unobstructed hood line. Doors extend upward into the roof, adding armchair ease and comfort to sliding in and out. This is the Corvette Sting Ray Sport Coupe. Clean, taut, fresh in every detail.

You'll find the Convertible is jauntier than ever in '63. Uncluttered lines accented front and rear by trim wrap-around bumpers. The subtle contour of the smoothly molded rear deck. A gleaming aluminum grille, retractable headlamps and a sweeping hood-length windsplit. Top up or down, graceful streamlining is the goal. And the Corvette Sting Ray Convertible achieves it.
NEW CONVENIENCES BLEND SUNDAY-DRIVING EASE WITH SPORTS CAR FUNCTION

Most sports car fans like the down-home conveniences, too. Things like the new Corvette's functional instrument group. Speedometer, clock, tachometer, oil pressure and temperature gauges—they all fit along the line of a single-minded driving charmer. There's more to come in a new glove box, passenger assist grip and easy-retract removable headlamps. Headlamps can be found parking and more original. There is the most for every need for the transmission signal, anything extra, electric clock, weather and feature controls. Window and canvas-curtained, and easy opening, all are the new windowers, Power steering, power windows, and power brakes a thing. Corvette's upholstery is all in a combination with a new real and versatile ventilation system. Two manual boxes for you keep your passenger cool. Corvettes are the grease! Important feature is the ease of the console. Too, Behind those comfortable bucket seats, you'll find a broad expanse of luggage space. Even the aperture has been scaled to a new \"giant\" look. Overhead, a new gear box area for luggage and packages. This is in the roof. The upholstery and the luggage area provide a place for boots and valises.

INSIDE, A LUXURIOUS NEW MEASURE OF CORVETTE COMFORT

A luxury show of the new Corvette's change is in the feeling you get when you sit behind the wheel. It's almost as if the car was designed to your personal specifications. The instrument panel is designed to the individual needs of your car. You'll find a clean, crisp, ergonomic interior (black, red, dark blue or white), with leather-covered vinyl upholstery on seats and knurled areas of the instrument panel. Upper controls are comfortingly within reach of your hand, but are easy to get to. An optional broadcast receiver is accommodated with greater bucket seats. And whatever, there's something in every department, completely matched to the interior of like schemes. Even the luggage area is covered, permitting the things like dual conjugates, a center console, a gear box area for luggage and packages. Click into the Sport Coupe and now how the doors are opened into the side to let you slide in easily. Then give those bucket seat a home. More from comfortable comfort. And whether you're driver or co-pilot, you'll find that Corvette continues to give you a seat to be proud of.

This year's Corvette is decorated with glorious of standard luxury items. A deep-dish steering wheel crosses the new moving column (that's adjustable to your driving curve). Seat belts, inside and outside, are modernized to have a smoother looking. The headlight is the new high-beam type, under the front fender, to give a clear view from the rear. The trunk, north side for driver and passenger. Electric window lifts, push-button windshield wipers. Directional signals, parking brake alarm, warning lights.
POWER TEAMS
TAILORED
FOR
SPORTS CAR FUN

SURE-FOOTED
CONFIDENCE
ON THE
TOUGHEST TRAILS
CORVETTE FEATURES FOR '63

Engines - All engines have independent mechanism for each valve; temperature controlled fan; precision-machined forged steel crankshaft; premium aluminum main bearings; full-pressure lubrication system; fullflow oil filter; automatic choke, and a 12 volt electrical system. Odors are partly eliminated with the air cleaner. All-aluminum crossflow radiator.

Chassis - Dual double-acting front shock absorbers, Balanced steering linkage with 99.6% overall ratio can be reset to 17.1 (standard with power steering). Hydraulic 11-inch brakes with fade-resistant bonded linings. Hand-operated parking brake on rear wheels. Black 6.70 x 15 tires standard; Optional: 6.70 x 15 nylon blackwalls or rayon whitewalls.

Exterior Features - Fiberglass reinforced plastic body with Magic-Mirror acrylic lacquer finish in seven solid colors: Tuxedo Black, Ermine White, Riverside Red, Silver Blue, Daytona Blue, Saddle Tan and Sebring Silver. Three Convertible tops (white, black and beige) available with any body color. Doors have push-button handles and key locks. Covered well for folding top behind seats.

Additional Optional Equipment - Sintered-metal brake linings. Cast aluminum wheels with 6" rims and knock-off hubs. Special performance equipment package available only on the Sport Coupe with Fuel Injection engine, 4-speed transmission and Limited Slip includes: power-type heavy-duty brakes including finned drums with built-in fans, vented backing plates and front brake air scoops, special sintered-metallic linings and self-adjusting feature when driving forward; dual-circuit brake master cylinder; heavy-duty stabilizer bar; 36-gallon fuel tank; heavy-duty front and rear springs and shock absorbers; aluminum wheels with 6" rims and knock-off hubs.

Dimensions - Wheelbase, 98"; Overall length, 175.3"; Overall height: Convertible with soft top up, 49.8"; Convertible with optional hardtop, 49.5"; Sport Coupe, 48.3"; Cowl height to ground, 34.9"; Door opening height to ground; Convertible, 45.5"; Sport Coupe, 46.7"; Road clearance, 5.0"; Overall width, 69.6"; Tread: front, 56.3"; rear 57.0"

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LITHO IN U.S.A.
MORE THAN EVER, A POLISHED PERFORMER ON THE OPEN ROAD

The real driving fun of a Corvette begins with imaginative engineering. Beneath those trim lines, Corvette is sporting engineering features that just plain add ginger to any driving. Take the chassis, for example. Corvette's new frame is stronger and more torsionally rigid than in past models. The new four-wheel independent suspension iron out even the rutted trails, keeps handling steady and sure. Maintenance is easier, too, with a battery-saving Delcotron generator, extended-life exhaust system, and hydraulic self-adjusting brakes. Other '63 innovations include Ball-Race steering, an adjustable steering column and wider wheel rims.

Overall, the new Corvette's weight is distributed in a different way. More than half the weight now rests on the rear wheels—a first among modern American front-engine cars. That means hare-quick maneuverability when turning and cornering, plus improved traction on the rough back roads.

When it comes to efficient power teams, Corvette remains front-and-center. Makes no difference whether you cruise the turnpikes, dodge city traffic or joy ride on country lanes. Pick your power from one of Corvette's big V8's, match it with a versatile Corvette transmission and find out just how a sports car should respond.

*Optional at extra cost.*