We think it's unwise to just tinker with an American classic like the Corvette Sting Ray. Changes should be meaningful. This fine road machine was and still is America's only true sports car. So for 1965, Sting Ray underwent subtle refinements in styling that only enhance its unique looks. And performance, always a basic measure of Sting Ray's appeal, has been improved even further. A new "street" engine develops 350 horsepower and answers most enthusiasts' needs for traffic and highway driving. The two top V8 power plants offer 365- and 375-horsepower for those who speedily all-out go. Best of all, the Sting Ray now has Sport-Master disc brakes on all four wheels that naturally complement the tremendous performance capabilities of the car. The '65 Sting Ray stops smoothly, surely and firmly with breaking reserves for beyond normal requirements. More than ever, the Corvette Sting Ray is luxurious transportation for two, a different kind of driving experience.

BODY: Styling changes for the 1965 Sting Ray are simple and effective. A smooth hood without depressions or distractions in the contour. New louvers behind the front wheels that help increase air flow through the engine compartment. A new grille with three black horizontal bars highlighting the center of the grille. New body shell moldings of bright aluminum. These changes only serve to refine what is aerodynamically one of the more efficient cars in the world.

Both Sting Ray models, Sport Coupe and Convertible, use the same one-piece underbody. The Convertible uses 31 fiber glass panels, the Sport Coupe 35. Where rivets can be exposed, the fiber glass parts are riveted to the metal framework; elsewhere, a bonding strip of fiber glass is riveted to the framework and the fiber glass is bonded to this. Sport Coupe bodies are attached to the chassis at six points with rubber "biscuit" mounts; the Convertible at four points.

In comfort and livability, the Sting Ray hasn't changed. Twin rectangular headlamps, 3-speed ventilation blower in the Sport Coupe, the wrap-over doors in the Sport Coupe for easy entry and exit, wrap-around bumpers, compound...
There's still the pleasant task of selecting a Sting Ray from two body styles—and three choices in accommodation. The Sport Coupe is a roomy, tightly unified, enclosed model. The Convertible offers either the folding soft top or a removable hard top. Many people order both tops, for summer convenience and winter snugness. The soft top folds completely away and disappears beneath a cover behind the seats. Pictured on this page are the three "birdcage" frameworks that form the basis of the Sting Ray's fiberglass reinforced plastic body. Each framework gives structural strength to the body, backs up the plastic panels, provides firm attachment points for door hinges and locks, and adds firmness to the entire structure. The result of this method of construction is a very solid structure with light weight, freedom from corrosion, ease of repairs, high impact resistance, and general longevity. 

without the necessity of re-doing entire panels. The folding top for the Convertible is available in black, white, beige, in combination with any exterior color.

FRONT SUSPENSION: The Sting Ray's independent front suspension uses variable-rate coil springs to give soft and gentle action on tiny bumps while maintaining firm control for the more rigorous case. Front-end "drive" under braking is controlled by a sophisticated front suspension design that gives impeccable handling and a ride that suits either the boulevard or the countryside. 

is quicker and smoother. Thus, road-holding is improved markedly, and "axle tramp," wheel-lifting under acceleration, and torque steering are virtually eliminated. The major components of the rear suspension are a strut rod from wheel hub to differential case, a torque control arm from hub to frame, and the tubular axle shaft (double universal-jointed) from differential to wheel spindle. Steering is handled by a 4 Solenoid variable-rate transverse leaf spring. The system holds tread and camber changes to a minimum, and oil driving and braking loads are distributed properly to the frame.

built for the rigors of the road... able to handle any kind of terrain...

designed for enthusiastic driving... gripping, cornering, steering beautifully...
STABILIZERS: For flatter cornering and better handling, a stout stabilizer bar (3.697-inch diameter) is fitted to the front suspension of the Sting Ray. The bar is rubber-isolated to control harshness and give it a smoother effect. For special performance purposes, a heavier (0.94-inch) stabilizer bar is available as a part of the special front and rear suspension package.

BRAKES: For 1965, the Sting Ray has Sport-Master disc brakes at all four wheels, the greatest improvement in Corvette braking power since the inception of the Sting Ray design. These new disc brakes are hydraulic, caliper type and give an amazingly smooth, sure stop. Virtually fade-free, Sport-Master disc brakes constantly keep themselves clean, dry and in adjustment under all road conditions. During maximum braking from higher speeds, 65% of the braking action occurs at the front wheels, 35% at the rear.

Left rear brake unit.

WHEELS AND TIRES: New wheel covers highlight the 1965 Sting Ray, simulating cast magnesium racing wheels with knock-off hubs. Cast aluminum wheels can be specified with wide-base six-inch rims, pin drive, and genuine knock-off type hubs. Standard wheels are 15 x 5.5K welded steel slotted disc type with 7.75 x 15 tires.

Left rear brake unit.

with strictly
sports car
handling and
control.

with strictly
a new kind
of sports
car ride...

Standard wheel cover.

Wide-base wheel cover.

In order to provide the maximum satisfaction for personal tastes, a full line of Options and Custom Features is available for the Sting Ray at extra cost. These are presented in illustrations and text throughout the catalog, and listed for your convenience on pages 12 and 14.

WHEELS: Sport-Master disc brakes are used—two balance forward weight shift. Brake discs are cast iron, 11.75 inches in diameter and finned internally for maximum cooling. Brake force is applied equally to each side of the disc by woven asbestos linings. 88.3 sq. inches in total area and bonded to the brake shoes. The rear parking brakes are an independent mechanical system consisting of brake shoes, riveted linings and a smaller internal-type drum. Conventional self-adjusting Safety-Master brakes can be specified, if desired, in place of Sport-Master disc brakes.
ELECTRICAL SYSTEM: The electrical system of the Sting Ray is based on the powerful 12-volt Delco-Remy air-cooled generator. A transistor ignition system can be ordered which provides electronic ignition control rather than mechanical. A flashing red warning lamp warns if the electrically operated retracted headlamps have been left on after retraction; a similar warning light is supplied for the hand brake. The warning system itself is color-coded for ease of maintenance. Ignition system components are shielded in radio-equipped cars to prevent interference. Accessories are fused except for the headlamps and parking lamps; these have circuit breakers rather than fuses.

INTERIOR: A true sports car in every sense, the Sting Ray still offers a completely luxurious driving environment. For 1965, the interior features new tons of durable expanded vinyl with a more subtle texture. Two new interior colors, maroon and green, and striking two-tone combinations of silver-black, white-black, white red, and white/blue complement the other choices of black, red, blue and saddle. Genuine leather upholstery is available for 1965 Corvettes in all of these colors.

The individual bucket-type seats are of "Swine" spring construction, and have a new bolster-like design for more seating comfort and better lateral support. Both seats are adjustable fore and aft through a range of four inches. New molded panels covering the back of the seats offer protection against scuffing. Carpet for the 1965 Sting Ray is molded to shape for better fit, a more finished appearance and fewer seams. The luggage compartment is completely carpeted; an under-the-floor storage compartment tucks valuables out of sight. Interior door panels are of a new molded construction; the armrest is integral with the panel and the door pull-handle is separate. Dual sun visors are standard.

Controls for the outside-air-type heater and defroster are located on the central console along with the electric clock and radio controls: vent controls are located under the instrument panel on each side of the steering column.

Matched speedometer and tachometer are the primary instruments in the Sting Ray. Supplementing these are an electric fuel gauge, electric coolant temperature gauge, ammeter, and an oil pressure gauge. A re-settable trip odometer, headlight switch, cigarette lighter, headlamp retractor switch, hood release, and four-position ignition switch complete the instrument panel.

yet this car is plush, convenient...

loaded with creature comforts...
**ENGINES:** Five great powerhouses supply the performance for any kind of Corvette on the owner desires. The successful 327-cubic-inch five-main-bearing V8, rated at 365 horsepower, is standard. This engine gives sprightly around-town performance and cruises at highway speeds at no more than an easy loa. Any of four other big V8s can be ordered: a 390-hp version that provides more go without sacrificing any tractability; a new 350-hp engine that gives near all-out performance while remaining perfectly at ease in stop-and-go traffic; and two high-performance engines with top horsepower for 65: the 365-hp engine and the 375-hp Ramjet Fuel injection engine that extract the last full measure of performance from the husky 327. New cylinder heads with bigger inlet valves are featured for the standard engine. The 250-, 295-, and 330-horsepower versions use hydraulic valve lifters; the 350 and 375 have mechanical lifters. The latter three engines require six quarts of lubricant (including oil filter), the 250 and 300-hp engines five. All engines have 19-quart capacity cooling systems. Modern thin-wall casting techniques enable Chevrolet to offer this large displacement in an engine that still maintains a relatively low over-all weight (starting at 757 lbs. for the standard engine with fly-wheels, minus clutch and pressure plate). Extensive use of aluminum components (intake manifold and expansion tank, transmission case, etc.) also helps keep total weight low. Other engine features include wedge-type combustion chambers, controlled pressure lubrication system with full-flow oil filter; pressurized cooling system with high-capacity water pump and oil-cooled exhaust system; and fuel systems tailored to individual engines.

**POWER TRAINS:**

All are floor-mounted, with shift levers in the console. The 4-Speed has a lockout to help prevent inadvertent shifting to reverse gear. Check the power team chart for the availability of engine and transmission combinations.

In the 3-Speed, second and third gears are synchronized in the 4-Speed, all forward gears are synchronized. The automatic Powerglide transmission has a 2-speed planetary gear set and a 3-element torque converter.

**STING RAY POWER TEAMS**

<table>
<thead>
<tr>
<th>ENGINE TYPE</th>
<th>HORSEPOWER &amp; TQ</th>
<th>INCLUSION SYSTEM</th>
<th>C/B</th>
<th>CAM &amp; OPT</th>
<th>TRANS MOUNTING</th>
<th>AXLE RATIOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>STANDARD ENGINE</td>
<td>327 cu. in.</td>
<td>350 hp &amp; 390 ft-lb</td>
<td>10:1</td>
<td>General Purpose</td>
<td>4-Speed</td>
<td>1.0 : 1, 1.25 : 1</td>
</tr>
<tr>
<td>EXTRA-COST OPTIONAL ENGINES</td>
<td>327 cu. in.</td>
<td>350 hp &amp; 390 ft-lb</td>
<td>10:1</td>
<td>General Purpose</td>
<td>4-Speed</td>
<td>1.0 : 1, 1.25 : 1</td>
</tr>
</tbody>
</table>

**TRANSMISSIONS:** The Sting Ray lineup offers transmissions like you gear up to just the kind of driving that suits you best. The proven 3-Speed manual transmission is the standard gearbox. You can order the smooth and easy Powerglide, with a new strokeline shift pattern for more direct shift selection if you prefer. Or specify a 4-Speed manual transmission for a wider selection of manual years.

**SHOCK ABSORBERS:** Sting Ray shock absorbers are direct double-acting hydraulic type especially designed to fulfill the combined needs of soft ride and firm handling. Special fresco-filled bags are enclosed in each shock absorber to help maintain proper action during extreme use.

To assure that your new Sting Ray is exactly right for your particular requirements, a complete line of Options and Custom Features is available at extra cost. They are described on pages 12 and 14, and some of them are presented throughout the text and illustrations of this catalog.
DESIGN CONCEPT: The key to a Sting Ray's road ability and handling lies in its 4-wheel independent suspension and its greater rearward weight distribution. Chevrolet engineers chose the fully independent suspension so that optimum use could be made of the great power available. The rearward weight distribution makes it possible to achieve excellent handling and still maintain an acceptably gentle ride. The major vehicle masses—the heavier components of the Sting Ray—are located so that the suspension and steering systems can work with the design, rather than having to compensate for imbalance. The Sting Ray has been basically right from its original concept. Constant refinement and continual development have gone forward to make the 1965 Corvette Sting Ray more than ever one of the most deeply satisfying driving experiences available in the world.

EXTRA-COST OPTIONAL EQUIPMENT

The following equipment, shown previously in illustrations or described in the text, is available at extra cost for the Corvette Sting Ray. These options add driving pleasure, or prepare the car for special uses. They allow the Sting Ray owner to equip his car to his own particular tastes:

- CHASSIS: Heavy-duty suspension. (Rear spring rate: 305 lb.-in. Rear shock absorbers: 1/4 in. Front spring rate: 500 lb.-in. Front shock absorbers: recalibrated. Stabilizer bar: 0.94-inch diameter.) Postfracion; power brakes; telescopic steering column; power steering; optional axle ratio; nylon tires; white-wall tires; cast aluminum wheels with wide-base six-inch rings and knock-off hubs.
- ENGINE: Off-road service exhaust system; exposed, side-mounted exhaust system; 36-gallon fuel tank (Sport Coupe only). (Note: when 36-gallon fuel tank is fitted, luggage compartment is partially carpeted; transistor ignition and voltage regulator: 300-horsepower engine; 350-horsepower engine; 396-horsepower engine; 425-horsepower Ram Jet Fuel Injection engine)
- TRANSMISSION: 4-Speed; 4-Speed close ratio; Powerglide.
- BODY: Soft-Ray tinted glass; back-up lights and non-store inside rearview mirror; Four-Season air conditioning; genuine leather seat upholstery; wood-rimmed steering wheel; electric windows: AM/FM pushbutton radio with remote control power antenna; removable hard top. (Convertible only. You can, however, specify either hard top or soft top at no extra cost—or order both with hard top at extra cost.)

from rubber to roof, a sports car...for performance-and style-minded individuals.