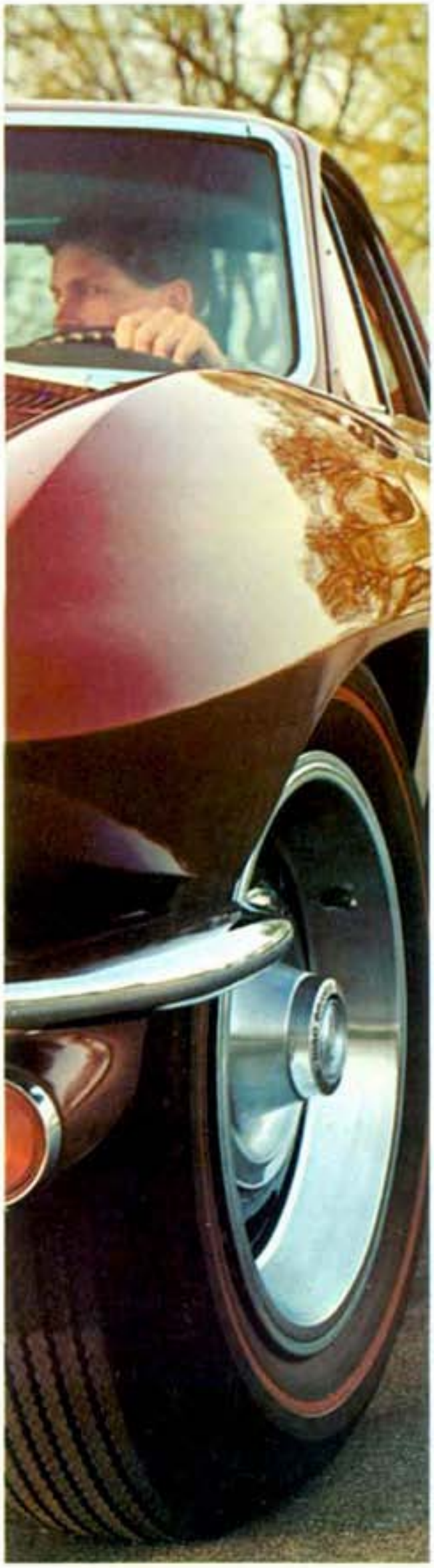
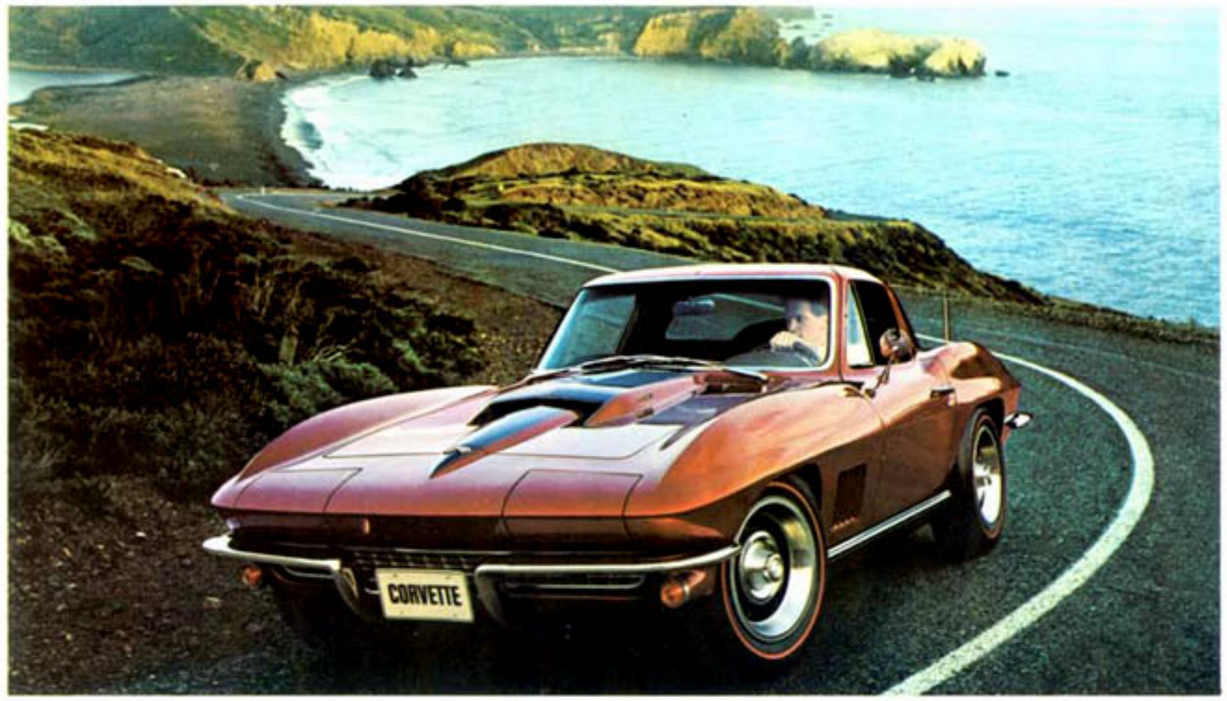
'67 Corvette
BY CHEVROLET



Corvette Sting Ray Sport Coupe in Marlboro Maroon



individual

Sweeping contoured sport coupe roof line

Retractable headlights

New console-mounted hand brake lever

Wrapover sport coupe doors

Sport coupe carpeted luggage area

When sports car enthusiasts talk about Corvette, certain words, like "individual," crop up often. That's because both the Sting Ray Sport Coupe and Convertible possess a rareness that sets them apart. You can see at a glance that no *one* attribute gives Corvette its exclusive character; rather, it's a combination of many features. Like retractable headlights that hide away at the flick of a switch, weather-wise fiber glass body and protective wraparound bumpers. And for '67, Corvettes ordered with 427 Turbo-Jet V8s sport a special hood with a cutaway bubble, ornamentation and 427 numerals giving it the dash of the power plant it caps.

Other new touches that accent Corvette's '67 personality: bright wheel trim rings and center caps; a new front fender louver design; wide back-up lights centered in the rear panel; and many new standard safety features (see page 11 for a comprehensive list).

If you search for fastback individuality, consider the Corvette Sport Coupe with its sweeping, contoured roof line. Doors extend well into the top to help ease entry and exit. Inside, you'll find just as much singularity. A fully carpeted luggage area (plus a secret space for valuables and tools) spreads out behind the front bucket seats. In true sports car fashion, the newly designed parking brake lever stands ready at hand on the center console. And overhead, there's a new vinyl-covered foam - and - fiber - cushioned headlining with special niches for the padded sun visors.

All this and more make Corvette for '67 the kind of "individual" you're sure to like.

See page 9 for more extra-cost Options and Custom Features.

Corvette Sting Ray Convertible in Marina Blue

personal

Sting Ray Convertible in Marina Blue with black vinyl-covered removable hardtop

Sting Ray Convertible in Marina Blue with black soft top

Sting Ray bucket seats and center console

Naturally, you'd like the sports car you drive to reflect your good taste. Corvette for '67 is just that kind of car . . . one that complements your way of thinking. If your favorite is the Sting Ray Convertible, then you have a choice of either the folding soft top — in black, white or new teal blue — or removable hardtop that matches your exterior color. Specify both and the additional cost is small compared to the all-seasons versatility. For a bit more elegance, order black vinyl roof covering available for the first time on the removable hardtop.

An impressive array of other personal effects is found on both Corvette models. Two that are new: a four-way hazard warning flasher blinks all directional signals simultaneously for roadside emergency parking; and a lane-change signal operates right or left turn signals by a slight pressure on the directional signal lever and cancels out when the lever is released.

Corvette has the power to please you, too, starting with the 300-hp 327-cu.-in. V8 and 3-Speed fully synchronized transmission, both standard. (This is only the beginning; you can order up to 435 horses.) More features worth mentioning: newly designed gas filler door and distinctive Corvette emblems; bright metal body and door sill moldings with black highlights; and your choice of ten Magic-Mirror exterior colors including four new hues — Elkhart Blue, Lynndale Blue, Goodwood Green and Marlboro Maroon.

From a personal point of view, Corvette for '67 is a car you can really call your own.

A detailed list of extra-cost Options and Custom Features can be found on page 9 of this brochure.

Safety-padded instrument panel and full instrumentation

Your first venture inside a '67 Corvette will convince you that here's a cockpit luxuriously rigged for two. All-vinyl bucket seats have the grain look of real leather; backrests and foam-cushioned seats are bordered by narrow front and side bolsters that let you ride deep and comfortably. Backrest tops and sides as well as cushion side panels are trimmed with bright metal moldings. For an elegant flair, order genuine leather seat trim which is available in five colors – black, red, bright blue, dark blue or saddle, depending on exterior color selected.

Corvette's instrument panel is a devotee's delight. Safety-padded, vinyl-covered and replete with those instruments so important to the serious driver. The large speedometer and tachometer are front and center; so's the trip odometer that runs to 999.9 miles. Ammeter, oil pressure gauge and electrically operated temperature and fuel level gauges round out the engine performance indicators. Two panel indicator lights guard against oversights. One flashes red when the parking brake is set and the ignition on (it also monitors hydraulic pressure balance when foot brakes are applied); the other indicator light warns you if headlights are on but not fully rotated to the open position. And newly styled controls are capped by smooth contoured knobs. There are many other safety engineered items built into every '67 Corvette. See page 11 for a more complete list.

Convenience is another measure of true luxury. That's why special attention has been given to standard interior details in the '67 Corvette. The hood release handle and door locks are in new convenient positions; sliding air vent controls are located on either side of the vertical

luxurious

Console-mounted 4-Speed shift lever

Red-stripe tires and special cast-aluminum wheels

Telescopic steering wheel

Whitewall tires and dual side-mounted off-road exhausts

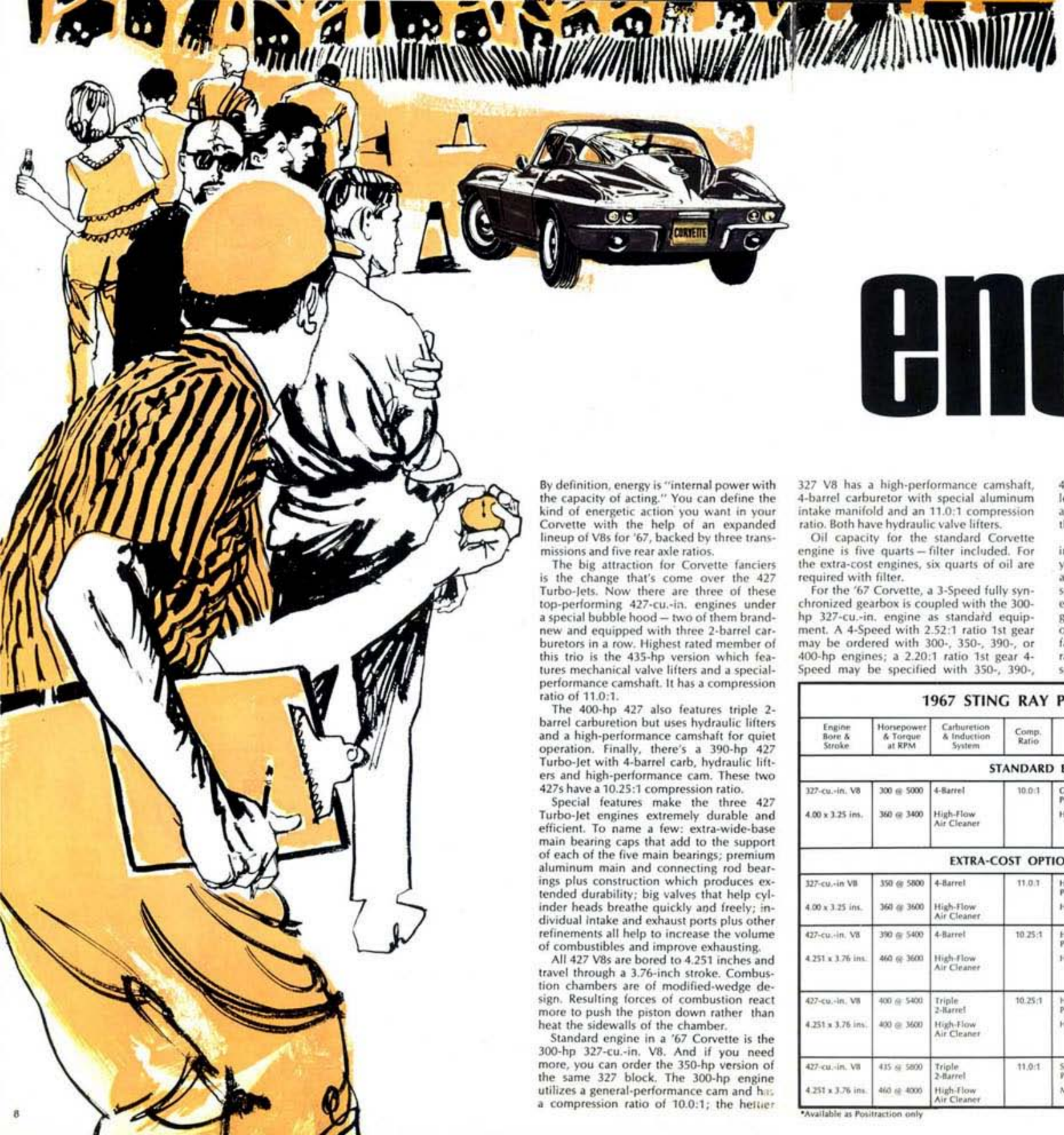
center console so both driver and passenger can regulate air flow; positive latches help keep folding seat backs secured; and seat belts with retractors and push-button buckles release quickly, clip to the side of the center console when not in use. Other convenience features you wouldn't want to be without; crank-operated ventipanes; blended-air heater-defroster with 3-speed blower; bright metal door grips and pulls; locking glove box door that doubles as a handy tray; cigarette lighter; and rally-type electric clock which features sweep second hand.

Elsewhere in Corvette's interior, color-keyed deep-twist carpeting covers every inch of exposed floor area. Anchors for front seat shoulder belts, you can order, are located in the body inner quarter panel. And the steering wheel has the rich look of walnut wood.

Put the finishing touches on all this sporting luxury, inside and out, by specifying such Options and Custom Features as Four-Season air-conditioning system for year-around comfort, AM-FM radio with a new 31-inch fixed-height antenna for best reception, telescopic steering wheel, dual side-mounted off-road exhaust system with bright metal casings, Strato-ease headrests, power brakes, power steering, power windows, special cast-aluminum wheels and whitewall or red-stripe tires.

No need to ask whether Corvette for '67 is a luxury car or a sports car. You can see for yourself it's both.

Turn to page 9 for a comprehensive list of extra-cost Options and Custom Features available for '67 Corvette.



energetic

By definition, energy is "internal power with the capacity of acting." You can define the kind of energetic action you want in your Corvette with the help of an expanded lineup of V8s for '67, backed by three transmissions and five rear axle ratios.

The big attraction for Corvette fanciers is the change that's come over the 427 Turbo-Jets. Now there are three of these top-performing 427-cu.-in. engines under a special bubble hood — two of them brand-new and equipped with three 2-barrel carburetors in a row. Highest rated member of this trio is the 435-hp version which features mechanical valve lifters and a special-performance camshaft. It has a compression ratio of 11.0:1.

The 400-hp 427 also features triple 2-barrel carburetion but uses hydraulic lifters and a high-performance camshaft for quiet operation. Finally, there's a 390-hp 427 Turbo-Jet with 4-barrel carb, hydraulic lifters and high-performance cam. These two 427s have a 10.25:1 compression ratio.

Special features make the three 427 Turbo-Jet engines extremely durable and efficient. To name a few: extra-wide-base main bearing caps that add to the support of each of the five main bearings; premium aluminum main and connecting rod bearings plus construction which produces extended durability; big valves that help cylinder heads breathe quickly and freely; individual intake and exhaust ports plus other refinements all help to increase the volume of combustibles and improve exhausting.

All 427 V8s are bored to 4.251 inches and travel through a 3.76-inch stroke. Combustion chambers are of modified-wedge design. Resulting forces of combustion react more to push the piston down rather than heat the sidewalls of the chamber.

Standard engine in a '67 Corvette is the 300-hp 327-cu.-in. V8. And if you need more, you can order the 350-hp version of the same 327 block. The 300-hp engine utilizes a general-performance cam and has a compression ratio of 10.0:1; the heftier 327 V8 has a high-performance camshaft, 4-barrel carburetor with special aluminum intake manifold and an 11.0:1 compression ratio. Both have hydraulic valve lifters.

Oil capacity for the standard Corvette engine is five quarts — filter included. For the extra-cost engines, six quarts of oil are required with filter.

For the '67 Corvette, a 3-Speed fully synchronized gearbox is coupled with the 300-hp 327-cu.-in. engine as standard equipment. A 4-Speed with 2.52:1 ratio 1st gear may be ordered with 300-, 350-, 390-, or 400-hp engines; a 2.20:1 ratio 1st gear 4-Speed may be specified with 350-, 390-, 400-, and 435-hp V8s. This year, for more leisure-minded sports car buffs, Powerglide automatic transmission can be ordered with the 300-, 390-, and 400-hp engines.

Five rear axle ratios are available, depending on the engine you select, to provide you with smooth going or rugged performance. A Positraction rear axle, which can be specified with any Corvette ratio, routes engine power to the rear wheel with the greatest traction. This is especially valuable on muddy, slippery or other irregular surfaces, in sand and snow. Check the axle ratio chart at right to determine rate of speed with various axle ratios.

1967 STING RAY POWER TEAMS

Engine Bore & Stroke	Horsepower & Torque at RPM	Carburetion & Induction System	Comp. Ratio	Cam & Lifters	Trans-missions	Axle Ratios: Standard	Axle Ratios: Positraction
STANDARD ENGINE							
327-cu.-in. V8	300 @ 5000	4-Barrel	10.0:1	General Performance	3-Speed (2.54:1 Low)	3.36:1	3.08:1 3.36:1
4.00 x 3.25 ins.	360 @ 3400	High-Flow Air Cleaner		Hydraulic	4-Speed (2.52:1 Low)	3.36:1	3.08:1 3.36:1
					Powerglide	3.36:1	3.36:1
EXTRA-COST OPTIONAL ENGINES							
327-cu.-in V8	350 @ 5800	4-Barrel	11.0:1	High Performance	4-Speed (2.52:1 Low)	3.36:1	3.36:1 3.55:1
4.00 x 3.25 ins.	360 @ 3600	High-Flow Air Cleaner		Hydraulic	4-Speed (2.20:1 Low)	3.70:1	3.70:1 4.11:1
427-cu.-in. V8	390 @ 5400	4-Barrel	10.25:1	High Performance	4-Speed (2.52:1 Low)	3.08:1*	3.36:1
4.251 x 3.76 ins.	460 @ 3600	High-Flow Air Cleaner		Hydraulic	4-Speed (2.20:1 Low)	3.36:1*	3.08:1 3.55:1
					Powerglide	3.36:1*	3.70:1
427-cu.-in. V8	400 @ 5400	Triple 2-Barrel	10.25:1	High Performance	4-Speed (2.52:1 Low)	3.08:1*	3.36:1
4.251 x 3.76 ins.	400 @ 3600	High-Flow Air Cleaner		Hydraulic	4-Speed (2.20:1 Low)	3.36:1*	3.08:1 3.55:1 3.70:1
					Powerglide		
427-cu.-in. V8	435 @ 5800	Triple 2-Barrel	11.0:1	Special Performance	4-Speed (2.20:1 Low)	3.55:1*	3.36:1* 3.70:1* 4.11:1*
4.251 x 3.76 ins.	460 @ 4000	High-Flow Air Cleaner		Mechanical			

*Available as Positraction only

MILES PER HOUR PER 1000 ENGINE RPM IN FINAL DRIVE

(Figures are estimated without allowance for tire expansion or slippage.)

3.08:1 = 25.6 3.36:1 = 23.1
3.55:1 = 22.2 3.70:1 = 21.3
4.11:1 = 19.2

Try a '67 Corvette as soon as you can. You'll find there's no energy wasted.

EXTRA-COST OPTIONS AND CUSTOM FEATURES* TO MAKE DRIVING A CORVETTE EVEN MORE PLEASURABLE

350-hp Turbo-Fire 327; 390-, 400- or 435-hp Turbo-Jet 427. An automatic Powerglide or 4-Speed fully synchronized transmission. Four-Season air conditioning. Power brakes, power steering, power windows. AM/FM pushbutton radio. Removable hardtop for convertible. Black vinyl roof cover for removable hardtop. Positraction rear axle. Leather seat trim. Shoulder belts. Whitewall or red-stripe tires. Soft-Ray tinted windows and/or windshield. Full-transistor ignition system (not available with standard engine). Heavy-duty brakes. Special-performance front and rear suspension. Off-road exhaust system (not available with Powerglide). Dual side-mounted off-road exhausts. Telescopic steering wheel. Emergency road kit. Compass. Gas tank filler cap lock. Removable floor mats. 36.5-gallon gas tank for sport coupe only. Convertible deck lid luggage carrier plus strap. Convertible deck lid ski rack. Strato-ease headrests. Speed warning unit. Portable hand spotlight. Special cast-aluminum wheels.

Check your Chevrolet dealer for these and other extra-cost items along with their model application and availability with other equipment.

tenacious

One of the basic criteria applied to a true sports car is its ability to grip the road. Corvette for '67 holds to any road surface with a tenacious grip that stems from a combination of body and chassis items. Brakes, suspension, frame and body rank Sting Ray with the toughest machines around.

Corvette is one of a very few cars you'll come across that has a standard disc brake at every wheel. These Sport-Master binders are hydraulic caliper units with 11.75-inch vented rotors. Caliper units at each wheel put the squeeze on a total of 86.3 square inches of woven asbestos linings every time you put your foot down. New wider rim wheels (15 x 6.0), larger ventilation ports, natural air flow around outside surfaces, and heat-dissipating internal fins help keep brakes cool and increase resistance to fading. Weight shift from rear to front during stop action gives a braking ratio of 65% at the front and 35% at the rear. The parking brake mechanism is operated mechanically using separate brake shoes and drums located inside each rear disc brake.

An important Corvette standard feature is the dual master cylinder brake system included on all '67 Chevrolets. Separate front and rear hydraulic systems are linked to a dual-reservoir master cylinder. Should one network lose pressure, stopping power is maintained in the other. At the same time, a pressure-sensitive switch activates the brake system warning light on the instrument panel.

Thanks to the fully independent suspension system in Corvette, you know exactly where you stand on any road you travel. Variable-rate coil springs at the front wheels make the small bumps hardly noticeable. Even potholes are no problem; these same springs keep you in tight, steady command. The suspension geometry with its anti-dive construction, along with a 0.75-inch diameter stabilizer bar (0.875-inch on Corvettes with 427s), turns Corvette into a smoothie even on trails where others turn back.

Rear wheels, too, are made to stand up for themselves against the most jarring bump or snaking curve. Each is able to smooth over the shock quickly and independently because unsprung weight is reduced by affixing the final drive assembly directly to the frame. Therefore, the assembly goes along with the body, not the wheels. There is no axle tramp to interfere with the transfer of engine power to the road.

Three connections position each rear wheel: a trailing arm from the frame to the axle support; a strut rod from the lower part of the differential case to the axle support; and the double-universal-jointed axle shafts. The trailing rod conveys angular stresses of acceleration (torque) and braking to the frame while the strut rod and axle shaft combination holds camber and tread change to a low level.

The transverse nine-leaf variable-rate rear spring has one purpose in Corvette — to soften the ride by absorbing small bumps and maintaining taut stability over big ones.

With all this going on underneath, body and chassis noise is minimized by strategically dispersed silencers. To pinpoint a few: rubber bushings at both ends of the direct, double-acting shock absorbers and on rear suspension control arms; a fixed rubber-insulated differential carrier; rubber-bushed front suspension pivots; and three large rubber biscuits that isolate the final drive assembly from the frame. In fact, direct contact between a Corvette body and frame is virtually non-existent.

When you get to the bottom of Corvette's superb roadability, you'll find a frame that's lightweight, yet has sufficient strength where needed. Five-crossmember all-welded perimeter construction endows Corvette with a low-slung center of gravity. Crossmember rails are placed and spaced for the most advantageous positioning of engine, suspension parts, fuel tank and seats.

Real motoring excitement — a true feel of the road — comes from hands-on-the-wheel piloting. Parallel relay steering linkage mounted behind front wheels, recirculating ball gear, low-friction spherical-joint components and well-distributed vehicle weight contribute to Corvette's accurate steering. Like all '67 Chevrolets, the Sting Ray has an energy-absorbing steering column. Corvette steering linkage also has a built-in provision for conversion to fast steering. Lock-to-lock turns with basic manual steering number just 3.4; with conversion to fast steering, they drop to 2.92. Power steering also takes 2.92 circuits. Turning diameter, curb-to-curb, is 39.9 feet.

The Corvette body is made of steel-reinforced fiber glass — the only production fiber glass body made in America. Not only is the Corvette body unique, it's impervious to rust and corrosion. Scrapes and nicks are quickly and easily repaired. And it's lighter than conventional metal bodies. Where rivets can be exposed, fiber glass body parts are directly affixed to the metal framework; where this would detract from Corvette's body beautiful, a piece of fiber glass is applied to the framework and the body part bonded to it.

Corvette door sealing and locking are among the best of any sports car. Stripping around doors and windows keeps undesirable weather outside where it belongs. Passenger-guard two-position locks prevent unintentional opening of doors.

One of the proudest moments you'll enjoy as a Corvette owner is just after you've made one last pass with the washcloth. The Magic-Mirror acrylic finish seems almost self-luminating . . . and you'll be happy to know it will stay that way for years and years because the finish is highly resistant to fading, staining, chipping and chalking.

You must admit by now that you'd like to get a good grip on a '67 Corvette yourself.

CORVETTE STING RAY DIMENSIONS

Wheelbase		98.0"
Width, overall		69.6"
Length, overall		175.1"
Tread:		
front		57.6"
rear		58.3"
Interior room:	Sport Coupe	Convertible
head	37.0"	38.5"
leg	42.7"	42.7"
hip	50.9"	50.9"
shoulder	48.4"	48.4"
entrance	31.4"	30.2"
Height, overall	49.6"	49.8"

SAFETY FEATURES STANDARD ON EVERY '67 CORVETTE

Dual master cylinder brake system with warning light • Energy-absorbing steering column • Energy-absorbing instrument panel with smooth contoured knobs and levers • Padded instrument panel • Lane-change feature incorporated in direction signal control • Inside day-night mirror with shatter-resistant vinyl-edged glass and breakaway support • Soft, low profile window control knobs, and coat hooks • Seat belts with pushbutton buckles • Front seat belt retractors • Front seat shoulder belt anchors • Padded sun visors • Folding seat back latches • Four-way hazard warning flasher • Energy-absorbing steering wheel • Thick-laminate windshield • Dual-speed windshield wipers • Windshield washer • Reduced-glare instrument panel and windshield wiper arms and blades • Passenger-guard door locks — all doors • Outside rearview mirror • Back-up lights • Uniform shift quadrant (PRNDL) • Safety door latches and hinges • Tire safety rim • Corrosion-resistant brake lines.

exterior


Tuxedo Black

Ermine White


Elkhart Blue


Lynndale Blue


Marina Blue


Goodwood Green


Marlboro Maroon


Rally Red


Silver Pearl

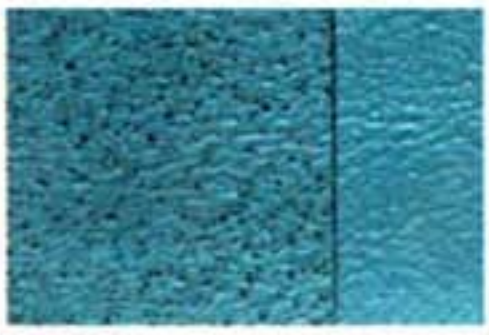

Sunfire Yellow

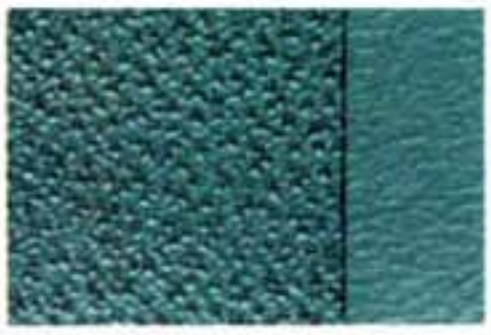
interior

ALL VINYL


Black


Red


Bright Blue


Dark Teal Blue


Saddle


White/Black*


Green


White/Bright Blue*

Interiors are color-keyed to exterior colors. Genuine leather seat trim can be ordered in black, red, bright blue, dark blue and saddle. *Black or bright blue used on instrument panel and carpet.

CHEVROLET

GM

Litho in U.S.A. D-35080