'67 Corvette
BY CHEVROLET
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 underbody 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 fender 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 roofline. 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 extensive Options and Custom Features.
personal

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-season 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 — Eldorado Blue, Lymdale 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 8 of this brochure.
Your first venture inside a '67 Corvette will convince you that here's a cockpit luxury-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. Bucket 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 replated with these instruments so important to the serious driver. The large speedometer and tachometer are front and center, so's the trip odometer that runs to 99999 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 15 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 center console so both driver and passenger can regulate air flow; positive latches help keep folding seat backrests secured; 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 vent windows, 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 stop-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.
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 the same 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-inci. engines, and one of them is standard. Two—of two—of the third new and equipped with three 2-barrel carburetors in a row. Highest rated member of this trio is the 455-hp version which features mechanical valve lifters and a 10.0:1 compression ratio.

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 carbs, 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 extremely long lifetimes of the piston and cylinder head. The intake and exhaust ports plus other refinements have been added to increase the volume of combustibles and improve exhaust utilization. All 427 V8s have 2.45-inches of stroke and travel through a 3.71-inch stroke. Combustion chambers are of modified-wedge design. Resulting forces of combustion react more to push the piston down rather than heat the walls of the cylinder. Standard engine in a '67 Corvette is the 300-hp 327 cu-inci. V8. And if you need more, you can order the 350hp 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 hotter 327 V8 has a high-performance camshaft, 4-barrel carburettor, 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 427, a 3-speed fully synchronized gearbox is coupled with the 300hp 327 cu-inci. engine as standard equipment. A 4-speed with 2.72 ratio is standard for 350- and 425-hp engines, a 2.76:1 ratio 1st gear 4-speed may be specified with 350- and 425-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 all Corvette engines, provides engine power to the rear wheel with the greatest traction. This is especially valuable on muddy, slippery or 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

<table>
<thead>
<tr>
<th>Engine, Horsepower &amp; Torque at RPM</th>
<th>Carb Ratio</th>
<th>Powertrain</th>
<th>Transmission</th>
<th>Axle Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>327 cu-inci., 300 hp</td>
<td>3-barrel</td>
<td>4-Speed, Hydra-Matic</td>
<td>Standard</td>
<td>3.48:1</td>
</tr>
<tr>
<td>350 cu-inci., 350 hp</td>
<td>4-speed</td>
<td>4-Speed, Hydra-Matic</td>
<td>Standard</td>
<td>3.60:1</td>
</tr>
<tr>
<td>425 cu-inci., 425 hp</td>
<td>4-speed</td>
<td>4-Speed, Hydra-Matic</td>
<td>Standard</td>
<td>3.83:1</td>
</tr>
<tr>
<td>455 cu-inci., 455 hp</td>
<td>4-speed</td>
<td>4-Speed, Hydra-Matic</td>
<td>Standard</td>
<td>3.83:1</td>
</tr>
</tbody>
</table>

MILES PER HOUR PER 1000 ENGINE RPM IN FINAL DRIVE
(F gd e are estimates without allowance for the expansion of oil, etc.)

3000: 1 = 24.4 3361: 1 = 27.3
3551: 1 = 26.2 3761: 1 = 25.3
4111: 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


*Available as a special order at an extra cost.
*Check your Chevrolet dealer for details and other extra-cost items along with their model application and availability in other equipment.

**Available only on V8 models.
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 96.3 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 60% 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-ride construction, along with a 0.75-inch diameter stabilizer bar (0.875-inch on Corvettes with 427’s), turns Corvette into a smooth ride even on tracks 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 unequal weight is reduced by allowing the final drive assembly to be 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-joined axle shaft. 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 dispensed 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 bushings 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 stiffness where needed. Five-crossover all-welded perimeter construction endows Corvette with a low-slung center of gravity. Crossmember rails are placed and spaced for the most rigid 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 jet steering. Lock-to-lock turns with basic manual steering number just 3.4; with conversion to fast steering, they drop to 2.9. Power steering also takes 2.92 circuits. Turning diameter, curb-to-curb, is 39.9 feet.

The massive engine 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. Scapes and sinks 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 devalue the 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 beyond 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.