No need to beware of substitutes. There aren't any.
There's no mistaking a Corvette for anything but a Corvette.

The aerodynamic lines of America's original sports car make it the one automobile nobody mistakes for anything else. In Coupe or Convertible, this is the genuine article.

Designed and engineered without compromise, Corvette stands proudly alone, because nobody but Chevrolet can turn out a car like this on a production line.

And it's as honest as it is beautiful. As you've learned to expect, Corvette goes, stops and handles like nothing else. The basic engine this year is a very healthy 350 CID 300-hp V8 (plenty enough for most, but if you like, you can order one with up to 435-hp). Of course, Corvette is still the steper, too, with disc brakes at all four wheels. Road-grabbing 15-inch wide ovals plus new 8-inch wide wheels and wider tread give Stingray a better grip...and an even better appearance. Other subtle yet significant refinements include a stronger, more rigid frame for improved ride and handling, new maximum security 3-way locking system on the steering column and unique headlight washers that even clean in motion with jets of water.

Shown here are the ways you can get it: Coupe with removable hardtop sections; Convertible with soft-top or removable hardtop. For a more complete list of Corvette extra-cool Options and Custom Features illustrated or described throughout this book, see Page 11.
If it has anything to do with the engine, there's a gauge for it.

The man that drives this kind of car likes to know what's happening... so Corvette has a gauge for everything but your blood pressure. Tachometer, ammeter, oil pressure, sweep-second rally clock, fuel gauge, mileage and trip odometer, warning lights for seat belts, headlight position and door ajar. The center console houses fingertip controls for the heater, defroster, radio, vents, ashtray, cigarette lighter, shift lever and parking brake, plus an engine rating plate and softly glowing space-age fiber optics that monitor outside running lights. Color-keyed deluxe pushbutton seat belts and inertia action shoulder belts, on the Coupe, retract out of the way when not in use.

Now settle down into that remarkably comfortable contoured slimline bucket seat and enjoy the just right feel of the new competition steering wheel with the resilient rim. Notice that the windshield wipers and their new integral washers are completely hidden from view when not in use. After you get rolling, advanced Astro Ventilation provides noiseless, draft-free outside air. Color-keyed comfort extends to the use of deep, soft carpeting that stretches back across the luggage area. Under that carpeting behind the seats you'll find stowage areashousing the battery, another for the jack and tools and a third for valuables (with a pushbutton key lock). More inside news includes door assist grips, armrests designed to shield door handles and lock buttons, rear compartment courtesy light and built-in head restraints. Nice touches. That's how it's been for 17 years of refining one great idea.

To propel your Stingray you can choose this 427 CID powerplant with a special high denied hood—or any one of its spiritual brothers. The choice you make depends primarily on what kind of spirited performance suits you best. Check the specifications and pick the transmission and rear axle ratio that fit your idea of sports car usability and you'll have a tailor-made package.

How about triple 2-barrel carburetion? You get it with the 435-hp and the 400-hp 427 CID engines. Want Turbo Hydra-matic? It's available with all three Turbo-Jet 427 V8's in addition to the standard 300-hp V8. Prefer 4-Speed? With all engines except the 300-hp and the 425-hp, you have a choice of gear ratios. Depending on engine, axle ratio range from 3.08 to 4.11. If your choice is the Turbo Hydra-matic, you still get up to 3 choices.

New Corvette power team features for '69 include new, larger 350 CID 300-hp engine as standard, or a 250-hp version is available. More new features include standard engine construction on the 350 CID, thicker bulkheads and main-bearing caps, heavier crankshaft clamping with larger washer head bolts, extra-size 4-bolt main bearing cap attachment and improved cooling system.

We even have a special engine (L-88) that we don't recommend for street use.

Transmission: Standard 3-Speed fully synchronized; 4-Speed fully synchronized (wide-range or close-ratio); Turbo Hydra-matic shifts automatically unless you want to shift it—through three forward ranges.

Four-wheel disc brakes are still standard on Corvettes—and in steering ability, fade resistance and modulation they're very much appreciated by just about anybody interested in sports cars. Other Corvette features include a new anti-interference ignition system, a high-output Delco-gm generator, rear high-capacity energizer-type side terminal battery, rust-proof fiber glass body—and a thoroughness and attention to detail that Corvette owners fully understand.

Standard equipment safety and security features on the 1969 Corvette include energy-absorbing steering column, seat belts with pushbutton buckles, shoulder belts with inertia retractor (Coupe only), head restraints, passenger-guard door locks, safety door latches and hinges, four-way hazard warning flasher, dual master cylinder brake system with warning light and corrosion-resistant brake lines, tire safety rims, folding seat back latches, dual-speed windshield wipers and washer, dual-action safety hood latch, outside rearview mirror, back-up lights, side mirror lights and parking lights that illuminate with headlights, energy-absorbing instrument panel, padded sun visors, reduced-glow instrument panel, top, inside windshield moldings, steering wheel hub and windshield wiper arms and blades, wide inside day-night mirror with deflecting hose, lumbar feature in direction signal control, safety armament, thick-laminated windshield, soft, low-profile window control knobs, smooth contoured door and window regulator handles, anti-shaft ignition key warning buzzer, starter safety switch (to prevent engine starting when in gear) with all transmissions, non-recoil steering wheel hardware, non-projecting wheel trim, improved fuel tank retention, headlight aiming access provision, fail-safe concealed headlight, anti-theft ignition, steering wheel and transmission selector lock.
No good reason. It's just a useless old idea about sports cars being generally uncomfortable. Corvette buried all that nonsense with a lot of modern ideas that make driving more fun and a whole lot more comfortable.


Corvette Stingray Coupe