

**CHEVROLET
INVITES YOU TO
DRIVE THE
BEST PRODUCTION
SPORTS CAR
IN THE
WORLD.**



THE NEW CORVETTE.



A QUICK COURSE IN THE ANATOMY OF THE WORLD'S BEST PRODUCTION SPORTS CAR.

By design, Corvette is a driver's car. A special ongoing, exhilarating experience for the person at the wheel. And it's the most comprehensively packaged automobile of all time. One with advanced styling, innovative engineering, high technology, quality and comfort. This is the story behind the new Corvette. And that is what it takes to be the best production sports car in the world. In addition to being the best production sports car in the world, it has remarkable handling.

In developing the new Corvette, the objective was to design a high-performance sports car capable of taking a place with world-class exotics like Ferrari, Porsche, Lamborghini, and BMW. We think our objective has been achieved in the new Corvette on display before you. We invite you to inspect it closely. Only when you look beneath the Corvette body will you begin to understand how it performs so remarkably well.

To refer to the new Corvette as an advancement of modern automotive technology is probably an understatement. Many

facets of the new Corvette reflect all-new technology. New microelectronics are employed to handle the dual function of improving engine/drivetrain performance and to create the most sophisticated instrumentation package ever offered in a production automobile. Advanced metallurgy and super-strong aerospace synthetics are combined into the suspension system. And the first production use of a unidirectional tire/wheel combination has helped the new Corvette generate impressive lateral acceleration readings on the GM Proving Ground skidpad. Many developmental improvements for passenger cars of tomorrow are presented today in the new Corvette.

Two new choices of space-age aircraft-style bucket seats. Deeply contoured seats are standard. Pictured in the interior are the optional leather seats. The contours of the optional custom adjustable Sport seat, above, can be power-adjusted almost infinitely to maximize driving comfort and enjoyment.



Fully removable one-piece roof panel can be stored using the three-point lock-down bracket system in the rear stowage area.



The optional Delco-GM/Bose Music System ETR™ AM/FM Stereo with Seek and Scan, Cassette Tape and Clock. A concert hall environment on wheels. Words are not adequate description, you've got to hear it. AM/FM stereo ETR radio with power antenna is standard equipment. (May be deleted for credit.)

New clamshell hood creates wide-open service access to engine and front suspension. Note the overhead work lamps.

Improved 5.7 Liter Cross-Fire Injection V8 engine. 205 horsepower for quick response and strong, positive acceleration. Parasitic horsepower and torque losses are reduced with a new thermostatically controlled electric cooling fan. Engine performance is also enhanced by stainless steel headers and a free-flow dual exhaust system. Front-engine/rear-drive configuration and balanced overall design put Corvette's front/rear weight distribution within a whisker of an advantageous 50/50 balance.

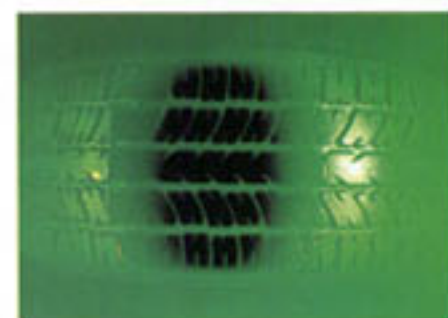
Corvette's all-new suspension, front and rear, is a major technological achievement for a production automobile. Short/Long Arm (SLA) front geometry is designed to keep the wheels at the proper angle for responsive steering as the car moves over undulating variations in the road surface. Corvette's straight-ahead directional sense and stability are improved through a 12-mm offset of the front-wheel spindle.

The Corvette interior is designed to be the ultimate over-the-road environment for the driver-enthusiast. Through the upper half of the steering wheel, you see the most sophisticated instrumentation package ever developed for a vehicle designed to remain on the ground. All critical controls are deployed within convenient reach of the driver. And some of the standard features include air conditioning, power windows, tilt and telescoping steering wheel. Rear hatch can be opened by actuating switches mounted in the center console or at the rear of each door panel.

Advanced fiberglass finishing and paint application techniques are used to create a rich, lustrous exterior appearance in a choice of 10 solid colors and three two-tone combinations. All units get two wet-on-wet color coats over a Polane primer.

After oven curing, two additional coats of clear enamel are applied to assure a deep, lustrous finish.

Optional Goodyear P255/50VR-16 steel-belted radial tires. The first unidirectional ever developed for a domestic production car. Natural path tread is "pointed" for forward rotation to decrease rolling resistance. Bold footprint and technology from Goodyear's Formula One rain tire create exceptional wet/dry adhesion plus cornering.



Drive train and rear suspension components further illustrate Corvette's sophisticated use of exotic alloys in achieving a 30% reduction in unsprung mass to enhance the driver's command over the road. With Corvette's precision-balanced weight and the optional Z51 Performance Handling Package, Corvette achieved a remarkable 0.95g lateral acceleration reading on the skidpad at the GM Proving Ground.

Corvette's standard transmission is a 4-speed automatic transmission with overdrive. And available as a no-cost option is a revolutionary new 4-speed manual unit with computer-controlled overdrive in 2nd, 3rd, and 4th gear. In effect, seven forward speeds! Corvettes equipped with the automatic unit and Z51 Performance Handling Package have gone from 0 to 60 MPH in 6.8 seconds on the test track at the GM Proving Ground. The manual unit with 3.31 axle is capable of even quicker times.

All new Girlock finned aluminum calipers apply the grip to 11½-inch discs for positive braking power. The Girlock 4-wheel power disc brake system features low-drag caliper design and employs bimetallic pads for fade resistance.

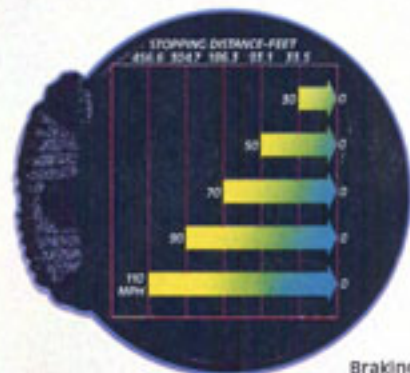
All-around performance. The objective for the design and engineering of the new Corvette was to create a vehicle capable of producing the high level of all-around sports car performance. This means braking, acceleration, cornering, on-line performance and overall ride. Balance was the key consideration in this comprehensive effort. There would have to be a balanced relationship between engine horsepower and overall vehicle weight; between the rigid structure and the suspension-wheel-tire system supporting it; between sprung and unsprung mass; and in weight distribution on all four wheels of the car. With the new Corvette, this kind of critical balance has been achieved. When you take to the road, we think you'll agree.



Liquid crystal displays provide dual analog and digital readout of speedometer and tachometer. Driver Information System lets you program your own instrumentation display with a set of console switches. You can choose: oil pressure or oil temperature; coolant temperature or voltage; mileage range on available fuel or average fuel consumption. More immediate than conventional gauges. And surely more informative.



**WE'RE TAKING CHARGE.
CORVETTE BY CHEVROLET.**



Braking Test Data

Braking

Corvette's all-new 4-wheel disc brake system was developed by Girlock Ltd. of Australia, one of the world's leading manufacturers of high-performance equipment.

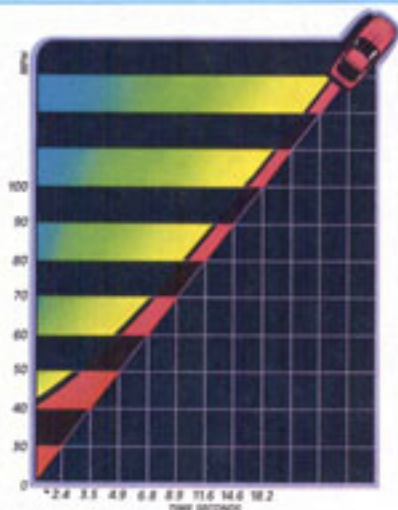
Lateral Acceleration

The critical test of a sports car's cornering capability. This test is conducted on a 108-ft. radius skidpad. The test vehicle is driven up to a maximum speed beyond which it would begin to slide laterally. The "g" indicator refers to the average lateral force generated by the vehicle while at the sustained maximum speed during passes in both directions around the circular course.

In a special test at the GM Proving Ground to determine the upper limits of Corvette's cornering capability, a Z51-equipped vehicle with full-treaded VR tires, 9½"-wide front wheels, and special negative camber settings achieved a sustained average reading of 1.01g. At 1.0g, a vehicle's tires and suspension are encountering a lateral force equal to the full weight of the car.

Acceleration

From zero to whatever speed takes but a few seconds in the new Corvette. Just a scant few of the world's exotic sports cars can better our acceleration numbers—and only by the narrowest of margins. The acceleration



Acceleration 4-Speed Automatic/Optional 3.31 Axle

chart provides data for a new Corvette equipped with 4-speed automatic transmission and optional 3.31 rear axle (interim availability). The optional 4-speed manual unit can move Corvette along a bit quicker.

Dimensions and Weights

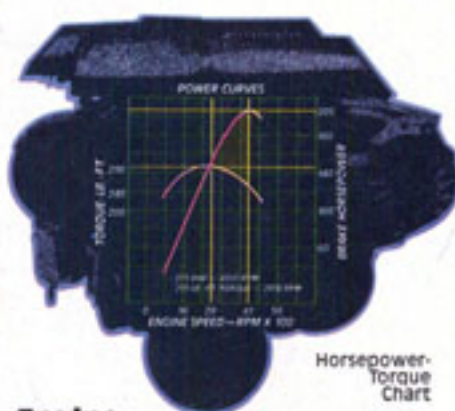
Exterior
Width:
Front Tread 59.6"
Rear Tread 60.4"
Overall Width 71.0"

Length:
Wheelbase 96.2"
Overall Length 176.5"
Height:
Total Vehicle 46.7"
Rocker to Ground 7.1"
Min. Ground Clearance 5.0"

Interior:
Head Room 36.4"
Leg Room 42.6"
Shoulder Room 54.0"
Hip Room 49.3"
Cargo Volume
Index 17.9 cu. ft.

Curb Weight 3,192 pounds
Includes standard equipment as designed with oils, lube, coolant and full fuel capacity.

Distribution:
Front—1,630 lbs. (51%)
Rear—1,562 lbs. (49%)



Horsepower-Torque Chart

Engine

V8 Engine 5.7 Liter (350 Cu. In.)

Block Cast Iron
Pistons Forged Aluminum
Camshaft Cast Iron Alloy
Bore 4.00"; Stroke 3.48"
Horsepower 205 @ 4300 RPM
Torque 290 @ 2800 RPM

Transmissions
Standard 4-speed automatic with overdrive and high-stall torque converter

Ratios:
1st 3.06:1
2nd 1.63:1
3rd 1.00:1
4th 0.70:1
Optional 4-speed manual with computer-controlled overdrive in 2nd, 3rd, and 4th gear
1st 2.88:1
2nd 1.91:1
3rd 1.33:1
4th 1.00:1
O.D. 0.67:1

A fifty-eight page, full-color Corvette booklet is available at your Chevrolet dealer's.

There's much more to be shown and said about the all-new Corvette. For the full story, you'll want a copy of the beautifully detailed booklet on the new Corvette—available now through your Chevrolet dealer.



CHEVROLET IS TAKING CHARGE