

CORVETTE
'61
BY CHEVROLET



AMERICA'S SPORTS CAR GETS A NEW LOOK!



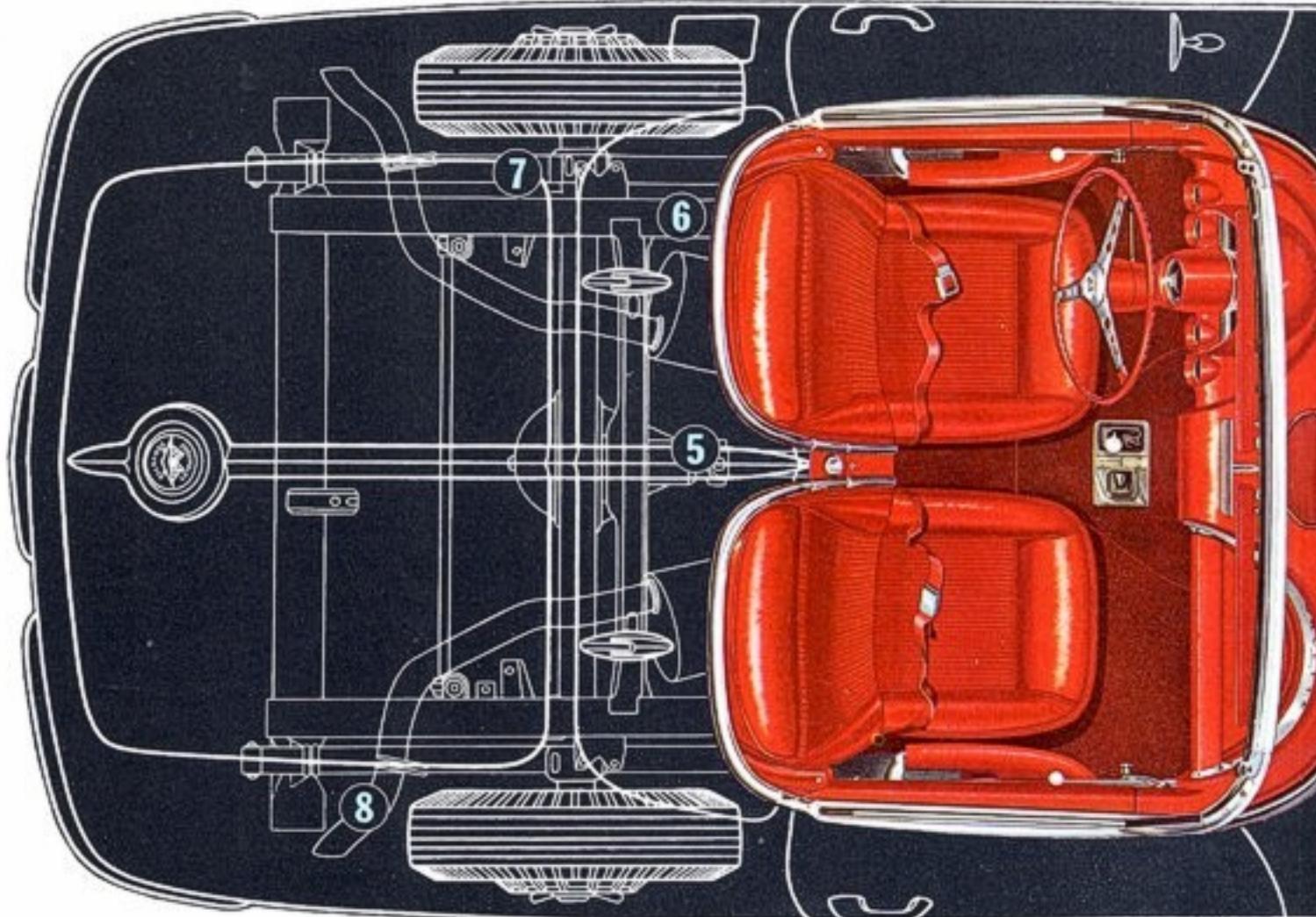
Take a classic sports car design. Give it tasteful new styling. That's Corvette in 1961. Starting with the sleek rear deck, it's clean, uncluttered. From this point forward, it becomes obvious this new Corvette was designed to be driven. No matter what the occasion—black tie or tennis shoes—Corvette is appropriate. If you're an enthusiastic rallyist, an about-towner, a countryside explorer, or all three, Corvette matches your mood.

Corvette is equipped with elegance . . . fashioned with true sports car flair!

There's a "just right" feeling when you step through the Corvette's wide door openings and seat yourself in the luxuriously appointed cockpit. First, adjust the foam cushioned bucket seat to your own personal requirements. Give yourself all the foot and leg room you need. Windows, up or down? You can roll 'em on Corvette. Get snug and secure with Corvette's seat belt. It's standard equipment. Now, grasp the floor-mounted stick shift. Work through the gears. Even in a showroom dry run you'll feel the fun of shifting for yourself. If

*Optional at extra cost

you're more inclined to things automatic, there's sure and smooth Powerglide.* By the way, the transmission tunnel is 19 per cent narrower this year. More space in the cockpit. Check the glovebox. It's conveniently located between the seats. And you can lock it. Push-button door handles, side view mirror, metal sill and step plates and inside door locks are Corvette conveniences that can't be found on most other sports cars. Add, too, these four new standard items: dual sun visors, windshield washers, parking brake alarm, courtesy lights.

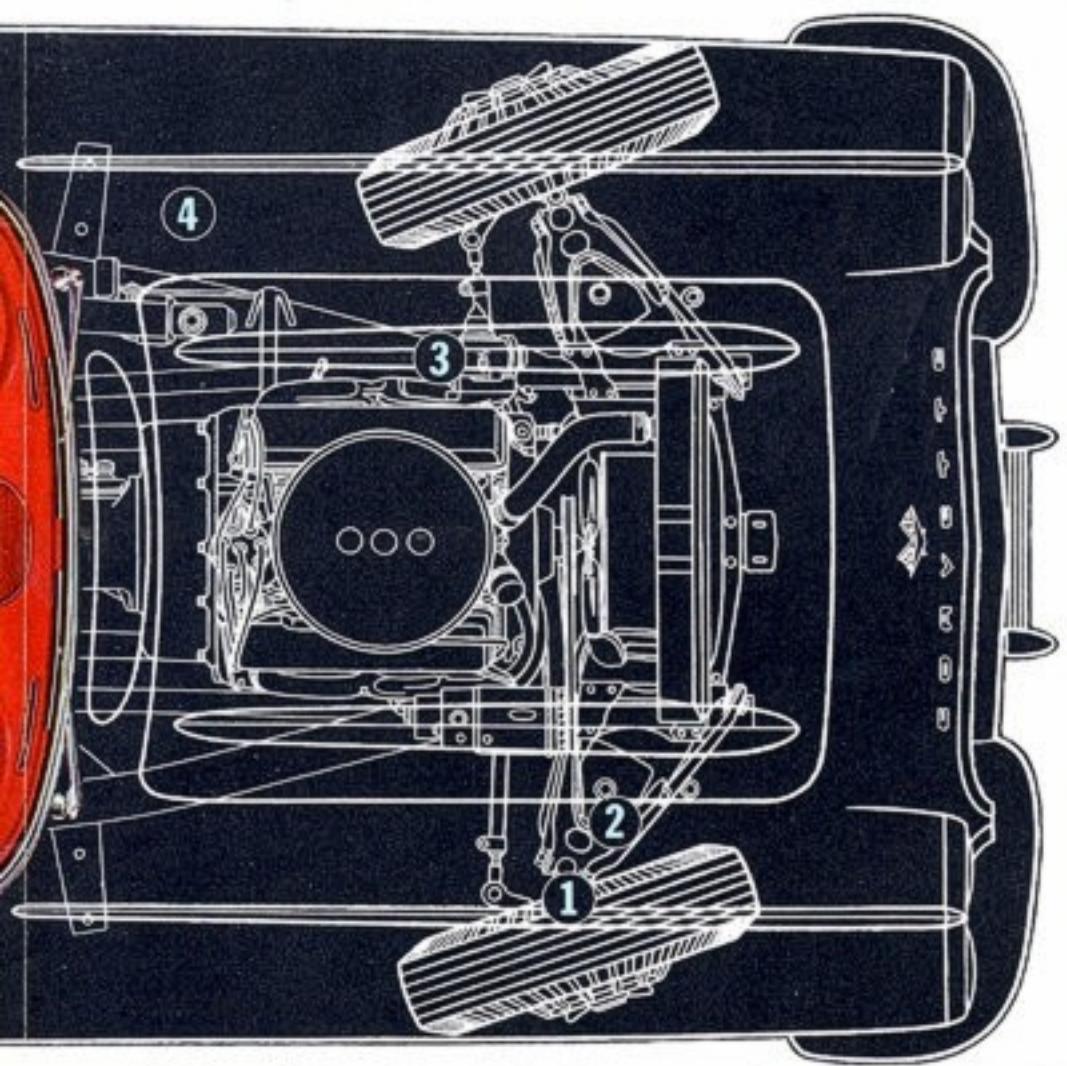


PERFORMANCE IS THE MEASURE OF A FINE SPORTS CAR . . . AND NO CAR MEASURES UP LIKE CORVETTE . . . Corvette arrives in '61 as the product of careful craftsmanship and creative engineering—the world's finest sports car in its performance class. Experts say so. But for the real say so, you'll have to **take to the Corvette. Press lightly on the accelerator.** Phenomenal response! Corvette's wonderful power-to-weight ratio gives it that go. The light fiber glass reinforced plastic BODY is over three times as thick as steel, has twice the tensile strength, half the weight. No rust, either. Any one of the five Corvette ENGINES will scamper with amazing responsiveness, operate with scrupulous efficiency. **Move from gear to gear.** You're sure to feel a real professional grasp with the beautifully synchronized Corvette gearshift. Corvette engineers have designed the TRANSMISSIONS to take optimum advantage of Corvette's high performance engines.

This year the standard 3-Speed Synchro-Mesh with standard axle ratio will offer quicker acceleration under most driving conditions while giving greater cruising economy. For all-out performance, the optional 4-Speed transmission* has a lightweight aluminum case, reduces overall weight by 15 pounds, adds new power. **Now, see how the Corvette RIDES and HANDLES. Take your first corner.** No lean and no sway. As you come out of that turn you'll feel Corvette holding tight and taut on the road. The combination of independent coil springs up front and parallelogram rear suspension produces stability and steadiness. **Brake the Corvette.** Notice how those big, self-energizing Corvette BRAKES need only a gentle touch, resist fade. There are all sorts of additions to the basic 1961 Corvette driving package. You can find them on the back of this folder. Discuss them with your Corvette salesman after your first test ride. **Take it now!**

CORVETTE KEY:

1. Self-energizing 11-inch brakes with air-cooling slots in wheel covers.
2. Independent coil spring front suspension, nitrogen bag shock absorbers. Stabilizer bar.
3. Precision anti-friction steering.
4. Fiber glass body.
5. Unit-balanced propeller shaft, universal joints.
6. Rugged box-girder frame



with I-beam "X" member. 7. Outrigger rear springs, radius rods, stabilizer bar and nitrogen bag shock absorbers. 8. Full dual exhaust system, low-restriction mufflers. New side outlets.

*Optional at extra cost.



1961

CORVETTE CAN BE PERSONALIZED TO YOUR SPORTS CAR NEEDS, STANDARDS AND DESIRES

Sports cars are personal machines. And no sports car can match the Corvette's capacity for doing the job you want it to do at a comparable price. Bring together your choice of engine and gearbox. That's the basic decision. The chart below will help you make your selection. Whatever you choose, a new avenue of automotive adventure will stretch out before you when you GO CORVETTE.

CORVETTE POWER TEAMS FOR 1961

| ENGINE | | | | TRANSMISSION | REAR AXLE | |
|-------------|-----------------------------|-------------------------------|------------------------|------------------------------------|--|----------------------------|
| H.P. | Induction System | Com- pre- sion Ratio | Camshaft, Lifters | | Ratio | Positraction** |
| 230 Std. | Single 4-Barrel | 9.5:1 | Regular, Hydraulic | Single, Vacuum & Centrifugal | 3-Speed Synchro-Mesh 4-Speed Synchro-Mesh* Powerglide* | 3.36:1 3.70:1 3.55:1 |
| 245* | Twin 4-Barrel | 9.5:1 | Regular, Hydraulic | | 3-Speed Synchro-Mesh 4-Speed Synchro-Mesh* Powerglide* | 3.36:1 3.70:1 3.55:1 |
| 270* | Twin 4-Barrel | 9.5:1 | Special, Mechanical | | 3-Speed Synchro-Mesh 4-Speed Synchro-Mesh* | 3.36:1 3.70:1 |
| 275* | Ramjet Fuel Injection | 11.0:1 | Regular, Hydraulic | Single, Vacuum & Centrifugal | 3-Speed Synchro-Mesh 4-Speed Synchro-Mesh* | 3.36:1 3.70:1 |
| 315* | Ramjet Fuel Injection | 11.0:1 | Special, Mechanical | Dual, Full Centrifugal | 3-Speed Synchro-Mesh 4-Speed Synchro-Mesh* | 3.36:1 3.70:1 |

*Optional at extra cost.

**Choice of Positraction rear axle ratios: With 3-Speed Synchro-Mesh—3.36:1, 4.11:1, 4.56:1
With 4-Speed Synchro-Mesh—3.70:1, 4.11:1, 4.56:1

FOR PERFORMANCE. CORVETTE ENGINES are 283-cubic-inch displacement valve-in-head V8's with 3.88" bore and 3.0" stroke, precision balanced assembly. All engines have independent operating mechanism for each valve, precision-machined forged steel crankshaft, five main bearings, full-pressure lubrication system, full-flow oil filter, 12-volt electrical system, full dual exhaust, oil-wetted, polyurethane element, buffered aluminum air cleaner (special paper element, tube intake type with Fuel injection). All-aluminum cross-flow radiator. Finned aluminum rocker covers on optional engines.

270*- and 315*-h.p. Corvette V8's feature special camshaft; high-speed valve system with special valves and mechanical valve lifters; heavy-duty main and connecting rod bearings; distributor-driven tachometer; straight-through type mufflers. Fuel injection engines have special cylinder heads, pistons, and large intake valves.

CHOICE OF TRANSMISSIONS. 3-SPEED SYNCHRO-MESH, standard equipment. Ratios: 2.67:1 low; 1.53:1 second; 1.1:1 third; 2.80:1 reverse; floor-mounted gearshift. 4-SPEED CLOSE-RATIO SYNCHRO-MESH* (R.P.O. 685) Ratios: 2.2:1 first; 1.66:1 second; 1.31:1 third; 1.1:1 fourth; 2.36:1 reverse with manually operated mechanism on floor-mounted shift lever to prevent unintentional reverse engagement during shifting. CLUTCH, 10" semi-centrifugal coil spring. POWERGLIDE* AUTOMATIC (R.P.O. 313) available with 230- and 245-horsepower engines. Floor-mounted range selector lever.

POWER-MATCHED REAR AXLES. Semi-floating hypoid. Rear axle ratios matched to power team. Positraction (R.P.O. 675) rear axle optional* with 3- or 4-Speed Synchro-Mesh and choice of ratios (see chart above).

CHASSIS. Box-girdle, X-member reinforced frame. Independent coil spring front suspension with stabilizer bar. Rear suspension by radius rods and outrigger-mounted semi-elliptic leaf springs with stabilizer bar. Direct double-action nitrogen bag shock absorbers. Unit-balanced tubular propeller shaft and universal joints. Full anti-friction steering gear and balanced linkage—21.5 overall ratio. Hydraulic 11-inch self-energizing brakes with fade-resistant bonded linings. Hand-operated parking brake on rear wheels. 16.4-gallon fuel tank. Black 6.70 x 15 4-ply rating Texaco cord tubeless tires, white sidewall tires optional*. Vented chrome wheel covers with simulated knock-off hubs.

SPECIAL EQUIPMENT* FOR SPORTS CAR MEETS. R.P.O. 687—Special brakes with sintered-metallic linings. Finned cast iron brake drums with built-in cooling fan, vented range plates with air scoops, and fast steering adapter for 16.5:1 overall ratio. Available with Positraction rear axle, 3-Speed or 4-Speed Synchro-Mesh, and 270- or 315-h.p. engine. R.P.O. 686—Special sintered-metallic brake linings available with 3-Speed or 4-Speed Synchro-Mesh. F.O.A. 121—Temperature-controlled viscous drive fan. R.P.O. 276—Wide-base wheels with 5½" rims; hub caps replace wheel covers. L.P.O. 1428—Nylas cord tubeless tires, 6.70 x 15 4-ply rating. L.P.O. 1625A—24-gallon fuel tank.

BODY EXTERIOR. Fiber glass reinforced plastic body—sculptured side and rear panels. Magic-Mirror acrylic lacquer finish in seven solid colors: Tuxedo Black, Ermine White, Roman Red, Sateen Silver, Jewel Blue, Fawn Beige, Honduras Maroon. These colors also available in optional* two-tone exteriors with color-keyed Sateen Silver or Ermine White in the sculptured side panels. Front hinged hood. Three-unit front grille. Dual headlights in front fenders. Four taillights. Push-button door handles and key lock. Cowls ventilator. Large luggage locker with spare wheel under floor. Concealed well for folding top behind seats. Choice of manually operated rubberized fabric folding soft top or easily removable plastic hardtop. Power-operating mechanism* for folding soft top. Frame-mounted front and rear wraparound bumpers.

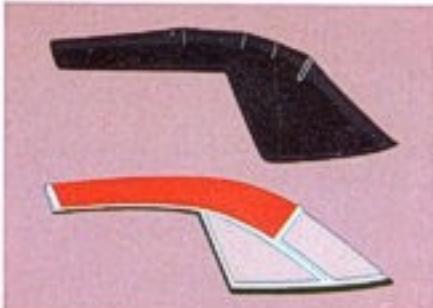
INTERIOR FEATURES. Interior colors in black, blue, red or fawn keyed to exterior colors. Foam rubber padded all-vinyl trimmed bucket seats, individually adjustable. Safety belts. Long padded armrest on each door. Recessed safety reflectors in door sidewall panels. Crank-operated windows, power-operated optional*. Vinyl-covered padded instrument panel. Passenger assist bar in instrument panel cover with storage bin below. Bright aluminum and vinyl sidewall trim. Carpeted floor, metal sills and step plates. Competition-type steering wheel. Speedometer, tachometer, ammeter, fuel level, oil pressure and coolant temperature gauges, starter-ignition switch with accessory position, and light switch on instrument panel. Directional signals, cigarette lighter, outside and inside rearview mirrors, two-speed electric link-driven windshield wipers, electric clock. Parking brake alarm, courtesy light, right- and left-hand sunshades and push-button windshield washer. Ashtray and glove compartment with key lock located between seats. Transistorized push-button signal-seeking radio*, and heater* also available.

DIMENSIONS. Wheelbase, 102". Overall length, 177.7". Overall height: Soft top up, 52.2"; top down 50.2"; hardtop, 52.1". Height at door, 33.5". Road clearance, 6.7". Overall width, 70.4". Tread: front, 57"; rear, 59".

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications and models, and also to discontinue models.

Chevrolet Motor Division, General Motors Corporation, Detroit 2, Michigan

*Optional at extra cost



TO TOP IT OFF you can choose either the manually operated fabric soft top (it's weatherproof) or the easily removable fiber glass hardtop. You might want to choose both; the second top comes at modest cost. For the utmost in convenience and luxury, there's an optional power-operated soft top.* Any top you choose fits tightly due to Corvette's improved body-to-roof sealing.