



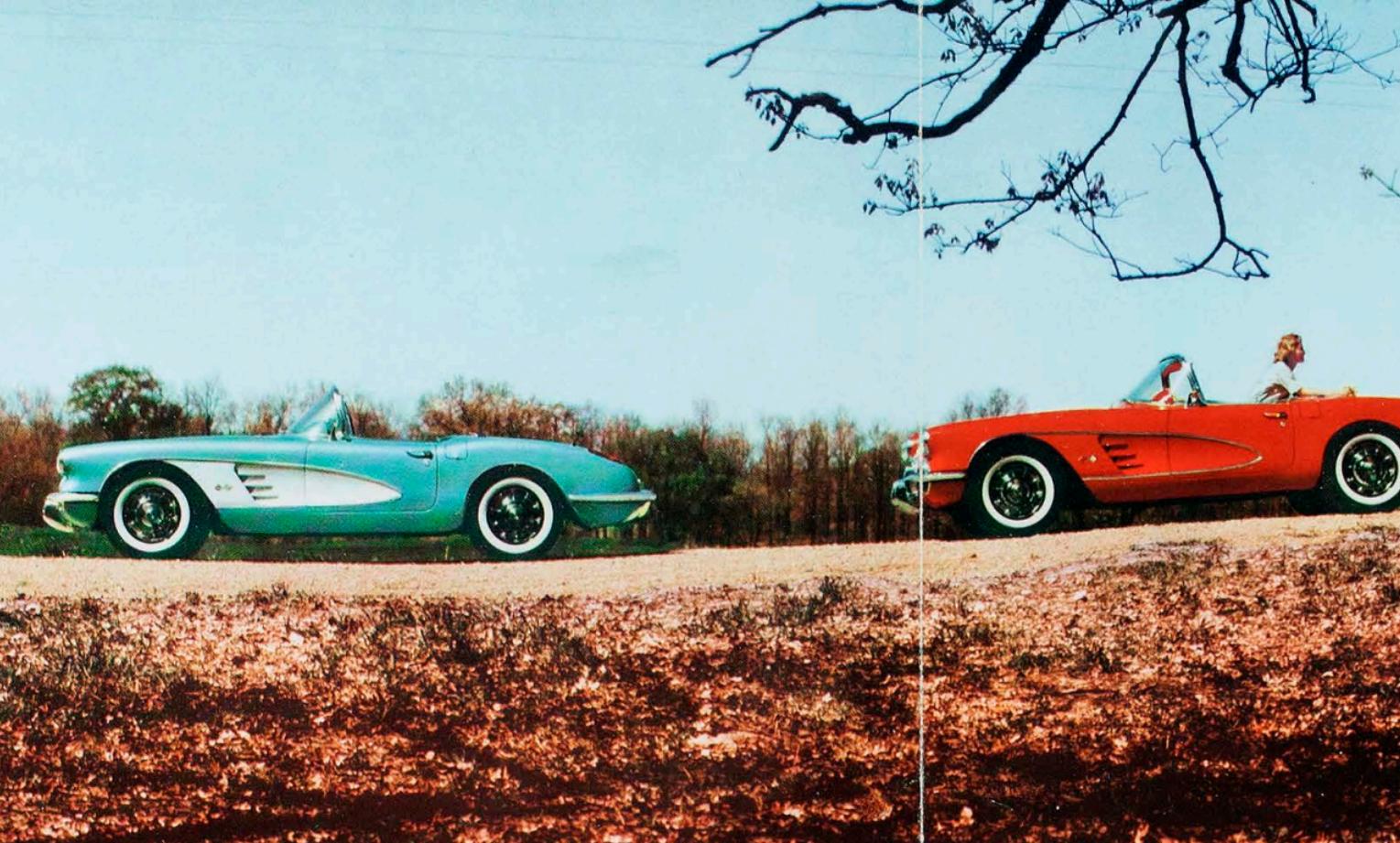
CORVETTE

for '60 by Chevrolet

1960



CORVETTE IN ERMINE WHITE WITH MATCHING SOFT TOP



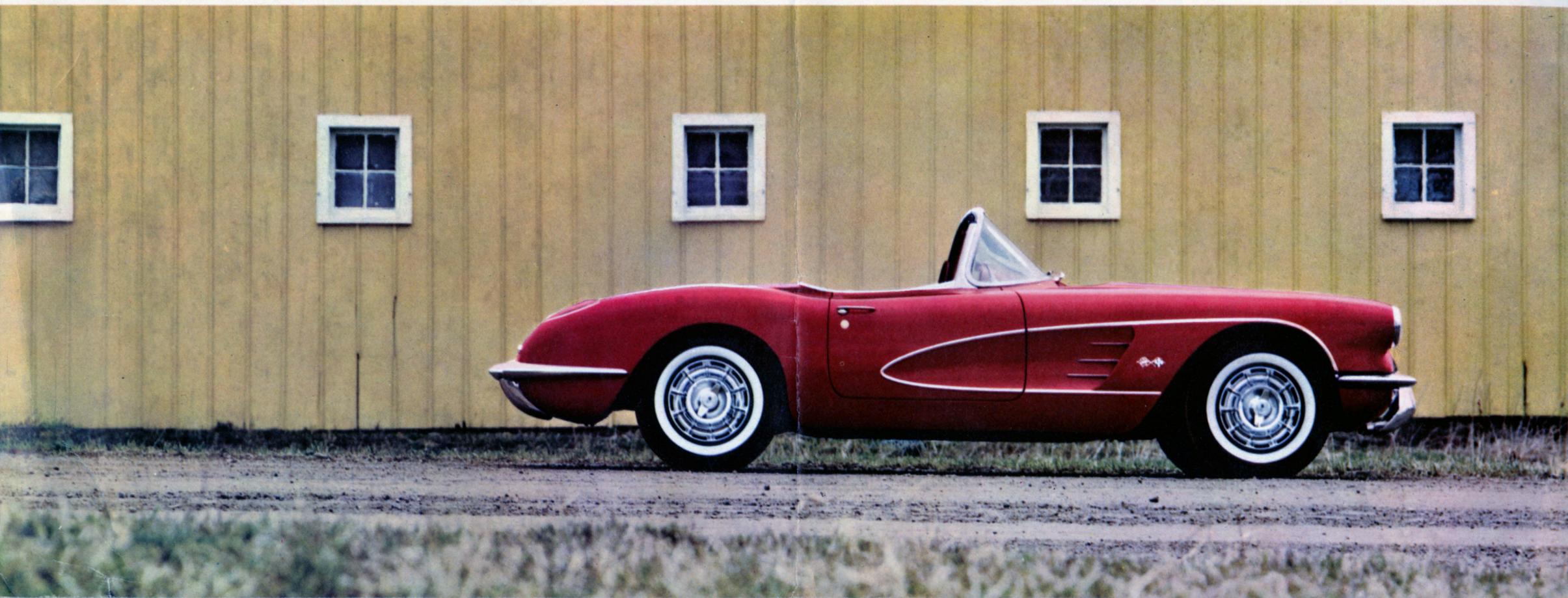
CORVETTE IN TASCO TURQUOISE AND ERMINE WHITE



CORVETTE IN ROMAN RED



CORVETTE IN ERMINE WHITE WITH MATCHING HARDTOP



CORVETTE!

How do you define a sports car?

Is it a machine for the rigors of rallies and the like? Or is it for traffic and countryside?

The Corvette fits them all.

Spend a weekend with it on a rally. The Corvette belongs with the best of them. Experts call its power plant the finest production engine ever built. Corvette gearboxes are admired both here and abroad. Advanced parallelogram rear suspension keeps the Corvette sure and steady over straightaways and through hairpin turns. Air-cooled brakes prove their worth in stop after stop.

Or drive the Corvette to the office. Take it out for a Sunday afternoon or over to the neighbors. It brings spice and spirit to everyday driving. Just consider: Lustrous Magic-Mirror finish outside. Elegant appointments inside. Gleaming aluminum trim. Supple vinyl covered instrument panel. Electric clock. Foam rubber bucket seats. Deep-pile carpet underfoot. Choice of hardtop or soft top.

This is what an American sports car must be. Versatile. Capable. Luxurious. The Corvette by Chevrolet is ideal for people who want a special fun-for-two kind of driving.

AMERICA'S SPORTS CAR

DESIGNED FOR PERSONAL SPORTS CAR COMFORT

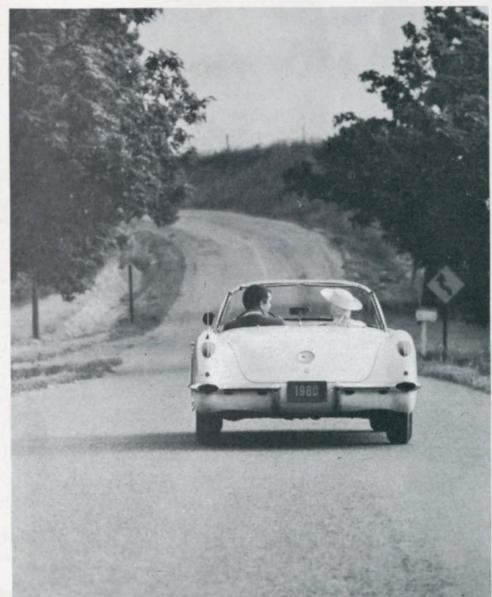


The Corvette's roll-up windows are easy to operate — a convenience not found on some other sports cars. Power-operated* windows are also available for those who desire an extra measure of comfort.



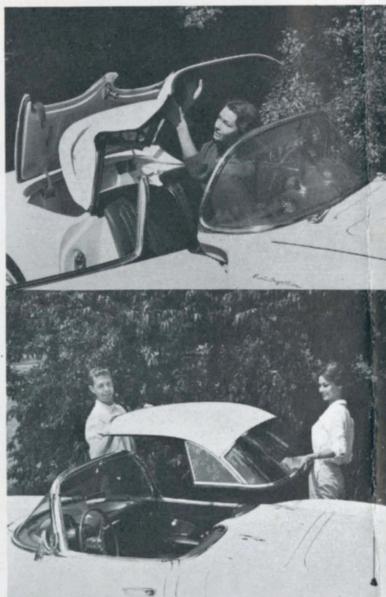
You want to fit and feel right in a sports car cockpit. You want space inside, comfortable seats, pleasing appointments. The Corvette achieves all this in a way that sets it apart from others. Wide doors open into a cockpit of uncompromising standards. Contoured, individually adjusted bucket seats are padded with foam rubber, cov-

ered with luxurious yet practical vinyl. Cockpit colors are keyed to new exterior Magic-Mirror finishes. Inside, new larger-twist carpet stretches from door-to-door. Instrument cluster includes a big tachometer for ready reading. Between the bucket seats is a key locking compartment for maps, operations manual and other odds and ends.



Corvette's distinctive wrap around windshield, of Safety Plate Glass, gives driver and navigator excellent forward visibility.

The Corvette offers you a choice of two standard tops. There's a manually operated rubberized fabric soft top (upper right), or an easily removed fiber glass hardtop (lower right). Both are carefully fitted for weather tight protection. If you like, take both tops—the second comes at nominal extra cost. Or, there's a power - operated soft top* for the ultimate in quick top operation.



ENGINEERED IN THE FINEST SPORTS CAR TRADITION

Vital statistics determine a sports car's agility and feeling for fun. Power-to-weight, gearbox choices, rear axle ratios, brakes, steering, suspension system—all must fit together for a sports car to live up to its proud name.

The Corvette offers virtually unlimited components for the sports car you want. All have come about because the Corvette bears the unmistakable stamp of Chevrolet's vast engineering facilities and ever-constant objective to build the world's finest production sports car.

The unique fiber glass reinforced plastic BODY on the Corvette is an excellent example of this. By its very nature, fiber glass reinforced plastic is ideal for a sports car body. Lightweight, which contributes to the car's greater performance. Tremendously strong. Safe. It also offers the benefits of rustproof and corrosion-resistant qualities.

Underneath the sleek Corvette body lies a rugged box-girder FRAME. This sports car-type frame forms the foundation for the special way the Corvette stays put on the curves and holds onto the straights. Up front the taut SUSPENSION is engineered with independent coil springs and improved stabilizer bar. Parallelogram rear suspension is by radius rods and semi-elliptic outrigger-mounted leaf springs and a new stabilizer bar. STEERING is quick and precise. Overall ratio of 21:1 produces responsive HANDLING. Corvette BRAKES are designed for safe, fade-resistant stops. They're big 11-inch hydraulic self-energizing brakes with bonded linings (if you prefer, heavy-duty brakes* or sintered-metallic linings* are also available). Constant streams of air flow over the brakes through slotted wheel discs.

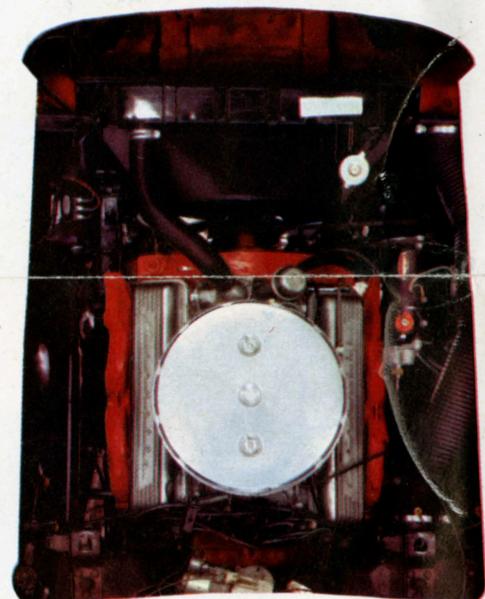
The heart of a sports car is its engine. Engineers around the world acclaim Corvette ENGINES as the finest production power plants on the road. All are valve-in-head V8's with 283 cubic inches (3.88" bore x 3.0" stroke) of pure power potential. In their '60 editions, these engines attain new peaks of performance and efficiency.

The Corvette V8 comes in five versions. If you're a driver who wants a Corvette just for the fun of it, then you may want the standard V8, developing 230 h.p. with single 4-barrel carburetion. Or there's the 245-h.p.* edition (shown at right) with twin 4-barrel carburetion. If you're a performance enthusiast, you may want the 270-h.p.* engine with twin 4-barrel carburetion, special camshaft and high-speed valve system. Chevrolet's unmatched achievements in production fuel injection engines are offered in 275-h.p.* and 315-h.p.* versions, the latter delivering well over one h.p. per cubic inch of displacement, alone among all production engines. New, lightweight aluminum cylinder heads, saving 53 pounds, are an important refinement in these Ramjet Fuel Injection power plants. Performance is improved with a higher 11:1 compression ratio.

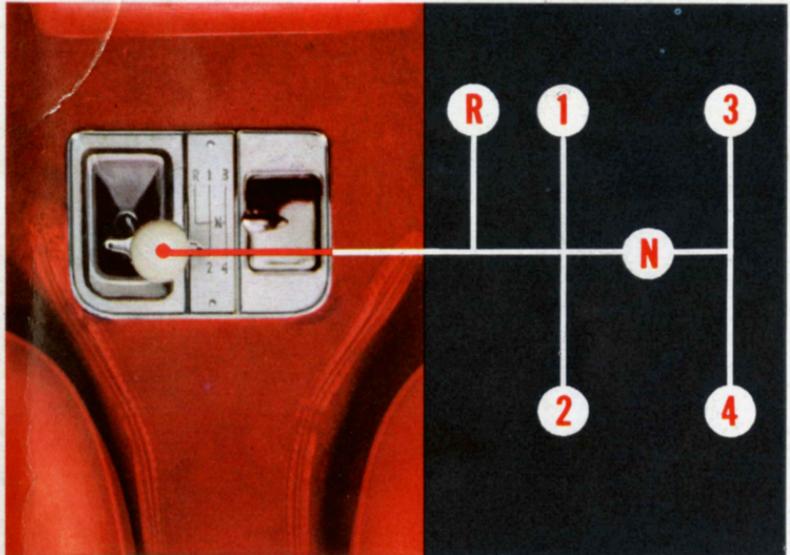
In GEARBOX choices, the Corvette offers three floor-mounted transmissions to suit your favorite kind of shifting. Corvette transmissions have earned unprecedented respect for dependability, durability and capability. For those who prefer the convenience of an automatic, the rugged and proven POWERGLIDE* is available. For people who prefer to shift by hand, there's the 4-SPEED Close-Ratio Synchro-Mesh* with reverse lockout mechanism and the standard 3-SPEED Close-Ratio Synchro-Mesh.

A variety of power-tailored gear ratios and rear axle ratios can be chosen. Of special significance to sports car enthusiasts who strive for weight-saving are the new aluminum clutch housings used with the 4-speed and 3-speed transmissions.

This, then, is what the Corvette has to offer. The equipment you choose is strictly up to you. But whatever you pick, you can be confident your Corvette will out-handle, out-corner, out-perform anything in its class. This is the promise of driving fun found in the Corvette. Years of refinement, patience and careful attention to minute details have gone into creating this car. This is what the Corvette represents today. A true sports car. America's sports car.



1960 CORVETTE SPECIFICATIONS



CHEVROLET

There's a choice of three Corvette transmissions: 4-SPEED Close-Ratio Synchro-Mesh*; 3-SPEED Close-Ratio Synchro-Mesh; and automatic POWERGLIDE.*

AMERICAN-EMPIRE

REFERENCE CENTER

FOR PERFORMANCE—CORVETTE ENGINES are 283-cubic-inch displacement valve-in-head V8's with 3.88" bore and 3.0" stroke • 230-H.P. CORVETTE V8 with 4-barrel carburetion, 9.5:1 compression ratio, hydraulic valve lifters, standard equipment. • 245-H.P. CORVETTE V8* with twin 4-barrel carburetion, 9.5:1 compression ratio, hydraulic valve lifters. • 275-H.P. CORVETTE V8* with Ramjet Fuel Injection, 11:1 compression ratio, aluminum cylinder heads, hydraulic valve lifters. • 270-H.P. CORVETTE V8* with twin 4-barrel carburetion, 9.5:1 compression ratio, special cam-shaft and high-speed valve system with special valves and mechanical valve lifters. All-aluminum cross-flow radiator included. • 315-H.P. CORVETTE V8* with Ramjet Fuel Injection, 11:1 compression ratio, aluminum cylinder heads, special camshaft and high-speed valve system with special valves and mechanical valve lifters. All-aluminum cross-flow radiator included.

All engines have independent operating mechanism for each valve. Precision-machined forged steel crankshaft, five main bearings. Full pressure lubrication system with full-flow oil filter. 12-volt electrical system. Engines precision balanced as assembly. Finned aluminum rocker covers on optional engines. Buffed aluminum oil-wetted type air cleaner (special paper element, tube intake type with Fuel Injection). Full dual exhaust system.

CHOICE OF TRANSMISSIONS—3-SPEED CLOSE-RATIO SYNCHRO-MESH, standard equipment. Ratios: 2.21:1 low; 1.32:1 second; 1:1 third; 2.51:1 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 fourth; 2.26:1 reverse with manually operated mechanism on floor mounted shift lever to prevent unintentional reverse engagement during shifting. POWERGLIDE* AUTOMATIC (R.P.O. 313) available with 230- and 245-horsepower engines. Floor mounted range selector lever. CLUTCH. 10" semi-centrifugal coil spring.

POWER-MATCHED REAR AXLES—Semi-floating hypoid. STANDARD REAR AXLE RATIOS: 3.70:1 with 3-speed or 4-speed Synchro-Mesh; 3.55:1 with Powerglide. POSITRACTION* (R.P.O. 675) REAR AXLE RATIOS: choice of 3.70:1, 4.11:1 or 4.56:1 ratio with either 3-Speed or 4-Speed Synchro-Mesh.

CHASSIS—Box-girder, 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—21:1 overall ratio. Hydraulic 11-inch self-energizing brakes with fade-resistant, bonded linings. Mechanical parking brake on rear wheels.

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.

16.4-gallon fuel tank. Black 6.70 x 15 4-ply rating Tyrex 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 facings, finned cast iron brake drums with built-in cooling fan, vented flange plates with air scoops, and fast steering adapter for 16.3:1 overall ratio. Used with Positraction rear axle, this equipment is available with 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. L.P.O. 1408—Nylon cord tubeless tires, 6.70 x 15 4-ply rating.

BODY EXTERIOR—Fiber-glass reinforced plastic body—sculptured side panels. Magic-Mirror acrylic lacquer finish in eight solid colors: Tuxedo Black, Ermine White, Roman Red, Sateen Silver, Horizon Blue, Tasco Turquoise, Cascade Green, 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. Pushbutton door handles and key lock. Cowl 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 bumpers.

INTERIOR FEATURES—Interior colors in black, blue, red or turquoise 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 instrument panel. Passenger assist bar in instrument panel cove with stowage 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, and light switch on instrument panel. Directional signals, cigarette lighter, outside and inside rearview mirrors, dual electric windshield wipers, electric clock. Ashtray and glove compartment with key lock located between seats. Transistorized radio*, heater*, parking brake alarm*, courtesy light*, right- and left-hand sunshades*, and push-button windshield washer* also available.

DIMENSIONS—Wheelbase, 102". Overall length, 177.2". Overall height: Soft top up, 51.6"; top down, 49.7"; hardtop, 51.5". Height at door, 33.5". Road clearance, 5.9". Overall width, 72.8". Tread: front, 57"; rear, 59".

*Optional at extra cost.