


Chevrolet

CORVETTE

1958



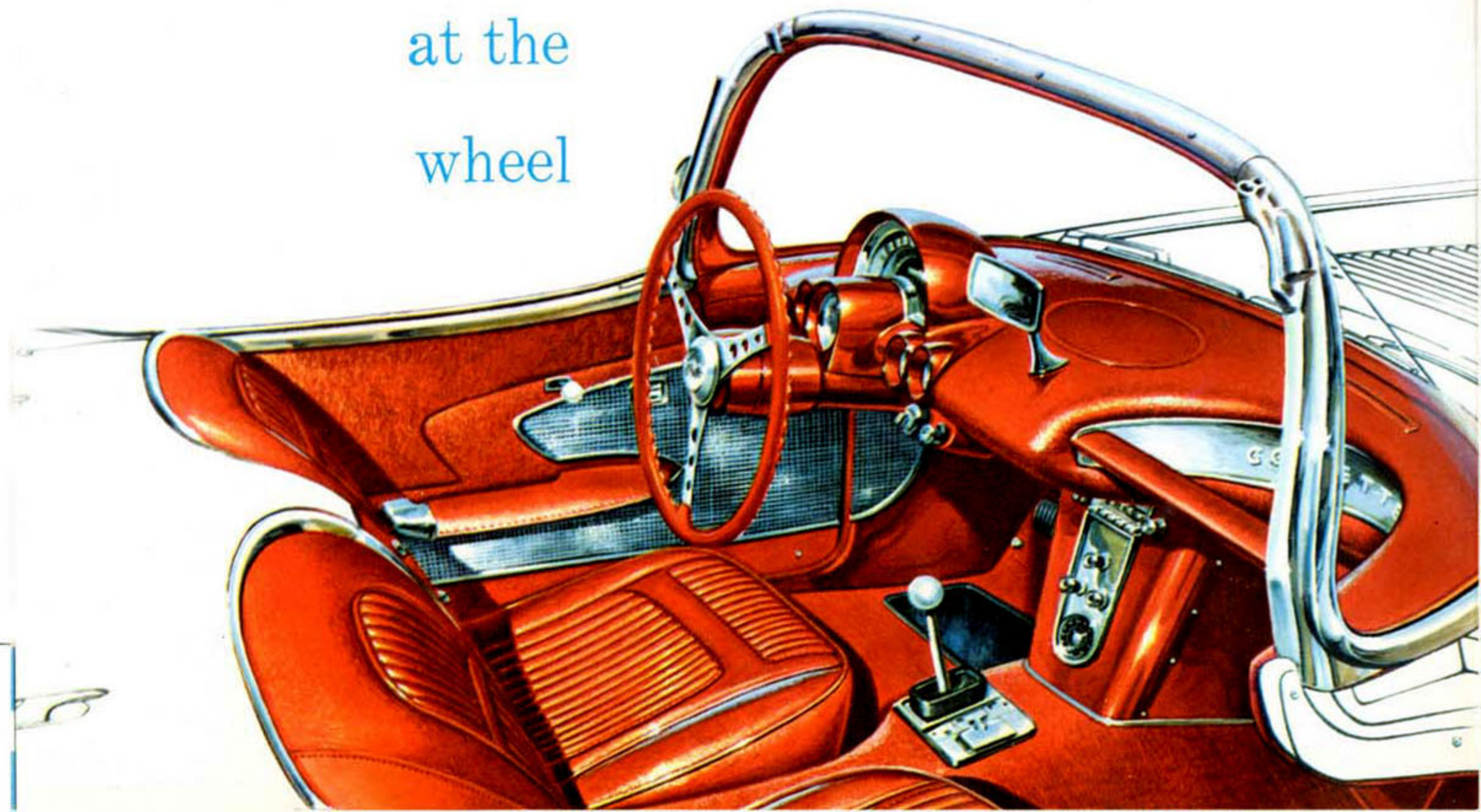


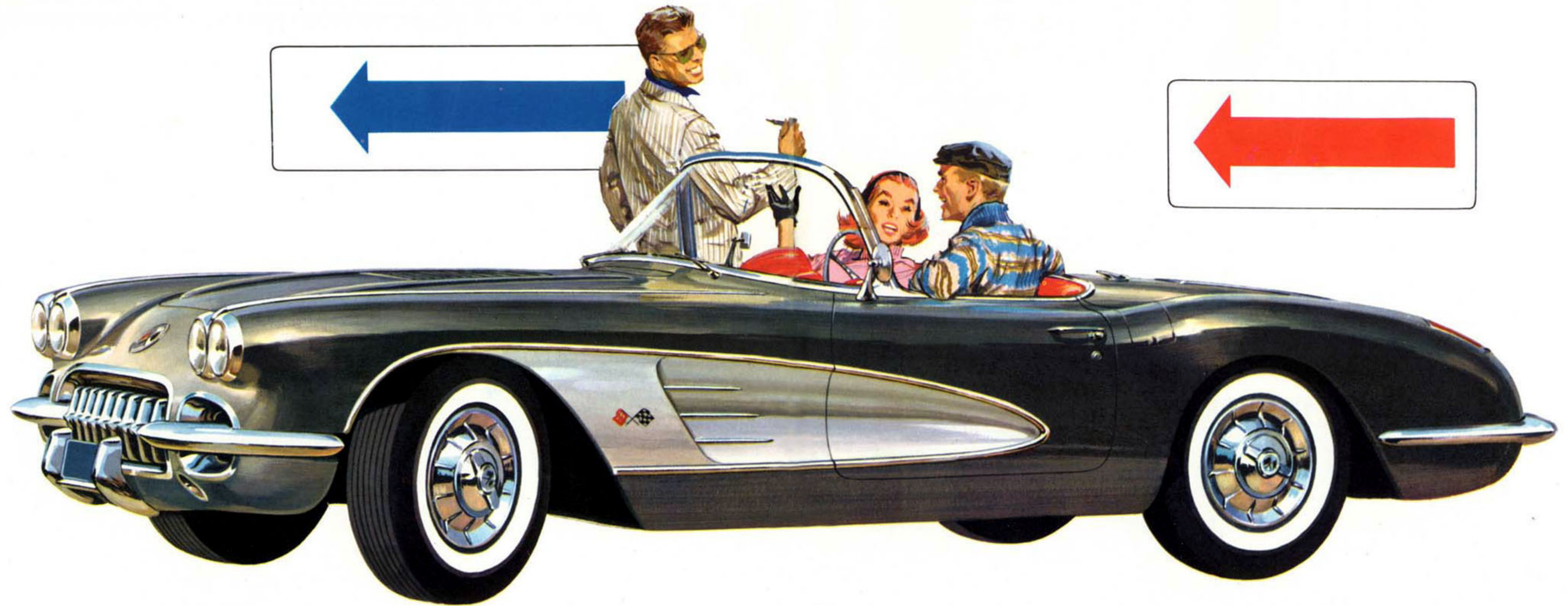
SWEETEST TWO-SEATER GOING!

Here is the exciting new high-performance Corvette—one of the world's truly authentic sports cars. Internationally acclaimed for its achievements, the Corvette is as American as the Fourth of July. Nothing on wheels handles more nobly. Nothing on a road or at a rally matches its style of leading *two* lives. For while the Corvette is a red-white-and-blue-blooded sportsman, it is also the leisure car supreme. With brilliant new styling . . . new twin roadlights . . . new cockpit and instruments . . . a wide choice of engines, drives and options . . . here is a true sun-and-wind car—the sweetest two-seater in the land!

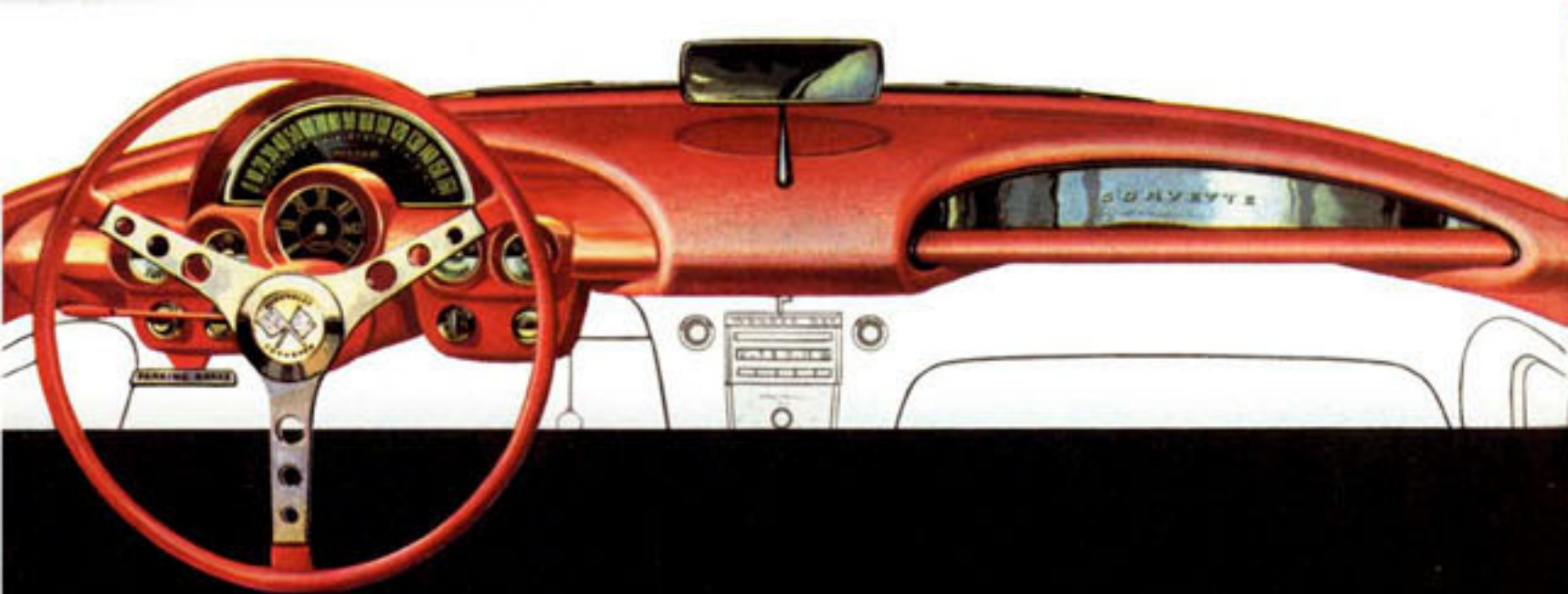
A way of life
begins
at the
wheel

Just to sit in the Corvette's cockpit gives you a young-and-on-the-go feeling. There's smartness everywhere and deep-cushioned comfort. The floor-mounted gear lever is so close you can shift in the click of a stop watch. The full instrument complement is grouped to be read at a glance, and includes a tachometer and electric clock. For the navigator there's a vinyl covered assist bar. You'll even find an ash-tray and glove case between the contoured bucket seats!





AMERICA'S ONLY TRUE SPORTS CAR

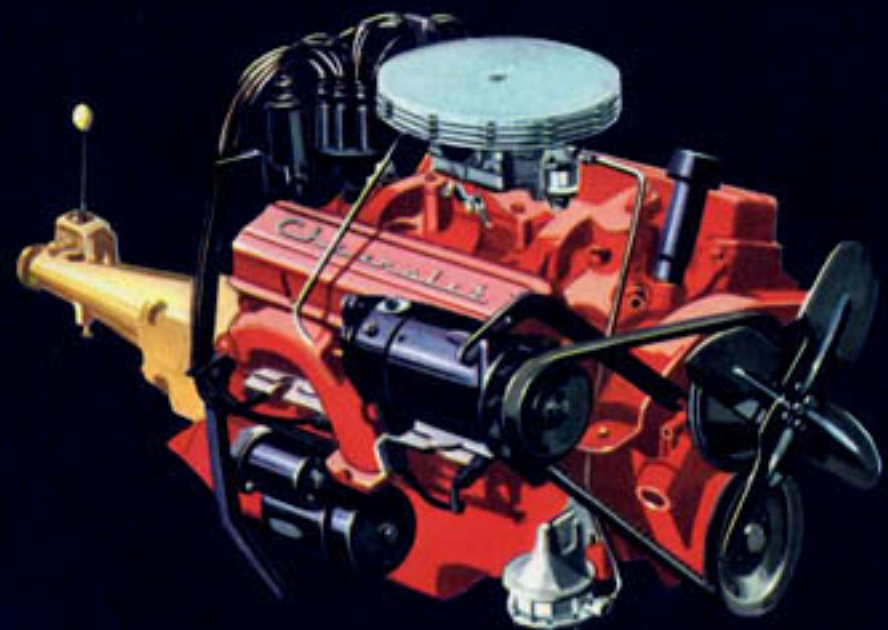


P

ERFORMANCE

is a sports car's pedigree

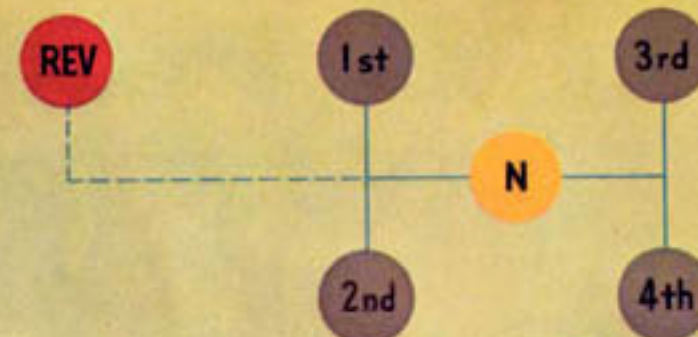
A light, safe, spirited sports car is a breed apart. Truly a triumph of handling—roadworthy in the most critical sense. It must handle with precision and corner with positive control. It must withstand long periods at high rpm, without a whimper. It calls for a superior suspension, an enviable ratio of power to weight. Comfortable tourer, rally car, trials car . . . it must be all these, at one and the same time. And this multi-purpose role is what so uniquely distinguishes the Corvette as a thoroughbred sports car. Only when you lay hand to its helm and toe to its throttle will you fully learn its prowess!



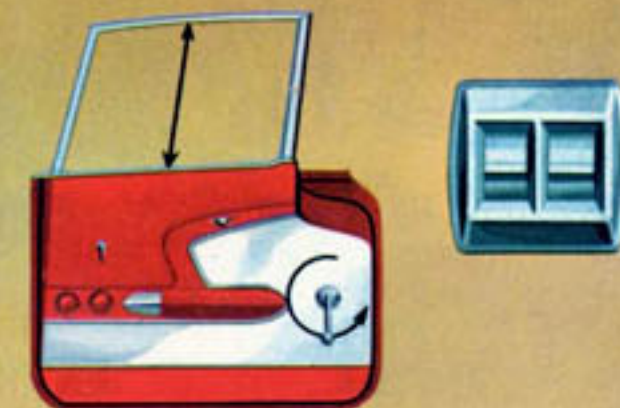
Designed by engineers who built the industry's first high-compression V8's—the 283-cubic-inch (4.6-litre) Corvette V8 is the very heart of its sports car performance. This is the world's first mass-built engine to develop so much power for its size—up to more than one horsepower for each cubic inch of piston displacement, a hitherto-unachieved goal! Its admirable power and torque characteristics center on a rigid, extremely compact block, an ultra-short piston stroke, and advanced overhead valve layout. And for '58, you can command its scintillating response in any of four great versions—ranging up to 290 horsepower!



Chevrolet's famed Powerglide® automatic transmission is now more rugged than ever to add carefree miles to your sports car motoring. Match it to your choice of Corvette engines.



Fully synchronized four speeds forward, with closely stepped ratios allow fast-up-and-down shifts. It's yours in Corvette's optional 4-speed gearbox.* Or choose the fine 3-speed standard Synchro-Mesh.

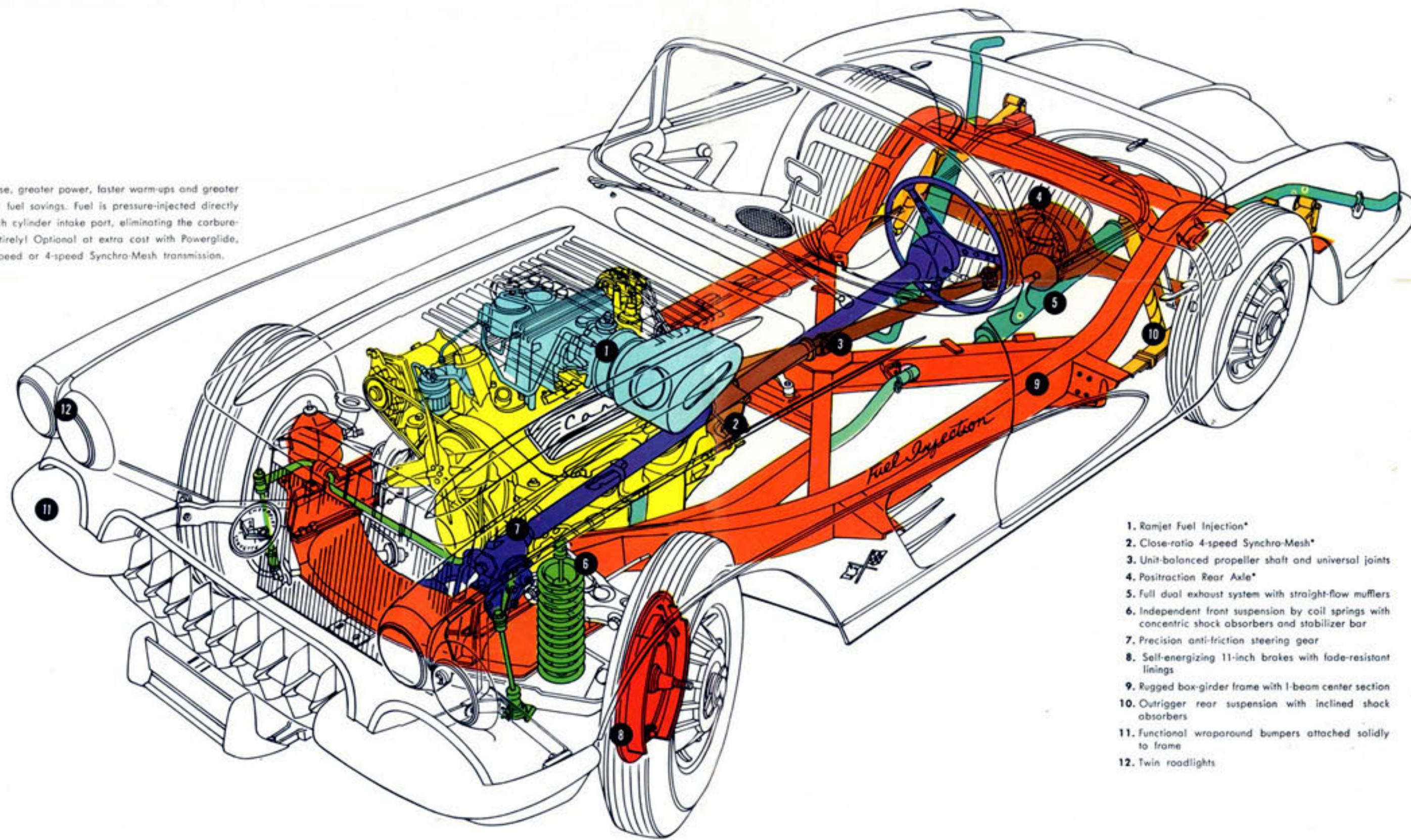


Rain or shine—sports car weather can be all year round! Crank-operated roll-up windows offer all-season protection as standard equipment. Power windows* add luxury within convenient reach.



In just minutes you can transform the Corvette from roadster to coupe. Choose either the manual soft top or quick-change hardtop. For extra convenience, a power-operated soft top* is available.

response, greater power, faster warm-ups and greater overall fuel savings. Fuel is pressure-injected directly at each cylinder intake port, eliminating the carburetor entirely! Optional at extra cost with Powerglide, or 3-speed or 4-speed Synchro-Mesh transmission.



1. Ramjet Fuel Injection*
2. Close-ratio 4-speed Synchro-Mesh*
3. Unit-balanced propeller shaft and universal joints
4. Positraction Rear Axle*
5. Full dual exhaust system with straight-flow mufflers
6. Independent front suspension by coil springs with concentric shock absorbers and stabilizer bar
7. Precision anti-friction steering gear
8. Self-energizing 11-inch brakes with fade-resistant linings
9. Rugged box-girder frame with I-beam center section
10. Outrigger rear suspension with inclined shock absorbers
11. Functional wraparound bumpers attached solidly to frame
12. Twin roadlights



*Extra-cost option.

AMERICA'S ONLY TRUE SPORTS CAR

S

p e c i f i c a t i o n s



ENGINE: Valve-in-head V8, 283-cubic-inch displacement, 3.88" bore x 3.0" stroke, 9.5:1 compression ratio, 230 h.p. with 4-barrel carburetor, 245 h.p. with twin 4-barrel carburetion*, 250 h.p. with Ramjet Fuel Injection*. High-lift camshaft, hydraulic valve lifters. Independent operating mechanism for each valve. Precision-machined forged steel crankshaft, five main bearings. Special alloy main and connecting rod bearings. Full-pressure lubrication system with full-flow oil filter. 12-volt electrical system. Engine precision-balanced after assembly. Finned aluminum rocker covers on optional engines. Buffed aluminum oil-wetted air cleaner (paper-element type with fuel injection). Full dual exhaust system. Maximum performance 290 h.p. engine* features Ramjet Fuel Injection, 10.5:1 compression ratio, special camshaft, and high-speed valve system with special valves and mechanical valve lifters. **TRANSMISSION:** Special 3-speed close-ratio Synchro-Mesh (2.2:1 low and reverse, 1.31:1 second and 1:1 high) standard. Close-ratio 4-speed Synchro-Mesh* optional (2.2:1 first, 1.66:1 second, 1.31:1 third, 1:1 fourth, 2.25:1 reverse). 10" semi-centrifugal coil spring clutch. Powerglide automatic transmission* available with 230, 245, and 250 horsepower engines. Floor-mounted gear or range selector. **REAR AXLE:** Semi-floating hypoid. Axle ratios: 3-speed or 4-speed Synchro-Mesh 3.70:1; Powerglide 3.55:1. Positraction rear axle with choice of 3.70:1, 4.11:1, or 4.56:1 ratio optional* with either 3-speed or 4-speed Synchro-Mesh. **CHASSIS:** Box-girder, X-member reinforced frame. Independent coil spring front suspension with stabilizer bar. Outrigger-mounted semi-elliptic rear springs. Direct double-acting 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 linings. Mechanical parking brake on rear

wheels. 16.4 gallon fuel tank. Black 6.70 x 15 4-ply rating tubeless tires, white sidewall tires optional*. **EXTERIOR:** Glass-fiber-reinforced plastic body—sculptured side panels. Polished acrylic lacquer finish. Front hinged hood. Three-unit front grille. Dual headlights in front fenders. Cowl ventilator. Large luggage locker with spare wheel under floor. Concealed well for folding top behind seats. Chrome-bound windshield. Functional, wraparound front and rear bumpers mounted to the frame. Dual exhaust ports in rear bumpers. Choice of manually operated fabric folding top or easily removable plastic hardtop. **INTERIOR:** Foam rubber padded, all-vinyl trimmed bucket seats, individually adjustable. Safety belts. Pushbutton door handles, key lock, inside release. Long padded armrest on each door. Crank-operated windows. Vinyl covered instrument panel crown and doors. Passenger assist bar in instrument panel cove. Carpeted floor, metal door scuff panels, 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 between seats. **OPTIONAL*:** Engines, transmissions, axle, and white sidewall tires (see above). Power-operating mechanism and removable plastic hardtop with folding top. Power windows. Transistorized radio, heater, windshield washer. Heavy-duty brakes-and-suspension package. Special wheels. **DIMENSIONS:** Wheelbase, 102". Length, 177.2". Overall height: folding top, 51.1" up, 49.2" down; hardtop, 51". Height at door, 33". Road clearance, 5.8". Width, 72.8". Tread: 57" front, 59" rear.

*Optional at extra cost.