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70 YEARS
OF DEFINING
THE FUTURE.

For 70 years and eight generations, Corvette has defined what's possible for car enthusiasts around the world and helped mainstream many new automotive technologies we take for granted today.

But perhaps its biggest contribution has been to our collective psyches. Because when it comes to ultimate freedom, it's difficult to surpass the exhilaration of a Corvette, racing along the dotted white lines toward whatever's on the other side of the horizon.

It all adds up to Corvette being the longest continuously produced passenger car nameplate in world history.







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A D E S T I N Y
F U L F I L L E D .

The world finally got its much-anticipated mid-engine Corvette in 2020, and the influence of this car is still profound. Stingray represents a quantum leap in terms of everything a Corvette should stand for – beauty, balance, power-to-weight ratio, traction, precision and craftsmanship. Here's one payoff: Stingray goes from 0 to 60 mph in an astounding 2.9 seconds.¹ Stingray is available as a coupe with a removable roof panel or as a hardtop convertible. Either way, it's close to perfect.

ARCHITECTURE



STINGRAY 3LT COUPE WITH Z51 PERFORMANCE PACKAGE | TORCH RED

THE CENTER
OF IT ALL.

The location of the engine right behind the driver and passenger resulted in a new set of driving dynamics for the eighth-generation Corvette compared to its predecessors. Because the weight of the engine sits over the rear-driving wheels, traction is enhanced. With the engine behind the cockpit, there's more forward visibility. And with the seats positioned closer to the front wheels, the driver and passenger are located right at the car's center of gravity. It means a Corvette that is the master of any road and a sheer delight for any driver.

DESIGN



COMMANDING

P R E S E N C E .

Like the design of a thoroughbred race car, the shape of Corvette plays a major role in its beauty and performance. Large front intakes and sculpted side intakes help the engine breathe and stay cool. The cockpit is purposely placed, allowing for a short hood for great forward visibility as well as a graceful rear deck. The rear fascia has two functional air exits flanked by twin taillamps and twin exhaust outlets on each side.



STINGRAY 3LT COUPE WITH Z51 PERFORMANCE PACKAGE | RAPID BLUE

COCKPIT

A DESTINATION
IN ITSELF.



The Corvette cockpit. Two seats. A subtle aroma of leather. Visually pleasing lines that flow, intersect and contrast. The GT2 seat with Napa leather seating surfaces blends the comfort of the GT1 seat with the appearance and carbon-fiber trim of the Competition Sport seat. With the racing-style steering wheel in

your hands, your view of the multi-mode cluster is unimpeded. To your right is an 8-inch diagonal color infotainment touch-screen display canted in your direction. Fasten your seat belt, push the starter button, hear the V8 engine burst to life and watch the beckoning road ahead. This isn't luxury. It's performance art.



STINGRAY 3LT INTERIOR WITH OPTIONS | NATURAL DIPPED

—
WHAT YOU WANT TO
KNOW WHEN YOU
WANT TO KNOW IT.



GEAR AND DRIVER MODE SELECTORS



CLIMATE AND SEAT CONTROLS ATOP COCKPIT BUTTRESS

You have different information needs in different driving situations. A 12-inch diagonal customizable gauge cluster dominates the controls with graphics that change completely depending on your selected driving mode. You can view the wide cluster display neatly framed by the racing-style steering wheel. The display itself has two panels on the left side of the tachometer and four panels with track display that you can populate with specific information or gauges using the Options menu. An 8-inch diagonal color touch-screen is placed to the right of the central cluster.

A button and pull toggle gear selector helps simplify the console area. The Driver Mode Selector sports a leather-accented palm rest, while climate controls are located atop the buttress separating driver and passenger.

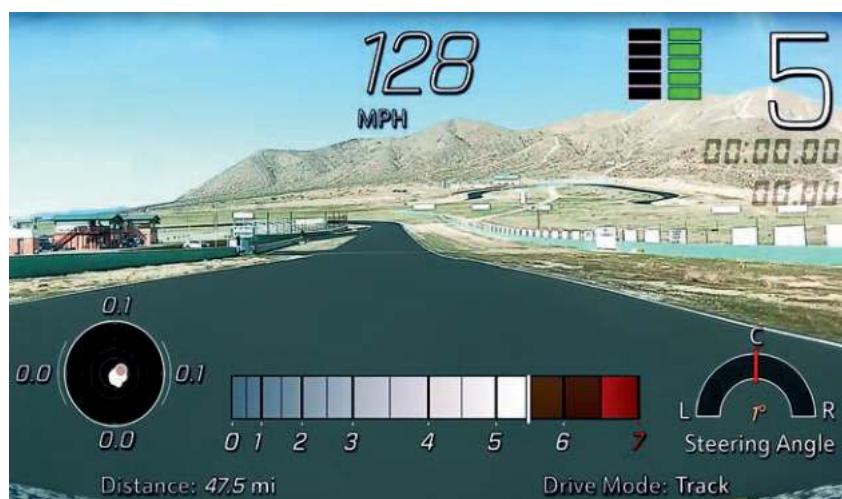
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**CONNECTIONS,
DATA AND
SOUND.**

High performance takes on many dimensions in Corvette. Among them is an available 14-speaker Bose Performance Series, the most powerful sound system ever in a Corvette. Plus, an available Wi-Fi® Hotspot¹ allows you to stay connected, as does standard wireless Apple CarPlay^{®2} and wireless Android Auto^{™3} compatibility.

Help yourself become a better driver with the available Performance Data Recorder. When activated, it logs video of your drive onto a SD memory card. Three modes allow you to capture video, audio, driving stats, date and time, and much more. A fourth, Valet Mode, can record the activity of your car when you're not around. On the Corvette website, you can also download software developed by the same engineering firm that supplies Corvette Racing. It acts like a virtual driving coach, giving you vital metrics and comparisons.

An available Head-Up Display (HUD) system offers three distinct views for Tour, Sport and Track modes. Tour mode includes speed limit and turn-by-turn navigation prompts. Sport mode includes digital speed, tachometer and a g-force indicator. Track mode includes digital speed, tachometer, shift lights, best lap time, current lap time and gain/loss.

AVAILABLE WIRELESS CHARGING⁴

AVAILABLE PERFORMANCE DATA RECORDER



8-INCH DIAGONAL COLOR TOUCH-SCREEN DISPLAY



AVAILABLE BOSE PERFORMANCE SERIES 14-SPEAKER SYSTEM

1 Service varies with conditions and location. 2 Vehicle user interface is a product of Apple and its terms and privacy statements apply. Requires compatible iPhone and data plan rates apply. 3 Vehicle user interface is a product of Google and its terms and privacy statements apply. To use Android Auto on your car display, you'll need an Android phone running Android 6 or higher, an active data plan, and the Android Auto app. 4 The system wirelessly charges one compatible mobile device. Some phones have built-in wireless charging technology and others require a special adaptor/back cover. To check for phone or other device compatibility, see my.chevrolet.com/learn or consult your carrier.

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STINGRAY 3LT COUPE WITH Z51 PERFORMANCE PACKAGE | TORCH RED



—
T H E L E G E N D
W I T H I N .

The Stingray V8 engine has one of the richest pedigrees in the world. A distant relative of the original small block Chevy V8 from 1955, this engine has made racing history as one of the most successful production engines of all time. The latest iteration is a 6.2L LT2 aluminum small block V8 engine with 490 horsepower and 465 lb.-ft. of torque.

To promote excellent breathing, the intake system is a low-restriction design and incorporates identical 210 mm runners and an 87 mm throttle body. The performance header exhaust manifolds are also low-restriction and feature a stylized four-into-one design. The available performance exhaust adds 5 more horsepower and 5 more lb.-ft. of torque, good for 0 to 60 in 2.9 seconds.¹ The performance exhaust is included with the available Z51 Performance Package.

A standard dry-sump oil system is integrated into the block and allows the engine to be positioned for a lower center of gravity. Three scavenging pumps capture circulating oil to ensure pressurized distribution even in the highest-g situations on the track.



SUSPENSION



STINGRAY 3LT COUPE WITH Z51 PERFORMANCE PACKAGE | TORCH RED



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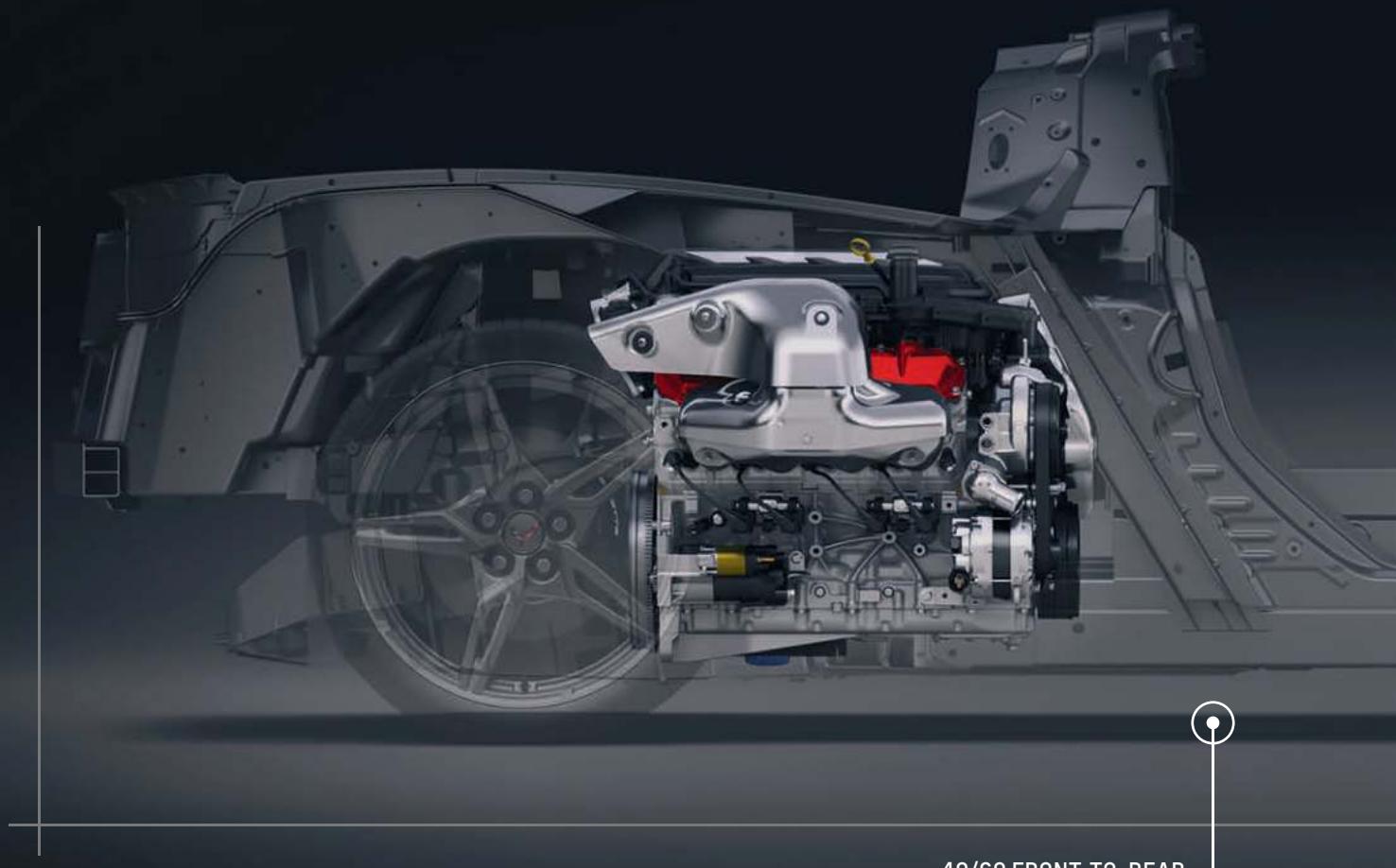
A MAGNETIC CONNECTION WITH THE ROAD.

One of the marvels of the Stingray suspension technology is the ability to simultaneously offer outrageous grip with a pleasing, compliant ride. Its modified SLA (short/long arm) suspension coupled with coil springs on all four corners of the car is tuned to keep spring rates and damping optimized for ride comfort while enabling high-g cornering ability.

Magnetic Selective Ride Control integrates with the Driver Mode Selector to adjust ride stiffness in real time using magnetized ferrous particles in the shock fluid.

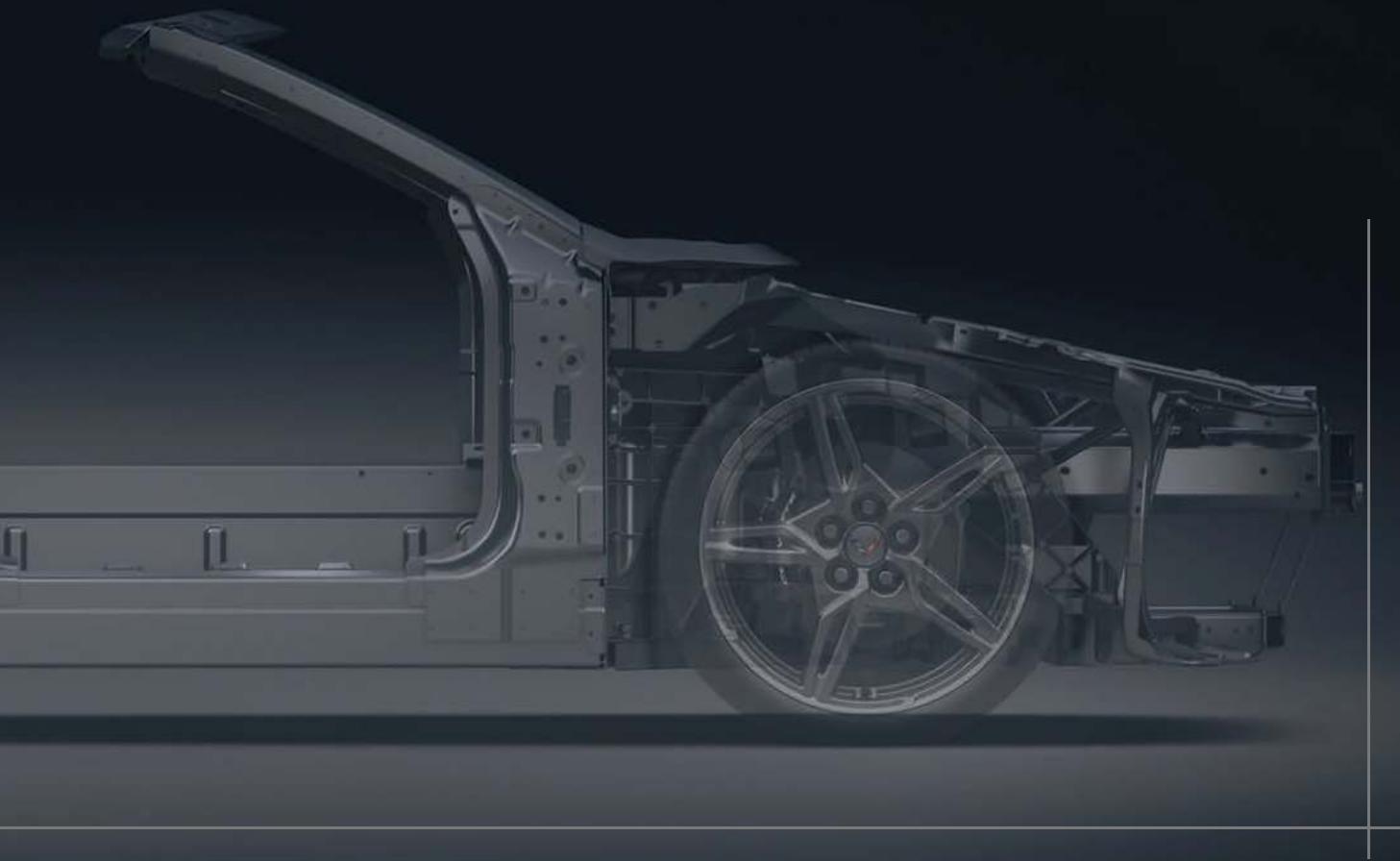
Standard on Stingray is an all-season tire that offers summer tire performance. The Michelin® Pilot® Sport All Season 4 tire can achieve .94 g of lateral acceleration on a skid pad.

WEIGHT DISTRIBUTION



40/60 FRONT-TO-REAR
WEIGHT DISTRIBUTION

—
PUTTING THE WEIGHT
WHERE IT MATTERS.



It's all about traction. One of the many advantages of a mid-engine configuration is the ability to put the weight of the engine closer to the rear-driving wheels.

The Corvette structure is also extremely stiff. The secret is a closed center tunnel backbone conjoined by twin rails top and bottom. Many of the aluminum pieces are made with high-pressure die casting for extraordinary material properties.

Other pieces are made of cast, forged or extruded aluminum. There is even a carbon-fiber rear bumper beam designed to keep the rear weight bias at exactly 60%. What that means is quick acceleration times and superb road adhesion.

Z51 PERFORMANCE PACKAGE



STINGRAY 3LT COUPE WITH Z51 PERFORMANCE PACKAGE | RAPID BLUE



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A STINGRAY BUCKET LIST.

Many purists don't want to leave well enough alone. Stingray offers a comprehensive upgrade with one simple option: the available Z51 Performance Package. It provides a group of performance enhancements, including:

- Performance brakes with larger brake rotors and performance brake pads
- Performance suspension (FE3)
- Performance exhaust
- Performance final drive ratio
- Electronic Limited-Slip Differential
- Rear spoiler and front splitter
- Michelin® Pilot® Sport 4 S summer-only tires¹
- Heavy-duty cooling system
- Magnetic Selective Ride Control system





THE ROAD TO SPORTS CAR LEGEND.

To appreciate how far the Corvette has come in 70 years, you have to look back. At first, it was just a concept car among many that GM Design produced for the annual GM Motorama shows in the 1950s. Named after a small, highly maneuverable warship, the Corvette struck a chord with the public, and Chevrolet decided to put the two-seat roadster into production. Its sleek, rounded shape caught a lot of eyeballs, but its performance was modest and the Corvette almost didn't make it out of the first generation. But as time went on, the legend grew – on the road, on the racetrack and in people's hearts. Here's that story, generation by generation.



"REALLY, OLD BOY, YOU AREN'T SUPPOSED TO BUILD THAT SORT OF THING IN AMERICA, Y'KNOW."

The unforgivable thing, of course, is this: The new Corvette not only looks delightful and rides like the Blue Train—but it also is quite capable of macerating the competition out on the road circuits.

This dual nature is the classic requirement before you can call a pretty two-seater a *sports car*. And properly so, for this is an honorable name, and only a vehicle with race-bred precision of handling, cornering and control can make a mortal driver feel quite so akin to the gods.

Unlike the gentleman above, who has been a little slow in catching up with current events, most sports car people are becoming aware that the Corvette is truly one of the world's most remarkable cars. Because it does two disparate things outstandingly well: It provides superbly practical motoring, with every luxury and convenience your heart might covet, and accompanies this with a soul-satisfying ferocity of performance.

We could recite the full specifications. But if you are the kind of driver who is meant for a Corvette, you'll want to find out firsthand—and that, sir, would be our pleasure! . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

SPECIFICATIONS: 285-cubic-inch V8 engine with single four-barrel carburetor, 220 h.p. (four other engines* range to 283 h.p. with fuel injection). Close-ratio three-speed manual transmission standard, with special Powerglide automatic drive* available on all but maximum-performance engines. Choice of removable hard top or power-operated fabric top. Power-lift windows.* Instruments include 6000 r.p.m. tachometer, oil pressure gauge and ammeter. *Optional at extra cost.

CORVETTE
by Chevrolet



1953

1962

GEN ONE

The original 1953 Corvette was a symbol of postwar expressionism, a windswept sports car with a curved windshield, fencer's mask headlamps, and a voluptuous rear end – all conceived under GM Design wizard Harley Earl. As stylish as blue suede shoes, Corvette looked right at home on postmodern subdivision driveways alongside revolutionary fashions from Paris. While early sales were slow, Corvette gained momentum by 1957 thanks to a fuel-injected V8 engine and a four-speed gearbox. Gen One would take us 10 years forward through four body designs – all convertibles – and would foretell automotive trends and style for decades.



Chevrolet's assignment to the engineers entrusted with the evolution of the Corvette is two-fold: Produce one of the finest all-around 2-seaters in the world. Make it more affordable than most.

Clearly, the words "finest all-around" encompass the potential for a staggering variety of interpreta-

tions. Even among knowledgeable car people.

Ettore Bugatti, for example, who long ago declared a car to be a "well-aimed quest," once stated, "I build them to go, not to stop." It was a simpler era, to be sure.

But "finest all-around"? Does that then mean star ship styling, catapult

quickness and the lateral acceleration of a stone at the end of a string? To a degree, yes. Because those are a few of the performance criteria by which fine performance cars are judged. Still,

In the car business of the eighties and beyond, a high-performance car should also reflect sound reasoning.

A Corvette is unique in the world

of high-performance cars because it is also a Chevrolet. Corvettes will continue to emphasize the fundamental traits that all Chevys—relative affordability, drivability, and the convenient availability of maintenance, parts and service.

For all those too-often overlooked attributes, however—the ones that

make a driver's relationship with a car more enduring—be assured that Corvettes fulfill their primary mission very well.

As to exactly how well Corvettes do perform, may we recommend the road test in the January 1981 issue published in two of the more highly-regarded car magazines. While we

can't vouch for the accuracy of their test instrumentation, methods or results, we respect the road testers as impartial observers.

1981 Chevrolet Corvette

1968

1982

GEN THREE

Civil rights and the Vietnam War dominated the headlines in the late 1960s to early 1970s, while the counterculture bloomed with tie-dyes, miniskirts and Woodstock. Soul had its own funky beat courtesy of Motown, and then came disco. Gen Three was the wildest Vette yet with its flared-out body, Coke bottle hips and a flying buttress roofline that would later be replaced with a glass fastback. It was more powerful too, with engine choices ranging from a larger small block V8 to the mighty 454 Big Block. The finale was the 1982 Collector's Edition, which after 14 years helped set the stage for a radically new fourth-generation car.



1984

1996

GEN FOUR

“You’ve never seen anything like this before, never before.” This refrain from a landmark 90-second TV commercial said it all. It was the era of “Little Red Corvette,” big hair, shoulder pads, leg warmers and designer jeans. Meanwhile, the Gen Four Corvette sported more tasteful, cleaner lines, better handling and an instrument cluster that lit up like a pinball machine. The press raved, with *Car and Driver* calling it, “the best production sports car on the planet.” In 1990, the first Corvette supercar debuted with ZR1. It featured a wide-body rear end and a DOHC LT5 V8 engine that eventually produced 405 horsepower. Pundits dubbed it the “King of the Hill,” and it owned the cover of almost every car mag in the world.

**1997****2004****G E N F I V E**

Instant information. Text messaging. MP3s. Camera phones. Google. Digital technology revolutionized our world in the late 1990s, making us smarter and more connected. The Gen Five Corvette was a lot more connected to the road, thanks to an all-new chassis that was much stiffer than ever before. The architecture was totally revised, with easier entry/egress and easier access to the hatch area. The result: A smoother ride plus more room inside for grand touring. The new Corvette sported a handsome, rounded look with oval-shaped taillamps and four exhaust tips clustered at the rear. In 2001, the Z06 model made a comeback, featuring a special version of the small block V8 – an engine that would exceed 400 horsepower the very next year.



2 0 0 5

2 0 1 3

G E N S I X

Culture took on a harder edge post 9/11. Smartphones put the internet in our pockets. Social media exploded and gave people a worldwide platform to express anything they wanted. The heavy thump of hip-hop blasted out of speakers in many SUVs and pickups as Americans started buying them in droves. Corvette stood out even more in this era with a leaner look punctuated by subtle character lines. It was the first generation to sport exposed headlamps since Gen One, much improving its nighttime aerodynamics. A new Grand Sport model was introduced, as well as the rebirth of two renowned Corvette supercars – the 505-horsepower Z06 and the 638-horsepower ZR1.



2 0 1 4

2 0 1 9

G E N S E V E N

Binge TV streaming became the new national pastime. Augmented and virtual reality became household words. TikTok was born. It was a time of looking way forward – and back. The Stingray nameplate returned in the seventh generation, thanks in part to its sublime fastback roofline suggestive of the 1963 original. The new Stingray significantly elevated the luxury component of Corvette with a precision-crafted driver-centric cockpit. The 650-horsepower Z06 would be the most powerful production Corvette in history, only to be surpassed by the awesome supercharged 755-horsepower ZR1 in 2019 with a top speed of well over 200 mph on the racetrack.



2 0 2 0

P R E S E N T

G E N E I G H T

—

Amid civilians rocketing into space, the dawn of the Metaverse and the multiplication of cryptocurrency billionaires comes the most remarkable production Corvette in history. The eighth generation is a total reinvention of America's most iconic sports car, thanks to a new mid-engine design that improves Corvette performance in every respect — traction, balance, agility, power to the ground and forward visibility. Even more exciting is the amazing 670-horsepower Z06 with its DOHC flat-plane crank engine. It is the apex of Corvette performance — exactly the car that Corvette patron saint Zora Arkus-Duntov always dreamt of building.



@jaycabret and @jay_wheels4



—

THE NEW FACES OF CORVETTE.

Over 1.8 million Corvette sports cars have been sold since 1953, and many of those same cars have been enjoyed by different owners over the years. Today, we introduce you to a newer generation of Corvette people. These new faces, like real estate executive Janet Echevarria-Cabret and Justin Rueda, hold the future of the brand in their hands. They see a big picture yet live in the moment. They are all about today, no matter the year of their Corvette. They understand the mystique – that you can drive one of the finest designed and engineered cars in the world and do it while you're at the top of your game.



@ms.emelia

BREAKING MOLDS.

Meet Ms. Emelia Hartford. She's an actress and hands-on car builder and driver. She's well known on YouTube and Instagram, where she modifies C8s to go even faster. In the last four years, Hartford has amassed well over 3 million followers across her platforms, all while challenging societal norms as a successful woman in the very male-dominated automotive industry. As a content creator and digital force, she has garnered more than 100 million views.



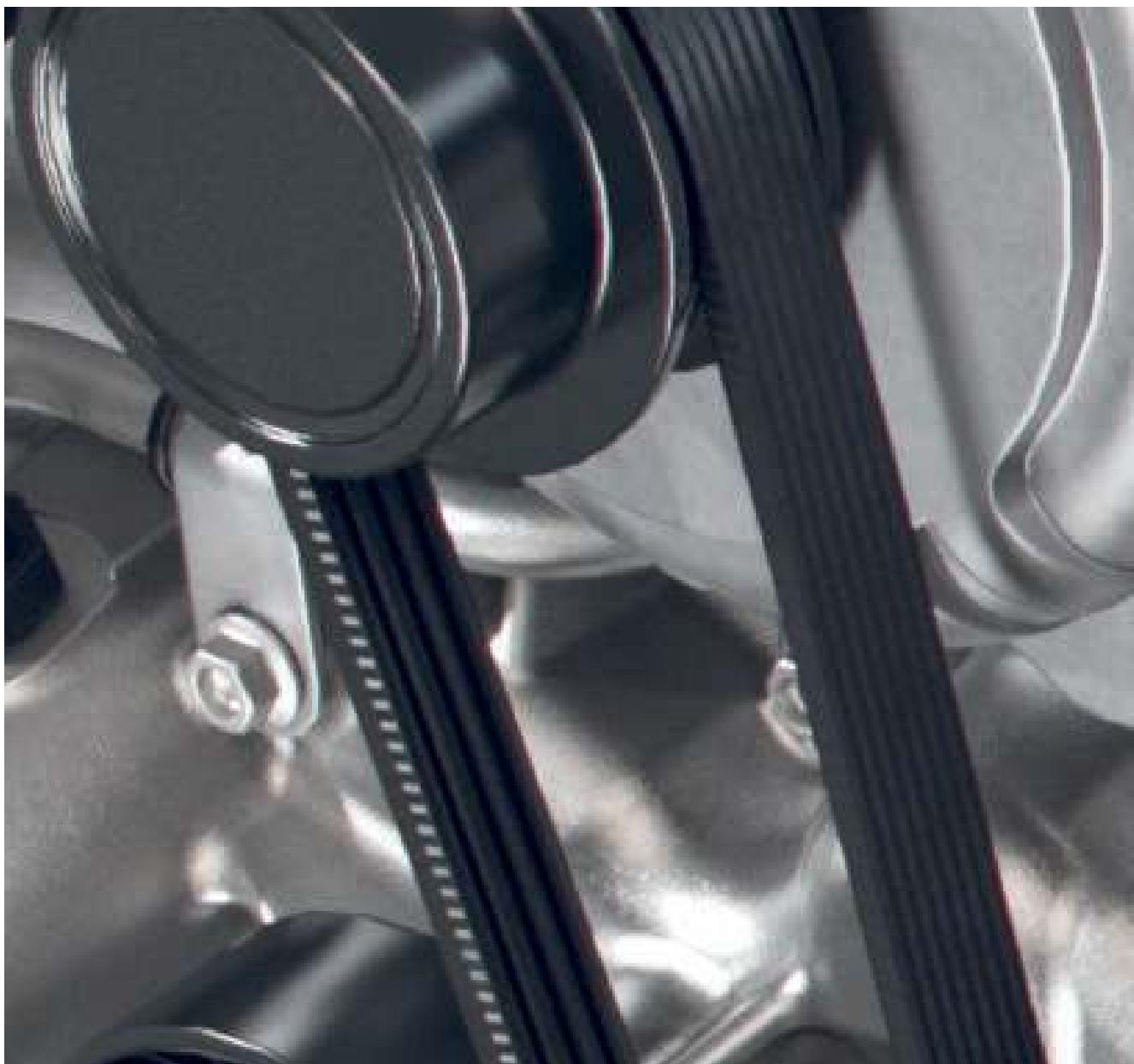




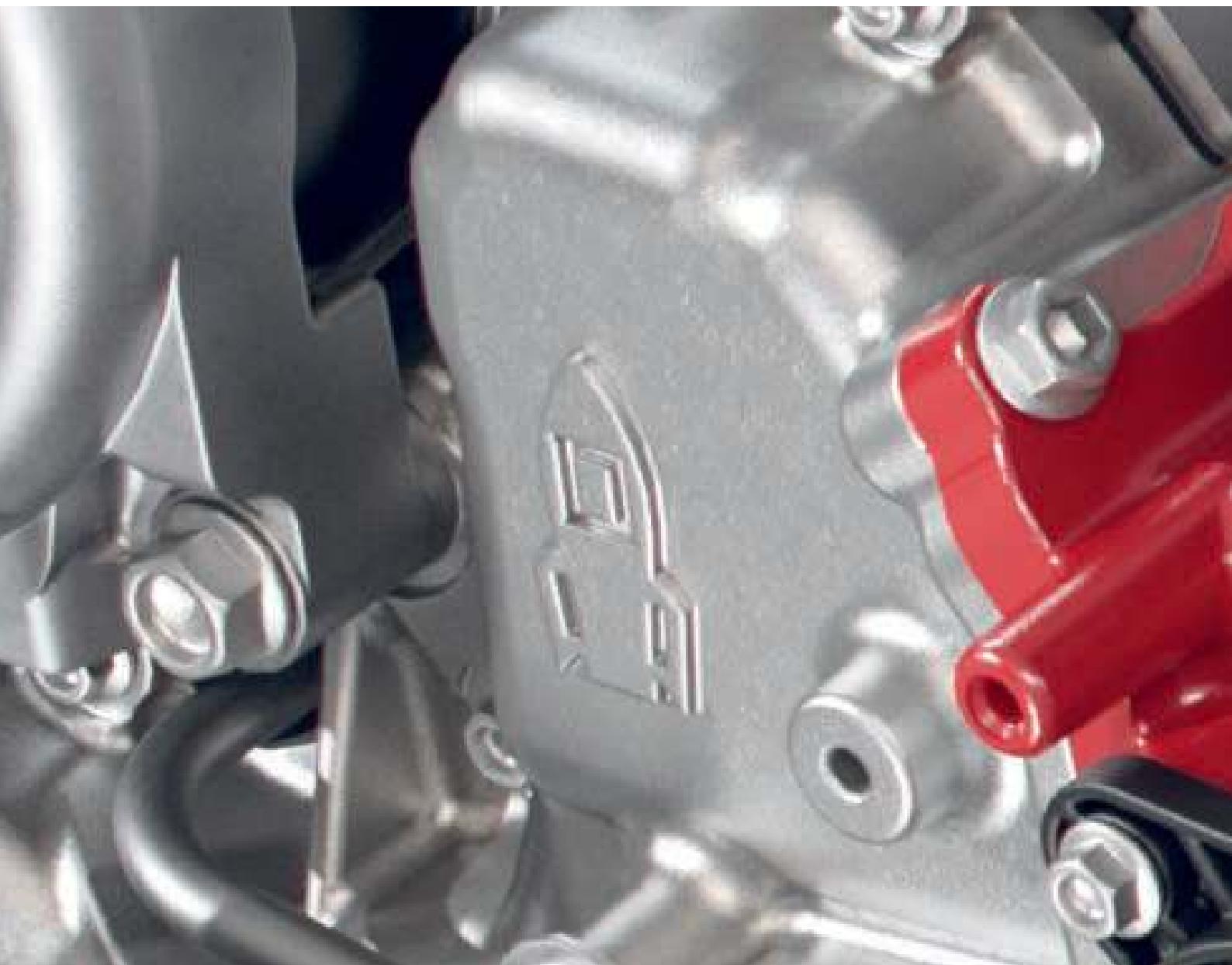
MAKING THEIR OWN KIND OF MUSIC.

Different vibes. Different speeds. Whether it's on a fast track or handling curves on scenic roads, these people love their Corvettes. Clockwise from upper left: Marketing content creator and influencer Gabe Florido stands tall next to his 2020 Corvette C8. Savanna Little not only works on her own race cars but drives the living hell out of them, looking good all the way. Professional stylist and makeup artist Stephanie Jurado (@killerwolfff) shows her stripes with a supercharged third-generation Corvette. Jordan Taylor of Corvette Racing stretches out at the annual Friday parade before the 24 Hours of Le Mans. Basketball superstar Devin Booker checks out a camo Z06 test car.





ROCKET MEN AND
THEIR ROCKET SHIPS.



The original astronauts were quick to adopt the Corvette as their favorite ride, since it has always been the consummate American sports car.¹ That love affair lasted through the Mercury, Gemini and Apollo astronauts and even among the more recent space shuttle teams. At the unveiling of the eighth-generation Corvette in July 2019, held on the 50th anniversary of the 1969 moon landing, a prominent former astronaut was a guest speaker.

Today, we like to refer to major technical breakthroughs as “moonshots.” The new LT6 V8 engine in Z06 was a go-for-broke effort, and the LT6 engineering team nodded to the Gemini mission with images of a small rocket on many of the castings. It all goes back to those early cars that fit the personality of the original astronauts to a tee. For these fighter pilots who prided themselves on their ability to handle a high-performance airplane or automobile, Corvette has always been an easy choice.

COLORS



1 Extra-cost color. 2 Included and only available with 70th Anniversary Edition. 3 Requires White Pearl Metallic Tricoat exterior color. 4 Requires Carbon Flash Metallic exterior color. 5 Not available with carbon ceramic brakes on Z06. 6 Standard with available carbon ceramic brakes on Z06. 7 Requires Z06 and available carbon ceramic brakes.



19" X 8.5" FRONT AND 20" X 11" REAR
5-OPEN-SPOKE BRIGHT SILVER-PAINTED
ALUMINUM WHEELS



19" X 8.5" FRONT AND 20" X 11" REAR
5-SPLIT-SPOKE SATIN GRAPHITE WITH
MACHINE-EDGED-FORGE
ALUMINUM WHEELS



19" X 8.5" FRONT AND 20" X 11" REAR
20-SPOKE BRIGHT MACHINED-FACE
FORGED-ALUMINUM WHEELS





JET BLACK



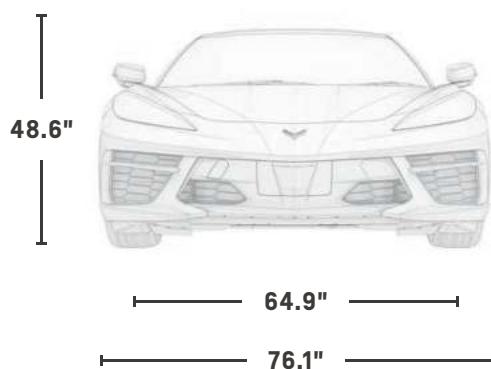
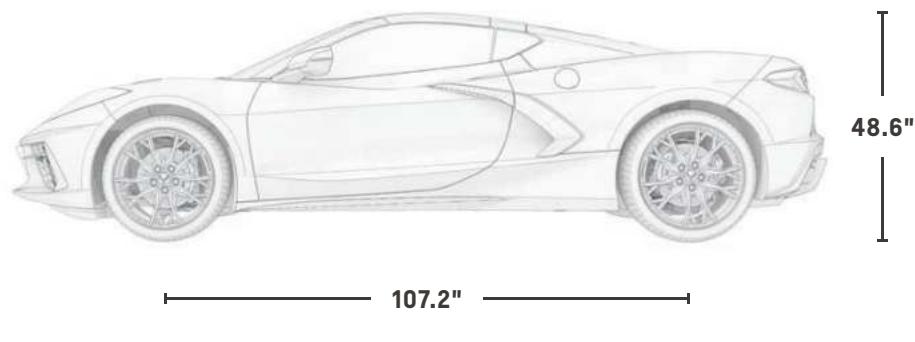
JET BLACK AND ADRENALINE RED



**CORVETTE STINGRAY
WITH Z51
PERFORMANCE
PACKAGE**

0 to 60 (Based on initial vehicle movement)	2.9 seconds
Quarter-Mile	11.2 seconds @ 121 mph
Skid Pad (Max lateral acceleration)	1.02 g
Top Track Speed	-
Braking System	4-wheel antilock, 4-wheel disc, Brembo monobloc 4-piston calipers with Z51 logo
Rotor Diameter	13.6-inch (front), 13.8-inch (rear)
Braking Distance (60 to 0 mph)	108.2 ft.
Tires	245/35ZR19 front and 305/30ZR20 rear, high-performance, Michelin Pilot Sport 4 S summer-only ¹

STINGRAY



¹ Do not use summer-only tires in winter conditions, as it would adversely affect vehicle safety, performance and durability. Use only GM-approved tire and wheel combinations. Unapproved combinations may change the vehicle's performance characteristics. For important tire and wheel information, go to chevrolet.com/support/vehicle/driving-safety/tires-wheels/tire-types or see your dealer. ² Cargo and load capacity limited by weight and distribution.

SPECIFICATIONS

CORVETTE STINGRAY WITH Z51 PERFORMANCE PACKAGE

Wheelbase	107.2 in./2723 mm
Overall Length	182.3 in./4630 mm
Overall Width (Without mirrors)	76.1 in./1933 mm
Track	64.9 in./1648 mm front 62.4 in./1585 mm rear
Height	48.6 in./1234 mm
Dry Weight	3,366 lbs
Weight Distribution (Front/rear)	40/60
Luggage Capacity²	12.6 cu. ft./356.8 L
Steering Wheel Diameter	14.17 in./360 mm
Turning Circle (Curb to curb)	36.4 ft./11.1 m
Steering Rotation (Lock to lock)	2.5 turns
Fuel Tank (Approximate)	18.5 gal./70 L
EPA-Estimated Fuel Economy	16 MPG city/24 MPG highway/19 MPG combined
Engine	6.2L LT2 V8 with Direct Injection, Variable Valve Timing and Active Fuel Management
Horsepower	495 hp @ 6450 rpm
Torque	470 lb.-ft. @ 5150 rpm
Redline	6600 rpm
Compression Ratio	11.5:1
Bore and Stroke	103.25 mm x 92.00 mm
Firing Order	1-8-7-2-6-5-4-3
Fuel System	Direct Injection
Fuel	Premium recommended
Block	Cast aluminum
Cylinder Head	Cast aluminum
Intake Valves	Hollow
Exhaust Valves	Hollow sodium-filled
Intake Manifold	Composite
Exhaust Manifold	Cast nodular steel
Main Bearing Caps	Cast nodular steel
Crankshaft	Forged steel
Camshaft	Billet steel
Connecting Rods	Forged powder metal
Additional Engine Features	Integrated composite dry-sump oiling system with 7.5-quart tank Rear-facing 87 mm throttle body includes identical 210 mm intake runners 3 oil scavenge pumps

Transmission Ratios

(:1)	
1	2.91
2	1.76
3	1.22
4	0.88
5	0.65
6	0.51
7	0.40
8	0.33
Final Drive	5.2:1

CORVETTE