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.
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:
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

<table>
<thead>
<tr>
<th>ENGINE</th>
<th>TRANSMISSION</th>
<th>REAR AXLE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Ratio</td>
<td>Postraction**</td>
</tr>
<tr>
<td>239 Sb. Single 4-Barrel</td>
<td>3.30:1</td>
<td>Yes</td>
</tr>
<tr>
<td>245* Twin 4-Barrel</td>
<td>3.55:1</td>
<td>No</td>
</tr>
<tr>
<td>250* Rampant Fuel Injection</td>
<td>3.70:1</td>
<td>Yes</td>
</tr>
<tr>
<td>365* Rampant Fuel Injection</td>
<td>3.70:1</td>
<td>Yes</td>
</tr>
</tbody>
</table>

*Optional at extra cost. **Choice of Postraction rear axle ratios: With 3-Speed Synchromesh 3.30:1, 3.55:1, 3.70:1 With 4-Speed Synchromesh 2.79:1, 3.30:1, 3.55:1

FOR PERFORMANCE, CORVETTE ENGINES are 283-cubic-inch displacement valve-in-head V8's with 3.90 bore and 3.00 stroke, precision balanced assembly. All engines have independent operating mechanisms 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, polychrome aluminum, full-aluminum air cleaner (special paper element, tube intake type with Fuel injection). All-aluminum cross-flow radiator. Finned aluminum rocker covers on optional engine. 290* and 350* N.H. Corvette V8's feature special camshaft; high-speed valve system with special valves and mechanical valve lifter; heavy-duty main and connecting rod bearings; distributor-driven tachometer; straight-through type mufflers. Fuel injection engines have special cylinder heads, pistons, and larger intake valves.

CHOICE OF TRANSMISSIONS. 3-SPEED SYNCHRO-MESH, standard equipment. Ratios: 2.70:1 low; 1.55:1 second; 1:1 third; 2.90:1 reverse; four-mounted gears. 4-SPEED CLOSE-RATIO SYNCHRO-MESH* (R.P.O. 695) Ratios: 2.25:1 first; 1.66:1 second; 1.31:1 third; 1.14:1 fourth; 2.28:1 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 available with 290 and 350-horsepower engines. Floor mounted range selector lever.

POWER-MATCHED REAR AXLES. Semi-floating hypoid, rear axle ratios matched to power team. Postraction (R.P.O. 679) rear axle optional.* with 3- or 4-Speed Synchromesh and choice of ratios (see chart above).

CHASSIS. Box girder, X-member reinforced frame, independent coil spring front suspension with stabilizer bar. Rear suspension by radius rods and coil springs and geometrically balanced rear springs with stabilizer bar. Bored double acting 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 brake with fade resistant bonded linings. Hand-operated parking brake on rear wheels. 16"-inch fuel tank, 72.6 lbs. 15-1/4"-ply rating Tyres cord tubeless tires, white sidewall tire option. Vented chrome wheel covers with simulated knock off hubs.

SPECIAL EQUIPMENT* FOR SPORTS CAR MEETS. R.P.O. 697 - Special brakes with sintered-metallic facings, fine cast iron brake drums with built in cooling fins, vented flange flanges, air scoop flaps, etc. Fast steering gear and fast steering adapter for 16:1 overall ratio. Available with Postraction rear axle, 3-Speed or 4-Speed Synchromesh and 290 or 350-hp engine. R.P.O. 685 - Special sintered-metallic brake linings available with 3-Speed or 4-Speed Synchromesh. R.P.O. 380 - Temperature-controlled vacuum drive fan. R.P.O. 276 - Wide base wheels with 15"* rims; hub cap replacement wheel cover. L.P.O. 168 - Nylon cord tubeless tire, 670 x 15 1/4"-ply rating. L.P.O. 1056 - 21"-gallon fuel tank.


INTERIOR FEATURES. Interior colors in black, blue, red or navy key to exterior colors. Foam rubber padded all-vinyl trimmed bucket seats, individually adjustable. Safety belts. Long padded armrest on each door. Recessed safety reflections in door sidewall panels. Crank-operated windows, power operated optional.* Vinyl-covered instrument panel. Passenger side bar in instrument panel cover with Stowage bin below. Bright aluminum and vinyl sidewall trim. Carpeted floor, metal trim and step plate. 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 windshield wipers, electric clock. Parking brake, courtesy light, right- and left-hand sandshades and push-button windshield washer. Ash tray and glove compartment with key lock located between seats. Transistorized push-button signal-seeking radio,* and heater* also available.

DIMENSIONS. Wheelbase: 102.0. 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: 76.4. Tread: front, 57"; rear, 58".

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, 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 fiberglass 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.