NEW CORVETTE
NEW GRACE AND ELEGANCE SILHOUETTE AMERICA’S SPORTS CAR

Corvette steps out smartly with an exhilarating new look for ’63. A freshly elegant look that promises to lift the spirits of any buff who takes the wheel. It’s the Corvette Sting Ray. Two sparkling new models, both pointing the way to a classic new concept in American sports car design.

Catch an eyeful of the Corvette newcomer, the exciting Sport Coupe. Graceful body panels and compound-curved side windows emphasize the miles-ahead aerodynamic design. Power-operated, retractable headlamps rotate out of sight to blend into the unobstructed hood line. Doors extend upward into the roof, adding armchair ease and comfort to sliding in and out. This is the Corvette Sting Ray Sport Coupe. Clean, taut, fresh in every detail.

You’ll find the Convertible is jauntier than ever in ’63. Uncluttered lines accented front and rear by trim wrap-around bumpers. The subtle contour of the smoothly molded rear deck. A gleaming aluminum grille, retractable headlamps and a sweeping hood-length windspli. Top up or down, graceful streamlining is the goal. And the Corvette Sting Ray Convertible achieves it.
NEW CONVENIENCES BLEND SUNDAY-DRIVING EASE WITH SPORTS CAR FUNCTION

Most sports cars fall into one of two categories: comfort or performance; today's Corvettes strike the right balance between the two. To begin with, Corvettes are a joy to drive on long trips. The seats are upholstered in vinyl or cloth, and there's plenty of legroom. The steering wheel is adjustable. Corvette's well-insulated interior is soothingly quiet. And if your driving is a little rough or you're a little overenthusiastic with the throttle, the standard four-speed transmission is more than adequate. You'll find the ride comfortable, yet sporty. There's an excellent amount of handling and maneuverability. It's a car for the driver who wants to have his cake and eat it too.

INSIDE, A LUXURIOUS NEW MEASURE OF CORVETTE COMFORT

A truly beautiful job of workmanship marks the interior of the new Corvette. The seats are upholstered in vinyl or cloth, and there's plenty of legroom. The steering wheel is adjustable. Corvette's well-insulated interior is soothingly quiet. And if your driving is a little rough or you're a little overenthusiastic with the throttle, the standard four-speed transmission is more than adequate. You'll find the ride comfortable, yet sporty. There's an excellent amount of handling and maneuverability. It's a car for the driver who wants to have his cake and eat it too.

TOPS FOR FASHION IN FOUR NEW LOOKS

Part of the fun of being a Corvette owner is designing your own Sting Ray model, your own way. If you're handsome and a natural, the idea of the new Corvette Sport Coupe will hold your interest. On the other hand, you may want a four-door sedan. Then you'll prefer the hardtop. The more versatile convertible will, of course, go for the sports attach Corvette. There's also an equally reasonable hardtop which can be selected in place of the soft top. To make it more appealing, you can always order the Convertible with both tops, the hardtop at minimum cost.

Left: Sport Coupe door panel turned toward the road for comfortable side and rear seat entry. Right: Luggage area behind the seat in the Sport Coupe is spacious and fully equipped.

Like the upholstery, the interior of the new Corvette is designed specifically for you, the driver. No other car offers such a wide variety of seat and trim choices. From the simple standard vinyl, to the custom padded vinyl, to the plush leather, you can select the upholstery that fits your needs and budget. And when you're ready to move up, you can choose from a wide range of options, including power seats, power steering, air conditioning, and more.

Features such as a vacuum cleaner, a power antenna, and a built-in radio make the Corvette a truly luxurious car. And with the addition of a luggage rack, you can transport your gear with ease.

For more information, contact your authorized Corvette dealer.
CORVETTE FEATURES FOR '63

Engines - All engines have independent mechanism for each valve; temperature controlled fan; precision-machined forged steel crankshaft; premium aluminum main bearings; full-pressure lubrication system; full flow oil filter; automatic choke; and a 12-volt electrical system. Oil-wetted polystyrene element in the air cleaner. All-aluminum cross-flow radiator. Positive closed-type crankcase ventilation.


Exterior Features - Fiberglass reinforced plastic body with Magic-Mirror acrylic lacquer finish in seven solid colors: Thunder Black, Ermine White, Riverside Red, Silver Blue, Daytona Blue, Saddle Tan and Sebring Silver. Three convertible tops (white, black and beige) available with any body color. Doors have push-button handles and key locks. Covered well for folding top behind seats.

Additional Optional Equipment - Sintered-metallic brake linings. Cast aluminum wheels with 5" rims and knock-off hubs. Special performance equipment package available only on the Sport Coupe with Fuel Injection engine. 3-speed transmission and Positraction includes: power type heavy-duty brakes including finned drums with built-in fans, vented backing plates and front brake air scoops, special sintered-metallic linings and self-adjusting feature when driving forward; dual-circuit brake master cylinder; heavy-duty stabilizer bar; 36-gallon fuel tank; heavy-duty front and rear springs and shock absorbers; aluminum wheels with 5" rims and knock-off hubs.

Dimensions - Wheelbase, 98". Overall length, 175.3". Overall height: Convertible with soft top up, 49.3"; Convertible with optional hardtop, 49.5"; Sport Coupe, 49.3". Cowl height to ground, 34.9". Door opening height to ground: Convertible, 35.5"; Sport Coupe, 46.7". Road clearance, 5.0". Overall width, 69.6". Tread: front, 56.3"; rear 57.0".

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication. 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,
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MORE THAN EVER,
A POLISHED
PERFORMER ON
THE OPEN ROAD

The real driving fun of a Corvette begins with imaginative engineering. Beneath those trim lines, Corvette is sporting engineering features that just plain add ginger to any driving. Take the chassis, for example. Corvette's new frame is stronger and more torsionally rigid than in past models. The new four-wheel independent suspension irons out even the rutted trails, keeps handling steady and sure. Maintenance is easier, too, with a battery-saving Delcotron generator, extended-life exhaust system, and hydraulic self-adjusting brakes. Other '63 innovations include Ball-Race steering, an adjustable steering column and wider wheel rims.

Overall, the new Corvette's weight is distributed in a different way. More than half the weight now rests on the rear wheels—a first among modern American front-engine cars. That means hare-quick maneuverability when turning and cornering, plus improved traction on the rough back roads.

When it comes to efficient power teams, Corvette remains front-and-center. Makes no difference whether you cruise the turnpikes, dodge city traffic or joy ride on country lanes. Pick your power from one of Corvette's big V8's, match it with a versatile Corvette transmission and find out just how a sports car should respond.

*Optional at extra cost.