

NEW CORVETTE





Shown on Cover: Corvette Sting Ray Sport Coupe in Tuxedo Black

Corvette Sting Ray Convertible in Riverside Red

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 windsplit. Top up or down, graceful streamlining is the goal. And the Corvette Sting Ray Convertible achieves it.



*Corvette Sting Ray Sport Coupe in Sebring Silver**



Corvette Sting Ray Convertible in Riverside Red with Matching Hard Top



Corvette Sting Ray Convertible in Riverside Red with White Soft Top



Corvette Sting Ray Convertible in Riverside Red

TOPS FOR FASHION IN FOUR NEW LOOKS

Part of the fun of buying a Corvette is deciding which new Sting Ray model strikes your fancy most. If you're normally a coupe fan, naturally the lines of the new Corvette Sport Coupe will hold your attention. On the other hand, you may want a few top-down days. Then you'll prefer the handsome Convertible. The more devoted sunshine lovers will, of course, go for the neat soft-top Convertible. There's also an easily removable hardtop which can be selected in place of the soft top. To make it easier deciding, you can always order the Convertible with both tops, the hardtop at modest extra cost.

Left: Sport Coupe doors extend upward into the roof for comfortable ins and outs. Right: Luggage area behind the seats in the Sport Coupe is spacious and fully carpeted.



NEW CONVENIENCES BLEND SUNDAY-DRIVING EASE WITH SPORTS CAR FUNCTION

Most sports car fans like some dress-up conveniences, too. Things like the new Corvette's functional instrument grouping. Speedometer, tach, new trip odometer, ammeter, oil pressure, fuel and temperature gauges—they're all part of a single smart-looking cluster. There's more to enjoy in a new glove box, passenger assist grip and convenient retractable headlamps. Amber lenses on front parking and turn signal lights offer safer visibility. A center console houses the transistorized signal-seeking radio*, electric clock, ashtray and heater controls. Windows are crank-operated; and for easy opening, so are the new ventipanes. Power steering*, power windows* and power brakes* are also available.

Corvette's efficient blended-air heater is tailored to coordinate with a new cowl inlet ventilation system. Two control knobs let you keep the passenger compartment up to date with the weather, keep the windshield clear of frost.

Corvette adds convenience in the rear of the cockpit, too. Behind those comfortable bucket seats, you'll find a broad expanse of luggage space. Even the spare tire has been moved to a special housing under the body to make more room for suitcases and packages. Two concealed compartments under the luggage area floor provide out-of-sight stowage for tools and valuables.

*Optional at extra cost.

INSIDE, A LUXURIOUS NEW MEASURE OF CORVETTE COMFORT

A healthy share of the new Corvette's charm is in the feeling you get when you sit behind the wheel. It's almost as if the car was designed to your personal specifications. You're surrounded by a color-keyed interior (black, red, dark blue or saddle) with leather-grained vinyl upholstery on seats and hooded areas of the instrument panel. Upper sidewalls are tastefully trimmed with pleated leather-grain vinyl with carpet below. An optional saddle interior* lets you indulge yourself with genuine leather seats. And underfoot, there's wall-to-wall deep-twist carpeting matched to the interior color scheme. Even the luggage area is carpeted, protecting your baggage against scuffs.

Climb into the Sport Coupe and note how the doors extend upward into the roof to let you slide in easily. Then give those bucket seats a bounce. Sheer foam-cushioned comfort. And whether you're driver or co-pilot, you'll find that Corvette continues to give a full measure of sports car roominess.

This year's Corvette is decked out with plenty of other standard luxury items. A deep-hub steering wheel crowns the new steering column that's adjustable to your driving comfort. Seat belts, inside and outside mirrors and recessed safety reflectors in the door sidewall panels. Long padded armrests, sunshades for driver and passenger. Electric windshield wipers, push-button windshield washer. Directional signals, parking brake alarm, courtesy lights.

*Optional at extra cost.



POWER TEAMS TAILOR-MADE FOR SPORTS CAR FUN

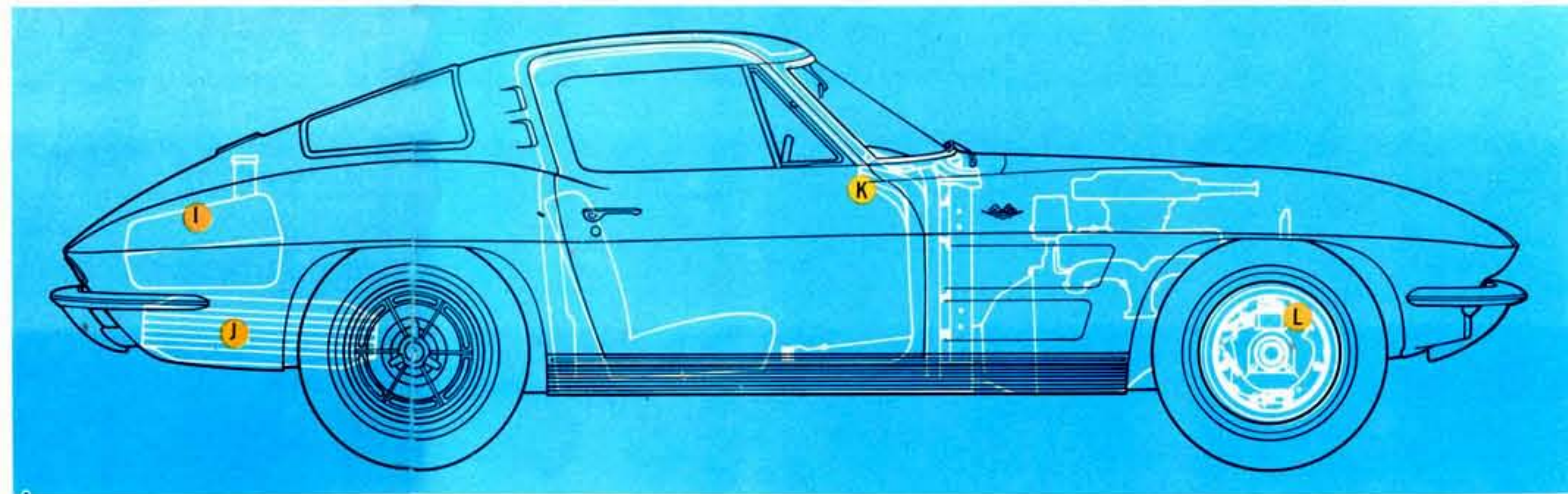
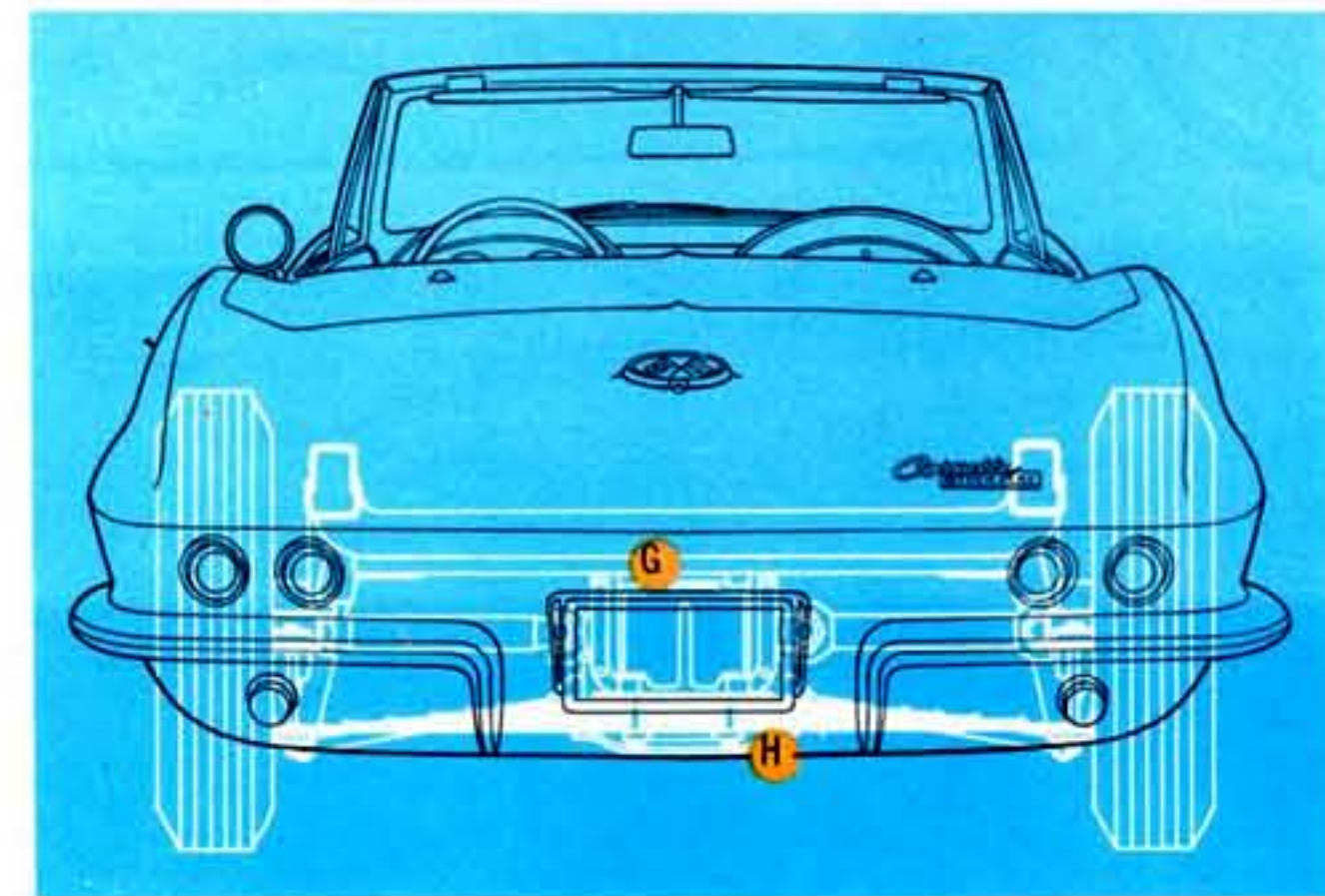
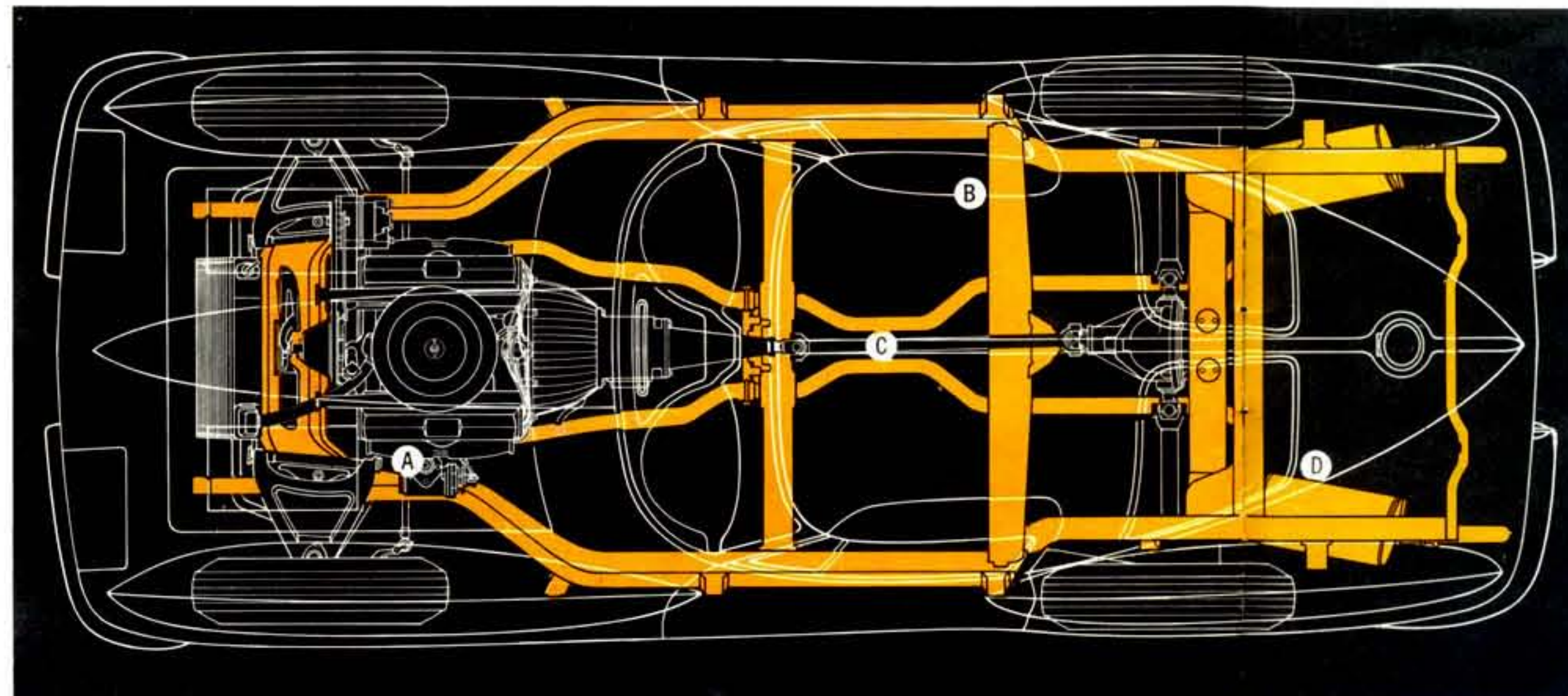
There's a power team to meet your most exacting sports car expectations. Each of the four versions of the big V8 has 327-cubic-inch displacement, 4" bore and 3.25" stroke. The 250-hp standard engine features a single 4-barrel carb, 10.5:1 compression ratio, hydraulic valve lifters and new dual exhaust system. The 300-hp power plant* adds a large aluminum 4-barrel carburetor and larger intake valves. Both the 340- and 360-hp engines* have cylinder heads with large ports, domed aluminum pistons, 11.25:1 compression, high-speed valve systems with specially finished exhaust valves, mechanical valve lifters, ribbed aluminum rocker covers, special camshafts and 5-quart oil capacity (4-quart capacity on 250- and 300-hp engines). The 360-hp Fuel Injection engine* provides a larger volume aluminum manifold with improved ram pipes and warning buzzer for the tach.

The standard transmission is 3-Speed Synchro-Mesh. Ratios: 2.47:1 first; 1.53:1 second; 1:1 third; and 2.80:1 reverse. For a variety of engine and rear axle combinations, 4-Speed Synchro-Mesh* is the answer. Ratios with 250- and 300-hp* V8's: 2.54:1 first; 1.89:1 second; 1.51:1 third; 1:1 fourth; and 2.61:1 reverse. Ratios with 340- and 360-hp V8's*: 2.20:1 first; 1.64:1 second; 1.31:1 third; 1:1 fourth; and 2.26:1 reverse. Both 3- and 4-Speed Synchro-Mesh have a 10" semi-centrifugal diaphragm spring clutch with a lighter aluminum 360-degree clutch housing and floor-mounted shift. 4-Speed transmissions also have a mechanism on the shift lever to prevent unintentional reverse engagement. The automatic Powerglide* transmission, available with two engines, gives really effortless driving. And you'll find Positraction* axle ratios to suit your choice of power teams.

HP	Induction System	Comp. Ratio	Cam, Lifters	Distributor Points, Advance	Transmission	Rear Axle Ratio	Posi-traction
250	4-Barrel Carburetor, Dual-Intake Air Cleaner	10.5:1	Std. Cam, Hydraulic Lifters	Single, Vacuum-Centrifugal	3-Speed 4-Speed* (2.54:1 Low) Powerglide*	3.36:1 3.36:1† 3.36:1† 3.36:1	3.36:1 3.08:1 3.36:1 3.36:1
300*	Large 4-Barrel Aluminum Body Carburetor, Dual-Intake Air Cleaner	10.5:1	Std. Cam, Hydraulic Lifters	Single, Vacuum-Centrifugal	3-Speed 4-Speed* (2.54:1 Low) Powerglide*	3.36:1 3.36:1† 3.36:1† 3.36:1	3.36:1 3.08:1 3.36:1 3.36:1
340*	Large 4-Barrel Aluminum Body Carburetor, High-Flow Air Cleaner	11.25:1	Special Cam, Mechanical Lifters	Single, Vacuum-Centrifugal	3-Speed 4-Speed* (2.20:1 Low)	3.36:1 3.70:1	3.36:1 3.08:1 3.36:1 3.55:1 3.70:1 4.11:1 4.56:1
360*	Fuel Injection, Special Air Cleaner	11.25:1	Special Cam, Mechanical Lifters	Single, Vacuum-Centrifugal	3-Speed 4-Speed* (2.20:1 Low)	3.36:1 3.70:1	3.36:1 3.08:1 3.36:1 3.55:1 3.70:1 4.11:1 4.56:1

† 3.08:1 Performance Cruise Ratio optional at extra cost.

*Optional at extra cost.



A BALL-RACE STEERING GEAR AND REAR MOUNTED RELAY LINKAGE. **B** ALL-WELDED STEEL FIVE-CROSSMEMBER FRAME WITH IMPROVED TORSIONAL RIGIDITY. **C** ONE-GEAR BOX AND ALL 340-HP AND 360-HP ENGINES) CHanneled THROUGH THE INTERMEDIATE FRAME CROSSMEMBER. CORROSION-RESISTANT MUFFLERS ARE LOCATED BEHIND THE REAR AXLE. LEFT MUFFLER IS COMPLETELY ALUMINIZED, RIGHT MUFFLER IS ALUMINIZED, WITH STAINLESS STEEL HEADS, SHELL, BAFFLES 1 AND 4, AND OUTLET LOUVER TUBE. **E** SPHERICAL JOINT INDEPENDENT COIL FRONT SUSPENSION. **F** RETRACTABLE HEADLAMPS OPERATED BY TWO REVERSIBLE ELECTRIC MOTORS WITH INSTRUMENT PANEL CONTROL SWITCH. CAN ALSO BE OPERATED MANUALLY OR LOCKED IN OPEN POSITION. COCKPIT LIGHT WARNS WHEN LIGHTS ARE ON AND NOT IN POSITION. **G** FRAME-MOUNTED DIFFERENTIAL. **H** THREE-LINK INDEPENDENT REAR SUSPENSION WITH TRANSVERSE MULTI-LEAF SPRING. **I** STANDARD 20-GALLON GASOLINE TANK. **J** SPARE TIRE HOUSING.

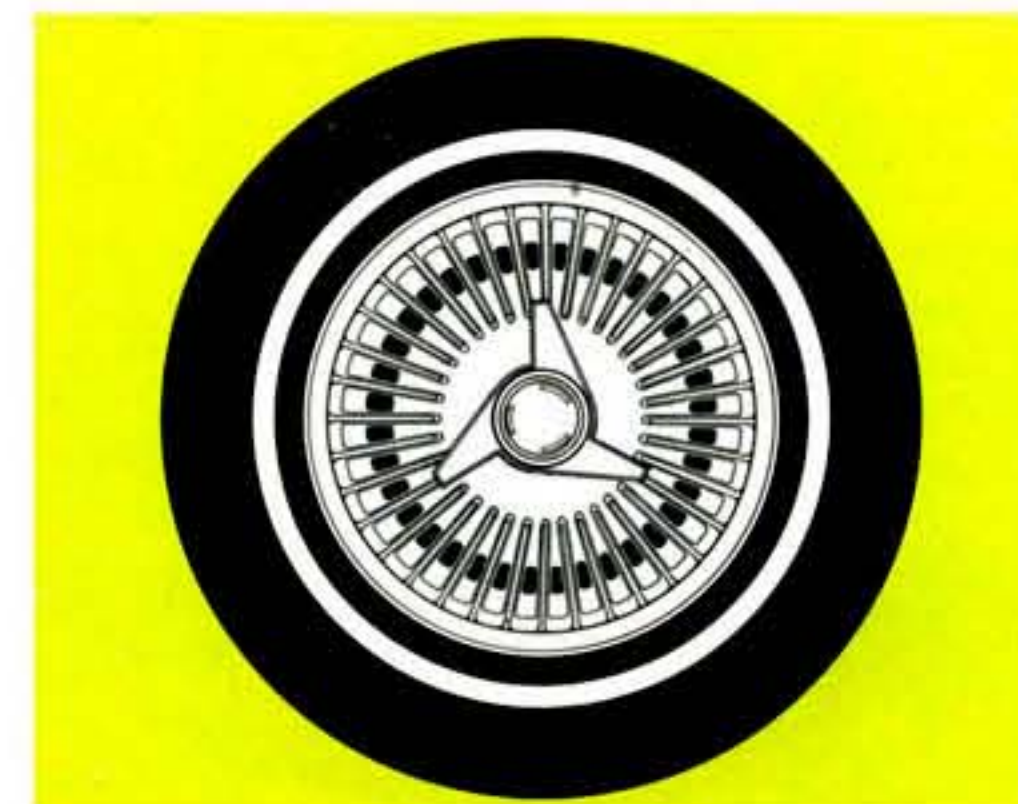
K STRUCTURAL STEEL FRAMEWORK VIRTUALLY SURROUNDS PASSENGER COMPARTMENT. **L** NEW LARGE SELF-ADJUSTING BRAKES; 15" DIAMETER, 5.5" WIDE WHEEL RIMS

SURE-FOOTED CONFIDENCE ON THE TOUGHEST TRAILS

Two chassis innovations take much of the credit for the new Corvette's firm level ride, precise handling and maneuverability: a shorter 98" wheelbase and a unique rear suspension and newly designed rear axle. The rear suspension features a three-link independent system at each wheel. A radius arm running from the frame to the rear spindle support, a control rod attached to the differential and wheel spindle, and the double universal-jointed tubular axle shaft combine to provide nearly vertical wheel movement. One multi-leaf transverse spring (bolted to the differential carrier) extends from rear wheel to rear wheel and takes only vertical suspension loads. Braking, acceleration and lateral forces are transmitted by the radius arms, axles and control rods to the differential and the frame. The differential assembly is attached to the frame by a bolted-in crossmember; large rubber cups serve to dampen driveline vibrations. Small movements of the differential are taken up by universal joints on the one-piece propeller shaft. Corvette's new rear suspension in combination with improved coil-spring spherical joint front suspension produces better traction, a stable ride and excellent handling. You can add to tire and handling stability with Corvette's optional wide-rim cast aluminum wheels*. Vented-fin design for cooling; knock-off hubs for quick, simple wheel and tire changing.

For increased rigidity and protection, the Convertible has a steel framework surrounding the passenger compartment, while the Sport Coupe has overhead steel roof members as well.

Optional Aluminum Wheels* with Knock-off Hubs.



*Optional at extra cost.



Corvette Sting Ray Convertible in Riverside Red

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 polyurethane element in the air cleaner. All-aluminum cross-flow radiator. Positive closed-type crankcase ventilation.

Chassis—Direct double-acting freon-bag shock absorbers. Balanced steering linkage with 19.6:1 overall ratio can be reset to 17:1 (standard with power steering*). Hydraulic 11-inch brakes with fade-resistant bonded linings. Hand-operated parking brake on rear wheels. Black 6.70 x 15" tires standard. Optional* 6.70 x 15" nylon blackwalls or rayon whitewalls.

Exterior Features—Fiber-glass reinforced plastic body with Magic-Mirror acrylic lacquer finish in seven solid colors: Tuxedo 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 6" rims and knock-off hubs. Special performance equipment package (available only on the Sport Coupe with Fuel Injection engine, 4-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 6" rims and knock-off hubs.

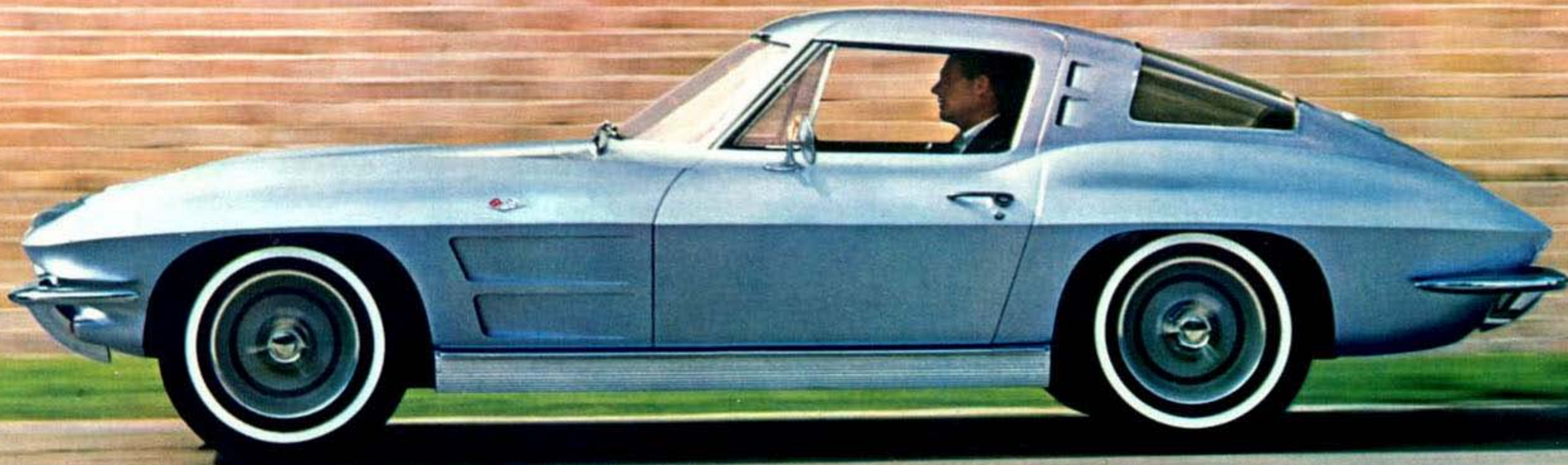
**Optional at extra cost.*

Dimensions—Wheelbase, 98". Overall length, 175.3". Overall height: Convertible with soft top up, 49.8"; Convertible with optional hardtop, 49.3"; Sport Coupe, 49.8". Cowl height to ground, 34.9". Door opening height to ground: Convertible, 45.5"; 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 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, Mich.





Corvette Sting Ray Sport Coupe in Sebring Silver equipped with Sporty Aluminum Wheels* with Knock-off Hubs.*

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.