We think it’s unwise to just tinker with an American classic like the Corvette Sting Ray. Changes should be meaningful. This fine road machine was and still is America’s only true sports car. So for 1965, Sting Ray underwent subtle refinements in styling that only enhance its unique look. And performance, always a basic measure of Sting Ray’s appeal, has been improved still further. A new “street” engine develops 300 horsepower and answers most enthusiasts’ needs for traffic and highway driving. The two top V8 power plants offer 365- and 315-horsepower for those who specify optional QBO. Best of all, the Sting Ray now has Sport-Master disc brakes on all four wheels that naturally complement the tremendous performance capabilities of the car. The ’65 Sting Ray stops smoothly, surely and firmly with braking reserve far beyond normal requirements. More than ever the Corvette Sting Ray is luxurious transportation for two, a different kind of driving experience.

A wide range of extra-cost Options and Custom Features is offered for the Sting Ray to fit individual tastes. The illustrations and text of this catalog present some of them; pages 12 and 14 list the options for your convenience.

This is a different kind of car...

A true all-American sports car...
and shielded doors and options. Tire storage for summer convenience completely.

There’s much more space—these away and people.

The ordering Roy Sport and many separate tasks of both and two.

Green, MG Mirror acrylic lacquer complements the popular Tuxedo Black and Ermine White for Sting Ray in 1965. They are Silver Pearl, Rally Red, Milano Maroon, Nassau Blue, Goldwood Yellow and Glen Green. Magic-Mirror acrylic lacquers are standard on all Sting Rays because of the very high resistance of the finish to fading, staining, chalkling and chipping. Minor damage can be refinished without the necessity of re-doing entire panels. The folding top for the Convertible is available in black, white beige, in combination with any exterior color.

FRONT SUSPENSION: The Sting Ray’s independent front suspension uses variable-rate coil springs to give soft and gentle action on tiny bumps while maintaining firm control for the more rigorous case. Front-end “dive” under braking is controlled by a sophisticated front suspension design that gives impeccable handling and a ride that suits either the boulevard or the countryside.

REAR SUSPENSION: The fully independent rear suspension of the Corvette Sting Ray allows much finer ride control to be built into the car. Each of the rear wheels can react to changes in road surface individually without affecting the other wheel. And without the weight of the differential suspended between the rear wheels (it’s mounted on the frame), reaction of the wheels is quicker and smoother. Thus, roadholding is improved markedly and “axle tramp,” wheel-lifting under acceleration, and torque steering are virtually eliminated.

The major components of the rear suspension are a strut rod from wheel hub to differential case, a torque control arm from hub to frame, and the tubular axle shaft (double universal jointed) from differential to wheel spindle. Springing is handled by a 9-element variable-rate transverse leaf spring. The system holds tire and caster changes to a minimum and oil driving and braking loads are distributed properly to the frame.

STEERING: A combination of excellent balance and low-friction spherical joint suspension components gives the 1965 Corvette Sting Ray steering that is highly responsive and precisely accurate. And a provision for faster steering is included as standard equipment. A new adjustable steering wheel can be ordered—lets you move the wheel away or pull it closer, through an adjustable range of three inches, without leaving the driver’s seat. Power steering can be ordered also.

The standard steering gives a ratio of 20.2:1; the faster steering is 17.6:1. Power steering uses the same ratio as the fast steering provision.

Looking for those specific touches that will make a new Sting Ray fit your desires exactly? Check the extra-cost Options and Custom Features on pages 12 and 14, some of which are presented in the text and illustrations elsewhere in this catalog.

Gripping, cornering, steering beautifully...

designed for enthusiastic driving...

curved side windows, 2-speed electric windshield wipers, weather-shielded door locks and separate tire storage space—these and many others are standard conveniences. There’s still the pleasant task of selecting a Sting Ray from two body styles—and three choices in accommodation. The Sport Coupe is a roomy, tightly united, enclosed model. The Convertible offers either the folding soft top or a removable hard top. Many people order both tops, for summer convenience and winter snugness. The soft top folds completely away and disappears beneath a cover behind the seats. Picked on this page are the three “birdcage” frameworks that form the basis of the Sting Ray’s fiber glass reinforced plastic body. Each framework gives structural strength to the body, backs up the plastic panels, provides firm attachment points for door hinges and locks, and adds firmness to the entire structure.

The result of this method of construction is a very solid structure with light weight, freedom from corrosion, ease of repairs, high impact resistance, and general longevity.

Built for the rigors of the road...
STABILIZERS: For faster cornering and better handling, a stout stabilizer bar (0.687-inch diameter) is fitted to the front suspension of the Sting Ray. The bar is rubber-isolated to control harshness and give it a smoother effect. For special performance purposes, a heavier (0.94-inch) stabilizer bar is available as part of the special front and rear suspension package.

BRakes: For 1965, the Sting Ray has Sport-Master disc brakes at all four wheels, the greatest improvement in Corvette braking power since the inception of the Sting Ray design. These new disc brakes are hydraulic, caliper type and give unanimously smooth, sure stops. Virtually fade-free, Sport-Master disc brakes constantly keep themselves clean, dry and in adjustment under all road conditions. During maximum braking from higher speeds, 65% of the braking action occurs at the front wheels, 35% at the rear.

WHEELS AND TIRES: New wheel covers highlight the 1965 Sting Ray, simulating cast magnesium racing wheels with knock-off hubs. Cast aluminum wheels can be specified with wide-base six-inch rims, pin drive, and genuine knock-off type hubs. Standard wheels are 15 x 5.5K welded steel slotted disc type with 7.75 x 15 tires.

with strictly sports car handling and control.

with strictly a new kind of sports car ride...

Left rear brake unit

Right rear brake unit on each side of disc

with strictly sports car handling and control.

Left rear brake unit

Right rear brake unit on each side of disc

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ELECTRICAL SYSTEM: The electrical system of the Sting Ray is based on the powerful 12-volt Delco-Diode rectified air-cooled generator. A transistor ignition system can be ordered which provides electronic ignition control rather than mechanical. A flashing red warning lamp warns if the electrically operated retracting headlamps have been left on after retraction; a similar warning light is supplied for the hand brake. The wiring system itself is color-coded for ease of maintenance. Ignition system components are shielded in radio-equipped cars to prevent interference. Accessories are fused except for the headlamps and parking lamps; these have circuit breakers rather than fuses.

INTERIOR: A true sports car in every sense, the Sting Ray still offers a completely luxurious driving environment. For 1965, the interior features new trim of durable expanded vinyl with a more subtle texture. Two new interior colors, maroon and green, and striking two-tone combinations of silver, black, white, black, white, red and white/blue complement the other choices of black, red, blue and saddle. Genuine leather upholstery is available for 1965 Corvettes in all of these colors.

The individual bucket-type seats are of "S-wire" spring construction, and have a new bolster-like design for more seating comfort and better lateral support. Both seats are adjustable fore and aft through a range of four inches. New molded panels covering the back of the seats offer protection against scuffing. Carpet for the 1965 Sting Ray is molded to shape for better fit, a more finished appearance and fewer seams. The luggage compartment is completely carpeted; an under-the-floor storage compartment tucks valuables out of sight. Interior door panels are of a new molded construction; the armrest is integral with the panel and the door pull handle is separate. Dual sun visors are standard.

Controls for the outside-air-type heater and defroster are located on the central console along with the electric clock and radio controls: vent controls are located under the instrument panel on each side of the steering column. Matched speedometer and tachometer are the primary instruments in the Sting Ray. Supplementing these are an electric fuel gauge, electric coolant temperature gauge, ammeter, and an oil pressure gauge. A re-setable trip odometer, headlight switch, cigarette lighter, headlamp retractor switch, hood release, and four-position ignition switch complete the instrument panel. On the passenger side, a built-in passenger assist grip is part of the instrument panel hood. The new ignition switch makes it impossible to remove the ignition key from the lock except when the switch is in the "off" or locked position.

<table>
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<tr>
<th>DIMENSIONS (in inches)</th>
<th>Sport Coupe</th>
<th>Convertible</th>
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<tr>
<td>Top</td>
<td>37.0</td>
<td>38.5</td>
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<tr>
<td>Less</td>
<td>42.7</td>
<td>42.7</td>
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<tr>
<td>Hip</td>
<td>56.9</td>
<td>56.9</td>
</tr>
<tr>
<td>Shoulder</td>
<td>48.4</td>
<td>46.4</td>
</tr>
<tr>
<td>Entrance room</td>
<td>31.4</td>
<td>36.2</td>
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</tbody>
</table>

Options and Custom Features to personalize the Sting Ray precisely to customers' wishes are available at extra cost. Some of them are presented throughout this catalog in illustrations and in text. A listing of them will be found on pages 12 and 14.

yet this car is plush, convenient...

loaded with creature comforts...
power trains picked for flexibility...

CLUTCH: Sting Rays fitted with manual transmissions have a special clutch action that gives velvety-smooth engagement with low pedal pressure, minimum effort for the driver and quick response. The clutch action is firm and sure, yet easy to manage for gentle starts. The dry disc clutch is of the centrifugally assisted diaphragm spring type with a driven disc diameter of 10 inches and an area of 937 square inches. Effective plate pressure is 2100-2300 lbs. Release bearing has sealed-in lubricant.

DIFFERENTIAL: Part of the reason for the Sting Ray's great ride and handling is the location of the differential and final drive gear assembly. Mounted on the frame—a design feature possible with the Sting Ray's independent rear suspension—the differential reacts to bumps in conjunction with the body, not the wheels, for much smoother riding. This also helps the engine put all its power onto the ground, particularly when Postraction is ordered with the car. A wide range of rear axle ratios is available for the Sting Ray, as shown in the power team chart on the opposite page. These ratios give approximate speeds in the following ranges:

<table>
<thead>
<tr>
<th>Mile</th>
<th>mph</th>
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<tr>
<td>3.08:1</td>
<td>26.5</td>
</tr>
<tr>
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<tr>
<td>3.71:1</td>
<td>25.5</td>
</tr>
<tr>
<td>4.11:1</td>
<td>19.2</td>
</tr>
<tr>
<td>4.55:1</td>
<td>17.0</td>
</tr>
</tbody>
</table>

SHOCK ABSORBERS: Sting Ray absorbers are direct double-acting hydraulic type especially designed to fulfill the combined needs of soft ride and firm handling. Special bell-shaped bores are enclosed in each shock absorber to help maintain proper action during extreme use.

To assure that your new Sting Ray is exactly right for you, particular requirements, a complete line of Options and Custom Features is available at extra cost. They are described on pages 12 and 14, and some of them are presented throughout the text and illustrations of this catalog.
DESIGN CONCEPT: The key to Sting Ray's roadability and handling lies in its 4-wheel independent suspension and its greater rearward weight distribution. Chevrolet engineers chose the fully independent suspension so that optimum use could be made of the great power available. The rearward weight distribution makes it possible to achieve excellent handling and still maintain an acceptably gentle ride. The major vehicle masses—the heavier components of the Sting Ray—are located so that the suspension and steering systems can work with the design, rather than having to compensate for imbalance. The Sting Ray has been basically right from its original concept. Constant refinement and continual development have gone forward to make the 1965 Corvette Sting Ray more than ever one of the most deeply satisfying driving experiences available in the world.

EXTRA-COST OPTIONAL EQUIPMENT

The following equipment, shown previously in illustrations or described in the text, is available at extra cost for the Corvette Sting Ray. These options add driving pleasure, or prepare the car for special uses. They allow the Sting Ray owner to equip his car to his own particular tastes.

CHASSIS: Heavy-duty suspension. (Rear spring rate: 305 lb./in. Rear shock absorbers: 1 1/4 in. Front spring rate: 550 lb./in. Front shock absorbers: recalibrated. Stabilizer bar: 0.94-inch diameter.) Positraction: power brakes; telescopic steering column; power steering; optional axle ratio; nylon tires; white-wall tires; cast aluminum wheels with wide-base six-inch rims and knock-off hubs.

ENGINE: Off-road service exhaust system: exposed, side-mounted exhaust system: 36-gallon fuel tank (Sport Coupe only). (Note: when 36-gallon fuel tank is fitted, luggage compartment is partially carpeted; transistor ignition and voltage regulator: 385-horsepower engine: 350-horsepower engine: 350-horsepower engine: 375-horsepower Ramjet Fuel Injection engine.

TRANSMISSION: 4-Speed; 4-Speed close ratio; Powerglide.

BODY: Soft-Ray tinted glass; back-up lights and non-strobe inside rearview mirror; Four-Season air conditioning: genuine leather seat upholstery: wood-rimmed steering wheel: electric windows: AM/FM pushbutton radio with remote control power antenna; removable hard top. (Convertible only. You can, however, specify either hard top or soft top at no extra cost—or order both with hard top at extra cost.)

from rubber to roof, a sports car...