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.
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.
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.
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.

**Dimensions** — Wheelbase, 98". Overall length, 175.3". Overall height: Convertible with soft top up, 49.8"; Convertible with optional hardtop, 49.3"; Sport Coupe, 49.6". 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, Mich.