1968 Corvette
THE TRUE SPORTS CAR FROM CHEVROLET
Go hardtop!  The Corvette Sting Ray is for those who appreciate the true sports kind of car—and even for those who don’t right now. It’s that special kind of an automobile that comes along about once every generation to totally arrest the imagination of car buffs. In 15 years of Corvettes the car has not only driven into prominence in the sports car field, but has also been a forerunner of some exciting and practical automobile innovation. For 1968, the mechanics of Sting Ray have been improved and refined (it’s still basically made for people who feel that the best part of living is driving), and this, obviously, is a most inspiring year for design. Consider: the ’68 Sting Ray Coupe is a hardtop and more. Uncommon removable sections over pilot and navigator lift out for open air moving. A nearly vertical glass rear window tucks out of the way into a neat compartment in the luggage area. The effect is a flow-through cochère roof that’s never been seen on an American production sports car until now.

Long, low profile with blunt styling brings up the rear per the continental GT tradition. The aerodynamic design features a spoiler back there, too. Behind front wheels, functional louvers help keep the horses cool. Wraparound front and rear bumpers plus line-smoothing hideaway features help make Corvette a trim one style-wise. On the nose end, vacuum-operated headlights slide open automatically when lights are turned on. Windshield wipers aren’t around when they shouldn’t be. They’re hidden under a power-operated panel which actuates when wipers are turned on or off. Below beltline, wheel trim rings and center caps cover big 7-inch-wide wheels. Special tuck-in treatment goes to the bright metal body sill between the wheels as you can see. Front and rear marker lights add a special touch to the Corvette from the sidelines. Corvette Sting Ray Coupe... a driving new design.

Consult your Chevrolet Dealer regarding specific availability of the Corvette Sting Ray Coupe, start of production of which will be a little later. There are a number of Corvette extra-cost options and Custom Features featured throughout this book. For a complete rundown see Page 11.
Uncap it!

The Corvette Convertible takes the same basic Sting Ray idea with the lid off and turns it topside down driving for two. And there are three different ways to put the top on it. Soft top (in black, white or beige) or removable hardtop - pick either one as standard or order them together at extra cost. Black vinyl covering clads the hard one if specified. There's a big story in glass for the '68 Corvette Convertible. Like the Coupe, and like Corvettes since '53, a rustless fiber glass body is basic. Full door glass styling aids visibility as well as appearance and the Convertible's removable hardtop has a glass rear window for the first time. The basic idea is good looks.

Both the Coupe and Convertible start off with a 300-hp Turbo-Fire 327 V8 standard along with a fully synchronized 3-Speed box. Four other engines are available, and with 427 V8's there's a special high-domed hood. Additional transmission choices are 4-Speed, close-ratio 4-Speed and Turbo Hydra-Matic - which breaks into the Corvette power team lineup this year.

For comfort, air flows through Corvette with full door windows closed, thanks to the new Astro Ventilation system with vents in the driver and passenger sides of the instrument panel. For protection, there are safety features like never before (some are listed on page 11). For long-lasting good looks, choose from ten Magic-Mirror finishes. Corvette '68 . . . all different all over.
Settle down! The Corvette cockpit is made for the traveling duo. Thin tapered and contoured buckets are very comfortably high-backed. Supple all-vinyl upholstery is standard, or you can order genuine leather. Between the seats the center console houses the parking brake lever, gear shift, cigarette lighter and ashtray, thumb-wheel heater controls, air vent controls, and light monitoring system indicators (to check operation of important outside running lights from inside through space-age fiber optics). The console also stows seat belt buckle straps—two sets with pushbutton buckles are standard. Coupe equipment also includes twin shoulder belts.

Riding just above the console is the recessed instrument cluster. Here's where the engine tale is told. Water temperature, oil pressure and fuel gauges along with an ammeter and rally clock are positioned for easy reading. Windshield wiper-washer controls are also in console. And if you order an AM/FM radio—available with or without FM stereo multiplex—controls are mounted here horizontally. Joining in are new features like door ajar flasher and seat belt reminder light. Directly in front of the driver are the speedometer, tachometer, trip odometer, light controls, ignition lock, high beam indicator, turn signal indicator, brake system warning light—and a 3-spoke steering wheel that looks like wood.

Luxurious deep-twist carpeting looks and feels great. It even floors the luggage area behind the seats. Also back there is a storage area housing the battery, one for the jack and tools and a glove box with pushbutton key lock.

There's a great deal more to like inside Corvette. One small example is a new ignition alarm system to remind you to take the key when you leave the car. It's activated when driver's door is opened with the key in "accessory" or "off" ignition position. The Corvette interior . . . most luxurious and sporty ever.
The schematic Corvette

435-hp Turbo-Jet 427 V8

1968 Corvette Power Teams

<table>
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<tr>
<th>Engine Size</th>
<th>HP &amp; RPM</th>
<th>Carb &amp; Induction</th>
<th>Comp. Ratio</th>
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<td>600</td>
<td>High-Flow</td>
<td>1.51:1</td>
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</tr>
<tr>
<td>396-ci. V8</td>
<td>Turbo Jet</td>
<td>600</td>
<td>High-Flow</td>
<td>1.51:1</td>
<td>4-Speed</td>
<td>3.35:1</td>
</tr>
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The mechanical part of the Corvette is its engine. A 435-hp Turbo-Jet 427 V8 is standard with the 1968 model, and a 396-ci. V8 Turbo Jet is optional. The standard 4-speed manual transmission will be found in the car. The power steering is a 4-speed manual. The Corvette also has a power brake booster and a power steering column. The Corvette can be ordered with a power steering column or a manual steering column. The Corvette can be ordered with a power steering column or a manual steering column.

The frame is a unibody construction, which is a design that combines the frame and the body into a single unit. This allows for a more rigid and more aerodynamic design. The suspension is a four-wheel independent suspension, which is a design that provides a smooth ride and good handling.

The Corvette is equipped with a 435-hp Turbo-Jet 427 V8 engine, which is available with either a 4-speed manual transmission or a 3-speed automatic transmission. The engine is a small-block V8, which is a designation for engines that have a displacement of up to 400 cubic inches. The 435-hp engine is available with either a 4-speed manual transmission or a 3-speed automatic transmission.

The Corvette is a two-door, two-passenger coupe with a rear seat. The car is available with either a hardtop or a convertible top. The hardtop is a solid roof, while the convertible top is a soft top that can be removed to convert the car into a convertible. The Corvette is available with either a hardtop or a convertible top.

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Be yourself! Corvette Options and Custom Features. A lot of extra-cost features aren't needed to make Corvette driving more enthusiastic, comfortable and convenient. But, just in case — for the sports car connoisseur — here's a list of some special items that can be ordered: Aluminum cylinder heads for the 435-hp engine. Compass. Deck lid luggage carrier adds cargo capacity and sporty looks. Deck lid ski carrier. Deluxe shoulder belts for the Convertible (standard with the Coupe). Emergency road kit with fire extinguisher, tire inflator and sealer, trouble flag, two flares, assorted fuses. Optional engines: 350-hp Turbo-Fire 327 V8; 390-, 400- or 435-hp Turbo-Jet 427 V8 (Special high-domed hood is included when 427-cu.-in. engine is specified). Fire extinguisher. Floor mats of clear vinyl to keep deep-twist carpeting looking new. Folding vinyl-coated soft top for Convertible (black is standard, beige and white available). Four-Season air conditioning, built into Corvette's heater-defroster system, cleans, dehumidifies and blends air to the temperature you desire. Full-transistor ignition system (not available with 300-hp Turbo-Fire 327 V8). Gas cap lock. Hand portable spotlight. Strato-ease head restraints. Genuine leather seat trim. Off-road exhaust system. Positraction rear axle, on slippery or irregular surfaces, sends power to the wheel that has the most traction. Power brakes to reduce braking effort about one-third. Power steering to assist in handling corners and twisting roads. Power windows. Pushbutton AM/FM radio with twin speakers and fixed height rear antenna. Rear window defroster. Removable hardtop for Convertible (may be specified as standard in lieu of folding convertible top). Special purpose front and rear suspension with 435-hp engine. Speed warning indicator — determine your speed limit and set control, then buzz reminds you when you exceed pre-set speed. Special bright metal wheel covers. FM Stereo multiplex. Adjustable steering column for individual driving comfort. Soft-Ray tinted window glass and/or windshield. Transmissions: 4-Speed fully synchronized (2.52:1 low); special 4-Speed fully synchronized close-ratio (2.20:1 low); Turbo Hydra-Matic which operates automatically unless you want to shift it — through three forward gears up to 65 mph. Black vinyl covering for removable hardtop. Visor vanity mirror. Nylon cord wide-oval red stripe or white stripe tires.

Safety Features Standard for the 1968 Corvette: Energy-absorbing steering column; Seat belts with pushbutton buckles for driver and passenger positions; Shoulder belts for driver and passenger with pushbutton buckles and convenient stowage provision on the Coupe; Passenger-guard door locks; Four-way hazard warning flasher; Dual master cylinder brake system with warning light and corrosion-resistant brake lines; Latches on folding seat backs; Dual-speed windshield wipers and washer; Outside rearview mirror; Back-up lights; New side marker lights and parking lights that illuminate with headlights; Padded instrument panel, sun visors, windshield pillars; Reduced-glare instrument panel top, inside windshield moldings, horn button, steering wheel hub, and windshield wiper arms and blades; Inside day-night mirror with deflecting base; Lane-change feature in direction signal control; Safety armrests; Thick-laminate windshield; Soft, low-profile window control knobs; Yielding window control handles; Energy-absorbing instrument panel; Tire safety rim; Safety door latches and hinges; Uniform shift quadrant; Snag-resistant steering wheel hardware; Fuel tank and filler pipe security.
Pick a paint! Here's a tough one. Try to select just one of these ten luxurious Magic-Mirror colors. Eight of them are brand new. (Tuxedo Black and Rally Red are popular choices we kept from last year's selection.) The fabric top for the Convertible can be specified in black, white or beige. You can also order a black vinyl cover for the removable hardtop.

![Tuxedo Black](image1) ![International Blue](image2) ![Silverstone Silver](image3) ![Corvette Bronze](image4) ![Cordovan Maroon](image5)

![British Green](image6) ![Polar White](image7) ![Rally Red](image8) ![Safari Yellow](image9) ![Le Mans Blue](image10)

Choose a vinyl! One more decision. Try to settle on the one color you like best from this excellent selection. Interiors are color-keyed to exterior colors with deep-twist carpeting also hued to match. The textured vinyl looks like leather, but if you like, genuine hide can be ordered in black, red, medium blue, dark orange or tobacco.

![Tobacco](image11) ![Red](image12) ![Black](image13) ![Medium Blue](image14)

![Dark Blue](image15) ![Dark Orange](image16) ![Gunmetal](image17)

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