Some might say we have nothing to prove in 2001. The fifth-generation Corvette has won critical acclaim, including “Best-Engineered Car of the 20th Century,” a recent award for the convertible from Automotive Engineering International. But, driven by our philosophy of continuous improvement, we never stand still.

We’re going to surprise a few people — again.

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By Dave Hill, Corvette Chief Engineer

MORE HORSEPOWER FOR THE 2001 COUPE AND CONVERTIBLE.

The revised LS1 V8 — already regarded as one of the world’s finest performance engines — gets a significant upgrade in torque, which in turn makes these Corvettes more eager and more immediate in their response.

ANNOUNCING Z06: DESIGNED FOR THE TRACK, BUILT FOR THE STREET.

The all-new Z06 is the lightest, quickest, most rigid, most agile production Corvette ever created. It takes the body/chassis structure of the C5 hardtop and pumps up the volume in all directions with a new, deeper-breathing LS6 V8 engine, track-tested suspension tuning and exclusive-to-Z06 lightweight components. The result? 1 g of cornering ability and 4-second 0-to-60 times. Z06 resoundingly answers the enthusiast’s perennial question: “What have you done for me lately?” I’m confident that the performance extremist will gladly trade off some of the open-air feeling and creature comforts of the other Corvette models in 2001 for the exhilaration of piloting this one. Z06 will be identified in the years to come as an extremely significant Corvette.

SECOND-GENERATION ACTIVE HANDLING — STANDARD IN ALL MODELS.

The standard Active Handling System for 2001 is even more capable than last year’s system and provides a higher level of stability control technology. Every 2001 Corvette knows when to intervene with Active Handling without diminishing your fun as driver.

WHICH CORVETTE IS RIGHT FOR YOU?

You’re the expert on that. We expect that about 80 percent of Corvette buyers will gravitate toward either the coupe or the convertible. As for me, you can bet I’ll be driving a Quicksilver Z06 with a red-and-black interior. May your journey of self-discovery be every bit as thrilling as mine.
THE MAKING OF A WORLD BEATER.

The Corvette gave us a lot to work with right out of the box. So when the Corvette C5-R first attacked Le Mans’ Mulsanne Corner, it did so with many of the same parts found on the production car. And with its already aerodynamic styling, rigid body structure and tremendous suspension geometry, the Corvette was destined to be a race car.

UNDER THE HOOD — 620 HORSEPOWER.

Our search for an engine led us right to our production car’s LS1 powerplant. Of course, modifications had to be made. So, we took the aluminum small-block from the production car and increased it from 350 to a whopping 620 horsepower. The fact that we could do this says a lot about the inherent goodness of the LS1.

PODIUM FINISH AT LE MANS.

This racing Vette turned a lot of heads on the way to Le Mans. In January 1999, after 4,000 miles of testing, the C5-R was entered in the grueling Rolex 24 At Daytona. The C5-R not only completed the race, but gave the rest of the pack a run for its money. By its second season, the C5-R had made it to the podium several times. Then came Le Mans 2000, the “granddaddy” of all endurance races. A podium finish in class confirmed what we’d all suspected: the C5-R Corvette is one of the world’s great race cars.

It was only a matter of time. One of the world’s great sports cars taking part in the world’s greatest endurance race. On June 17, 2000, the C5-R Corvette took on the world at Le Mans and surprised more than a few skeptics with an impressive finish (third and fourth in class).

Corvette has gone this way before. In 1960, a production-based Corvette completed this 24-hour test of automotive endurance.

chevrolet.com/corvette
With 0-to-60s of four seconds, and more than 1 g of cornering acceleration, the Z06 truly takes Corvette performance to the next level.

Dave Hill, Corvette Chief Engineer

It had to happen. The most serious Corvette to ever hit the streets. Zero-to-60 in four seconds. Lateral acceleration of 1 g. A top speed over 170 mph. Yet mere numbers only begin to tell this performance story.

With the fixed-roof hardtop body as a robust starting point, Z06 is a complete competition package: Unique LS6 V8 engine and six-speed manual transmission. A specifically tuned chassis and lightweight titanium exhaust components. An interior with custom touches. An exterior that will be noticed. And a storied nameplate.

THE FIRST Z06.

Introduced as an option on the 1963 Sting Ray, the first Z06 was a performance legend from day one. A super-rare factory race car (only 199 were built), the Z06 included a fuel-injected, 327-cubic-inch V8, special suspension, metallic brake linings and a long-distance (36-gal.) fuel tank. Now this history-making designation returns — on the quickest, most agile production Corvette ever.
Refined Engine Block

The all-aluminum LS6 engine block has been refined to enable higher piston speed and higher overall rpm than the Corvette LS1 V8. Engine displacement is 5.7 Liters.

New Positive Crankcase Ventilation System

Because of the Z06’s increased performance capabilities, changes were made to improve oil control during high-speed conditions.

Unique Camshaft Profile

As air comes through the new intake manifolds in greater volume, it is important for the air to enter the combustion chamber as quickly as possible to produce power. For this reason, the LS6 has a new camshaft design with a unique profile that increases valve lift, allowing more air/fuel mixture into the combustion chamber, resulting in more power.

Low-Restriction Intake Manifold

A new intake manifold design, shared with the 2001 LS1, reduces air intake restriction and improves airflow into the heads for better breathing.

Z06-Specific Engine Beauty Covers

Corvette owners are always being asked, “What’s under the hood?” With its unique beauty covers, the Z06 will be as impressive with its hood up as it is on the open road.

New Cylinder Head Design

At the heart and soul of the LS6: new cylinder heads for better engine breathing. Larger ports improve airflow by 10 percent. Compression ratio is a healthy 10.5:1.

New Mass Airflow Sensor Design

The mass airflow sensor has been refined to increase the intake diameter and increase airflow.

New Exhaust Manifold Design

The previous stamped-steel exhaust manifolds used in the LS1 have been replaced with a new cast-iron design for improved flow of exhaust gases, increasing engine performance and durability.

Z06-Specific Engine Beauty Covers


History suggests the new LS6 V8 engine will write a whole new chapter in sports car performance. Taking Corvette to extreme levels is something of a tradition — and the new-in-1997 Corvette LS1 V8 makes an absolutely world-class foundation for the Z06-exclusive LS6.

The LS6 is more than anything else, robust. The aluminum block, cylinder heads, camshaft and induction systems have all been revised for better breathing at high rpm. A new positive crankcase ventilation system improves oil control during racetrack and other high lateral acceleration maneuvers.

A unique new titanium exhaust (mufflers and tailpipes) has been designed especially for the Z06. Benefits include reduced mass and higher strength than either aluminum or magnesium.

Faster revving. Deeper breathing. Stronger internals. With a horsepower rating of 385 at 6000 rpm, the LS6 engine is very good news for performance-focused enthusiasts.

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"Having the best of both worlds — reduced weight and increased power — the Corvette Z06 will be a force to be reckoned with, on or off the track. When you think about how fast we were with the C5 over the C4 and how much faster the Z06 is than the C5, it’s obvious that this isn’t just a little tweak."

— Mike Neal, Corvette Ride and Handling Engineer
High-Strength Rear Axle
To handle increased torque loads, the Z06 rear axle has been strengthened for increased durability. A process known as “shot peening” was employed to make the ring gear of the axle more robust.

Goodyear Eagle F1 Supercar Tires
These Supercar tires alone reduce Z06 weight by 23 pounds, compared to coupe and convertible models. Taking mass out of the tires enhances wheel control by reducing unsprung weight. It also reduces rotational weight, which helps acceleration and braking. An asymmetric tread pattern enhances dry-weather handling.

Active Handling: The Second Generation
Perhaps the greatest strength of Active Handling is its passive ability to help the driver learn the performance limits of Corvette in controlled environments. “Our first-generation Active Handling System was very good,” says Dave Hill, Corvette Chief Engineer. “For 2001, our second-generation system is even better, and it is now standard in every Corvette.” Working in conjunction with a yaw-rate sensor, lateral accelerometer, after sensors, and the ABS and Traction Control, Active Handling assists the driver in maintaining control under a variety of driving circumstances. For more information on Corvette Active Handling, visit our web site at chevrolet.com/corvette/active

Precision Alignment
A four-wheel geometric alignment machine at the end of the assembly line confirms that each Corvette is set to its optimum ride height. All caster, camber and toe alignments are completed to exact standards.

New Z06 Suspension
A stronger, tighter, more controlled suspension is tuned specifically to the Z06. Increased shock absorber damping, a larger front stabilizer bar and a higher spring rate than those found in the other 2001 Corvettes, and greater negative camber, help increase the tire contact patch in aggressive cornering situations on the racetrack. Significantly, Z06 maintains a ride that is appropriate for everyday street use.

Aluminum Alloy Driveshaft
Due to the increased torque output of the LS6, several changes have been made to the Corvette driveshaft for the Z06. The torque capacity of the flexible rubber driveshaft couplings has been increased, and the driveshaft tube material has been changed from solid-steel composite to aluminum alloy. The driveshaft diameter has been increased by about 23 percent.

Transmission Temperature Sensor
The addition of a temperature sensor is designed to help safeguard the transmission from extremely high thermal stresses by alerting the driver should a “trans overtemp” condition develop.

New Titanium Exhaust System
A unique new exhaust system with titanium mufflers and tailpipes has been developed especially for the Z06. This is the first-ever use of titanium in the exhaust system of a mass-production vehicle. Utilizing titanium reduces exhaust system weight by almost 50 percent, compared with a conventional stainless-steel system.

New High-Performance 6-Speed Transmission
In keeping with the sporting nature of the Z06, an automatic transmission will not be available. The 6-speed manual features new gear ratios that enhance acceleration.

Z06. Intense synergy.
Massive power alone does not make a winning sports car. All performance systems, including engine, transmission, chassis, suspension and tires, must work in harmony to reach this elusive goal.

Z06 works because Z06 is focused. The result: faster lap times and quicker acceleration on the track; and street performance that should delight the most demanding driving enthusiasts.

An exclusive FE4 suspension — with standard second-generation Active Handling — helps Z06 raise the standard by which all other sports cars will be measured. Impressive balance between on-road ride/handling and cutting-edge track performance is a hallmark of the FE4.

Compared with other 2001 Corvettes, the Z06 features uniquely styled wheels that are wider by one inch (17” x 9.5” front, 18” x 10.5” rear), complemented by new Goodyear Eagle F1 Supercar tires.

Z06 is, in every way, one intense Corvette.*

*Compared to 2000 Corvette with the Z51 package.
Corvette coupe is the two-seater more enthusiasts choose than any other. It’s not hard to know why. This American icon is world-class, and the 2001 edition reaches a new level of excellence.

The already-legendary LS1 V8 engine has been enhanced to provide even more horsepower (now 350 hp) and low-end torque over a broader range for outstanding acceleration. At the same time, fuel economy also improves for 2001.* (Talk about having your cake and eating it, too!) You may choose from a six-speed manual transmission or a four-speed automatic.

The exhilarating power of the LS1 V8 is complemented by Corvette’s sophisticated four-wheel independent suspension, variable-effort Magnasteer, massive four-wheel disc brakes with ABS and second-generation Active Handling— all standard.

Yes, the specifications are impressive. But one drive will tell you even more.

**J.D. POWER APEAL** Award
For the fourth consecutive year, Corvette has won a J.D. Power and Associates APEAL (Automotive Performance, Execution And Layout) award. Again in 2000, Corvette topped the premium sports car segment in a study based on responses from nearly 88,000 new-vehicle owners who rate their vehicles’ features and design.

*EPA est. MPG: 18 city, 26 highway (automatic).
Classic inspirations.
The Corvette convertible just may be the ultimate open-air driving experience. Since the very first model introduced in 1953, the drop-top Corvette has captured the hearts of sports car enthusiasts around the world with its very American blend of high performance, dramatic style and remarkable over-the-road agility.

In all the world, there is still nothing to compare with the thrill of driving this car, top down, on your favorite stretch of road. It is the only convertible that matters.

“... handling, raw power and good looks at a reasonable price...”

— Best in Class, Kiplinger’s Personal Finance Magazine, December 1999

“Stunning sports car looks, remarkable performance.”

— Automobile Magazine Buying and Leasing Guide 2000

“A Best Buy.”

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Exhilarating excellence.
Corvette puts Active Handling in your corner.

Not only has Mike Neal raced Corvette, he has been testing many an hour and many a mile testing out to make sure that the Corvette rider and driver are as well equipped, and sometimes armed, with his skills as a racer and development engineer through every turn, every move a Corvette engine takes. Mike is responsible for the ride and handling of what many experts have deemed to be the best Corvette ever.

Mike Rizzo is the brains behind the development of Corvette’s new second-generation Active Handling System. During countless hours at the racetrack and skid pad with a laptop computer at his side, Mike relentlessly worked for the combination that would deliver a system that truly optimizes the Corvette driving experience.

SECOND-GENERATION ACTIVE HANDLING — NOW STANDARD IN EVERY CORVETTE.

In the mid-1998 model year, Active Handling was introduced as an option on Corvette, making it one of the few sports cars in the world to offer such advanced stability control.

For 2001, second-generation Active Handling is now standard in every Corvette, representing a tremendous performance value and a significant advance over the competition. This new version of Active Handling provides more seamless operation and less intrusion in enthusiastic driving conditions.

The Corvette Team’s philosophy of Active Handling is to allow the driver as much control as possible over the vehicle at all times without interfering too severely.

ACTIVE HANDLING — HOW DOES IT WORK?

First, it’s important to understand the performance of a car can be largely determined by the traction available in the tires. Acceleration, braking and turning are all influenced by how well, or how poorly, the tires grip the road. Active Handling is simply designed to assist the driver in maintaining the maximum amount of traction available at each tire.

As long as the car is responding properly to the driver’s steering input, the system remains on standby. But should any of the sensors detect a situation outside the normal parameters, Active Handling will immediately assist the driver in regaining control by selectively applying any of the four components of Active Handling.

The yaw-rate sensor is the heart of the system. This sensor monitors the yawing, or turning, rate of the car. As the yaw impulse, the steering angle sensor continuously tracks the steering actions of the driver. There is also a lateral accelerometer monitoring the cornering performance of the car. Information from the sensors is fed to the central system, which continuously monitors the difference between the driver’s steering input and the actual attitude of the car. This is the basic difference whatsoever between the driver input and the car’s actual behavior.

Correspondingly, the primary components of Active Handling are the ABS and traction control system. However, there are many other parts to Active Handling. The yaw-rate sensor is the heart of the system. This sensor monitors the yawing, or turning, rate of the car. As the yaw impulse, the steering angle sensor continuously tracks the steering actions of the driver. There is also a lateral accelerometer monitoring the cornering performance of the car. Information from the sensors is fed to the central system, which continuously monitors the difference between the driver’s steering input and the actual attitude of the car. This is the basic difference whatsoever between the driver input and the car’s actual behavior.

ACTIVE HANDLING — THE PROOF IS IN THE DRIVING.

AutoWeek summed it up when they said, “The Corvette Active Handling System represents advanced automotive electronics at their best.”

Frankly, we couldn’t agree more. We receive reviews and show your testimonials from our customers all day, but there is nothing like letting the car speak for itself.

For more information on Active Handling, visit the Corvette web site at corvette.com/corvette/active

How Active Handling anticipates your needs.

<table>
<thead>
<tr>
<th>SENSOR</th>
<th>PURPOSE</th>
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<tbody>
<tr>
<td>Tire pressure</td>
<td>Measures tire pressure against preset target</td>
</tr>
<tr>
<td>Lateral accelerometer</td>
<td>Measures lateral movements of the car</td>
</tr>
<tr>
<td>Master cylinder pressure sensor</td>
<td>Measures driver’s brake pressure input at pedal</td>
</tr>
<tr>
<td>Steering angle sensor</td>
<td>Measures what the driver is doing</td>
</tr>
<tr>
<td>Front impact sensor</td>
<td>Measures what the impact was</td>
</tr>
<tr>
<td>Front tire pressure sensor</td>
<td>Measures the terrain impact on the chassis</td>
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</table>
You expect sophisticated safety technology in one of the world’s most advanced automobiles — and Corvette delivers on this important promise.

**PERSONAL SECURITY FEATURES**

Among the reasons you’ll feel so secure in Corvette: Remote Keyless Entry that locks or unlocks the doors and turns on interior lights at the touch of a button, a totally passive theft-deterrent system with horn alarm, and power door locks with a lockout protection feature.

We evaluate and test Corvette in our technical centers, in some of the world’s most advanced safety laboratories, and on the test track. The goal: to engineer an increasingly safer, more secure car for you to drive.

*Not available on Z06.*

**CRASH-AVOIDANCE FEATURES**

This is one of the few cars in the world to offer the advanced technology of Active Handling, and it’s standard. Also standard in every Corvette: a four-wheel antilock brake system (ABS), Traction Control and Daytime Running Lamps.

**OCCUPANT PROTECTION FEATURES**

In a Corvette you are surrounded by a rigid structure that includes safety-cage construction, energy-absorbing front and rear crush zones, and reinforced body sides.

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*Not available on Z06.*
You'll notice the difference.” — Bill Nichols, Corvette Powertrain Vehicle Systems Engineer

For Bill Nichols, working on the Corvette Team is a dream assignment. It is not only Bill's technical expertise that has helped make the Corvette powertrain world-class; it is also his deep knowledge of the brand. A former board member of the National Corvette Restorers Society and founding member of the National Corvette Museum in Bowling Green, Kentucky, Bill has three beautiful vintage Vettes in his garage: a 1963 Sting Ray coupe, a 1967 big-block roadster, and the 1976 coupe he bought new. Clearly, the passion runs deep at the GM Technical Center.

Q: The reaction from the press and owners to Corvette's LS1 V8 has been phenomenal. What are some of the features that make this a world-class engine?

A: With the LS1, which we introduced for the 1997 model year, we had the rare “clean sheet of paper” opportunity. We went after weight reduction, and obviously the big driver there is the aluminum block. We went after stiffness, which reduces noise, vibration, and harshness that can be transmitted to the passenger compartment. We accomplished this by literally bringing the cylinder block down to a lower level, well below the centerline of the crankshaft, utilizing a structural oil pan instead of a stamped steel pan, which in turn allows the full circumference of the bellhousing to tie to a far stiffer engine. The result is a more refined feeling to the whole powertrain.

Q: Other enhancements for 2001?

A: There are new intake and exhaust manifolds for enhanced engine breathing. We also selected a camshaft that helps give it greater low-end torque and a broader torque curve. Horsepower is up five — to 350 — for quicker acceleration times. In fact, every 2001 model (manual, automatic, coupe or convertible) will now do 0-to-60 in less than five seconds. We’ve increased torque and horsepower, we’ve gained one MPG on the EPA test,* and we’ve smoothed the idle even more on the automatic transmission. People will notice the difference.

Q: What performance characteristics do Corvette buyers expect, and how does the LS1 deliver?

A: Corvette buyers expect a very well-balanced car. A car that takes all of the power that an engine can put out and applies it to the road. They also want to feel that sensation. They want torque at the low end that gives that thrill of acceleration. On the other hand, they want power at the higher rpm ranges, and some of the things we have done have enabled us to get to the point where we have peak power at 5600 rpm with the LS1. The LS1 has some of the feel of an overhead cam engine (it doesn’t run out of breath at higher rpm) yet it doesn’t compromise the everyday acceleration that is the forte of a large-displacement, high-torque V8. For the Corvette driver, it is a win-win situation.

*EPA-estimated MPG: 18 city, 26 highway (automatic), 19 city, 28 highway (manual).
Corvette just might be the most intelligent car on the planet. Thanks to the advanced Driver Information Center, you’re in command of readouts and convenience features you can custom-tailor to your own personal preferences.

The Driver Information Center includes readouts for oil pressure, oil temperature, coolant temperature, battery volts, instant/average MPG and range, tire pressure,* mph, and more. It is capable of displaying information in four languages (English, German, French and Spanish), and can also be used to configure a full range of programmable settings, including vehicle function display and the optional Twilight Sentinel.*

The inspiration came directly from fighter aircraft — specifically the Air Force’s F-15 Eagle. Working in conjunction with GM’s Hughes Aircraft Division, Corvette engineers and designers developed a similar Head-Up Display (HUD) for Corvette.

Corvette’s optional* HUD system, which is selected by more than 60 percent of buyers, gives you the best of two worlds — analog and digital. Because, with an HUD-equipped Corvette, you get both. All of the following readouts may be projected onto the windshield for driver convenience: vehicle speed, engine rpm, a performance upshift guide for the six-speed manual transmission, and readings from key gauges, including water temperature, oil pressure and fuel.

Ergonomically brilliant.

AIRCRAFT-INSPIRED HEAD-UP DISPLAY.

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**CONFIGURE OPTIONS:**

- DELAY TIME 1 2
- LOCK&ARM-HORN&LIGHTS
- LANGUAGE ENGLISH
- ALARM- HORN/LIGHTS
- AUTO LOCK ON
- AUTO UNLOCK DRIVER
- SEAT EASY ENTRY ON
- APPROACH LIGHTS ON
- APPROACH LIGHTS OFF
- INSTANT AVG MPG
- INST. 20.4 MPG
- RANGE 220 MI
- 0D0METER 21345 MI
- TRIP A 103.4 MI
- TRIP B 213.4 MI
- ELAP. TIME 13.30
- AVG. SPEED 55.0 MPH
- OIL LIFE REMAIN 89%
- APPROACH LIGHTS ON

**Not available on Z06.**

**WORLD-CLASS BOSE STEREO.**

Corvette engineers worked with the experts at Bose® Corporation to create a music system specifically tailored to the Corvette interior. An AM/FM stereo with cassette player is standard in coupes and convertibles and a 12-disc CD changer is optional.* An AM/FM stereo with CD player is standard in Z06 and optional in other models.

**Not available on Z06.**
Deeply contoured bucket seats, a dual-cove instrument panel and bold crossed-flag emblems identify this automobile as nothing less than an American icon.

The well-planned ergonomics become apparent the moment you get behind the wheel. There has never been a more spacious, more comfortable Corvette interior.

There are two leather-trimmed seat choices: standard, and optional Sport with inflatable lumbar support and adjustable side bolsters. Six-way power adjusters are standard for the driver side and optional for the passenger side in coupe and convertible models.

If you choose the optional Memory Package, the presets for climate controls, mirrors, driver seat and radio (and the power telescoping steering column, if you also select this option) will adjust to your preferred settings.

Attention to detail that’s unequalled. Comfort that’s unsurpassed. That’s the inner beauty of America’s favorite two-seat sports car.

"The Corvette combines breathtaking performance with enough room to feel comfortable inside—something you don’t get with all roadsters."
— Linda Lee Goldberg, President CarSource, and Money magazine “Best Buy” panelist

The Classic “Waterfall.”
Convertible details on the current car that evoke Vettes of an earlier era include a dramatic “waterfall” effect as the exterior body color sweeps down between the seats. (1962 Corvette shown.)

Optional Sport seats in Light Oak.
Corvette is simply the best-equipped sports car you can buy. No other high performance two-seater offers you so many standard features, including leather seating surfaces, a high-output V8 engine, a theft-deterrent system, power seats, power windows and power door locks, and the performance enhancement of standard Active Handling. The luxury of choice. It’s one more reason this Corvette is the finest sports car we’ve ever built.

Consider the possibilities.

- **Optional Memory Package**
  - Remembers “preset” positions for climate control, seat, mirrors, radio, and (if you select this option) power folding steering column. Great for households with more than one driver.

- **Foglamps**
  - These halogen foglamps are optional on coupe and convertible models.

- **Dual Zone AC**
  - Dual-zone air conditioning (standard in Z06; optional in coupe and convertible) lets driver and passenger adjust the temperature in their respective zones for greater comfort.

- **Power Windows**
  - Power windows on both the driver and passenger side provide a convenient “Express-Down” feature.

- **Manual Tilt-Wheel / Power Telescoping Steering Column**
  - This option combines the standard manual Tilt-Wheel steering column feature with a power telescoping column.

- **Heated Side Mirrors**
  - Here’s a feature you’ll really appreciate in snowy or icy conditions. Dual heated power mirrors are standard.

- **Intermittent Wipers**
  - Standard on every Corvette.

- **Tire Pressure Monitor**
  - This safety/convenience feature signals you via a message on the Driver Information Center should pressure in any tire drop below 28 psi.

- **Illuminated Visor Mirrors**
  - These mirrors, on both driver and passenger side, are standard in all models.

- **Magnesium Wheels**
  - Eye-catching and functional (they are lighter than the standard wheel), the optional magnesium wheels add an exotic touch to any Corvette coupe or convertible.

- **Sun Visors**
  - Two visors, on both driver and passenger side, provide a convenient “Eyes-on/Lenses-Down” feature.

- **Six-Way Power Seat Control**
  - A six-way power driver’s seat is standard; a six-way power passenger seat is optional in coupe and convertible.

- **Body-Side Moldings**
  - These optional moldings help fend off dings and dents.

- **Console Storage**
  - A convenient lockable center console storage area includes a cassette holder and auxiliary power outlet for cell phones or laptop computers.

- **Electrochromic Rearview Mirrors**
  - Mirrors (inside rearview and driver’s outside) automatically adjust to lessen headlamp glare from other vehicles at night. This is a new-for-2001 option on all models.

- **Chrome Exhaust Tips**
  - A new feature for 2001 for coupe and convertible models, these standard chrome exhaust tips add to the sporty Corvette appearance.

- **Six-Way Power Driver’s Seat**
  - A six-way power driver’s seat is standard, a six-way power passenger seat is optional in coupe and convertible.
An enthusiast's guide to an American icon.

NOTE: The optional Preferred Equipment Groups (PEGs) shown at right are designed to help simplify the buying process. Just choose the PEG containing the equipment you desire. You may also select individual options (see chart). Some restrictions may apply — your dealer will have more details.

Preferred Equipment Group 1

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<thead>
<tr>
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<tr>
<td>Base Equipment Group</td>
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<tr>
<td>Deluxe air conditioning</td>
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<tr>
<td>Foglights</td>
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<tr>
<td>Memory Package</td>
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<tr>
<td>Adjustable Sport bucket seats</td>
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Preferred Equipment Group 2

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<td>Base Equipment Group</td>
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<td>Deluxe air conditioning</td>
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<td>Foglights</td>
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<td>Memory Package</td>
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<td>Adjustable Sport bucket seats</td>
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**Pick up your Corvette at the Museum**

The National Corvette Museum in Bowling Green, Kentucky (next to the Corvette assembly plant), is a must-see attraction for the Corvette lover. You can also take delivery of your new Corvette at the museum (just ask your dealer for museum delivery). For museum information, call 502-781-7973 or visit their web site — corvettemuseum.com. For more Corvette information, visit the Chevrolet website — chevrolet.com/corvette or call the Chevrolet Information Center at 800-950-2438.
Chevrolet will be there for you with the largest dealer network in the USA — and an owner protection plan that looks after you from the moment you take delivery of your new Corvette. The plan includes:

• New Vehicle Limited Warranty
• 24-Hour Roadside Assistance
• Courtesy Transportation

It's an owner protection plan you can believe in. Your Chevrolet dealer has all the details.

New Vehicle Limited Warranty

This warranty is for GM vehicles registered in the USA. See your Chevrolet dealer for terms and conditions.

- For 3 years or 36,000 miles ( whichever comes first )
- The complete vehicle
- Flat tire changing, fuel delivery, jump starts, towing of vehicle, and rental car if you drop your vehicle off for repairs under the New Vehicle Limited Warranty
- Rust-through corrosion repairs to body panels
- Rust-through corrosion repairs to doors, fenders, hoods, and trunk

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The Corvette color palette is updated for 2001 with two new exterior colors: Speedway White and Quicksilver Metallic. A new Torch Red/Black interior is available exclusively on the Z06.

ABOUT THE COLOR YELLOW

A color as bold as Millennium Yellow commands attention whenever it is seen, and the Corvette Team has been amazed by yellow’s resurgence in popularity since its return last year (approximately 12 percent of production in the 2000 model year).

“Achieving the brilliant hue was a challenge,” says Dave Hill, Corvette Chief Engineer. “Like all Corvette finishes, Millennium Yellow is an environmentally friendly waterborne finish, which makes it more difficult to achieve the vivid, chromatic yellow we wanted. The solution was additional film-build, provided by a yellow-tinted clearcoat that adds depth to the color,” Hill says.

The color yellow has an on-again, off-again history in the Corvette palette. To date, shades of yellow have been available only in the following years: 1955; 1958 and 1959; 1965 through 1981; 1986 through 1996 (except 1989); and 2000 – 2001. The most popular Corvette color since 1984? Red.

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Stunning choices.
Sooner or later, all great cars end up at Le Mans.