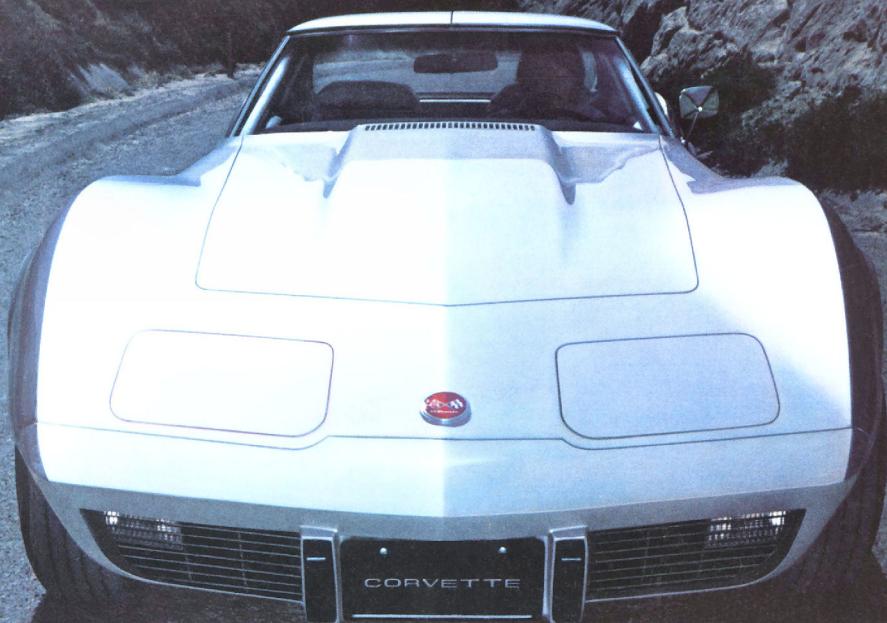


CORVETTE

'75

Here's this year's version of last year's
"Best All-Around Car," as selected by

readers of *Car and Driver* magazine.
Corvette makes excitement make sense.



CHEVROLET MAKES SENSE FOR AMERICA.



With Corvette, it's hard to know where to start. That's because a Corvette has the ability to become exactly what its owner hopes it will be: A superb road car; a stunning style anywhere; a means to good times, good places, good things. Obviously, we can't hope to discuss all of the many possible Corvettes-to-be. Instead, we can talk about the '75 Corvette only as it is: The exceptional assembly of standard systems, features and available options. From this, we know you'll be able to put together your kind of Corvette.

How are you at building a dream?



The '75 Stingray Coupe features convenient "remove-and-store" roof panels.

THE CORVETTE BODY

You may see it as the most exciting shape on any road. We see it as a bit more—an exciting, reinforced fiberglass shape fashioned over a steel substructure (including side-guard beams in the doors). Why fiberglass? Because fiberglass gave our Corvette designers the freedom to shape the body as they had to in order to create that only-one-of-its-kind Corvette look.

But there is more than just aesthetics involved. The Corvette body also had to satisfy the strict demands of wind tunnel testing and development to provide the low level of aerodynamic drag we felt a car of this capability must have. That's why you see smooth, flowing contours, headlight doors that fold flush, flush door handles, a front air spoiler, even wipers tucked down out of the slipstream.

In addition, fiberglass is strong, has excellent sound-deadening qualities, can't rust or corrode. So, in Corvette, you have more than just a good-looking shape. You have one that's efficient and practical, too.

That's not to say we don't keep looking for ways to make improvements. For example, the '75 Corvette features a new bumper system. At the rear, two frame-mounted hydraulic cylinders support an aluminum bumper that cushions minor impact and then returns to position. It's all enclosed in an attractive, one-piece, body-color urethane cover. At the front, the attractive nose section is actually the bumper, with minor impact cushioned by a resilient honeycomb substructure (also self-restoring). One not-so-obvious advantage of the bumper system:

It helps give your Corvette a chance to defend itself when it's left alone.

There's also an anti-theft alarm that's easily set or deactivated with a key lock in the left front fender. The alarm itself can help discourage those who might want to do more than admire your Corvette. There's Soft-Ray tinted glass in all the windows, too. In addition, the '75 Corvette has an outside rearview mirror that's an inch wider than last year's.

Which is your kind of Corvette? (Check your preference.)

Corvette Coupe Corvette Convertible. We know it's a hard decision. Of course, the coupe, along with those gorgeous lines, offers exclusive remove-and-store roof panels.



One minute you have a clean-lined hardtop. The next, you can be opened up to the environment with the feeling of the convertible.

On the other hand, the convertible features a fast-folding top that completely hides away under a flush rear deck panel. You can select either a black or a white top with the convertible. You can also order a removable auxiliary hardtop in body color, or as illustrated, with a formal black vinyl cover.



Available luggage carrier.

What color Corvette? Check one of these 10 standard exterior colors:

- Corvette Steel Blue Metallic
- Corvette Bright Blue Metallic
- Corvette Medium Saddle Metallic
- Corvette Bright Green Metallic
- Corvette Orange Flame Mille Miglia Red
- Dark Red Metallic Silver
- Classic White Corvette Bright Yellow
- Of course, you'll want to see the color chips your salesman has before making a final decision.

How about available body items for your Corvette? Luggage carrier. A handsome addition to your Corvette rear deck, and a very functional one, too, when you're taking along more than your Corvette interior can handle. Your dealer can install it on your Corvette. GR70-15 steel-belted radial ply tires:

- Blackwall (standard)
- White stripe (available) or White lettered (available).

THE CORVETTE INTERIOR

How can any interior hope to compete with all the excitement of the Corvette exterior? Try one on and see! You'll find that inside a Corvette you have what amounts to a very personal and private box seat to all the drama that Corvette makes happen. You have two ways to go. Pick one.

Standard interior. It's all here: lavish, textured-vinyl panels and accents on doors, dash and console. Built-in armrests. An assist grip. Rich, color-keyed, deep-twist carpeting underfoot. Sound deadeners and insulation in areas like door panels to help make your Corvette quiet.

Next, add the seats: tall, command-styled, individually adjustable

buckets, deep-pleated and saddle-stitched for that Corvette feeling. They're body-contoured with deep foam for your personal comfort and added support on long trips.

Directly behind the seats, you find a lockable compartment for your valuables, plus a second lighted compartment for your not-so-valuables. In addition, you have six-and-a-half cubic feet of lighted and fully carpeted luggage space. To help finalize your plans, pick a color for your standard interior:

- Black Dark Blue Light Neutral
- Medium Saddle Dark Red Silver.

Available Custom leather trim interior. Order this interior and you get the added flair, texture and scent of genuine leather in the seating areas, plus cut-pile nylon carpeting and custom wood-grain vinyl accents on the doors and the console. You have to go this far if you hope to top Corvette's standard interior. Order it in Black Medium Saddle or Silver.

Also, ask your salesman about availability of Dark Red or Dark Blue.

Instruments & controls. No one in the driver's seat of a Corvette can remain just a spectator, at least not in an interior that's so obviously set up for serious driving. So, settle back. Grip the sports-type wheel with your left hand. Now, drop your right hand and it falls comfortably on the shift selector (you might want to adjust the seat, slightly). Feels just right,

doesn't it? Note that the hand brake, controls for heater and flow-through ventilation, lighter and ashtray are also right at hand on the console.

Visibility? You've got a good piece of the world in view over that broad Corvette hood. Drop your eyes a bit and you're looking at a big no-nonsense speedometer, trip odometer and matching tach.

Your auxiliary instruments are on a separate panel over the console—fuel, clock with sweep-second hand, oil pressure and amps, plus reminder lights for seat belts, door ajar and headlight doors.

Interior options available. We've just described a very complete cockpit. Still, chances are, you'll want to order some of the factory-installed extras listed below.

Tilt-Telescopic steering wheel. With seven tilt positions and six inches of telescopic travel, this highly

popular item is sure to include a steering wheel distance and angle that are right for you. And it tilts up out of the way to make for easier entry and exiting.

Available Custom interior with leather seat panels and wood-grain accents.



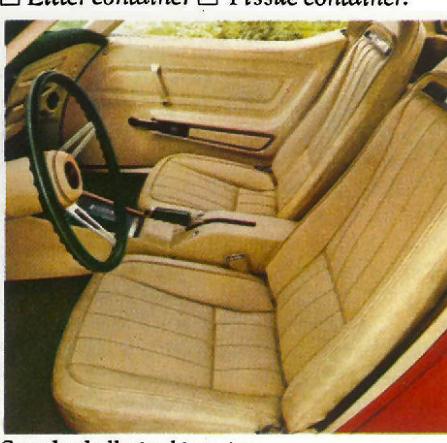
Four-Season air conditioning. We've spent a good deal of time developing this system and the results show it. Not only does it provide an integrated cooling, dehumidifying, heating and ventilating function, but one offering excellent circulation control. Moreover, the controls are built into the console.

AM/FM radio with dual speakers AM/FM/Stereo radio with dual speakers. You can't go wrong with either version. But we especially recommend the stereo, because there does seem to be something about the acoustics of the Corvette interior that really help bring out the "you're in the concert hall" feeling of stereo.

Also available factory-installed are: Power windows Rear window defogger (coupe only) Custom Deluxe shoulder belts for convertible (color-keyed to your interior) Dual horns Map light (mounted on inside rearview mirror); includes a "headlights-on" warning buzzer.

Dealer-installed accessories. You can decide on these items even after you take delivery.

- Citizens' Band 23-channel radio
- Right-hand outside mirror
- Black floor mats
- Compass
- Litter container Tissue container.



Standard all-vinyl interior.



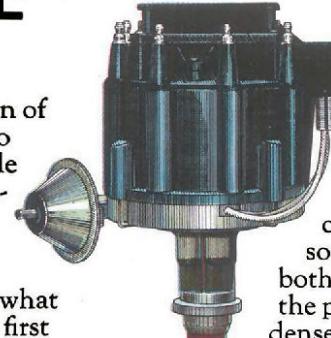
THE CORVETTE CHASSIS

By now, a whole generation of talented engineers have worked to develop and refine this remarkable Corvette chassis beyond its beginning in '53. So if you're one of the fortunate few who remember how well those first Corvettes handled and performed, imagine what you've got to look forward to the first time you drive a '75!

Power teams with Chevrolet's new Efficiency System. We've come a way from the modified "Blue Flame" Six we had on the '53. Today, there are two 350 V8s, each with a new Efficiency System that's designed to make Corvette run leaner (more economically), run cleaner (purer exhaust emission) and save you money every mile. The System includes Early Fuel Evaporation (for faster warm-up), outside air carburetion (for improved performance) and other things we'll discuss later.

Standard 350 4-barrel V8. This is a rugged power plant with good low-speed torque, outstanding for around-town cruising. But, in a trim Corvette chassis, it also becomes responsive and very willing when you put some road in front of it.

Available Special 350 4-barrel V8. The Special is also a 4-barrel, dual-exhaust 350, with all the new-for-'75 Efficiency System features. However, this one's designed for more rugged work with a longer duration cam, special heads with larger valves, impact-extruded pistons, a forged crank, even six more bolts for the main bearing caps. To top it off, it's graced with two of the prettiest, finned-aluminum rocker arm covers around.



High Energy Ignition.

Standard on both engines, HEI has been under development for many years and was well worth waiting for. Solid-state circuitry eliminates a source of tune-up bother and expense: the points and condenser. Moreover, the circuitry, plus a special

high energy ignition coil, provides a hotter, longer duration spark which provides reliable firing and starting (especially in cold or wet weather) and helps extend the service life of the plugs. In short, HEI represents a major advancement in auto ignitions and one that's sure to help keep your Corvette running like a Corvette!

Dual exhausts with catalytic converter. You know the advantages of dual exhausts: less exhaust back pressure for improved engine performance.

Standard wide-ratio 4-Speed manual transmission. This wide-ratio 4-Speed is a good choice for normal driving, which includes a lot of stop-and-go. The high first-gear ratio (2.64 to one) gets you off the mark smartly, and wide intermediate ratios provide good torque-matching at low and intermediate speeds. Moreover, there's a nice,

crisp shift action with all gears fully synchronized.

Available close-ratio 4-Speed manual transmission. The closer ratios of this 4-Speed are better suited for the numerous high-speed up-and down-shifts, associated with off-road competitive driving. It's fully synchronized with a first-gear ratio of 2.43 to one. Available only with the Special V8.

Available Turbo Hydra-matic transmission. Turbo Hydra-matic is an automatic that gives you a choice. You can shift gear ranges manually with the selector on the console when you want added acceleration or engine braking. Or you can leave it in "Drive" to do its own thing. The torque converter plus automatic 3-speed gearbox provide up to a 5.2 to one ratio, making Turbo Hydra-matic an excellent stop-and-go performer. Available with either engine.

Rear axle ratios. When you've picked out the engine and transmission for your Corvette, select the rear axle ratio that suits your kind of driving. The standard ratio is recommended for most normal driving that will include a lot of in-town mileage. With the standard engine, if you're planning to do a high percentage of cruising on expressways, specify the "Highway" ratio, since this lower numerical ratio reduces engine speed, giving better gas mileage. The "High-Altitude" ratio is best for hilly areas or for off-road competitive driving because this higher axle ratio permits higher engine speeds for added power. But you can also expect higher fuel consumption with the "High-Altitude" ratio.



POWER TEAM SELECTOR

Engine	Transmission	Axle Ratios
<input type="checkbox"/> Standard 350 4-barrel V8 Hp, 165 @ 3800 RPM* Torque, 255 ft.-lbs. @ 2400 RPM	<input type="checkbox"/> 4-Speed, Wide Ratio (2.64, low). Std.	<input type="checkbox"/> 3.36, Std. <input type="checkbox"/> 3.08, Highway
	<input type="checkbox"/> Turbo Hydra-matic. Avail.	<input type="checkbox"/> 3.08, Std. <input type="checkbox"/> 2.73, Highway
(L82) <input type="checkbox"/> Available Special 350 4-barrel V8 Hp, 205 @ 4800 RPM* Torque, 255 ft.-lbs. @ 3600 RPM	<input type="checkbox"/> 4-Speed, Wide Ratio (2.64, low). Std.	<input type="checkbox"/> 3.55, Std.
	<input type="checkbox"/> 4-Speed, Close Ratio (2.43, low). Avail.	<input type="checkbox"/> 3.55, Std. <input type="checkbox"/> 3.70†, High Altitude
	<input type="checkbox"/> Turbo Hydra-matic. Avail.	<input type="checkbox"/> 3.36, Std. <input type="checkbox"/> 3.55, High Altitude

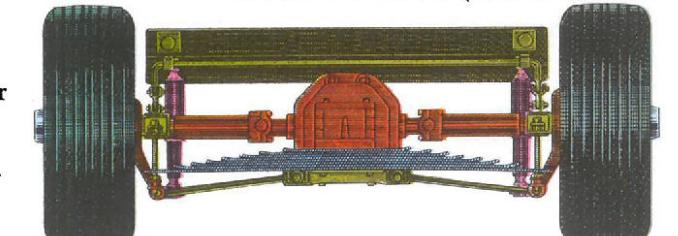
*Net horsepower rating, in accordance with Society of Automotive Engineers standards, represents the power output of engine as installed in automobiles.

†Ratio is not available with air conditioning.



Suspension. There's still only one rear-drive production car made in the U.S. that features full 4-wheel independent suspension... Corvette. And it's the major reason why a Corvette handles and corners like a Corvette. Corvette's front suspension uses unequal-length upper and lower control arms, ball joints and coil springs, but with higher rate springs and a stabilizer bar to help boost road-holding and stability.

However, it's the independent rear suspension that really sets Corvette apart from other U.S. cars. As the illustration shows, the differential carrier is mounted to the Corvette frame, delivering its power to the wheels through half-axles and universal joints. The weight of the differential doesn't move up and down with the rear wheels (as it must with a



conventional solid rear axle). So the wheels can more freely follow the contours of the road for the added traction and road-holding you want from a sports car.

Also, the differential features Positraction which has the ability to direct most of the engine power to the rear wheel with the greater traction. An obvious advantage is in helping to reduce wheel spin on slippery pavements.

Tires? Naturally, they're Corvette-specified steel-belted radials: GR70-15s mounted on 8-inch-wide rims that put plenty of stabilized tread area under your Corvette. Moreover, radials roll easier than conventional bias ply tires, so you may even get a slight bonus in gas mileage!



Available suspensions.

Gymkhana. A package designed to modify the standard suspension more to competition requirements. Includes higher rate front and rear springs (giving a firmer ride), a larger diameter front stabilizer bar and the addition of a rear stabilizer bar. Recommended only for the serious competitor.

Off-Road. Includes everything in the Gymkhana package, plus heavy-duty power disc brakes. Also recommended only when off-road competitive driving is anticipated.

Brakes. For responsive braking, Corvette features a big 11.75"-diameter ventilated self-adjusting disc brake at each wheel. A hydraulic proportioning valve helps limit rear-wheel lock-up under heavy braking.

Manual disc brakes (standard).

Power-boosted disc brakes (available).

Steering. Parallel linkage and semi-reversible recirculating-ball-nut steering gear help give Corvette its excellent steering geometry and response plus a desirable level of road feel. There are two versions:

Manual with 20.2 to one overall ratio (standard)

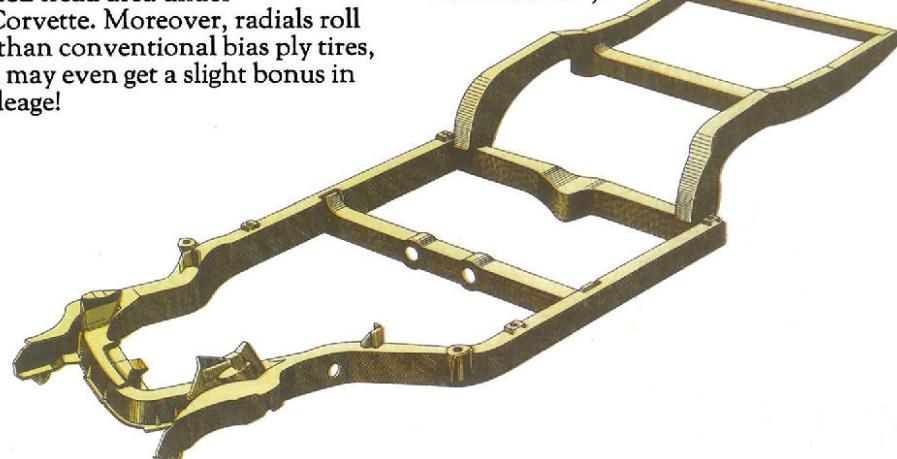
Power with 17.6 to one overall ratio (available).

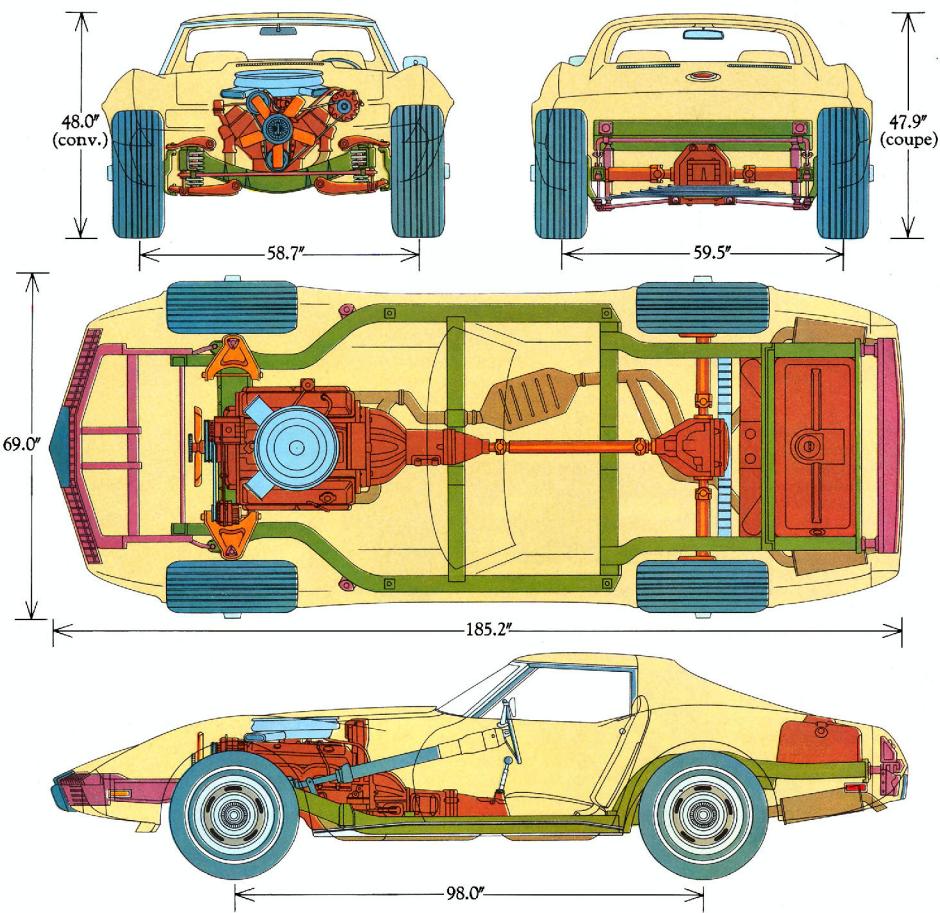
Frame. Note the large box-section side members... and the five (count them, five) crossmembers. This frame's built to do the job a Corvette has to do. Still, there are a couple of available items you might want to consider if you plan to pull a light boat or camping trailer (1,000 lbs. gross weight or less).

Trailer frame hitch

Trailer wiring harness

Heavy-duty battery (to handle the extra electrical load).





Interior dimensions.

Head room	36.2" (coupe)	Leg room	42.1"	Shoulder room	47.9"	Hip room	48.8"
	37.1" (conv.)						

Fuel capacity: 18 gallons.
Battery: 3250 watts,
side terminal.

Safety and Security Features.

Occupant Protection.

Two combination seat and (coupe only) shoulder belts with pushbutton buckles, reminder light and buzzer, starter interlock and (coupe only) shoulder belt inertia reels. Built-in head restraints. Safety steering wheel. Energy-absorbing steering

column. Energy-absorbing padded instrument panel. Padded sun visors. Passenger-guard door locks. Side-guard beams. Safety door latches and hinges. Safety armrests. Folding seat back latches. Contoured windshield header (coupe only). Thick-laminate windshield.

Accident Protection.

Side marker lights and re-

flectors (front side marker lights flash with direction signal). Parking lights that illuminate with headlights. Four-way hazard warning flasher. Back-up lights. Lane-change feature in direction signal control. Windshield defrosters, washers and dual-speed wipers. Wide-view inside day-night mirror (vinyl-edged, shatter-

resistant glass and deflecting support). Outside rearview mirror. Dual master cylinder brake system with warning light. Starter safety switch.

Anti-Theft. Anti-theft ignition key reminder buzzer. Anti-theft audio alarm system. Anti-theft steering column lock. Inside hood latch release.

