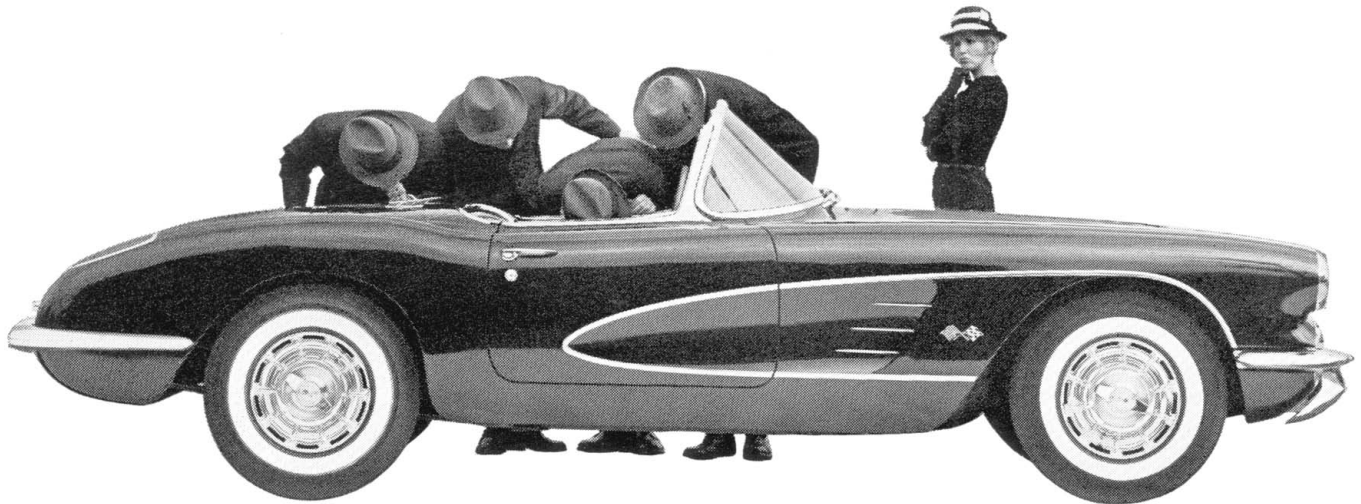


# '60 CORVETTE...more than ever, the pure definition of a sports car!

Here is the latest edition of America's only sports car. Because, like its forerunners, it is unique in concept and performance, its designers are required to solve only one problem: How much pure driving pleasure can be engineered into a road machine? What does this single-mindedness produce? ■ You'll have to drive a Corvette to find out. Small, inky words just can't tell you the exultant feel of a Corvette in javelin-swift motion. The deep assurance of its road-holding. The meaning of dead-true steering. The solid, soft, absolutely flat way a Corvette slices around a curve. ■ As you may have sensed, we are almighty proud of the Corvette. Because it is a car built to uncompromising standards of road behavior—and because it has been polished, honed and perfected year by year with this one end in view. Down below we outline some of 1960's technical accomplishments. But you don't have to study these to know what Corvette stands for. All you have to do for that is slide behind the wheel, flip the switch—and wait for that first wonderful moment of astonishment!



There are some really remarkable results hidden under modest-sounding specification changes in the 1960 Corvette. For example . . . **Suspension:** A stabilizer bar has been added at the rear . . . and rear spring rebound travel has been increased one inch. Result: every Corvette now has a more supple "boulevard" ride . . . but *every* Corvette will corner flatter, stick better and definitely outhandle *any* Corvette offered before, even those with the 1959 heavy-duty suspension option. **Engines:** The two Fuel Injection versions\* now come with aluminum alloy cylinder heads—and they don't use inserted valve seats or guides. This is a major breakthrough in design and metallurgy:

durability of the valve seats is better than cast iron, heat transfer is far faster. Cylinder head and breathing refinements add 25 more horsepower; compression ratio is now 11 to 1. For '60 there's a weight-paring aluminum bell housing for all manual shift models; on the F.I. competition engine this, plus a new all-aluminum cross-flow radiator and the aluminum heads, shaves 80 pounds of weight. **Brakes:** Advances in the optional sintered-metallic brakes enable them to cope with the most severe heavy-duty service while giving a perfectly docile brake for street use. **Summary:** The 1960 achievement in suspension puts Corvette in a class occupied by virtually no other sports car, com-

binning the softness of "touring" springs with the absolute stability of full competition suspension. The range of five engines, from the 230-h.p. standard V8 to the 315-h.p. edition, the three transmissions, from standard 3-speed to extra-cost Powerglide or 4-speed manual shift, give drivers an opportunity to suit their desires perfectly. In all, Corvette today stands as the supreme road car, America's outstanding triumph in the international field of sports car design. . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

\*Optional at extra cost.

**CORVETTE**