

IF THE '63 CORVETTE STING RAY WAS SO GOOD, WHY DID WE CHANGE IT FOR '64?



Almost nothing is so good it can't be improved—and the '64 Corvette Sting Ray proves it.

That slippery aerodynamic shape is smoother. A broad sweep of glass gives the Sport Coupe's rear window better visibility. The cockpit enjoys new touches, from a simulated walnut-rim steering wheel to the Sport Coupe's interior ventilator that boosts air circulation.

Corvette's ride is as taut as ever. Suspension refinements give it supple new comfort in city driving. We shut out road noise and shock with extra sound-deadening materials, new body and transmission mounts. And kept Corvette's roar alive with a choice of V8's from 250 up to 375 hp\*. Added a smoother new 4-speed shift\* (plus quieter standard 3-speed and optional-at-extra-cost Powerglide) and new ratios.

We rested on our laurels with 4-wheel fully independent suspension and features like fully retractable headlights. Kept both Sport Coupe and Convertible models while spicing up both comfort and performance options.

All these changes make Corvette an even better car for '64. What better reason to change it?

Chevrolet Division of General Motors, Detroit, Michigan.

'64 CORVETTE STING RAY



\*Optional at extra cost.