



American sports cars all look alike. '65 CORVETTE

Corvette is America's one true sports car—has been for years.

But Corvette is also two body styles. Five engines and three transmissions available. Plus enough other equipment you can order to make any kind of sports car you want.

For aficionados, there's the snarly Corvette. Ordered with a 375-hp Ramjet fuel-injected V8, 4-speed fully synchronized shift, Positraction, cast aluminum wheels, special goldwall tires, genuine wood-rimmed steering wheel, telescopic steering column,

special front and rear suspension and special exhaust system.

For boulevardiers, there's the plush Corvette. Ordered with a 300-hp V8, Powerglide, power brakes, steering and windows, tinted glass, genuine leather seat trim, AM/FM radio, and air conditioning.

And if you're a bit of both aficionado and boulevardier, you can get all kinds of in-between Corvettes, part snarly and part plush.

Every Corvette gives you 4-wheel disc brakes, fully independent suspen-

sion, retractable headlights, and a sumptuous bucket-seated interior as standard. At a very reasonable price compared to any car near its class.

Now you know why America has only one sports car; with all those different Corvette versions, who needs any more?

Corvette Sting Ray



Chevrolet Division of General Motors, Detroit, Michigan