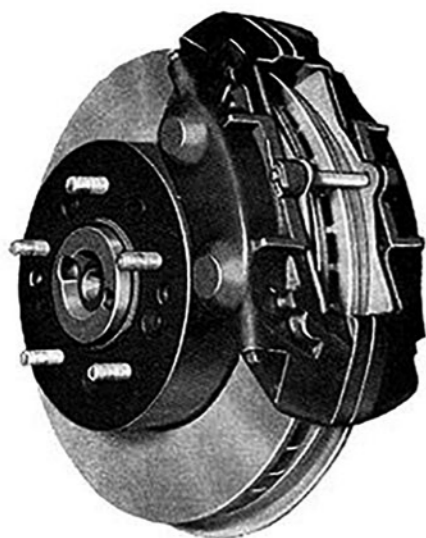




'65 CORVETTE New with 4-wheel disc brakes



Caliper-type discs, 11 $\frac{1}{4}$ inches in diameter and vented for cooling, are fitted to all four wheels of the '65 Corvette.

Corvette for '65 offers 4-wheel disc brakes as standard equipment. It figures. When it comes to performance ideas, Corvette's been out in front for years.

And there hasn't been a better idea than 4-wheel discs in the history of brakes. They're virtually fade-free. Unaffected by heat or water. Self-adjusting. Wear like granite. And require

almost no maintenance in normal use.

We could go on, but Corvette has a few other nifties for '65.

Like that new V8 you can order (along with 300- and 365-hp V8's and 375-hp Ramjet fuel-injected V8). It's a 350-hp triumph of the engine designer's art. Smooth as honey in spite of all that torque.

Inside, you'll find re-designed seats,

door panels and instrument faces (white on black, enough to bring tears of joy to a purist's eyes).

Outside, some beautiful things have happened. Notice that smoothed-off hood. The clean new grille design. New body side trim. Mean-looking magnesium-type wheel covers even a real magnesium wheel could envy. And three big, bold, *functional* front

fender louvers on each side.

Now for the do-it-yourself department: order what you want. Corvette's got everything again from 4-Speed Synchro-Mesh to cast aluminum wheels. From Positraction to power windows. From genuine leather seat upholstery in seven colors to a new telescopically adjustable steering column.

All this and 4-wheel disc brakes, too.

We've said it every year and we'll say it again for '65—there's never been a better time to go Corvette.



Chevrolet Division of General Motors, Detroit, Michigan