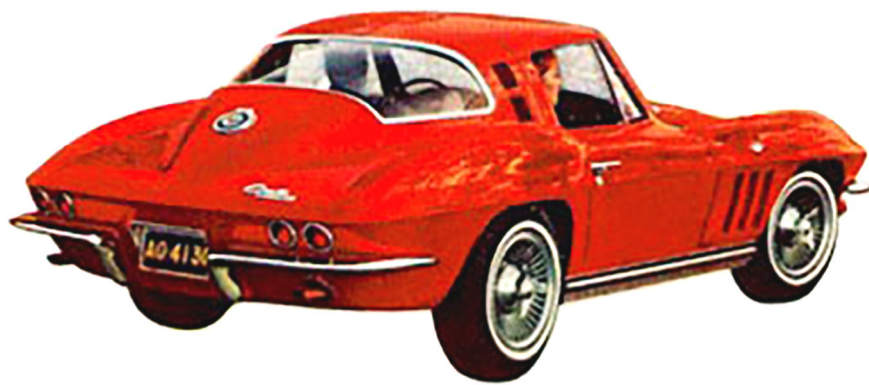




The coupe will fill your life about as full as the convertible.
 (Sorry, some decisions don't come easy.)



The Sting Ray Sport Coupe is a snug, cozy, intimate machine with plenty of luxurious room for two and their luggage. The Convertible is a snug, cozy, intimate machine with plenty of luxurious room for two and their luggage, and the top goes down. Some people just like to be wind-blown every once in a while, and some don't.

You'll just have to make up your own mind. In either case you get all the benefits of Corvette ownership—things like four-wheel disc brakes. Four-wheel

independent suspension. 47/53 weight distribution. All-vinyl interior. Fiber glass body. That kind of thing.

And you get to make all the choices about what equipment you want to order for either car—like your choice of six engines and three transmissions, or such equipment as power windows, power steering, or power brakes. You'll get the same kind of handling, performance, and precision engineering in the coupe as you will in the convertible. Corvette-kind. Superb.

(If you absolutely can't make up your mind, you might consider both cars. You can buy them both for less than you'd have to pay for just one of a lot of other Grand Touring cars of similar performance and quality.)

Corvette Sting Ray



Chevrolet Division of General Motors, Detroit, Michigan