



CORVETTE

AMERICA'S SPORTS CAR



Sports car owners show an appreciation for some of life's shinier moments—the keen adventure and precise action that truly great road cars afford.

The Corvette in its '59 edition is just such a car. It was *born* a sports car—*America's* sports car—and in the time intervening it has been continually polished and refined. What was basically a great design has been carried forward, adding new precision, new performance and pleasure to what admittedly is the greatest driver's car produced in this country.

Make a date soon to savor its new sleekness, its new smoothness, every facet of its fun and behavior on the road. The experience will genuinely astonish you!

For the man who appreciates fine possessions







W

hether you're casual driver
or connoisseur



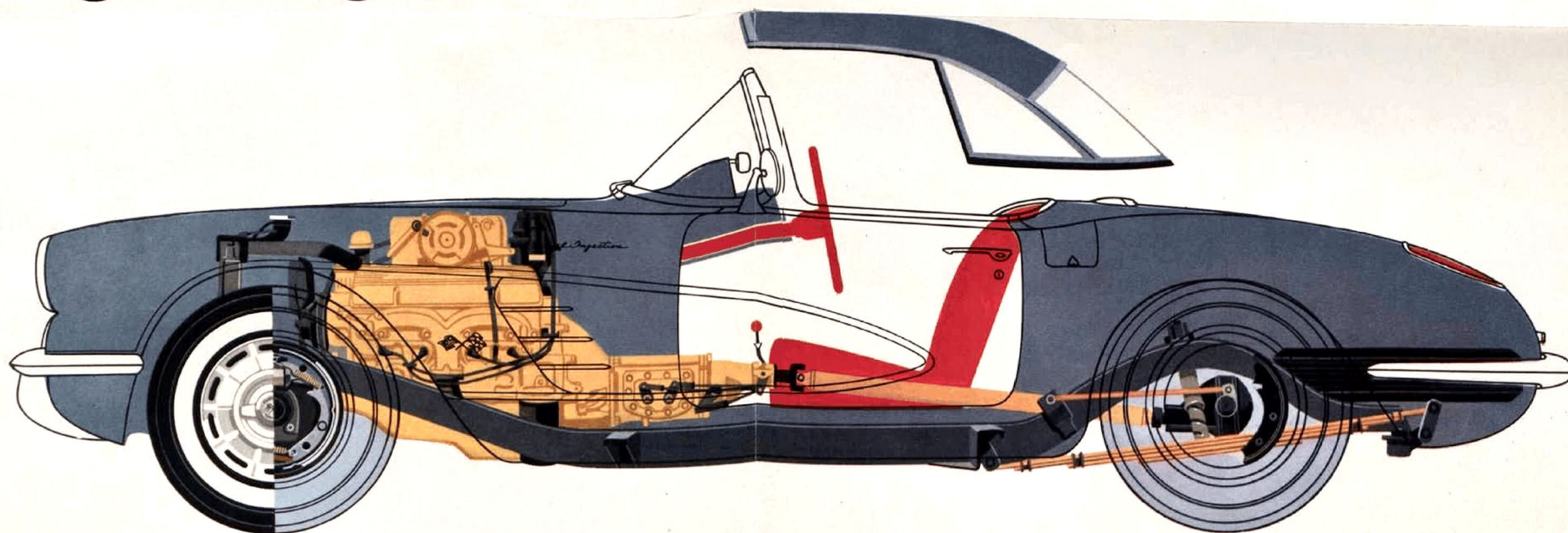
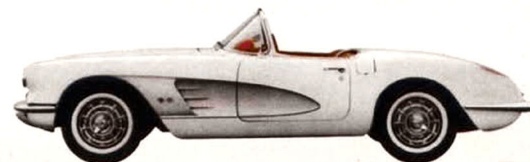
If you're a casual driver, you may never want to put the Corvette to a test of its full potential. Some owners admire it mainly for the way it adds spice and distinction to driving. For its sleek sophistication and jaunty good looks. For its incomparable sports car comfort . . . the all-weather convenience of roll-up windows and a choice of tops. But in case you're a connoisseur, it's warming to know that this is the real thing! Not only a veritable *sports car*—but one that goes, handles and hangs on like no other production sports car in the world. None other performs two different roles so capably.



P PRECISION

marks every detail of this all-out sports car

More top performance per dollar than anything you can buy—that's the '59 Corvette. And you only have to drive it to dispel all doubt. Check the new "road" version of metallic-lined brakes*. Try the new parallelogram rear suspension—note how it nails torque tight to the road without wheel skip, how it smooths the rear end steering effect, how it cuts axle wind-up when the brakes bite hard. Check the subtle refinements that make driving more fun: the easier-to-read instruments, the Reverse lockout on the 4-speed gearbox*, the deeper "bucket" contour of the form-fitting seats. . . . But mere performance and handling aren't all. In design, in engineering, in skillful construction—everything puts the Corvette way out front, with a sweeter way of moving that marks it as the real McCoy!



POWERPLANTS

CORVETTE ENGINES are 8-cyl. ohv; 283 cu. in.; bore 3.875"; stroke 3.0" 230 HP with single 4-bbl. carburetor; compression ratio 9.5:1; hydraulic valve lifters—STANDARD EQUIPMENT.

245 HP with twin 4-bbl. carburetors; compression ratio 9.5:1; hydraulic lifters—R.P.O. 459.*

250 HP with constant flow fuel injection; 9.5:1 compression ratio; hydraulic lifters—R.P.O. 579.*

270 HP with twin 4-bbl. carburetors; 9.5:1 compression ratio; solid lifters; light valves; special camshaft—R.P.O. 469C.*

290 HP with constant flow fuel injection; 10.5:1 compression ratio; solid lifters; light valves; special camshaft—R.P.O. 579D.*

GEARBOXES

3-SPEED CLOSE-RATIO SYNCHRO-MESH; ratios: 2.21:1 low, 1.32:1 second, 1:1 third, 2.51:1 reverse—STANDARD EQUIPMENT.

POWERGLIDE AUTOMATIC (with 230-, 245- and 250-HP engines)—R.P.O. 313.*

4-SPEED CLOSE-RATIO SYNCHRO-MESH; ratios: 2.20:1 first, 1.66:1 second, 1.31:1 third; 1:1 top, 2.26:1 reverse—R.P.O. 685.*

All gear selector levers floor-mounted.

POWER-MATCHED REAR AXLES

STANDARD REAR AXLE; semi-floating hypoid; standard ratios: 3.70:1 with 3- or 4-speed Synchro-Mesh; 3.55:1 with Powerglide.

POSITRACTION REAR AXLE; non-slip differential with choice of ratios: 3.70:1, 4.11:1 or 4.56:1 with either 3- or 4-speed Synchro-Mesh—R.P.O. 675.*

SPECIAL EQUIPMENT FOR SPORTS CAR EVENTS

HEAVY-DUTY SUSPENSION AND BRAKES SYSTEM; heavy-duty springs, front and rear; larger shocks with stiffer valving; heavier front stabilizer; fast steering linkage (16.3:1 o.a. ratio); special brakes with ceramic-metallic facings, finned cast iron drums, vented flange plates with air scoops. Available only when ordered with Positraction and with 3- or 4-speed gearboxes and 270- or 290-HP V8's—R.P.O. 684.*

Also available: NYLON CORD TIRES—L.P.O. 1408*; special wheels with 5½" wide rim—R.P.O. 276.*

OTHER OPTIONS AND ACCESSORIES*

Windshield sunshades—R.P.O. 261; whitewall tires (Tyrex cord; 6.70 x 15, 4 pr)—R.P.O. 290; removable hardtop when ordered in addition to soft top (choice of either hardtop or soft top is standard equipment)—R.P.O. 419; power windows—R.P.O. 426; power operation for soft top—R.P.O. 473; special brake linings (sintered metallic for exceptional fade resistance)—R.P.O. 686; heater—F.O.A. 101; radio—F.O.A. 102; parking brake alarm—F.O.A. 107; courtesy light—F.O.A. 108; windshield washer—F.O.A. 109.

SPORTS CAR COLORS

NEW ACRYLIC LACQUER exteriors in Tuxedo Black, Snowcrest White, Frost Blue, Crown Sapphire, Classic Cream, Roman Red, Inca Silver. Two-tone combinations*: Tuxedo Black/Inca Silver, Snowcrest White/Inca Silver, Frost Blue/Snowcrest White, Crown Sapphire/Snowcrest White, Classic Cream/Snowcrest White, Roman Red/Snowcrest White, Inca Silver/Snowcrest White. Interiors in Black, Blue, Turquoise or Red, color-keyed to the exterior of your choice.

DIMENSIONS

Wheelbase 102"; over-all length 177.2"; over-all height (soft top raised) 51.6", (soft top lowered) 49.7", (hardtop installed) 51.5"; road clearance 6.0"; over-all width 72.8"; front tread 57", rear tread 59".

*Optional at extra cost.



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U.S. POSTAGE

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DETROIT, MICH.
PERMIT NO. 4719

Get behind the wheel of a
Corvette in its '59 version
to know its winning ways

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