



GM
CHEVROLET

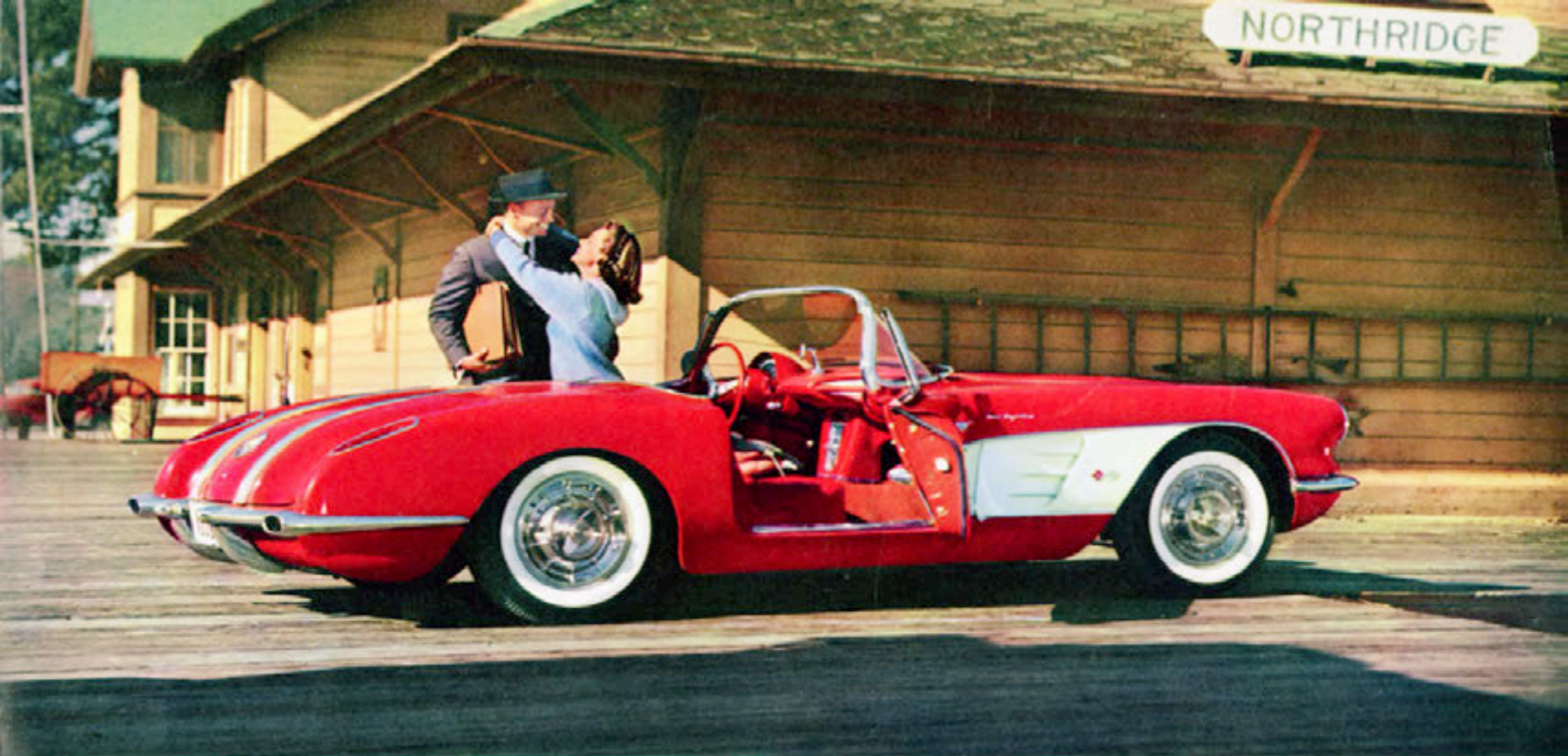
1958

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Detroit, Mich.

for '58
this two-seater got SWEETER



no car leads

2

LIVES more beautifully

Busy sports car moderns! On weekdays their Corvette is a sleekly handsome car about town, always fun to "fetch 'n' carry" in and admired wherever seen. A perfect companion of a car, especially delightful to handle, far easier to park, crisp and obedient to the lightest touch. A luxuriously comfortable year-round car that can be quickly transformed from convertible to snug hardtop.

On most sunny weekends you'll find these same active people driving just for the sheer fun of it—enjoying the excitement of a rally, gymkhana or trial. For the Corvette is truly an authentic sports car. Under its sculptured shape is a built-for-action chassis with unusually precise balance and road-holding ability; under its low, stylish hood is a sports car V8 with amazing capabilities.



HERE IS A SPORTS CAR IN THE GREAT TRADITION...

admired wherever the great ones gather



Behind the Corvette lies a tradition of magnificent cars — built and bought for sheer pleasure. And you'll know this pleasure in its purest form when you first lay hand to the Corvette's wheel and put it through its paces. In the careful design of chassis and running gear you experience positive control and split-second reflexes. You note an emphasis on precision and handling, on roadability and response to your bidding. You feel a solid sureness in the bite of powerful brakes, in steering that's crisp and accurate. And why not? For these are the very qualities that define a great road car. Wherever the great ones gather, there you will find Corvette, —sweetest two-seater in the land!

Surrounds you with superb new luxury — Corvette's cockpit is studded with new features from full instrument cluster to the tachometer that fronts the driver, an assist bar that spans the right-hand cove, reflectors in the door panels to warn oncoming drivers when either door is open.



Year-round comfort — Standard crank-operated windows offer all-season comfort. Power windows are optional at extra cost.

Sculptured for action — Agile lightness mates handsomely with exceptional strength in the Corvette's newly styled, rugged body.



Take your choice of tops — An easily removable hardtop can be ordered as a second top at slight extra cost, or in place of the soft top at no extra charge. A power-operated soft top is an extra-cost option.

BASIC FEATURES AND SPECIAL EQUIPMENT OPTIONS

FOR PERFORMANCE

1 CORVETTE ENGINES are 283-cu.-in. displacement valve-in-head V8's with 3.88" bore and 3.0" stroke. You can choose horsepower that suits your driving needs.

230-H.P. CORVETTE V8 with 4-barrel carburetor (A) and hydraulic valve lifters—standard.

245-H.P. CORVETTE V8 with twin 4-barrel carburetion (B) and hydraulic valve lifters—RPO 469.*

250-H.P. CORVETTE V8 with Ramjet Fuel Injection (C) and hydraulic valve lifters—RPO 579.*

270-H.P. CORVETTE V8 with twin 4-barrel carburetion (B) special camshaft (D) and high speed valve system—RPO 469C.*

290-H.P. CORVETTE V8 with Ramjet Fuel Injection (C) special camshaft (D) and high speed valve system—RPO 579D.*

CHOICE OF GEARBOXES

2 3-SPEED CLOSE-RATIO SYNCHRO-MESH Standard. Ratios: 2.2:1 first, 1.31:1 second, 1:1 third, 2.51:1 reverse.

3 4-SPEED CLOSE-RATIO SYNCHRO-MESH Fully synchronized in all forward speeds. Optional* with all engines. Ratios: 2.2:1 first, 1.66:1 second, 1.31:1 third, 1:1 fourth, and 2.26:1 reverse—RPO 685.

4 POWERGLIDE AUTOMATIC Optional* with 230-, 245-, and 250-h.p. engines—RPO 313.

POWER-MATCHED REAR AXLES

5 STANDARD REAR AXLE Conventional design. Ratios: 3.70:1 with Synchro-Mesh transmission, 3.55:1 with Powerglide.

6 POSITRACTION keeps positive power geared to the rear wheels as long as either rear wheel has traction... for safer, surer going on ice and in mud or snow. Optional* with Syn-

chro-Mesh transmissions and a choice of axle ratios: 3.70:1, RPO 677; 4.11:1, RPO 678; or 4.56:1, RPO 679.

SPECIAL EQUIPMENT* FOR SPORTS CAR MEETS

7, 8, 9, 10 HEAVY-DUTY BRAKES AND SUSPENSION Heavy-duty front and rear springs and larger shock absorbers with stiffer valving (7) heavier front stabilizer (8) and fast steering linkage that gives a 16.3:1 overall ratio. Also included are special brakes with ceramic-metallic facings (9) finned cast iron brake drums (10) and vented flange plates with air scoops. Air ducts from front of car extend through body rocker panels to each rear brake. Used with Positraction rear axle, this equipment is available with Synchro-Mesh transmissions and 270- or 290-h.p. engine—RPO 684. Wide-base wheels with 5½" rims also available—RPO 276.

EXCITING NEW COLORS

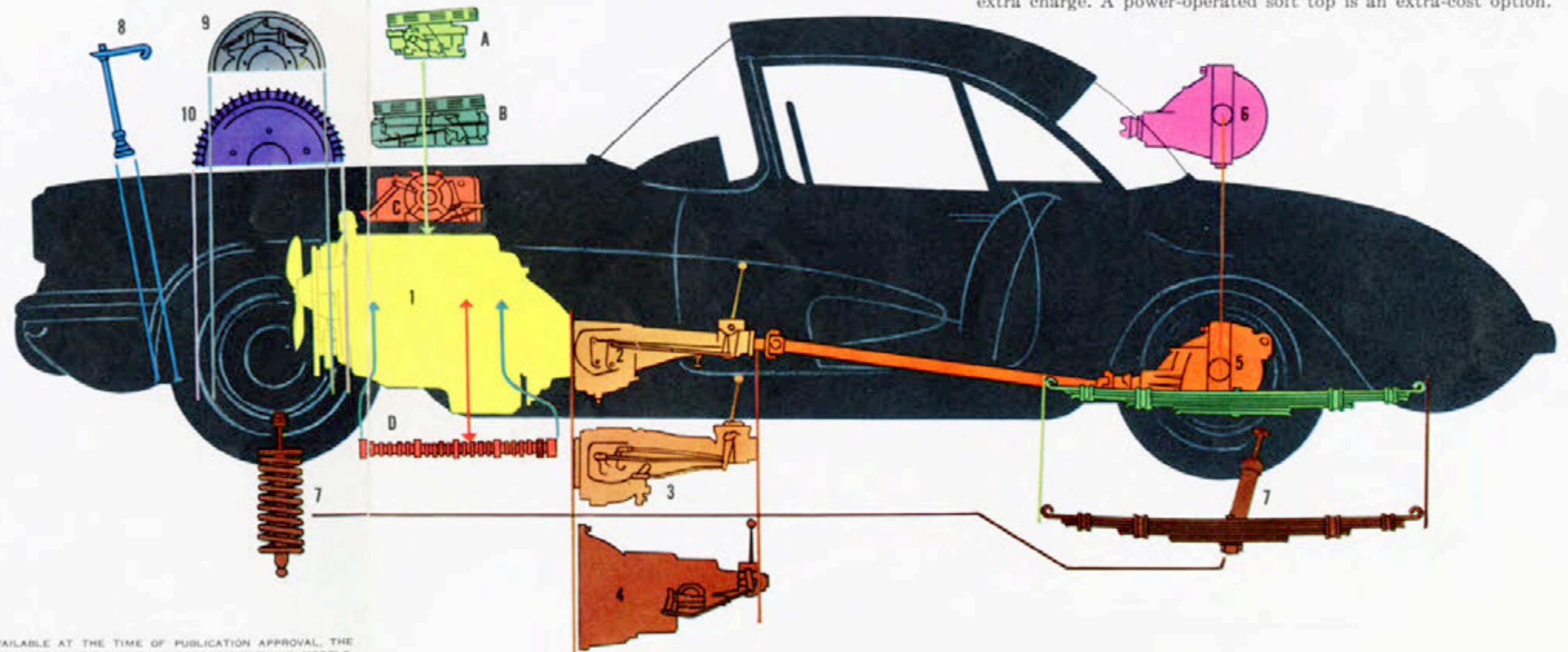
Six solid color exteriors... Charcoal, Snowcrest White, Silver Blue, Regal Turquoise, Panama Yellow, and Signet Red. These colors also available in optional* two-tone exteriors with color-keyed Inca Silver or Snowcrest White in the sculptured side panels. Interior trim and folding top offered in three colors, keyed to exterior color.

OTHER OPTIONS

Other equipment and accessories available as factory installed options* are whitewall tires, heater, radio, parking brake alarm, courtesy light, and push-button windshield washer.

DIMENSIONS

Wheelbase, 102". Length, 177.2". Overall height: folding top, 52" up, 49.2" down; hardtop, 51.9". Height at door, 33". Road clearance, 5.8". Width, 72.8". Tread: 57" front, 59" rear. *Optional at extra cost.



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LOG SOME TIME IN THIS ONE...in all America there's no driving quite like it!



If you admire a car that responds to your touch as though it were a part of you, the '58 Corvette is your kind of car. Why not let your Chevrolet dealer arrange to show you its winning ways? One trial run in this adventuresome two-seater is bound to gladden the heart of even the most seasoned driver!



FORWARD FROM FIFTY 1908-1958



Only franchised dealers display this famous trademark

SEE YOUR LOCAL AUTHORIZED CHEVROLET DEALER