

GM BOOKLETS

1986

CHEVROLET

#27 c.3

C

O

R

V

E

T

T

E

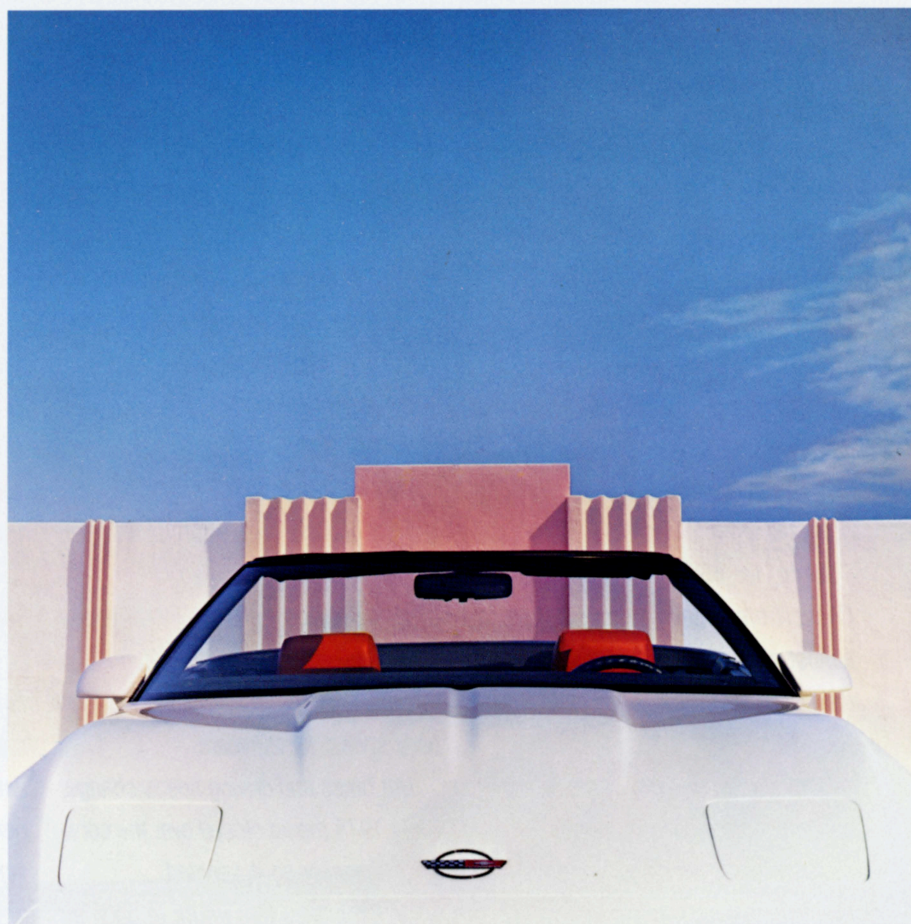
Convertible

"Everybody dreams the same dream."

"What do they dream?"

"They dream of freedom and fun, and here we are free, in the midst of the best fun of all, in our own car... scrambling up the highway... with not a care in the world."

— William Saroyan



Yes.

That's the only possible response to the Corvette Convertible.

Yes to wind. Yes to sunshine. Yes to the envious stares of unfortunates consigned to lesser cars.

There are many good reasons for driving the Corvette Convertible. Including the fact that this machine puts more power under and wraps more style around you than any other production roadster.

But the essence of the experience has little to do with intellect.

Because somehow when the top comes off, the pace quickens. The sun, the wind, the moment — everything becomes more intense.

Light, for instance. In the Corvette Convertible, light seems brighter. It almost assumes substance as it flows down over the door sills and curls around your legs.

The air — swirling, streaming — enhances the feeling of motion.

And sounds, no longer isolated, spill over you, making you and the world and the vehicle — one.

Before you, behind, and from underneath, every system throbs with energy waiting to be unfettered. The rewarding sonority of Corvette's 230 horses surrounds you. Gazing over the expansive

fiberglass clamshell, your mind's eye envisions the eight vigorous cylinders at work. Tuned-Port Fuel Injection ensures these chambers are fed with computer accuracy. As you surge toward cruising speed, each of the forward gears contributes its specific timbre while the slippery whoosh of the fuselage melds with the rush of the wind in your hair.

No unsightly boot or unkempt bulge mars the passage of this convertible. The manually operated top disappears completely into a covered well, preserving, at all times, the design integrity of Corvette's svelte wedge.

Which is as it should be. After all, Corvette's distinctive silhouette has symbolized glamour and excitement since the vehicle debuted in 1953.

At that time, of course, all Corvettes were convertibles. And they continued to be offered as such, in a variety of body styles, for 22 years.

But times and driving needs change. So in 1975 the lid closed over the cockpit. Forever, or so it seemed.

Which makes this return to open-air driving, more than a decade later, both a memorable event and an excursion into prestige motoring.

For make no mistake. The Corvette Convertible is a true technological achievement.

While the roof was closed, the engineers were busy. Concentrating on performance, aerodynamics, advanced engineering.

The Corvette became a world-class sports car.

With Bosch ABS II anti-lock braking, four-wheel independent suspension, power rack-and-pinion steering and unidirectional Goodyear Eagle P255/50VR-16 tires. Atop the aggressive 5.7 Liter V8 powerplant, new lightweight aluminum cylinder heads help achieve a 9.5:1 compression ratio. Together, all contribute to Corvette's impressive ability to glue itself to the road while the earth disappears beneath the nose of the vehicle at an astonishing — and satisfying — rate. A cockpit incorporating the most sophisticated of ergonomic principles is designed to enhance driver control and comfort. Advanced systems, of the sort that record everything from ambient temperature to engine revolutions per minute to fuel range in varying driving conditions, keep you constantly linked to events within the machine and outside.

Now the convertible adds yet another dimension to the Corvette legend. Dazzling performance and power join white light and golden moments to create America's premier motoring experience.

There's only one response.

*Endless sky, breezy
sunlight, favorite
companion and the
Corvette Convertible.
Life's little pleasures...
sine qua non.*



CONVERTIBLE FEATURES AND EQUIPMENT



No other car quite captures the excitement of a Corvette Convertible at speed. The marriage of an open-air configuration and fiery performance creates a new edition destined to be a collectible in its own time.

Significantly, this Corvette has been designed as a convertible. All components are computer-tuned to the high-performance application. Every convertible is assembled at the Corvette facility in Bowling Green, Kentucky, by dedicated craftsmen committed to the quality production of America's most prestigious sports car.

The convertible is also the most comprehensively equipped Corvette in history. With standard features ranging from Bosch ABS II anti-lock brakes to

ergonomically contoured bucket seats, the vehicle marks another Corvette milestone in sports car architecture, elegance and performance.

CONVERTIBLE SPECIFICS

16" x 9½" aluminum alloy wheels. Delco deflected-disc shock absorbers specifically calibrated to the convertible. 5.7 Liter Tuned-Port Fuel Injection (TPI) V8 engine with aluminum cylinder heads. Manually operated, aerodynamically designed convertible top with headliner and acrylic rear window.

EXTERIOR COLORS

Silver Metallic, Medium Gray Metallic, Medium Blue Metallic, Yellow, White, Black, Gold Metallic, Silver Beige Metallic, Medium Brown Metallic, Dark Red Metallic, Bright Red.

INTERIOR COLORS

Blue, Bronze, Graphite, Gray, Saddle, Red.

CONVERTIBLE TOP COLORS

Black, White, Saddle.

INDIANAPOLIS 500 PACE CAR GRAPHICS

The 1986 Corvette Convertible has been chosen as pace car for the 70th running of the Indianapolis 500.

This is the seventh time a Chevrolet product has set the pace at Indy, and the 1986 convertible is the only street-legal official car since 1978, when another Corvette did the honors.

A special pace car graphics package is offered with every 1986 Corvette Convertible and may be installed by your dealer.

For a complete list of standard features, technical data and optional equipment, consult the 1986 Corvette catalog.

From gatorbacks to soft top, hidden halogen headlamps to aircraft-style cockpit to stainless steel dual exhaust, the Corvette Convertible invites you to experience motoring in highest style.

