

People have the idea you can tell what cars of the future will be like by looking at Chevrolet's Corvette.

They're right.



'70 Corvette

When you buy a Corvette, you buy a lot more than a car.

You buy an image.

A car that looks all hood and wheels. A car that's eager for the open road. A car with no compromises like jump seats for the kiddies. A car that says, "I believe in engines and gears and feel of the road." A car whose form follows its function.

You buy a pacesetter. A representation of what could come in automotive design. From the very beginning,

Corvette pioneered. It hasn't stopped. When Chevrolet introduces something new—from disc brakes to a hidden headlight system—it usually debuts on Corvette.

You buy an environment. It's an automobile, sure, but you'll find yourself knowing more about it than anything you've ever driven. It's got gauges galore for the ultimate in feedback.

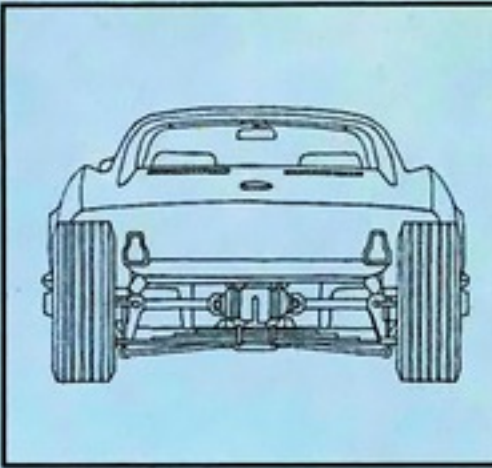
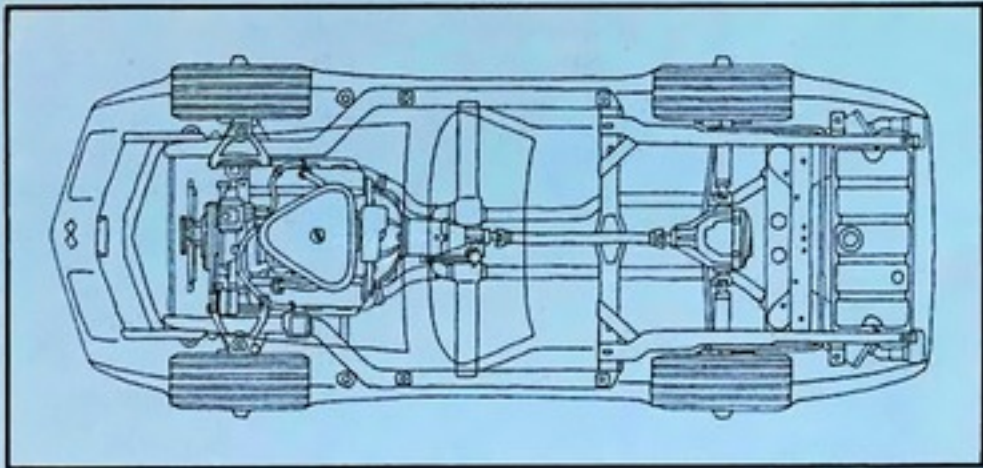
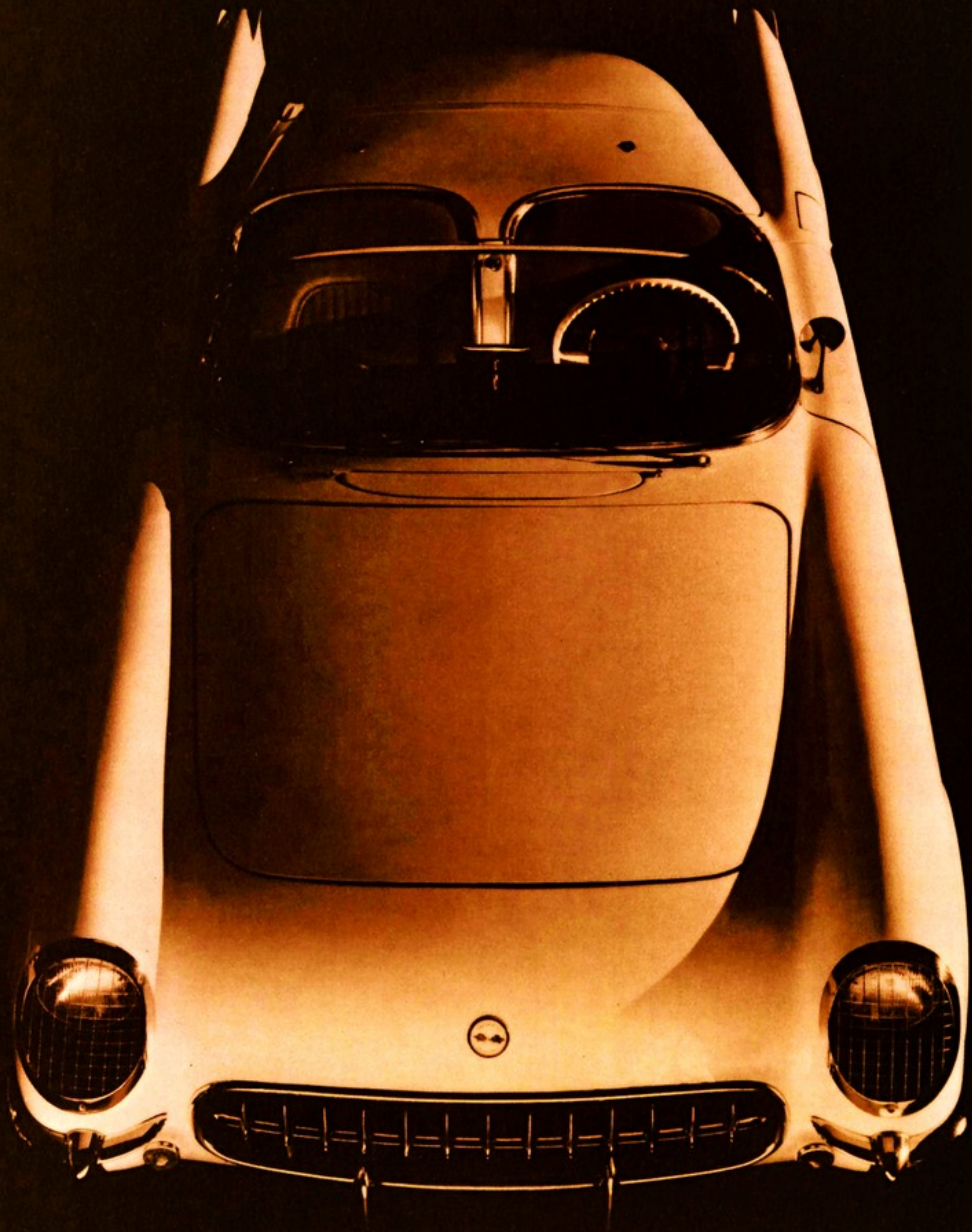
Buy any other sports car and all you get is today's car. Buy a Corvette and you buy a piece of tomorrow.



1970 Chevrolet Corvette Stingray Convertible

*Many of the items pictured on these cars are extra-cost Options and Custom Features. For a complete listing, see your dealer.
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1953-55 Where it all began. Corvette's original chassis, an X-braced box girder frame, was purely conventional. But Corvette's body wasn't. Molded of fiberglass-reinforced plastic and sporting an engine with triple side-draft carburetors under the hood, it showed that Corvette, in its very first year, was going to set the pace on innovation. In the gallery of vintage Corvettes to follow, you'll see the influence of Corvette on other high-performance cars, especially Corvette's relatives in Chevy's Sports Department.



'70 Corvette: Superstructure.

If you respect exquisite machinery, you'll find the new Corvette as beautiful underneath as it is on top. Put one on a hoist and the first thing you see is the frame—two steel side rails running the full length of the body. These are braced with five cross-members into a rigid structure. Corvette's body is then mounted solidly to the frame for increased torsional rigidity.

Corvette's unusually low center of gravity is due partly to the fact that the frame rails run outside of the seating area. And the front/rear weight distribution

(47/53% with 350-CID engines) results in benefits in traction, braking and reduced steering effort.

Corvette's front suspension uses upper and lower A-shaped arms, with anti-dive geometry built into the upper control arm. Variable-rate coil springs up front cushion small bumps, yet maintain firm control on rough roads. A hefty front stabilizer bar reduces roll.

Out back is where you find one of Corvette's real handling secrets—a fully independent rear suspension with Positraction rear axle. Its key feature is a transverse-mounted variable-rate leaf spring which soaks up loads from the two axle shafts, which are joined to the differential by universal

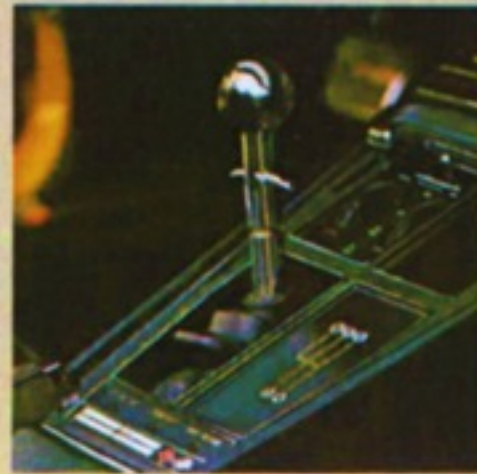
joints. This design allows each rear wheel to react independently to changes in road surface without affecting the other wheel.

The standard steering ratio is 3.4 turns lock to lock, or you can order Corvette's power steering for even quicker response. A lot of sports cars may look good on top. None look as refined as Corvette underneath. And it's what's underneath that counts when it comes to performance.



Chevrolet Corvette Stingray Coupe with extra-cost luggage rack.

1956-57 During this period, Corvette began to build its now legendary reputation for performance. The Blue Flame Six was dropped in '55 in favor of a 265-cu.-in. V8, boosted to 283 cubic inches by '57. Factory engine modifications during '56 included a dual-quad manifold while '57 saw fuel injection. Two other innovations in '57 were Positraction, offering better grip in the slip, and a fully synchronized 4-Speed. Today, you can order these two worthwhile features on almost any car in Chevrolet's Sports Department.



Strength in numbers for 1970— 300, 350, 370, 390, 460 hp.

Every Corvette is built tough right from the start. Our basic V8, the 300-hp Turbo-Fire 350, features a 10.25:1 compression ratio, a 4-barrel carb, cast aluminum alloy pistons and a precision-formed crank. With this, and all other Corvette engines, you get Corvette's dual exhausts with new rectangular outlets and Positraction rear axle standard.

Go one step up to the 350-hp Turbo-Fire 350, and you get an 11.0:1 compression ratio, impact-extruded aluminum alloy pistons, finned aluminum rocker covers, a high-performance cam and a forged steel alloy crank. Our 370-hp 350 features the same hardware as the 350-hp version plus an aluminum intake manifold, domed hood, special cam, special exhaust and mechanical lifters.

Next step up. Our 390-

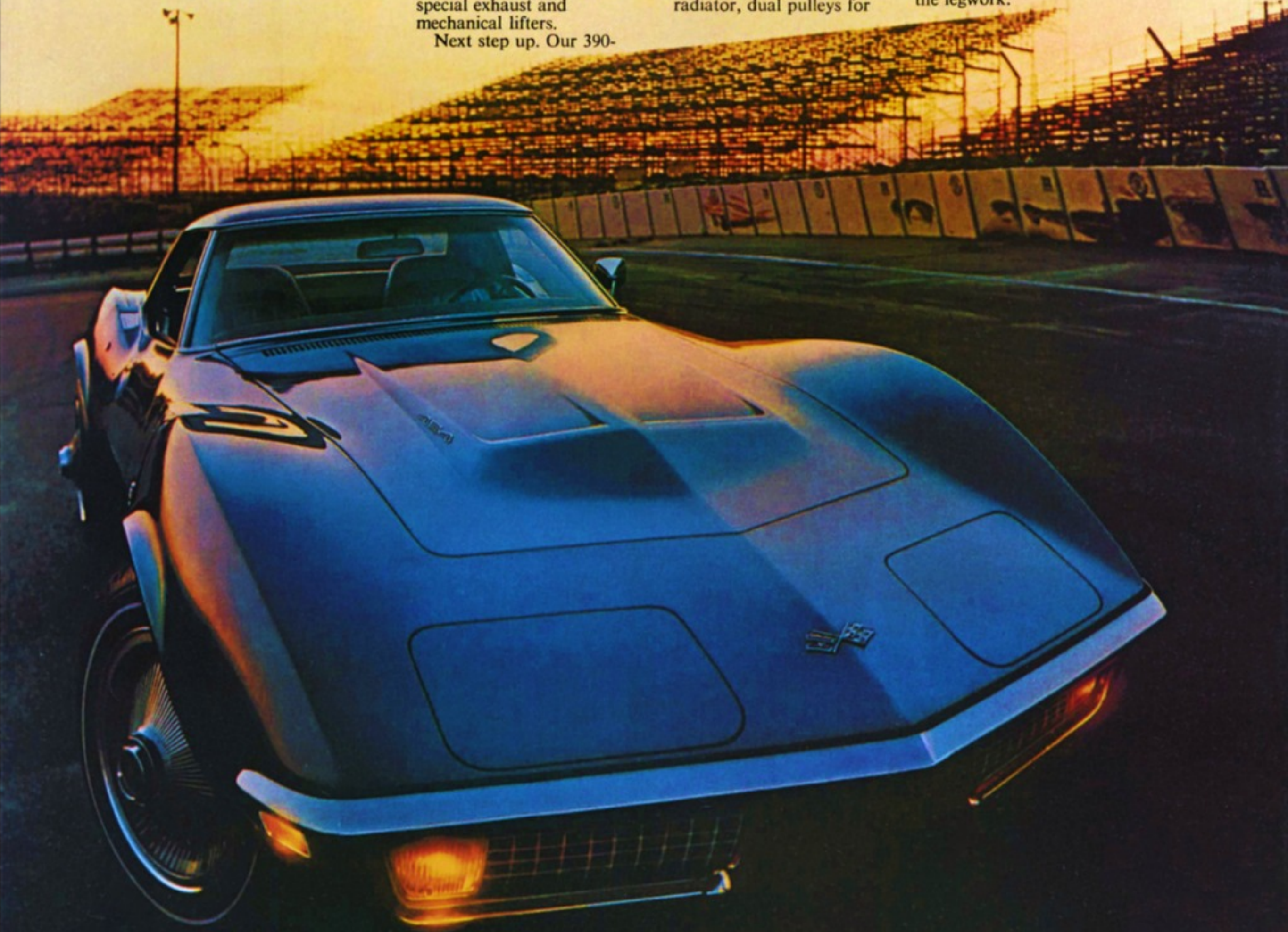
hp 454-cu.-in. Turbo-Jet V8. This engine uses a cast aluminum alloy intake manifold, chromed air cleaner and rocker covers and an extra-large oil pan. You also get a high-domed hood, heavier duty front springs, a larger diameter front stabilizer bar, heavier duty rear wheel spindle support arms, a rear suspension stabilizer bar, a larger capacity radiator, dual pulleys for

the fan and water pump and a higher performance starter motor.

Also available: our 460-hp Turbo-Jet 454 with a large 4-barrel carb, high-performance cam, mechanical lifters, aluminum cylinder heads and full-transistor ignition system.

Transmissions: standard gearbox is a floor-mounted, wide-range 4-Speed, 2.52:1 low gear. Also available, a close-ratio version with a 2.20:1 low (close ratio not available with 300-hp engine, wide range not available with 460-hp engine).

With the 300-, 390- and 460-hp engines, you can order Turbo Hydra-matic. Just sit back and let this 3-range fully automatic transmission shift for itself; or upshift and downshift through the 1-2-3 quadrant yourself with all the benefits of a stick and none of the legwork.



Chevrolet Corvette Stingray Convertible with removable hardtop.

1958-62 Corvette's stylists really began to show their stuff during this period. The '58 'Vette was the first designed with dual headlights. In the cockpit, the horizontal gauge arrangement was replaced by a control panel which put all of the running instruments directly in front of the driver. And a center console was built in between driver and passenger. This feature, along with Corvette's original bucket seats and floor shift, started a trend that has made these items regulars on performance cars.



Mission Control Center '70.

Cape Kennedy hasn't got anything on us. Corvette's cockpit is as heavy on instrumentation as it is on comfort.

First, you sit yourself down in one of the high-backed contoured bucket seats featuring our new integrated head restraints. The shoulder belts (standard on coupe) are guided through a slot in each seatback for neat, secure positioning.

You rest your feet on soft carpeting that not only stretches wall to wall but over the entire rear stowage

area with its hidden compartments for valuables, battery and tools.

You check out the central command console before your countdown. Tach, ammeter, water temp, oil pressure, fuel gauge, brake warning light, running light monitors—you name it, it's there.

Once under way, you can enjoy Astro Ventilation, which routes outside air in, through your choice of high or low vents. A rear deck vent exhausts stale air,

for a constant flow, even with the windows closed.

New for '70 is a Custom Interior you can order with black or saddle leather seats, plush cut-pile carpeting and the rich look of wood on door panels and console.

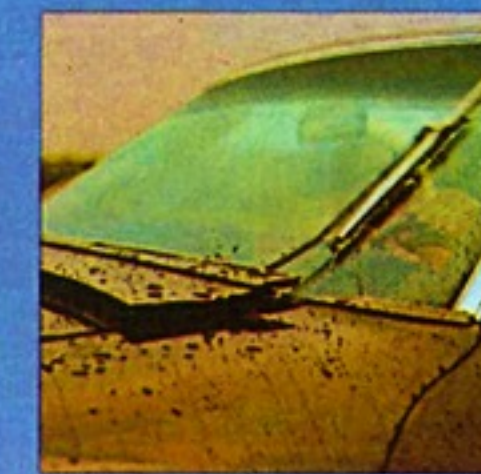
The standard all-vinyl interior comes in black, saddle, dark brown, dark green, blue and red.

No matter if your mission's only a trip to the drive-in, the interior of the 1970 Corvette is designed to put you in complete control.



Chevrolet Corvette Custom Interior and Tilt-Telescopic steering column.

1963-67 The first Stingray came in '63. The fresh new look of its fastback coupe started the fastback trend. Also new were disappearing headlights. Underneath, there was news, too—with the improved handling characteristics of an independent rear suspension. By '65, 4-wheel discs were standard and a prized option became the famed “porcupine head” Turbo-Jet 396-cu.-in. V8. This is basically the same engine you can now order in the Chevelle SS or Camaro SS—two other entries from Chevy's Sports Department.



Windshield wipers. Headlights. Door handles. Coupe roof panels. Everything tucks away but the landing gear.

We call the '70 Corvette “Body Beautiful.” But it's also an application of pure design—the most extensively aerodynamically tested model we've ever offered.

Every facet of its design, from the front and rear spoilers to the flush-fitting door handles, has been wind-tunnel tested and refined.

For those who have trouble deciding between a coupe and a convertible, we have some alternatives. Every convertible comes with a soft top. You can order a removable hardtop, too. In the coupe model, the roof panels lift off to let the sunshine in. So, any

way you work it—you've still got a convertible feel for '70. And no matter which way you go, tinted glass is standard.

Convertible tops can be ordered in white, black or sandalwood, while a grained black vinyl roof cover is available for the convertible's removable hardtop.

For '70, there's a new grille of precision-cast metal. In the outboard corners of the grille, you'll find Corvette's new larger parking lights with their parabolic reflectors.

Complementing the change up front are new chromed louvers and new stainless steel body sill moldings on each side. The hidden

headlights come with their own washing system for the outer units. The new look in the rear includes high-visibility taillights and rectangular exhaust extensions.

You'll also notice a flare to the wheelwells on the '70 Corvette for extra body protection from flying stones and debris from the road. Standard tires are F70 x 15 wide-ovals mounted on 8-in.-wide wheels. This combination makes for the best traction, handling and tire mileage characteristics ever offered on Corvette. You can opt for your choice of white lettering or white stripes, too.



Chevrolet Corvette Coupe with roof sections removed.

The whole is the sum of its parts.

Corvette owners are highly individualistic—they have their own preferences in the areas of performance and convenience. With this demanding audience, we've been kept busy coming up with options and standard features that'll help make your Corvette your own personal expression of everything a sports car should be.

For performance: Special-purpose engine, suspension and chassis components such as aluminum cylinder heads, a special power brake system and a fully transistorized ignition are available as specific engine/transmission option packages.

For comfort: • Four-Season air conditioning • Tilt-Telescopic steering wheel • AM/FM pushbutton radio • AM/FM/Stereo radio

For convenience: • Power brakes • Power steering • Power windows • Rear window defroster

For appearance: • Special wheel covers • Vinyl roof cover • Deck-lid luggage carrier • Clear vinyl floor mats • Removable hardtop for convertible.

For security: • Audio alarm system • Gas cap lock • Child safety seat • Fire extinguisher

Standard safety and security features:
Occupant Protection: • Seat belts and shoulder belts (except convertible) with pushbutton buckles and retractors—driver and

passenger • Built-in head restraints • Energy-absorbing steering column • Passenger-guard door locks with forward-mounted lock control • Safety door latches and hinges • Folding seat back latches • Energy-absorbing padded instrument panel • Thick-laminate windshield • Padded sun visors • Safety armrests • Safety steering wheel

Accident Prevention: • Side marker lights and reflectors • Parking lights that illuminate with headlights

• Four-way hazard warning flasher • Backup lights • Lane-change feature in direction signal control • Windshield defroster, washers and dual-speed wipers • Wide-view inside day-night mirror (vinyl-edged, shatter-resistant glass and deflecting support) • Outside rearview mirror • Tire tread wear indicators • Dual master cylinder brake system with warning light • Starter

safety switch • Dual-action safety hood latches

Anti-Theft: • Anti-theft ignition key warning buzzer • Anti-theft steering column lock.

Magic-Mirror color choices: Monza Red, Mulsanne Blue, Marboro Maroon, Daytona Yellow, Cortez Silver, Classic White, Donnybrooke Green, Bridgehampton Blue, Laguna Gray and Ontario Orange

Engine	Transmission	Ratio Without Air Conditioning			Ratio With Air Conditioning		
		Std.	Optional		Std.	Optional	
			Econ.	Perf.		Econ.	Perf.
BASE ENGINE							
300 HP 350-Cu.-In. V8 Turbo-Fire 350	Turbo Hydra-matic	3.08	—	3.36	3.08	—	3.36
	4-Speed (2.52:1 low)	3.36	3.08	—	3.36	3.08	—
OPTIONAL ENGINES							
350 HP (RPO L46) 350-Cu.-In. V8 Turbo-Fire 350	4-Speed (2.20:1 low)	3.70	—	4.11	Air Conditioning Not Available		
	4-Speed (2.52:1 low)	3.36	—	—			
370 HP (RPO LT1) 350-Cu.-In. V8 Turbo-Fire 350	4-Speed (2.20:1 low)	3.70	3.55	4.11	Air Conditioning Not Available		
	4-Speed (2.52:1 low)	3.55	3.36	3.70			
390 HP (RPO LS5) 454-Cu.-In. V8 Turbo-Jet 454	Turbo Hydra-matic	3.08	2.73	—	3.08	—	—
	4-Speed (2.20:1 low)	3.36	3.08	3.55*	Air Conditioning Not Available		
	4-Speed (2.52:1 low)	3.08	—	3.36			
460 HP (RPO LS7) 454-Cu.-In. V8 Turbo-Jet 454	Turbo Hydra-matic	3.08	—	3.36	Air Conditioning Not Available		
	4-Speed (2.20:1 low)	3.36	3.08	3.55			

*Special 3.70 ratio also available.



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