



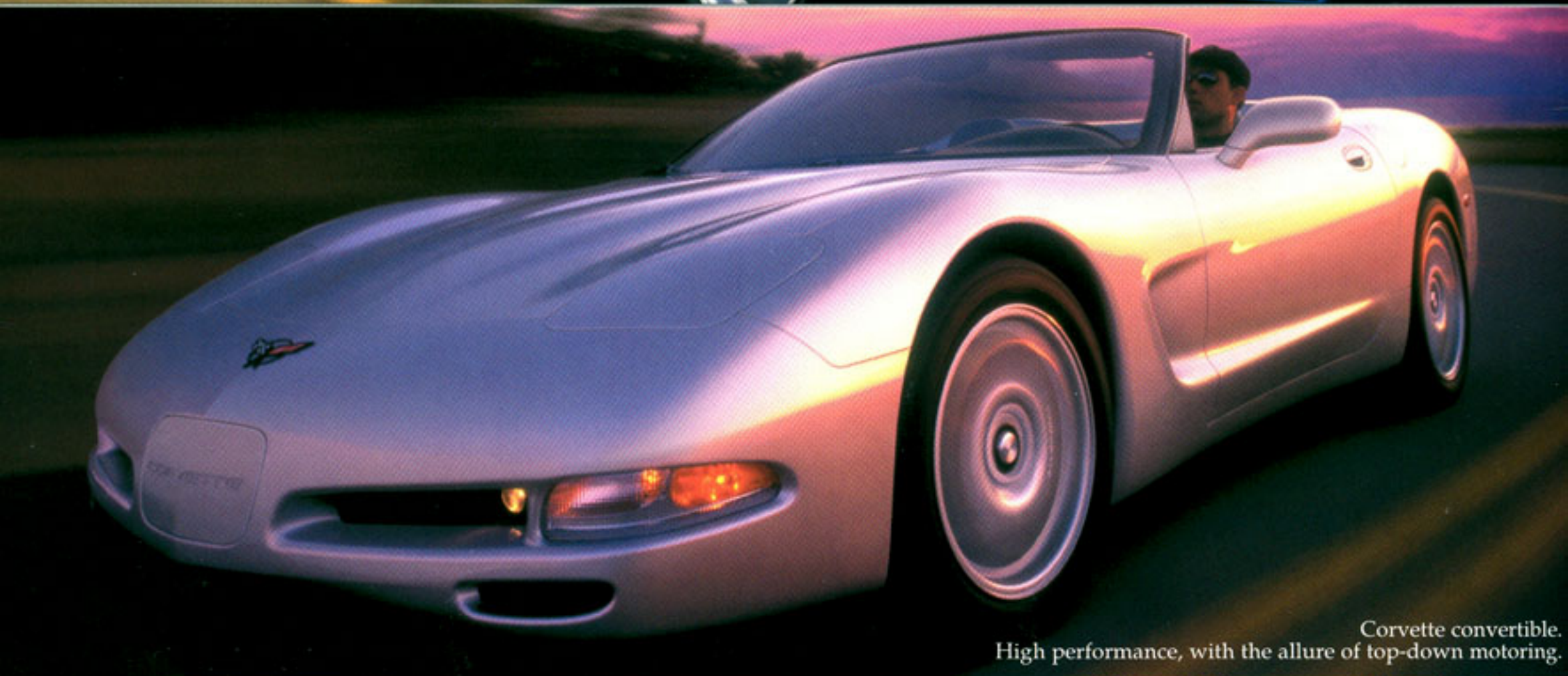
CORVETTE

Which one will be
YOUR NEXT VETTE?





Corvette coupe.
One of the world's great sports cars.



Corvette convertible.
High performance, with the allure of top-down motoring.



Corvette hardtop.
The first fixed-roof Corvette since the '67 Sting Ray.

There's nothing else like it. Anywhere.



The 5th-generation Corvette was born of the proverbial "clean sheet of paper." It was an opportunity to take everything GM engineers and designers have learned about sports cars since 1953, and make this the best Corvette yet.

For '99, there are three Corvette models to choose from. The coupe — with removable roof panel — is one of the world's great sports cars. The convertible is pure Corvette magic, with its dramatic open-air styling. Even lighter and stiffer in structure than other '99 Corvettes, the brand-new hardtop is a sports car for the performance purist.

Coupe. Convertible. Hardtop. Which one will be your next Vette?

"Powerful drivetrain, balanced chassis, fun to drive ... the best Corvette ever, and better value than a 911."

- CAR AND DRIVER.



Standard Traction Control

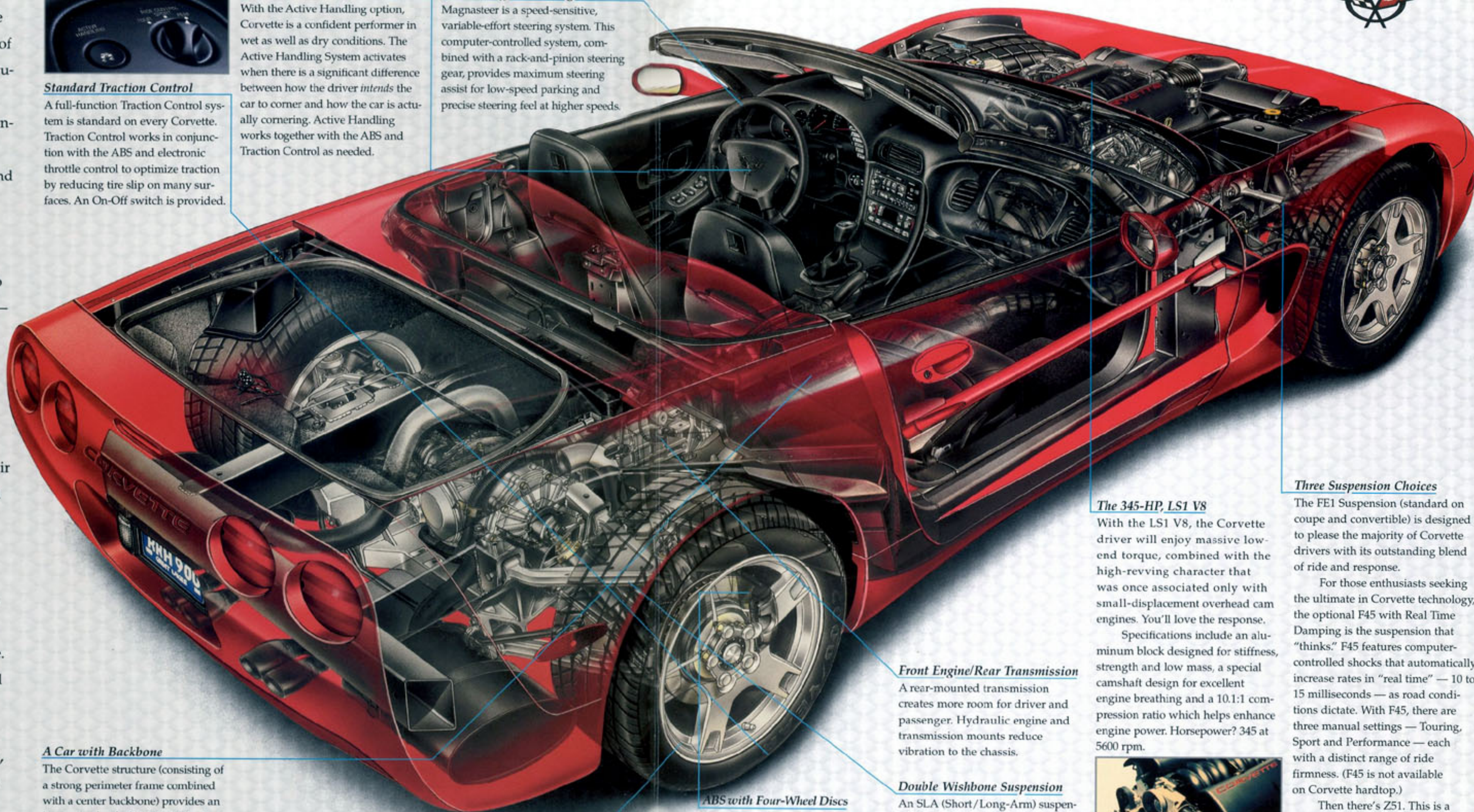
A full-function Traction Control system is standard on every Corvette. Traction Control works in conjunction with the ABS and electronic throttle control to optimize traction by reducing tire slip on many surfaces. An On-Off switch is provided.

Active Handling

With the Active Handling option, Corvette is a confident performer in wet as well as dry conditions. The Active Handling System activates when there is a significant difference between how the driver intends the car to corner and how the car is actually cornering. Active Handling works together with the ABS and Traction Control as needed.

Variable-Effort Steering

Magnasteer is a speed-sensitive, variable-effort steering system. This computer-controlled system, combined with a rack-and-pinion steering gear, provides maximum steering assist for low-speed parking and precise steering feel at higher speeds.



A Car with Backbone

The Corvette structure (consisting of a strong perimeter frame combined with a center backbone) provides an impressive level of rigidity. This robust design allows the independent suspension to be tuned strictly for wheel control from road inputs — the suspension does not have to compensate for flexing of the structure.

High Tech Wheels

Lightweight aluminum wheels reduce unsprung weight and add to Corvette's bold appearance.

ABS with Four-Wheel Discs

A premium four-wheel disc brake system with ABS is standard. The brake rotors are large and braking performance is powerful. Premium, non-metallic linings provide smooth, quiet braking.

Front Engine/Rear Transmission

A rear-mounted transmission creates more room for driver and passenger. Hydraulic engine and transmission mounts reduce vibration to the chassis.

Double Wishbone Suspension

An SLA (Short/Long-Arm) suspension with aluminum wishbones and knuckles is used at each corner. This suspension design contributes to a compliant ride, while providing impressive response, especially during aggressive cornering.

The 345-HP, LS1 V8

With the LS1 V8, the Corvette driver will enjoy massive low-end torque, combined with the high-revving character that was once associated only with small-displacement overhead cam engines. You'll love the response.

Specifications include an aluminum block designed for stiffness, strength and low mass, a special camshaft design for excellent engine breathing and a 10.1:1 compression ratio which helps enhance engine power. Horsepower? 345 at 5600 rpm.



Three Suspension Choices

The FE1 Suspension (standard on coupe and convertible) is designed to please the majority of Corvette drivers with its outstanding blend of ride and response.

For those enthusiasts seeking the ultimate in Corvette technology, the optional F45 with Real Time Damping is the suspension that "thinks." F45 features computer-controlled shocks that automatically increase rates in "real time" — 10 to 15 milliseconds — as road conditions dictate. With F45, there are three manual settings — Touring, Sport and Performance — each with a distinct range of ride firmness. (F45 is not available on Corvette hardtop.)

Then there's Z51. This is a suspension option for die-hard performance fans, and it is the racing-inspired package you'll want if you intend to participate in sanctioned competitive events. (Z51 is standard on Corvette hardtop.)



Head-Up Display, a new Corvette option for 1999, can be programmed to project key instrumentation readouts on the windshield, allowing the driver to view useful information without taking their eyes off the road (not available on hardtop).



"With its ground-up redesign, the Corvette has emerged as not only a world-class performance car, but an unbelievably comfortable-riding grand tourer."

— Motor Trend, October 1997

Your new Corvette doesn't have to be red.



*Navy Blue Metallic**



*Sebring Silver Metallic**



Black



Torch Red



*Magnetic Red Metallic**
(optional at extra cost)



Nassau Blue Metallic



Light Pewter Metallic
(optional Magnesium wheels shown)



Arctic White



*Light Oak Leather***
Optional Sport Seat shown.



*Firethorn Red Leather***
Standard seat shown.



*Light Gray Leather***
Optional Sport Seat shown.



*Black Leather***
Standard seat shown.

*Not available on hardtop. **Leather on seating surfaces only.