

CORVETTE[®]

We're going to surprise a few people — again.

By Dave Hill, Corvette Chief Engineer

Some might say we have nothing to prove in 2001. The fifth-generation Corvette has won critical acclaim, including "Best-Engineered Car of the 20th Century*," a recent award for the convertible from Automotive Engineering International. But, driven by our philosophy of continuous improvement, we never stand still.

*Tie with 1999 Mercedes-Benz S500.

ANNOUNCING Z06: DESIGNED FOR THE TRACK, BUILT FOR THE STREET.

The all-new Z06 is the lightest, quickest, most rigid, most agile production Corvette ever created. It takes the body/chassis structure of the C5 hardtop and pumps up the volume in all directions with a new, deeper-

breathing LS6 V8 engine, track-tested suspension tuning and exclusive-to-Z06 lightweight components. The result? 1 g of cornering ability and 4-second 0-to-60 times. Z06 resoundingly answers the enthusiast's perennial question: "What have you

done for me lately?" I'm confident that the performance extremist will gladly trade off some of the open-air feeling and creature comforts of the other Corvette models in 2001 for the exhilaration of piloting this one. Z06 will be identified in the years to come as an extremely significant Corvette.

MORE HORSEPOWER FOR THE 2001 COUPE AND CONVERTIBLE.

The revised LS1 V8 — already regarded as one of the world's finest performance engines — gets a significant upgrade in torque, which in turn makes these Corvettes more eager and more immediate in their response.

SECOND-GENERATION ACTIVE HANDLING — STANDARD IN ALL MODELS.

The standard Active Handling System for 2001 is even more capable than last year's system and provides a higher level of stability control

technology. Every 2001 Corvette "knows" when to intervene with Active Handling without diminishing your fun as driver.

THE REFINEMENT YOU EXPECT.

We've worked diligently to make Corvette the best sports car value in the world, and it's paying off in customer enthusiasm. Today's Corvette is the highest-quality Vette ever. Credit an ultra-rigid structure, precise engineering and a dedicated assembly team in our Bowling Green, Kentucky, plant for making this the best Corvette yet.

WHICH CORVETTE IS RIGHT FOR YOU?

You're the expert on that. We expect that about 80 percent of Corvette buyers will gravitate toward either the coupe or the convertible. As for me, you can bet I'll be driving a Quicksilver Z06 with a red-and-black interior. May your journey of self-discovery be every bit as thrilling as mine.



Corvette Z06 in Quicksilver Metallic.

Vive la Corvette.

By Ken Brown, Corvette Production and Race Car Engineer

It was only a matter of time. One of the world's great sports cars taking part in the world's greatest endurance race. On June 17, 2000, the C5-R Corvette took on the world at Le Mans and surprised more than a few skeptics with an impressive finish (third and fourth in class).

Corvette has gone this way before. In 1960, a production-based Corvette completed this 24-hour test of automotive endurance.

THE MAKING OF A WORLD BEATER.

The Corvette gave us a lot to work with right out of the box. So when the Corvette C5-R first attacked Le Mans' Mulsanne Corner, it did so with many of the same parts found on the production car. And with its already aerodynamic styling, rigid body structure and tremendous suspension geometry, the Corvette was destined to be a race car.

UNDER THE HOOD — 620 HORSEPOWER.

Our search for an engine led us right to our production car's LS1 powerplant. Of course, modifications had to be made. So, we took the aluminum small block from the production car and increased it from 350 to a whopping 620 horsepower. The fact that we could do this says a lot about the inherent goodness of the LS1.

PODIUM FINISH AT LE MANS

This racing Vette turned a lot of heads on the way to Le Mans. In January 1999, after 4,000 miles of testing, the C5-R was entered in the grueling Rolex 24 At Daytona. The C5-R not only completed the race, but gave the rest of the pack a run for its money. By its second season, the C5-R had made it to the podium several times. Then came Le Mans 2000, the "granddaddy" of all

endurance races. A podium finish in class confirmed what we'd all suspected: the C5-R Corvette is one of the world's great race cars.



Z06. The extreme Corvette.

"With 0-to-60s of four seconds, and more than 1 g of cornering acceleration, the Z06 truly takes Corvette performance to the next level!"

— Dave Hill, Corvette Chief Engineer

It had to happen. The most serious Corvette to ever hit the streets. Zero-to-60 in four seconds. Lateral acceleration of 1 g. A top speed over 170 mph. Yet mere numbers only begin to tell this performance story.

With the fixed-roof hardtop body as a robust starting point, Z06 is a complete competition package: Unique LS6 V8 engine and six-speed manual transmission. A specifically tuned chassis and lightweight titanium exhaust components. An interior with custom touches. An exterior that will be noticed. And a storied nameplate.

THE FIRST Z06.

Introduced as an option on the 1963 Sting Ray, the first Z06 was a performance legend from day one.

A super-rare factory racer (only 199 were built), the Z06 included a fuel-injected, 327-cubic-inch V8, special suspension, metallic brake linings and a long-distance (36-gal.) fuel tank. Now this history-making designation returns — on the quickest, most agile production Corvette ever.

Corvette Z06 in Millennium Yellow.

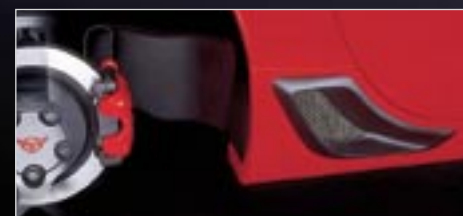
New Front Fascia Grilles

New front fascia grilles improve airflow to the engine air inlet and give the Z06 a purposeful, ready-to-race demeanor.



Rear Cooling Ducts

Functional, race car-inspired rear cooling ducts complement the powerful four-wheel disc brake system.





LS6. Powerful evolution.

History suggests the new LS6 V8 engine will write a whole new chapter in sports car performance. Taking Corvette to extreme levels is something of a tradition — and the new-in-1997 Corvette LS1 V8 makes an absolutely world-class foundation for the Z06-exclusive LS6.

The LS6 is, more than anything else, robust. The aluminum block, cylinder heads, camshaft and induction systems have all been revised for better breathing at high rpm. A new positive crankcase ventilation system improves oil control during racetrack and other high lateral acceleration maneuvers.

A unique new titanium exhaust (mufflers and tailpipes) has been designed especially for the Z06. Benefits include reduced mass and higher strength than either aluminum or magnesium.

Faster revving. Deeper breathing. Stronger internals. With a horsepower rating of 385 at 6000 rpm, the LS6 engine is very good news for performance-focused enthusiasts.

Low-Restriction Intake Manifold

A new intake manifold design, shared with the 2001 LS1, reduces air intake restriction and improves airflow into the heads for better breathing.

Z06-Specific Engine Beauty Covers

Corvette owners are always being asked, "What's under the hood?" With its new red beauty covers, the Z06 will be as impressive with its hood up as it is on the open road.

New Cylinder Head Design

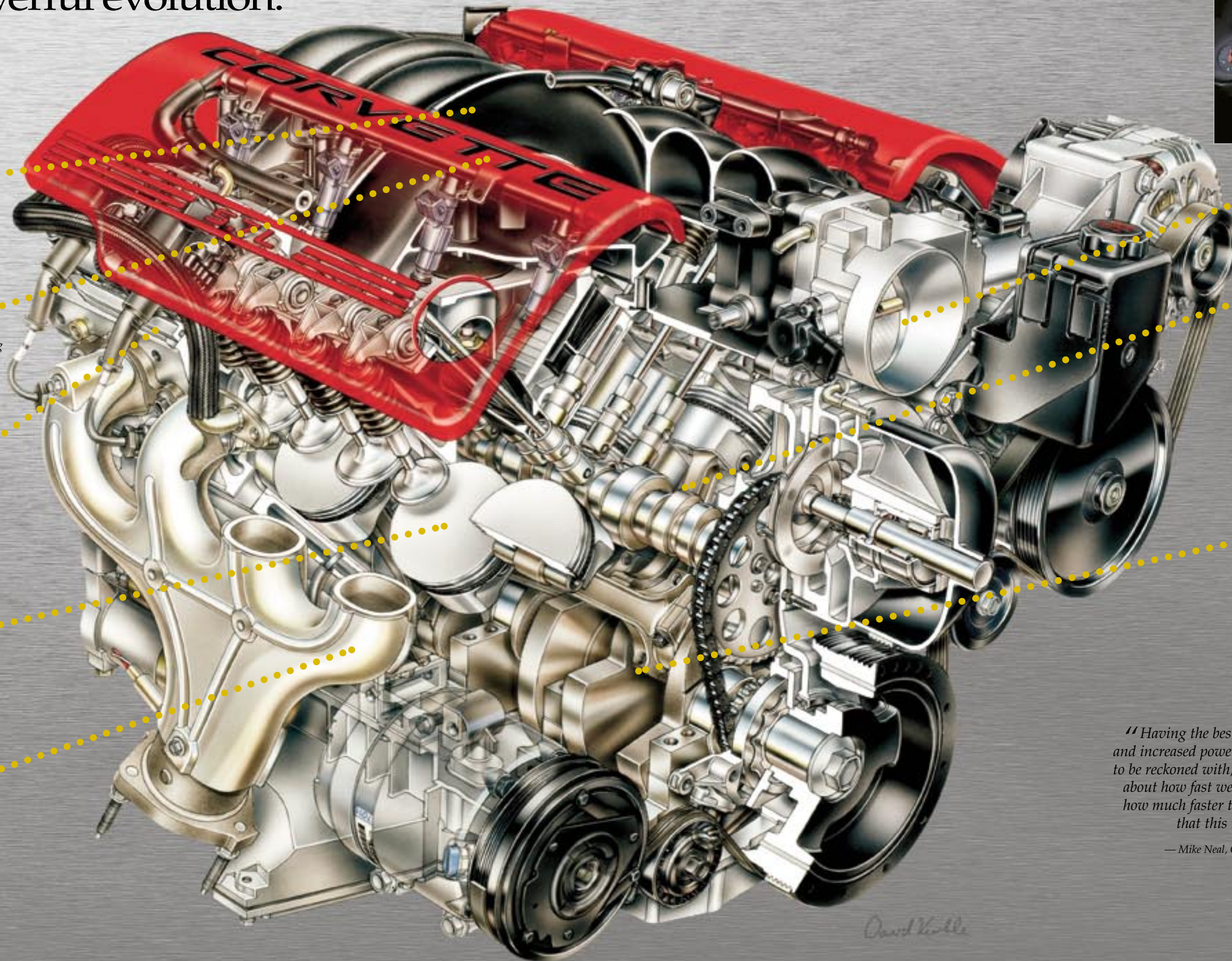
At the heart and soul of the LS6: new cylinder heads for better engine breathing. Larger ports improve airflow by 10 percent. Compression ratio is a healthy 10.5:1.

Refined Engine Block

The all-aluminum LS6 engine block has been refined to enable higher piston speed and higher overall rpm than the Corvette LS1 V8. Engine displacement is 5.7 Liters.

New Exhaust Manifold Design

The previous stamped-steel exhaust manifolds used in the LS1 have been replaced with a new cast-iron design for improved flow of exhaust gases, increasing engine performance and durability.



New Mass Airflow Sensor Design

The mass airflow sensor has been refined to increase the intake diameter and increase airflow.

Unique Camshaft Profile

As air comes through the new intake manifolds in greater volume, it is important for the air to enter the combustion chamber as quickly as possible to produce power. For this reason, the LS6 has a new camshaft design with a unique profile that increases valve lift, allowing more air/fuel mixture into the combustion chamber, resulting in more power.

New Positive Crankcase Ventilation System

Because of the Z06's increased performance capabilities, changes were made to improve oil control during high-speed conditions.

"Having the best of both worlds — reduced weight and increased power — the Corvette Z06 will be a force to be reckoned with, on or off the track. When you think about how fast we were with the C5 over the C4 and how much faster the Z06 is than the C5, it's obvious that this isn't just a little tweak."

— Mike Neal, Corvette Ride and Handling Engineer

David Kettle

Z06. Intense synergy.

Massive power alone does not make a winning sports car. All performance systems, including engine, transmission, chassis, suspension and tires, must work in harmony to reach this elusive goal.

Z06 works because Z06 is focused. The result: faster lap times and quicker acceleration on the track*, and street performance that should delight the most demanding driving enthusiasts.

An exclusive FE4 suspension — with standard second-generation Active Handling — helps Z06 raise the standard by which all other sports cars will be measured. Impressive balance between on-road ride/handling and cutting-edge track performance is a hallmark of the FE4.

Compared with other 2001 Corvettes, the Z06 features uniquely styled wheels that are wider by one inch (17" x 9.5" front, 18" x 10.5" rear), complemented by new Goodyear Eagle F1 Supercar tires.

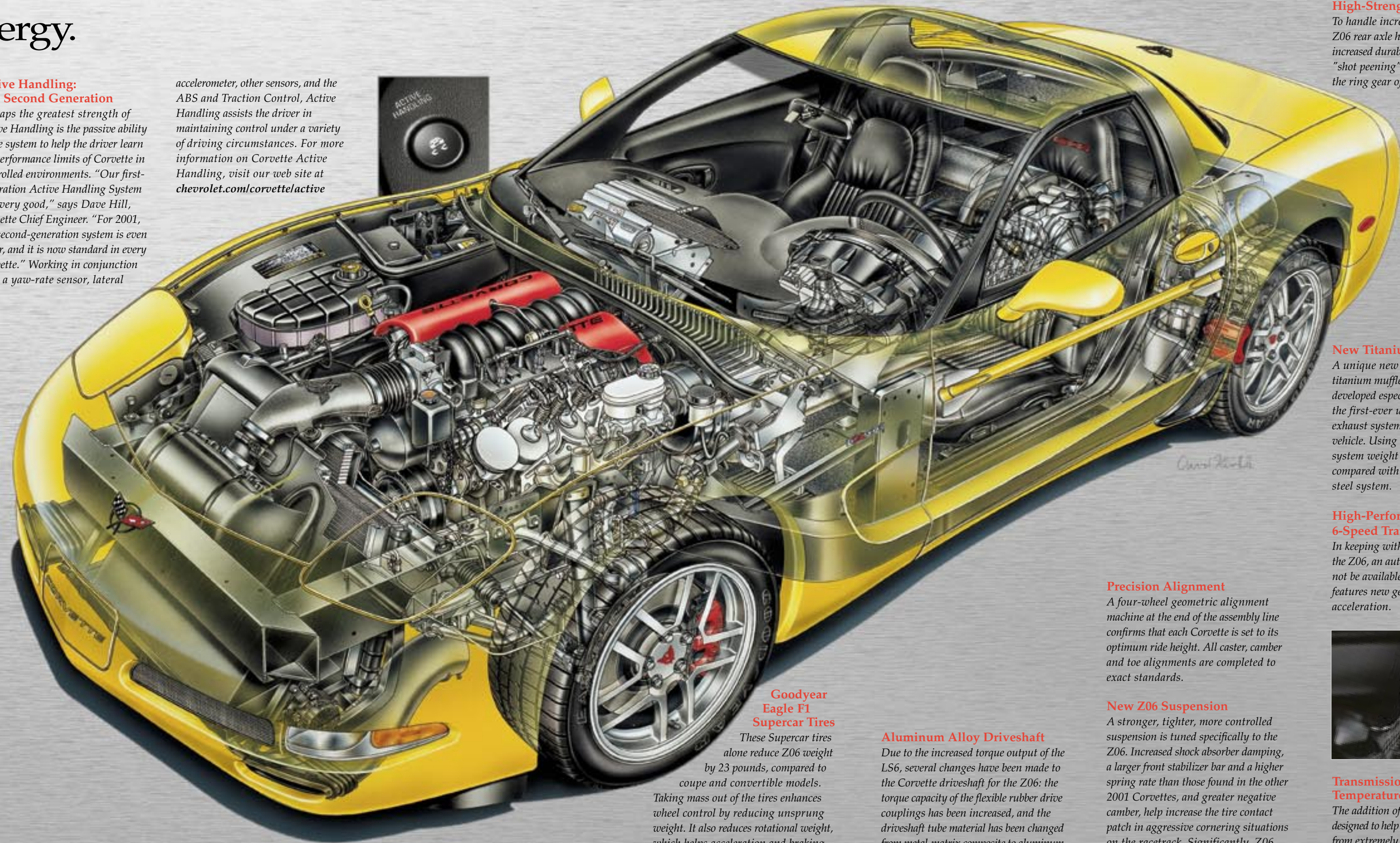
Z06 is, in every way, one intense Corvette.

*Compared to 2000 Corvette with the Z51 package.

Active Handling: The Second Generation

Perhaps the greatest strength of Active Handling is the passive ability of the system to help the driver learn the performance limits of Corvette in controlled environments. "Our first-generation Active Handling System was very good," says Dave Hill, Corvette Chief Engineer. "For 2001, our second-generation system is even better, and it is now standard in every Corvette." Working in conjunction with a yaw-rate sensor, lateral

accelerometer, other sensors, and the ABS and Traction Control, Active Handling assists the driver in maintaining control under a variety of driving circumstances. For more information on Corvette Active Handling, visit our web site at chevrolet.com/corvette/active



High-Strength Rear Axle

To handle increased torque loads, the Z06 rear axle has been strengthened for increased durability. A process known as "shot peening" was employed to make the ring gear of the axle more robust.

New Titanium Exhaust System

A unique new exhaust system with titanium mufflers and tailpipes has been developed especially for the Z06. This is the first-ever use of titanium in the exhaust system of a mass-production vehicle. Using titanium reduces exhaust system weight by almost 50 percent, compared with a conventional stainless-steel system.

High-Performance 6-Speed Transmission

In keeping with the sporting nature of the Z06, an automatic transmission will not be available. The 6-speed manual features new gear ratios that enhance acceleration.



Transmission Temperature Sensor

The addition of a temperature sensor is designed to help safeguard the transmission from extremely high thermal stresses by alerting the driver should a "trans overtemp" condition develop.

Precision Alignment

A four-wheel geometric alignment machine at the end of the assembly line confirms that each Corvette is set to its optimum ride height. All caster, camber and toe alignments are completed to exact standards.

New Z06 Suspension

A stronger, tighter, more controlled suspension is tuned specifically to the Z06. Increased shock absorber damping, a larger front stabilizer bar and a higher spring rate than those found in the other 2001 Corvettes, and greater negative camber, help increase the tire contact patch in aggressive cornering situations on the racetrack. Significantly, Z06 maintains a ride that is appropriate for everyday street use.

Goodyear Eagle F1 Supercar Tires

These Supercar tires alone reduce Z06 weight by 23 pounds, compared to coupe and convertible models.

Taking mass out of the tires enhances wheel control by reducing unsprung weight. It also reduces rotational weight, which helps acceleration and braking. An asymmetric tread pattern enhances dry-weather handling.

Aluminum Alloy Driveshaft

Due to the increased torque output of the LS6, several changes have been made to the Corvette driveshaft for the Z06: the torque capacity of the flexible rubber drive couplings has been increased, and the driveshaft tube material has been changed from metal-matrix composite to aluminum alloy. The driveshaft diameter has been increased by almost 13 percent.

American icon.

Corvette coupe is the two-seater more enthusiasts choose than any other. It's not hard to know why. This American icon is world-class, and the 2001 edition reaches a new level of excellence.

The already-legendary LS1 V8 engine has been enhanced to provide even more horsepower (now 350 hp) and low-end torque over a broader range for outstanding acceleration. At the same time, fuel economy also improves for 2001.* (Talk about having your cake and eating it, too!) You may choose from a six-speed manual transmission or a four-speed automatic.

The exhilarating power of the LS1 V8 is complemented by Corvette's sophisticated four-wheel independent suspension, variable-effort Magnasteer, massive four-wheel disc brakes with ABS and second-generation Active Handling — all standard.

Yes, the specifications are impressive. But one drive will tell you even more.



J.D. POWER APEAL AWARD.

For the fourth consecutive year, Corvette has won a J.D. Power and Associates APEAL (Automotive Performance, Execution And Layout) award. Again in 2000, Corvette topped the premium sports car segment in a study based on responses from nearly 88,000 new-vehicle owners who rate their vehicles' features and design.

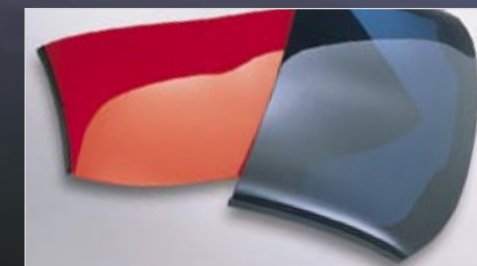
*EPA est. MPG 18 city, 26 highway (automatic).

Corvette coupe has the largest trunk of any sports car* — an impressive 24.8 cubic feet of luggage space.



* Based on 2000 model comparisons.

A lightweight, one-piece removable roof panel is standard on Corvette coupe. Latches are easy to use, and no special tools are required to remove the roof panel. Choose from a standard body-color panel, an optional transparent roof panel or both.



The removable roof panel can be stored securely behind the passenger area.



Corvette coupe in Black.



Classic inspirations.

Seductive performance.

The Corvette convertible just may be the ultimate open-air driving experience. Since the very first roadster in 1953, the drop-top Corvette has captured the hearts of sports car enthusiasts the world over with its very American blend of high performance, dramatic style and remarkable over-the-road agility.

In all the world, there is still nothing to compare with the thrill of driving this car, top down, on your favorite stretch of road. It is the only convertible that matters.

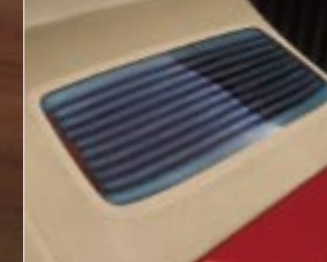
"Stunning sports car looks, remarkable performance."

— Automobile Magazine Buying and Leasing Guide 2000

"A Best Buy."

— Money magazine, March 2000

Corvette convertible in Quicksilver Metallic.



Pop the tonneau cover release, unhook two latches, and then drop the lightweight, manual-folding top. It's an easy, one-person operation.

For 2001, the convertible top has a new five-layer design for added quietness at highway speeds. Weather stripping and sealing around the door glass are also improved.

"... handling, raw power and good looks at a reasonable price lift the Vette to the top of this distinguished class ..."

— Best in Class, Kiplinger's Personal Finance Magazine, December 1999



Exhilarating excellence.

Corvette puts Active Handling in your corner.

By Mike Neal, Ride and Handling Chassis Development Engineer, and Mike Rizzo, Technical Integration Engineer, Chassis Controls

Not only has Mike Neal raced Corvettes, he has also spent many an hour and many a mile testing them to make sure that the Corvette rides and drives as we expect, and sometimes demand. His skills as a racer and development engineer shine through every time a Corvette enters a turn. Mike is responsible for the ride and handling of what many experts have deemed to be the best Corvette ever.

Mike Rizzo is the brains behind the development of Corvette's new second-generation Active Handling System. During countless hours at the racetrack and skid pad with a laptop computer at his side, Mike relentlessly worked for the combination that would deliver a system that truly optimizes the Corvette driving experience.

SECOND-GENERATION ACTIVE HANDLING — NOW STANDARD IN EVERY CORVETTE.

In the mid-1998 model year, Active Handling was introduced as an option on Corvette, making it one of the few sports cars in the world to offer such advanced stability control.

For 2001, second-generation Active Handling is now standard in every Corvette, representing a tremendous performance value and a significant advance over the competition. This new version of Active Handling provides more seamless operation and less intrusion in enthusiastic driving conditions. The Corvette Team's philosophy of Active Handling is to allow the driver as much control as possible over the vehicle at all times without intervening too severely.

A An object blocks the lane, so the driver swerves into the left lane, causing the car to assume an understeer condition. To help correct the situation, Active Handling applies the left-rear brake to assist the vehicle in rotating to the left and completing the lane change. The car without Active Handling would require more steering effort to avoid the object.

B Now in the left lane, the driver steers the car back to the right to avoid oncoming traffic, causing the rear of the vehicle to swing out to the left (an oversteer condition). The Active Handling System applies the left-front brake to help reduce the oversteer condition and aid in a safe lane change. The car without Active Handling now enters into a severe oversteer condition as the momentum of the rear would not be reduced.

ACTIVE HANDLING — HOW DOES IT WORK?

First, it's important to understand that the performance of a car can be largely determined by the traction available to the tires. Acceleration, braking and turning are all influenced by how well, or how poorly, the tire is gripping the road. Active Handling is simply designed to assist the driver in maintaining the maximum amount of traction available at each tire.

C As the car reenters the right lane, the rear of the car swings, like a pendulum, in the other direction. Again, an oversteer condition. The car with Active Handling would have the right-front brake applied to offset the momentum. The car without Active Handling is now in a position of entering a snap-spin since the oversteer energy has not been reduced.

D With the oversteer condition corrected, the Corvette with Active Handling continues on the highway in a straight path, having avoided the object in the right lane. The car without Active Handling is now potentially entering a dangerous situation as the energy of the oversteer has created a spin that would carry the car back across the oncoming lane.

"It's almost as if all the great Corvette drivers and engineers of the past and present are riding shotgun beside you."

— Jim Campbell, Corvette Brand Manager

ACTIVE HANDLING — THE PROOF IS IN THE DRIVING.

AutoWeek summed it up when they said, "The Corvette Active Handling System represents advanced automotive electronics at their best."

Frankly, we could quote more press reviews and show you testimonials from our customers all day, but there is nothing like letting the car speak for itself.

For more information on Active Handling, visit the Corvette web site at corvette.com/corvette/active

Consequently, the primary components of Active Handling are the ABS and traction control system. However, there are many other parts to Active Handling. The yaw-rate sensor is the heart of the system. This sensor monitors the rotating, or turning, rate of the car. As the name implies, the steering angle sensor continuously tracks the steering actions of the driver. There is also a lateral accelerometer monitoring the cornering performance of the car. All information from the sensors is fed to the central system, which continuously monitors the difference between the driver steering input and the actual attitude of the car. The goal is to have no difference whatsoever between the driver input and the car's actual behavior.

As long as the car is responding properly to the driver's steering input, the system remains on standby. But should any of the sensors detect a situation outside the normal parameters, Active Handling will immediately assist the driver in regaining control by selectively applying any of the four brakes as the situation dictates.

How Active Handling anticipates your needs.

SENSOR	PURPOSE
Yaw-rate sensor	Measures the car's rotation in degrees per second
Lateral accelerometer	Measures lateral acceleration in Gs
Master-cylinder pressure sensor	Measures driver's brake pressure input in pounds per square inch
Steering-angle sensor (part of ABS and Traction Control)	Measures what the driver is doing with the steering wheel
Wheel-speed sensor (part of ABS and Traction Control)	Measures the rotational speed of the wheels

Sophisticated safety engineering.

By Glen Zuchniewicz, GM Safety Engineer

You expect sophisticated safety technology in one of the world's most advanced automobiles — and Corvette delivers on this important promise.

OCCUPANT-PROTECTION FEATURES

In a Corvette you are surrounded by a rigid structure that includes safety-cage construction, energy-

absorbing front and rear crush zones, and reinforced body sides.

CRASH-AVOIDANCE FEATURES

This is one of the few cars in the world to offer the advanced technology of Active Handling, and it's standard. Also standard in every Corvette: a four-wheel antilock brake system (ABS), Traction Control and Daytime Running Lamps.



On-Off switches are included for both Active Handling and the passenger-side air bag. (Also shown here: optional F45 Selective Real Time Damping.*)

PERSONAL SECURITY FEATURES

Among the reasons you'll feel so secure in Corvette: Remote Keyless Entry that locks or unlocks the doors and turns on interior lights at the touch of a button, a totally passive theft-deterrent system with horn alarm, and power door locks with a lockout protection feature.

We evaluate and test Corvette in our technical centers, in some of the world's most advanced safety laboratories, and on the test track. The goal: to engineer an increasingly safer, more secure car for you to drive.

* Not available on Z06.

“You’ll notice the difference.” — Bill Nichols, Corvette Powertrain Vehicle Systems Engineer

For Bill Nichols, working on the Corvette Team is a dream assignment. It is not only Bill’s technical expertise that has helped make the Corvette powertrain world-class, it is also his deep knowledge of the brand. A former board member of the National Corvette Restorers Society and founding member of the National Corvette Museum in Bowling Green, Kentucky, Bill has three beautiful vintage Vettes in his garage: a 1963 Sting Ray coupe, a 1967 big-block roadster and the 1976 coupe he bought new. Clearly, the passion runs deep at the GM Technical Center.

Q: The reaction from the press and owners to Corvette’s LS1 V8 has been phenomenal. What are some of the features that make this a world-class engine?

A: With the LS1, which we introduced for the 1997 model year, we had the rare “clean sheet of paper” opportunity. We went after weight reduction, and obviously the big driver there is the aluminum block. We went after stiff-

ness, which reduces noise, vibration and harshness that can be transmitted to the passenger compartment. We accomplished this by literally bringing the cylinder block down to a lower level, well below the centerline of the crankshaft, utilizing a structural oil pan instead of a stamped steel pan, which in turn allows the full circumference of the bellhousing to tie to a far stiffer engine. The result is a more refined feeling to the whole powertrain.

Q: What performance characteristics do Corvette buyers expect, and how does the LS1 deliver?

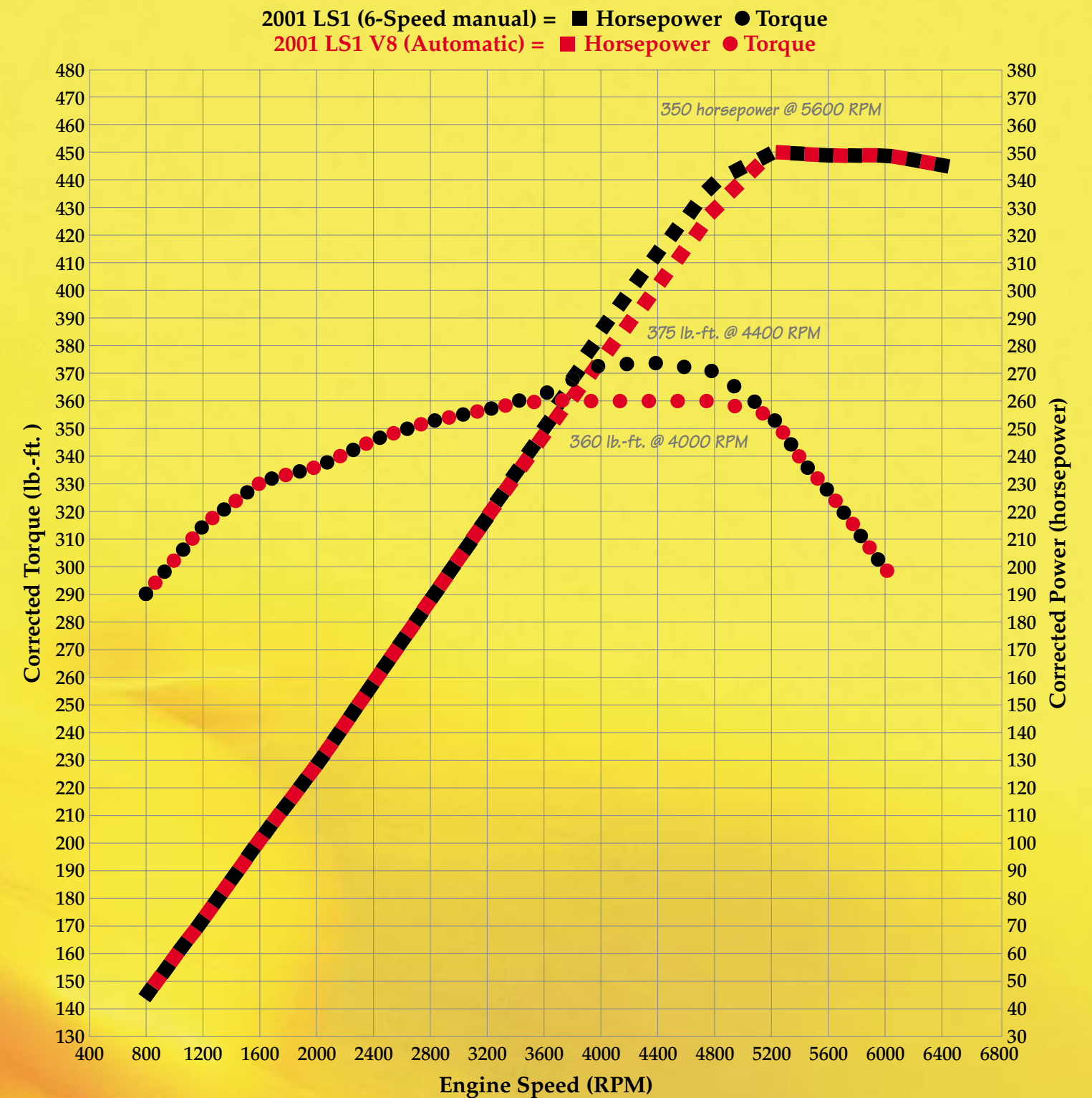
A: Corvette buyers expect a very well-balanced car. A car that takes all of the power that an engine can put out and applies it to the road. They also want to feel that sensation. They want torque at the low end that gives that thrill of acceleration. On the other hand, they want power at the higher rpm ranges, and some of the things we have done have enabled us to get to

the point where we have peak power at 5600 rpm with the LS1. The LS1 has some of the feel of an overhead cam engine (it doesn’t run out of breath at higher rpm) yet it doesn’t compromise the everyday acceleration that is the forte of a large-displacement, high-torque V8. For the Corvette driver, it is a win-win situation.

Q: Other enhancements for 2001?

A: There are new intake and exhaust manifolds for enhanced engine breathing. We also selected a camshaft that helps give us greater low-end torque and a broader torque curve. Horsepower is up five — to 350 — for quicker acceleration times. In fact, every 2001 model (manual, automatic, coupe or convertible) will now do 0-to-60 in less than five seconds. We’ve increased torque and horsepower, we’ve gained one MPG on the EPA test,* and we’ve smoothed the idle even more on the automatic transmission. People will notice the difference.

*EPA estimated MPG: 18 city, 26 highway (automatic), 19 city, 28 highway (manual).



Ergonomically brilliant.

Corvette just might be the most intelligent car on the planet. Thanks to the advanced Driver Information Center, you're in command of readouts and convenience features you can custom-tailor to your own personal preferences.

The Driver Information Center includes readouts for oil pressure, oil temperature, coolant temperature, battery volts,

instant/average MPG and range, tire pressure,* mph, and more. It is capable of displaying information in four languages (English, German, French and Spanish), and can also be used to configure a full range of programmable settings, including vehicle function display and the optional Twilight Sentinel.*

* Not available on Z06.

ODOMETER	21345 MI	AVERAGE	27.0 MPG
TRIP A	103.4 MI	INST.	20.4 MPG
TRIP B	213.4 MI	RANGE	220 MI
ELAP. TIME	13.30	CONFIGURE OPTIONS:	
AUG. SPEED	55.0 MPH	DELAY TIME 1 2	
OIL LIFE REMAIN	89%	LOCK&ARM-HORN&LIGHTS	
OIL PRESSURE	40 PSI	ALARM- HORNLIGHTS	
OIL TEMP	234 F	APPROACH LIGHTS ON	
COOLANT TEMP	191 F	AUTO LOCK ON	
TRANS FLUID	160 F	AUTO UNLOCK DRIVER	
BATTERY VOLTS	13.5	SEAT EASY ENTRY ON	
FRONT	L34 R 33 PSI	LANGUAGE ENGLISH	
REAR	L34 R 33 PSI		

AIRCRAFT-INSPIRED HEAD-UP DISPLAY.

The inspiration came directly from fighter aircraft — specifically the Air Force's F-15 Eagle. Working in conjunction with GM's Hughes Aircraft Division, Corvette engineers and designers developed a similar Head-Up Display (HUD) for Corvette.

Corvette's optional* HUD system, which is selected by more than 60 percent of



buyers, gives you the best of two worlds — analog and digital. Because, with an HUD-equipped Corvette, you get both. All of the following readouts may be projected onto the windshield for driver convenience: vehicle speed, engine rpm, a performance upshift guide for the six-speed manual transmission, and readings from key gauges, including water temperature, oil pressure and fuel.



WORLD-CLASS BOSE STEREO.

Corvette engineers worked with the experts at Bose® Corporation to create a music system specifically tailored to the Corvette interior. An AM/FM stereo with cassette player is standard in coupes and convertibles and a 12-disc CD changer is optional.* An AM/FM stereo with CD player is standard in Z06 and optional in other models.

* Not available on Z06.

Deeply contoured bucket seats, a dual-cove instrument panel and bold crossed-flag emblems identify this automobile as nothing less than an American icon.

The well-planned ergonomics become apparent the moment you get behind the wheel. There has never been a more spacious, more comfortable Corvette interior.

There are two leather-trimmed seat choices: standard, and optional Sport with inflatable lumbar support and adjustable side bolsters. Six-way power adjusters are standard for the driver side and optional for the passenger side in coupe and convertible models.

If you choose the optional Memory Package, the presets for climate controls, mirrors, driver seat and radio (and the power telescoping steering column, if you also select this option) will adjust to your preferred settings.

Attention to detail that's unequaled. Comfort that's unsurpassed. That's the inner beauty of America's favorite two-seat sports car.

Inner beauty.



The Classic "Waterfall."

Convertible details on the current car that evoke Vettes of an earlier era include a dramatic "waterfall" effect as the exterior body color sweeps down between the seats. (1962 Corvette shown.)

Optional Sport seats in Light Oak.

"The Corvette combines breathtaking performance with enough room to feel comfortable inside — something you don't get with all roadsters."

— Linda Lee Goldberg, President
CarSource, and Money magazine "Best Buy" panelist

Consider the possibilities.

Corvette is simply the best-equipped sports car you can buy. No other high performance two-seater offers you so many standard features, including leather seating surfaces, a high-output V8 engine, a theft-deterrent system, power seats, power windows and power door locks, and the performance enhancement of standard Active Handling.

The luxury of choice. It's one more reason this Corvette is the finest sports car we've ever built.



Optional Memory Package
Remembers "preset" positions for climate control, seat, mirror, radio and (if you select this option) power telescoping steering column. Great for households with more than one driver.



Manual Tilt-Wheel*/ Power Telescoping Steering Column*
This option combines the standard manual Tilt-Wheel™ steering column feature with a power telescoping column.



Active Handling
Second-generation Active Handling, standard in all models for 2001, works in conjunction with Traction Control and ABS. (Also shown here: optional F45 Selective Real Time Damping.*)



Console Storage
A convenient lockable center console storage area includes a cassette holder and auxiliary power outlet for cell phones or laptop computers.

Foglamps*
These halogen foglamps are optional on coupe and convertible models.



Dual Zone AC
Dual-zone air conditioning (standard in Z06; optional in coupe and convertible) lets driver and passenger adjust the temperature in their respective zones for greater comfort.



Speed Control
Electronic Speed Control (with a convenient resume feature) is standard in every Corvette.



Body-Side Moldings
These optional moldings help fend off dings and dents.



Magnesium Wheels*
Eye-catching and functional (they are lighter than the standard wheel), the optional magnesium wheels add an exotic touch to any Corvette coupe or convertible.



Power Windows
Power windows on both the driver and passenger side provide a convenient Express-Down feature.



12-Disc CD Changer*
This optional 12-disc CD changer is stored in the Corvette trunk.



Electrochromic Rearview Mirrors
Mirrors (inside rearview and driver's outside) automatically adjust to lessen headlamp glare from other vehicles at night. This is a new-for-2001 option on all models.

Heated Side Mirrors
Here's a feature you'll really appreciate in snowy or icy conditions. Dual heated power mirrors are standard.



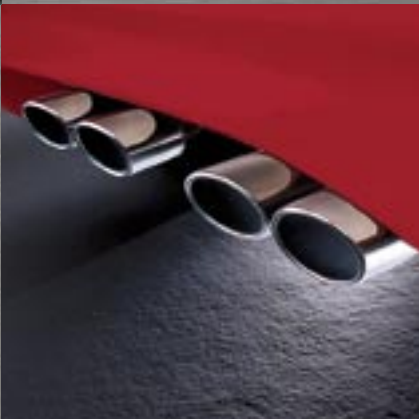
Tire Pressure Monitor*
This safety/convenience feature signals you via a message on the Driver Information Center should pressure in any tire drop below 28 psi.



Map Lights
Dual map lights are conveniently located on the inside rearview mirror.



Chrome Exhaust Tips
A new feature for 2001 for coupe and convertible models, these standard chrome exhaust tips add to the sporty Corvette appearance.



Intermittent Wipers
Standard on every Corvette.



Illuminated Visor Mirrors
These mirrors, on both driver and passenger side, are standard in all models.



Polished Wheels*
These optional high-polish aluminum wheels add a dazzling look to Corvette coupe or convertible models.



Six-Way Power Seat Control
A six-way power driver's seat is standard; a six-way power passenger seat is optional in coupe and convertible.

An enthusiast's guide to an American icon.

NOTE: The optional Preferred Equipment Groups (PEGs) shown at right are designed to help simplify the buying process. Just choose the PEG containing the equipment you desire. You may also add selected individual options (see chart). Some restrictions may apply — your dealer will have more details. Preferred Equipment Groups are not available on Z06.

PICK UP YOUR CORVETTE AT THE MUSEUM

The National Corvette Museum in Bowling Green, Kentucky (next to the Corvette assembly plant), is a must-see attraction for the Corvette lover. You can also take delivery of your new Corvette at the museum (just ask your dealer for museum delivery). For museum information, call 502-781-7973 or visit their web site — corvettemuseum.com. For more Corvette information, visit the Chevrolet web site — chevrolet.com/corvette or call the Chevrolet Information Center at 800-950-2438.

	COUPE		
	1SA	1SB	1SC
Base Equipment Group	■	■	■
Preferred Equipment Group 1			
Dual-zone air conditioning		■	■
Fog lamps		■	■
Luggage shade and parcel net		■	■
Memory Package		■	■
Adjustable Sport bucket seats		■	■
Power passenger seat		■	■
Preferred Equipment Group 2			
Head-Up Display			■
Power telescoping and manual Tilt-Wheel™ steering column			■
Twilight Sentinel			■
Electrochromic rearview mirrors: inside and driver's outside			■

	CONVERTIBLE		
	1SA	1SB	1SC
Base Equipment Group	■	■	■
Preferred Equipment Group 1			
Dual-zone air conditioning		■	■
Fog lamps		■	■
Memory Package		■	■
Adjustable Sport bucket seats		■	■
Power passenger seat		■	■
Twilight Sentinel		■	■
Electrochromic rearview mirrors: inside and driver's outside		■	■
Preferred Equipment Group 2			
Head-Up Display			■
Power telescoping and manual Tilt-Wheel™ steering column			■

Exterior	COUPE	CONV.	Z06
Clearcoat paint	S	S	S
Corrosion-proof body panels	S	S	S
Body-side moldings	O	O	O
Daytime Running Lamps	S	S	S
Dual, electric, remote-control, heated sport mirrors	S	S	S
Dual halogen fog lamps	O	O	—
Front license plate frame	O	O	O
Manual convertible top with heated, glass rear window	—	S	—
One-piece removable roof panel	S	—	—
Translucent removable roof panel	O	—	—
Roof package with translucent and solid roof panels	O	—	—
Retractable halogen headlamps	S	S	S
Solar-tinted, flush-mounted glass	S	S	S

Interior	COUPE	CONV.	Z06
Air bags* (driver and passenger) with passenger-side on/off switch	S	S	S
Air conditioning	S	S	S
Air conditioning (dual-zone with electronic control)	O	O	S
Console, lockable, storage with integral cup holder	S	S	S
Cruise control	S	S	S
Day/night rearview mirror with integral map light	S	S	S
Electrochromic mirrors	O	O	O
Floor mats	O	O	O
Rear-window defogger	S	S	S
Headlamps-on reminder	S	S	S
Illuminated dual visor mirrors	S	S	S
Instrumentation, electric, analog	S	S	S
Instrumentation, Head-Up Display	O	O	—
Intermittent windshield wipers	S	S	S

Interior (cont.)	COUPE	CONV.	Z06
Memory Package (remembers "presets" for outside mirrors, radio, heater, defroster, air conditioning, power driver seat and, if so equipped, power telescoping steering column)	O†	O†	O
PASS-Key II theft-deterrent system with horn alarm	S	S	S
Power door locks	S	S	S
Power telescoping steering column	O	O	—
Power windows with Express-Down feature	S	S	S
Active Remote Keyless Entry system	S	S	S
Seats, leather seating surfaces**	S	S	S
Seats, Sport, leather seating surfaces**	O	O	—
Seat, power driver, six-way adjustable	S	S	S
Seat, power passenger, six-way adjustable	O	O	—
Tilt-Wheel™ steering column	S	S	S
Turn signal-on reminder	S	S	S
Twilight Sentinel	O	O	—

Delco Electronics ETR Sound Systems

Electronically tuned AM/FM stereo with cassette player and digital clock	S	S	O
Electronically tuned AM/FM stereo with CD player and digital clock	O	O	S
Bose® music system	S	S	S
12-disc CD changer	O	O	—
S — Standard. O — Optional.			

*Corvette comes with a passenger Air Bag Off Switch for use when carrying children. Never place a rear-facing infant restraint in the front seat of any vehicle equipped with an active air bag. Always use safety belts and proper child restraints, even with air bags. See the Owner's Manual and child safety seat instructions for more safety information.

†Requires electric dual-zone air conditioning.

**Leather trim on seating surfaces only.

Power Team/Chassis/Mechanical	COUPE	CONV.	Z06
5.7 Liter LS1 V8 engine with Sequential Fuel Injection	S	S	—
5.7 Liter LS6 V8 engine with Sequential Fuel Injection	—	—	S
4-speed automatic transmission	S	S	—
6-speed manual transmission	O	O	S
Z51 Performance Handling Package	O	O	—
Active Handling	S	S	S
F45 Selective Real-Time Damping	O	O	—
FE4 Suspension	—	—	S
Four-wheel disc antilock brake system (ABS)	S	S	S
Fully independent suspension with transverse springs	S	S	S
Limited slip differential	S	S	S
Power rack-and-pinion steering (speed-sensitive)	S	S	S
Power steering cooler	S	S	S
Traction Control	S	S	S
Stainless-steel exhaust system (aluminized stainless steel rear of catalytic converter)	S	S	—
Titanium exhaust components (mufflers and tailpipes)	—	—	S
Low tire pressure warning system	S	S	—

Wheels

17" x 8.5" front, 18" x 9.5" rear			
— aluminum	S	S	—
— high-polish forged aluminum	O	O	—
— Custom Sport magnesium	O	O	—
17" x 9.5" front, 18" x 10.5" rear			
— aluminum	—	—	S

Tires	COUPE	CONV.	Z06
Goodyear Eagle F1 GS Extended Mobility			
— front: P245/45ZR-17	S	S	—
— rear: P275/40ZR-18	S	S	—
Goodyear Eagle F1 Supercar Non-Extended Mobility			
— front: P265/40ZR-17	—	—	S
— rear: P295/35ZR-18	—	—	S

NOTE: Do not use tire chains; they can damage your car.

Exterior Dimensions (in.)	COUPE	CONV.	Z06
Wheelbase	104.5	104.5	104.5
Length (overall)	179.7	179.7	179.7
Width (overall)	73.6	73.6	73.6
Height	47.7	47.8	47.7
Tread width — front	61.9	61.9	62.4
Tread width — rear	62.0	62.0	62.6

Interior Dimensions (in.)

Headroom	37.9	37.6	37.8
Legroom	42.7	42.7	42.7
Shoulder room	55.3	55.3	55.3
Hip room	54.2	54.2	54.2

Capacities

Passenger capacity	2	2	2
Cargo capacity (cu. ft.)	24.8	13.9*	13.3
Fuel capacity (gal., approx.)	18.5	18.5	18.5

*11.2 cu. ft. with convertible top in the down position.



The Corvette promise.

Chevrolet will be there for you with the largest dealer network in the USA — and an owner protection plan that looks after you from the moment you take delivery of your new Corvette. The plan includes:

- **New Vehicle Limited Warranty**
- **24-Hour Roadside Assistance**
- **Courtesy Transportation**

It's an owner protection plan you can believe in.

Your Chevrolet dealer has all the details.



New Vehicle Limited Warranty

This warranty is for GM vehicles registered in the USA. See your Chevrolet dealer for terms and conditions.

Covered for 3 years/ 36,000 miles (whichever comes first):

- The complete vehicle
- Tires
- Towing to your nearest Chevrolet dealership
- Cosmetic corrosion resulting from defects
- Repairs made to correct any vehicle defect
- No charge for most warranty repairs

Covered for 6 years/ 100,000 miles (whichever comes first):

- Rust-through corrosion



24-Hour Roadside Assistance

Call 1-800-CHEV-USA toll free anytime during the warranty period. Towing and basic technical advice come with the Basic Care Package.

Courtesy Care provides additional features* including locksmith services, flat tire-changing, fuel delivery, non-warranty towing and jump starts. Some services will incur costs. Chevrolet reserves the right to modify or discontinue Basic Care and Courtesy Care at any time.

*During the term of the New Vehicle Limited Warranty.



Courtesy Transportation

Ask your participating Chevrolet dealer for Courtesy Transportation if you drop your car off for repairs under the New Vehicle Limited Warranty. Also see if you qualify for expense reimbursement and/or vehicle rental. Services vary at election of participating dealer.



From Day One ...

The gas tank is full, the vehicle is checklist-ready for you to drive away, and a full orientation awaits you on everything about your new Corvette.



Chevrolet Customer Assistance Center

Call 1-800-222-1020 toll free to talk directly to specialists who can handle any product or service concern you may have.



For more information on 2001 Chevrolet car or truck products:

Call 1-800-950-2438 or visit us at chevrolet.com

ADDITIONAL INFORMATION

Important: A Word About This Brochure

We have tried to make this brochure comprehensive and factual. We reserve the right, however, to make changes at any time, without notice, in prices, colors, materials, equipment specifications, models and availability. Since information may have been updated since the time of printing, please check with your Chevrolet dealer for complete details. Chevrolet reserves the right to lengthen or shorten the model year for any product for any reason, or to start and end model years at different times.

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For information about SmartLease, SmartBuy or any of the other quality GMAC financing options, see your Chevy dealer, call 1-800-32-SMART or visit our web site at www.gmacfs.com.

The GM Card® — What are you charging toward?

The GM Card rewards you 5% on every credit card purchase, making it the fastest way to save toward the GM car or truck of your dreams. For information or to apply for The GM Card, call 1-800-8GM-CARD or visit our web site at www.gmcard.com.

The GM Mobility Program

Chevrolet recognizes the importance of mobility to everyone's life and, therefore, offers financial assistance to persons with disabilities through the General Motors Mobility Program. This program can provide up to \$1,000 reimbursement toward the cost of aftermarket mobility adaptive equipment for drivers or passengers when installed or reinstalled on any eligible purchased or leased new GM vehicle. For details and free resource information, call 1-800-323-9935 (TTY users: 1-800-833-9935).

Updated Service Information

Chevrolet dealers receive useful service bulletins about Chevrolet products. You can order them by calling 1-800-551-4123.

Assembly

Chevrolets and their components are assembled or produced by different operating units of General Motors, its subsidiaries or suppliers to GM worldwide. We sometimes find it necessary to produce Chevrolets with different or differently sourced components than originally scheduled. Since some options may be unavailable when your vehicle is assembled, we suggest that you verify that your vehicle includes the equipment you ordered or, if there are changes, that they are acceptable to you.

Engines

Chevrolets are equipped with engines produced by different operating units of GM, its subsidiaries or suppliers to GM worldwide.

Rust-Through Corrosion Protection

Chevrolets are designed and built to resist corrosion. All body sheet-metal components are warranted against rust-through for 6 years/100,000 miles (whichever comes first). Application of additional rust-inhibiting materials is not required and none is recommended. See your Chevrolet dealer for terms of this limited warranty.

GM Protection Plan®

The GM Protection Plan offers mechanical repair protection in addition to that provided by GM's New Vehicle Limited Warranty. Coverage for vehicle maintenance is also available. Ask your dealer about the GM Protection Plan. Coverage available only in the U.S. and Canada.

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Litho in USA September 2000

Standard aluminum wheel†

Stunning choices.

The Corvette color palette is updated for 2001 with two new exterior colors: Speedway White and Quicksilver Metallic. A new Torch Red / Black interior is available exclusively on the Z06.

ABOUT THE COLOR YELLOW

A color as bold as Millennium Yellow commands attention whenever it is seen, and the Corvette Team has been amazed by yellow's resurgence in popularity since its return last year (approximately 12 percent of production in the 2000 model year).

"Achieving the brilliant hue was a challenge," says Dave Hill, Corvette Chief Engineer. "Like all Corvette finishes, Millennium Yellow is an environmentally friendly waterborne finish, which makes it more difficult to achieve the vivid, chromatic yellow we wanted. The solution was additional film-build, provided by a yellow-tinted clearcoat that adds depth to the color," Hill says.

The color yellow has an on-again, off-again history in the Corvette palette. To date, shades of yellow have been available only in the following years: 1955; 1958 and 1959; 1965 through 1981; 1986 through 1996 (except 1989); and 2000 - 2001.

The most popular Corvette color since 1984? Red.



Optional high-polish aluminum wheel†



Optional Custom Sport magnesium wheel†



Standard Z06 aluminum wheel.



Navy Blue Metallic†



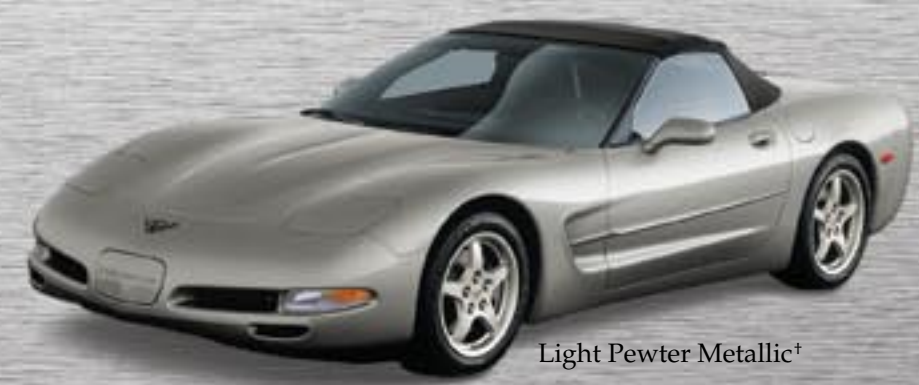
Speedway White



Dark Bowling Green Metallic†



Torch Red



Light Pewter Metallic†



Millennium Yellow*



Quicksilver Metallic



Black



Magnetic Red Metallic II**†

Torch Red leather seating surfaces.† Optional Sport seats shown.



Light Gray leather seating surfaces.† Optional Sport seats shown.



Light Oak leather seating surfaces.† Optional Sport seats shown.



Black leather seating surfaces.†



Torch Red/Black leather seating surfaces. (Available on Z06 only.)



Black leather seating surfaces. (Available on Z06 only.)



*Premium tint coat color, additional charge. †Not available on Z06.



Sooner or later, all great cars end up at Le Mans.

