We think it’s wise to keep tinkering with an American classic like the Corvette Sting Ray. Changes should be meaningful. This fine road machine, won and still is America’s only true sports car. So for 1965, Sting Ray underwent subtle refinements in styling that only enhance its unique looks. And performance, always a basic measure of Sting Ray’s appeal, has been improved still further. A new street engine develops 350 horsepower and answers most enthusiasts’ needs for traffic and highway driving. The two top V8 power plants offer 390- and 375-horsepower for those who specify them. Most of all, the Sting Ray now has Sport-Master disc brakes on all four wheels that naturally complement the tremendous performance capabilities of this is a different kind of car...

BODY. Styling changes for the 1965 Sting Ray are simple and effective. A smooth hood without depressions or distortions in the center. Now lower the front wheels that help increase airflow through the engine compartment. A new grille with three black horizontal bars highlighting the center of the grille. New body shell moldings of bright aluminum. These changes only serve to refine what is aerodynamically one of the more efficient cars in the world.

Both Sting Ray models, Sport Coupe and Convertible, use the same one-piece underbody. The Convertible uses 31 fiber-glass panels, the Sport Coupe 35. Where rivets can be exposed, the fiber-glass parts are riveted to the metal framework; elsewhere, a bonding strip of fiber glass is riveted to the framework, and the fiber glass is bonded to this. Sport Coupe bodies are attached to the chassis at six points with rubber "biscuit" mounts, the Convertible at four points.

In comfort and livability, the Sting Ray hasn’t changed. Twin reclinable headrests, 3-speed ventilation blower in the Sport Coupe, the wrap-over doors in the Sport Coupe for easy entry and exit, wrap-around bumpers, compounded a true all-American sports car...

A wide range of extra-cost Options and Custom Features is offered for the Sting Ray to fit individual tastes. The illustrations and text of this catalog present some of them; pages 12 and 14 list the options for your convenience.
built for the rigors of the road...

Front Suspension: The Sting Ray’s independent front suspension uses variable-rate coil springs to give soft and sensitive action on tiny bumps while maintaining firm control for the more rigorous roads. Front "drive" under braking is controlled by a sophisticated front suspension design that gives impeccable handling and a ride that suits either the boulevard or the country side.

Rear Suspension: The fully independent rear suspension of the Corvette Sting Ray offers a lower ride control to be built into the car. Each of the rear wheels can react to changes in road surface individually without affecting the other wheel. And without the weight of the differential suspended between the rear wheels it’s mounted on the frame, reaction of the wheels is quicker and smoother. Thus, road-holding is improved markedly, and "sneerums," wheel-lifting under acceleration, and torque steering are virtually eliminated.

The rear suspension uses a strut rod from wheel hub to differential case, a torque control arm from hub to frame, and the tubular axle shaft double universal-jointed from differential to wheel spindle. Springing is handled by a Bellows variable-rate transverse leaf spring. The system holds tread and camber changes to a minimum, and oil-driven and braking loads are distributed properly to the frame.

Chassis: Sting Ray’s broad-shouldered frame ties all the working components of the car properly together. Frame rails are spaced widely apart to allow the seats to be positioned between them, contributing to a lower height for the car and a lower center of gravity. And the Sting Ray chassis, with its independent suspension at all four wheels, has the weight distributed for superior balance and handling. With a greater rearward weight distribution (approximately 47/53%), traction is improved by increasing the weight on the driving wheels. Braking is improved under the most severe conditions; and steering effort is reduced by the reduction of load on the front wheels.

Able to handle any kind of terrain...

The combination of excellent balance and low-friction spherical joint suspension components gives the 1965 Corvette Sting Ray steering that is lively responsive and precisely accurate. And a provision for faster steering is included as standard equipment. A new adjustable steering wheel can be ordered—let you move the wheel away or pull it closer, through an adjustable range of three inches, without leaving the driver’s seat. Power steering can be ordered also. The standard steering gives a ratio of 19.7:1; the faster steering is 12.6:1. Power steering uses the same ratio as the fast steering provision.

Looking for those specific touches that will make a new Sting Ray fit your desires exactly? Check the extra-cost Options and Custom Features on pages 12 and 14, none of which are presented in the text and illustrations elsewhere in this catalog.

gripping, cornering, steering beautifully...
STABILIZERS: For flatter cornering and better handling, a stout stabilizer bar (0.687-inch diameter) is fitted to the front suspension of the Sting Ray. The bar is rubber-isolated to control harshness and give it a smoother effect. For special performance purposes, a heavier (0.94-inch) stabilizer bar is available as a part of the special front and rear suspension packages.

BRAKES: For 1965, the Sting Ray has Sport-Master disc brakes on all four wheels, the greatest improvement in Corvette braking power since the inception of the Sting Ray design. These new disc brakes are hydraulic, caliper type and give unusually smooth, sure stops. Virtually fade-free, Sport-Master disc brakes constantly keep themselves clean, dry and in adjustment under all road conditions. During maximum braking from higher speeds, 65% of the braking action occurs at the front wheels. 35% at the rear.

WHEELS AND TIRES: New wheel covers highlight the 1965 Sting Ray, simulating cast magnesium racing wheels with knock-off hubs. Cost aluminum wheels can be specified with wide-base six-inch rims, pin drive, and vacuum knock-off type hubs. Standard wheels are 15 x 5.5K welded steel slotted disc type with 7.75 x 15 tires.

with strictly sports car handling and control.

with strictly a new kind of sports car ride…
ELECTRICAL SYSTEM: The electrical system of the Sting Ray is based on the powerful 12-volt Delco-Remy diode-reinforced air-cooled generator. A transistorized ignition system can be ordered which provides electronic ignition control rather than mechanical, a new front-wedge window warning lamp warns if the electrically operated retraction headlamp have been left on after retraction; a new, weatherproof light is supplied for the hand brake. The steering wheel itself is color-coded for ease of maintenance. Ignition system components are shielded in multi-equipment cars to prevent interference. Accessories are fused except for the headlamps and parking lamps; these have circuit breakers rather than fuses.

INTERIOR: A true sports car in every sense, the Sting Ray still offers a completely luxurious driving environment. For 1965, the interior features new trim of durable expanded vinyl with a more subtle texture. Two interior colors, maroon and green, and striking two-tone combinations of silver/beige, white/beige, white/red and white/blue complement the other choices of black, red, blue and saddle. Genuine leather upholstery is available for 1965 Corvettes in all these colors.

The individual bucket-type seats are of "swivel" spring construction, and have a new, belted-type design for more seating comfort and better lateral support. Both seats are adjustable fore and aft and through a range of five inches. New molded panels covering the back of the seats offer protection against scuffing. Carpet for the 1965 Sting Ray is molded to shape for a better fit, a more finished appearance and fewer seams. The luggage compartment is completely carpeted, and a under-the-floor storage compartment holds five gallons of oil. Interior door panels are of a new molded construction; the armrest is integral with the panel and the door pull handle is separate. Dual sun visors are standard.

Controls for the outside-air-type heater and defroster are located on the center console along with the electric clock and radio controls; vent controls are located under the instrument panel on each side of the steering column.

Matched speedometer and tachometer are the primary instruments in the Sting Ray. Supplementing these are an electric fuel gauge, electric coolant temperature gauge, ammeter, and an oil pressure gauge. A re-settable trip odometer, headlight switch, cigarette lighter, headlight dimmer switch, hood release, and four-position ignition switch complete the instrument panel.

DIMENSIONS

<table>
<thead>
<tr>
<th>Model</th>
<th>Sport Coupe</th>
<th>Convertible</th>
</tr>
</thead>
<tbody>
<tr>
<td>Torso</td>
<td>73.0</td>
<td>68.5</td>
</tr>
<tr>
<td>Long</td>
<td>49.7</td>
<td>42.7</td>
</tr>
<tr>
<td>Hight</td>
<td>50.9</td>
<td>53.9</td>
</tr>
<tr>
<td>Shoulder</td>
<td>47.4</td>
<td>45.4</td>
</tr>
<tr>
<td>Trunk space</td>
<td>31.4</td>
<td>39.2</td>
</tr>
</tbody>
</table>

Options and Custom Features to personalize the Sting Ray precisely to customers' wishes are available at extra cost. Some of them are presented throughout the catalog in illustrations and in text. A listing of them will be found on pages 12 and 14.

yet this car is plush, convenient...

loaded with creature comforts...
ENGINES: Five great powerhouses supply the performance for any kind of Corvette to the owner's desire. The successful 327-cubic-inch fuel-injected V8, ruled at 265 horsepower, is standard. This engine gives spiritedly around-town performance and cruises at highway speeds at no more than an easy loaf. Any of four other big V8s can be ordered; a 360hp version that provides more go without sacrificing any tractability is new 300hp engine that gives near all-out performance while remaining perfectly at ease in stop-and-go traffic; and two high-performance engines with top horsepower for 465, the 427hp engine and the 454hp Ramjet Fuel Injection engine that extracts the last full measure of performance from the husky 327.

New cylinder heads with larger intake valves are featured for the standard engine. The 250-, 300- and 350-hp horsepower versions use hydraulic valve lifters; the 350 and 375 have mechanical lifters. The latter three engines require six quarts of lubricant (including oil filter); the 250 and 300-hp engines five. All engines have 18-quart capacity cooling systems. Modern, finned-coil-cooling techniques enable Chevrolet to offer this large displacement in an engine that still maintains a relatively low over-all weight rating at 375 lbs. for the standard engine with 327-cubic-inch displacement and pressure plate. Extensive use of aluminum components (injector and expansion tank, transmission case, etc.) also helps keep total weight low. Other engine features include wedge-type combustion chambers; controlled pressure lubrication system with full-flow oil filter; pressurized cooling system with high-cylinder head bolted down; and fuel systems tailored to individual engines.

TRANSMISSIONS: The Sting Ray line-up of transmissions lets you gear up to just the kind of driving that suits you best. The proven 3-speed manual transmission is the standard gearbox. You can order the smooth and easy Powerglide with a new straight-line shift pattern for more direct shift selection if you prefer. Or specify a 4-speed manual transmission for a wider selection of manual gears.

All are floor-mounted with shift levers in the console. The 4-speed has a lockout to help prevent you from inadvertently shifting to reverse gear. Check the power train chart for the availability of engine and transmission combinations.

In the 3-speed, second and third gears are synchronized. In the 4-speed, all forward gears are synchronized. The automatic Powerglide transmission has a 2-speed planetary gear set and a 3-element torque converter.

**STING RAY POWER TEAM**

<table>
<thead>
<tr>
<th>ENGINE</th>
<th>HORSEPOWER (HP)</th>
<th>RPM</th>
<th>CAR &amp; CAPACITY</th>
<th>TRAVEL WHEELS</th>
</tr>
</thead>
<tbody>
<tr>
<td>250cc</td>
<td>150</td>
<td>5200</td>
<td>1650</td>
<td>2800</td>
</tr>
<tr>
<td>300cc</td>
<td>170</td>
<td>5200</td>
<td>1650</td>
<td>2800</td>
</tr>
<tr>
<td>350cc</td>
<td>200</td>
<td>5400</td>
<td>1650</td>
<td>2800</td>
</tr>
<tr>
<td>427cc</td>
<td>420</td>
<td>5600</td>
<td>1650</td>
<td>2800</td>
</tr>
<tr>
<td>454cc</td>
<td>455</td>
<td>5600</td>
<td>1650</td>
<td>2800</td>
</tr>
</tbody>
</table>

**AXLE RATIO**

<table>
<thead>
<tr>
<th>Engine</th>
<th>Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bearing</td>
<td>3.41:1</td>
</tr>
<tr>
<td>Differential</td>
<td>3.55:1</td>
</tr>
</tbody>
</table>

**DIFFERENTIAL:** Part of the reason for the Sting Ray's great ride and handling is the location of the differential and final drive gear assembly — the differential gearing is in conjunction with the body, not the wheels, for more smoother riding. This also helps the engine pull all its power onto the ground, particularly when the Autolift is ordered with the car. A wide range of rear axle ratios is available for the Sting Ray, as shown in the power train chart on the opposite page. Those ratios give approximate speeds in the following ranges.

**SHOCK ABSORBERS:** Sting Ray shock absorbers are direct double-acting hydraulic type especially designed to fulfill the combined needs of soft ride and firm handling. Special front-lifted bags are enclosed in shock absorbers to help maintain proper action during extreme use.

To assure that your new Sting Ray is exactly right for your particular requirements, a complete line of Options and Custom Features is available at extra cost. They are described on pages 12 and 14, and some of them are presented throughout the test and illustrations of this catalog.
from rubber to roof, a sports car...

for performance and style-minded individuals.

the most deeply satisfying driving experience available in the world.

EXTRA-COST OPTIONAL EQUIPMENT

The following equipment, shown previously in illustrations or described in the text, is available at extra cost for the Corvette Sting Ray. These options add driving pleasure, or prepare the car for special uses. They allow the Sting Ray owner to equip his car to his own particular tastes.


ENGINE: Off-road service exhaust system: exposed, side-mounted exhaust system: 36-gallon fuel tank (Sport Coupe only). (Note: when 36-gallon fuel tank is fitted, torque converter is partially compensated by the 20-gallon auxiliary fuel tank.) 300-horsepower engine: 350-horsepower engine: 455-horsepower engine: 375-horsepower Blower Pak fuel injection engine.

TRANSMISSION: 3-speed: 4-speed.

BODY: Soft-Ray tinted glass: back-up lights and non-shine inside rearview mirror. Four-position air conditioning: genuine leather seat upholstery: wood-rimmed steering wheel: electric windows: AM/FM pushbutton radio with remote control power antenna: removable hard top. (Convertible only: You can, however, specify either hard top or soft top at no extra cost—or order both with hard top or extra cost.)