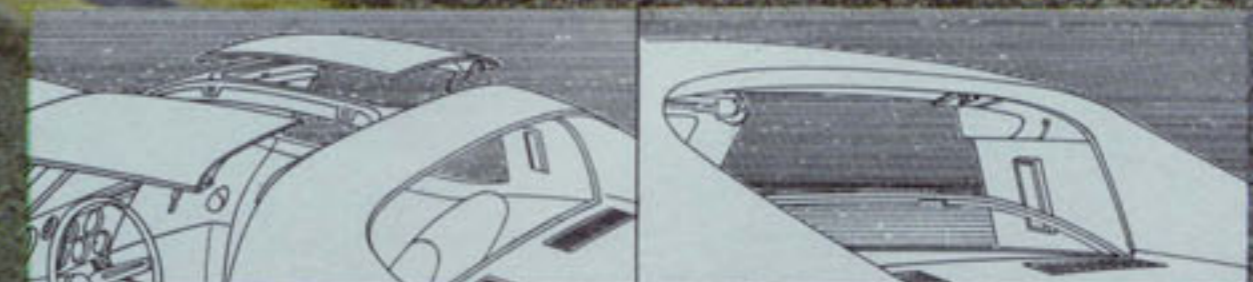
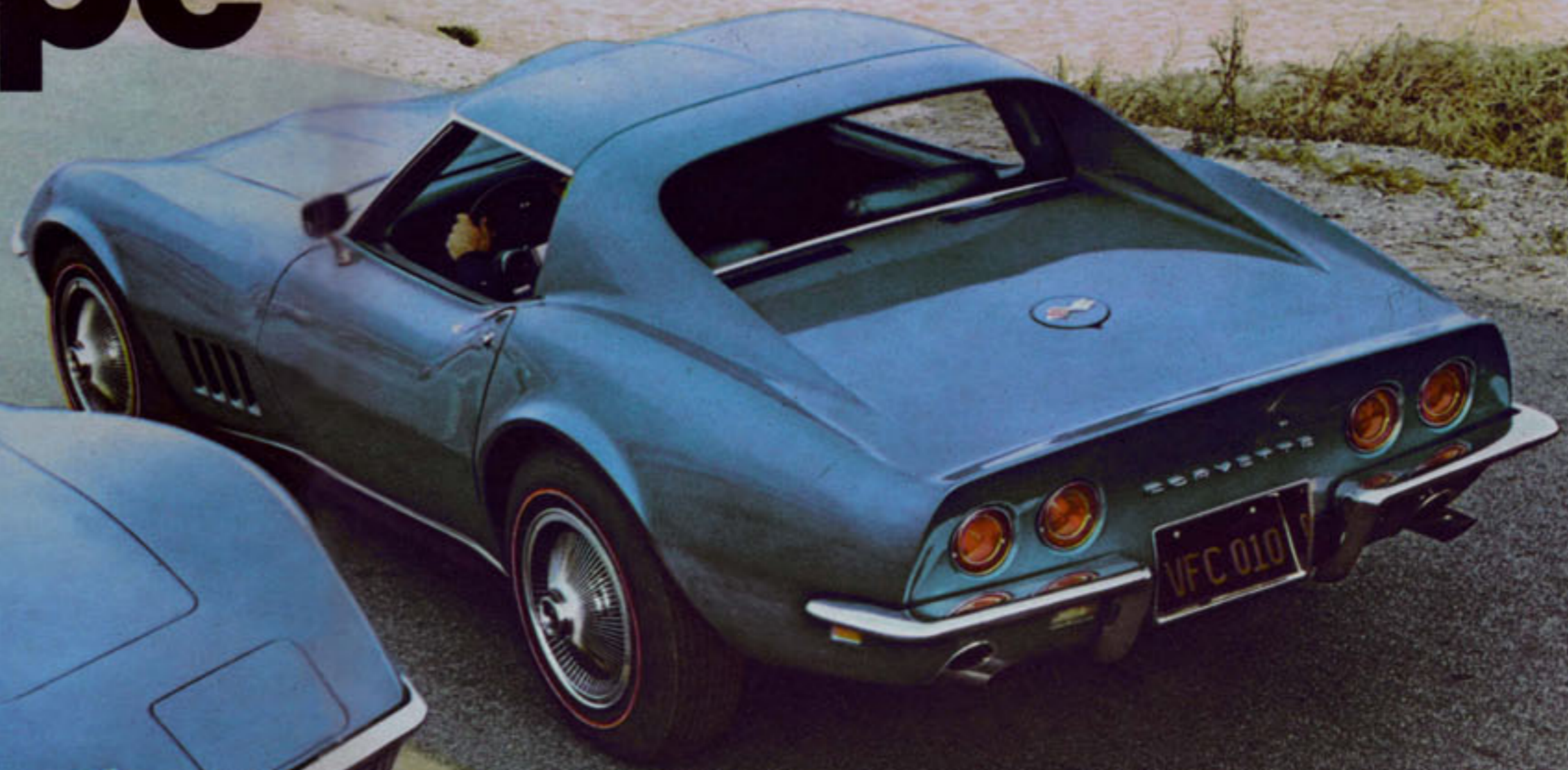
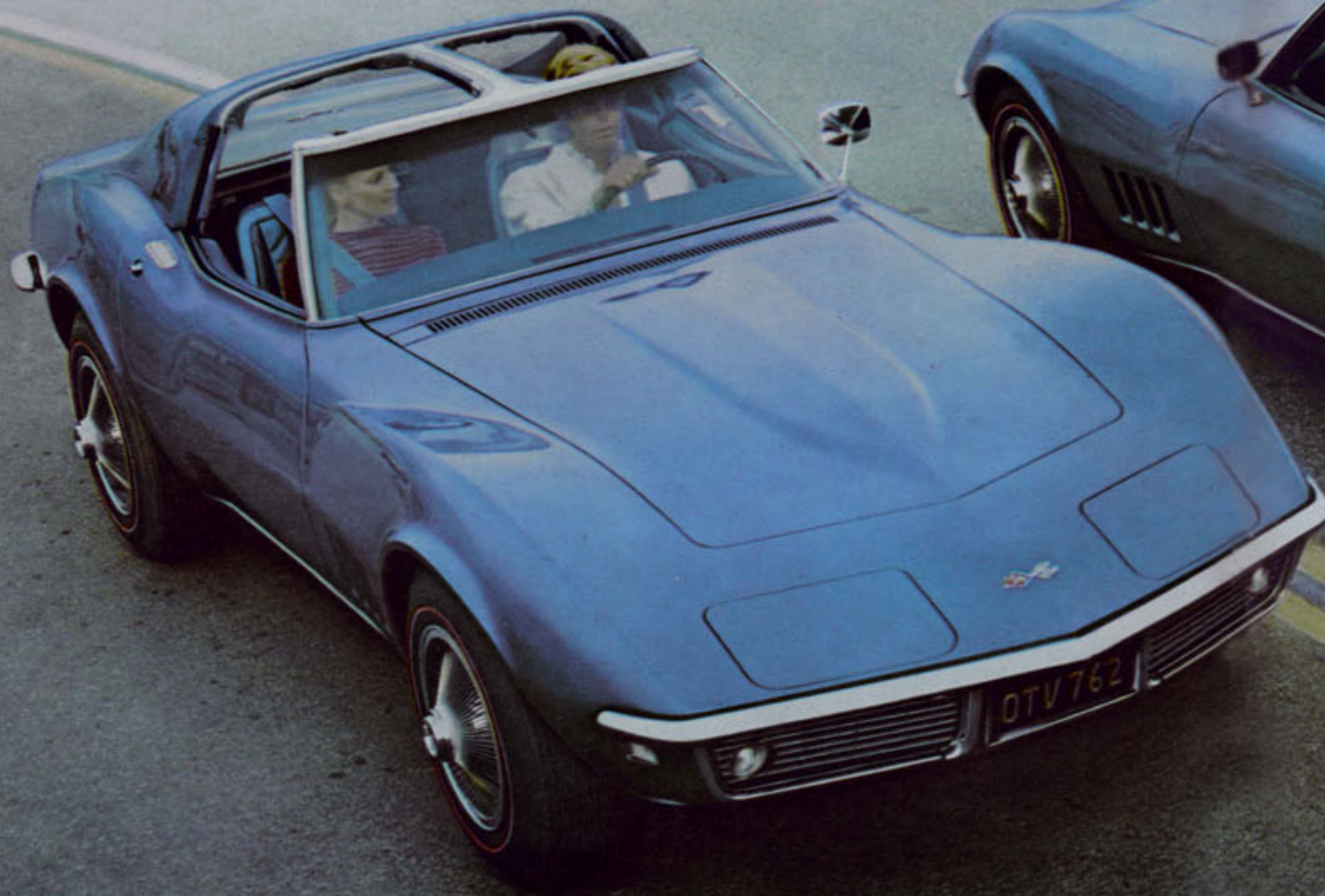


The "convertible" coupe

Look, it's the 1968 Corvette Sting Ray Coupe: sleek, snug, sporty. Look again. Now, with the roof panels off, it's open to the sun, the sky, the air. This "convertible" feature is standard on the new Sting Ray Coupe, as are hidden headlights, concealed wipers, rear-deck spoiler and a cockpit that's impeccably comfortable yet utterly functional. Standard, too: fully independent suspension, four-wheel disc brakes, 300 hp and Corvette's taut, precise sports-car handling. Sting Ray for 1968 at your Chevrolet dealer's.

'68 Corvette by Chevrolet



Removable roof sections stow behind seat, along with the detachable glass rear window. Opened up, Corvette's a "convertible." Buttoned up, it's a coupe. More than ever, it's one-of-a-kind.



Aerodynamic duo



Front: Camaro SS Sport Coupe. Rear: Corvette Sting Ray Coupe.



They're two of a kind. The fantastic, low-slung Corvette Sting Ray. And Camaro, The Hugger, the only car that comes even close. In styling, in handling, in performance. Both are aerodynamic from nose to deck, with Astro Ventilation, full door-glass styling, bucket seats, refined suspension and 327-cu.-in. standard V8s. You can order Vettes all the way up to 435 hp in a 427-cu.-in. Turbo-Jet V8. Camaros score almost as high: Cubes — 396, Horses — 325. Corvette's a tough act to follow. Buckle up a Camaro and see what we've done for an encore.

'68
Camaro  **Corvette**

Did you expect anything less from The Leader?



Anything less than an astonishingly beautiful sports car seven inches longer and nearly two inches lower, with windshield wipers concealed by a power-operated cowl, rear deck spoiler and high-backed bucket seats. Anything less than Astro Ventilation, a new air-intake and pressure-relief system.

Anything less than four-wheel disc brakes and fully independent suspension.

Anything less than V8s you order up to 435 hp. Anything less than new security features like side marker lights and many more.

The '68 Corvette Sting Ray.

What else would you expect from Chevrolet?



'68 Corvette