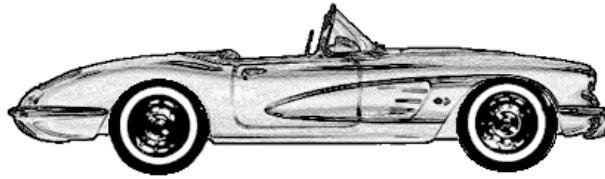


1959

Production levels to the preceding year, 500 units to 9,670. final year Corvette than 10,000 units



remained similar increasing by only This would be the would sell less annually.

Gone was some the excessive chrome of the preceding year. Interiors in pure black, blue and turquoise were available for the first time; supplementing the standard red, beige and the occasional yellow or charcoal hues.

Armrests and door handles were repositioned to provide more elbow room. Calibration on dashboard gauges was improved and concave lenses cut down on light reflection and improved readability. The four-speed manual transmission's new "T" shift handle prevented accidental shifting into reverse.

Spring rates were modified to accommodate the weight added in 1958 and rear shock absorber mounts were changed to provide a softer ride. Horizontal slits were added to wheel covers to improve brake cooling.

The 283 cubic-inch engine displacement and 290 maximum horsepower remained standard. In tests, the Corvette roared from 0-60 in 6.6 seconds and ran through the quarter mile in 14 1/2 seconds. The base convertible listed for \$3,875.

On the track, Corvette once again won SCCA's Class B/Production Sports title. At the official opening of the Daytona International Speedway, a Corvette was driven at 155mph. In the shop, the rear of the XP-700 was lengthened and exaggerated and work began on the CERV I (Chevrolet Experimental Racing Vehicle).