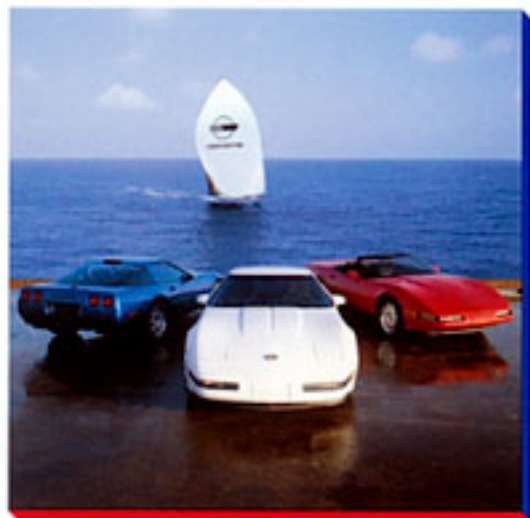


'92 *Corvette*



*New 300-HP LT1 V8 ... 6-speed manual transmission ...
ABS ... Traction Control. Consider the 1992 Corvette Coupe
an art form that will really move you.*

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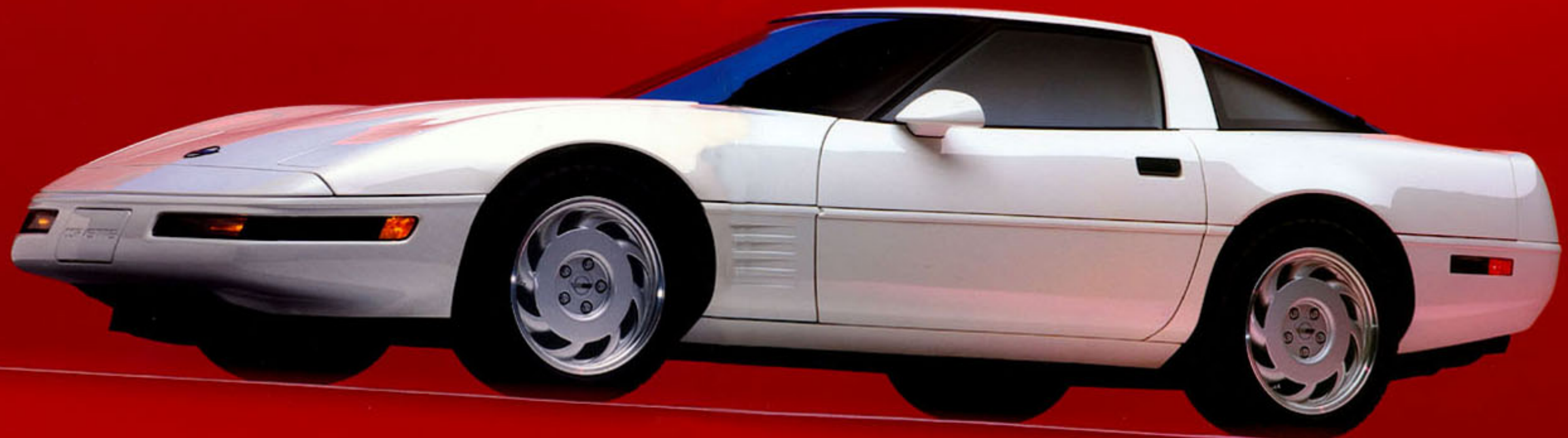
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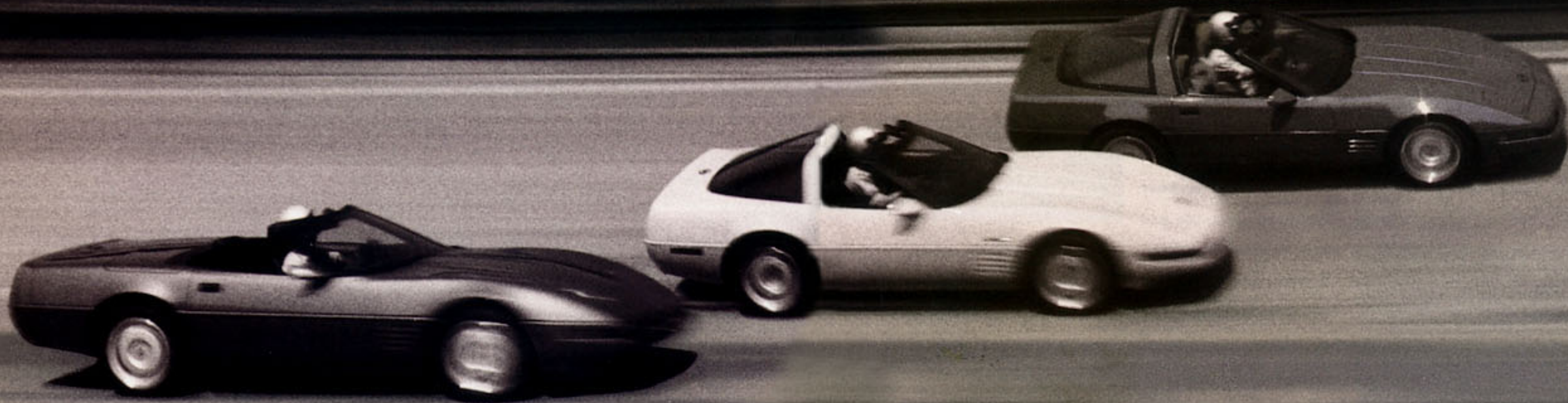
*The Corvette Convertible is the sports car
most Americans have fantasized about owning.
In 1992, a lucky few will realize the dream.*



*Corvette ZR-1 is the most talked-about sports car
in a generation. It is also the car
that makers of Porsche, Ferrari and Lamborghini
don't want to talk about.*



*Imagine two days at the GM Proving Grounds
with three new 1992 Corvettes and no speed limit.
It was a tough assignment, but somebody had to do it,
reports Don Sherman, editor-at-large of
Motor Trend magazine.**



**This story appears exclusively in this 1992 Corvette brochure.*

Place three 1992 Corvette pilot-production models at the General Motors Proving Grounds near Milford, Michigan. Add the expertise of two congenial Corvette engineers. Gain carte-blanche permission to compare and contrast the dynamic personalities of this illustrious trio on a variety of test tracks. Persuade my boss that this is not another car-nut picnic, this is work.

Above right:
Corvette engineer
Jim Ingle (in
passenger seat)
explains features
of the '92 Driver
Information Center
to Don Sherman.

Below:
Taking a close look
at the 300-HP LT1
Corvette V8.

A flaming-red 6-speed 1992 Coupe is the star of the Corvette set. Engineers Scott Allman and Jim Ingle explain that, while the design is basically unchanged, there's plenty of new technology to



sharpen the reflexes of this mainline model: a new, more powerful engine under the hood, new tires, revised shock absorbers with FX3 Selective Ride Control, and a traction-control system called ASR, which Jim Ingle tells me stands for Acceleration Slip Regulation.

Supporting members of the cast are an aqua convertible and a screaming-yellow ZR-1. The Corvette Convertible is the ultimate dual-purpose machine: there is no finer way to enjoy both driving and nature at once. The ZR-1, on the other hand, is the maximum Corvette for those who take their performance very seriously.

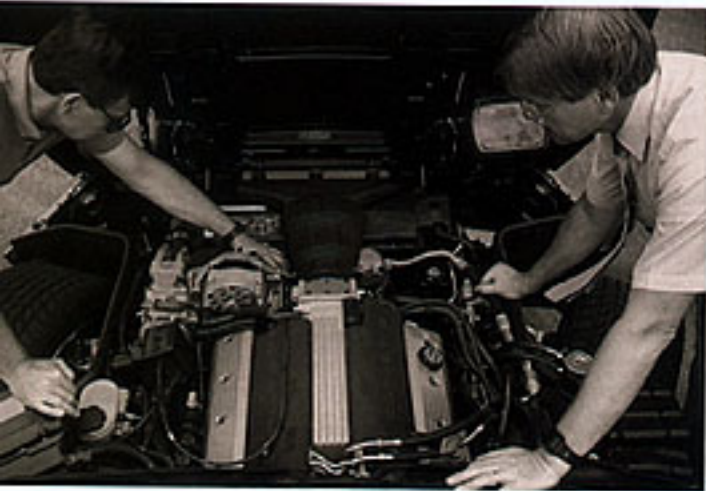
We meet at the Seven Sisters, a tight road course that reminds me of a horizontal roller coaster.

The radii of the seven close-knit curves range between fifty and seventy feet. Some are flat, a few are aggressively banked.

I begin with the Coupe. By the time I kiss but two of the Sisters, it's clear that the new Goodyear GS-C tires, which have a tread pattern that's both asymmetrical and directional, have remarkable grip and very predictable breakaway characteristics.

This is an ideal location to study the new ASR traction-control system. This system uses wheel-speed sensors to warn that one or both rear wheels are beginning to lose traction due to overenthusiastic throttle applications. A computer automatically rectifies that situation by first retarding ignition timing, then, if necessary, closing the throttle and applying one or both rear brakes.

There's an ASR button just above the headlamp switch which



I turn off for test purposes. I'm a strong believer in equality, so I aim the Corvette Coupe with even amounts of steering wheel and throttle. It waltzes through the Seven Sisters like a Dance Fever grand champion. Of course, there are times when it isn't appropriate to flick the tail wide exiting every corner. To study this side of the



Polished steel pads simulate glare ice in a test of Corvette's new traction-control system.

Top photo:
With Traction Control switched off, runaway wheel spin.
Lower photo:
With Traction Control activated, car moves quickly off the line.

Corvette's personality; I switch the ASR on. The Corvette now behaves itself like a well-disciplined child.

All 1992 Corvettes are equipped with ASR, including the Convertible. This car seems to say, "Why hurry?" on the Seven Sisters. I let the four-speed automatic and the grippy Goodyear tires do the work and cruise through for the cameras. Fluffy clouds and the bright Michigan sky smile down upon me. Corvette roadsters have to be the ride of choice in heaven.

I snap back to reality and strap on the ZR-1 for a run. The art director's driving instructions: "There is no such thing as modesty in a ZR-1." I ricochet from corner to corner like the steel ball in a pachinko machine. Next, we visit Black Lake, formerly known as the Fenn Holden Vehicle Dynamics Test Facility. This 57-acre monument to asphalt engineering is one continuous expanse of pave-

ment with no curbs or light poles to interrupt the handling and maneuverability tests.



To further explore the new traction-control system, I park the ZR-1 on a pair of six-foot-long polished-steel pads which do an excellent job of simulating glare ice. First, I switch the ASR off, engage the clutch, and stand on the gas. The result is exactly as expected: runaway rear-wheel spin causing the Corvette to drift a few inches to the right as it slowly creeps forward off the pads. Then I repeat the exercise with ASR activated. The rear tires chirp softly but the car moves forward straight and true. ASR doesn't entirely eliminate wheel spin, but it does

Corvette engineer Scott Allman arrives at the Black Lake test facility in a specially prepared ZR-1 race car that is being used to test the endurance limits of stock ZR-1 components.

an excellent job of minimizing the ill effects such as diminished lateral stability:

The major development under the hood is a new LT1 engine which powers all Corvettes except the mighty ZR-1. Ingle explains, "This is a major overhaul of the classic small-block V8. The

displacement is still 5.7 liters, but the package is physically smaller and more powerful. Both the water pump and the distributor are mounted to the front of the block and driven internally by the crankshaft. There's a new low-profile intake manifold and an exhaust system that's quite similar to what we're using with the LT5 engine." With 300 horsepower at the redline, I can't wait to stretch my leg muscles against the throttle, so we transfer to Milford's two-mile-long straightaway for a taste of pure speed.

I take a leisurely drive in the Corvette Convertible to learn the track. This may be the most charismatic Corvette in the lineup, but it doesn't ignore its sporting credentials. When I floor the throttle, the new LT1 engine runs for the redline. The transmission clicks off each upshift firmly and punctually. I leave the pedal on the carpet and watch the speedometer digits count up to 130 mph.

Moments later, in the yellow ZR-1, the 375 HP, 32-valve LT5 engine performs its patented disappearing act: one second I'm sitting at the start of the straightaway, the next instant I'm gone. There is so much thrust available between 4000 and 7000 RPM that I wouldn't be surprised to find a "NASA" label positioned discreetly under the ZR-1 hood.

Don Sherman explores the limits of Corvette performance at the Milford Proving Grounds' challenging Seven Sisters road course.



To finish the day, I buzz the red coupe up to an indicated 142 mph. The LT1's energetic horsepower curve matched to the six-speed manual transmission is a marriage worthy of The Love Boat. Chevy fans faithful to the small-block engine for more than three decades reap their reward in 1992. Especially those lucky enough to own a new Corvette.

Don Sherman is editor-at-large for Motor Trend magazine.



"What we learn on the track is reflected in the Corvettes you'll be driving on the street", says Scott Allman.



Retrospective: The '70 Corvette LT1

The new-for-1992 Corvette LT1 V8 is a spiritual successor to a legend among legends ... the 1970 350-cubic-inch LT1 V8.

The original LT1 was a limited-production performance option available in Corvette from 1970 through 1972, and represented the peak of "small-block" V8 performance for that era.

In 1970, the LT1 was the enthusiast's alternative to tamer 350s and comparatively brutish 454 "big block" engines. The uncompromised nature of the LT1 was revealed in the option restrictions: 4-speed manual transmission only and no air conditioning. The LT1 was built to run — right to a 6500 RPM redline, and it made all the right sounds in the process. At 370 gross HP,

this was easily the most powerful small-block Corvette V8 yet.

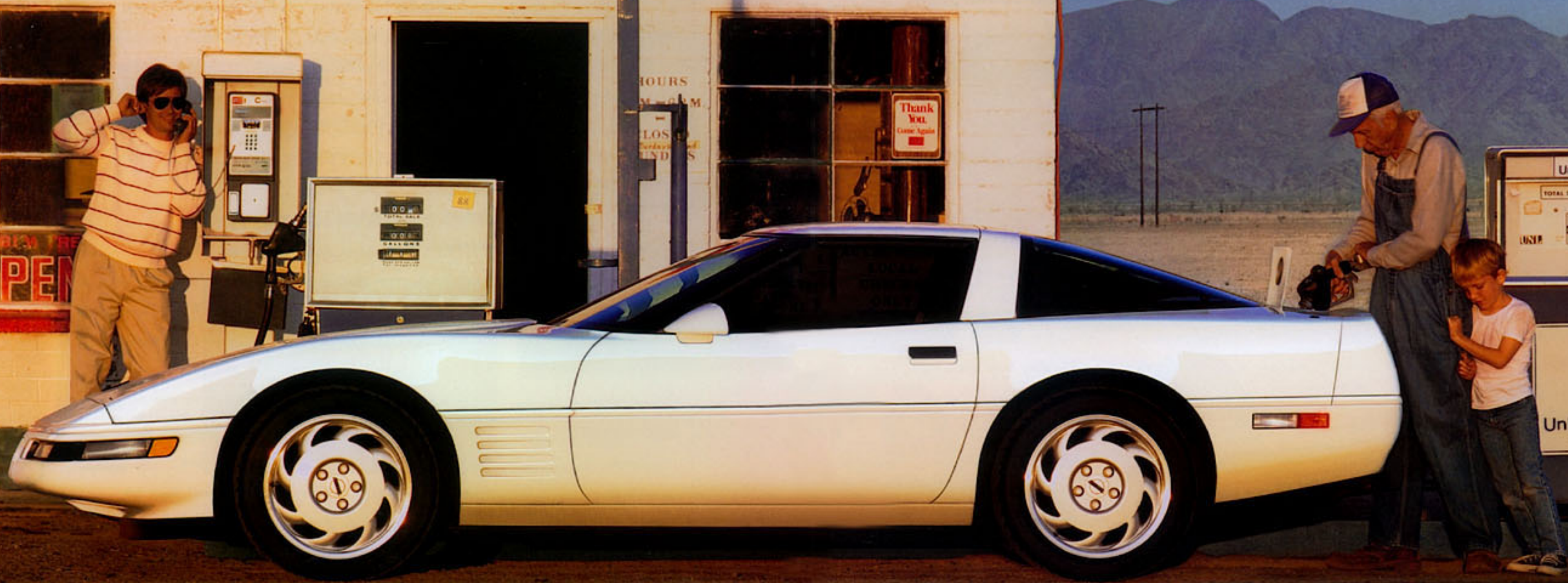
Twenty-some-odd years later, driving a '70 LT1 takes a little adjustment. You sit down low, way down low. The steering wheel seems large and skinny. Then you turn the key ... and the real memories come flooding back.

The '70 LT1 V8 is a wonderful toy: massive torque at the low end and seemingly endless RPMs up high. Even by today's standards, the '70 Corvette is a surprisingly capable, all-around performer. Brakes are four-wheel disc. The suspension is fully independent. Instrumentation is complete.

What's missing? About two decades of refinement. Corvettes have come a long way since 1970.

89 ER

This classically American sports car continues to win the hearts of enthusiasts and the respect of competitors.





Front parking lamps, cornering lamps, signal lamps, side-marker lamps, and halogen fog lamps are neatly integrated into one wraparound design element.

Front fender louvers are a long-standing Corvette tradition, and impact-resistant body-side moldings help protect Corvette from nicks and scratches.

Although it hardly seems possible, there was a time (circa 1953-54) when Corvette was scoffed at by those who thought a proper sports car was something Europeans knew best.

Today, the cognoscenti know better.

And they will love the 1992 Coupe, for this car surpasses the Corvettes of yore with a new 300-HP LT1 version of the 5.7 Liter V8, a smooth-shifting 6-speed manual transmission, a new high-performance traction-control system and new 17-inch Goodyear Eagle GS-C tires tuned for

excellent ride and response.

Corvette style? Let's just say the mystique is still there.

The 1992 Coupe is also one of the world's most completely equipped sports cars. Standard equipment includes air conditioning, power windows, power door locks, and a Delco AM/FM stereo with cassette tape player. A standard "delay" feature for accessories continues power to the entertainment system and power windows for up to 15 minutes after the ignition key is turned to "off" or until either door is opened.

Other convenience features include halogen fog lamps, front and rear cornering lamps, and dual sport mirrors (electric remote and heated).

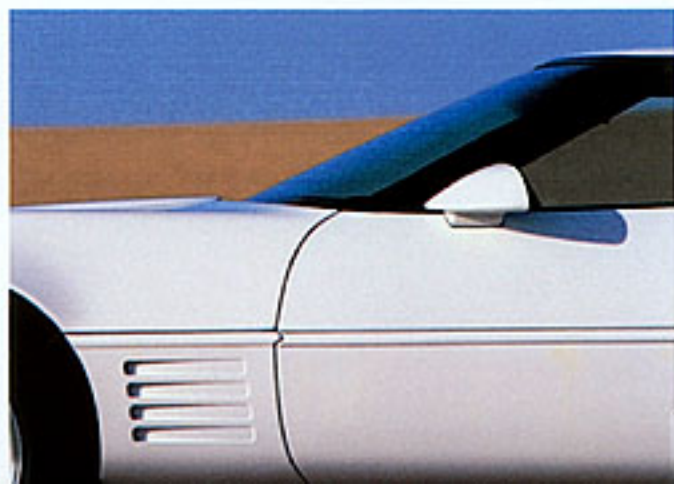
The Coupe's one-piece removable roof panel may be lifted

off for breezy, open-sky motoring.

A transparent roof panel (with blue or bronze tint) is an available option. The all-glass lift-up rear hatch with remote release allows easy access to 12.6 cu. ft. of luggage space. A security shade is included, and additional storage space is provided by a lockable storage compartment behind the passenger seat.

Corvette for 1992 retains the widely praised 1991 exterior design (revised rear appearance with quad rectangular tail lamps, wraparound front cornering lamps, aggressive 17" aluminum wheels and restyled front fender louvers). Base-coat/clear-coat paint (on fiberglass body panels, of course) provides a "wet-look" shine.

What's new is what's under the hood ... a powerful new version of the 350 cubic-inch (5.7 Liter) V8. It's the latest in a long, proud line of Corvette V8 engines.





*The one-piece
removable roof
panel gives Corvette
both open-air flair
and the security of
a closed car.*

*A transparent
panel is optional.*

*Corvette Coupe
for 1992 combines
classic American
style with LT1 V8
performance.*



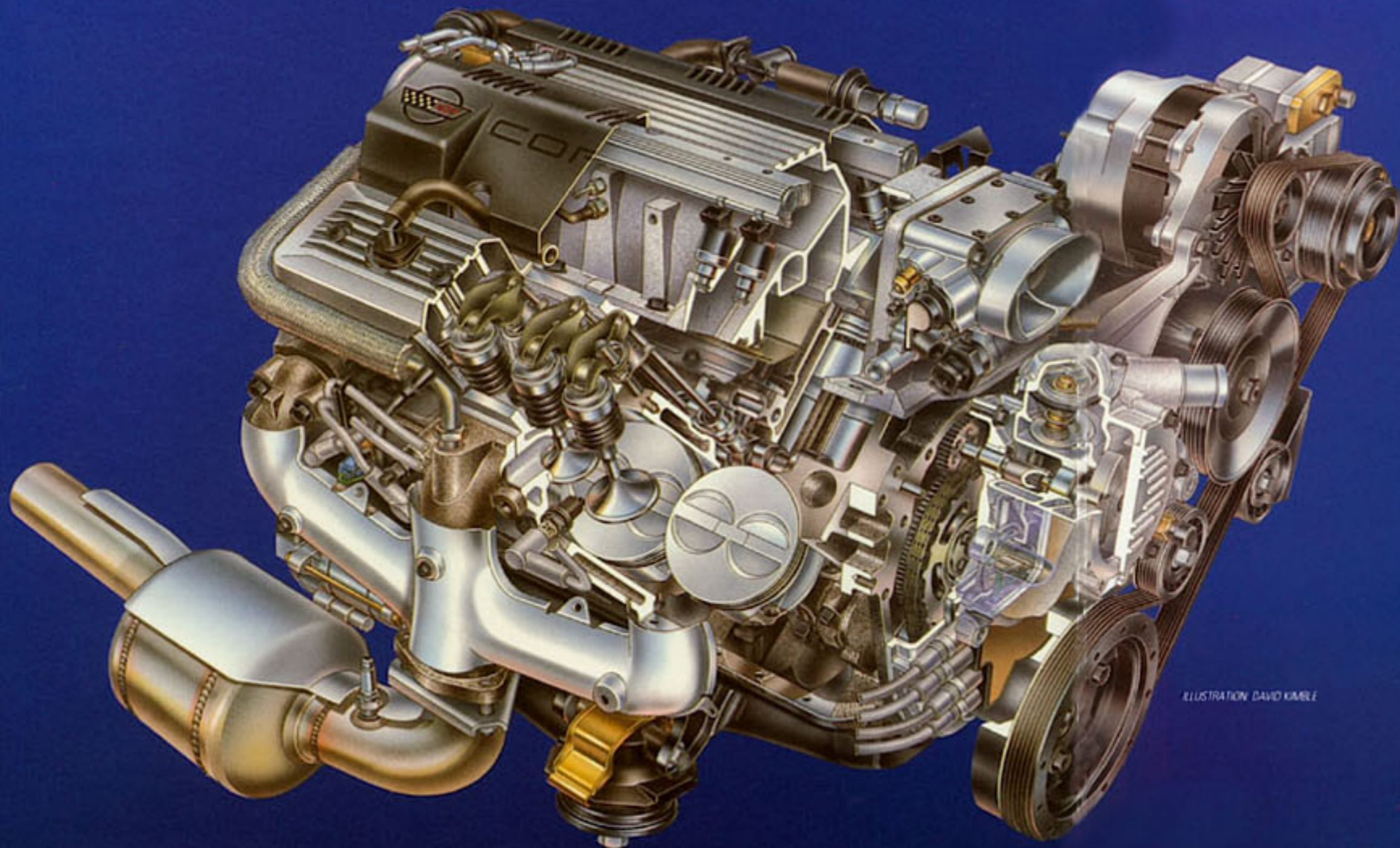


ILLUSTRATION: DAVID KIMBLE

The new-for-1992 LT1 is the latest version of the legendary Corvette small-block V8. Horsepower is 300 at 5000 RPM, torque is 330 lb.-ft. at 4000 RPM.

The LT1 cylinder head is aluminum; basic block is cast-iron.

A new one-piece low-profile intake manifold provides increased engine volumetric efficiency, i.e., better "breathing."

Angle-based ignition system and a recontoured fuel rail result in greater power delivery at high RPM.

A low-friction accessory drive helps air conditioning and power steering operate more efficiently, drawing less power from the engine.

New Multi-Port Fuel Injection system contributes to improved fuel flow, more precise mixture of fuel and air in the combustion chamber, and excellent throttle response.

The new LT1 V8 for '92...

The goal in designing the 1992 LT1 engine was to keep Corvette clearly world-class, in terms of overall power, acceleration, smoothness of power delivery and reliability. The resulting engine surpassed even the engineers' high expectations. In fact, after a quick ride in a prototype, a development engineer remarked, "It reminds me of the '70 LT1" (a high-performance small-block V8 engine available on Corvette from 1970 through 1972 in limited numbers). And that's how the new 1992 engine received its classic designation: LT1.

The basic configuration and block are the same as in 1991, and also the same as the 1970 LT1: 350 cubic inches of displacement with a bore/stroke ratio of 4.00 x 3.45. From this highly satisfactory starting point (with a 1991 HP rating of 250 at 4400 RPM), the

Corvette team went to work. They added a new one-piece low-profile intake manifold and new air cleaner cover for improved engine "breathing," a new front cover and water pump for increased efficiency, angle-based ignition timing and recontoured fuel rail for greater horsepower at high RPM, and a new low-friction accessory drive. This serpentine-type accessory drive belt is designed to outlast conventional belts.

Engine cooling system improvements include a new cylinder head gasket, thermostat and seal assembly. A new-for-1992 Multi-Port Fuel Injection system contributes to improved fuel flow and precise throttle response.

The bottom line: 300 HP at 5000 RPM. Not only is that a 50 HP increase from 1991, it is also more HP than the 1970 LT1 delivered. The 1992 LT1 V8 is one of the most powerful small-block

Corvette V8s ever created. That's saying something, especially when you consider that this new engine runs more cleanly and on lower octane gasoline than the Corvette V8s of years ago.

The LT1 V8 is available with your choice of a four-speed automatic overdrive transmission (standard) or a remarkably smooth-shifting 6-speed manual (a no-cost option).

Traction Control

Acceleration Slip Regulation, a computer-controlled traction-control system which provides optimized acceleration and vehicle directional stability, is standard in every 1992 Corvette. When wheel-slip is detected, the traction-control system pulses the anti-lock brakes and momentarily reduces engine output via engine spark

retardation until wheel and ground speed are nearly matched to provide well-balanced performance and greater control on a variety of road surfaces.

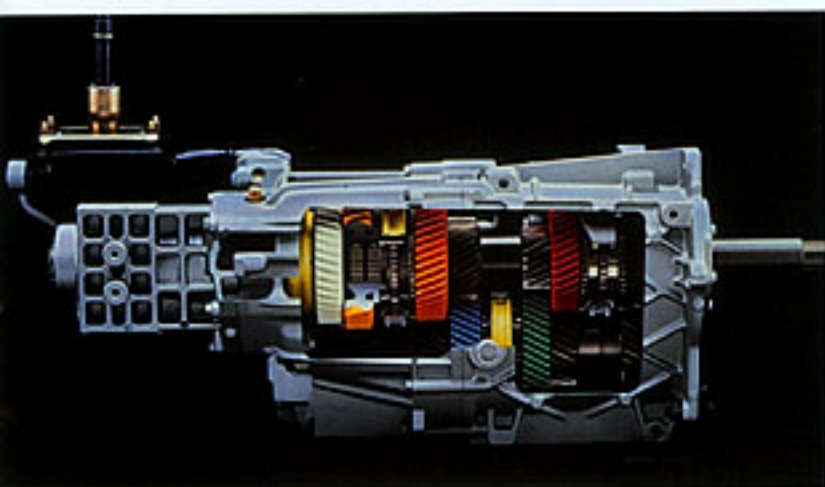
Traction Control, combined with a standard limited-slip rear axle and new, asymmetrical, unidirectional 17-inch Goodyear Eagle GS-C tires, maximizes the real-world potential of the LT1 V8.

Traction Control, standard in all 1992 Corvettes, utilizes all available wheel traction by regulating wheel spin.

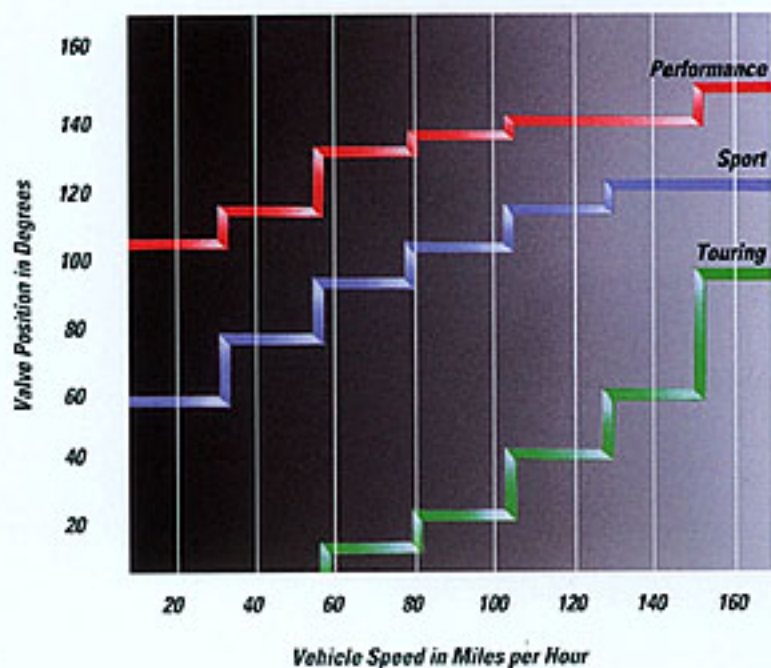


Corvette's advanced four-wheel independent suspension, combined with new asymmetrical and unidirectional 17-inch Goodyear Eagle GS-C tires, provides precise response to driver input.





An advanced six-speed manual transmission features a dual-pivoted shifter for a fast, narrow shift pattern that's sure to please manual-gearbox fans.



Optional Selective Ride Control allows the driver to select one of three system settings (Touring, Sport or Performance) by rotating a switch on the console panel. Each setting provides six different shock absorber damping levels – depending on vehicle speed.

Four Wheel Anti-Lock Brake System

Standard in every Corvette is the Bosch ABS IIS, one of the most advanced four-wheel anti-lock brake systems available in any production automobile. ABS reduces the chance of wheel lockup during braking and is designed to

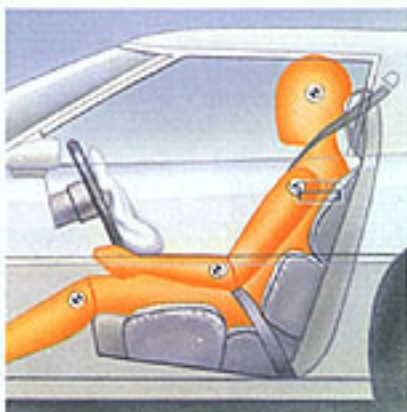
help you maintain steering control even in a panic stop in rain, on snow or on ice. When called upon to do so, the four-wheel anti-lock brake system can adjust brake pressure as rapidly as 15 times per second, a rate even the most skilled professional driver cannot attain. Bosch ABS IIS is combined with four-wheel power discs for up to 1.0g of stopping power.

Selective Ride Control

Corvette's optional Selective Ride Control, refined and recalibrated for 1992, is an innovative suspension system designed for everyday driving. This computerized system allows the driver to select from one of three shock absorber damping levels (Touring, Sport or Performance) via a console-mounted switch. It is programmed for six automatic gradations of firmness within each mode, with firmness increasing as vehicle speed increases.

Standard PASS-Key®

All 1992 Corvettes feature a standard Personalized Automotive Security System (PASS-Key). This totally passive system uses a small resistor pellet embedded in the ignition key with a specific resistance value. If an attempt is made to start the car without the proper key, the starter motor and fuel flow are rendered



inoperative, preventing the car from being started for up to four minutes each time a key with the wrong resistor is used. In addition to reducing vehicle thefts, the PASS-Key system may qualify you for comprehensive insurance premium discounts. Ask your agent.

Standard Safety Features

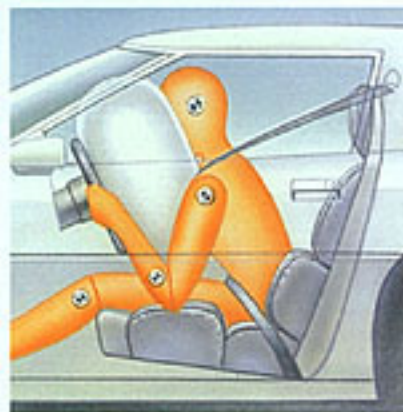
Occupant safety is a top priority in the design of the Corvette Coupe. Advanced safety features include a rugged steel safety cage that surrounds the passenger compartment, a driver-side air bag, lap/shoulder safety belts for both driver and passenger, and controlled-crush front and rear structures.



A driver-side air bag is standard in every 1992 Corvette. It can help protect the driver in certain frontal collisions. The air bag is a supplemental system only and is designed

All 1992 Corvettes

feature a standard GM-developed Personalized Automotive Security System (PASS-Key).



for use in conjunction with safety belts. For maximum protection in frontal and all other collisions, all occupants must be properly restrained with safety belts.

An advanced four-wheel anti-lock braking system (Bosch ABS IIS) gives the '92 Corvette stopping power to complement its performance potential.



*Corvette is the official vehicle of America³,
a designed-in-the-U.S.A. entry in the 1992 America's Cup yacht race.
Consider the '92 Corvette Convertible another all-American,
wind-in-the-face challenge to conventional thinking.*



The 1992 Corvette Convertible with the crew of America¹

Just the sight of America³, with sails taut, knifing through whitecaps at full speed, is guaranteed to get the adrenaline flowing. Especially if you're along for the ride.

Corvette Convertible is a lot like that. Picture yourself (and your favorite companion) in this car, with the open road ahead of you. Now, drop the top. Put your favorite tape (or compact disc) in the optional Delco/Bose player. Enjoy the mellow background music of the finely tuned LT1 V8, and feel the rush of the wind.

If ever there was a year to realize the dream of owning the Corvette Convertible, it is 1992.

The technology ...

The style of this Corvette is sensational. The romance of top-down motoring is timeless. But it is the performance that makes this roadster a sports machine to be savored. The new 5.7 Liter LT1 V8

with Multi-Port Fuel Injection develops 300 HP at 5000 RPM, and that makes this '92 Corvette one of the most powerful production convertibles in the world. A 4-speed automatic overdrive

transmission is standard equipment. A ZF 6-speed manual transmission is a no-cost option. Both transmissions receive calibration changes for compatibility with the new LT1 engine. A significant



The Corvette soft top disappears below a fiberglass panel when lowered.

feature of the 6-speed manual is Computer-Aided Gear Selection (CAGS). The CAGS system is designed to improve fuel efficiency during normal driving situations by directing the driver from first gear to fourth gear when accelerating lightly from a dead stop. A rapid acceleration cancels the one-to-four shift automatically.

The new-for-1992 traction-control system helps get all this power to the pavement, and helps utilize all available traction in any weather condition. Four-wheel power disc brakes with a Bosch ABS IIS anti-lock brake system are standard in every Corvette.

Optional Selective Ride Control is designed to enhance ride and control through the use of a driver-adjustable, shock-absorber valving system. The system gives the driver a choice of suspension settings – "TOUR," "SPORT" and "PERF," or performance.

PASS-Key, the most sophisticated theft-deterrent system in Corvette history, is standard equipment. Since making its debut on the 1986 model, the totally passive PASS-Key system has reduced Corvette theft rates by 23 percent. PASS-Key may qualify you for comprehensive insurance discounts. Ask your agent.

The luxury ...

You will also appreciate the convenience and comfort built into this Convertible. Standard features include power windows, air conditioning, TILT-WHEEL™ Adjustable Steering Column and a superb Delco AM/FM stereo with cassette tape player. Two Delco/Bose music systems are available. The first system adds six tuned Bose stereo speakers and 200-watt power to the features of the standard stereo. The top-of-the line Delco/Bose music system includes speed-activated volume control and a stereo

digital compact disc player.

A standard delay feature for accessories continues to supply power to the entertainment system and power windows for up to 15 minutes after the ignition key is turned to the "OFF" position or until the driver's door is opened – whichever occurs first. Beautifully tailored Sport Cloth bucket seats complete this picture of total



The Convertible

optional rear-deck carrier is functional and good looking.

luxury. Interior options include bucket seats with leather seating surfaces, sport bucket seats and electronic-digital-control air conditioning. A lockable storage compartment is located behind the passenger seat, with additional storage space for small items in the lockable center console and glove compartment.

As in every Corvette, a quieter-for-1992 ride is achieved

via refined sound-deadening materials, improved engine isolation, and new Goodyear GS-C high-performance tires. The optional low-tire-pressure warning system monitors air pressure in each tire continuously while the vehicle is being driven. Should tire pressure fall below a predetermined point, a warning lamp in the Driver Information Center is illuminated.

The easy-folding manual convertible top features an integral headliner that is designed to reduce road and wind noise. The soft-top disappears below a fiberglass panel when lowered. Choose from four top colors, depending on exterior color selected: Black (canvas), White (vinyl), Light Beige (canvas) or Blue (canvas). A new Arctic White bucket-seat interior with leather seating surfaces is optional. This option, exclusive to convertibles, is available with seven out of nine Corvette exterior colors.

Worthy of note: this is a factory-built convertible, manufactured to strict quality standards at the Corvette plant in Bowling Green, Kentucky.

A body-color removable hardtop is a popular option you may also wish to consider. The lightweight (64-lb.) fiberglass hardtop features a cloth headliner and electric rear-window defogger. Another option available exclusively on the Convertible is the factory-installed rear deck-lid carrier. This black-finished carrier adds both style and cargo capacity.

There have been many great performance moments in the evolution of the Corvette roadster ... the '57 "fuelie," the '62 "327," the '67 tri-power "427," and the '70 LT1 are notable examples. Now the '92 LT1 Convertible is here, and we invite you to own this moment in Corvette history.



The optional removable hardtop includes a cloth headliner and an electric rear-window defogger.



*To many,
the Corvette
Convertible is
the Corvette.
In 1992, with
the new LT1 V8,
it becomes
even more of
a moving
experience.*

Tradition, Technology and Teamwork

For the international yachting community, the America's Cup is the Super Bowl, World Series and Indy 500 all wrapped up into one. And in 1992, Corvette is sponsoring one of the American syndicates—the America's Foundation.

The Corvette logo might not be flying on the spinnaker of America's if it weren't for what happened back in 1851 on a summer afternoon at Cowes on the Isle of Wight. There, an upstart team aboard the schooner America soundly thrashed 16 other British yachts, all in front of a consternated Queen Victoria. The America's Cup was born.

After the Americans toted the 134-ounce silver urn across the Atlantic, it remained for the next 132 years at the New York Yacht Club despite numerous foreign challenges. But the Cup probably wouldn't have a firm place in the American psyche now, if it weren't for the Australians beating American Dennis Conner in 1983 with the boat Australia II and its famous winged keel.

Dennis Conner and his boat, Stars and Stripes, then went down to Fremantle, Australia, in 1987 to win the Cup back again, and since then the Cup has resided at the San Diego Yacht Club. In 1988, the New Zealanders thought they saw a way to catch the Americans napping, issuing a short-notice challenge which was answered by Conner's own custom-made loophole—a catamaran. Conner then soundly whipped the Kāwis, only to be challenged in court. After a protracted battle, Conner won. Which brings us to 1992. Given the publicity of the last decade, teams from more countries than ever before are interested in claiming the Cup. The toughest competition is expected to come from the Italians, New Zealanders, Japanese and Australians.

Who will represent America? That remains to be decided, but two teams are vying for that honor—Dennis Conner and his Stars and Stripes and the America's team led by Bill Koch.

How you win the America's Cup, says Koch, can be considered a microcosm of what it takes to be successful in life. "It combines a whole number of elements. Science, athletic skill, being very close to nature, good organization, good execution and a good sense of teamwork."

How did the team name America's originate? "Well, Bill's first racing boat was named Matador," says ESPN commentator Gary Jobson. "And when he came up with a new boat, he named it Matador², as opposed to Matador II. In other words, he squared the potential of the boat. And Bill being an MIT guy with a Ph.D. in engineering, he liked the cleverness and the mystery of the exponent."

"The other aspect," says Jobson, "is the current trend towards patriotic names—Stars and Stripes, Heart of America, they're all symbolic of a patriotic theme that is popular today."

Why is someone like Bill Koch making this tremendous investment in time and money? "He is a true Corinthian sportsman," says team deputy chief operating officer Rick Wrightson. "He's not doing it for the money or for the prestige. He's doing it with a scientific mind because he likes research in pursuit of excellence; he likes to try to prove things."

To that end, Bill Koch has put the best of American technology and teamwork up against the same from the rest of the world. "The question is: can we compete against the world's best and emerge victorious? I firmly believe we can," says Koch, with the tonality of a man with vision.

Two boats, America's and Stars and Stripes, are competing for the honor of defending the America's Cup in 1992.

"We're just ordinary people doing extraordinary things." - Bill Koch

"You don't have to be the very best at what you do, just do it reasonably well and don't make any mistakes."

The speaker is Bill Koch (pronounced "Koke"), Ph.D. from MIT, CEO of the Oxbow Corporation, the head of the *America's* Foundation, skipper of *America's*, and the man whose vision is rapidly becoming reality on the waters off San Diego.

Koch's statements say a lot about how he views the world. A quiet man, rich by any definition of the word, Koch is a relative newcomer to this sport of yachting, yet his learning curve must be positively frightening to his competitors in the yachting world.

Q: Why yacht racing?

A: It combines almost everything you would encounter in any kind of human endeavor.

Q: From your vantage point (a successful entrepreneur in several fields) what in life compares with yacht racing?

A: Nothing in sports. I'd liken it to business or conducting a war. Probably more like business because there you can have friendly competitors and in war, you're out to do the other guy in.

Q: Why have you been so successful, versus others who've been doing this most of their lives?

A: Well, one of the keys is that sailing is both a science and an art and you've got to combine the two. Most people look at it as an art, but then



they're missing out. If you look at it purely as a science, you're also missing something. But what I've done is to bring a very disciplined, scientific approach to it.

The other thing is to emphasize teamwork, getting people to work together for a common goal. We found that if we got a whole bunch of the best sailors in the world and put them on a very fast boat, they didn't do very well. But if you got a bunch of guys who were mediocre sailors with good attitudes who were willing to work together and put 'em in a fast boat, they started winning.

We have three criteria for selecting people on the team. First is attitude, second is teamwork and the last is ability. As you can see, attitude and teamwork far outweigh ability on this team.

Q: You mention a fast boat as part of a winning equation. What percentage of a winning formula in yacht racing is technology?

A: I would say it is 60 percent technology and 40 percent human. Having a fast boat is like having a fast car. The key in sailboat racing is having a fast boat and making no mistakes.

Q: Some critics are saying the sport is becoming too expensive. How do you feel about that?

A: I'm one of those critics. I think the same results could be accomplished with much less expensive boats and materials.

"The key in sailboat racing is having a fast boat and making no mistakes."



"America³ is a floating research lab." — Dr. Heiner Meldner

Some people are attracted by the aesthetics and tradition. Others by the precision and teamwork. But to America³ technical director Dr. Heiner Meldner, there's a higher purpose.

Dr. Meldner, a native of Germany, is a nuclear computational physicist by trade and a veteran of the Strategic Defense Initiative (Star Wars) program. He got involved in sailing while teaching physics at the University of California/San Diego and now coordinates the efforts of some 40 technicians on the America³ program.

To Dr. Meldner, the boats are really floating research labs, testing things like fluid dynamics, wind forces as they



translate to the hull, composites and sail shape, structure, and materials. While Dr. Meldner's research and development could well trickle down into the kinds

of sailboat designs that consumers can buy in the future, its primary purpose is to propel the America³ Foundation into the 1992 America's Cup finals.

Dr. Meldner has his work cut out for him. Full frontal assaults are expected from the Italians, New Zealanders, Japanese and Australians, not to mention Bill Koch's American archrival, Dennis Connor, and his Stars and Stripes team.

But armed with a budget of approximately \$40 million, the America³ Foundation has the resources to win. To that end, they are testing multiple approaches to boat design. One of their boats was built by Hercules Aerospace in Salt Lake City, Utah. Yet another boat is

being built by a more traditional marine builder, Eric Goetz's yard in Bristol, Rhode Island. The team also maintains research offices at Stanford University in Palo Alto, California, and at the Massachusetts Institute of Technology.

"We're running a lot of experiments at this stage," says Dr. Meldner. "It's very difficult for me to tender any kind of actual qualitative discussion because that would tip off our competitors. But I can tell you we're on target."

Will there be any application of this research to a future Corvette? Meldner is optimistic.

"The goals are very similar," says Dr. Meldner. In boat and car design, you want great strength and light weight.

"An interesting thought is that race boats up until two or three years ago were all glass boats. In 1987, the only composites were fiberglass boats. That was partially a consequence of the rules. It wasn't until 1988 or 1989 that the first Maxi boat was carbon fiber.

"Maybe in five years all Corvettes will be made out of carbon. I think it will happen sooner or later." Time will tell whether Dr. Meldner is right regarding a Corvette we all can buy.

In search of a winner, Dr. Heiner Meldner tests multiple approaches to boat design.





*The super car was once, by definition,
a European specialty with an unpronounceable name.
Today, the balance of power belongs to America
and the Corvette ZR-1.*



The Corvette ZR-1 was introduced just two brief years ago, and the pecking order in exotic cars hasn't been the same since. Now, some stratospherically priced European machines are being relegated to also-ran status before this made-in-the-U.S.A. sports car. Perhaps permanently.

ZR-1 has graced magazine covers like no Corvette before it, and the automotive press still can't get enough. The reason for the excitement is clear - this street-legal Chevrolet consistently generates performance numbers on the test track that were once the province of all-out race cars.

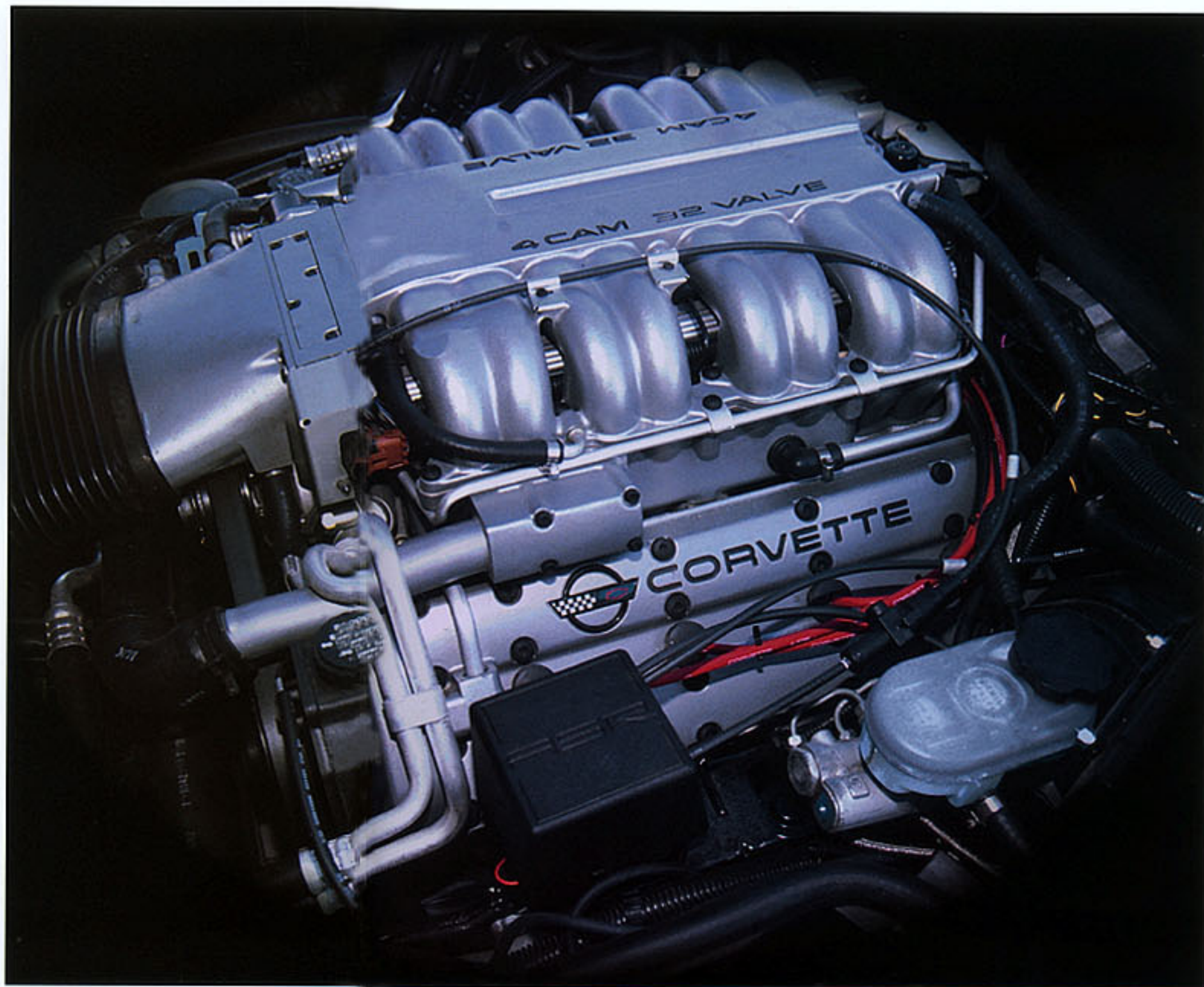
The LT5 Engine

At the heart of Corvette ZR-1: the already-legendary LT5 V8. This all-aluminum 5.7 Liter engine serves up specs that have enthusiasts (and competitors) paying careful attention. Each cylinder head has dual overhead

camshafts with direct lobe-to-lifter contact, and four valves per cylinder. Fuel delivery is by micro-processor-controlled Multi-Port Fuel Injection with a 16-runner inlet manifold and two Multec injectors per cylinder. There is no distributor; ignition is via a four-coil "direct-fire" system.

Compression ratio is 11.0:1. Horsepower is 375 at 5500 RPM; torque is 370 lb.-ft. at 4500 RPM. The performance is, as you might expect, brisk. But the real beauty of the LT5 engine is its ability to combine this high-RPM ferocity with low-speed civility and quiet cruising-speed operation.

A multiple-throttle induction system contains the secret of LT5 tractability. Within each cylinder, the intake ports, valves and cam lobes are divided into two groups, the primary being the one toward the front and the secondary to the rear. Below half-throttle, or 3000



The all-aluminum LT5 engine is a totally uncompromised high-performance design. Features of this 5.7 Liter V8 include dual overhead camshafts (four total), 32 valves, and a dual-mode induction system.

RPM, the engine breathes through the primary ports only. So operation, in effect, is on three valves per cylinder. The secondary intake valve is also moving, but admits no fuel-air mixture.

But when you put your foot down, there's a complete change in the ZR-1 personality. The secondary port throttle valves open to permit fuel-air mixture to enter the secondary intake valves. At this point, the engine is running on all 16 injectors and all 32 valves. The secondary intake valves, which are now admitting fuel-air mixture to the cylinders, are actuated by cam lobes, which have more duration than the "primaries." The effect is to provide true variable valve timing, optimizing flow and producing both tractable low-speed and impressive high-speed characteristics in a single engine. A unique Power Key, with the switch located on the center console, provides the

ZR-1 owner with a choice of two engine settings. When "NORMAL" is locked in, the engine runs on the primary ports only. "FULL" mode allows secondary valve operation and full-out 32-valve performance. "NORMAL" mode limits the driver to about 210 HP.

Traction Control

This advanced-technology feature is standard in every 1992 Corvette. Traction Control is a computer-driven system that maximizes wheel traction to provide excellent acceleration and control on a variety of road surfaces.

6-Speed Manual Transmission

A smooth-shifting, highly acclaimed ZF 6-speed manual transmission is designed to heighten the performance of the 375 HP LT5 engine. Computer-aided gear selection (guiding you from 1st to 4th during certain light-throttle driving modes) and ratios carefully chosen for both maximum perfor-

mance and low-RPM highway cruising are featured.

ZR-1 Chassis Technology

ZR-1's handling prowess is the result of a carefully tuned four-wheel independent suspension (with monoleaf front and rear transverse springs). Selective Ride Control, standard in ZR-1, improves on the razor-sharp reflexes of Corvette and offers sedan-like ride quality – when desired. New asymmetrical and unidirectional tires are an integral part of the ZR-1 chassis dynamics. Front tires are P275/40ZR-17 and rears are P315/35ZR-17. The ZR-1 features distinctive bodywork (flared from the doors back) to accommodate the extra-wide rear tires. At the rear, the ZR-1 is wider than a standard 1992 Corvette. An all-disc four-wheel anti-lock brake system (Bosch ABS IIS) provides stopping power to match the performance potential of ZR-1.



*Corvette ZR-1 is
the American sports
car that has set
new standards
of performance for
the production-
line automobile.*



ZR-1 rides on the widest tires in Corvette history: new Goodyear Eagle GS-C P315/35ZR-17s in the rear and P275/40ZR-17s up front.

ZR-1 Standard Features

The 1992 ZR-1 is the most completely equipped Corvette ever. Standard equipment includes six-way power sport seats, electronic-control air conditioning, PASS-Key theft-deterrent system, and a driver-side air bag. The only options are a transparent removable roof panel or dual panels (body color and transparent).

A world-class sports car is deserving of a world-class sound system, and ZR-1 gets it. The

standard Delco/Bose AM/FM stereo Gold Series Sound system includes electronic tuning, automatic up/down seek, six tuned Bose stereo speakers and 200 watts of natural sound.

Other advanced features of this Delco/Bose stereo include a cassette tape player with auto reverse, a digital compact disc player and speed-compensated volume adjustment. Dynamic Noise Reduction™ (DNR) and Dolby® Sound Noise Reduction are designed to reduce high-frequency “hiss” on AM/FM and cassette tape player.

Is “more Corvette” your Corvette?

After driving the ZR-1, one Corvette engineer nailed its definition: “ZR-1 is Corvette, only more so.” If you’re ready for this much Corvette, your Chevrolet dealer would be delighted to show you the 1992 edition of the American champion.

Selective Ride

Control allows the driver to select one of three system settings (Touring, Sport or Performance) by rotating a switch on the console panel.



The Power Key is an exclusive feature of Corvette ZR-1.

The “NORMAL” setting limits horsepower to about 210. When “FULL” is dialed in, the maximum potential of the LT5 engine is made available.

Corvette’s Bosch ABS IIS four-wheel anti-lock brake system helps improve vehicle control during braking in many adverse road conditions by minimizing wheel lockup.





*A driving environment to delight
enthusiasts and luxury lovers alike.*

Corvette luxury is much more than fine leathers and excellent stereo systems. Corvette luxury is the art of making the driver actually feel as one with the machine.

The reclining bucket seats are contoured for comfort and for control. The optional sport seats with leather seating surfaces (standard in ZR-1) include power height, tilt, fore/aft adjuster, and a power lumbar support feature. Three new interior colors are available: Arctic White (Convertible only), Light Beige and Light Gray; Black (cloth or leather) and Red (leather only) are continued. A TILT-WHEEL™ Adjustable Steering Column is standard and the design of the instrumentation places a priority on visibility, legibility and ease of reach.

For 1992, a revised instrument cluster features bolder gauge graphics, with more precise gradu-

ations. Gauges include analog readouts for tachometer, water temperature, oil pressure, oil temperature and volts; and digital readouts for speed, volts, oil temperature, coolant temperature, instant average fuel economy and range. Another important driver-information system is an engine oil-life monitor. It alerts the driver with a "Change Oil" light when an oil/filter change is recommended. The low-oil sensor illuminates a "Low Oil" lamp in the Driver Information Center when the oil level is one quart low.

Available sound systems: a standard Delco AM/FM stereo with seek-scan, cassette tape player, digital clock and power antenna; two Delco/Bose systems are available: one with cassette player, and one with cassette player and compact disc player (the latter features speed-activated volume control and is standard in ZR-1).



The Corvette instrument panel. Options shown include Delco/Bose stereo sound system with cassette tape player and compact disc player, and electronic-control air conditioning.

CORVETTE FEATURES,
EQUIPMENT & SPECIFICATIONS

Standards and Options

	COUPE	CONV.	ZR-1		COUPE	CONV.	ZR-1
EXTERIOR							
Base-coat/clear-coat paint	S	S	S	Seats, sport, leather seating surfaces	0	0	S
Concealed wipers with integral washer in wiper arms	S	S	S	Seats, power six-way adjustment	0	0	S
Corrosion-proof fiberglass body panels	S	S	S	Theft-deterrent horn alarm	S	S	S
Designed-in body-side moldings	S	S	S	TILT-WHEEL™ Adjustable Steering Column	S	S	S
Dual electric remote-controlled heated sport mirrors	S	S	S				
Dual halogen fog lamps	S	S	S	POWER TEAM/CHASSIS/MECHANICAL			
Frameless rear hatch glass with three remote releases	S	--	S	5.7 Liter LT1 V8 engine with Multi-Port Fuel Injection and aluminum cylinder heads	S	S	--
Front and rear cornering lamps	S	S	S	5.7 Liter LT5 32-valve V8 with four overhead camshafts, all-aluminum construction and Sequential Port Fuel Injection	--	--	S
Full-tilting clamshell hood	S	S	S	6-speed manual transmission	0	0	S
One-piece removable roof panel	S	--	S	4-speed automatic transmission	S	S	--
Removable hardtop	--	0	--	Acceleration Slip Regulation (Traction Control)	S	S	S
Retractable halogen headlamps	S	S	S	Bosch ABS IIS four-wheel anti-lock brake system	S	S	S
Tinted and flush-mounted glass	S	S	S	Electric engine cooling fans (2)	--	--	S
Transparent roof panel	0	--	0	Electric in-tank fuel pump	S	S	--
				Electric in-tank fuel pumps (2)	--	--	S
INTERIOR				Fully independent front and rear suspension	S	S	S
Air conditioning	S	S	--	Limited slip differential	S	S	S
Air conditioning (Electronic Control)	0	0	S	Low-tire-pressure warning system	0	0	S
Center console with shifter, cigarette lighter and ashtray, plus controls for stereo, and air conditioning	S	S	S	Power rack-and-pinion steering	S	S	S
Day/night rearview mirror with integral map light	S	S	S	Power steering cooler	S	S	S
Driver-side air bag	S	S	S	Selective Ride Control	0	0	S
Electric rear-window defogger	S	0*	S	Serpentine-belt engine accessory drive	S	S	S
Electronic Speed Control	S	S	S	Stainless steel exhaust system	S	S	S
Full instrumentation with analog and digital display. Readouts include: speedometer, tachometer, fuel level, oil pressure, voltmeter, water temperature, instant MPG and range	S	S	S	Transverse front and rear springs with monoleaf glass-epoxy construction	S	S	S
Headlamps-on reminder	S	S	S				
High-intensity interior lamps	S	S	S	WHEELS/TIRES			
Illuminated dual visor mirrors	S	S	S	Wheels: 17" x 9.5" aluminum	S	S	--
Intermittent windshield wipers	S	S	S	Wheels: 17" x 9.5" aluminum (front), 17" x 11" aluminum (rear)	--	--	S
Leather-wrapped steering wheel	S	S	S	Tires: Goodyear Eagle GS-C unidirectional and asymmetrical*	S	S	--
PASS-Key® Theft-Deterrent system	S	S	S	Tires: Goodyear Eagle GS-C (P275/40ZR-17 front)* (P315/35ZR-17 rear)*	--	--	S
Power door locks	S	S	S				
Power windows	S	S	S				
Seats, leather seating surfaces	0	0	--				

*included with optional removable hardtop

*Tire chains should not be used on Corvette because they may cause damage to this vehicle.

DELCO ETR SOUND SYSTEMS

Delco AM/FM stereo with cassette tape player, power antenna and digital clock

	COUPE	CONV.	ZR-1
Delco AM/FM stereo with cassette tape player, power antenna and digital clock	S	S	--
Delco/Bose AM/FM stereo with cassette tape player, power antenna and digital clock	0	0	--
Delco/Bose AM/FM stereo with compact disc player and cassette tape player, power antenna and digital clock	0	0	S

Delco/Bose AM/FM stereo with cassette tape player, power antenna and digital clock

Delco/Bose AM/FM stereo with compact disc player and cassette tape player, power antenna and digital clock

EXTERIOR DIMENSIONS (in.)

Wheelbase	96.2	96.2	96.2
Length (overall)	178.5	178.5	178.5
Width (overall)	70.7	70.7	73.1
Height (overall)	46.3	46.3	46.3
Tread width - front	57.7	57.7	57.7
Tread width - rear	59.1	59.1	60.6

INTERIOR DIMENSIONS (in.)

Head room	36.5	37.0	36.4
Leg room	42.0	42.0	42.0
Shoulder room	53.9	53.9	53.9

CAPACITIES

Passenger capacity	2	2	2
Cargo capacity (cu. ft.)	12.6	6.6	12.6
Fuel tank (gal.)	20.0	20.0	20.0



A transparent roof panel is optional on Corvette Coupe and Corvette ZR-1 Coupe.



Standard cloth seat.



Optional sport seat.

Optional electronic-control air conditioning lets you adjust temperature in 1° increments.

The sophisticated Delco/Bose Music System with integral cassette player and compact disc player is standard in ZR-1, optional in other models.



EXTERIOR COLORS

EXTERIOR/INTERIOR COLORS

	Black	Light Beige	Light Gray	Red	Arctic White
Black	X	X	X	X	--
Black Rose Met.	X	X	X	--	--
Polo II Green Met.	X	X	--	--	X
Medium Quasar Blue Met.	X	X	X	--	X
Bright Aqua Met.	X	X	X	--	X
Yellow	X	X	X	--	X
Arctic White	X	X	X	X	X
Bright Red	X	X	X	X	X
Dark Red Met.	X	X	X	--	X

INTERIOR COLORS

	Standard Cloth Bucket	Optional Leather Trimmed Bucket	Optional Leather-Trimmed Sport Bucket *
Black	X	X	X
Light Beige	--	X	X
Red	--	X	X
Arctic White (Convertible only)	--	X	--
Light Gray	--	X	X

* standard in ZR-1

CONVERTIBLE TOP COLORS

Black, White, Beige, Blue

Standard cloth seat. This fully reclining bucket seat is standard in Corvette Coupe and Corvette Convertible.

Optional sport seat with leather seating surfaces. Features of this deeply contoured leather seat include six-way power adjustment and full-power lumbar adjustment. This seat is standard in Corvette ZR-1 and optional in Corvette Coupe and Corvette Convertible. Not shown; optional bucket seats with leather seating surfaces, without the power six-way adjustment and full-power lumbar adjustment.

Black



Black Rose Metallic



Polo II Green Metallic



Medium Quasar Blue Metallic



Bright Aqua Metallic



Yellow



Arctic White



Bright Red



Dark Red Metallic



SAFETY FEATURES

OCCUPANT PROTECTION

Supplemental Inflatable Restraint, driver only, with manual lap/shoulder safety belts for the driver and right front passenger — both including visual and audible warning system • Energy-absorbing steering column • Energy-absorbing instrument panel • Interlocking door latches • Laminated windshield glass with urethane bonding • Side-guard door beams • Passenger-guard inside door lock handles • Safety armrests • Head restraints, driver and right front passenger (integral) • Breakaway inside rearview mirror • Security door lock and door retention components.

ACCIDENT AVOIDANCE

Side marker lamps and reflectors • Parking lamps that illuminate with headlamps • Four-way hazard warning flashers • Backup lamps • Center high-mounted stop lamp • Directional signal control with lane-change feature (turn-signal lamp) • Windshield defroster, washer and multi-speed wipers (pulse-type) • Inside manual day/night mirror rearview mirror • Dual electric remote outside rearview mirrors • Brake system with dual master cylinder and warning light • Starter safety switch • Low-glare finish on inside windshield moldings, wiper arms and blades • Illuminated heater and defroster controls • Tires with built-in tread wear indicators.

IMPORTANT: A WORD ABOUT THIS CATALOG

We have tried to make this catalog as comprehensive and factual as possible. We reserve the right, however, to make changes at any time, without notice, in prices, colors, materials, equipment specifications, models and availability. Since some information may have been updated since the time of printing, please check with your Chevrolet dealer for complete details.

A WORD ABOUT ENGINES

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

A WORD ABOUT ASSEMBLY

Chevrolets are assembled by different operating units of General Motors, its subsidiaries or suppliers to GM worldwide. Chevrolet incorporates thousands of components produced by different operating units of GM, its subsidiaries or suppliers to GM worldwide. We sometimes find it necessary to produce Chevrolets with different or differently sourced components than originally scheduled. All such components have been approved for use in Chevrolets and will provide the quality performance associated with the Chevrolet name. 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.

A WORD ABOUT UPDATED SERVICE INFORMATION

Chevrolet regularly sends its dealers useful service bulletins about Chevrolet products. Chevrolet monitors product performance in the field. We then prepare bulletins for servicing our products better. Now you can get these bulletins, too. Ask your dealer. To get ordering information, call toll-free 1-800-551-4123.

A WORD ABOUT CORROSION PROTECTION

Chevrolets are designed and built to resist corrosion. All body sheet metal components are warranted against rust-through corrosion for 6 years/100,000 miles. Application of additional rust inhibiting materials is not required under the corrosion coverage.



GM's 3-year/36,000-mile limited warranty covers repairs for the 1992 Corvette, including labor and parts, to correct any defects in material or workmanship occurring during the warranty period. Warranty features include air conditioning repair, towing, no-cost warranty

transfer, 6-year/100,000-mile body sheet rust-through protection and 5-year/50,000-mile emissions control system coverage. Items not covered include tires (which are covered by their manufacturer) and normal maintenance. See your Chevrolet dealer for terms of this limited warranty.

CHEVROLET ROADSIDE ASSISTANCE CENTER

The security of round-the-clock roadside assistance is available to every Chevrolet owner via a toll-free hot line. Your call will be answered by a Roadside Service phone advisor trained by Chevrolet and experienced with your car. You will be placed in contact with a nearby service center, and assistance with towing and other helpful services will be arranged. Please ask your Chevrolet dealer for more details.

CUSTOMER ASSISTANCE

Chevrolet's Customer Assistance Center (CAC) has a special, toll-free 800 number. It puts you in contact with Chevrolet experts who can handle any product/service question or problem you may have. Call 1-800-222-1020, Monday through Friday, 8:00 a.m. to 7:30 p.m., Eastern Standard Time.

GM PROTECTION PLAN

The GM Protection Plan offers service protection in addition to that provided by GM's new-vehicle limited warranty. Ask your dealer about it. Coverage available only in the U.S. and Canada.

At your Chevrolet dealer, financing or leasing your new Corvette can be as easy as saying GMAC.



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*After nearly four decades of traveling
America's roads, the legend lives on.*





THE HEARTBEAT OF AMERICA
IS WINNING.