Corvette coupe
One of the world's great sports cars.

Corvette convertible
High performance, with the allure of top-down motoring.

Corvette hardtop
The first fixed-roof Corvette since the '67 Sting Ray.
There's nothing else like it. Anywhere.

The 5th-generation Corvette was born of the proverbial “clean sheet of paper.” It was an opportunity to take everything GM engineers and designers have learned about sports cars since 1953, and make this the best Corvette yet.

For '99, there are three Corvette models to choose from. The coupe— with removable roof panel — is one of the world’s great sports cars. The convertible is pure Corvette magic, with its dramatic open-air styling. Even lighter and stiffer in structure than other '99 Corvettes, the brand-new hardtop is a sports car for the performance purist.

Coupe. Convertible. Hardtop. Which one will be your next Vette?

"Powerful drivetrain, balanced chassis, fun to drive ... the best Corvette ever, and better value than a 911.”

— CAR AND DRIVER

The 345-HP LS1 V8
With the LS1 V8, the Corvette driver will enjoy massive low-end torque, combined with the high-revving character that was once associated only with small-displacement overhead cam engines. You’ll love the response. Specifications include an aluminum block designed for stiffness, strength and low mass, a special camshaft design for excellent engine breathing and a 10.5:1 compression ratio which helps enhance engine power. Horsepower: 345 at 5600 rpm.

Three Suspension Choices
The FE3 Suspension (standard on coupes and convertibles) is designed to please the majority of Corvette drivers with its outstanding blend of ride and response.

For those enthusiasts seeking the ultimate in Corvette technology, the optional FE4 with Real Time Damping is the suspension that “flexes.” FE4 features computer-controlled shocks that automatically increase rates in “real time” — 10 to 15 milliseconds — as road conditions dictate. With FE4, there are three manual settings — Touring, Sport and Performance — each with a distinct range of ride firmness. (FE4 is not available on Corvette hardtop.)

Then there’s Z51. This is a suspension option for die-hard performance fans, and it is the racing-inspired package you’ll want if you intend to participate in sanctioned competitive events. (Z51 is standard on Corvette hardtop.)
Head-Up Display, a new Corvette option for 1999, can be programmed to project key instrumentation readouts on the windshield, allowing the driver to view useful information without taking their eyes off the road (not available on hardtop).

“With its ground-up redesign, the Corvette has emerged as not only a world-class performance car, but an unbelievably comfortable-riding grand tourer.”

— Motor Trend, October 1997
Your new Corvette doesn’t have to be red.

Navy Blue Metallic

Sebring Silver Metallic

Black

Torch Red

Magnetic Red Metallic (optional at extra cost)

Nassau Blue Metallic

Light Pewter Metallic (optional Magnesium wheels shown)

Arctic White

Light Oak Leather Optional Sport Seat shown.

Firethorn Red Leather Standard seat shown.

Light Gray Leather Optional Sport Seat shown.

Black Leather Standard seat shown.

*Not available on hardtop. *Leather seating surfaces only.