

NEW POWER FOR EASIER UPS AND DOWNS! Corvair's strong and silent new engines never quit showing off. They do it in three sizes for '64: the standard Turbo-Air 164 now with 95 hp, the high-performance Turbo-Air 164 now with 110 hp (extra-cost option), and that absolute braggart, the 150-hp Turbocharged Spyder engine. Best way to humor all three is to find yourself some hills and dales, then just relax as Corvair takes 'em at a canter. Unchanged saving habits in all three, too. All of Corvair's famous features—rear-engine traction and handling ease, 4-wheel fully independent suspension, and flat floor for extra roominess—are back again. Extra added attractions include classic styling refinements and new interior design with pleasing details like map pockets in both front doors of Monzas. If you thought Corvairs were fun to drive before, try one of these new ones! . . . Chevrolet Division of General Motors, Detroit, Michigan.

THERE'S 5 IN
64
CHEVROLET

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CORVAIR MONZA CONVERTIBLE LEADS A CORVAIR MONZA CLUB COUPE



1964 CORVAIR by CHEVROLET