



CORVAIR MONZA

goes around curves like a corner in town

The '63 Corvair Monza will dig in and go through just about anything but your pocketbook, whether you're on maneuvers in the country or just making the rounds in town. It delivers more traction because the engine's in the rear (and this makes steering feel a lot lighter, too). Another nice feeling: the bumps don't get past Corvair's stable independent suspension with a husky coil spring at each wheel absorbing anything a road can throw at it.

In fact, all you ever do feel is great. Practical, too, because Corvair's air-cooled six-cylinder engine needs no water or antifreeze, and its self-adjusting brakes save you time and money. There just isn't another production car made in this country quite like Corvair. Try it at your Chevrolet dealer's just for fun. That's what we built it for! . . . Chevrolet Division of **CHEVROLET** General Motors, Detroit 2, Mich. *Keeps Going Great*

Shown above is '63 Corvair Monza Club Coupe; below is the '63 Corvair Monza Convertible; both have optional extra-cost outside rearview mirror.



Betty Skelton (above) is internationally famous as a pilot and car driving record holder, but she still appreciates how the Corvair turns heads as readily as it handles

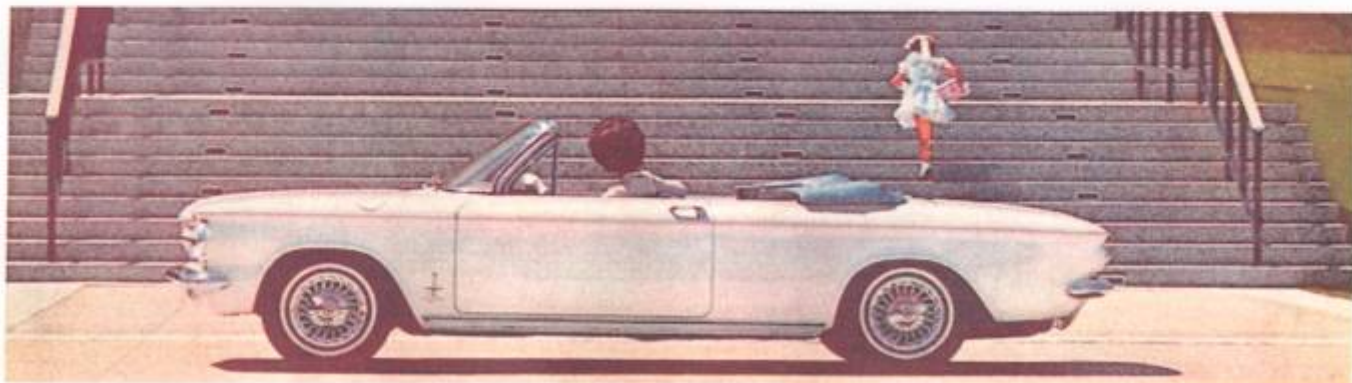
curves, how it runs up hills but not upkeep bills, and the way it parks so easily. Cross-town or cross-country, a Corvair Monza can brighten every corner in your day.



GO '63 CORVAIR MONZA

Handles a winding road just like downtown. You could sit there all day in your easy chair reading about this '63 Corvair Monza, but the best way to get the message on how it goes is in a bucket seat—driving. For, while we can tell you we've added self-adjusting brakes and new styling touches here and there, you've got to get in one (say that coupe above) to see what makes a Monza such a moving experience: The way it takes curves like they were

straightaways; steers and reacts like an extension of your nervous system. Behind all this is something we sure didn't change—the tracking ability of this rear-engine machine. (And it never needs water or antifreeze, just air to cool it.) Why not go try one? Take the gang along, too. Corvair's a good sport with families. It comes from a big one. . . . Chevrolet Division of General Motors, Detroit 2, Mich.



Corvair's agility and dimensions make it doubly delightful to drive. You'll find it just as much at home running cross-town errands as making cross-

country runs. Shown above is the '63 Corvair Monza Convertible, topped off with optional-at-extra-cost Spyder equipment and real knock-off wire wheels.