



IS the Spyder's thrust just so much hot air?

A rhetorical question if ever we posed one. Sure, the Corvair Monza Spyder* uses hot exhaust gas to power its turbo-supercharger. Gets 150 hp as a direct result. But hot air alone does not a Spyder make. This is no bolt-on firecracker with a short, loud life-span. We beefed up that 145-cubic-inch air-cooled Corvair power plant to take the extra stress in its stride. Added super-alloy exhaust valves. Redesigned the exhaust valve guides for excep-

*Spyder equipment and radio as shown optional at extra cost.

tional heat dissipation. And put in a more rugged crankshaft. Then added heavy-duty connecting rods and chrome-plated upper piston rings. Result: performance every bit as reliable as it is potent—and that's plenty. There's something very solid about the Monza Spyder—and that isn't hot air.... Chevrolet Division of General Motors, Detroit 2, Mich.

CORVAIR SPYDER

CHEVROLET