



CHEVELLE Malibu SS shows crisp styling during early tests (above, below) in Colorado.

**NEW
from
GM**

CHEVELLE, A NEW line of Chevrolets which is just a lil' bit littler, adds 11 models to the 1964 offerings of the country's largest producer. A total

of 43 models in five separate and distinctive lines are now under the Chevrolet banner.

Appearance of the new line, including as it does the return of the El Camino, outranks the various other changes for '64 in the Chevrolet lineup. These include a new Chevrolet-built 4-speed synchromesh manual transmission, larger engine and altered suspension for Corvair, greater power from other engines and restyled front and rear quarters on the biggest Chevrolets.

Sharing the new A body structure with GM's other B-O-P compacts (and quite a bit more, too), Chevelle has a 115-in. wheelbase and an overall length of 193.9 in., 16.3 in. shorter than the full-size line. A wide-base perimeter type frame, with torque boxes reinforcing the side members, is used, joining the body through rubber bushed mountings. Suspension is by coil springs at each wheel: conventional short-and-long arm type with concentric Delco shock absorbers in front and a 4-link rear configuration with

torque forces taken through two upper and two lower control arms.

Wheels are 14-in. on all models, with 7.00 tires on station wagons and the El Caminos and 6.50 on all others (7.50 tires also optional). Self-adjusting duo-servo brakes, with a swept area of 228.6 sq. in., have 2-piece, composite, 9.5-in. drums for each wheel. Steering is semi-reversible recirculating ball with an overall ratio of 26.2:1 and 5.48 turns lock to lock in the manual version, reduced to 19.1:1 and 3.98, respectively, in the Saginaw power version.

Curved side windows and pillars are a feature of the new A body and a new bonding process is used to mount the windshield and rear windows for smoother appearance. Convertible tops have a new type latch and an altered boot design.

Four engines and four transmissions provide a choice of 13 power options for Chevelle. The basic engine is the 194-cu. in. 6-cyl. developing 120 bhp, continued unchanged from last year's Chevy II line. Bored out to 230 cu. in. and taken from last year's Chevrolet line, this Six is also available with a 155-bhp rating via special camshaft and revised carburetion and breathing. Basic V-8 engine is the 283-cu. in. powerplant from the '63 Biscayne, developing 195 bhp, while a special "Chevelle-only" tune of 220 bhp, pro-

duced by 4-barrel carburetion, dual exhaust and altered timing, is available as an option.

These engines can be teamed with the 3-speed manual, 3-speed with overdrive, Powerglide (all three incorporating slight design improvements) or the new 4-speed synchromesh manual (V-8s only).

A wide range of options is available, such as power steering, brakes, seats and windows, tilting steering wheel, air conditioning, tinted glass and limited slip differential.

A special, sporty steering wheel, with spring steel spokes and a plastic rim which realistically simulates wormy walnut, is an extra-cost option that will be available on all the Chevrolet lines. Heavy-duty engine and



Chevrolet Shows the Chevelle



the 327-cu. in. V-8 with either 250 or 300 bhp and the 409-cu. in. V-8 offered with 340, 400 or 425 bhp. The standard transmission is a 3-speed synchromesh with column control, although overdrive is available with either of the standard engines and the new 4-speed is available with all except those two. Powerglide is available on all but the two most powerful engines.

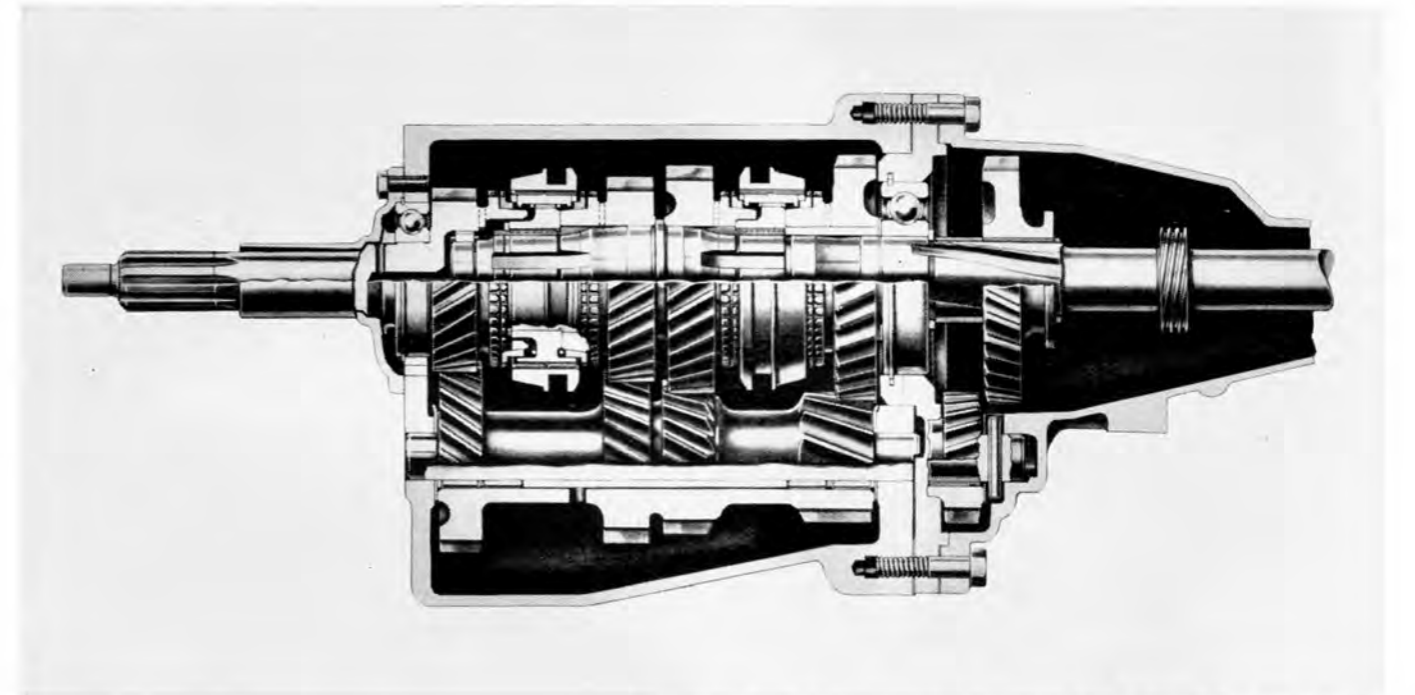
Good news for the Corvair fans is that the basic lines are unchanged, although trim on front and rear and the decks has been altered for model

identification. A new lower rear "grille" of a screen texture is now used.

The real story is underneath the rear deck lid, where the engine has been stroked for 164-cu. in. displacement. In the process, components of all engines have been upgraded to Spyder specifications, for greater durability. This includes a stronger alloy steel crankshaft, aluminum main and connecting rod bearings, stronger connecting rods, new pistons, stellite-faced exhaust valves, new flywheel and different camshaft contours. Appearance of the engine changes (except for the

Spyder) because of a return to a single central air cleaner to serve both carburetors. Revised combustion chambers and carburetor modifications result in 95 bhp for the standard engine, 110 bhp for the optional engine. The turbocharged Spyder engine continues with a 150-bhp rating.

Corvair's roadability and handling have been improved by reworking its basic 4-wheel independent suspension. A flat steel leaf spring now runs across the rear, connecting the two rear suspension arms and bolted to the lower differential housing in a camber com-



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AUTOMATIC CHOKE on Chevelle has heat sensor in special heat stove cast in inlet manifold for quicker, more accurate choke response.

FULL-WIDTH window is Sting Ray change.



Chevrolet

chassis equipment for taxi and police use is planned.

The El Camino is a pickup-type vehicle based on the Chevelle, in both standard and de luxe versions, and can be ordered with the full option list, including bucket seats and air conditioning. It largely uses station wagon body panels, as did Chevrolet's earlier version in 1959-60.

Chevelle, along with the bigger Chevrolet, lists Super Sport models as a separate series, rather than as an option package for the top of the line

car as was the case in 1963. The same is true of Corvair with the Spyder, but the Chevy II no longer has an SS, even as an option. Four-passenger coupes and convertibles are the two models in each of the SS series.

Chevrolet's all-new 4-speed synchromesh transmission is a stouter unit, more in keeping with the torque output of the larger engines than the previously used Warner Gear unit. It will be available in all lines except Corvair, which is continuing its own 4-speed. Synchromeshed on all four forward gears and controlled by a sturdy, floor-mounted lever, the unit also has two sets of ratios: 2.56, 1.91, 1.48 and 1.0:1 as well as 2.20, 1.64, 1.28, and

1.0:1. A new reverse lockout is fitted to the shift lever and shift action is said to be smoother than with the previous Warner T-10 units.

Restyling on the full-size Chevrolet includes new front and rear quarter panels, grille, deck lid and bumpers, all of which contribute to a more pronounced squared-off look for '64. Emblems, wheel covers and ornamentation all have changed and distinctive side molding identifies each series (Impala Super Sport, Impala, Bel Air and Biscayne).

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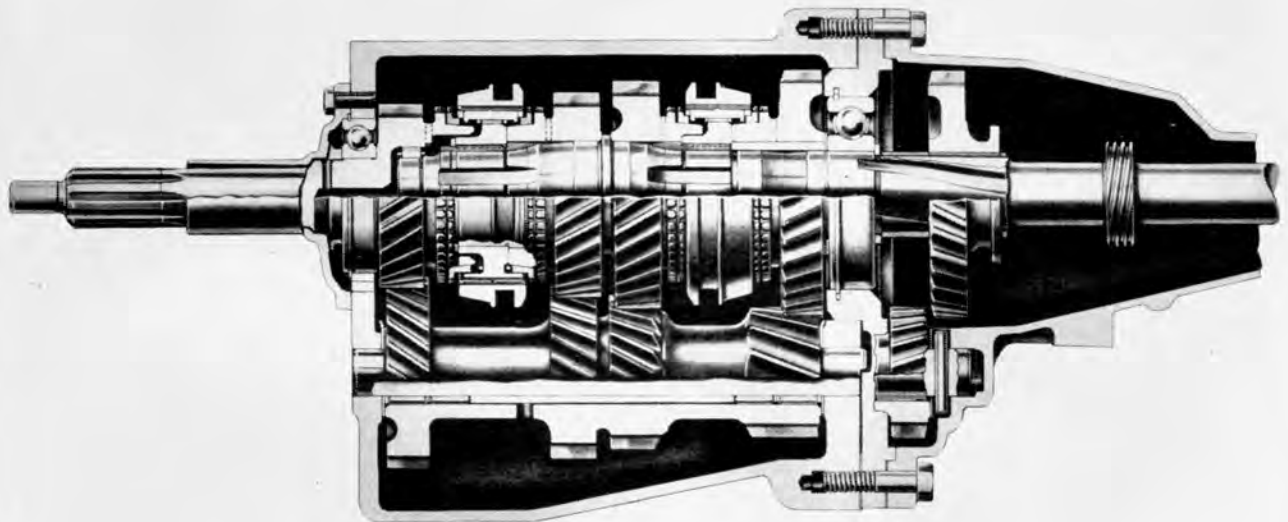
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pensator arrangement. A larger anti-roll bar is fitted to the front and all spring rates have been reduced (softened). All heavy-duty options, including metallic brakes, have been dropped, although plans are to make larger rear brake drums of finned construction available shortly after announcement time. Transmission ratios in both the 3-speed and 4-speed synchromesh are now spaced closer: 3.22, 1.84 and 1.00:1 in the former and 3.20, 2.18, 1.44 and 1.00:1 in the latter. Powerglide is available only on the 95-bhp engine.

Minor trim changes are the only apparent differences in the Chevy II, which has dropped its middle series for '64, but underneath the hood a 283-cu. in. V-8 developing 195 bhp now lives, teamed up with the new 4-speed transmission. Both the 4-cyl. and 6-cyl. engines are retained, however. To better handle the extra power, larger 9.5-in. brakes are installed all around.

The Corvette story is one of refinement, with boosts in the outputs of its two top engine options—to 375 bhp for the fuel injection version and 365 bhp for the 4-barrel carbureted powerplant. Improved breathing and an altered camshaft are among contributory reasons for the change.

Removal of the center pillar in the rear window of the coupe and a cleaned up front hood are two obvious changes to the body, which has



BEL AIR SEDAN

Twin taillights, rather than triplets, identify Bel Air and Biscayne models. Chevrolet calls its rear styling treatment "twin cove" on full-size line, Chevelles. Wagons have back-up lights in bumpers.

undergone extensive refinement. New hat-section stiffeners are fitted to the coupe's rear deck to reduce body panel vibration, and rubber biscuit body mounts have been used to reduce the transmission of noise and shock from the chassis to the body. Handling and ride have been changed by the use of new variable rate springs and re-calibrated shock absorbers. A new blower

fan in the coupe helps ventilate the interior by exhausting air through the grille built into the roof side panels.

Both of the more powerful Corvette engines, which use mechanical valve lifters, and the three 409-cu. in. engines in the standard Chevrolet lines, can be ordered with optional fully transistorized ignitions for better high-speed operation. ■

SURPRISE OF the line was re-birth of El Camino pickup, based on Chevelle station wagon.

