



## 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 General Motors, Detroit 2, Mich. **CHEVROLET** 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.