



CORVAIR CORSA sport coupe represents a new line, replacing the Spyder option, for the popular air-cooled, rear-engined car. Convertible also is offered.

Corvair Corsa

REINFORCED WITH new body styling, an improved rear suspension, bigger brakes and some pepped-up engines, Corvair is out to regain the "sport with economy" championship it lost during the past year to its new rival from Dearborn. And, for the Corvair connoisseur, the '65 refinements should be just so much more icing on the cake.

The first major restyling of the Corvair has brought about a car 3 in. longer on the same 108-in. wheelbase, 2 in. wider and just slightly lower. The interior space has been increased, the front trunk enlarged, and complete new instrument panels installed.

Prestige leader of the Corvair clan will be the new Corsa line, a sport coupe and a convertible which replace the Spyders of '64. Their styling, reminiscent of Italian bodymakers Ghia and Pininfarina, is sporting in flavor and the engine helps further the image. Standard equipment in the Corsa is a 140-bhp variation of the popular little air-cooled 6-cyl. This new unit has four single-throat carburetors, higher (9.25:1) compression and a special cam, and will come hooked up to either 3-speed or 4-speed manual transmissions.

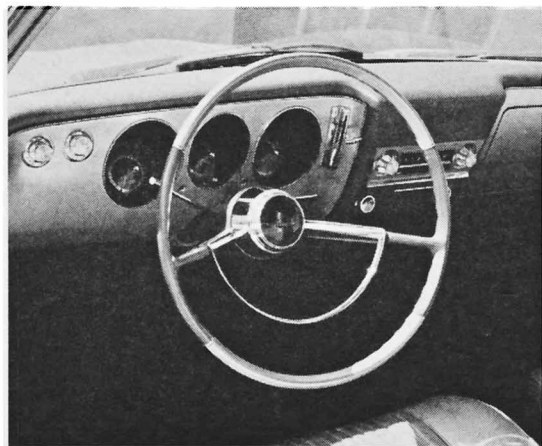
Still optional, of course, is the exhaust-supercharged Flat Six, which has

been boosted up to a 180-bhp rating. A larger carburetor, manifold and blower inlet have been added. Again, only the manual transmissions can be ordered with the "Turbocharger."

The Corsa also carries its own special instrument panel, which includes tachometer, cylinder head temperature, oil pressure and ammeter gauges in three separate, round-shaped enclosures.

All 2- and 4-door models offered, in Corvair 500, Monza and Corsa lines, will be of pillarless "hardtop" design. Frameless, curved glass side-windows are used while the flush-mounted front and rear windows are adhesively bonded to the body. Rocker panels on all models now open into the fresh air plenum ahead of the windshield, to give them Chevrolet's "flush and dry" corrosion control treatment.

DASH PANEL for Corsa features three round dial-faces grouping all the instruments.



SCULPTURED TAIL bears family resemblance to bigger Chevrolets. Air inlets have been moved off deck lid into plenum chamber just below the rear window.

