



YOU COULDN'T GET AN AUTOMATIC IF YOU TRIED—Which leaves you holding a stick shift. A happy fix to be in; Spyders respond best to brisk stirring motions with the right hand—either 3- or 4-speed* Synchro-Mesh. And no wonder, with a 150-hp Turbo-charged Six behind you and a 6,000-rpm tach before your eyes.

Some things the Spyder gives you that others don't: special brushed chrome instrument cluster with manifold pressure and cylinder head temperature gauges plus the tachometer. Special trim and interior appointments. Chromed accents in the engine compartment. And options* such as Positraction and wire wheels.

For those who just can't live without an automatic, Powerglide* can be had in the Monza, 700 and 500 series. Not the Spyder, though; that's strictly a case of stick with us and you'll go places. Chevrolet Division of General Motors, Detroit, Michigan.

*Optional at extra cost

CORVAIR MONZA SPYDER by CHEVROLET

