

CHEVY CORVAIR FOR '61 NEW MODELS • MORE MODELS • 4 NEW WAGONS



NOW—A COMPLETE LINE OF COMPLETE THRIFT CARS

Take a look. There's a bigger family of new '61 Chevy Corvairs to choose from: three 4-Door Sedans, three Club Coupes and four of the most versatile, most usable Wagons on the market.

Best of all, Chevy's Corvair is the really complete thrift car. It needs no power brakes, power steering, radiator, water pump, antifreeze or even water. And it still delivers the freshest, most functional design, backed by a solid year of on-the-road proof.

Consider these other reasons that make the new '61 Corvair both sensible and satisfying to own: plenty of interior room (the Corvair comes with a virtually flat interior floor because the engine, transmission and drive gears are placed in the rear); plenty of stowage room (fold-down rear seat* and front trunk give generous stowage in Sedans and Club Coupes); smooth, comfortable riding qualities and easy, fun-to-drive handling characteristics (4-wheel independent coil suspension, ideal weight distribution are the reasons); economical operation (new economy rear axle gear ratio and important engine refinements contribute to economy of operation).

Just drive the Chevy Corvair. You'll see it's completely planned and proved to serve you and your family.

4-DOOR SEDANS

FOR FAMILIES ON THE GO

Chevy Corvair's popular 4-Door Sedans promise family fun at practical prices—6-passenger comfort inside, fresh styling touches outside. The 500, de luxe 700 and luxury Monza have more front luggage space and greater engine economy for '61. You can choose from a wide selection of new colors, all with the lasting beauty and practicality of Magic-Mirror acrylic lacquer finish.

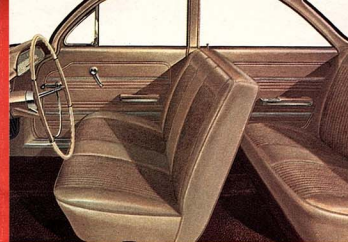
*OPTIONAL AT EXTRA COST ON 500 AND 700 MODELS.

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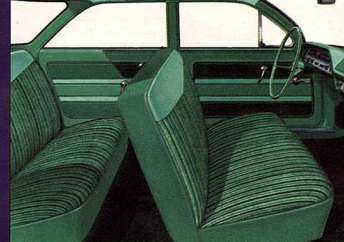
CORVAIR MONZA 4-DOOR SEDAN in Fawn Beige. Luxurious 6-passenger comfort inside, lustrous styling highlights outside . . . all in Corvair's low-price range.

Shown on front cover: CORVAIR 700 4-DOOR SEDAN in Roman Red, LAKEWOOD 700 4-DOOR STATION WAGON in Jewel Blue.



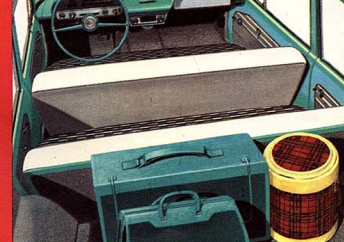
▲ MONZA SEDAN INTERIOR

Here's a hint of the luxury in all six color-keyed choices: soft, full-width front seat, fold-down rear seat, front and rear armrests, ashtrays. (Front bucket seats are optional at extra cost.)



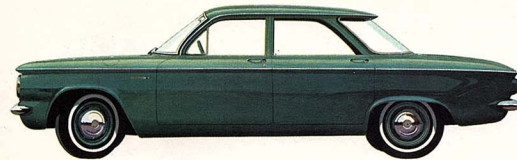
▲ 700 SEDAN INTERIOR

Rich fabric-vinyl upholstery comes in choices of four color-keyed interiors. De luxe conveniences: automatic dome light switches at front doors, coat hooks in rear.



▲ 500 SEDAN INTERIOR

Here you see the handy area behind the rear seat for stowing extra luggage. Corvair 500 interiors come in a variety of three colors, keyed to exteriors.



CORVAIR 700 4-DOOR SEDAN in Arbor Green with distinctive canopy roof line, Monostrut Body by Fisher and de luxe exterior trim.



CORVAIR 500 4-DOOR SEDAN in Seamist Turquoise. Family sedan room and comfort, dual headlights and electric windshield wipers are standard equipment.

CLUB COUPES

2-DOOR FUN WITH A STYLISH FLAIR

Take your choice of three new Club Coupe models: luxurious Monza for the sports-car-minded; 700 with de luxe trim and interiors; and 500, lowest priced of all the low-priced '61 Corvairs. Styling is fresh and functional, with a special roof-line design.



700 CLUB COUPE INTERIOR

New 700 Club Coupe shows the thoughtfulness, elegance and quality of Monostrut Body by Fisher: tasteful fabric and vinyl upholstery, soft foam cushioned front seat, meticulous attention to all details. Evidence of Corvair 700's rich '61 look: tri-color vinyl door panel trim.

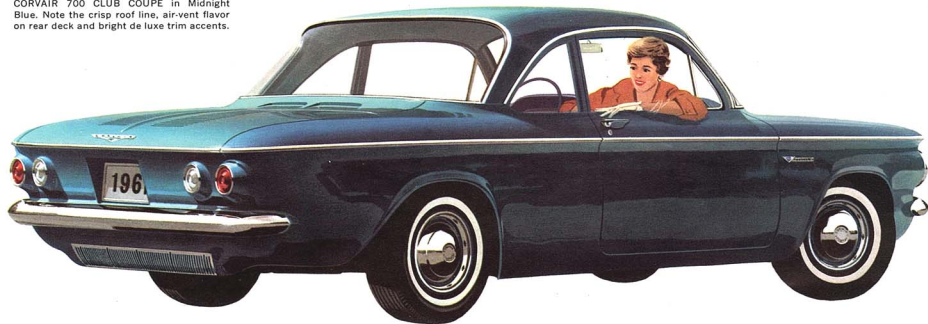
500 CLUB COUPE INTERIOR

Practicality and extra convenience come with the fold-down rear seat*. Fold the seat flat as shown. There's a big 16.5-cu.-ft. space for cargo. Fold it back and there's roomy passenger comfort. Smart, durable upholstery is just another reason why Corvair means value for you.

*OPTIONAL AT EXTRA COST



CORVAIR 700 CLUB COUPE in Midnight Blue. Note the crisp roof line, air-vent flavor on rear deck and bright de luxe trim accents.



CORVAIR 500 CLUB COUPE in Corona Cream. Lowest priced Corvair is family-planned, with foam cushioned front seat, virtually flat floor and convenience features everywhere.

CORVAIR MONZA CLUB COUPE

LUXURY WITH SPORTS CAR SPIRIT

SPORTS CAR STYLED SEATS

Leather-soft vinyl covers the Monza Coupe's front bucket seats, rear bucket-styled folding seat, roof headlining. Deep-twist carpet is standard equipment.

MONZA CLUB COUPE INTERIOR

Rich beauty surrounds you inside. Interiors blend in color-keyed fashion with choice of solid exterior colors. De luxe steering wheel, cigarette lighter, special armrests and window hardware are standard equipment.



CORVAIR MONZA CLUB COUPE in Roman Red with sports car pleasure and luxury features for the young-in-heart family.



LAKWOOD STATION WAGONS

ONLY WAGONS IN THE WORLD WITH PLENTY OF REAR CARGO SPACE AND FRONT LUGGAGE COMPARTMENT

Only Chevy Corvair Lakewood Station Wagons offer the double convenience of plenty of rear cargo area, along with a concealed front luggage compartment with key lock. There's 68 cubic feet of stowage space in all. You can load from the rear, the side and the front!

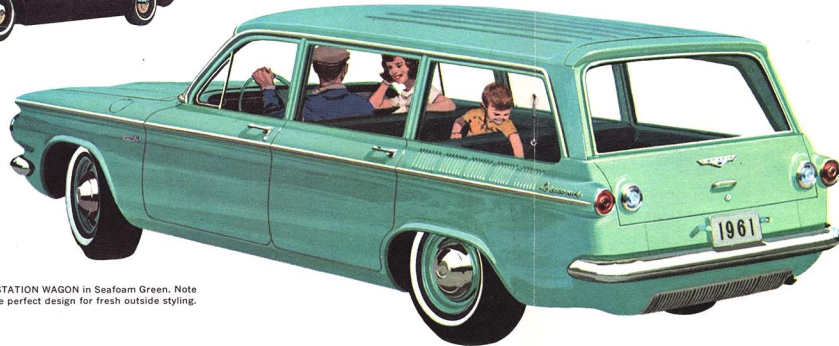
Lakewoods are engineered for families, too! Both the 500 and 700 have 4-door convenience; roomy interiors seat six passengers comfortably; virtually flat floor gives extra foot room; second seat folds down. There's the strength and silence of Monostrut Body by Fisher, the smooth, soft ride of 4-wheel independent coil suspension. Altogether, the new '61 Corvair Lakewoods add up to the most ideal family wagons in the field.

FAMILY-DESIGNED WAGONS

Here you see the versatile family design of the Chevy Corvair Lakewoods. Full 6-passenger seating with second seat up, loads of stowage space behind. With second seat down, there's a cargo deck almost 6½ feet long!



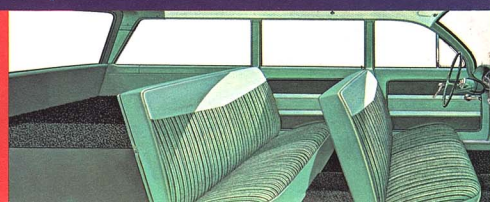
LAKWOOD 500 4-DOOR STATION WAGON in Tuxedo Black. Lowest priced Corvair Station Wagon offers front and rear carrying space, totaling 68 cu. ft.



LAKWOOD 700 4-DOOR STATION WAGON in Seafoam Green. Note the rear canopy shape, the perfect design for fresh outside styling.

SMART, DURABLE INTERIORS

Practical beauty describes Lakewood's easy-to-care-for interiors. Shown: 700's rich fabric-vinyl upholstery, offered in four color blends keyed to exteriors. 500's practically all-vinyl interior comes in three smart two-tones blended with exteriors. Rear passenger doors in both models have push-button door locks.



COMPLETE UTILITY

THE WORLD'S NEWEST FAMILY STATION WAGONS

HANDY FRONT TRUNK

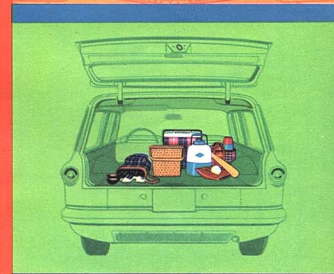
The Lakewoods are unique station wagons with concealed front storage room! Front compartment has 10 cu. ft. of usable space, enough to carry golf clubs as well as overnight bags. And the key lock gives you added security.

What's more, the front trunk provides a real advantage when traveling. On a long trip, for example, you can get at often-used items easily, no need to disturb carefully packed supplies in the rear until you reach your final destination.



68 CUBIC FEET OF CARGO SPACE

The Chevy Corvair Lakewood is remarkably roomy for carrying cargo, passengers or both. With second seat folded flat, there's 68 cubic feet of stowage space: 10 cu. ft. up front, 58 cu. ft. inside and a load floor that extends nearly 6½ feet. Load surface is ultra strong and easily maintained, too. The 500's deck and seat back are textured steel that's coated with easy-to-clean vinyl; 700 model has the added luxury of a color-keyed rubber mat that's backed with a protective layer of thick jute.



FULLY PROTECTED, EASY-TO-REACH ENGINE

A heavily insulated compartment houses Lakewood's efficient rear engine. The engine is readily accessible through a large rectangular hinged door in the cargo deck; separate smaller cover allows easy battery checking. There's also an exterior bottom-hinged door for normal engine servicing.

EASY LIFTGATE LOADING

A simple motion opens one-piece, counterbalanced liftgate, ready to load or unload from the rear! Because 700 and 500 are 4-door models, there's also side loading. Ideal weight distribution adds to Lakewood's superior handling.



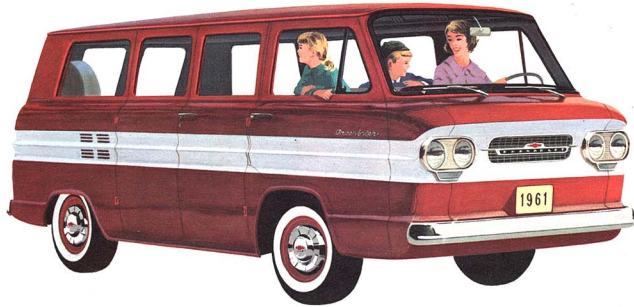
CORVAIR GREENBRIER SPORTS WAGON

MOST VERSATILE WAGON IN THE WORLD

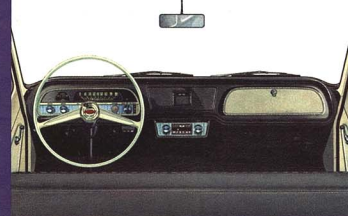
Here's Chevy's Corvair Greenbrier. It's a versatile Sports Wagon for family use, business and pleasure, offered in two models: Greenbrier and Greenbrier De Luxe. There's up to 175.5 cubic feet of cargo space, close to twice what you find in regular station wagons! And it seats up to nine passengers (with standard second seat and optional third seat*) with lots of stowage area left over. Double doors at both rear and curbside give two-way loading convenience.

The Greenbrier Sports Wagon is quality-finished inside and out: rigid front end structure, foam cushioned seats and smart, functional styling. Ride is remarkably smooth and quiet because of 4-wheel independent coil suspension and a thickly insulated engine compartment. Performance is exceptional, too, with engineered-in traction and rear-engine efficiency.

*OPTIONAL AT EXTRA COST.

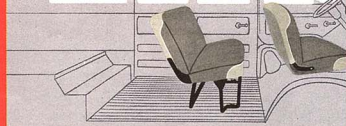
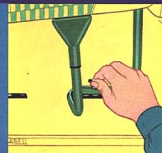


CORVAIR GREENBRIER SPORTS WAGON in Romany Maroon and Cameo White. Designed for fun and business; trim dimensions outside, giant-size space inside. Roof rack, window screens, interior table are optional at extra cost.



VERSATILE SEATING

Greenbrier's standard second seat is easily removed by unfastening wing-type screws. In its normal mounting position, it can be faced forward or to the rear, or faced forward in third seat position. All seats are foam cushioned.



◀ **VISIBILITY LIKE YOU'VE NEVER SEEN**
Greenbrier's windshield is over 8 square feet in size for finest in safe viewing. Absence of the usual front hood assures unobstructed visibility.

▲ **SEATS 6 WITH CARGO SPACE TO SPARE**
With six passengers seated comfortably, the Greenbrier provides plenty of extra room for cargo. Front seat adjusts and back tilts easily to various angles.

▲ **ROOM FOR 9, COMFORT FOR ALL**
Normally, second seat is mounted just behind front seat—can face front or rear, or be moved to rear-most position. With third seat*, Greenbrier seats nine.



LOAD FROM THE REAR AND THE SIDE

The Chevy Corvair Greenbrier has plenty of space for cargo—up to 175.5 cubic feet, with a load deck over 9½ feet in length. Wide-opening double doors at both rear and right side permit easy loading of even those extra-large items. Optional double doors* for the left allow streetside loading as well. All double doors open either half way or to full-open position. Load height is convenient all around, less than 14 inches at the side double doors.



AROUND THE TOWN

Ideal weight distribution means Greenbrier steers, parks and handles easily wherever it goes. Double doors at curbside offer a wide entrance for a busload of kids and cargo.

WEEK-END FUN

Outdoor-loving folks will find the versatile Greenbrier the perfect Sports Wagon. Engine weight over rear wheels gives it terrific traction on all roads, even over snow or sand.

DOUBLES IN BRASS

The Greenbrier's strictly business when you want service at low cost. It carries truck-size cargo, goes with passenger car economy. Door at rear allows easy access to the engine.

FUN ALONG THE WAY

Family fun takes on new meaning with the versatile Greenbrier Sports Wagon. A variety of seating arrangements promises you all sorts of added utility and pleasure.

ROUGHING IT

Greenbrier carries the entire family and a tentful of camping gear besides, takes rugged off-the-road driving with ease. Its rear platform makes an ideal buffet counter.

IDEAL SHORT HAULER

In the Greenbrier Sports Wagon, passengers and loads travel in the same smart fashion. Many options are available* to adapt it to your own special wants.

*OPTIONAL AT EXTRA COST.

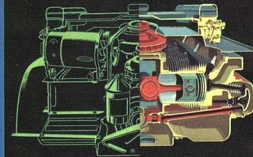


BASIC DESIGN IN A CLASS ALL ITS OWN

Basic design is the big reason why the new '61 Chevy Corvair is still the freshest car of the year, the really complete thrift car in its field! Unipack Power Team combines engine, transmission and drive gears in an efficient unit at the rear, allows a virtually flat floor inside, superior traction on the road. Quadri-Flex, first 4-wheel independent suspension on any modern U.S. car, produces a level, smooth ride. Ideal weight distribution remains practically unchanged under all loads, helps give Corvair sure stability and safe, easy handling.

STILL THE NEWEST DESIGN!

1. UNIPACK POWER TEAM—proved rear engine, transmission and drive gears in efficient low-weight unit.
2. MONOSTRUT BODY BY FISHER—unitized body-frame design for low weight, greater strength and solidity.
3. QUADRI-FLEX—4-wheel independent coil suspension for smooth, quiet, soft riding.
4. FRONT LUGGAGE—key-locking; deep cargo space totals 12.6 cubic feet in Sedans and Club Coupes.
5. REAR STOWAGE—handy space behind rear seat; gives added convenience of extra carrying room inside Sedans, Club Coupes.
6. FOLD-DOWN REAR SEAT*—combines with front trunk space for a total of over 29 cu. ft. for stowage in Sedans, Club Coupes.
7. VIRTUALLY FLAT FLOOR—more use of interior space; adds extra foot room in front and rear for greater passenger comfort.
8. HIGH-LEVEL VENTILATION—strength-adding cowl structure; fresh air intake above low-lying road fumes and dust.
9. SPARE TIRE AND WHEEL—conveniently located in the engine compartment in Sedans, Club Coupes; key lock* available.
10. NEW 14-GAL. FUEL TANK—extends maximum mileage between refills; protected mounting, isolated from exhaust heat; 18.5-gal. tank in Greenbrier.
11. SPECIAL INSULATED REAR BULKHEAD—helps isolate sounds and heat outside of Corvair's passenger compartment.



FUN TO SAVE—FUN TO GO—UNIQUE COMBINATION OF PROVED ECONOMY AND PERFORMANCE

Chevy's Corvair thoroughly proved the soundness and superiority of its basic design during its first full year on the road. Now for '61, specific refinements produce important improvements in economy. All are aimed at one goal: complete owner satisfaction.

NEW ECONOMY—Corvair's 80-h.p. Turbo-Air 6 is an air-cooled aluminum engine that's mounted in the rear. Such things as freeze-ups, antifreeze costs and over-heated radiators belong to the past. For '61, new induction and cooling systems speed engine warmup, assure even more overall economy. New economy rear axle ratio and carburetor refinements are geared to save gas money. Here are reasons why the new Corvair is the really complete thrift car.

NEW PERFORMANCE—Unlike many cars in its field, the Corvair not only delivers gas saving economy but also meets U. S. standards of performance. One important reason: its Unipack Power Team that joins engine, transmission and axle at the rear in a highly efficient unit, giving excellent performance in town and on the highway. For top go, there's the 98-h.p. Super Turbo-Air 6*, available with the standard 3-speed, automatic Powerglide* or 4-speed* transmissions in all models except Greenbrier.

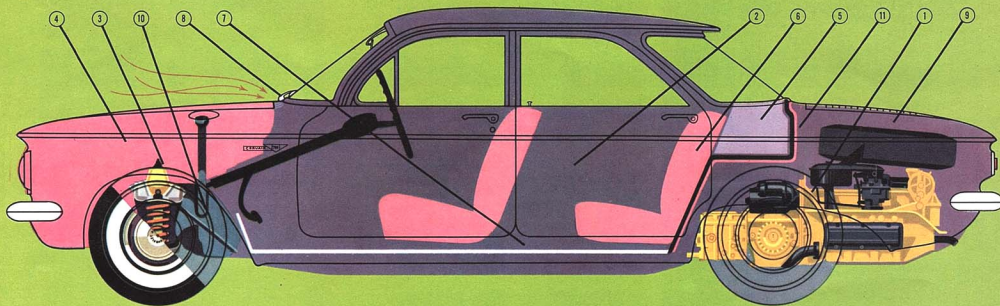
ENJOY ALL THE SAFETY, COMFORT AND CONVENIENCE OF FAMOUS MONOSTRUT BODY BY FISHER...

2 KINDS OF HEATERS! Now Corvair meets your comfort needs with a choice of two heater-defrosters.* New economy heater forces warm air directly to the rear seating compartment as well as the front through 6 outlets (including defroster vents) to assure full all-around heating. Aircraft-type gas heater gives low-cost heat in less than 30 seconds!

SAFETY-MASTER BRAKES. There's one square inch of bonded brake lining for every twenty pounds of Corvair's weight for exceptional stopping power! Ideal weight distribution allows almost equal braking at all four wheels for extended brake life.

LOW-PROFILE TYREX CORD TIRES. Specially designed for the Chevy Corvair to assure extra stability, a smoother ride, longer tire life. Extra-wide tread gives traction and road-holding.

SOLID CONSTRUCTION. Corvair's Monostrut Body by Fisher surrounds you with an all-welded, unitized structure of steel. It's one of the main reasons why Chevy's Corvair is such a safe, quiet car to drive and ride in. Of course, it's quality built as only Fisher Body can do it, with thick insulation throughout to shield against outside heat and sounds.



*OPTIONAL AT EXTRA COST.

NOW... CHOOSE FROM 3 TRANSMISSIONS

3-SPEED SYNCHRO-MESH. Standard transmission combines with new economy rear axle ratio for top gas mileage and savings. Sports car type shifting, too, with floor-mounted gear shift.

CORVAIR POWERGLIDE*. This popular automatic transmission has a convenient shift lever on the instrument panel. Exceptionally durable and smooth, it's available with either Corvair engine.

4-SPEED SYNCHRO-MESH*. Corvair's versatile transmission that brings sports car fun and performance to driving. Four forward speeds, all full Synchro-Mesh; floor-mounted gear shift.

REAR-ENGINE DESIGN—4-WHEEL INDEPENDENT SUSPENSION COMBINE TO MAKE CORVAIR A WONDERFUL CAR TO DRIVE

TRACTION. You only have to try Chevy's Corvair once to appreciate its road-hugging agility. With engine weight over the rear wheels, you get unsurpassed traction even in snow, sand or mud.

STABILITY. Whether only with driver or a full load of passengers and cargo, the Corvair's ideal weight distribution remains practically unchanged. This means safest stability, nearly constant ride in every driving situation.

HANDLING AND STEERING. Because of no engine weight on front wheels, Corvair steers almost as easily as a conventional car with power steering. Handling and cornering are remarkably sure.

RIDE. Since every wheel has its own independent coil spring, you experience a smooth, soft, quiet ride. Coil springs don't squeak, never need lubrication, and never wear out.



SPACIOUS INTERIOR COMFORT. Corvair assures every passenger of head-to-toe comfort: a virtually flat floor for extra foot room, generous head room and seating width front and rear, all door openings are high and wide for easy entrance and exit.

ELECTRIC WINDSHIELD WIPERS. Operate at constant speed regardless of engine speed. New 2-speed wiper and washer option* gives top convenience and safety.

LASTING MAGIC-MIRROR FINISH. Special rust preventives and primers are topped by durable Magic-Mirror acrylic lacquer to keep the finish lustrous longer. Wide choice of new colors.

OPTIONAL AND CUSTOM FEATURES*. Fold-down rear seat . . . new push-button transistorized radio . . . back-up, courtesy and glove compartment lamps . . . whitewall tires . . . E-Z-Eye glass . . . instrument panel pad . . . outside rearview mirror . . . electric clock . . . de luxe body equipment group . . . comfort and convenience group. Check with your local authorized Chevrolet dealer for the model availability of these and many other accessories you can choose from.

*OPTIONAL AT EXTRA COST.

SPECIFICATIONS

BODY—ALL CORVAIR MODELS, INCLUDING GREENBRIER: Single unit body-frame structure, sealed and insulated. Extra-heavy pillars and roof rails, reinforced floor, double-walled front structure, and High-Level ventilation. Friction-type ventipanes, single-key locking system, pushbutton outside door handles. Dual horizontal headlights. Dual electric parallel-action windshield wipers, directional signals, center dome light with instrument panel switch, foam cushioned front seats, left-hand sun visor, front ashtray, recessed hub steering wheel. CORVAIRS EXCEPT GREENBRIER: Monostrut Body by Fisher features double-walled cowl, Magic-Mirror acrylic lacquer finish. GREENBRIER: Special van-type body features double side and rear doors, synthetic enamel finish, foam cushioning in all seats.

CORVAIR 500 STANDARD FEATURES—Distinctive trim and identification. 16" two-spoke steering wheel with central horn button. Three color-keyed interiors, pattern cloth seat upholstery (all-vinyl in Lakewood Station Wagon), vinyl-coated sidewall inserts, cloth headlining. Lined inside stowage compartment in Sedan and Club Coupe, vinyl-coated metal cargo floor in Lakewood Station Wagon. Black rubber floor mats.

CORVAIR 700 ADDITIONAL FEATURES—Extra-quality trim and identification. Dual horns, automatic front door light switches. Four color-keyed interiors, nylon-faced pattern cloth upholstery, vinyl-coated rubber floor mats. Vinyl-coated, padded, rubber mat on Lakewood Station Wagon cargo floor. Front luggage compartment rubber mat—plus Corvaair 500 equipment.

CORVAIR MONZA ADDITIONAL FEATURES—Luxury trim and identification. Full-

width front seat in Sedan; twin bucket-type in Coupe (optional* in Sedan). Fold-down rear seat. Six color-keyed interiors. All-vinyl seat upholstery in Coupe; combination pattern cloth and vinyl in Sedan. Vinyl sidewall trim and headlining. Carpeted floors. Backup lights and wheel covers. Dual sun visors, front armrests (rear also in Sedan), cigarette lighter, glove compartment light. De luxe steering wheel with horn ring—plus Corvaair 500 and 700 equipment.

GREENBRIER STANDARD FEATURES—Distinctive trim and identification. 17" two-spoke steering wheel with central horn button. Gray pattern cloth seat upholstery, vinyl-coated sidewall inserts, and vinyl headlining between roof bows. Black rubber floor mats.

GREENBRIER DE LUXE ADDITIONAL FEATURES—Bright metal bumpers, hub caps, and windshield trim. Red plastic inserts at taillights. Glove compartment door bright trim plate. Four color-keyed interiors, including spare tire cover and vinyl-coated floor mats. Cigarette lighter, right-hand sun visor and front armrests. Foam-cushioned seats and seat backs. Rear dome light—plus Greenbrier equipment.

ENGINE—Standard 80-h.p. TURBO-AIR with 8.0:1 compression ratio (9.0:1 compression ratio with Corvaair Powerglide* in Monza 900 models); optional 98-h.p. SUPER TURBO-AIR* with 9.0:1 compression ratio (not available in Greenbrier). Horizontally opposed 6-cylinder valve-in-head aluminum design. 145-cu.-in. displacement, 3.4375" x 2.60" bore and stroke. Twin carburetors, single exhaust. Forced-air cooling by centrifugal blower, thermostatically controlled air flow, finned cast ferrous alloy cylinders. Aluminum pistons. Forged steel crankshaft. Finned aluminum cylinder heads with integral intake manifolds and alloy steel valve seat inserts. Full pressure lubrication system, full-flow oil filter, oil cooler, four-quart refill. Hydraulic valve lifters, manual choke, positive-shift starter, dual oil-wetted air cleaners. Super Turbo-Air 6 includes special camshaft and

valve springs, recalibrated carburetors, larger exhaust system.

TRANSAXLE UNIT—Combines transmission and final drive gears in compact unit with differential between engine and transmission. Power is transferred from engine to transmission by an input shaft that passes through the hollow differential hypoid pinion and transmission output shaft. 3-SPEED SYNCHRO-MESH: All helical gear design with floor-mounted shift lever. CORVAIR POWER-GLIDE*: Two-speed three-element torque converter with hydraulically controlled planetary gears. Range selector on instrument panel. Selector sequence L-D-N-R. 4-SPEED SYNCHRO-MESH*: All forward gears fully synchronized. Floor-mounted shift lever. REAR AXLE: Hypoid type, ratios matched to model and power train; other ratios optional*.

CLUTCH—Diaphragm spring type, woven lining, permanently lubricated release bearing.

CHASSIS—SUSPENSION: Quadri-Flex independent suspension with coil springs at all four wheels. Spherical joint front suspension with built-in leveling control. Rubber-pivoted control arms with swing axle in rear. Permanently lubricated rear wheel bearings. Direct, double-acting shock absorbers. **WHEELS AND TIRES:** Corvaair Sedans and Club Coupes: 13" wheels, 6.50 x 13 tires. Lakewood Station Wagon: 13" wheels, 7.00 x 13 tires. Greenbrier: 14" wheels, 7.00 x 14 tires. 4-ply rating blackwall tubeless tires on all models. Spare tire and wheel. **BRAKES:** Safety-Master hydraulic design, 9" diameter drums (11" on Greenbrier), bonded linings—120.8-sq.-in. effective area (166.8 sq. in. on Greenbrier). Hand-operated mechanical parking brake, trigger release. **STEERING:** Precision Ball-Race gear, overall ratio 23.5:1 (23:1 on Greenbrier). **FUEL CAPACITY:** 14-gallon tank, filler in left front fender (Greenbrier 18.5-gallon tank). **ELECTRICAL:** 12-volt system, 30-ampere generator, 42-plate battery.

DIMENSIONS—CORVAIR SEDAN, CLUB COUPE and LAKEWOOD STATION WAGON: Wheelbase 108", front and rear tread 54", length 180.0", width 66.9", height (loaded)

Sedan and Club Coupe 68.5"—Lakewood 53.5". GREENBRIER: Wheelbase 95", front and rear tread 58", length 179.7", width 70.0", height (loaded) 68.5".

FACTORY-INSTALLED OPTIONAL EQUIPMENT*—ALL MODELS: Whitewall tires. Two-tone paint. Wheel covers**. Forced-air type heater and defroster, manual radio, heavy-duty battery and generator. Crankcase ventilation equipment. CORVAIR (except Greenbrier): Bucket-type front seats**. Fold-down rear seat**. Pushbutton radio, rear door armrests**, spare tire lock**, E-Z-Eye glass, instrument panel pad. De Luxe Body Equipment**—includes right-hand sun visor, front armrests, and cigarette lighter. Comfort and Convenience Equipment**—includes backup lights, outside rearview mirror, 2-speed windshield wipers and washer, and glove compartment light. Special taxicab equipment**. GREENBRIER: Aircraft-type gasoline heater and defroster. 6-ply rating tires, chrome bumpers, rear (third) seat, double left-hand side doors, 2-speed windshield wipers and washer. Special taxicab equipment.

CUSTOM FEATURES*—Full line of accessories offered as dealer-installed equipment.

POWER TEAMS	SEDANS AND COUPES	LAKEWOOD STATION WAGONS	GREENBRIER SPORTS WAGONS
	REAR AXLE RATIO		
Turbo-Air 6 with 3-Speed Synchro-Mesh	3.27:1—Std. 3.55:1—Opt. 3.89:1—Opt.	3.55:1—Std. 3.89:1—Opt.	3.89:1—Std.
Turbo-Air 6 with 4-Speed Synchro-Mesh	3.27:1—Std. 3.55:1—Opt. 3.89:1—Opt.	3.55:1—Std. 3.89:1—Opt.	3.89:1—Std.
Turbo-Air 6 with Corvaair Powerglide	3.27:1—Std. 3.55:1—Opt. 3.89:1—Opt.	3.55:1—Std. 3.89:1—Opt.	3.89:1—Std.
Super Turbo-Air 6 with 3-Speed Synchro-Mesh	3.27:1—Std. 3.55:1—Opt. 3.89:1—Opt.	3.55:1—Std. 3.89:1—Opt.	—
Super Turbo-Air 6 with 4-Speed Synchro-Mesh	3.27:1—Std. 3.55:1—Opt. 3.89:1—Opt.	3.55:1—Std. 3.89:1—Opt.	—
Super Turbo-Air 6 with Corvaair Powerglide	3.55:1—Std. 3.89:1—Opt.	3.55:1—Std. 3.89:1—Opt.	—

*OPTIONAL AT EXTRA COST.

**AVAILABILITY DETERMINED BY MODEL OR EQUIPMENT.

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