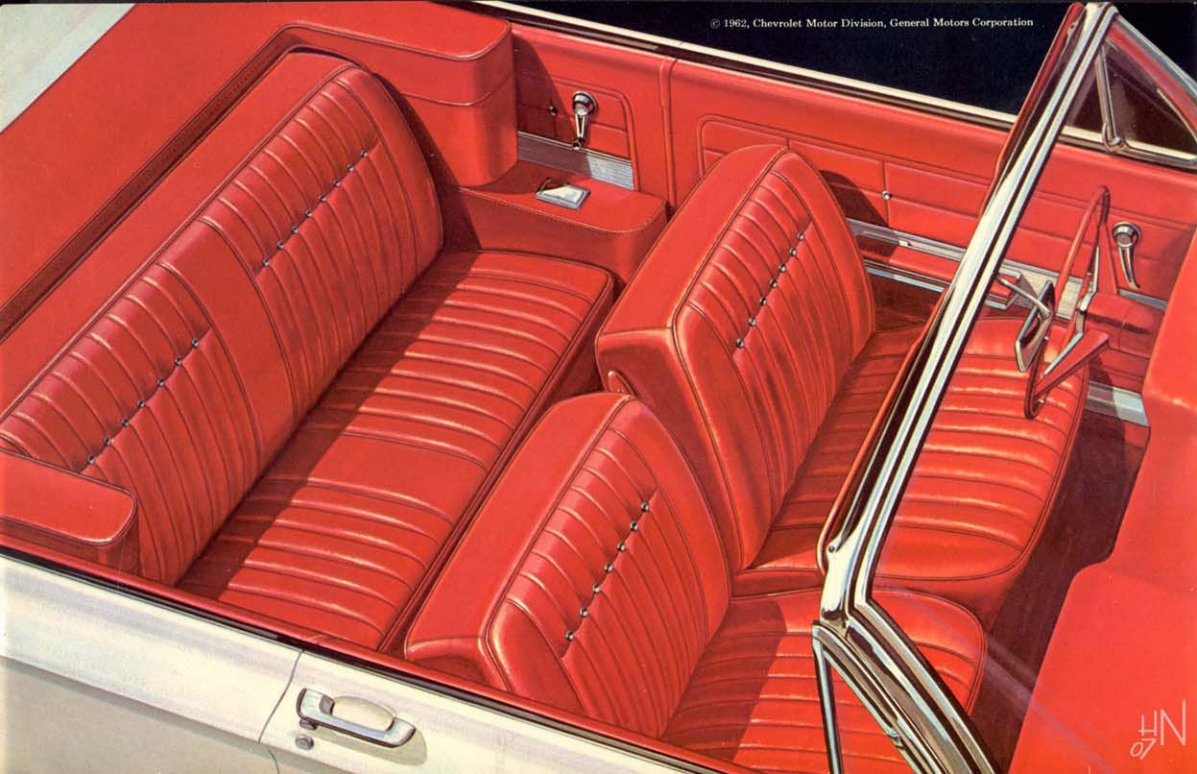




NEW SUN AND FUN CAR!!! CORVAIR MONZA CONVERTIBLE

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FRESH AND EAGER ON THE PIKE

Any trip's a treasure-trove of fun with the easy handling and exceptional maneuverability you'll find in this handsome top-downer. Unmatched rear engine design reduces weight on front wheels and makes for cat-like steering response. More weight over rear wheels means talon-like gripping power for extra traction and cornering that's tight, level and smooth. With independent 4-wheel suspension, each wheel has its own big coil spring to soften the ride and soak up road shock.

INSIDE... PLUSH AND PERSONALIZED

That rich all-vinyl interior is a real measure of Monza's own particular brand of elegance. Individual front bucket seats in leather-soft vinyl have bright metal outer end-panels on back-rests. Lustrous chrome moldings frame the distinctive patterned-aluminum instrument cluster and glove box door. Other fine-car refinements include luxury-size front arm rests, dual sun visors, automatic courtesy lights, twin-styled door and window controls, chrome-trimmed rearview mirror and bracket, Monza emblem on glove box door. Built-in arm rests with individual ash trays flank the rear seat. For that final touch of elegance, deep-twist carpeting covers a virtually flat floor.



INTRODUCING THE MONZA SPYDER

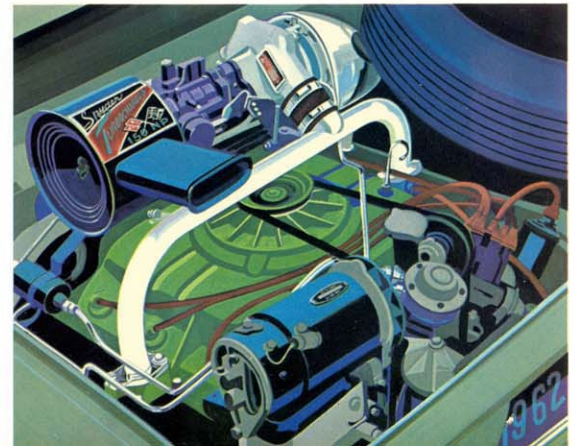
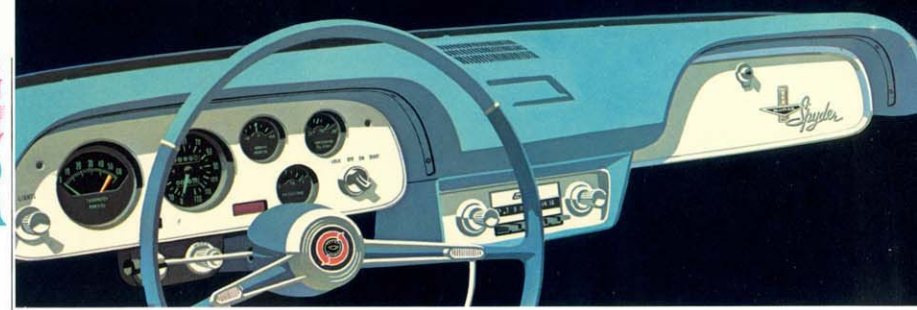
An elegant package with TURBOCHARGED SCAT

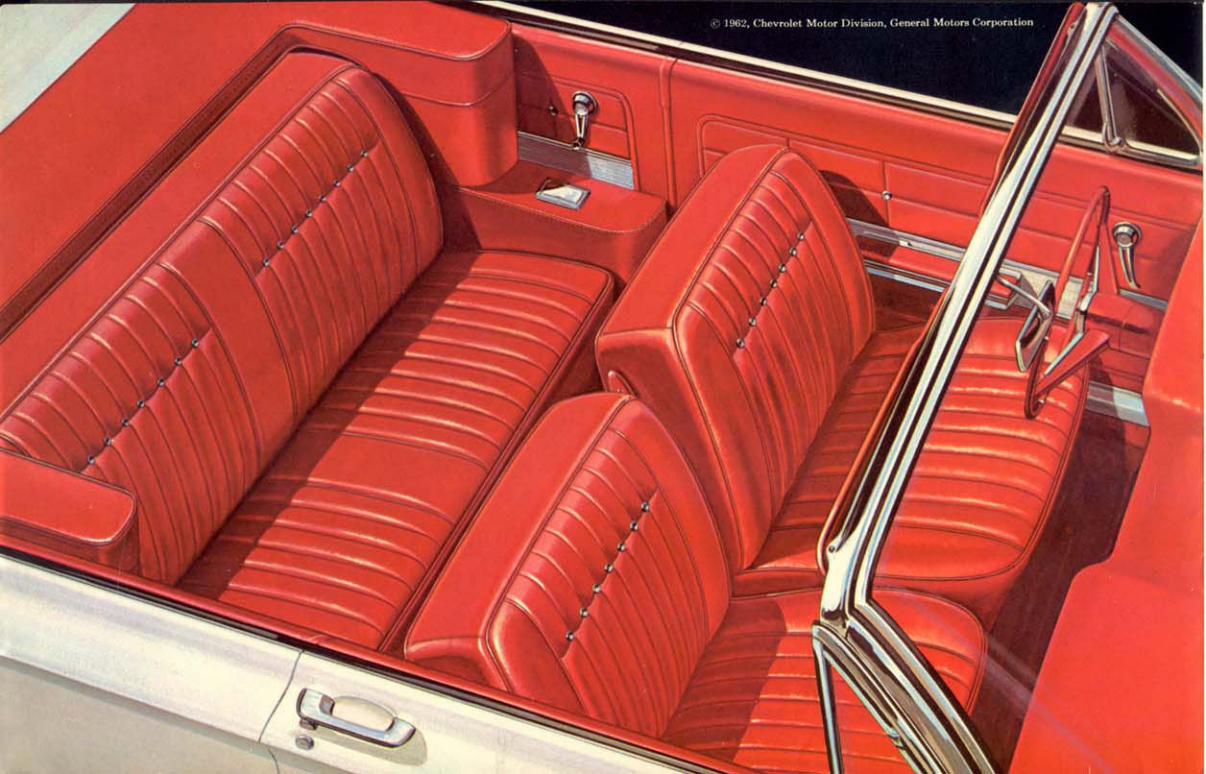
Like your go charged with sports car scat and loaded with luxury? The Monza *Spyder** bears your brand. It adds a special spirit all its own to the Monza's sporty styling and elegant appointments.

At the rear is the new high-powered 150-hp Turbo-Air 145 engine with an exhaust-driven turbo-supercharger. The supercharger boosts power and efficiency... really lets you move out. Draws fuel-air mixture from the carburetor and delivers it under pressure to both cylinder banks. There's a jewel-like look to the engine, too: the new crossover induction tube, oil dip stick, fuel and oil lines, throttle linkage and tail pipe are all chrome plated.

Inside, there's a special instrument cluster face, finished in satin chrome, with an electric tachometer, distinctive speedometer with trip odometer, and special pressure and temperature gauges. Exclusive *Spyder* nameplates on the front fenders and on the satin chrome glove box door, plus engine identification emblems on the rear deck lid and on the steering wheel hub, complete the *Spyder* package. In addition, the 4-Speed Synchro-Mesh transmission, special high-speed 3.55:1 rear axle, sintered-metallic brakes and heavy-duty suspension are extra-cost items required with the *Spyder* and available* on other '62 Corvairs. *Spyder* package comes on Monza Convertible or Coupe.

*Optional at extra cost.







!!! EXCITING!!! NEW STYLING SPICED WITH SPORTS CAR DASH!!!

You'll find the touring slightly terrific in the new Monza Convertible. Outside; clean, classic convertible styling set off by the Monza's low lines and enhanced by sparkling metal moldings, special bright trim and simulated air exhaust ports that lend an air of distinctive beauty. Inside; all the smart, appealing appointments and luxury-car features you'd expect in such an imaginative car. Overall: Monza Convertible creates a new trend for young-at-heart sports car enthusiasts.

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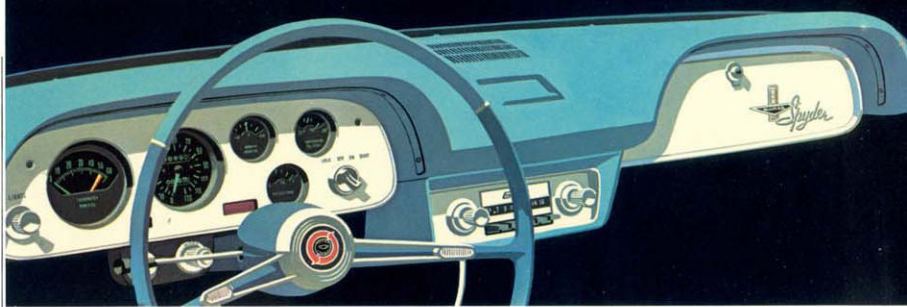


INTRODUCING THE MONZA SPYDER

An elegant package with
TURBOCHARGED SCAT

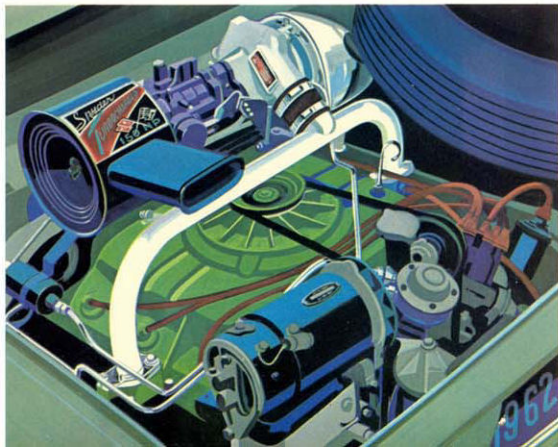
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*Optional at extra cost.



FACTS & FEATURES

On the newest car in Chevrolet's
New World of Worth

CORVAIR MONZA CONVERTIBLE

DISTINCTIVE QUALITY EXTRAS

The Monza Convertible provides a host of top-quality extras like these as standard equipment: Magic-Mirror finish; parallel-action electric windshield wipers; back-up lights; special wheel covers; de luxe steering wheel with horn ring; cigarette lighter; forced-air heater and defroster; six color-keyed interiors; four vinyl-coated fabric top colors. Also available*: power-operated top; wire wheels with knock-off hubs; de luxe push-button radio; Positraction rear axle; and de luxe air conditioning.

HANDLING AND TRACTION

Like every member of the Corvaire family, the new Monza Convertible offers all the advantages of rear-engine design. This reduces the weight on the front wheels, makes steering and parking so easy that power steering would be a needless expense. Handling? The nimble-footed Corvaire hugs corners like they were invented for it. With more of the weight over the rear wheels, Corvaire digs in to give you extra traction when the going gets tough.

RIDE AND STABILITY

Quadri-Flex 4-wheel independent suspension gives you a ride that's smooth and level on virtually every kind of road. A big coil spring at each wheel works independently (regardless of the action of other wheels) to soak up road shock and absorb jolts before they reach the passenger compartment. Independent rear axles and independent rear suspension design assure you a cushioned, stable ride, too.

PERFORMANCE AND ECONOMY

Corvaire's standard 80-hp Turbo-Air 145 engine (84-hp in Monza with

Powerglide*) teams with the standard 3-Speed Synchro-Mesh transmission to give you lively performance with a miserly eye on fuel consumption. Also available is the 102-hp Turbo-Air 145* for extra get-up-and-go. For smooth, effortless shifting at its best, there's automatic Corvaire Powerglide*. Spyder option* for the Monza Convertible or Coupe includes new high-powered 150-hp Turbo-Air 145* with turbo-supercharger, single side-draft carburetor and new induction crossover tube. For real sports car spunk, 4-Speed Synchro-Mesh transmission* is available for all '62 Corvaire (required with the Spyder).

IDEAL WEIGHT DISTRIBUTION

With the engine in the rear and the passenger compartment located close to the center of the car, the Corvaire's weight distribution is ideal. This means a more constant, level and comfortable ride, regardless of the road conditions or passenger load.

BEST BRAKING

Thanks to the Corvaire's ideal weight distribution, braking action is more evenly divided among all four brakes for smooth, straight and level stops,

even under emergency stopping conditions. Big Safety-Master brakes are air cooled for greater fade resistance and operate with power-like ease. Sintered-metallic brakes* are available (required on Spyder).

MONOSTRUT BODY BY FISHER

For exceptional strength, the Monza Convertible's floor, sides, front and rear sheet metal are welded in a single, solid unit. To provide extra rigidity and durability, underbody structure has been strengthened in rocker panel areas, the gauge of many box sections has been increased, and additional crossmembers have been fitted underneath the floor and kick-up areas. In the front, a massive full-width steel cowl provides support and protection. At the rear, a thickly insulated bulkhead isolates passengers from engine heat and sound.

See your local Chevrolet dealer for complete details on Monza Convertible and Spyder.

**Optional at extra cost.*



All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications and models, and also to discontinue models. Chevrolet Motor Division, General Motors Corporation, Detroit 2, Michigan.