

CORVAIR FOR 1967

BY CHEVROLET



MONZA... WITH REAR ENGINE

THE ALL-TIME POPULAR
CORVAIR... CONTINUES TO PUT
OUT REAR-ENGINE DRIVING
FUN BY THE BUCKETS



Like a car to drive that's not only just different, but different by design? Then over the past seven years, you may have owned a Corvair. Even several of them. We'd like you to try a 1967 Corvair. The reason: Corvair was bred for driving enthusiasts. Built for stamina. And among U.S.-built cars, only Corvair offers you the unique advantages of rear-engine design: outstanding traction, superior handling and level ride with fully independent coil-spring suspension. Look over the 1967 Corvair Monzas. All Body by Fisher models, sport coupe and sport sedan and convertible, carry the

famous emblems, markings and special trim that make them eye-pleasers from any angle. Monzas have that rakish styling with curved body side glass, wheel opening moldings, sill moldings, drip gutter moldings and roof reveal moldings. In front, dual headlamp systems and the Corvair script identify it at a glance, while at the rear the distinctive taillight treatment and attractive cove provide the finishing touches. Utility is served, too, with that great innovation for supermarketing, the front lockable trunk.

Shown above: Corvair Monza Sport Coupe in Ermine White.
Shown on front cover: Corvair Monza Sport Coupe in Bolero Red.



Left: Corvair Monza Sport Sedan in Royal Plum.
Below left: Corvair Monza Convertible in Buttercup Yellow.
Below right: Corvair Monza interior in bright blue.

Does Corvair score with enthusiasts? You bet. For the second year in a row, a national enthusiast magazine's readers voted Corvair the best compact sedan. Now for two years running they can't all be wrong!

Inside, you'll notice that the front bucket seats are slimmer than ever and have been tastefully restyled. The all-vinyl interior (plus carpeting) may be ordered in black, bright blue or a new shade of gold, depending on the exterior color you like. Front and rear seat belts with pushbutton buckles (also retractors on front belts). Soft color-keyed window regulator knobs, shift and turn signal knobs. A new steering wheel, slightly oval in shape with three spokes, rests easily in your hands. In front of you, recessed instruments tell their stories. Corvair comes through with safety features '67, including a new warning light that signals you have left the parking brake on, and also monitors hydraulic pressure balance when brakes are applied. A new knob is located at the right of the steering column. Pull it and you'll flash all four turn signals in an emergency. Push it to turn off. Even the turn signal has a new lane-changing provision.

Other standard Monza features: luggage compartment mat, automatic dome light, glove box light, fold-down rear seat (except convertible), speedometer, odometer, fuel gauge, generator/temperature warning lights, front and rear ashtrays plus many more.

You can personalize your 1967 Monza in many interesting ways. Some items are described and illustrated on these pages. Check the list of Options and Custom Features on p. 7.



CORVAIR 500

SPORTY AGAIN FOR '67
BUT REMAINS THE LOWEST
PRICED HARDTOP
CHEVROLET BUILDS



Since the fall of 1964, many people have looked at Corvair 500 and asked themselves over again, "A hardtop? At that low price?" It's true—Corvair 500 models are not only true pillarless hardtops, but they are Chevrolet's lowest priced sport coupe and sport sedan. You get all of Corvair's famed ride, handling ability and rear-engine traction. Windshield, rear window and vent windows are trimmed in bright metal, while the frameless curved side glass adds distinction to this lowest cost Corvair series. Rounding out the exterior appearance are Corvair 500 nameplates and newly restyled hubcaps.

And what keeps your Corvair—500 or Monza—on an even keel? One of the most sophisticated suspension systems to date. Coil-spring independent front suspension with stabilizing and anti-dive mechanisms, coil-spring independent rear suspension with stabilizing and anti-squat mechanisms make driving a 1967 Corvair so much fun.

The 500 all-vinyl interior may be ordered in fawn, blue or a brand-new black keyed to your exterior color choice. And speaking of exterior colors, up to six two-tone combinations are available for Corvair sport sedans (see the back cover for details).

Additional Corvair 500 and Monza standards: lockable glove box, forced-air heater and defroster, individual outside air intakes with control knobs, cigarette lighter, interior light, foam-cushioned front seat (rear, too, in Monzas) and front door armrests. Easy-care items on all include: long-life exhaust system,



self-adjusting brakes, inner fender shields, flush-and-dry rocker panels and Delcotron diode-rectified generator.

Making your Corvair 500 express your individuality is fun. Turn to page 7 for a list of Options and Custom Features that are available for 1967, some of which are described and illustrated on these pages.



Far left: Corvair 500 Sport Sedan in Buttermilk Yellow.
Left: Corvair 500 Sport Coupe in Marina Blue.
Above: Corvair 500 interior in fawn.

POWER INBAMS

**TWO PLANS AIR-COOLED
VALVE-IN-HEAD POWER
PLANTS PROVIDE
THE REAR-ENGINE GO**

SPECIAL OPTIONS

**PERSONALIZE
YOUR MONZA
OR 500
MODEL CHOICE**



Corvair Monza Sport Coupe in Nantucket Blue.



ENGINES	STANDARD 3-SPEED (FULLY SYNCHRONIZED)	EXTRA-COST 4-SPEED (FULLY SYNCHRONIZED)	EXTRA-COST POWERGLIDE (AUTOMATIC)
STANDARD ENGINE			
95-HP TURBO-AIR 164 SIX-CYLINDER	X	X	X
EXTRA-COST ENGINE			
110-HP TURBO-AIR 164 SIX-CYLINDER	X	X	X

Front seat shoulder belt anchors ■ Padded sun visors ■ Folding front seat back latches (two doors) ■ Four-way hazard warning flasher ■ Energy-absorbing steering wheel ■ Thick-laminite windshield ■ Dual-speed windshield wipers ■ Windshield washer ■ Reduced-glare instrument panel and windshield wiper arms and blades ■ Passenger-guard door locks—all doors ■ Outside rearview mirror ■ Backup lights ■ Uniform shift quadrant ■ Safety door latches and hinges ■ Tire safety rim ■ Corrosion-resistant brake lines.

mechanism for each valve, overhead valves, full-pressure lubrication, full-flow oil filter, aluminum air-cooled design, automatic choke, Delco-tron generator and automatic positive-shift starter.

Standard transmission:
3-Speed fully synchronized. Available with all engines. Synchronized in all forward gears. Floor shift lever chromed in Monza, painted in Corvair 500.

Extra-cost transmissions:
4-Speed fully synchronized. Enthusiasts' delight. Four synchronized forward gears

plus reverse. Shift lever is floor-mounted, chromed in Monza, painted in 500. Powerglide automatic. Two-speed three-element torque converter for fully automatic driving. Black selector lever knob mounted on instrument panel. Selector sequence: R-N-D-L. Features mechanism to prevent unintentional shifts into Reverse or Low.

GENERAL SPECIFICATIONS:
Simplified battery hold-down device. Adhesively bonded windshield and rear window for positive sealing. White, black or new blue manual convertible top. Low-friction Ball-Race steering. 14-gallon fuel tank. Four-

unit headlamp system. Hand-operated parking brake with trigger release. Hypoid rear axle with ratios of 3.27:1 or 3.55:1 matched to power team. Centrifugally assisted diaphragm spring clutch, single dry disc, woven linings, sealed-in lubricant release bearing.

Dimensions:
Wheelbase, 108.0"; length, 183.3"; width, 69.7"; height: sport sedan, 51.2"; sport coupe, 51.3"; convertible, 51.5". Five-bolt 13 x 5.5 wheels. (For specific details on tire sizes, appearance features and availability with car models, see your Chevrolet dealer.)



General:
Auxiliary lighting group—includes ashtray light, instrument panel courtesy light, glove box light, luggage compartment light and underhood light. Each light may be ordered separately. Foundation group—this pair includes pushbutton AM radio with front antenna and an electric clock. May be ordered individually. Special purpose front and rear suspension includes stiffer front and rear springs with matching shock absorbers. Special steering with 16:1 overall ratio supplied by quicker ratio box. Postraction rear axle. Strato-ease front seat headrests. Speed warning unit. Custom deluxe color-matched seat belts. Remote-control outside rearview mirror. New thinline whitewall tires for extra sportiness. All-Weather air conditioning controls include temperature and humidity for comfort in muggy weather. Telescopic steering column can be positioned to provide maximum visibility and comfort for the individual driver. Door edge guards. Front and rear bumper guards. Car-to-trailer electrical wiring harness; convenient plug-in system requires no splicing or drilling of body holes. Deck-lid cargo carrier. Fold-down rear seat for Corvair 500 (standard on Monza Sport Coupe and Sport Sedan). Soft-Ray tinted glass. Mag-style wheel covers with dished fan-blade spokes. Rear door safety lock buttons for sport sedans. 3.55:1 rear axle ratio. Glove compartment light on Corvair 500 models. Two-tone finish for Corvair 500 models and Monza Sport Sedan. Full wheel covers with self-contained battery-illuminated dial.

*Availability of these and other extra-cost items determined by model and other equipment. Check details at your Chevrolet dealer's.

- 1 Simulated wire wheels—dashing dress-up for your Monza or 500.
- 2 Sports-styled steering wheel and electric clock. Here are two items you'll want for appearance and function. Electric clock has sweep second hand.
- 3 AM-FM radio for long-distance normal AM reception plus static-free FM. You may even specify Chevrolet FM stereo, Chevrolet-Delco stereo tape system or both. Stereo tape cartridge sampler contains 80-minute program highlighted by opera, modern pop, light classic and folk music. Program hosted by Bonanza's Lorne Greene.

- 4 Rear deck luggage rack—adds to Corvair utility. In sparkling long-lasting chrome finish.
 - 5 4-Speed fully synchronized—one of those pure joys that true driving buffs really enjoy. Experience its smoothness.
- Engine:**
110-hp Turbo-Air 164.
- Transmissions:**
Powerglide automatic and 4-Speed fully synchronized available on all models.

COLORS & VINYL



Ermine White



Tuxedo Blue



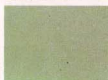
Nantucket Blue



Deepwater Blue



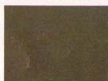
Granada Gold



Mountain Green



Emerald Turquoise



Tahoe Turquoise



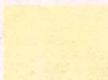
Madeira Maroon



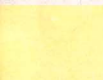
Bolero Red



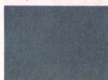
Sierra Fawn



Capri Cream



Butternut Yellow



Marina Blue



Royal Plum



Black for Monza



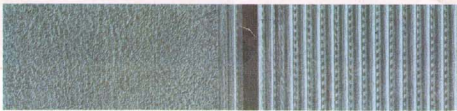
Bright blue for Monza



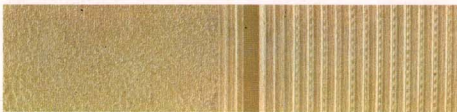
Gold for Monza



Black for 500



Blue for 500



Fawn for 500

All 1967 Corvairs are finished in lustrous Magic-Mirror acrylic lacquer that retains brilliance longer, resists chipping, fading, peeling and discoloring, and is easy to spot-refinish. You can order Monzas or Corvair 500s in any of these 15 solid colors: Nantucket Blue, Deepwater Blue, Granada Gold, Mountain Green, Emerald Turquoise, Tahoe Turquoise, Royal Plum, Bolero Red, Sierra Fawn, Capri Cream, Butternut Yellow, Marina Blue, Madeira Maroon, Tuxedo Black and Ermine White.

On Corvair sport sedans, you can order up to six two-tones in these lower/upper combinations: Ermine White/Nantucket Blue, Nantucket Blue/Ermine White, Nantucket Blue/Deepwater Blue, Deepwater Blue/Nantucket Blue, Granada Gold/Capri Cream and Sierra Fawn/Capri Cream.

You can order Monza models with either black, gold or bright blue all-vinyl upholstery and carpeting. Corvair 500 models can be outfitted with black, fawn or blue. Interior color keys to exterior color choice.

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, Michigan 48202.

CHEVROLET

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