

Chevrolet introduces the disappearing tailgate and other wagon surprises.



Wagons/3 sizes/9 models

1971

Wagons

The Glide-Away tailgate.

While we still make a wagon for people who think a tailgate is the only way, we now make a wagon for people who think a tailgate gets in the way.

You've changed. We've changed.

Altogether, you're going to find the advantages of our big new wagon nothing short of spectacular. Starting with the tailgate.

Imagine: no door to walk around. No door to limit loading to one side. No door to get in your way—in the

garage, in the parking lot, in trailering.

No loading gate to bend over. We've changed all that for you.

Just turn the key and the rear window automatically glides up into the roof. Another turn and the counter-balanced gate drops down,

and slides under the floor with one easy push. See? No door. No loading gate. No problems.

The gate comes back up with one easy pull. The window comes down with one easy turn of the key. (For your security, the power window will only lower part way unless the gate is closed first.)

If you wish, you can order a power gate.

Now how about these advantages? As you can see, there's generous space for luggage or other paraphernalia behind the forward-facing third seat.

And you won't need a rear air deflector to help keep the window clean. Aerodynamics have solved that. The curved roofline, rear window, and

gate keep a downdraft of air sweeping over the glass. One other advantage of our new vanishing tailgate. It's on a Chevrolet.

It's on a Chevrolet.

The window vanishes... up and in.



The door disappears... down and under.



Shown here and on cover: Kingswood Estate Wagon.

Copyright 1970, Chevrolet Motor Division, General Motors Corporation.

79½ inches wide, 223 inches long, 745½ square inches

Obviously, we didn't just sit back and rest on our tailgate.

We've put you into the big wagon class for '71. In every way.

Except price, of course. That's still very Chevrolet.

It's longer overall by a half a foot. Its wheelbase is 125 inches—again, a half a foot longer. Longer for smoother rides.

It's got a wider tread. For more precise handling. And much wider side doors. For you.

The stretch is on the inside, as well. More leg room. More head room. More shoulder

of more glass and a 125-inch wheelbase!

room. More cargo room. More is why you want a big wagon in the first place, isn't it? Leave it to us.

You've changed. We've changed.

More glass area, too. In the windshield. In the side windows which are now nearly flush with the body and curve into the roof. In

the wrap-around back corners.

In 3-seat models there's another big change: the third seat now faces forward. All eyes front. You enter from the side door by folding down a portion of the second seat.

Even though we concentrated on making things bigger, more convenient for

you, we didn't forget style. No way.

Take a good look at the luxurious Kingswood Estate Wagon below. Look at the deeply sculptured hood. The lower, more sophisticated-looking profile. The inset door handles with those wood-looking inserts to match the

body side paneling and tailgate. And the broad-grid grille (shown on cover).

It's a wagon you'll be proud to own.

We're proud to have built it for you.

Some of Chevrolet's available Options and Custom Features are shown on these pages; more are on page 9.



Above, Kingswood with new small-grid grille.
Right, Kingswood Estate Wagon.

Count the differences. You've changed. We've changed.

All V8 power.

(Note: Engine horsepower ratings are indicated first as gross hp and in parentheses as S.A.E. net hp—as installed.)

245-hp(165) Turbo-Fire 350 V8 is standard on all but Kingswood Estate. Which gets a 255-hp(170) Turbo-Fire 400 V8. (Available on the others.) Either engine gives you a power reserve to handle any power accessories you may want to order. And both come with the standard 3-Speed fully synchronized manual transmission.

Or you can order Turbo Hydra-matic transmission. It gives you a choice of automatic shifting or you can shift for yourself through three forward ranges.Ⓛ

For more performance, more V8s are available. 270-hp(175) Turbo-Fire 350 V8 (not available on Kingswood Estate). Responsive, smooth, quiet. Turbo Hydra-matic is required.

300-hp(208) Turbo-Jet 400 V8. High torque for mountain climbing or trailer duty. Turbo Hydra-matic is required.

365-hp(214) Turbo-Jet 454 V8. Mr. Big. Turbo Hydra-matic only.

Wagon engines feature new evaporation control system to

effectively reduce fuel evaporation loss.Ⓜ

For 1971, all Chevrolet Wagon engines have been designed to operate efficiently on the new no-lead or low-lead gasolines. In addition to the lower exhaust emissions attainable with this engine/fuel combination, there are benefits in longer life for your spark plugs, exhaust system and other engine components. If these no-lead, low-lead gasolines are not available, any leaded regular grade gasoline with a research octane number of 91 or higher may be used.

End of cruddy terminals.

Every 1971 wagon has a new sealed side-terminal energizer-type battery. Say goodbye to power-stealing corrosion buildup.

The Delco-Eye battery also has a filler cap that glows when solution is low.Ⓜ

Take a turn at the wheel.

Tracks as true as a slot-car.

New forward-mounted Ball-Race steering gear and linkage gives you more precise steering response and improved steering alignment.Ⓛ

Hood secret.

You'll welcome the new inside hood release. Extra security for things under the hood.Ⓜ

On the level.

Chevrolet's big wagon knows how to put smooth on a road.

The longer wheelbase helps. Big 15-inch wheels with L78 x 15 tires help. The longer, heavier perimeter frame helps. But it's Chevrolet's advanced-design wagon-engineered suspension system that's the real smoothie. Refined independent front coil suspension with A-frame control arms combines with new rear leaf springs. Ⓛ It makes for easier handling even with heavy loads.

Matched power.

We match our power-to-go with the power-to-stop. Improved power disc brakes at the front wheels; Ⓛ larger finned-drum power brakes in back. Standard on all models. The brake system is self-adjusting and features a dual master cylinder with a warning light.

Salt, water, mud, slush—who cares. Take a look under the fenders.

More fenders. Inner fenders inside the outer fenders. That's as far as road slush and corrosion get. While you're at it, look at the new quick-drying open rocker panel design.Ⓛ

We do everything we can to keep rust down, and your resale value up when you're ready for a trade-in.

In seconds we'll clear the air.

Our new flow-through power ventilation system continually changes the air in your wagon even when standing still waiting for the traffic to move. Not only that, it cuts dust intake. The blower fan goes on when the ignition goes on, Ⓛ forcing a continuous flow of outside air through the wagon and exhausting it through the Glide-Away door louvers. Ⓛ Quietly. (Air temperature may be regulated by the built-in heater or by air conditioning you can order.)

Hidden values.

New longer (18") Hide-A-Way windshield wipers are out of sight when not in use, but cover a bigger glass area when they get turned on. Radios come with an antenna concealed in the windshield.

But our newest secret is the windshield glass itself. It's thinner, much smoother and if shattered on heavy impact it

turns into rounded granules. Yet it resists, to a greater degree, pitting from small objects such as flying gravel. Quite a remarkable achievement.Ⓛ

But all part of putting you first.

Protecting your flanks.

Built into each Chevrolet side door is a steel beam. Very much like highway guard rails.Ⓛ

You can't see it, but isn't it nice to know it's there?

(See page 15 for a complete listing of wagon safety features.)

Top this, you other wagons.

In the roof, we've added another layer of steel beneath the outer shell, Ⓛ a built-in header, and

contoured roof rail supports, providing exceptional strength.

But there's more to it: it helps deaden sound. Acoustically engineered perforations in the steel inner panel accomplish this. And beneath you get a perforated vinyl headliner.

If we seem to overdo it, we're only doing it for you. By the way, the doors, hood and tailgate also have double-panel construction.

Sizing it up for cargo.

Total cargo volume is 106.4 cu. ft. Getting down to inches, the floor length—front seat back to tailgate—runs 100.5 inches. Width between wheel housings is 48.8 inches. The tailgate opening height is 29.5 inches. For anything bigger we suggest our truck catalog.

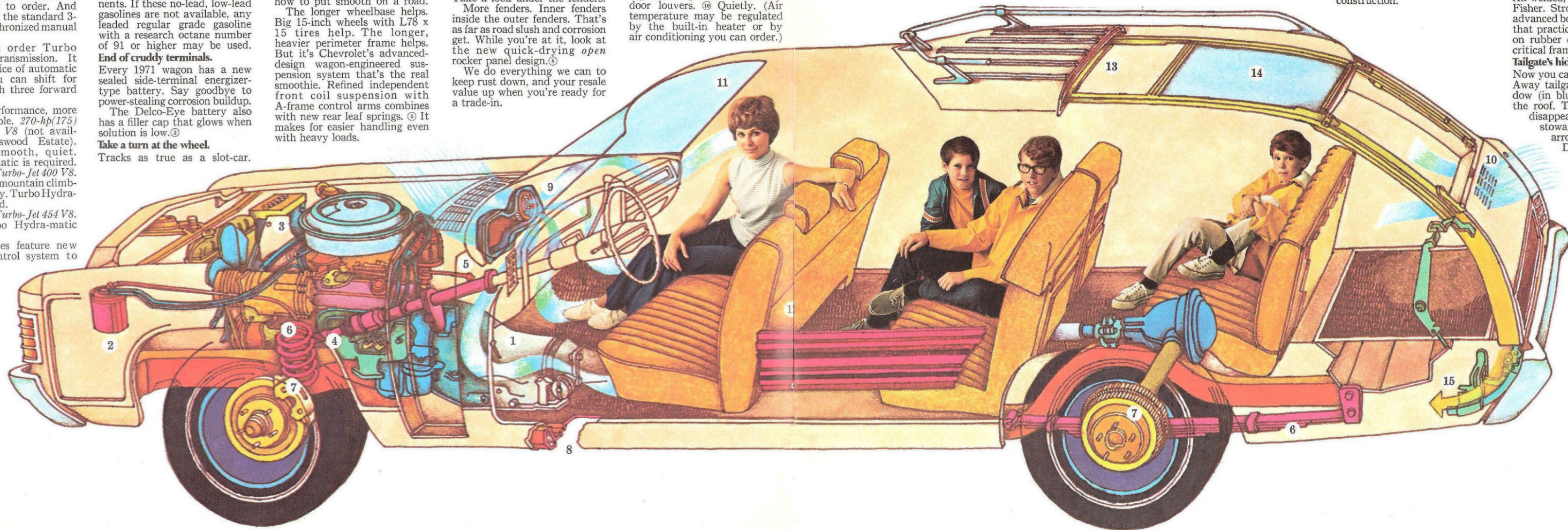
Silence by Fisher.

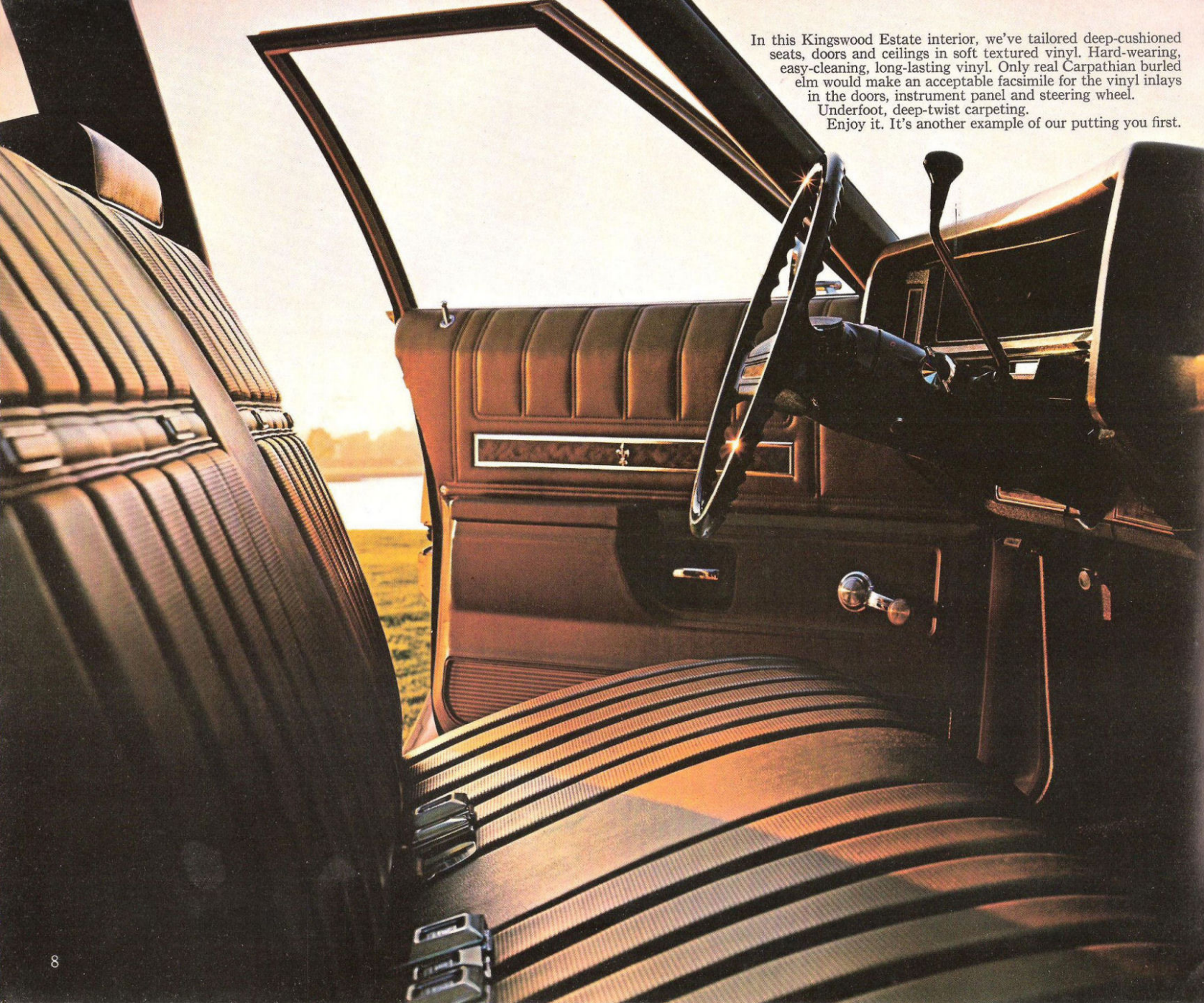
All-welded, tight-fitting Body by Fisher. Strong. Quiet. With an advanced body mounting system that practically floats the body on rubber cushioning at every critical frame mounting point.

Tailgate's hiding place.

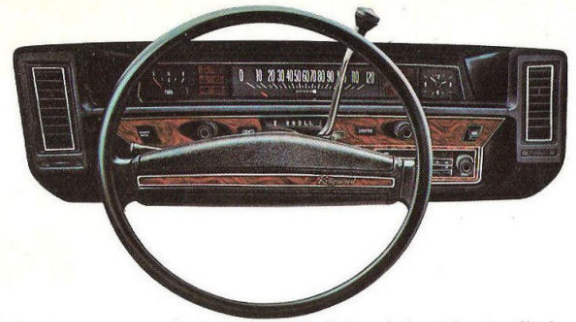
Now you can see how the Glide-Away tailgate works. The window (in blue) Ⓛ vanishes into the roof. The gate, shown up, disappears under the hidden stowage area Ⓛ (yellow arrow). Up and away.

Down and away. Out of the way.

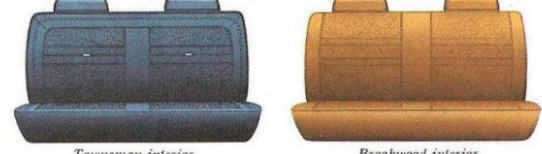




In this Kingswood Estate interior, we've tailored deep-cushioned seats, doors and ceilings in soft textured vinyl. Hard-wearing, easy-cleaning, long-lasting vinyl. Only real Carpathian burled elm would make an acceptable facsimile for the vinyl inlays in the doors, instrument panel and steering wheel. Underfoot, deep-twist carpeting. Enjoy it. It's another example of our putting you first.



Instruments are clustered in a black hooded setting to eliminate glare. Curved for easier reading. All-vinyl interior colors: Kingswood Estate and Kingswood—black, dark blue, dark jade, medium maize or dark saddle.



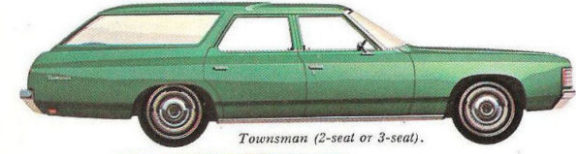
Townsmen and Brookwood—black, dark blue or medium saddle. Select from 15 Magic-Mirror exterior colors: Sea Aqua, Tuxedo Black, Ascot Blue, Command Blue, Classic Copper, Champagne Gold, Cottonwood Green, Antique Green, Cranberry Red, Rosewood Metallic, Sandalwood, Nevada Silver, Silver Steel, Antique White and Sunflower Yellow.



Kingswood Estate (2-seat or 3-seat).



Kingswood (2-seat or 3-seat).



Townsmen (2-seat or 3-seat).



Brookwood (2-seat).

Add to your pleasure.

Stereo tape system.

Your kind of music. Exclusively. That's a switch, eh? And in the rich stereo sound studio of your wagon. Just insert the tape cartridge right through the radio



dial. Easy as turning on your radio. Click! Order it with AM or AM/FM/Stereo radio. Other radios available: AM, AM/FM and AM/FM/Stereo. All are fully transistorized and have pushbutton tuning.

Four-Season air conditioning.

Adjusts all the way from cool as you like to warm as you like. Dehumidifies as it filters up to 98% of outside pollen and dust.



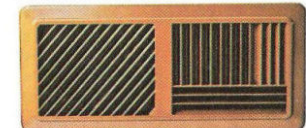
Comfortron air conditioning does the same thing, only automatically. Just set it. And forget it.

Cruise-Master Speed Control.

With just a touch of a button, speed control can be set to desired speed, 30 mph and over.

6-Way Power Seat.

Control allows driver to adjust position up, down, backward, forward plus tilting. (Not available for Brookwood.)



Rear-window defroster.

Push the button. You can defog and defrost your rear window just like your windshield. Nice.

Headlight delay system.

Ever wanted to leave your headlights on until you were safely into the house? Or cottage? Or tent? Who hasn't.

Now you can. Flip the headlight delayed-action switch and lights stay on for almost two

minutes after you leave your car. Then shut off automatically. Think about it. You'll like it. **Power Gate.** You simply turn the key: The window raises and the gate lowers. Window first, gate next,



or both at the same time. It's a matter of how far you turn the key. It's so easy because it only takes one hand. Note: both 2-seat and 3-seat big Chevrolet Wagons have power tailgate window, standard.

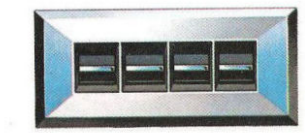


Variable-ratio power steering.

New variable-ratio power steering. Gives you big car handling on the straightaways, sports car handling in the turns.

Comfortilt steering wheel.

You get seven angles of adjustment for driver changes or on a trip for switching driving positions. It also makes your ins and outs easier.



Power windows.

A push button convenience you'll use every time you drive your wagon. The easy way to

open or close any or all windows. Not available for Brookwood. **Power door lock system.** One handy switch eliminates all the stretching and groping it



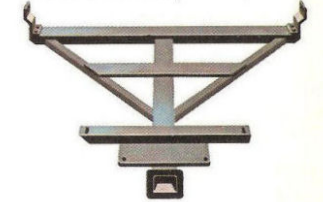
takes to lock or unlock any or all doors. Women especially appreciate its security.

Roof carrier.

Sporty as it is useful. Adds even more luggage space. While you're at it, you might order the fitted cover. Snaps taut over inside stiffener frame.

Trailer equipment.

Lots of it. Equalizing hitch platform for pulling up to 6,000 lbs. or 2,000-lb.-capacity ball frame hitch; both dealer installed. Plug-in wiring harness. Superlift rear shock absorbers. Heavy-duty battery. Higher output Delcotron generator. Positraction. Trailering axle ratio. (Ask your dealer for others.)



Other options and custom features.

Custom steering wheel. Load-floor carpeting for Kingswood Estate and Kingswood. Soft-Ray tinted glass. Rear compartment lock. Rear speaker. Vinyl roof cover in black, white, dark blue, dark brown or dark green. Full wheel covers (standard on Kingswood Estate). Custom wheel covers. Custom deluxe color-keyed seat and shoulder belts. Bumper guards. Electric clock (standard on Kingswood Estate). Remote-control outside rearview mirror.

Another choice. Our Walk-in Wagon.

The 1971 Chevrolet Walk-in Wagon is a strong statement about convenience—you simply swing that big, dual-action tailgate wide and walk right in.

Your first step is an easy one because it's recessed right into the rear bumper.

At a convenient height.

And when you step into the big third-seat area you'll notice how you can walk in standing tall. The rear roof line is slightly slanted just so you can.

After that you simply pivot and sit. In a lot of comfort.

In a wide, all-vinyl, rear-facing third seat designed to make grown-ups at home. So

you know the kids'll love it. About styling—deep, new full-width bumper; new grille; large, new Power-Beam single-unit headlights; sleek new fender lights that serve as parking lights, turn signal

lights, and side marker lights; and 15 Magic-Mirror colors (13 are brand new). You've changed, we've changed.

This and more is yours on a tidy 116-inch wheelbase

that handles more like a car than a wagon.

And you'll walk into one for much less than you'd expect.

Top:
Concours Walk-in Wagon.
Bottom:
Concours Estate Walk-in Wagon.



If it's worth having, you'll find it here.

Another way to measure value.

With a yardstick. You'll be pleased with a cargo floor length of over 90 inches. (Pretty close to 7½ feet.)

Minimum width—between wheelhousings—44.5 inches.

Tailgate loading height, 22 inches; width at floor, 50.1 inches.

Bring all the dimensions together and you've got 89.6 cubic feet total cargo volume in the 3-seater, 94 cubic feet in all 2-seat models except Nomad, which has 84 cubic feet.

A lot of wagon for a heap of cargo.

Open for walking in.

With the handle inside and the window up, no one gets in without a key. No unsightly hinges to snag clothing either. And the tailgate: it swings down for cargo, wide open for people.Ⓛ

The power rear window that's standard.

With any Chevrolet 3-seat wagon you get a power rear window. (Available for 2-seat wagons.)

And its double protected window channel seals out wind and rain.Ⓜ

While it seals comfort in.

What you're getting into.

Body by Fisher; fadproof styling, craftsmanship that endures.

And you're getting quiet.

With thick blankets of sound-deadeners sprayed on, snugged in and tucked under throughout your Walk-in Wagon.

And you're getting Chevrolet's traditionally higher resale value.

You could pay a lot more for Full Coil suspension.

But why?

Don't take our word.

Go look under some of America's most expensive wagons. You'll see it—Full Coil suspension.Ⓜ

With a Chevrolet Walk-in Wagon you get not only vigorous coil springs at each wheel, but they're matched to your wagon's equipment as well.

Same goes for your double-shock absorbers.

All yours at a Chevrolet price.

A little more steel; a lot more protection.

As you can see in this picture there's a protective band of impact-resistant steel sandwiched in each door.Ⓜ

It's called side-guard beam structure. Doors, hood and tailgate are all of double-panel construction, besides.

All muscle. And well worth

its weight in added protection for you and your family.

(For a complete listing of wagon safety and security features, see page 15 of this catalog.)

No joy for "joy riders."

Remove your ignition key and you lock your car ignition and steering column.Ⓜ

There's even an automatic buzzer-warning to remind you

to take your key.

Joy rides in a Walk-in Wagon are reserved for you.

Ventilation where you want it, as much as you want.

The high-level cowl ventilation source supplies outside air through both front compartment side vents.

Or you can adjust it all the way to closed.

You can also draw in additional air by fan. It comes from the same high-level source through the blended-air heater and defroster.

With or without heat.

Clearly, a better windshield.

It shields you better from flying objects—gravel, hail, birds, whatever.

Because even if shattered it breaks up into very small particles to reduce potential for serious damage. (It's also thinner, lighter and stronger.)

Hide-a-ways.

Concours Estate and Concours Wagons come equipped with Hide-A-Way windshield wipers.

And when you order a radio with any wagon, the antenna is hidden, too—concealed right in that new windshield.

Brakes the little lady can adjust.

You get self-adjusting power disc brakes in front, self-adjusting power drum brakes on the rear wheels with any Walk-in Wagon except Nomad. With Nomad, self-adjusting drum-type brakes are standard.

Either way your brakes adjust every time you back up and stop.

Corrosive elements can't park here.

Not in the fenders. Beneath every fender is an inner fender. Old timers might call it a modern-day mudguard.

Another favorite haunt of the rust bug is in the rocker panels.

These, however, are designed to flush out and dry as you drive. ⓂTough. On rust.

Why your battery should stay young longer.

Now look under the hood.

That sealed side-terminal energizer battery is standard this year. Ⓜ And to catch your eye (or the man's eye at the gas station), the Delco Eye battery filler cap glows if solution is low.

The Delcotron generator is a great battery-saver, too. It keeps the battery charging even at idle.

Powerful decisions.

Your decision is easy when you have these engine choices. (Note: Engine horsepower ratings are indicated first as gross hp and in parentheses as S.A.E. net hp—as installed.)

145-hp (110) Turbo-Thrift 250 Six. Standard. (Available on Nomad only.) Transmissions: standard 3-Speed, or order Powerglide.

Economy and performance go together well.

200-hp (140) Turbo-Fire 307 V8. Standard. Transmissions:

standard 3-Speed, or order Powerglide or Turbo Hydra-matic.

Smooth power when you order our most popular V8s.

245-hp (165) Turbo-Fire 350 V8. Available transmissions: 4-Speed or Turbo Hydra-matic for instant response.

270-hp (175) Turbo-Fire 350 V8. Available transmissions: order 3-Speed with floor shift, 4-Speed or Turbo Hydra-matic.

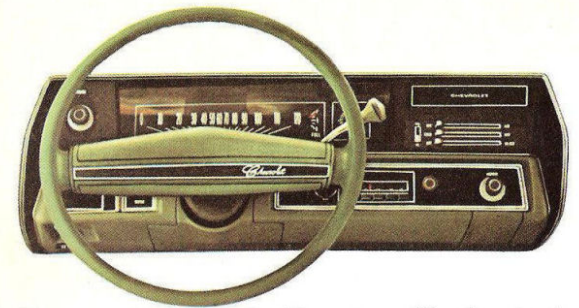
300-hp (260) Turbo-Jet 400 V8. Available transmissions: order Special 3-Speed with floor shift, 4-Speed or Turbo Hydra-matic.

Evaporation control system. Standard. Reduces level of fuel evaporation loss. Ⓜ For 1971, all Chevrolet Wagon engines have been designed to operate efficiently on the new no-lead or low-lead gasolines. In addition to the lower exhaust emissions attainable with this engine/fuel combination, there are benefits in longer life for your spark plugs, exhaust system and other engine components. If these no-lead, low-lead gasolines are not available, any leaded regular grade gasoline with a research octane number of 91 or higher may be used.





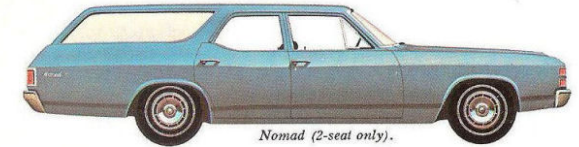
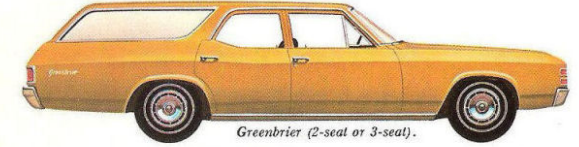
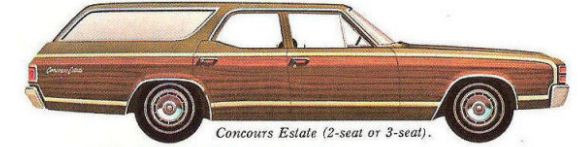
Walk-in, and step into: carpet on the floor, deep-twist carpet. In both front and second seat areas. Walk into vinyl all around. All-vinyl seating, fitted over thick foam cushioning. All-vinyl door panels. Even acoustic vinyl ceiling liner. All washable, long wearing. And everything coordinated in your choice of dark jade, dark saddle, or black. Below: Concours Estate and Concours interior.



Now your steering wheel with a new cushioned center is color-keyed to the rest of your interior. Steering column, too. So is the vinyl-covered instrument panel.



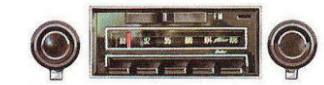
All-vinyl interior choices are black, sandalwood, or medium saddle to complement your Magic-Mirror acrylic lacquer finish. Select from 15 exterior colors: Tuxedo Black, Mulsanne Blue, Ascot Blue, Classic Copper, Placer Gold, Lime Green, Cottonwood Green, Antique Green, Burnt Orange, Cranberry Red, Rosewood Metallic, Sandalwood, Nevada Silver, Antique White and Sunflower Yellow.



Have your wagon your way.

Sound, all around.

Select from: AM radio, AM/FM radio, AM/FM/Stereo radio, stereo tape system with AM radio, or stereo tape system with AM/FM/Stereo radio.



With stereo tape you simply insert the tape cartridge right into the radio dial area.

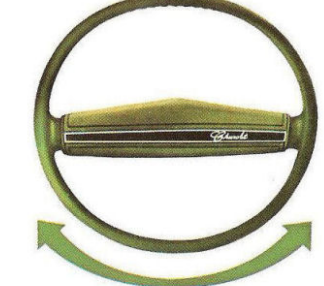
You can order a tape cartridge holder, too.

Rear-window defroster.

Clears off steamy rear window inside; melts frost, ice and snow on the outside.

Variable-ratio power steering.

New variable-ratio power steering, certainly. Power brakes or power disc/drum brakes, Nomad only. (Power disc/drum brakes are standard with all other Walk-in Wagons.)



Trailer equipment.

Now you can order an equalizing hitch platform your Chevrolet dealer can bolt on.

There's no welding involved so it can be removed. Easily.

With it you can haul up to 6,000 lbs. Confidently.

Ask your dealer about other trailering equipment. Frame/body mounted hitch, plug-in wiring harness, heavy-duty battery and radiator, trailering axle



ratio. Positraction.

Comfortilt steering wheel.

Tilts to seven different angular positions for different drivers. A great tension reliever on long, one-driver expressway trips, too.

(Also tilts up and out of the way for getting in and out.)

Four-Season air conditioning.

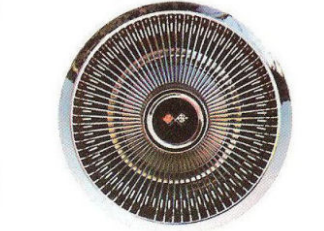
Cools to the farthest corners. Virtually eliminates outside noise, dust and pollen. Available with V8 models.



A compact, dealer-installed air conditioner is also available.

Other extras you can order.

Full wheel covers. Custom wheel covers. Performance axle ratio.



Rear-window air deflector.

Bumper guards, front and rear. Door edge guards. Color-keyed floor mats. Visor vanity mirror. Electric clock. Remote-control outside rearview mirror. Custom deluxe seat belts. Rear shoulder belts (custom deluxe seat belts required). Roof carrier. Soft-Ray tinted glass. Auxiliary lighting. Window moldings. Rear-seat speaker. Custom steering wheel (4-spoke). White-stripe tires.

For specific details on these and more Options and Custom Features available check with your Chevrolet dealer.

Safety and Security Features in all Chevrolet wagons—full-size and mid-size.

Seat belts with pushbutton buckles for all passenger positions. Shoulder belts with pushbutton buckles—driver and right front passenger. Two front seat head restraints. Energy-absorbing steering column. Passenger-guard door locks with forward-mounted front door lock buttons.

Safety door latches and hinges. Folding seat back latches. Energy-absorbing padded instrument panel and front- and intermediate-seat back tops. Contoured windshield header (mid-size wagon). Contoured roof rails (full-size wagons). Thick-laminate windshield. Padded sun visors. Safety armrests. Safety steering wheel. Side-guard beams. Fuel tank impact security. Glove compartment door latch impact security.

Yielding windshield pillar moldings. Smooth-contoured door and window regulator handles.

Accident prevention features.

Side marker lights and reflectors (front side marker lights flash with direction signal). Parking lights that illuminate with headlights. Four-way hazard warning flasher. Backup lights. Lane-change feature in direction signal control. Windshield defrosters, washers and dual-speed wipers. Wide-view inside day-night mirror (vinyl-edged, shatter-resistant glass and deflecting support). Outside rearview mirror. Dual master cylinder brake system with warning light. Dual-action safety hood latches. Headlight aiming access provision. Self-adjusting brakes and corrosion-resistant brake lines.

Anti-theft features.

Anti-theft ignition key warning buzzer. Anti-theft steering column lock. Multiple key combinations. Visible vehicle identification. Tamper-resistant odometer with telltale feature.

CHEVY'S NEW LITTLE WAGON IS OPEN FOR BUSINESS.

Getting down to basics, our little Kamback wagon is two things.

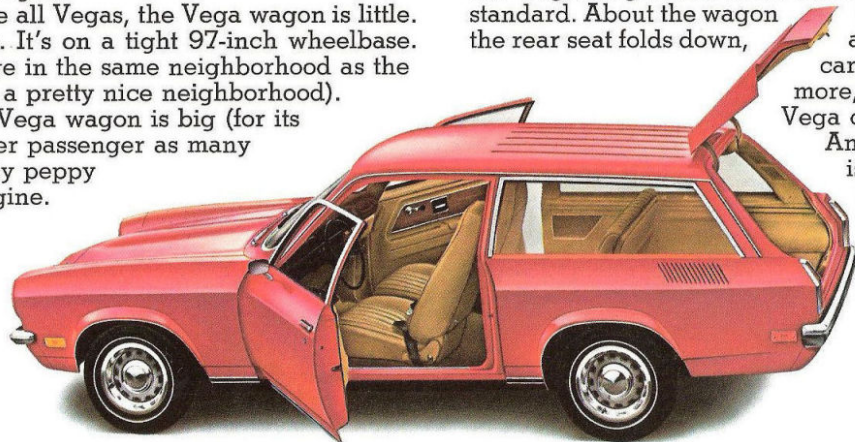
It's a Vega. And it's a wagon.

About the Vega part: like all Vegas, the Vega wagon is little. It's built for just four people. It's on a tight 97-inch wheelbase. And it'll give you gas mileage in the same neighborhood as the best of the imports (which is a pretty nice neighborhood).

And like all Vegas, the Vega wagon is big (for its size). It has as much room per passenger as many big cars. It has our amazingly peppy overhead cam aluminum engine.

And it's quiet: smoothly, invitingly quiet. And like all Vegas, the Vega wagon has front bucket seats and front disc brakes, standard. About the wagon part: the whole back end lifts up, and you have 50 cubic feet of cargo area. If you'd like to know more, we invite you to pick up the Vega catalog.

And see why we say that Vega is a lot of wagon for such a little wagon.



VEGA
CHEVROLET

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