

1965 CORVAIR

new hardtop
looks, sportier-
than-ever go



stunning hardtop styling for Canada's one-of-a-kind car

Not slightly changed, not just face-lifted — the '65 Corvair puts teeth in the term *all new!* More power. New roomy interiors. Better-than-ever roadability. And above all, bold hardtop styling for coupe and sedan models. The sophisticated design has an international flavor and takes its cue from a trim pillarless roof line. Gently contoured body panels are capped by curved frameless sideglass and a flush-mounted windshield and rear window. The silhouette is longer, lower and enhanced by a body-length streamline. And two series—the new top-of-the-line Corsa and Monza—sport distinctive new wheel covers and exterior trim. But the '65 Corvair is no skin-deep beauty; the spacious interiors have been completely restyled and boast smart new instrument panels. And performance hits a new high with things like a new 4-carburetor 140-hp Turbo-Air engine that's available for all models and standard on Corsa; a 180-hp Turbo-Charged power plant that can be ordered with the new Corsa; larger self-adjusting Safety-Master brakes; and deft new handling characteristics due to wider wheel tread, faster steering, new Corvette-inspired rear suspension and improved front suspension. So Corvair for '65 offers a lot that's new and much more to like. But as the only Canadian-built car with air-cooled rear engine design, there's still nothing like it. And that sporty fun-to-drive character hasn't changed one bit. Try one and see for yourself.

To make your driving more enjoyable, a wide variety of extra-cost Options and Custom Features is available for the '65 Corvair. Some are described or illustrated throughout this catalogue; more are listed on page 15.



Shown as shown, Corsa Sport Coupe in Canada. Yellow.

Shown Sport Sedan in Montreal.



the inside story of Corvair's handsome new interiors

Step inside the Chevrolet styling studio. You'll find it populated by highly skilled stylists and craftsmen who devote full time to creating exciting new interiors. The tools of their trade: talent, imagination and infinite care, plus styling aids like the seat model, fabric swatches and color samples that appear in the picture at left. Their objective: to fashion luxurious and durable appointments, tastefully keyed to exterior colors and geared to buoyant comfort. This year, they've outdone themselves. Inside the '65 Corvair's roomier, easier-to-enter passenger compartments, elegant all-vinyl upholstery is available in a wide selection of exterior-keyed colors: red, blue, saddle, black, slate, and white with black for Corsa and Monza... fawn, aqua or red for Corvair 500. On the sidewalls, rich vinyl covers a large portion of the doors and inner quarter panels. Overhead, color-keyed liners. Underfoot, deep-twist carpeting in Corsa and Monza models. And the Corvair styling department developed handsome new instrument panels with deeply recessed dials for glare-free visibility; new steering wheel emblems; and eye-pleasing practicalities like scuff-resistant color-keyed plastic cowl side panels with integral ventilation grilles. But that's just a sampling of Corvair stylists' '65 handiwork; for further details, turn to the description of the series of your choice.

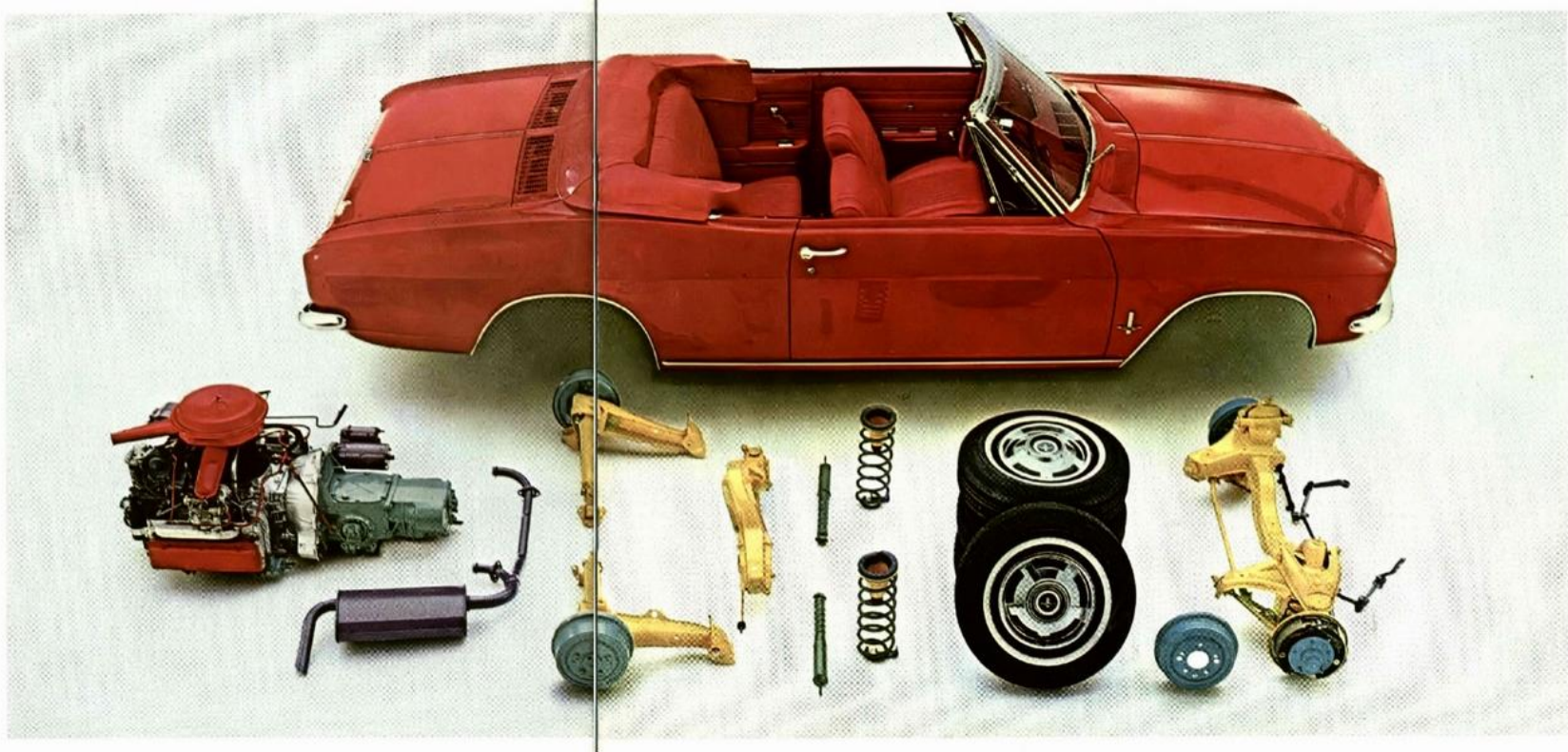
To add further beauty and function to the interior of your new Corvair, check page 15 for a list of many of the interior Options and Custom Features available, some of which are described or illustrated in this section. You'll find the moderate extra cost just as pleasing as the convenience.

Again in '65, Corvair features a unitized Body by Fisher, 4-wheel independent suspension, and, of course, an air-cooled rear engine (delivers remarkable traction; warms up fast; leaves heat and noise behind: needs no water pump, radiator or antifreeze). But Corvair engineers are constantly developing new ways to improve the quality and function of Corvair's body, chassis and power train, and this year the list runs long and deep. Some of their more important innovations appear in the picture at right—a Monza Convertible before it became the smooth-working sum of its parts.

Here's a brief description of a few of the new body features. The completely rigid Body by Fisher includes new inner skirts at all wheel openings and flumb-and-dry rocker panels for greater corrosion protection. The engine compartment air intake is relocated behind the rear window and the engine compartment has improved sealing. In addition, doors are easier to operate with the introduction of forky-tube latches; horns are installed and protected behind the headlamps; and convertible bolls benefit by a new method of attachment for the top dust boot and the availability of a new all-electric operating mechanism for the top. As for **50 power train** improvements, most engines are now equipped with a new 100-hp carburetor, a fueler, including a new 140-hp carburetor, 140-hp and the 190-hp Turbo-Charged version. And for smoother gear changing, 3- and 4-speed transmissions have an improved shift linkage and a quieter, more durable clutch linkage.

All new Cavalcade also features a longer life 44-ampere-hour battery; a highly efficient oil-washed paper air cleaner element; a new differential assembly; and double universal-jointed axle shafts and a new universal joint clamp for more uniform transfer of engine torque. New chassis features are headed up by an articulating-link rear suspension system that assures nearly vertical wheel movement. Handling and ride qualities are more nimble than ever due to modifications in the front suspension, softer front springs and wider-stance front and rear tread for improved stability. A faster steering system with a smaller turning diameter allows greater parking ease and maneuverability. New front wheel speedometer drive offers greater accuracy.

In addition to those described or illustrated here, a full selection of Options and Custom Features is listed on page 13 of this catalogue. Considering the contributions they make to performance and comfort, their modest extra cost is always worth it.



Monza Sport Coope in Sierra Tax

NEW REAR-WINDOW MOLDING:—The rear window (and windshield, too) of '88 Corvair hardtop models is flush-mounted and dressed up with a slim new bright metal molding. And there's more quality beneath this elegant accent; like the windshield, the glass itself is meticulously bonded and more positively sealed.



extra-nice
touches for
the Corvair
good life



ROOMIER REAR PASSENGER COMPARTMENT—New door openings and larger interior dimensions make for more rear-seat comfort in the new Corvair. Entrance height is increased approximately an inch for easier in and out; shoulder room is greater, too.

EASY-LOADING FRONT LUGGAGE COMPARTMENT—For everyday loads and long-trip convenience, Chevrolet's lockable front trunk provides nearly seven cubic feet of useful storage space.



NEW FOUR-PLACE IGNITION SWITCH. Corvair ignition switch indications now read "ACC," "OFF," "ON" and "START." The new system eliminates the possibility of removing the ignition key while leaving the ignition unlocked.

EASY-LOADING FRONT LUGGAGE COMPARTMENT—For everyday loads and long-trip convenience, Corvair's lockable front trunk provides nearly seven cubic feet of usable storage space.



FRONT DOOR MAP POCKET—Corva and Monza models include map pockets at the base of each front door. Let you keep maps and *Good&Beautiful* finger-tip close. The glove box is surprisingly spacious, too. And there's a handy area for attaching packages and odds and ends behind the rear seat of all sedans and coupes.

FRONT SEAT BELTS — All Corvairs feature black front seat belts as standard equipment. Color-keyed belts with retractors are available as an extra-cost option.



QUICK CONVERSION FOLD-DOWN REAR SEAT—Typical of the ways Chevy makes things easy. The rear seat back folds down easily and quickly to provide extra load space. Good for storing shopping bags and other bulky cargo. Standard on Corvair and Monza models (except convertibles), also available for 500 models.

Additional ways to personalize your car, along with those described or illustrated in this section, can be found on page 13 of this catalogue. They are available at extra cost and well worth it for more comfort and convenience.



20 Corsa Convertible in Electric White

CORSA/style and scat as new as its name

To set off its stunning looks, the new top-of-the-line Corsa bears truly distinctive exterior trim: special Corsa emblems on the front fenders and rear quarter panels; bright metal engine air exhaust grilles; striking new wheel covers with special centre inserts; and a silver-painted rear cove area. And Corsa has red-blooded go to complement its looks. The standard power plant is a new 140-hp Turbo-Air engine, or you can specify the sparkling 180-hp Turbo-Charged version. The latter has many quality features. The induction tube, fuel and oil lines and air cleaner are all chrome-plated. Exhaust valves are super-alloy; exhaust valve guides are designed for exceptional heat dissipation. High-alloy aluminum-faced intake valves provide added durability. There's also a special camshaft, and a single air cleaner and side-draft carburetor supply the fuel and air mixture to the exhaust-driven turbo-supercharger. Next, stick with the standard 3-Speed Synchro-Mesh transmission or order the fully synchronized 4-Speed version; either way, you'll have a whole lot of action on your hands. Corsa's finishing touches are also up to you: select from 15 Magic-Mirror exterior colors (13 of them brand-new) with Evening Orchid, Crocus Yellow and Glacier Gray exclusive with Corsa and Monza. And if a convertible catches your fancy, you can get the top in white, black or beige with any exterior color.

CORSA INTERIORS — You'll find Corvair's finest blend of luxury and function inside a Corsa. Both sport coupe and convertible models boast front bucket seats, special Corsa emblems and a deep-recessed instrument panel housing speedometer, trip odometer, manifold pressure and cylinder head temperature gauges, tachometer, fuel gauge plus an electric clock with sweep second hand. And it's easy to slip behind the wheel: wide door openings to climb through and ample hip room inside. Plenty of shoulder room, too, thanks to curved sideglass. In the rear passenger compartment, there's also spacious entrance, hip and leg-stretching room. Deep-twist carpeting, smart steering wheel with distinctive Corsa emblem.



Corsa Sport Coupe in Evening Orchid



Included in the description and illustrations on this page are some of the extra-cost Options and Custom Features. They're modestly priced, and give you more pleasure while you own — more value when you sell.



Corsa Sport Coupe Interior in white



13 Monza Convertible Interior in red

MONZA/three to go, with everything!

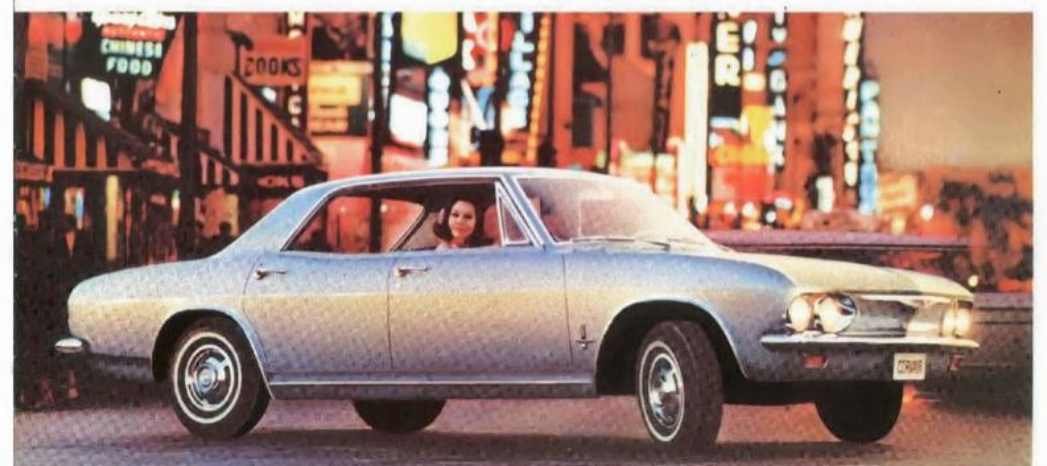
Any model in the Monza trio stacks up as an open sesame to driving adventure. Whether sport coupe, sport sedan or carefree convertible, interiors have much the same elegance as Corsa. Bucket seats with bright metal side moldings and seating portions covered with extra-soft expanded vinyl; new all-vinyl trim in six lively colors (five for the sport sedan): red, blue, saddle, black, slate, and white with black. Other elegant extras include deep-twist carpeting, front door map pockets, new instrument panel with deep-recessed gauges. And, as on all '65 Corvairs, there's a stylish new steering wheel, plastic scuff-resistant cowl side panels with integral ventilation grilles, and new sidewalls and inner quarter panels featuring subtle-grain vinyl. All wheel openings have bright metal moldings accented by a separate body sill molding. Bright metal also surrounds the rear body cove area. Smart new wheel covers and back-up lights. You get sprightly power in a standard 95-hp Turbo-Air 164. Place an order for the 110-hp or the new 140-hp Turbo-Air engine, and the '65 Monza's an even greater way to get out of town for good times.

Turn to page 15 of this catalogue for a list of popular Corvair Options and Custom Features. You'll find some of these extra-cost items described or illustrated here. They're worth the cost in the pleasure they give.



Monza Convertible in Madras Maroon

Monza Sport Coupe in W-Flow Green



Monza Sport Sedan in Glacier Gray



Top: Corvair 500 Sport Sedan in Automatic Transmission. Bottom: Corvair 500 Sport Coupe in Corvair 500.

CORVAIR 500/makes it easy to own a rear-engine hardtop

Corvair's totally fresh styling and new interiors team with rock-bottom price and upkeep in 500 models. Colorful new interiors are offered in fawn, aqua or red. Seats are trimmed in easy-to-clean pattern vinyl with grain-vinyl end facings. Two-tone door facings display the Corvair nameplate in bright vinyl; the flush-mounted windshield and rear window are rimmed with bright metal moldings. Additional ornamentation includes a body front emblem, front and rear nameplates and front fender series nameplates. Some other standard niceties: new hub caps, all-rubber floor mats, dual sun visors, cigarette lighter, chrome instrument panel control knobs and trim, front door armrests, parallel-action electric windshield wipers, lockable glove box, coat hooks and interior light. For extra convenience, back-up and glove compartment lights can also be ordered. Equipped with one of a wide selection of power teams (order Powerglide if you like automatic shifting), either the 5-passenger sport coupe or 6-passenger sport sedan makes an ideal car for a fun-loving family to get carried away with.



CORVAIR 500 SPORT COUPE

Extra-cost Options and Custom Features* — well worth having

ENGINE: 110-hp Turbo-Air 164 (available for all models except Corvair); 160-hp Turbo-Air 164 (standard for Corvair, available for all other models); 160-hp Turbo-Charged 164 (available only for Corvair models). TRANSMISSIONS: Powerglide is available with 95, 110 or 160-hp engines (except for Corvair models); 4-Speed is available on all models. GENERAL: Deluxe color-matched seat belts with retractors, extra convenient... designed to stand with interior colors. New Air-Weather air conditioning. Controls include temperature and humidity for hot-weather comfort. New AM/FM pushbutton radio. Listening pleasure at your finger tips on either wave length. Also, FM stereo equipment for the latest in listening enjoyment. AM manual or pushbutton radio; and rear seat speakers. Telescopic steering column. Can be positioned to suit the needs of the individual driver for improved visibility and comfort. Sweep second hand electric clock. Standard in Corvair, available for Monza and 500 models. Car-to-trailer electrical wiring harness. Handy plug-in system; minimizes wire splicing, no body holes to drill. New windshield-mounted auto compass. May be positioned anywhere on the windshield to suit individual eye level; integral battery illuminated dial. Powertraction rear axle. Transmits power to the wheel that has traction. Available in standard or optional ratios. Fold-down rear seat. Gives a Corvair 500 added load space. Standard equipment for Corvair and Monza models, except convertibles. Bright-ray tinted glass. A house if bright sunlight bothers your eyes while driving. Softens the glare of oncoming headlights, too. Available for just the windshield or all windows. Cushioned instrument panel. Foam cushioning covered in luxurious vinyl. Simulated wire wheels. Make any Corvair even sportier. White sidewall tires. Add so much to already beautiful looks. Spare wheel lock. A smart investment. 3.55:1 rear axle ratio. For selective performance. Inside tonneau and outside rearview mirrors. 2-speed windshield wipers and washer, plus back-up lights and glove compartment light on Corvair 500 models. Two-tone finish. For sport sedans. Full wheel covers. For Corvair 500.

Specifications

Here are more performance and value items that increase the worth of every '65 Corvair. GENERAL: Low-friction Ball-Bear steering. 11.5-gallon fuel-injected carb. tank, hand-operated parking brake with trigger release, long-life exhaust system (dual on 160 H.P. engine, single all other engines). ADDITIONAL ENGINE FACTS: Twin carburetors (except the Turbo-Charged and 4-carburetor Turbo-Air engines) with automatic choke. Forced-air cooling by centrifugal blower. Thermatically controlled air flow, tuned cast ferrous alloy cylinders. Aluminum pistons. Alloy steel crankshaft. Closed positive type crankcase ventilation. Full-flow oil filter and cooler. Flared aluminum cylinder heads with integral intake manifold and alloy steel valve seat inserts. Hydraulic valve lifters, single oil-valve element air cleaner. STANDARD 3-SPEED SYNCHRO-MESH TRANSMISSION: All-steel gear design with floor-mounted shift lever. CORVAIR POWERGLIDE: Two-speed three-element torque converter with hydraulically controlled planetary gears. Range selector supports L-19-N-R. 4-SPEED SYNCHRO-MESH: All forward gears fully synchronized. Floor-mounted shift lever. REAR AXLE: Hypoid type with ratios of 3.27:1 or 3.55:1 matched to power team. C-UTCH: High-capacity centrifugally assisted diaphragm spring type, single dry disc (size matched to engine), woven lining, isolated lubricant release bearing. CORVAIR DIMENSIONS: Wheelbase, 100.0"; track: front, 36.0"; rear, 67.5"; length, 180.5"; width, 60.5"; height: sport sedan, 51.2"; sport coupe, 51.8"; convertible, 51.5". WHEELS AND TIRES: 13" wheels, 8.50 x 13 blackwall tubeless tires.

1965 Corvair power teams

STANDARD ENGINES	3-SPEED	4-SPEED	POWERGLIDE
110-hp Turbo-Air 164 4-cylinder Standard for all models except Corvair	•	•	•
160-hp Turbo-Air 164 4-cylinder Standard for Corvair	•	•	•
EXTRA COST* OPTIONS: ENGINES			
110-hp Turbo-Air 164 4-cylinder Available for Monza and 500 models	•	•	•
160-hp Turbo-Air 164 4-cylinder Available for 500s and 500 models	•	•	•
160-hp Turbo-Charged 164 4-cylinder Available for Corvair only	•	•	•

*Does not show their cost for most vehicles at retail with the dealer.
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Monza Convertible in Regal Red

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