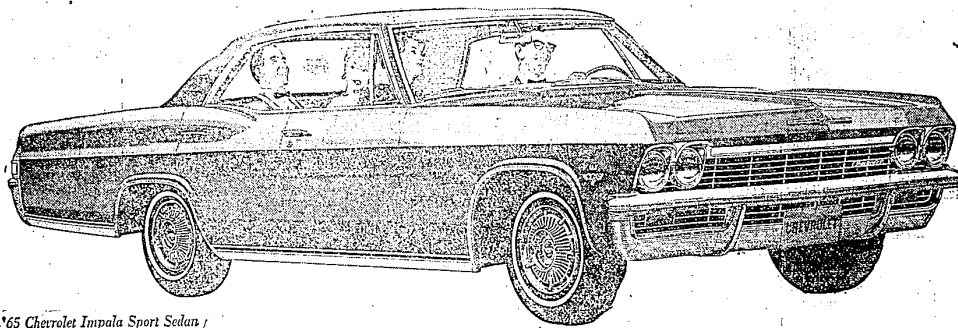


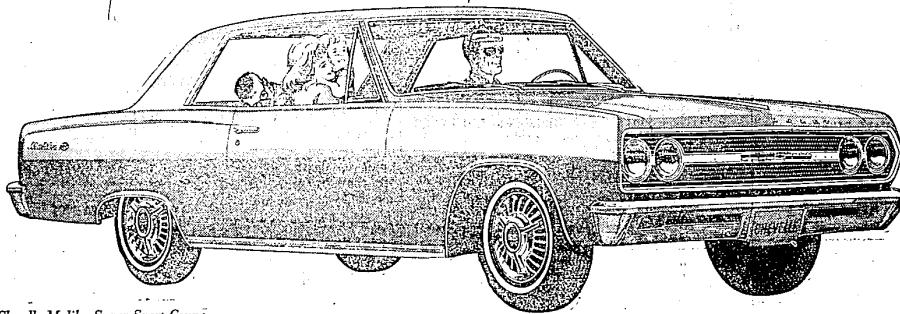
now! the beautiful shapes for '65



'65 Chevrolet Impala Sport Sedan

Chevrolet Impala '65

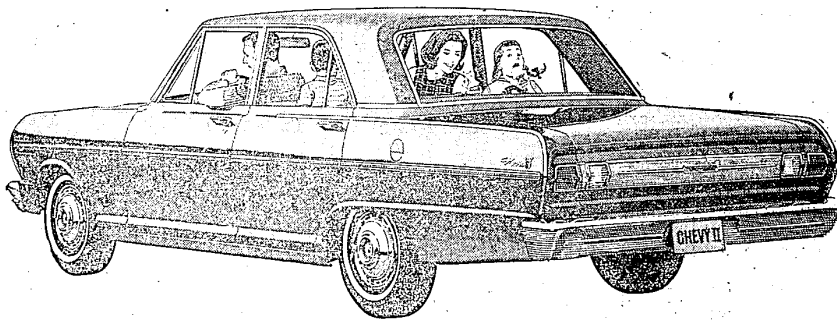
One look at it and—presto—last year's crop of cars seem like something that happened a long time ago. It's longer, lower, wider—with the kind of interior comforts that'll have many an expensive car wondering why it didn't think of them first. More shoulder room, more leg room up front and (thanks to a smaller floor tunnel) more foot room too. Curved side windows, rich new fabrics and an instrument panel that's a conversation piece all by itself (in the Impala series it has the look of hand-rubbed walnut). In fact, just about everything's new right down to the road. And even that'll seem newer because this year Chevrolet's Jet-smooth ride is smoother than ever. But if all this seems like a bit too much to remember, don't try. Just take a drive at your dealer's. It'll all become unforgettable.



'65 Chevelle Malibu Super Sport Coupe

Chevelle Malibu '65

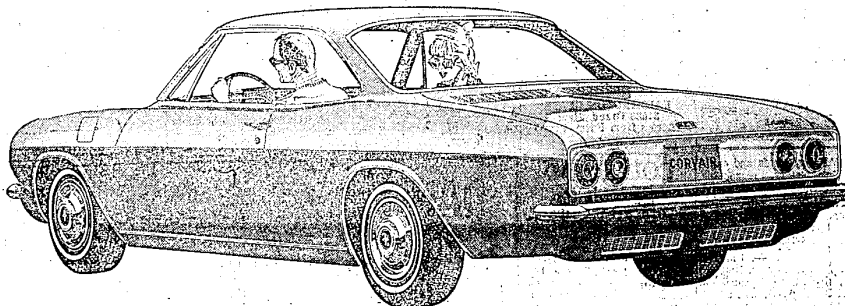
New style, new ride—and plenty of V8 stuff. Here are all the things that have made Chevelle America's most popular new-sized car—plus some new surprises that promise to make it come on stronger than ever for '65. Like those cleaner, bolder lines. Like the silky way it skims over the choppiest roads. (Thanks to softer coil springs and other suspension system refinements, Chevelle now rides with a serenity you'd expect only in a bigger, heavier car.) Like V8 power that'll make you think we stole some of Corvette's stuff—which we did. All told, five different power plants are now available from a quiet six to a V8 that comes on with 300 horses strong. Some people might have expected us to stand pat after introducing a car this successful last year. One short drive will show you how wrong they were.



'65 Chevy II Nova 4-Door Sedan

Chevy II Nova '65

It may very well be the expensive-est looking thrift car you've ever laid eyes on. But thrifty it is. The big difference this year being that Chevy II's marvelous mechanical efficiency now comes decked out in a debonair new look. And to keep things in stride under the hood, there's a new range of six engines available, no less, including a new 300-hp V8. Of course, you still get those famous Chevy II maintenance reducers—like self-adjusting brakes, long-lived exhaust system, battery-saving Delcotron generator. But if you go by all the fine new features, you could get the idea that saving you money was about the last thing we had in mind when we built this one. And in a way it was. Right up until we pasted the price sticker on the window.



New top-of-the-line Corvair Corsa Sport Coupe

Corvair Corsa '65

There's never been a Corvair—or any other car—like it. The entire line now sports a totally new Body by Fisher, styled with fresh, sophisticated flair that would set a European's pulse fluttering. The longer, wider design gives all Corvair closed models a thin-line hardtop roof, accented by frameless curved side windows. It also allows more shoulder and waistline room. And to go with the racier look, there's up to 180 hp available in the new Corsa series, up to 140 hp in the Monza and 500 series. Also a flatter riding independent suspension system, bigger self-adjusting brakes, more responsive steering—all solidly buttressed by a wider road stance for '65. Truth is, you've got to drive this one to believe it.

CHEVROLET

See 5 beautiful shapes for '65—Chevrolet, Chevelle, Chevy II, Corvair & Corvette—at your dealer's