

TIE INTO SPORT WITH CHEVROLET

**MAKE
YOUR
OWN
CHEVY-
INSPIRED
FLIES
THIS
EASY
WAY**

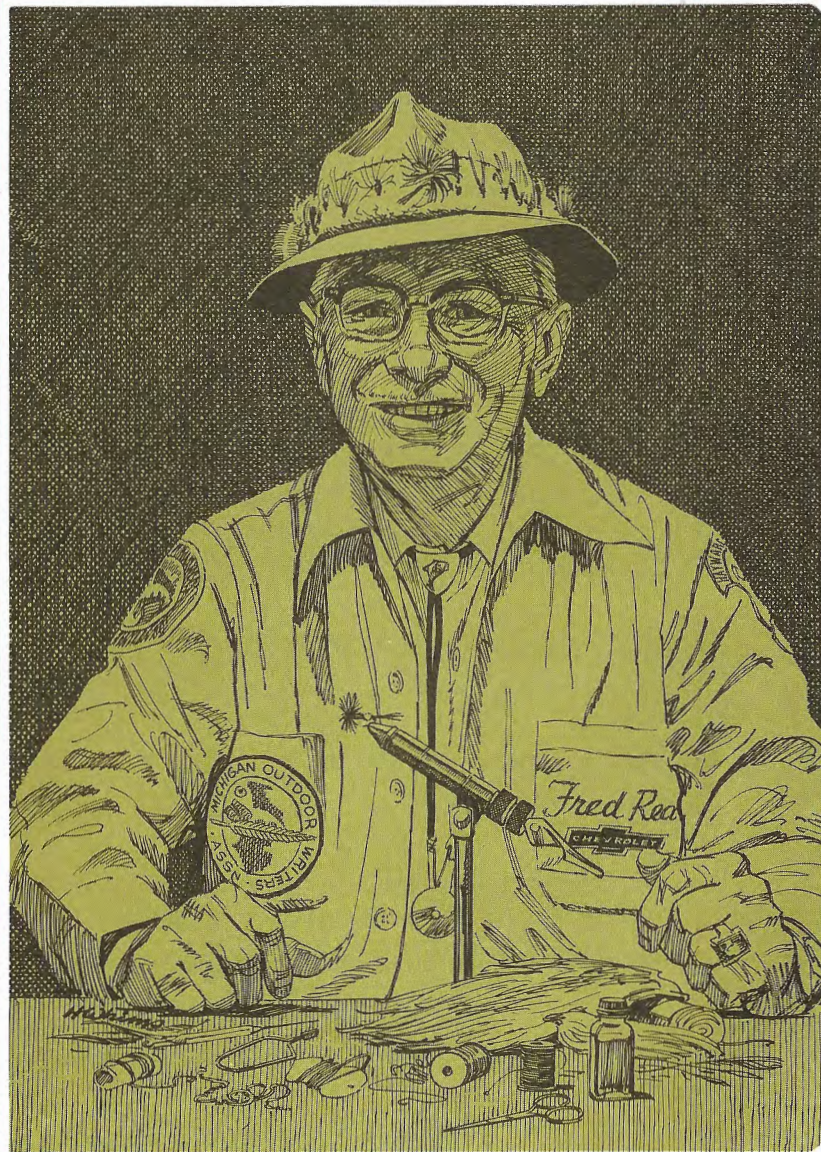
“Fly tying is as easy as one, two and a half-hitch knot. It’s a fascinating hobby that gives the ardent sportsman the double thrill of catching a trout or bass on a lure he has made himself,” says our author Fred W. Rea. He has found this activity helpful in breaking the tensions of his everyday work as a Budget Supervisor in the Chevrolet Advertising Department. In his off-hours, he has created the effective new Chevy flies.

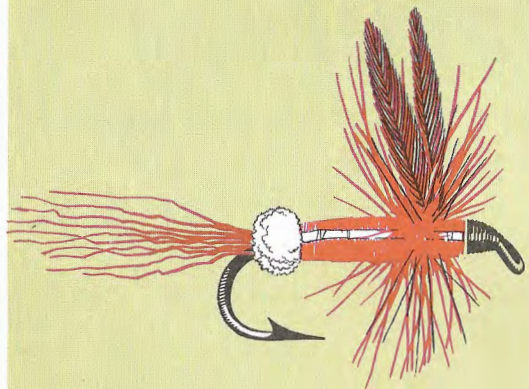
Fred has taught the art of fly tying to Boy Scouts, Girl Scouts and interested sportsmen of all ages. Under his tutelage, most people make fishable flies on their very first lesson. This booklet was written to teach the many interested people who have read about the Chevy fishing flies in newspapers and magazines all over the U.S., Canada and 27 foreign countries. As with past editions, many instructors will find the new Chevrolet booklet useful in their fly tying classes.

For many years Fred has made showings of his handicraft in key Chevrolet exhibits across the nation where thousands of sportsmen and sportswomen have seen his dexterity at the tying vise. This exposure has led to membership in Trout Unlimited and the Michigan Outdoor Writers’ Association. He is also an honorary member of the Hayward, Wisconsin, Rod and Gun Club where he appeared at the Annual Muskie Festival in June, 1962.

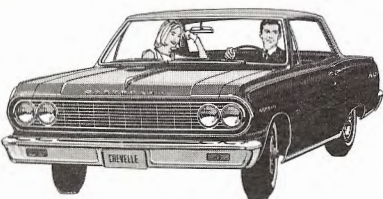
The Chevy flies have captured the acclaim of experienced anglers and sportswriters. Many have written to tell of their catches with these unique action-packed Chevy flies. Others write to tell of their success at the fly tying bench and their enjoyment of the hobby using the Chevrolet instructions as an introduction to the art. They have found it easy to apply this knowledge to the tying of many popular name pattern trout flies. You, too, can have the thrill of landing big ones with fishing flies you have made yourself. Just follow the easy step-by-step instructions on these pages. Then head for your favorite fishing spot. Fred Rea would add, “When you go, we hope you go in a Chevrolet.”

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CHEVELLE MALIBU SUPER SPORT DRY FLY

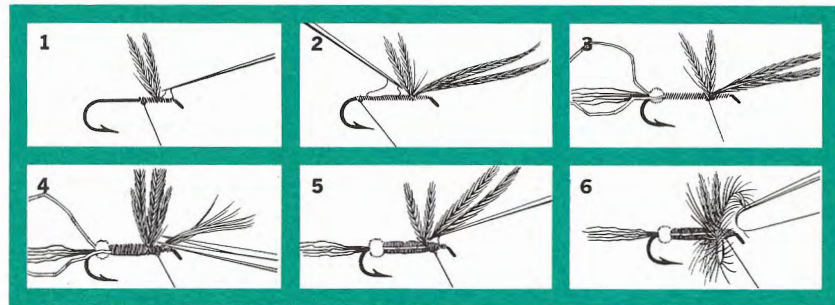


Chevelle Malibu Super Sport Coupe

*Optional at extra cost.

†Check your Chevrolet dealer for availability.

This new fly captures the spirit of Chevrolet's exciting newcomer—the all-new Chevelle. Eleven models in three series are offered in Chevelle, including two Malibu Super Sport models—the SS Convertible and the SS Coupe. Rich foam-cushioned front bucket seats; special instrumentation including oil pressure, water temperature, ammeter and fuel gauges; and all-vinyl interiors head the list of Malibu SS appointments. Distinctive outer trim and wheel covers set SS in a class by itself. As with all Chevilles, Full Coil suspension, Body by Fisher and a host of easy-care features are standard. Under the hood, a wide choice of seven engines: standard Six or V8, optional Six or four V8's† up to a 365-hp design. Total of twenty power teams.*



1. Place a #12 2X long T.D.E. dry fly hook in your vise. Start winding a 24" piece of black #0000 nylon thread on hook shank approximately $\frac{1}{3}$ of the distance from the eye. Wind forward to eye and back to starting point with close, even windings. Tie off with half-hitch knot. Cement thread to hook. Select two hackles from a dark ginger gamecock neck which simulate Chevelle's Desert Beige exterior color. Place tips between thumb and finger of left hand. Let hackle quills straddle hook shank over thread windings. Make two or three tight windings of thread over hackle feather and half-hitch knot. Pull hackle butts toward bend of hook under hook shank. (This will cause hackle point wings to raise into an upward position.) Make windings close behind wings and about four winds over the quills toward the bend. Half-hitch knot. Cut off surplus hackle and cement all windings. **2.** Select two dyed red hackle feathers. Strip off $\frac{1}{3}$ of fibers at butt end of quill. Lay one on top of other between wings—with bare quills on top of hook shank. Wind on firmly with several turns of thread, knot, cut off excess quill, and continue winding thread smoothly to bend of hook. Half-hitch knot. Cement all windings. **3.** Tie on a tail of about ten red-dyed bucktail hairs with four tight windings of thread. Half-hitch knot. Cement. Put on one turn of fine white chenille to cover thread. Tie off. Trim off surplus chenille closely. (Chenille represents back-up lights located in the compact taillight cluster of Chevelle SS.) Tie ends of 4" piece of fine silver tinsel on each side of hook shank next to chenille to form an open loop of tinsel behind tail. Continue winding thread up to wings. Half-hitch knot. Cement. **4.** Fasten end of red floss with three turns of thread and half-hitch knot. Cement knot. Spiral-wind floss to chenille and back to wings in a smooth tapered body like Chevelle's smooth Body by Fisher in Ember Red. Tie off and cement knot. Lift up the red hackles to a vertical position. Trim off excess floss. Wind thread to front of wings and knot. **5.** Bring tinsel loop forward over the two red hackles and tie down tinsel on each side of the body in front of wings. Tinsel represents the tasteful use of bright work on the Chevelle body. **6.** Using hackle pliers, wind each hackle three turns closely behind the wings and two turns in front. Tie tips with two turns of thread and a half-hitch knot. Trim off hackle tips. Cement. Finish head winding and tie off with two half-hitch knots or whip finish. Cut off thread. Cement head freely.



1964 CUSTOM EL CAMINO PICKUP STREAMER

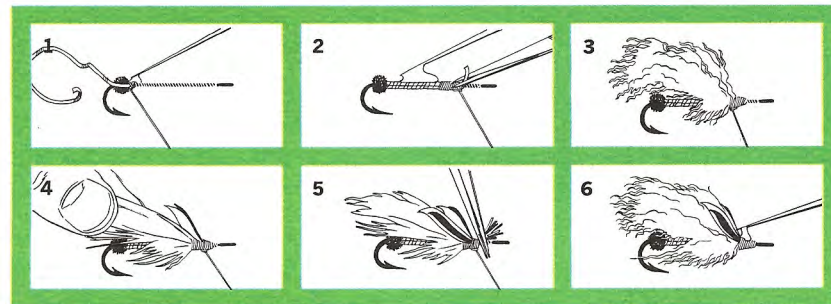
Here's a colorful streamer that takes its cue from the beautifully clean styling of the '64 Chevrolet Custom El Camino Personal Pickup. This fresh new Pickup is ready for carefree fun, runs anywhere. At the same time, it's willing and able to tackle your light hauling chores. The sleek low lines and luxuriously trimmed driver-passenger compartment—plus road-leveling Full Coil suspension and spirited performance—add up to an all-purpose package without peer. In either the regular or the Custom model, you can choose from standard Six or V8, optional Six or four V8's†. 3-Speed Synchro-Mesh, Powerglide* automatic, 4-Speed Synchro-Mesh* and Overdrive* transmissions are available. Bucket seats* offered for Custom El Camino.*



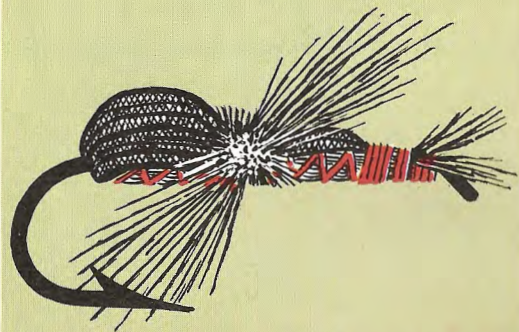
Custom El Camino Pickup

*Optional at extra cost.

†Check your Chevrolet dealer for availability.



1. Place a #8 4X long ringed-eye hook in vise and wind #00 white nylon thread smoothly over hook shank from eye to bend of hook. Tie half-hitch knot at bend and cement thread the entire length of shank. Tie in a small piece of fine red chenille at bend of hook. Wind only two turns to form a red ball for the Custom El Camino tail-light. Tie down, trim off excess chenille and cement. Wind tying thread forward to a point about $\frac{1}{4}$ " from the eye. Half-hitch knot and cement thread. **2.** Tie on a 10" piece of medium-wide silver tinsel with two tight winds of thread and a half-hitch knot. Spiral-wind tinsel on shank to the chenille, then back over the first winding. Tie off at point where tinsel was started. Trim off excess tinsel and cover rough end with thread windings. Half-hitch knot. Cement tinsel as well as thread. (The tinsel body of the fly represents the Custom El Camino grille and bumpers.) **3.** The white underwing which represents the Custom El Camino body and box is made with fibers of a white marabou plume feather. You need about 3 pinches of the short side fibers to get enough for the underwing. Work the fibers into shape and hold down on hook with left hand while they are bound into place with several winds of thread. Length of wing should be estimated and butt ends trimmed before placing in position on the hook. **4.** Moisten marabou wing slightly with thumb and forefinger and stroke it to the rear. This will control the fluffiness while the double quill wings are put on. Cut a $\frac{1}{4}$ " section from matching left- and right- white-duck wing quill feathers. Also cut $\frac{1}{8}$ " sections from a pair of red-dyed duck wing quills. Lay the smaller red quill section over the white quill section making sure that both points are down and the red is centered on the white. (Moistened fingers are a great aid to this operation.) Now holding with thumb and finger of left hand, place wing in position at side and top of marabou underwing. Still holding quill firmly, wind thread tightly and tie off with a half-hitch knot. **5.** Repeat above operation to place red over white quill wings on opposite side of fly. These outer wings depict the red interior trim and the white cab with its many Body by Fisher passenger car refinements. **6.** Trim off butt ends of outer wing quills. Wind thread to cover remaining butts and form a clean tapered head. Tie off with half-hitch knots or whip finish. Cut off thread. Cement head freely.



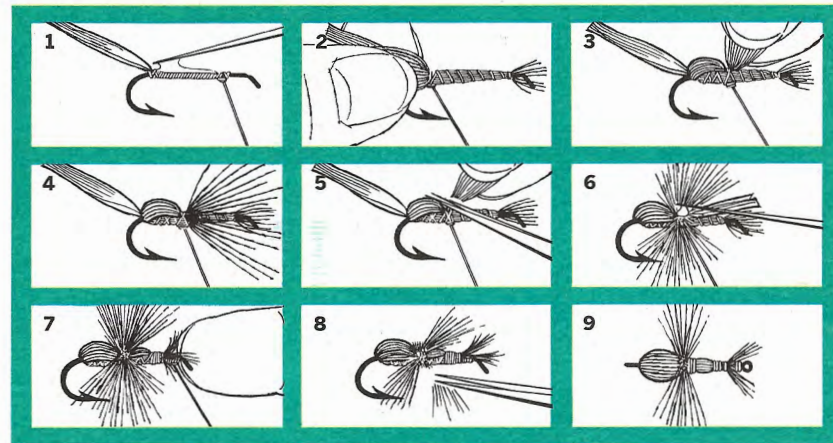
CORVETTE STING RAY SPORT COUPE DRY FLY

Here's the fly that captures the look and the spirit of the 1964 Corvette Sting Ray Sport Coupe and its counterpart, the Sting Ray Convertible. Graceful aerodynamic lines are trim and uncluttered. Ride is dramatically improved with new variable rate springs and recalibrated shock absorbers that help provide a smoother ride, flatter cornering ability, better road control. New interior ventilation system, new one-piece rear window for Sport Coupe. A quartet of restless V8's including the increased-performance 365-hp and 375-hp* (Ramjet Fuel Injection) versions. 3-Speed Synchro-Mesh transmission. Also 4-Speed Synchro-Mesh* and Powerglide* automatic. Rich bucket seat interiors with cockpit-cluster console, deep-twist carpeting, many other luxury features.*

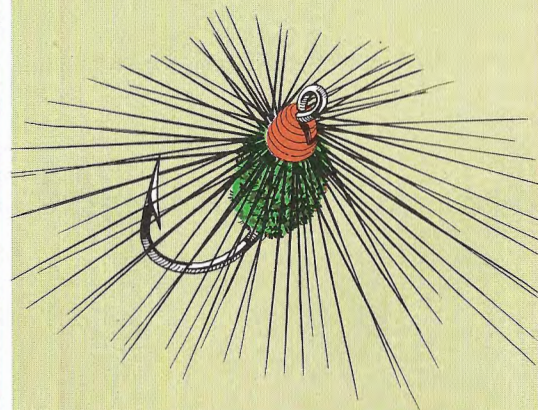


Corvette Sting Ray Sport Coupe

*Optional at extra cost.



1. Using a #12 2X long T.D.E. dry fly hook and #00 red nylon tying thread, wrap hook shank from eye to bend of hook, where a $\frac{1}{2}$ " section of black-dyed goose quill feather is tied in by its tip. Next, wind thread forward to about $\frac{3}{16}$ " from eye of hook and tie down with a half-hitch knot. Cement thread full length. 2. At this point, tie in a small bunch of deer body hair that's dyed Tuxedo Black, so tip ends protrude slightly beyond eye of hook. (Tuxedo Black is one of 7 exterior colors available on '64 Corvettes. Household dyes obtainable at many stores can be used to simulate Chevrolet colors.) Make 4 tight winds over hair at starting point and continue winding in an open spiral about $\frac{1}{16}$ " apart to bend of hook. Continue to hold butt ends of hair firmly in left hand. 3. Saturate body and thread windings with cement, then wind thread back in a spiral, stopping above point of hook. Now bend butt ends of hair back over hook shank and tie down with 3 turns of tying thread directly above point of hook. Half-hitch knot. 4. Completion of knot will cause hair to flare up. 5. Trim excess hair close to tying thread; cement hair and knot. 6. Bend black quill over hair to form fly's Sting Ray Sport Coupe "Swept-Back" body roof. Tie down with a half-hitch knot. Cement top of quill. Wind on 3 turns of dark grizzly hackle at this point. Tie down with half-hitch knot. Cut off hackle tip. Cement knot. 7. Bring remaining quill forward to within $\frac{3}{16}$ " from eye. Tie down and trim excess quill close to thread. This forms hood line of Sting Ray. Raise deer hair tips to wind head on fly. Cement quill and knots. 8. Trim hackles off top and bottom, leaving only a few hackle fibers protruding on each side like insect legs. Spread deer hair that protrudes in front of hook eye; trim center hairs to look like pincers of a beetle's head. 9. This is a top view of the finished Corvette Sting Ray Dry Fly. This fly netted a large brown and three brook trout on Michigan's Au Sable River late in August. Many other good catches were reported. Sportswriters and top flytiers comment on this design.



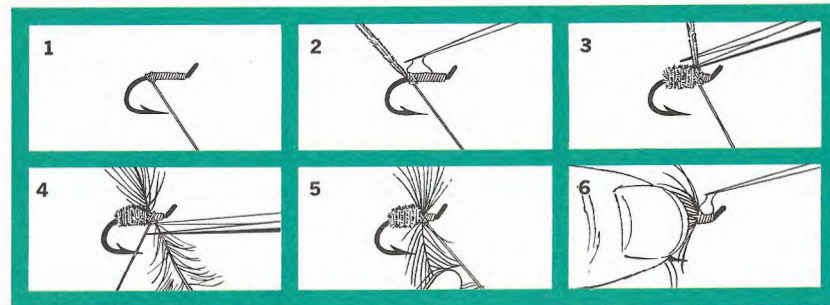
1964 CORVAIR MONZA SPYDER DRY FLY

This special fly takes its name from a very special kind of car: the Corvair Monza Spyder. Fun begins with the new Spyder's 150-hp Turbocharged 164 6-cylinder engine. Its responsive power and torque whip you ahead without a complaint. Add a 4-Speed stick (fully synchronized) or the standard 3-Speed Synchro-Mesh transmission and you have high performance in your hand. Both Spyder models, Club Coupe and Convertible, sport bucket seats (contour portions covered with rich new expanded vinyl), distinctive Spyder emblems, brushed-chrome instrument cluster with tachometer, trip odometer and special engine gauges, a new horn ring and a convenient map pocket at the base of each door. Spyder also has its own unique wheel covers plus bright trim around wheel openings.*



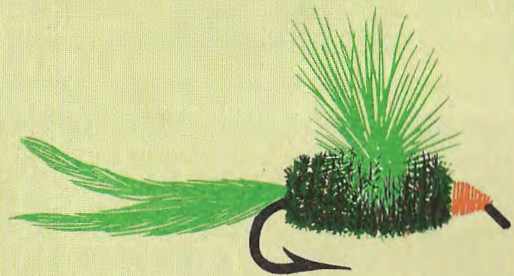
Monza Spyder Club Coupe

*Optional at extra cost.



1. Place a #8 5X short shanked chrome-plated hook in the tying vise. (This hook resembles one of the two chrome-plated crossover tubes that run from the turbo-supercharger to the fuel input manifold on the Corvair Monza Spyder engine.) Wrap #00 red nylon thread onto hook shank from eye to bend of hook. **2.** Tie on a heavy green-black colored peacock herl by the butt end of herl. Cement over tying thread and butt end of herl. Wind thread firmly forward to a point about $\frac{3}{16}$ " from eye of hook. Tie with half-hitch knot. **3.** Wind herl closely around the hook to the point illustrated and tie down with a half-hitch knot. Cement knot. Cut off excess herl. You now have a spider-like dark green body for the fly. **4.** A large natural black or black-dyed hackle feather is next tied onto hook by winding thread over butt end of hackle quill in a "figure 8" wind. Make firm with a half-hitch knot. Cement knot and trim off excess butt end of hackle quill. **5.** Using hackle pliers, wind 4 or 5 turns of hackle onto hook as close together as possible. The dry fly is now starting to look like a live spider. Tie down tip of hackle with a half-hitch knot and cut off excess hackle tip. Be sure to save about $\frac{1}{8}$ " at eye of hook to form head of fly. **6.** Hold the hackle out of the way with fingers of your left hand (or use a "hackle guard" tool available for this purpose) and wind the tying thread to form a nicely tapered head. Tie off with a half-hitch knot or whip finish knot. Cement. Your finished fly simulates the Corvair Monza Spyder in Tuxedo Black (one of 15 colors available for '64) with the head of fly as red bucket seats. Front bucket seats come as standard equipment on all '64 Monzas. See color illustration at the left for finished fly.

NOTE: Many of the colors used in the making of these flies have been taken from the wide selection of color combinations available on 1964 Chevrolets. While these colors may not be available in the natural materials used, they can be closely approximated through the use of regular household dyes available at most neighborhood stores.

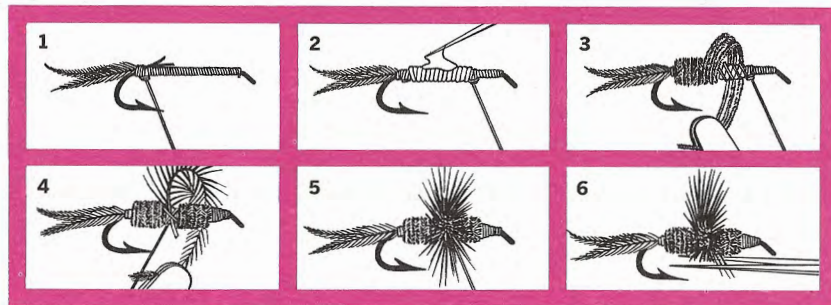


1964 CORVAIR NYMPH FLY

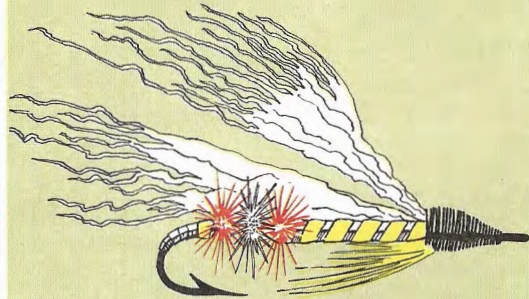
Here's the fly designed with the sporty new Corvair for '64 in mind. Corvair's popular clean lines remain distinctive. The big change happened under the hood. There's up to 15 more horsepower to match its sporty style, deliver plenty of acceleration for passing thrust and hill-climbing power. A new quieter 3-Speed transmission deftly handles the increased performance. Still America's only air-cooled rear-engine car. Still antifreeze and water pump free. Still great on gas. And with a list of easy-care features to make Corvair ownership even more carefree and costfree. Choose from seven models in four money-saving series: two new Monza Spyderys in Club Coupe and Convertible; three Monzas—Club Coupe, Convertible and 4-Door Sedan; a 700 4-Door Sedan; and a Corvair 500 Club Coupe.



Monza Club Coupe



1. Using a #10 forged T. D. E. nymph hook, wind on red #00 nylon thread from eye to bend of hook. For the nymph-like tail, two small green-dyed hackle feather tips are tied in with 4 winds of tying thread and a half-hitch knot. Tail feathers are placed at an angle so that water eddies will make them pulsate in a lifelike manner. Cement knot and entire length of hook. **2.** A $\frac{1}{64}$ " lead wire is next wound in a close spiral over the center half of hook shank. Wire is started on hook with a "figure 8" winding of thread (similar to Figure 4 of "Impala Fly" for hackle). The thread and wire are wound forward to a point about $\frac{1}{4}$ " from eye where wire can be tied off with several winds. Half-hitch knot. Cut off excess lead wire and heavily cement to hook. **3.** Wind thread back to bend of hook where 4 long peacock herls are tied. Butt ends of herls are laid over lead wire and held in place by spiral-winding tying thread over them to $\frac{3}{16}$ " from eye of hook. Spiral-wind peacock herls forward to this point. Tie down with 3 turns of thread, knot and cement. This gives an iridescent green insect-like body for the Corvair Nymph like '64 Corvair's Bahama Green. **4.** Finish head of fly by winding as many turns as necessary—whip finish or half-hitch knot. Cut off tying thread and cement head freely. Start 3 turns of red tying thread over exact center of herl body, half-hitch knot. Tie in butt end of one green hackle feather with "figure 8" wind. Half-hitch knot. Cement lightly. **5.** Using hackle pliers, close-wind hackle to cover not more than the center $\frac{1}{3}$ of the body. Half-hitch knot. Trim off hackle tip. Cement lightly. The hackle represents the top, side pillars and glass area of the '64 Meadow Green Corvair. (Meadow Green is one of up to 15 Corvair colors for '64.) **6.** Cut off tying thread and all hackles that show below body of the fly. This gives it a virtually flat floor (like all Corvairs with engine and transmission in the rear) and simulates the Corvair sideview. Finished fly is shown in color illustration at the left.



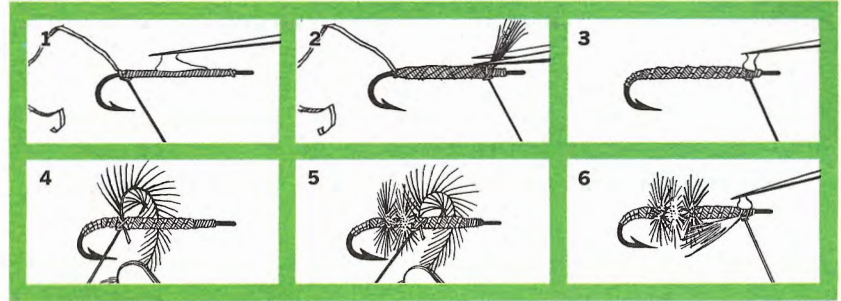
1964 IMPALA CONVERTIBLE STREAMER

The smooth flowing lines of this colorful streamer represent the graceful styling of the '64 Chevrolet Impala Convertible. As with all full-size Chevrolets, luxury heads the class. You get the quiet comfort of Jet-smooth ride, luxurious interiors featuring deep-twist carpeting and foam-cushioned seats front and rear. A host of easy-care features save as you go. And you go as you want with a full range of engine-transmission combinations to choose from to match your own special brand of driving.

For the ultimate in elegance, try the Impala Super Sport Coupe and Convertible. Lavishly finished front bucket seats, distinctive wheel covers and body trim accents lead the list of Impala Super Sport touches. Other Impala SS niceties: functional instrumentation, new soft expanded vinyl for seats and door panel areas, courtesy lights.



Impala Convertible



1. Wrap a #6 4X long ringed-eye hook closely with #00 black nylon thread from eye to bend of hook. Tie half-hitch knot. Attach a 7" piece of silver tinsel at bend with "figure 8" wind. Half-hitch knot. Cement entire thread windings. 2. Wind thread to $\frac{3}{4}$ " from eye of hook. Half-hitch knot. Take a 20" piece of yellow flytier's floss, double it to make a 10" length and tie on with 3 winds of tying thread. Half-hitch knot. Cement. Next, wind floss smoothly over shank to bend of hook and back to starting point. Tie down with 3 turns and half-hitch knot. 3. Wind tinsel 4 turns down bend of hook. Wind back to where floss body starts. From there to front of body, wrap tinsel in open spiral to let floss show through. Tie half-hitch knot. Cut off surplus floss, tinsel and tying thread. The tinsel represents the wraparound bumpers and bright metal trim of Impala's Goldwood Yellow Body by Fisher. 4. Wind on 3 turns of #00 red nylon thread over body near bend of hook. Half-hitch knot. Tie in the butt end of a small red-dyed hackle feather there, using a "figure 8" wrapping over the quill from which all fuzzy fibers near butt have been removed. Cut off surplus quill. Wind hackle 3 turns around body, using hackle pliers. Half-hitch knot. Cut off hackle tip. Cement. 5. Wind thread forward $\frac{1}{4}$ " and repeat above operation with a small white hackle feather. Another $\frac{1}{4}$ " closer to eye of hook, repeat with a second red hackle. Cut off red thread. Hackles portray the Impala taillight assembly. 6. Again using black tying thread, tie in a few large yellow hackle wisps at the throat of the fly. Now, taking a small piece of white calftail hair (called "Impala" by flytiers), form the wings which represent the Impala Convertible's white top. While holding with thumb and finger of left hand, wind down on hook with 4 turns of tying thread. Half-hitch knot. Trim off surplus hair at butt end. Split hair in center and "figure 8" wind between the 2 parts to form a V-type wing. This will give action in the stream currents. Complete head windings, whip finish or use half-hitch knots. Cement head. See color illustration at the left for finished fly.



1964 CHEVROLET STATION WAGON STREAMER

Chevrolet's offering of five full-size Station Wagons for 1964 is designed to meet your needs—and your budget. Versatile 6- or 9-passenger models. Easy seat conversion, up to 97.5 cu. ft. of cargo space, with hidden stowage compartment.

MATERIAL: Hook—#12 2X long T.D.E. • Thread—#00 black nylon • Tail—8 or 10 red-brown gamecock hackle wisps • Body—Fine cinnamon brown wool yarn • Wing—Hair of fox squirrel tail.

Note: As fly head is finished, flatten wing by exerting pressure of thumbnail on butt of hair to give fly a flat top like the roof of a Chevrolet Station Wagon in Almond Fawn color.



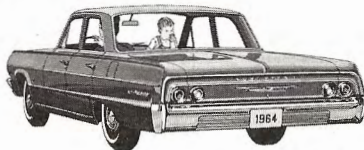
Impala 4-Door 6-Passenger Station Wagon



1964 BEL AIR STREAMER

Deep-twist carpeting, foam-cushioned seats, automatic dome light and vinyl headlining contribute to Bel Air's lasting worth. Freshly styled with a full measure of good taste, refined luxury and easy-to-handle price. You get more of the good things in four Bel Air models.

MATERIAL: Hook—#6 4X long ringed-eye • Body—Silver tinsel • Hackle—2 red hackles • Wing—4 Silver Blue hackle feathers over small bunch of Ermine White bucktail. (Ermine White and Silver Blue are '64 Chevrolet exterior colors. This blue can be simulated with household dyes.) • Head—Black #00 nylon thread.



Bel Air 4-Door Sedan



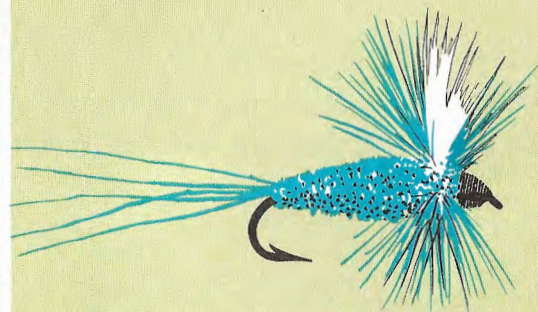
1964 BISCAYNE STREAMER

Even small budgets find a friend in the full-size Biscayne. Interiors are richer, more luxurious than ever. Easy-care features add to thrift. A host of fine-car features prove there's been no skimping on beauty or convenience.

MATERIAL: Hook—#6 4X long ringed-eye • Body—Beige wool • Trim—2 red chenille sacks (simulating Biscayne tail-lights) • Wing—Natural brown bucktail and split to V shape. (Brown bucktail simulates Saddle Tan which is a '64 Chevrolet exterior color.) • Head—Black #00 nylon thread.



Biscayne 4-Door Sedan



IRRESISTIBLE 1964 CHEVY II DRY FLY

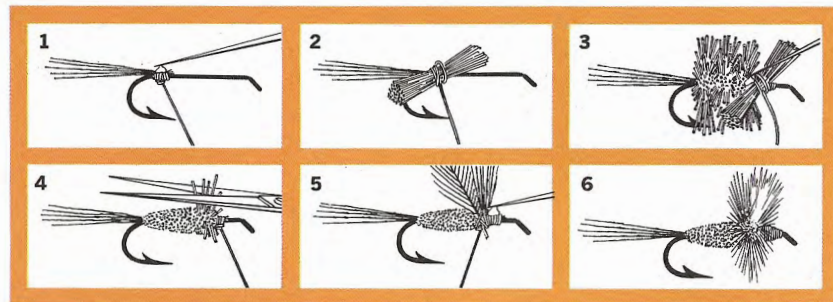
This highly popular dry fly delivers action, just like the Chevy II for '64. With its new V8 power, Chevy II steps out in authoritative fashion. You can choose from two Turbo-Fire V8 engines up to the 220-hp† version. For going a bit more tempered, there's a new 155-hp Six*. For going thrifter, the standard 4- (in Chevy II 100 Sedans) or 6-cylinder engines. Easy-care features: Delcotron generator for long battery life, self-adjusting Safety-Master brakes (with greater braking surfaces this year), extended-life exhaust system and flush-and-dry rocker panels. Family-sized roominess inside still abounds in any of eight Chevy II models including Nova Super Sport Coupe and two 4-Door 6-Passenger Station Wagons. Best of all, Chevy II is priced to please you.*



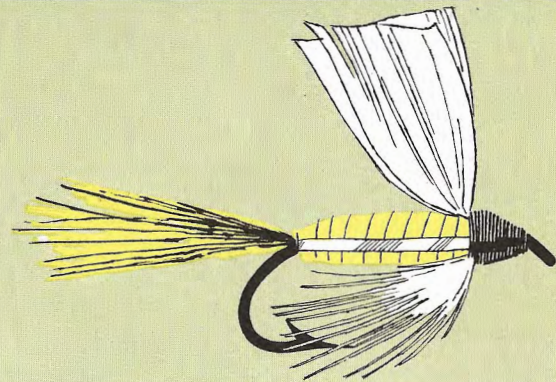
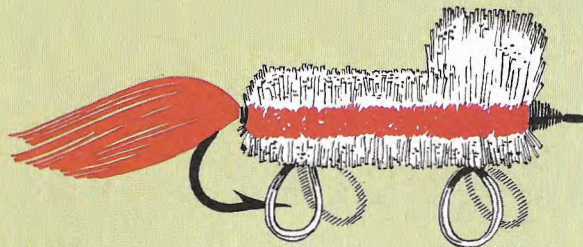
Nova 4-Door Sedan

*Optional at extra cost.

†Check your Chevrolet dealer for availability.



1. Using a #12 2X long T.D.E. dry fly hook and #00 black nylon thread, tie on a few bucktail hairs (that have been dyed to a Silver Blue color) for the tail of the fly. (Silver Blue is one of up to 15 Chevy II colors for '64.) Half-hitch knot. Cement thread windings. **2.** A small bunch of deer or antelope body hair that has been dyed to the Silver Blue color is held between the thumb and finger of the left hand. Holding the hair diagonally across the hook near the bend, make 3 loose turns of thread around hair and hook. Apply firm pressure pull on thread. As hair flares out around the hook shank, release left hand. Push hair toward bend of hook with fingernails of right hand while holding thread taut with left hand. Wind tying thread forward with a turn around hook. Tie half-hitch knot. Cement. **3.** Continue with additional hair until fly resembles Figure 3. Half-hitch knot and cement after each bunch of hair is added. Save approximately $\frac{1}{4}$ " near eye of hook for wings, hackle and head. **4.** Remove fly from tying vise. Hold hook in left hand while trimming hair to a smooth, tapered shape, like Chevy II's smooth Body by Fisher. While trimming, be sure that thumb and finger protect tail of fly. **5.** A small tuft of white antelope or deer body hair is added for the wing of the fly. This hair is cut in the exact length required and is tied in with 4 winds of the tying thread over the last $\frac{1}{16}$ " of the butt end of hair. Properly done, no additional trimming is necessary. Take 3 winds in front of the wing hair to bring it into upright position. Tie in 2 Silver Blue hackle feathers. (See Figures 4 and 5 of Impala Convertible Streamer instructions for details on tying in and winding hackle feathers, except use black thread.) Half-hitch knot and cement. **6.** Note: $\frac{3}{4}$ of the hackle windings should be behind wing before crossing to front of wing. Here, make 1 or 2 turns of hackle, tie tip in with 2 winds and a half-hitch knot. Trim off hackle tip. Cement. Wind a tapered head and whip finish or use half-hitch knots to finish fly. Cement head. See color illustration at the left for finished fly.



1964 GREENBRIER SPORTS WAGON BASS BUG

Corvaair Greenbrier Sports Wagon is the all-purpose vehicle for outdoor expeditions. Almost twice as much cargo space as regular station wagons. Increased horsepower this year in both standard and optional* engines. Popular camping equipment available*. Full-seat comfort for 6 or 9 (with third seat*).

MATERIAL: Hook—#4 4X long ringed-eye hook • Thread—Black "A" nylon • Tail—2 red-dyed sections of duck wing quills • Trim—Medium white chenille • Body—Deer or antelope body hair, dyed red with household dye • Hackle—White rubber hackle loops sewn through body to simulate wheels.



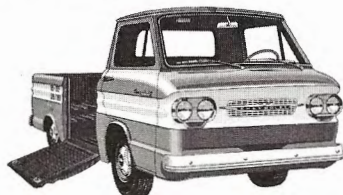
*Optional at extra cost.

Corvaair Greenbrier De Luxe

1964 CORVAIR RAMPSIDE PICKUP TRUCK BASS BUG

The Rampside Pickup takes a lot of the lift out of loading with its handy loading ramp. Great for fishing trips, too. Just pack up all your gear and take on even rough off-the-road routes. Add camper body* and you've a home on wheels.

MATERIAL: Hook—#4 4X long ringed-eye hook • Thread—Black "A" nylon • Tail—2 red-dyed sections of duck wing quills • Trim—Medium red chenille • Body—White deer or antelope body hair • Hackle—White rubber hackle loops sewn through body to simulate wheels.



*Optional at extra cost.

Rampside (Corvaair 95 Pickup)

1964 CHEVROLET FLEETSIDE PICKUP TRUCK WET FLY

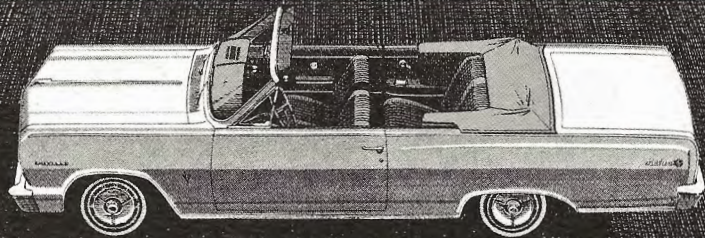
Mix work and fun in Chevrolet's durable '64 Fleetside Pickup. With its camper body* it can handle your chores and still be ready for fishing and camping fun any time, anywhere. Get all the details from your Chevrolet dealer.

MATERIAL: Hook—#10 regular I.D.E. • Thread—Black #00 nylon • Tail—Yellow-dyed hackle wisps • Body—Yellow floss • Wing—White duck quill sections • Trim—Fine silver tinsel • Hackle—Natural white (under throat only).

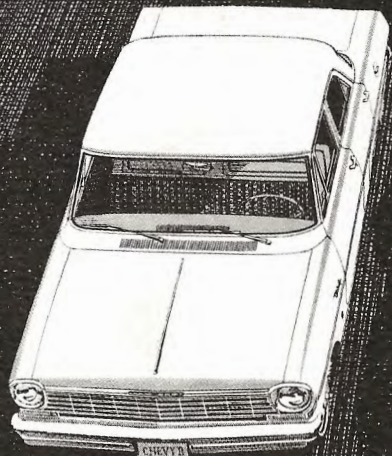


*Optional at extra cost.

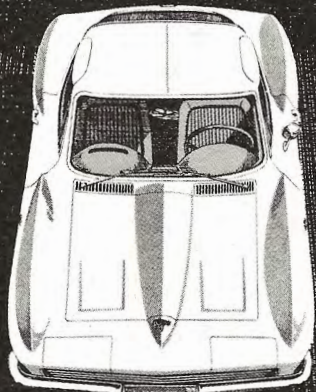
Fleetside Pickup



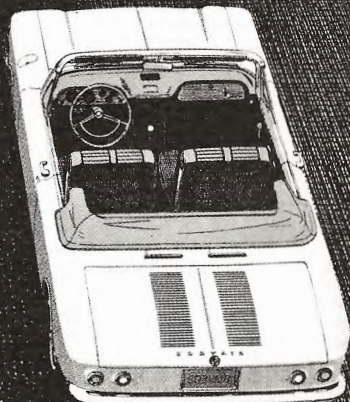
NEW CHEVELLE MALIBU SUPER SPORT



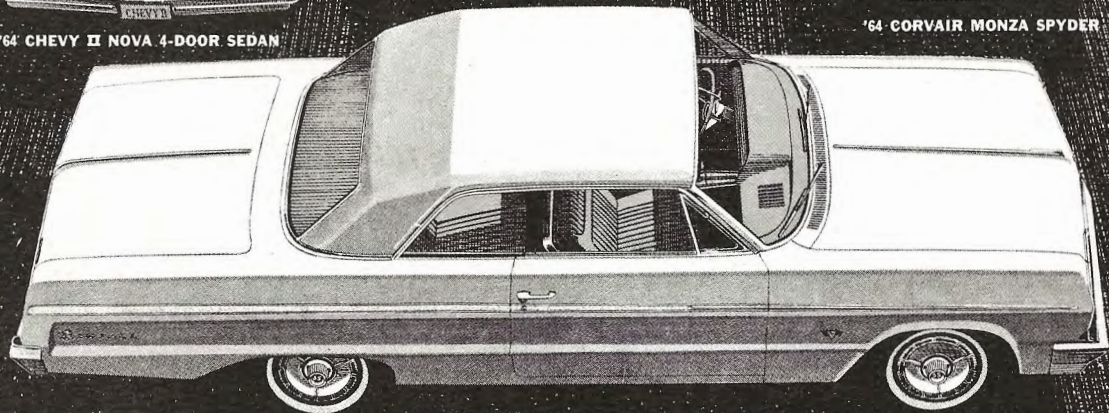
'64 CHEVY II NOVA 4-DOOR SEDAN



'64 CORVETTE STING RAY SPORT COUPE



'64 CORVAIR MONZA SPYDER



'64 CHEVROLET IMPALA SUPER SPORT COUPE



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