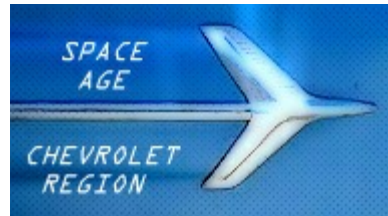


SPACE AGE STAR

APRIL 2021



THIS MONTH WE CONTINUE OUR 1961 60TH ANNIVERSARY CELEBRATION WITH A LOOK AT CORVAIR 95 LIGHT TRUCKS



ANTIQUE AUTOMOBILE CLUB
of AMERICA

TABLE OF CONTENTS

Editor's Notes.....	Page 2
Corvair 95 Light Trucks.....	Page 3
Woody Woodpecker Sells Chevrolets...	Page 12

EDITOR'S NOTES

One of the sad parts of editing an antique car club newsletter is reporting the passing of our members and friends. Verne Frantz, who was a very well known expert on 1958-64 Chevrolets, passed away on February 14, 2021. Verne was a founding member of the Jersey Late Great Chevrolets club. I met Verne a few times and enjoyed talking old Chevrolets with him. I enjoyed seeing his 1963 Anniversary Gold Impala sport coupe at a Long Island VCCA meet a few years ago. Verne contributed a nice article about 1963 Chevrolet accessories to our October 2018 newsletter. He often emailed me with comments and an occasional correction for the newsletter. I'll miss hearing from him. John Mahoney said he knew Verne since 1982 and that it's unfortunate that his great knowledge of 1958-1964 Chevrolets went with him to the grave. Verne was writing a book about Late Great Chevrolets that won't get finished now. His passing is a big loss to his family, friends, and our hobby.

The response to adding pre-1955 Chevrolets to our region has been positive. We discussed it further at the March 27 region Zoom meeting. Ron Kruse suggested that we add 1949-1954 Chevrolets only, since the 1946-1948 cars were basically pre-war cars. The rest of the attendees agreed. Starting now, we'll include 1949 through the 25 year AACA cut-off in our region. Adding these cars and trucks gives us more history to discover. As we discussed, some of our members own these cars; we'd enjoy seeing photos and stories about them in the newsletter.

As of now, plans are to attend the National Meet in Saratoga in June. I'm not sure yet if I'm bringing a Buick (my only Chevrolet is a 2013), but I'd at least like to attend the judging school and see the show field. Let me know if you're going to attend, if at least a few of us are there, we can have a region meeting. I'm fully vaccinated, so you can't catch anything from me. If Hershey is on this year, I'll be there.

Sales brochures and promotional items from when our collector cars are new are fun collector's items. See page 12 of this newsletter for an unusual Chevrolet promotional brochure. Thanks to John Mahoney for sharing this.

At the Zoom meeting, I proposed changing the frequency of this newsletter to quarterly in 2022. No one objected. I proposed this change because it's getting harder for me to produce the newsletter, and no one has volunteered to take over as editor. If no one else objects to the frequency change, we'll switch to quarterly publication next year. The proposed publication dates would be March, June, September and December.

CLASSIFIED AD

FOR SALE: 1950 Chevrolet Styleline Deluxe two-door. HPOF certified. Original 235 cid six-cylinder with Powerglide. 61,000 miles. Runs great. New exhaust, tires, brakes, shocks, radiator. Original bill of sale. \$12,000. Car is in Long Island, NY. Contact John Mahoney at johnmahchv@aol.com or 516-840-3653.



1961 CORVAIR 95 LIGHT TRUCKS

Chevrolet proudly introduced their new series of light trucks as a “Totally new concept in light-duty trucking” and “a precedent shattering new idea in light-duty trucks.” That was an awful lot of hype for the new trucks to live up to. The introductory sales brochure said the trucks were engineered and built around a new high in payload capacity for small trucks. The new trucks “offer more cargo capacity for their size and weight than anything that ever came down the road.”

The new Corvaire 95 truck series consisted of a panel truck, called Corvan, and two pickup trucks, Rampside and Loadside. The Corvan used the Greenbrier passenger van body but with the side windows blanked out (see the April 2015 *Space Age Star* for a history of Greenbrier). Let's look at the 1961 Corvaire 95 series through the courtesy of oldcarbrochures.com.



Totally new

CONCEPT in light-duty trucking

For 1961, Chevrolet brings you a precedent-shattering new idea in light-duty trucks—a completely new series engineered and built around a new high in payload potential. *Three new Corvaire*

95 models, a panel and two pickups, offer more cargo capacity for their size and weight than anything that ever came down the road. Light-duty truck users in every line of work will benefit from scores of new ideas. For example, efficient proportions on a space-saving 95-inch wheelbase that spells new ease of operation in congested areas—parking, docking and turn-around versatility no other truck can match. Or, low basic truck weight that makes possible outstanding fuel economy, and—combined with rugged construction—also results in exceptional cargo capacity.

Corvan panel and Rampside pickup models offer two-level loading convenience, with walk-in, side-door access to a load floor less than 14 inches off the ground.

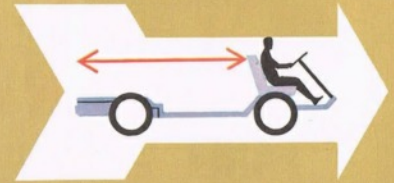




There's the extra-efficient Corvair 95 power package, mounted in the rear to leave engine heat and noise behind—an engine that lets you forget about anti-freeze, water pump, radiator and hose troubles. This new arrangement also puts the driver up front for a better-than-ever command of the road. And it carries the bulk of the cargo amidships for ideal weight distribution. Handling and steering are consistently sure and crisp, whether empty or loaded to capacity. The list of new Corvair 95 design advantages goes on and on. They all add up to just one thing: Chevrolet's Corvair 95 offers a better, faster, easier, more economical way to do just about any light-duty job!



New ways to save space—key to the new trend in trucks



Never before has a truck design utilized space so efficiently, or been so completely engineered around the concept of maximum load-carrying ability. It took a major design breakthrough to make the Corvair 95 possible: the precedent-shattering Unipack power package. Combining engine, transmission and rear axle gearing in one unit, it's small enough to fit between the rear wheels and below a conventional-height load platform. It's light enough in weight to combine rear installation with superior vehicle balance and weight distribution. And it's efficient enough to deliver performance that more than meets high American standards.

With the complete power train unitized and occupying a space that is largely unusable in conventional trucks, the major portion of the chassis need accommodate only cargo and cab. The roomy Corvair 95 cab takes up little more than one-third of it . . . AND ALL THE REST IS LOADSPACE!

■ Over 8½ feet of inside cargo length at pick-up tailgate level takes extra-long loads handily, and there's over five feet of inside width for bulky cargo. ■ With 80 cubic feet of cargo space, the Corvair 95 offers the **biggest pickup box in the business**, in both Rampside and Loadside models. ■ Nearly 9 feet of full-width load length and 191 cubic feet of space accommodate king-size cargoes inside the Corvair 95 Corvan, with 4½ feet of head room for easy cargo handling.

CORVAIR 95 LOADSIDE PICKUP



Nearly 28 inches deep, the Loadside's deep-well cargo area accommodates tall, bulky loads with ease. Weight is carried low and amidships for superior handling over the road.



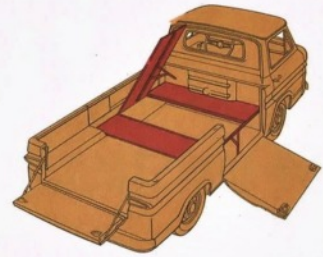
Optional* level load floor extends versatility of deep cargo well, offers tailgate-level loading ease and protected stowage. Sectionalized construction permits partial use for special purposes.



Here's Corvair 95 convenience and payload performance at lowest cost. The trim-lined Loadside features a roomy, full-width pickup box with 80 cubic feet of cargo space. The deep-well cargo area amidships boosts overall cubic capacity and is extra-handly for hauling bulky objects. For full-length level load-

space, an optional three-section floor is available at extra cost. It covers the deep-well cargo space, forming a concealed, protected storage area. Sections of the floor are individually removable for a variety of special arrangements, including partial use of the cargo well, crew seating accommodations and many more.

CORVAIR 95 RAMPSIDE PICKUP



Optional* level load floor is also available for Rampside models, with ramp door offering convenient access to protected sub-floor stowage space.

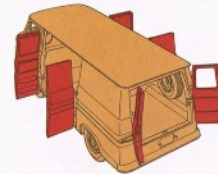


Here's something new and exclusive in pickups—*cargo-handling ease without precedent in the field!* A rugged-built cargo ramp swings down flush with the floor of the deep-well load compartment, leaving a gateway nearly four feet wide to get big loads in and out without lifting. With the floor less than 14 inches

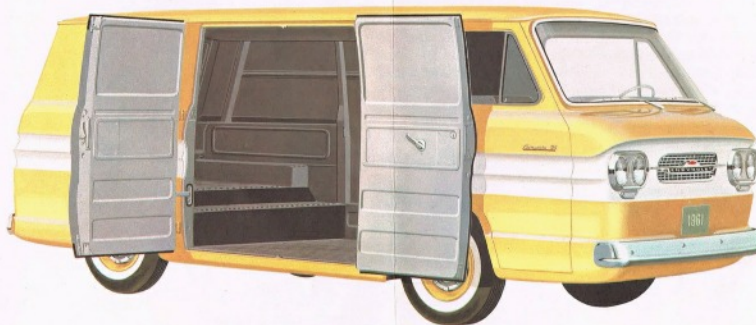
off the ground, the ramp forms an easy slope when lowered, particularly at curbside. Hand trucks and wheeled equipment can be rolled right aboard, and even objects that can't be rolled are far easier to handle. When closed, the ramp fits flush with the body side, secured by double spring locks plus a safety latch.

7

CORVAIR 95 CORVAN PANEL



With optional* left-side cargo doors matching those on the right, the Corvan offers outstanding curbside loading and unloading ease on either side of any street.



Easy-handling, good-looking and remarkably roomy inside, the Corvan is good news for light-duty delivery van operators everywhere. With 191 cubic feet of cargo space and an unparalleled 1,800-lb. payload capacity, it will outwork most panel trucks with ease and economy. Big right-side double doors

open on a capacious, curb-level load compartment, with 4½ feet of head room for easy cargo handling. Wide-opening double rear doors add still more convenience, plus adaptability to a wide variety of cargoes and handling procedures. Optional* left-side doors make loadspace even more accessible.

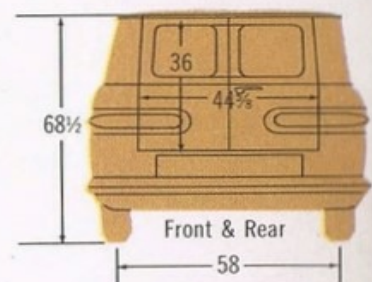
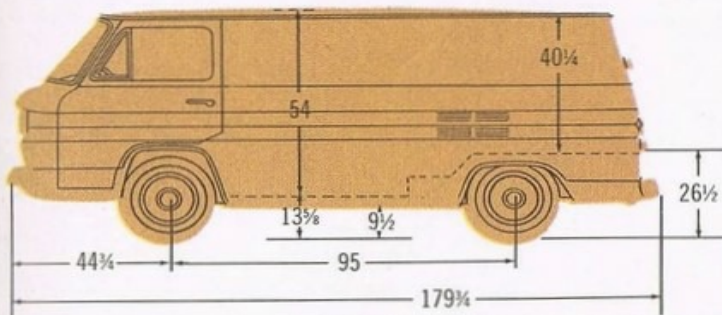
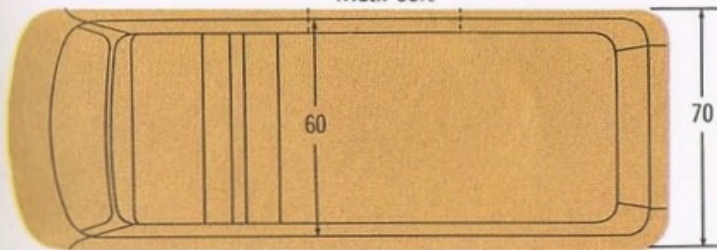
*At extra cost

6

DIMENSIONS

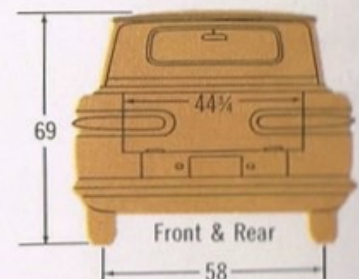
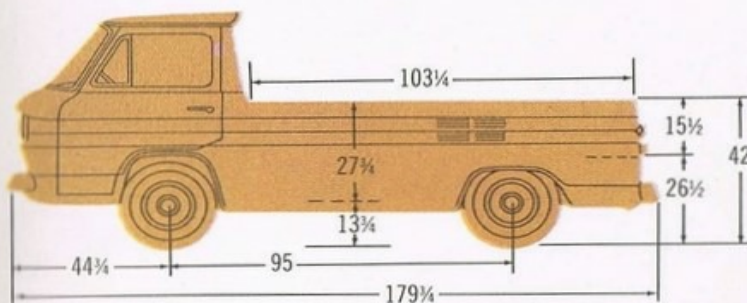
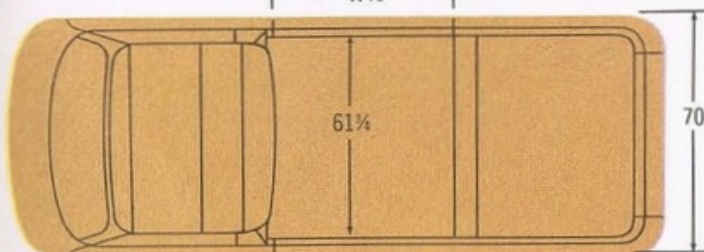
PANEL MODEL

Side Door Opening
Height 49
Width $53\frac{1}{2}$



PICKUP MODELS

Ramp Door Opening
Width $47\frac{1}{2}$



Litho in U.S.A. October, 1960

SPECIFICATIONS

STANDARD EQUIPMENT

AXLE, REAR: Ratio 3.89.
BRAKES: Hydraulic, front & rear 11" x 2"; lining area 167 sq. in.
CLUTCH: 9 1/8" diameter.
DIRECTIONAL SIGNALS: Front & rear.
ENGINE: Turbo-Air Six; 80 hp; 145-cu-in displacement.
FUEL TANK: Capacity 18 1/2 gallons.
GVW: 4,600 lb. maximum.
SPRINGS, FRONT: Coil, capacity 1,150 lb. each.
SPRINGS, REAR: Coil, capacity 1,150 lb. each.
STEERING: Ball-gear, ratio 20.0.
SUSPENSION, FRONT: Independent, capacity 2,500 lb.
SUSPENSION, REAR: Independent, capacity 2,500 lb.
TIRES: Five tubeless 7.00-14/4PR.
TRANSMISSION: 3-speed synchro-mesh.
WINDSHIELD WIPERS: Dual electric; single-speed.

OPTIONAL EQUIPMENT*

BUMPERS, CHROMED: Front & rear.
CUSTOM EQUIPMENT: Interior and exterior appearance, comfort and convenience features.
DOORS, BODY: Left side for Corvan model.
FLOOR, LEVEL PICKUP BOX: Pickups only.
HEATER & DEFROSTER: Gasoline operated or direct air.
HUB CAPS, CHROMED.
PAINT, TWO-TONE EXTERIOR: Choice of 14 combinations.
RADIO: Manual.
SEAT: Full-width front for Corvan model.
TIRES: 7.00-14/4PR whitewall; 7.00-14/6PR blackwall or whitewall.
TRANSMISSIONS: 4-speed synchro-mesh (includes 3.27 rear axle ratio); Powerglide.
WINDSHIELD WIPERS: 2-speed electric (includes washers).

**Extra cost.*

CHEVROLET DEALER INSTALLED CUSTOM FEATURES

In addition to the many factory options available, Chevy also offers a full line of dealer installed custom features for extra comfort, convenience, and safety on the job. Here is a list of some of these high-quality custom features:

<i>Bumper guards</i>	<i>Heaters</i>	<i>Radio</i>	<i>Sun visors</i>
<i>Cigar lighter</i>	<i>Mirrors</i>	<i>Reflectors</i>	<i>Tool kit</i>
<i>Clock</i>	<i>Parking brake</i>	<i>Seat belts</i>	<i>Windshield</i>
<i>Compass</i>	<i>signal</i>	<i>Spot lamp</i>	<i>washers</i>

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models. **CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT 2, MICHIGAN**



THE CORVAIR 95 CAB

Long hours on tough delivery schedules are easier in a Corvair 95, thanks to roomy cab dimensions, flat, full-width floor and absence of engine heat and noise. Big doorways are proportioned for easy entry and exit. Deep-cushioned seats are thickly foam padded and trimmed in long-wearing, good-looking fabrics and vinyls. Custom interior equipment* (illustrated), includes contrasting upholstery with tough nylon-faced fabric over extra-thick foam cushions, plus two-tone door and instrument panels, right-hand sunshade, left-hand armrest, cigar lighter and bright instrument panel trim. Exterior accents, consisting of bright metal windshield reveal moldings and tailgate or rear door ornamental inserts, are also included in the Custom Equipment option.

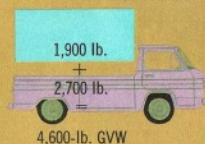


Corvair 95 seats are built on Chevrolet's steady-riding combination spring frame design, with S-wire, coil and flat spring elements combined to bring out the best features of each type. Thick foam cushions top the springs in the De Luxe seat (illustrated) and an extra-thick foam seat cushion plus a foam backrest cushion are included with the Custom option.* Standard seat in the Corvan is single-width, for driver only, with a full-width seat optional at extra cost.

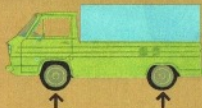
*Optional at extra cost.

DRIVER'S UP FRONT...
ENGINE'S IN THE REAR...

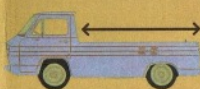
ALL THE REST IS
LOADSPACE!



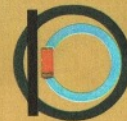
Exceptional payload capacity stems from rugged lightweight construction, with a tough build that carries a full 4,600-lb. GVW rating and a curb weight of only 2,700 to 2,800 lbs. The difference is all payload allowance, 1,900 lbs. in Corvair 95 pickups, 1,800 in the Corvan.



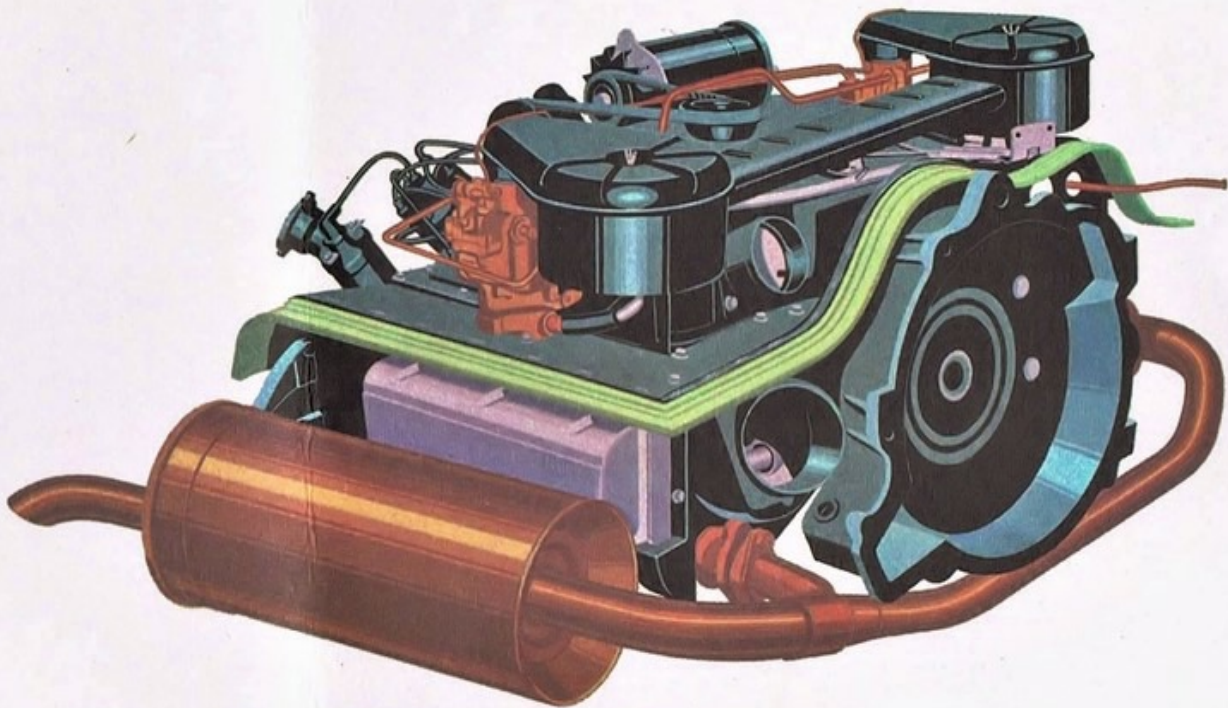
Near-ideal weight distribution boosts payload capacity and keeps ride and handling always at their best. With the bulk of the cargo space approximately centered over the wheelbase, vehicle weight stays nearly equally divided between front and rear, regardless of load.



Efficient forward-control design means maximum loadspace with minimum overall size, for easier handling and extra maneuverability. On an overall-length basis, the Corvair 95 is nearly 80% cargo space, a proportion without precedent in light-duty trucks.



Extra-short 95-inch wheelbase gets the Corvair 95 in and out of tight spots easily, lets you maneuver in feet less space than conventional trucks require. With its turning radius of only 19.5 feet, you can turn around in a 40-foot street and miss the curb by a foot.



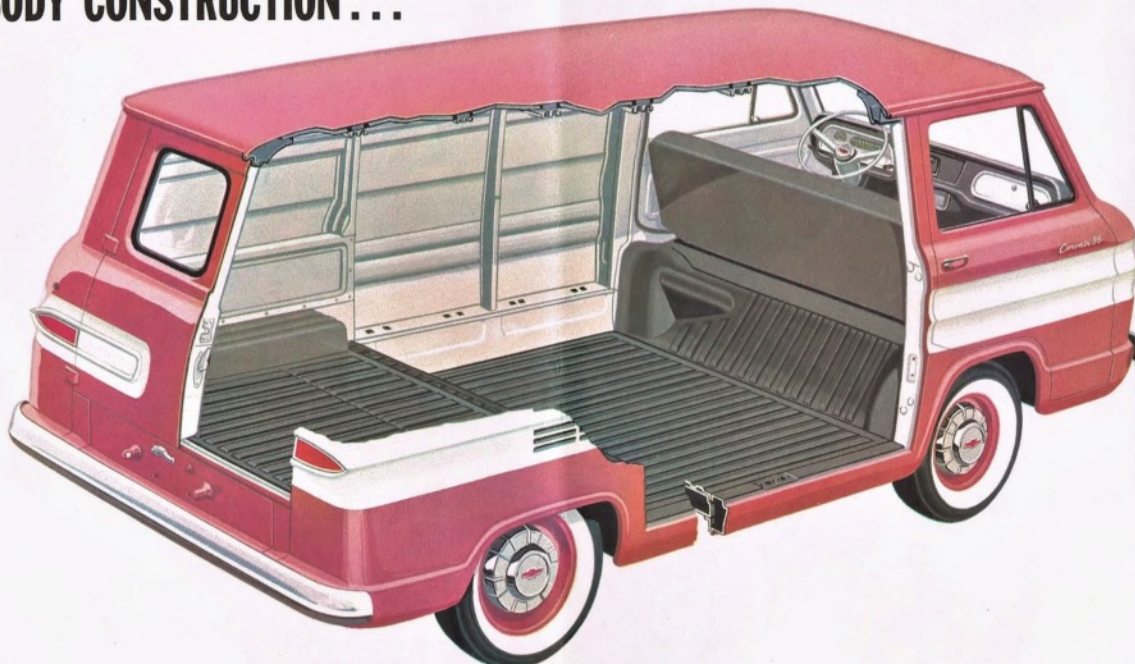
Turbo-Air 6

The years-ahead Turbo-Air 6 was developed expressly to meet the requirements of the Corvair 95 concept, with a totally new size and shape plus many unprecedented design features. The horizontally opposed cylinder arrangement minimizes both height and length—results in ideal proportions for mounting behind the rear axle and below the load floor. It's also an inherently *balanced* design, saving much of the weight of external balancers and crankshaft counterweights. Rugged aluminum crankcase and head castings, and cast iron cylinder barrels, form an extremely rigid structure of minimum weight. Iron and steel are also used at other stress and wear points for maximum durability.

Forced-air cooling plays a major part in the engine's low-weight design, eliminating water jacketing, radiator, water pump, hoses and coolant. Eliminated, also, are the leaking, boiling, and freezing problems of liquid cooling. Highly developed short-stroke valve-in-head design delivers 80 hp. and 128 ft.-lb. of torque—ample for the Corvair 95's gross vehicle weight, though the Turbo-Air 6 weighs little more than half as much as a conventional 6-cylinder engine.

UNITIZED BODY CONSTRUCTION...

*Smaller outside,
bigger inside,
stronger throughout*



Here's the most efficient package that top cargo capacity ever came in—with high-strength, low-weight construction making the most of the space inside. A super-rigid frame-floor assembly replaces and out-performs the traditional combination of separate chassis frame and body floor. It eliminates the major part of a separate frame's weight and occupies only a fraction of the depth required by the frame-plus-floor combination. Thus, the Corvair 95's drop-center load platform is *less than 14 inches*

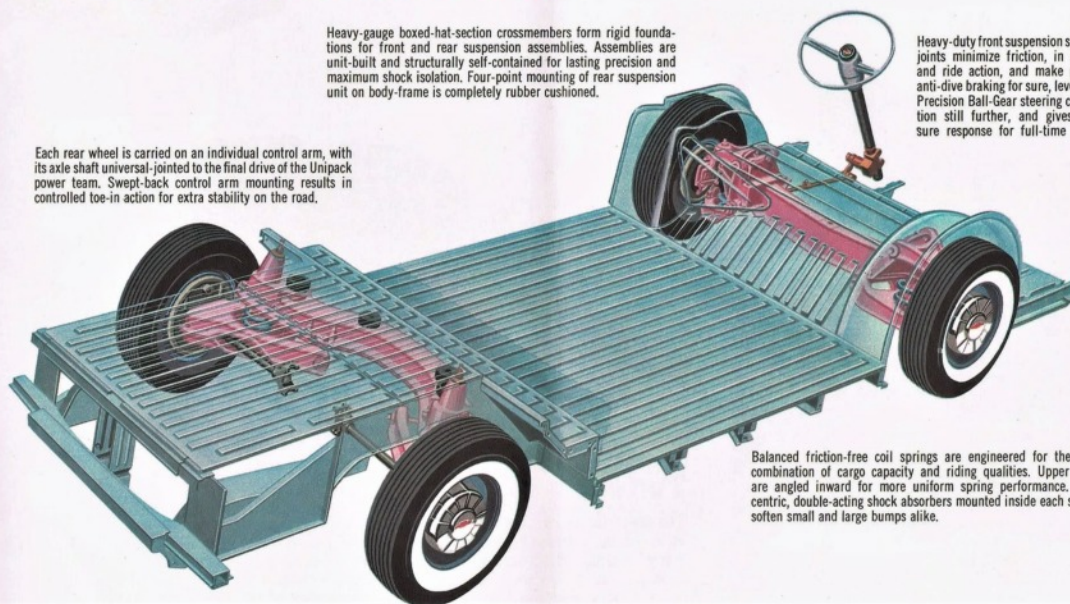
off the ground, yet there's plenty of clearance below for excellent all-around maneuverability. All-steel, all-welded front, side and roof panels complete and strengthen the structure. Maximum strength is engineered into minimum depth for extra space inside. The big saving in weight that results from unit construction is passed along as extra cargo capacity. It's one of the major reasons the Corvair 95's payload capacity exceeds 40% of gross vehicle weight—a proportion without precedent in this weight class!

8

FOUR-WHEEL INDEPENDENT SUSPENSION

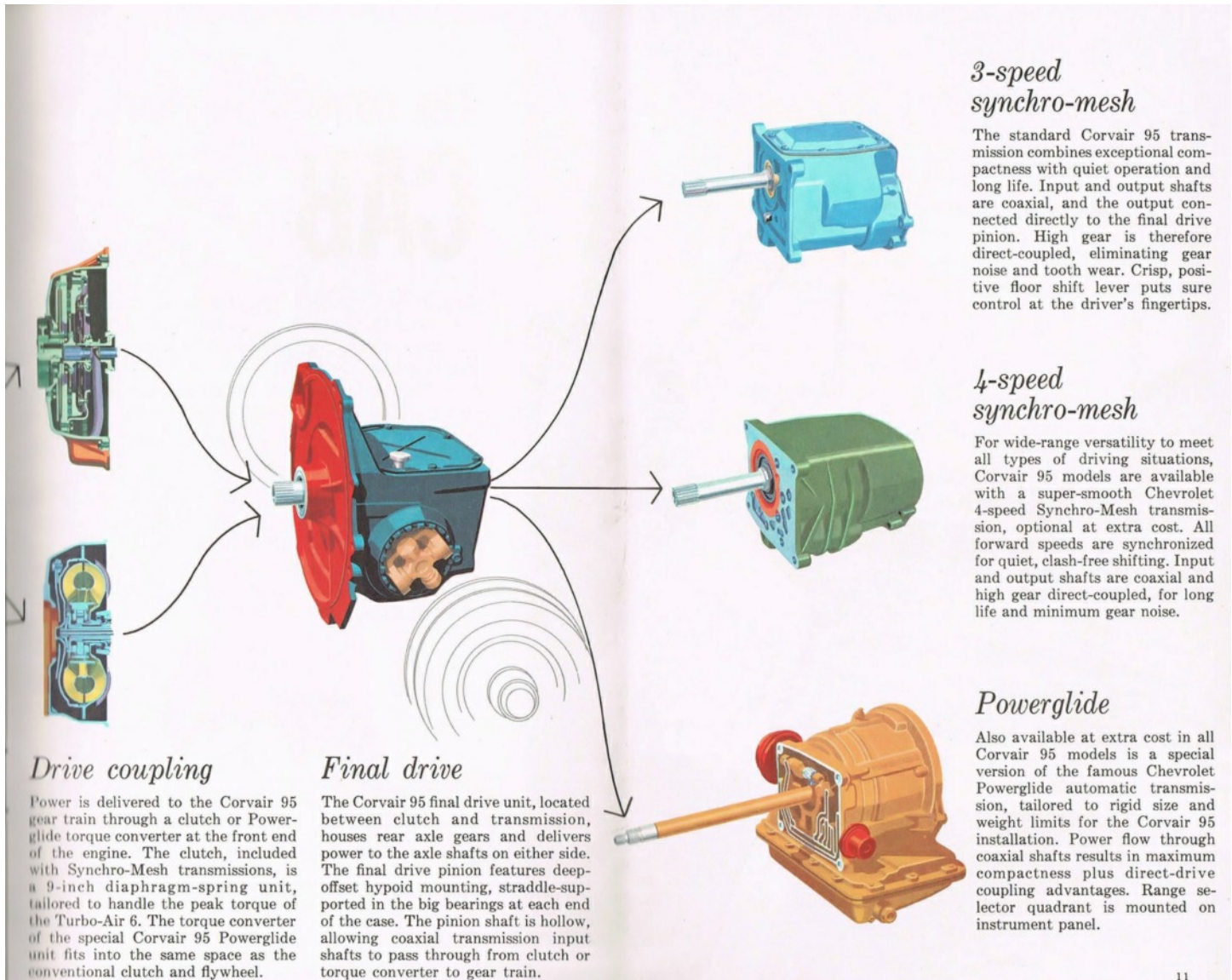
Heavy-gauge boxed-hat-section crossmembers form rigid foundations for front and rear suspension assemblies. Assemblies are unit-built and structurally self-contained for lasting precision and maximum shock isolation. Four-point mounting of rear suspension unit on body-frame is completely rubber cushioned.

Each rear wheel is carried on an individual control arm, with its axle shaft universal-jointed to the final drive of the Unipack power team. Swept-back control arm mounting results in controlled toe-in action for extra stability on the road.



Heavy-duty front suspension spherical joints minimize friction, in steering and ride action, and make possible anti-dive braking for sure, level stops. Precision Ball-Gear steering cuts friction still further, and gives quick, sure response for full-time control.

Balanced friction-free coil springs are engineered for the best combination of cargo capacity and riding qualities. Upper ends are angled inward for more uniform spring performance. Concentric, double-acting shock absorbers mounted inside each spring soften small and large bumps alike.



Rampside and Loadside pickups sold 13,262 between them. Rampside's and Loadside's base prices were \$2,135 and \$2,080 respectively. Corvan weighed 2,890 pounds and sold for \$2,290. Chevy produced 15,806 Corvans in 1961.

Two things bug me about these trucks. First, the engine compartment in the rear screws up the truck's carrying capacity. The rear section of the floor is raised to accommodate the engine, making it awkward to carry large flat items in the trucks. I imagine some of the engine's heat escaped into the passenger and cargo compartment. Second, the driver and front seat passenger have only some thin sheet metal protecting them in a frontal collision.

Chevrolet didn't produce these trucks for long, they discontinued Loadside after 1962 and phased out Rampside and Corvan during the 1964 model year. New concepts don't always lead to sales success. Despite that, these trucks have a loyal collector following today.

WOODY WOODPECKER SOLD 1955 CHEVROLETS

John Mahoney shared a copy of a 1955 Chevrolet promotional comic book featuring Woody Woodpecker. It's about 20 pages, too big to present in one part, so we'll look at the first few pages now and finish up in a future newsletter. Chevrolet's publicity department had some interesting ideas.

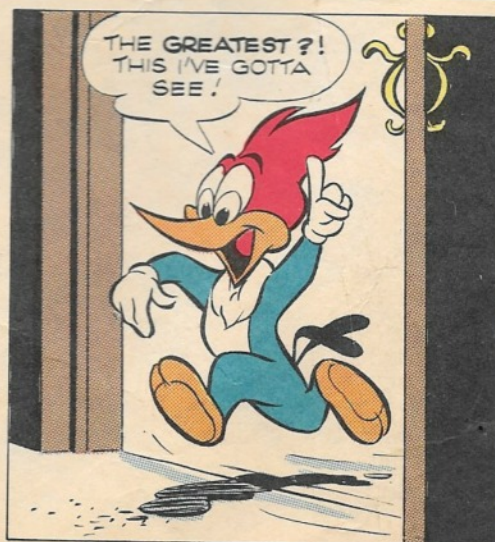
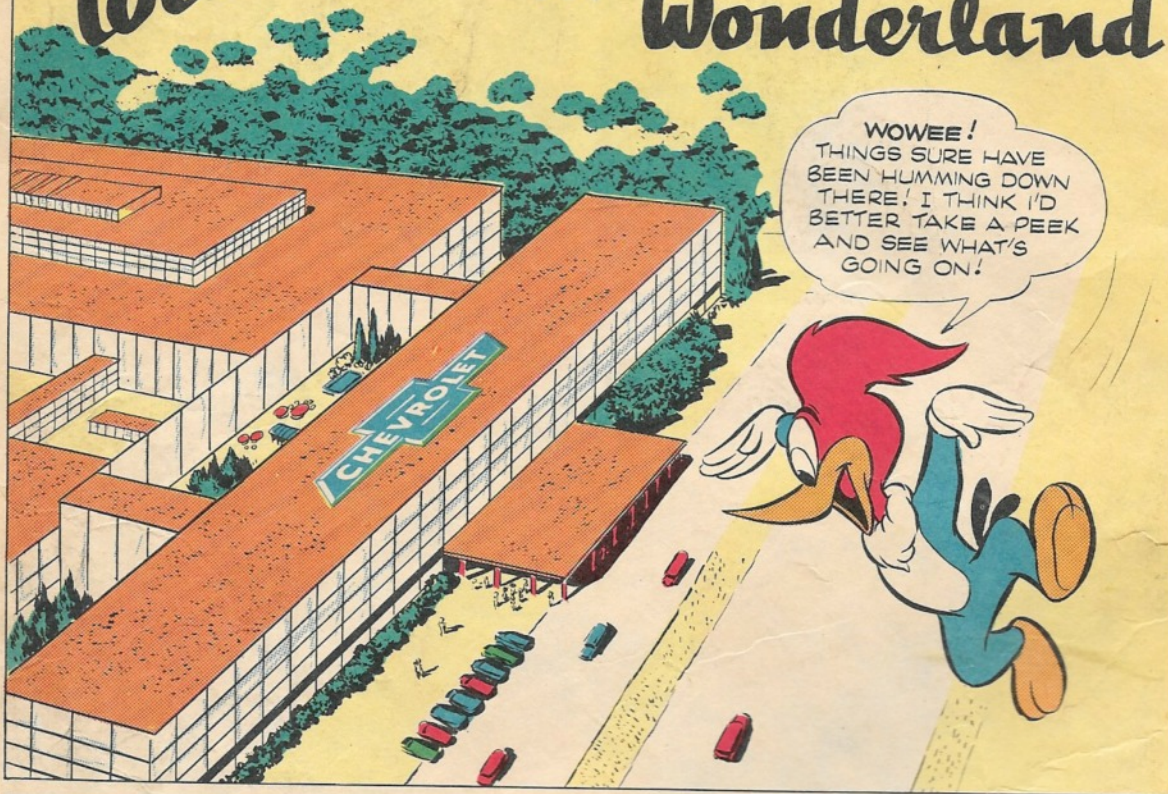


Walter Lantz

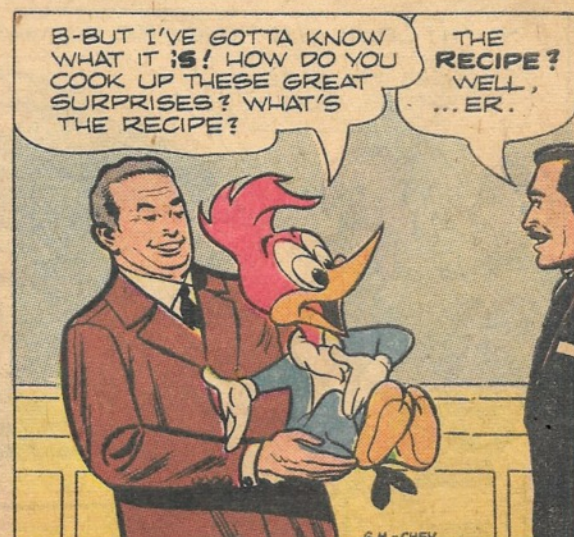
Woody Woodpecker

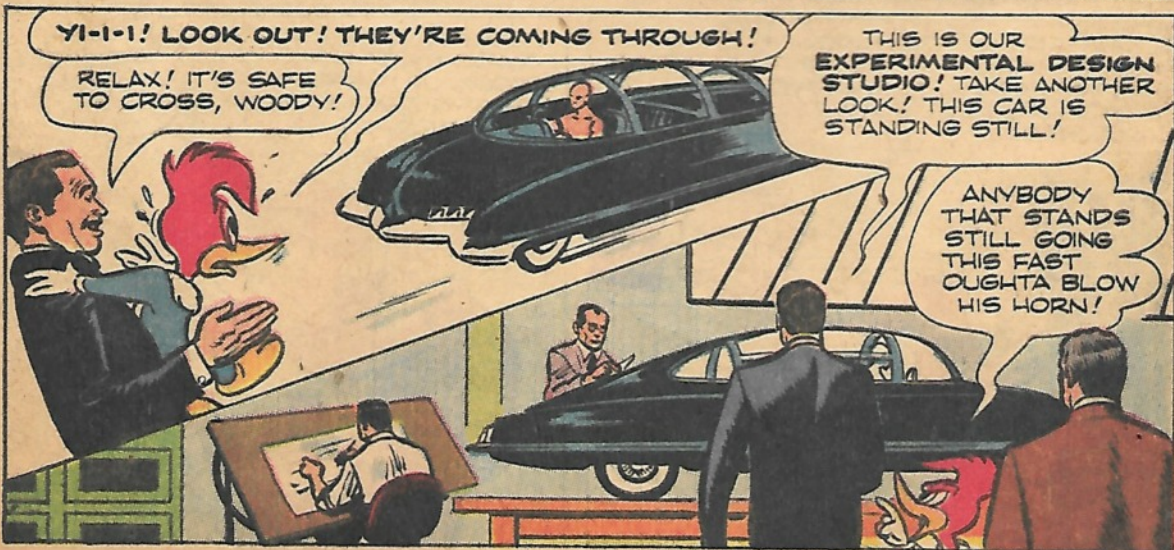
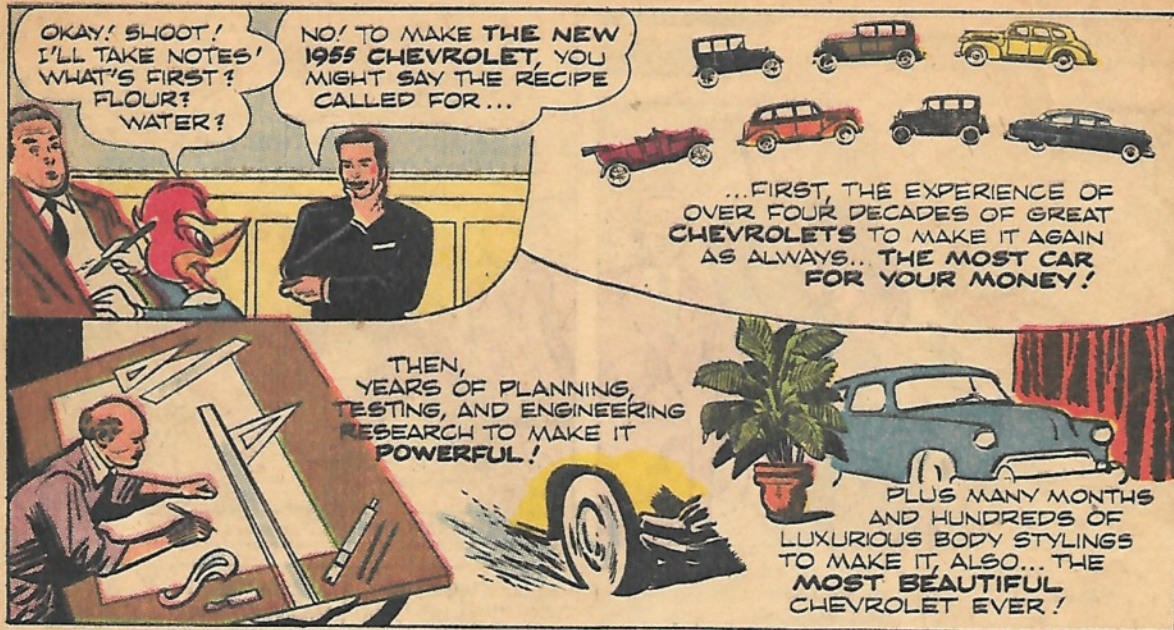
in

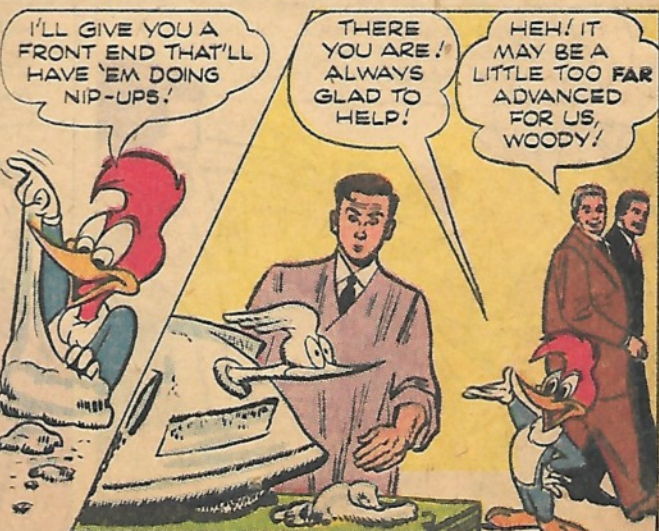
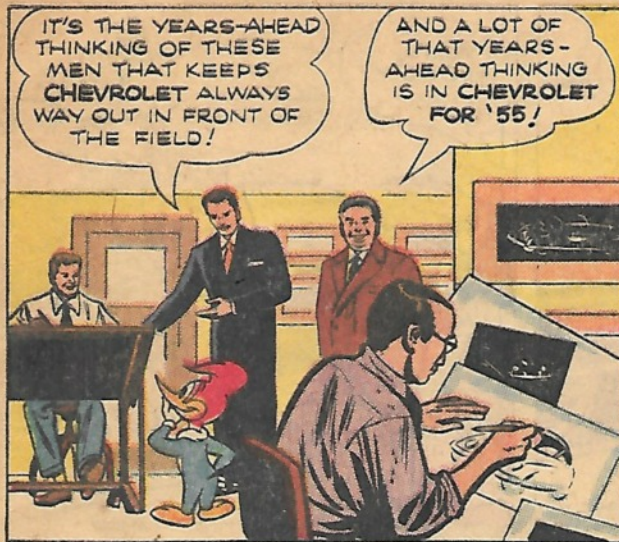
CHEVROLET Wonderland

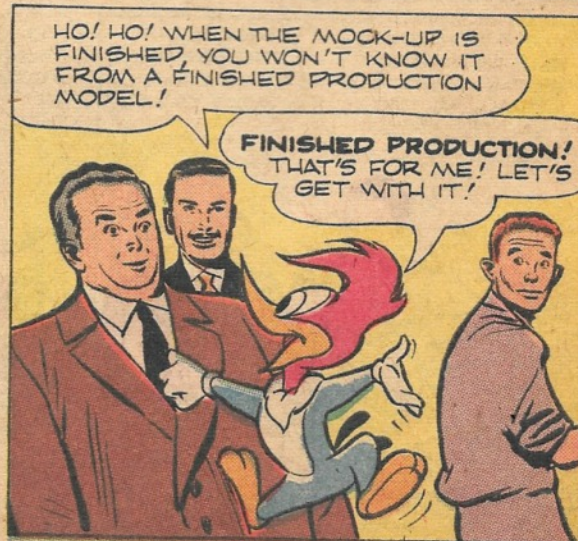
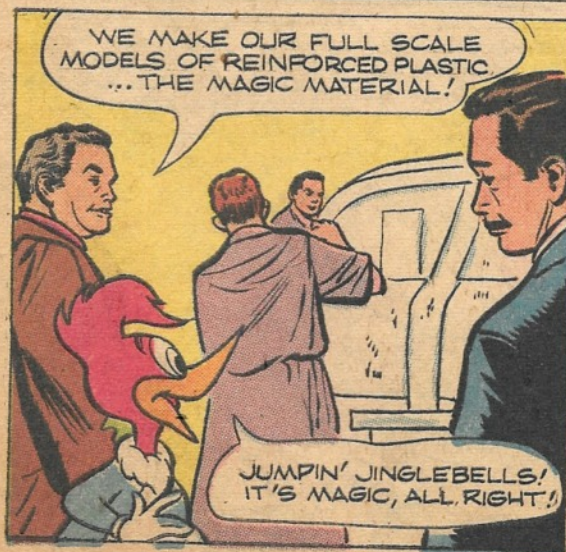
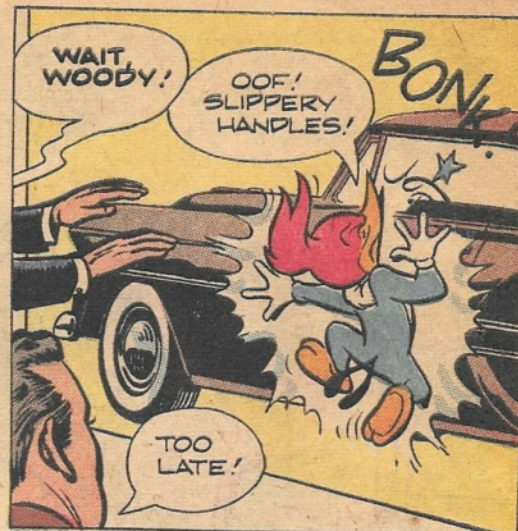
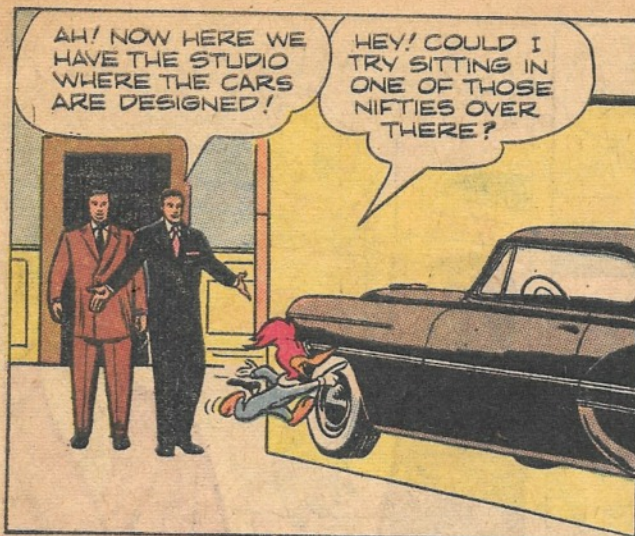


Copyright, 1954, by Walter Lantz Productions, Inc. All rights reserved. Printed in U. S. A.
Designed and produced by Western Printing and Lithographing Co.









The *Space Age Star* is the official publication of the Space Age Chevrolet region of the Antique Automobile Club of America. This is a non-geographic region dedicated to the enjoyment, restoration and history of 1949 and later AACA eligible Chevrolet cars and trucks. We publish the newsletter six times a year.

Region Officers:

President: Russell Heim

Vice President: John Mahoney, Jr.

Secretary: Ana Heim

Webmaster and Proofreader: Bill Pritchett

Please send all articles and photos to the editor at spaceagechevy@gmail.com

Our Web Address is: <http://spaceage.aaca.com>

