

EARTHSHAKER

A magnetic crane hoisted this Corvan five feet in the air—then let 'er go with a resounding THUD! that shivered her timbers from stem to stern. She took the jolt and came back strong. Drove away like nothing had happened—thanks to quality construction!

What you see here is a dramatic demonstration, showing that Corvair 95's all-welded unitized body and tough 4-wheel independent suspension system are built to take jolts more severe than you would be likely to give them.

This standard Corvair 95 Corvan virtually "bounced" back to life after the 5-ft. drop—



drove away in perfect working order to prove that *quality construction does* make a difference. To make this demonstration, a quarter-inch-thick steel plate was placed under the roof assembly to provide the mass of metal needed for the electromagnet to lift the truck's weight.

For evidence of quality construction, take a look at the Corvan's body, shown at right. Here an extra-rigid unitized frame-floor assembly replaces the traditional combination of separate chassis, frame and body floor for greater rigidity, plus a big savings in dead weight. Body side panels are of *two* thicknesses of steel, welded securely to frame-floor and roof panel for maximum strength throughout the body structure. Friction-free coil springs, at all 4 wheels, rubber-cushioned rear suspension mountings and heavy-duty front suspension spherical joints provide ample protection against severe shocks.



EFFICIENCY KEYNOTES CORVAIR 95 DESIGN

■ **LOAD SPACE**—Corvair 95 Corvan holds 1,700 lbs. of cargo—offers 191 cubic feet of unobstructed load space. Big double side doors give you room to load a box 4 feet square. Left side doors optional, extra cost. Double rear doors standard.

■ **REAR-ENGINE DESIGN**—Unipack power team is tucked between rear wheels, *out of the cargo area*. Corvair 95's aluminum pancake-type air-cooled engine is only 17 inches high. Never needs water or anti-freeze. Weighs a fraction of conventional engines. Keeps operating costs *low*.

■ **4-WHEEL INDEPENDENT SUSPENSION**—Friction-free coil springs and super-rugged suspension components at all 4 wheels absorb most road shock at its source for smooth, easy going. With less shock transfer to the truck, driving is easier, safer, and the truck itself is subject to less abuse.

■ **TRACTION**—Corvair 95 weight distribution is evenly balanced for better traction. Engine weight over rear wheels makes going easier in loose dirt or sand. Gives tire treads an added bite on snow-slick or ice-covered roads.



BIMBO GOES FIRST CLASS!

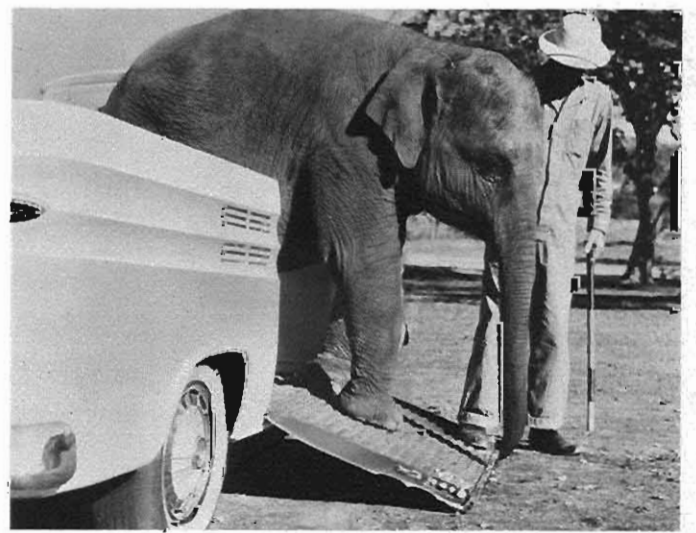
Bimbo is a 1,200-lb. baby elephant who lives at Jungleland Park in Southern California. Till she saw a Corvair 95 Rampside pickup, her idea of a truck to ride in was a rough circus van. She took to the Rampside right away—strolled up the ramp as nice as you please and settled down for a smooth turn around the grounds on 4-wheel independent suspension.

You may not haul elephants but, chances are, some of your cargoes are just as bulky and even harder to handle. If that's the case, a Corvair 95 Rampside pickup is just the truck you're looking for!

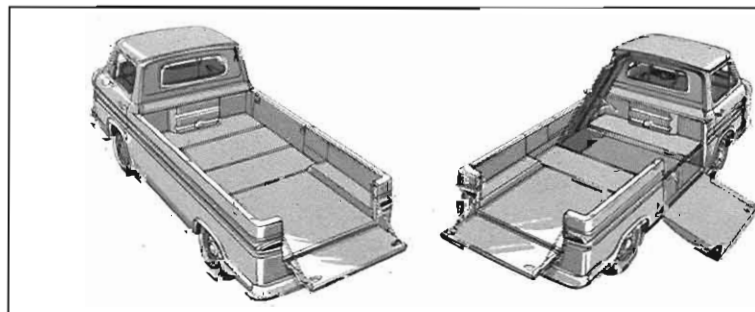
As you can see, this 1,200-lb. elephant put very little strain on the Rampside, which is designed to carry up to 1,900 lbs. of cargo! With rugged unitized body-frame construction combined with extra-rigid double-walled side panels, the Rampside body is as tough as nails, ready to handle king-sized loads with ease and efficiency.

Notice, too, how the convenient side ramp, almost 4 feet wide and double walled for extra strength, drops down to the ground for easy loading. You just wheel or walk your cargo aboard, snap the ramp shut and you're ready to roll. No extra equipment is needed to load this one!

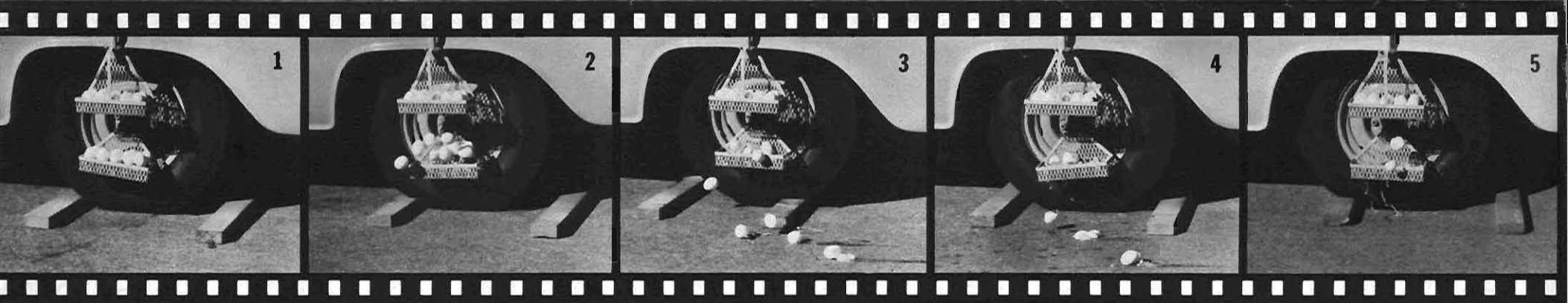
Add to these advantages Corvair 95's efficient rear-engine design, cargo-coddling ride (stemming from 4-wheel independent suspension), evenly balanced weight distribution and trend-setting style and you've got a truck that's in a class by itself when it comes to hard-working, dollar-saving efficiency.



RAMPSIDE CARGO RAMP takes most of the work out of loading and unloading heavy payloads. An exclusive feature of the Corvair 95 Rampside pickup, this rugged, sturdy ramp is held securely in place with spring loaded locks and hinged with full-width piano hinges. Locks are easily operated by recessed release handles.



OPTIONAL LEVEL FLOOR is available for both Rampside and Loadside models at extra cost. Made of sturdy 5-ply plywood, heavily reinforced with steel crossmembers, this three-section removable floor offers tailgate-level loading ease by covering the deep cargo well forward. And, with the optional floor in place, you get protected subfloor stowage space in the forward cargo well.



Photographs in sequence show the action—eggs in body basket ride smoothly; eggs in basket attached to wheel are "scrambled."

WE PUT ALL OUR EGGS IN TWO BASKETS . . . TO SHOW HOW SMOOTH A TRUCK RIDE CAN BE!

One basket of eggs was bolted to the truck body. A second basket of eggs was attached to the rear wheel hub. Then the truck took off down a rough 2x4-plank road at 15 m.p.h. As the above pictures show, not one egg in the basket attached to the truck body was broken. Each rode smoothly, protected by Chevrolet's advanced truck suspension system.

But look what happened to the eggs in the lower basket! As you can see, the wheel (not the truck) takes the beating.

The eggs in the body basket stayed in good shape . . . while the eggs in the wheel basket were bounced to bits! An eye-opening demonstration of Chevrolet's easy-riding suspension system in action. It shows how this suspension works to protect your profits three ways: through less truck wear and maintenance; through less cargo damage; through less driver fatigue.

You'll find that every weight class provides *job-matched* rear suspensions that help assure a jolt-free ride. There are road-smoothing coil springs for Series 10 and 20 . . . resilient leaf

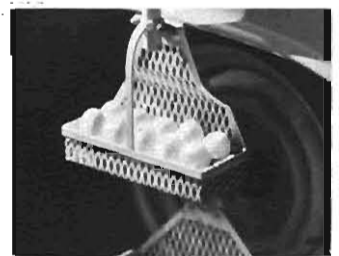
springs for Series 30 and 40 . . . self-adjusting variable-rate rear springs for Series 50, 60, 60-H and 80.

Also, every weight class offers advanced Independent Front Suspension as standard equipment.* With high-stepping independent wheel action, Chevy front wheels "walk" right over damaging bumps, give a ride that's easy on the driver, the truck and the load.

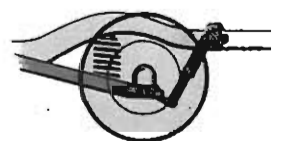
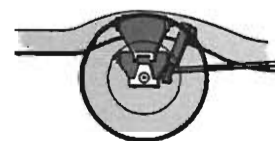
*For extreme duty in big-tonnage Series 80 models, 9,000-lb. and 11,000-lb. I-beam front suspensions are optional at extra cost.



ROUGH ROADBED OF 2x4's TESTS CHEVY'S SMOOTHNESS. With metal baskets of eggs secured to body and rear wheels, respectively, standard production '62 Fleetside pickup, with 500-lb. grain payload, rolls down this bumpy "road." Not one egg in the basket attached to the body broke!



EGGS IN A-1 SHAPE—NOT A BROKEN ONE IN THE BASKET! This photo, taken at the end of the "egg run" over the board road, shows that all of the eggs in the basket attached to the body remained intact. Why not try a Chevy truck ride at your dealer's? See for yourself how *smooth* it is!



INDEPENDENT FRONT SUSPENSION. It provides protection against undue wear. Front wheels step over bumps; less damaging road shock reaches truck, driver or load. And I.F.S. is a *tough* component with sturdy control arms.

SMOOTH COIL SPRINGS AT REAR. In Series C10 and C20 models, they help assure the smoothness of Chevrolet's protective ride. Equally effective are the rear leaf springs in Series C30 and C40 and the variable-rate rear springs in Series 50, 60, 60-H and 80.



CITY FIRE DEPARTMENT PUTS THE PRESSURE ON CHEVY CAB

Blasted from all sides by high-pressure fire hoses, this Chevy pickup was all but floated off its wheels by tons of water. The firemen did their darnedest, kept the water coming in torrents, but the cab withstood it with strength to spare!



FOUR HIGH-PRESSURE HOSES Poured IT ON, pelting this Chevy pickup with thousands of gallons of water. It pounded at every crack and crevice, seam and seal—yet everything stayed in good shape!

That very wet Chevy in the picture above was built to be a truck, not a boat. We show it here merely because it withstood all that water without leaking . . . and we believe this demonstrates *sound construction* which will contribute to driver comfort in most any weather that's likely to be encountered.

Careless workmanship would show up quick in a test like this. The Chevrolet way, on the other hand, relies on precision manufacturing techniques. Doors and frames are more uniform and there's little guesswork about the way they're going to fit. The same is true of every panel and subassembly—and every seam is designed to be strong and tight. It means more engineering but it makes a better truck!



Chevrolet's unitized cabs are precision-built with doors and windows designed to fit tightly and stay that way! Unitized assembly of precision-built panels assures uniformity of doors and door frames, makes possible closer fits for consistently better sealing in every cab.

Rugged construction keeps 'em in shape on the job, resists the wracking rough roads can deliver. Closed-cell sponge rubber weather-seals surrounding openings stay "live," work better longer.