



RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



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CORVAN ANTIICS

A CHARTERED CHAPTER OF CORSA, CORVAIR SOCIETY OF AMERICA

RAMPSIDE RUMBLE



RAMPSIDES ON PARADE

This month we spotlight the really rambunctious Rampside. Inside you'll find a really nice 4 page spread featuring the Rampside of Norbert Laubach. This spread came out of Collectible Automobile magazine, and was a really nice tribute to the vehicle in general, and to Mr. Laubach's Rampside in particular. Above is the equally nice Rampside of Tim Colson, as spotted at Carlisle last year. On the back page, another Rampside from Carlisle (sorry, can't remember whose). Future issues may spotlight others of our brethren. Send in what you've got and we'll put together a special issue.

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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSAs). Established September, 1972, Corvanatics is dedicated to preserving and enjoying America's original and most innovative small vans and light trucks, the Chevrolet Corvair 95 Series.

Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvairs. Membership applications are available from the Secretary/Treasurer, Diane Galli, 5000 Cascabel Road, Atascadero, CA. 93422-2302.

Dues are \$10.00 per year and must be sent to the Secretary/Treasurer. Sending them to any other address will only slow your renewal and possibly cause you to miss an issue.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor: Garry Parsley, 402 Forrest Ave. Cleburne, TX. 76033-5343. All of these can also be sent by e-mail to: geparsley@att.net. Technical material should be sent to the Technical Editor for review.

Classified ads are free to Corvanatics members and should be sent to the editor. Display advertising is also available at the following rates: Full Page: \$25; Half Page: \$15; Quarter Page: \$10; Business Card (2 x 3.5): \$5; Please submit print-ready or typed copy and pre-payment to the editor. Photos for ads are \$6.00 each and can be color or black/white. Authorization and payment must be received for each issue. Deadline for publication is the 15th of February, April, June, August, October, or December.

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I've been saving the contents of this issue until I could use the entire magazine for it. It is a reprint from Collectible Automobile magazine from several months back. It features Norm Laubach's immaculate Rampside. I hope you enjoy.

Are you making plans for the Convention yet? It sounds like the camping group is going full steam ahead. Around here, I've been getting the '65 Greenbrier freshened up. Oh, not cosmetically, that has to wait a little longer, but shocks, tires, tune-up, mechanical check-ups, etc. It's amazing what a little tender loving care can do for these vehicles.

I've not received any pictures of outside rear-view mirrors. What's up—is everyone satisfied with their mirrors, or like me, still trying to find a good set? Come on, send those pictures, it's hard to do a feature without anything to feature!

On another subject. What do you feel is the most important part for an FC to get reproduced next? Drop me an e-mail or letter and let's compile a list of "end user" desires. This can then be forwarded to the vendors for consideration. It takes all of us!

Garry Parsley

RIDING WITH THE PRESIDENT



We are a couple of months into the New Year and getting ready for what looks like another exciting convention in Lexington, KY. In case you didn't know the "Just Horsin Around" Convention is June 15-19, 2004. It appears a lot of planning has gone into this convention and I am really looking forward to the parade downtown and the Welcome Party. This is going to be a fun activity and I hope we have a good number of forward controls in the parade. "Get 'em ready".

Our meeting will be held on Wednesday between 5:00pm and 6:30pm. The Kentucky Tour will start at 7:00pm. We will have our meeting, however, with this time frame in mind, we will not have a lot of discussion time. The election of officers will be held at this meeting, as you know, so if you would like to run for any position, in the Corvanatics Group, please let me or any current officer know. The current list of Officers can be found in this issue of CorvanAntics.

If you have not made plans to attend the Convention, it's not too late, it is going to be a good one. Closer to home I am getting the Loadside ready for the Texas Car Show in Ft Worth. Our North Texas Club will have six Corvairs in the show and we are well received. Even though it takes a lot of work, we are able to let a lot of people see some very nice Corvairs, which makes it all worth the effort.

Corbin Jayloe



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1963 Chevrolet Corvair 95 Rampside Pickup: Cab Forward

Corvair, Chevrolet's first compact car, featured a rear-mounted, air-cooled engine like the VW Beetle. Chevy followed the German's lead further by turning the Corvair into a van and a pickup.

Conversion from a sedan to a van/pickup involved moving the driver seat forward over the front wheels. Total length stayed at 180 inches, but wheelbase actually shrank from 108 to 95 inches. In the event of a crash, the driver's feet were danger-

ously close to front bumper, but behind him was a truck bed 105 inches in length or, in the van, a load deck 114 inches long. The Corvair Greenbrier wagon could be fitted with three rows of seats—offering the room and versatility of a minivan.

The commercial series was badged "Corvair 95" for its wheelbase. Three models were offered—Corvan, Loadside, and Rampside. The Corvan was a panel van. The Loadside was a pickup with conventional dou-

ble-walled box and rear tailgate, while the Rampside added a door on the right side of the bed that folded down to form a ramp. Unique to Corvair, this feature allowed heavy loads to be rolled instead of lifted into the bed, and Chevrolet sales literature never missed a chance to illustrate it. The top edge was covered with rubber to protect it when lowered to the ground or curb.

The cargo bed was longer than a conventional truck's bed, but



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wasn't level. The rear half of the floor had to be raised to clear the engine.

Fortunately, the Corvair's six wasn't very tall. Two horizontal banks of cylinders faced each other with the crankshaft in the middle. Chevrolet knew that a heavy engine mounted in the rear would be trouble for handling, and extensive use of aluminum kept weight down—although some argued that handling was still a problem. Unusual for an American economy car, the Corvair had dual carburetors. The compact 145-

cid unit put out 80 bhp, and, important for a truck, 128 pound-feet of torque. A top-mounted fan provided the air for the air-cooled engine.

A three-speed manual transmission was standard, but four-speed manual and Powerglide two-speed automatic transmissions were optional.

In 1960, Chevrolet was the first major truck builder to switch to independent front suspension. The Corvair 95 went the full-size trucks one better by offering full independent suspension via the swing-axle rear

suspension shared with Corvair sedans. In spite of its passenger-car origins, the Corvair 95 payload was comparable to full-size Chevy trucks.

Corvair 95 sales never took off and pickups were never as popular as Corvans. (The '63 Rampside listed for \$2212 when new, but found only 2046 buyers.) Ford introduced the Falcon-based Econoline at the same time. Just as the conventionally engineered Falcon outsold the Corvair, the Econoline beat the Corvair 95. Chevrolet fought back with a front-engined



Chevy Van in '64, but without a pickup version. Corvair van and pickup production ended that year, although some Greenbrier wagons were sold as '65s.

The 1963 Rampside pictured here is owned by Norbert C. Laubach, of Oneida, Illinois. Originally bought by an oil company, it was purchased by Mr. Laubach's father for \$100 in 1973. In 1982, it was given to Norbert, who had it restored. Options on this Rampside include a radio, chrome bumpers, and the four-speed transmission.

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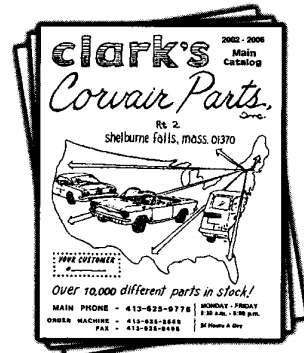
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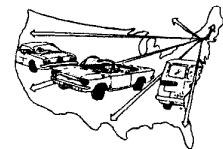
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