

A DATE WITH BONNIE HENRY

Through the efforts of Ron Bloom, the Tucson Corvair Association will appear as the focal point of an upcoming article in the Arizona Daily Star. Bonnie Henry met with a group of TCA members on Thursday morning, March 8 and conducted interviews with each member who was there. The group included Ron Bloom, Lynn Marrs, Ken Farr, Bill Maynard, Barry Cunningham and Van Pershing. After the interview Bonnie was introduced to each of the Corvairs in attendance and asked a million question taking copius notes all the while. A formal photo shoot will take place at a later date and the article will probably appear in the newspaper sometime in April.

In next month's Corvairsation we'll have a full report on the photo session.



Ron's Greenbrier



Barry and Bonnie chat.



Van's Stinger with Bill's Lakewood in the background



Ken's Tweety shows all.

Tucson Corvair Association



Established 1975

The Corvairsation is a monthly publication of the Tucson Corvair Association, which is dedicated to the preservation of the Corvair model of the Chevrolet Motor Division of General Motors. The Tucson Corvair Association is a chartered member of the Corvair Society of America (CORSA) as Chapter 357.

Membership dues are \$15 per year for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes name tags). Make checks payable to the Tucson Corvair Association.

Change of Address: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Corvairsation Editor.

CORSA membership dues are \$38 per year (\$76 for 26 months) and include a subscription to the CORSA Communique, a monthly publication. CORSA memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

Classified ads are free to members and \$3 per 4-line ad for non-members. Deadline for materials submitted for publication is the 10th of the month.

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TCA 2010 Events at a Glance

Sat, Mar 20

Picnic at the Casa Grande Ruins with the Cactus Corvair Club. Meet at I-10 and Tangarine Road at 10:00 am if you wish to caravan with the club to the park. Bring your own meat and a dish to share.

Wed, Mar 24

Regular Monthly Meeting. Parking Lot Bull Session at 6:30pm. Meeting starts at 7:00pm. Golden Corral, 4380 E 22nd (just east of Columbus)

Sat, April 24

Chevy Showdown 2010 at Reid Park. 9:00am to 4:00pm. Go to corvairs.org Events and Activities for complete details.

Wed, Apr 28

Regular Monthly Meeting. Parking Lot Bull Session at 6:30pm. Meeting starts at 7:00pm. Golden Corral, 4380 E 22nd (just east of Columbus)



Does anybody remember this ad from Corvairsations of yesteryear? Jay's Da-Nite used to be THE place to get parts in the late evening ours in Tucson. The stores are now gone but the memories live on.

February Meeting Minutes

Minutes from the TCA regular monthly meeting held February 24, 2010 at 4380 E 22nd Street, Tucson Arizona.

Members Present: Ed Segerstrom; Bill Maynard; Ron & Lynn Bloom; Mike Strong; Ken & Heidi Farr; Lynn Marrs; Barry Cunningham; Don Robinson; Ryan Green; and guests Max & Nancy Peoples.

President Lynn Marrs called the meeting to order at 7:35.

Lynn, in her final acts as outgoing president, reported that her surgery went flawlessly, recovery was going well and that the tumor was found to be benign. In other surgery news, Barry had surgery to correct a hernia and was getting along well. She then called for the members nominated for the 2010 offices to be voted upon. The members were approved for office in a unanimous vote and the Presidency and gavel were relinquished to incoming president Ken Farr to uproarious applause. In his first official act as president, Ken extended an invitation to all of the club members to join him at the February mid-month activity on Saturday, March 6th for a caravan to the Renaissance Festival in Apache Junction.

Due to an oversight by approval of the January minutes was not put to vote, though it was pointed out that the recording secretary had errantly and without their permission, assigned Ken Farr's spouse, Heidi to Ron Bloom and Ron's spouse, Lynn, to Ken. Apologies to all involved in the sordid affair.

Vice President's Report: The mid-month activity for February was postponed until Saturday, March 6th due to a scheduling conflict for many of the members that planned on attending. Ken & Ron reported on the Oro Valley Car show rain out. For a change of pace, the March mid-month activity will take place in March, on Saturday the 20th. It will involve a potluck and barbeque at the Casa Grande Ruins with the Cactus Corvair Club of Phoenix. Members are reminded to bring their own meat and a dish to be shared. The event will begin at 10am with a rendezvous at the intersection of Tangerine and Interstate 10. From there the club will caravan up the frontage road.

Treasurer's Report: Treasurer Barry Cunningham reported an opening balance of \$2,491.31 and an ending balance of \$2,590.64. Primary income was reported to come from membership dues. Barry also represents the membership chair (in the absence of incoming membership chairman, Allen Elvick) and reminded the members that it is that time of year again; membership dues are now payable. Fees are unchanged from prior years: \$15 for an individual membership and \$18 for a family.

Raffle: Setting an excellent example as the new president, Ken Farr provided all of this month's raffle prizes. Raffle winners included Mike Strong and Ryan Green. Though Ron Bloom and Heidi Farr were the only volunteers in a call to bring raffle prizes for the month of March, all members are encouraged to supply prizes any month they are in attendance and in a financial position that enables them to do so.

Tech Talk: Bill made a call for all owners of early models to check their rear wheel bearings to see if they are in need of repacking. All repairs requiring Bill's attention must be brought to the Last Chance Garage prior to April as his services will be temporarily unavailable beginning in May. Barry

Cunningham made a request that Bill repack the bearings on his late model. Bill politely declined and Don Robinson proposed Barry drill a hole in them and do it himself.

Miscellany: Bonnie Henry will be authoring a story on the 50th anniversary of the Corvair to be published in a yet to be determined issue of the Arizona Daily Star. Tower Theaters at Arizona Pavilions in Marana donated 10 Renaissance Festival tickets to the TCA for the February mid-month activity. Ryan Green asks that you show your appreciation by supporting Tower Theater and attending a movie and gorging yourself on buttered popcorn. Ryan also announced he had seen a 1968 Wayne 100, which is a 16 foot Corvair powered boat for sale on Craigslist.com. Don brought it to the attention of the club that he was having difficulty opening the electronically delivered copy of the Corvairsation since it has been delivered in PDF format.

Adjournment: Motion to adjourn was made by Don Robinson at 8:28, seconded by the entire club and carried unanimously.

Respectfully Submitted,
Ryan Green, Recording Secretary

OIL TEMPERATURES

Contributed by Ron Bloom

Ron asks: I have a question concerning oil temperature. I have installed an electronic sending unit on the right hand side of the block where the 1/4 " tap plug was. The gage will read from 100 to 350 degrees. Here is my question, what would be considered normal range, yellow and drop-dead -shut-it-down time. The oil cooler is the folded fin. Am I better off running a 12 plate to help things cool off? How about an external cooler is that advisable?

Ken Replies: First off where the temperature is taken is a substantial point of what temp is good or bad. Most people like to put pickup unit either in the oil pan or right after the oil cooler in the Gen/Alt adapter. Where you have it, in the side of the block, the oil is subject to some heating but also some cooling so it may be a moot point. As far as oil temp you like to see, anywhere between 180 and 230 for a green range, 230-280 for a yellow range and orange from 280-300 with 300 being the top number you should ever see. If you ever see more than just a spike of temp at 300 then you need to change the oil as soon as possible. Keep in mind that the higher the temps in oil the more often you need to change it. The SAE papers have a lot of good info on oil life and temperature.

All factors taken into account, oil temperature is secondary to the way that you drive any vehicle. City driving is the hardest on oil and oil temperature is the second hardest. Combine the two and you know what needs to be done.

The folded fin cooler is the best BTU exchanger there is, even better than the 12 plate cooler! The fins need to be kept clean though; that is what the cover is for under the generator. Before I had an external oil cooler for my race car I use a stock folded fin oil cooler. If you consistently see high oil temperatures then an external oil cooler may be something to look into. There are some smaller fan cooled coolers out there for around a \$100.

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1961 Corvair 95 Rampside Pickup

by Mike Mueller



I

t wasn't enough that Chevrolet burst on the scene with the innovative Corvair in 1960, the company turned right around and expanded on the theme the following year. Small, compact, affordable, economical, practical transportation fresh on the heels of a decade of garishness and ostentation known as the '50s. In this country? You must be kidding.

Kidding or not, in 1961 Chevrolet offered four new utility vehicles — two vans and two trucks — based on the rear-engined Corvair platform.

Putting hard work aside

They were much shorter between the wheels — 95 inches to 108 — but the driveline was pure Corvair. In back, the same 145cid, air-cooled “Turbo-Air” horizontally-opposed six-cylinder that served as standard power for '61 500's, 700's, Monzas and Lakewood station wagons rested below cargo floors. Officially, they were known as the “Corvair 95” line; among Corvair fans they're fondly referred to as “forward control vehicles” for reasons simple enough. In a Corvair 95 truck or van, the driver controls things from a position *forward* of the front wheels.

At the top of the Corvair 95 line was a six-passenger window van known as the Greenbriar sport wagon. Carrying “Greenbriar” script instead of “Corvair 95,” the upscale passenger van was actually marketed as a station wagon instead of a truck. Take away the windows and frills and you had the “Corvan,” which *was* marketed as a truck. Take away the roof and

sides of the rear cargo area and add a back wall for the cab and you had a true Corvair pickup truck. Two varieties were available, the Loadside and the Rampside.

They don't call 'em “Rampside” for nothing. The name came from the truck's most noticeable feature — the side panel gate on the passenger's side that dropped to ground level, serving as a ramp for easy cargo loading. On the surface, it seemed like a great idea and initial public response was encouraging. However, experience proved that whatever convenience the ramp gate provided was almost offset by the inconvenience of the multi-level cargo floor. With the air-cooled six in the rear, the raised engine cover created a ledge halfway back in the bed. The ledge may have made things tough when rolling beer kegs to the back of the truck, but it had to be there. Perhaps the back of the bed would've been a better place for lighter cargo. Like anvils.

As cargo went, Rampside had a gross maximum load rating of 4600 pounds and the trucks themselves weighed in at about 2650 pounds. Like the Corvair cars, they were unibody construction, but rolled on 14-inch wheels instead of 13. Standard transmission fare was a three-speed synchromesh and brakes were 10.9-inch drums all around.

As mentioned, when first offered Rampside were reasonably popular. With a base price of \$2133, the innovative pickups were chosen by 10,787 truck buyers in 1961. From there, though, it was all downhill; '62 sales fell to 4102, '63 to 2046, '64 to 851. And that was it. Like the Corvair itself would later do, the Rampside pickup just faded away. With or without the ramp, there simply wasn't a market base strong enough to support light-duty utility vehicles in the early '60s. The idea wasn't that bad, it just didn't work — or was it that it just didn't work hard enough? 



Rampside pickups were built between 1961 and '64, with total production reaching 17,786. Production went down steadily each year with sales totaling 10,787 in 1961 alone. This particular rampside, owned by Francis Lux of Ladson, South Carolina, is dressed a bit more formally than most rampside; the optional wire wheelcovers and twin chrome mirrors don't exactly mesh with a utilitarian ideal.



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Regular Monthly Meetings are held on the Fourth Wednesday of every month with a bull session starting at 6:30pm with the meeting starting at 7:00pm.

The November meeting is held on the third Wednesday. The December meeting is our annual Christmas party with the time and place to be announced.

NEW MEETING PLACE:

Golden Corral, 4380 E 22nd St (just east of Columbus), Tucson, Arizona.



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