

Corvairisation

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

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FREEDOM



TUCSON CORVAIR ASSOCIATION
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Corvairsation is a monthly publication of the Tucson Corvaair Association, which is dedicated to the preservation of the Corvaair model of the Chevrolet Motor Division of General Motors. The Tucson Corvaair Association is a chartered member of the Corvaair Society of America (CORSA).

MONTHLY MEETINGS are held on the fourth Wednesday of each month except December. One technical/social event is planned for each month with the exception of July and August.

MEMBERSHIP DUES are \$12.00 per year and are payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairperson.

CHANGE OF ADDRESS: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Editor.

CORSA MEMBERSHIP DUES are \$25 per year and include a subscription to the CORSA Communique, a monthly publication. CORSA membership is not require for membership in TCA but is highly recommended. See any TCA officer For information.

CLASSIFIED ADS are free to members and \$2.50 per 4-line ad to all others.

DEADLINE for all materials submitted for publication in the Corvairsation is the 10th for that month's issue. Mail or deliver all materials to the Editor.

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Dear Members,

Sorry for not addressing you in last months' newsletter. I procrastinated as usual, and then business took first priority for the last two weeks of the month, as I needed to be back east. This months' letter from your meager leader is nothing more than some miscellaneous thoughts and rambling.

The simple things in life department. I drove my "Corvan" back to Chicago, slightly faster than the posted limits (not recommended). No radio, no co-pilot. Just me and the beautiful little air cooled six, humming along (hour after hour, day and night). Built it myself, I just love it (all 95 horse of it).

As Corvair owners we have a very good opportunity to get to know, understand and control a beautiful machine that can provide so much more than transportation. It can be a constant source of pride, education and accomplishment (not to mention a great place for excess time, energy and cash!). Get to know your Corvair better every weekend, it will pay you back many fold!

Now it is time for me to be off my soapbox and to remind all members to carefully peruse the list of Corvair treasures to be auctioned at our meeting this week. A word of caution: Crispin is serious about those head light guards. Don't bid against him. He never forgets and he never sleeps!

Take care of your Vair.

Bill

CORVAIR PARTS FOR AUCTION

Turbo Head	Used Oil Filler Cap
Miscellaneous Turbo Parts	Used GM Oil Filler Cap
Two Late Model Carburetors	Three Used Early Throw-Out Bearings
GM - AM Radio	Two Bags Misc. Choke Parts
1964 Rear Grill	Fuel Filter
Four Late Model Head Light Bezzles	110 Emblem
Two Head Light Stone Guards	Two Muffler Clamps
Two Late Model Bucket Seats	Used Early Trans. Dipstick
Late Model Back Bench Seat	Late Model Rear Heater Outlet
Late Model Front Bumper	Windshield Wiper
Two Early Turbo Horn Rings	Late Model Dash Heater Distributor
Late Model Horn Ring	Harmonic Balancer
Misc. Chevrolet Cap	Used Late Model Clutch Disk
Four Heater Box Bellows Rods	Three Heater Box Outlets
Two Early Heater Box Bellows & Rods	Two Early Rear Chrome Pieces
Two Push Rods	Late Model Glove Box Door
Two AC 44FFS Spark Plugs	Large Air Cleaner Cover
	Three Interior Trim Pieces

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:31 p.m., by President Bill Leslie, at Picadilly Cafeteria on Wednesday, June 23rd, 1993.

Minutes of the last meeting were accepted as published in the June Corvairsation.

Our visitor was Paul Eddy.

Don Robinson gave a report on the June mid-month rally. Self-check points will be added at our next rally to help simplify the process.

Beverly Baker reported that an Idler Bearing Puller tool had been donated by Don Chastain to the T.C.A. tool library.

Bill Leslie gave a report on his trip to Chicago and meeting with Larry Claypool.

Al Crispin reported a treasury balance of \$781.84. There are still several unresolved items he is following up on.

A Corvair clock was donated to the T.C.A. by Al & Laurie Robin of Anaheim, CA. A food drive/raffle will be held at our October meeting. Receive one raffle ticket per can/item of food donated.

Verne Caube is aware of someone looking for a reasonably priced Corvair and/or motor. Please contact Verne for information.

Ron Bloom reported that Marilyn Lynch must get rid of all of her Corvair parts, and her 1969 2 Door Monza. Marilyn donated several boxes of parts to T.C.A. The parts will be auctioned at the July meeting. A complete listing of those parts will be issued in the Corvairsation.

Volunteers for July raffle prizes are: Jim Wilson, Barry Cunningham, Don Robinson, Beverly Baker and Lynn Bloom.

License plate drawing winner was Bill Leslie.

Raffle winners were: Lynn Bloom, Barry Cunningham, Jim Wilson, Matt Abate and Vern. Griffith.

Dave Baker reported on an inexpensive carburetor repair and making gaskets.

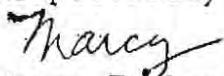
It's time to plan for the Christmas party. We need a volunteer to head up the planning and organization. We also need suggestions for a location. Please speak up!

Beverly and Dave Baker are sorting through the Communiques to develop a full set that belongs to the library.

A suggestion was made that the club subscribe to the Communique.

The meeting adjourned at 8:44 p.m.

Respectfully Submitted:


Nancy Tucker

Treasurer's Report

Balance April 9, 1993.....\$ 702.61

Income

Raffle	\$ 60.00
Dues	\$ 60.00
Merchandise sales & cans.....	\$ 4.08
Advertisers.....	\$ 14.00
Name tags.....	-----
Total Income	\$ 138.08

Expenses

Postage	\$ 58.00
Jackets & embroidery.....	-----
Mid-Month (Ice, Soda, Etc.)..	\$ 2.50
Name Tags.....	\$ 8.56
Total Expenses.	\$ 69.06

Balance June 30, 1993.....\$ 771.63

Al Crispin

Our Potluck Pool Party at the residence of GAIL and AL CRISPIN was a great success. 17 people were there, including TOM CAUBLE from Virginia, who was visiting his parents VERNE and GORDON CAUBLE. There was a lot of good food and we made away with a lot of it. Everyone had a good time - some folks played in the pool - and ALL the folks talked and told stories.

AL CRISPIN showed his new Corvair engine which was very clean and neat. Was AL proud of his engine installation? Yes, indeed! Nice work, Al.

On behalf of the TCA, I thank GAIL and AL for their hospitality and a fine, sociable event.

There will be no mid-month activity in August. HOWEVER, mark your September calendar, we're going to Kitt Peak for a potluck picnic. PLAN FOR IT!

Cecil Alex



that the new car was a rebadged Henry J, built by Kaiser Frazer. Some changes were made, primarily a new grille and the substitution of Allstate tires, Sears spark plugs and battery, along with a different upholstery pattern for the interior. A standard model was offered, with four cylinder engine, for \$1,395. A deluxe model was available for \$1,796. Both models offered a six cylinder engine as an extra cost option.

Sales, even at these prices, were dismal. The public could not accept the idea of buying a new car through a department store. In this regard, Sears ran into the same sales resistance that Crosley had come up against when it tried retailing its toy cars in appliance stores. In two years of trying, Sears sold less than 3,000 Allstates. The car was withdrawn from the market in the fall of 1953. This marked the last attempt by Sears to sell cars.

Van Pershing's First Car: In 1962 he paid \$65 for a 1953 Allstate, the Sears & Roebuck catalog edition of Kaiser Motor Company's Henry J, without telling his parents. When his dad saw the Olds V-8 and the Henry side by side, he made Van fix the 134 cu. in. flat-head 4 cylinder motor and sell the Olds. In 1966 he ended up with a 1960 Corvair 500 4-door and with the exception of a year spent in Vietnam, he's had at least one 'Vair in the family ever since.

Well, it was the summer of 1932 and my Uncle gave me his well worn 1924 Hudson Super Six. A beautiful big sedan with cut glass bud vases on the door posts! It also had very thin tires, almost "slicks", and a great thirst for gas. Even though gas was only 10¢, it would have been too expensive a car for the kid to maintain on lawn-cutting jobs. So, it was soon traded to the local wrecking yard for a tired Chevrolet 4-90, a 1923 model having 30X3½ tires on clincher rims. But the fascination with cars didn't stop there. In the next sixty years I bought, sold, traded, and tinkered with my fifty three cars. The list included the usual and some unusual American brands such as Reo, Jewett, Amer. Bantam, and Willys. On the foreign list was, and in some cases still is, Volvo, Saab, Porsche, Lancia, Citroen, Fiat, M.G., Datsun, Toyota, NSU, BMW, and Auto-Union. And now, next to my Acura Legend, Ford Torus, and Lancia-Zigatto, My three Corvairs (Rampside, Greenbrier, and 4 Dr.) enjoy a prominent position in the line-up.

ALTERNATORS WITH INTERNAL REGULATORS

Van Pershing

Last month we talked about converting the early model generator system to an more efficient alternator set up. This time we'll go back the CORSA Tech Guide and check out what we need to do to go even more modern with an alternator with an internal voltage regulator.

The newer set ups can give you more charging current, longer battery life, improved reliability plus the added bonus of having some of the latest technology on board the old 'Vair.

To make the conversion you'll need to obtain a Delco 10-S1, 5.5" diameter alternator with internal regulator from your local parts store or salvage yard. Almost any GM unit from 1973 to about 1980, except a Chevette, will work. If you want to state a specific car when ordering, the 1975 Chevrolet Nova is a good choice. These alternators are available in various amperages from 37 to 63 amps. If you want a high amperage unit, state that your Nova is a 350 with A/C.

You'll also need the front housing and fan assembly from a Corvair alternator to make the switch. Replace the housing and fan that came on your new unit with the Corvair ones. You can then put the housing from your new unit back on the old Corvair alternator and turn it back in for a core, if you wish. Also obtain an alternator cable extension. What you're looking for is something that will plug into the new alternator. Check the "Help" cards at your local Pep Boys, Checker or Auto Zone. Note that the plug for alternators with the internal regulator look like figure A and the like fig-

ure B for alternators with external regulators.



A



B

MECHANICAL CHANGES: If your car is an early model (with a generator), you'll need to install an oil filter/alternator adaptor from a '65 or later. If you're adding the system to a late model, just remove the old alternator and replace it with the new one.

ELECTRICAL CHANGES - EARLY MODELS: Before starting, make sure you've disconnected the battery so you don't accidentally fry something. Using the alternator extension cable you purchased, cut off the end that doesn't plug into the alternator (you'll need about 6" of wire) and proceed using the following wiring diagram to make the conversion. The "After" diagram for the early models shows the regulator still installed, but it's only being used as a connection point for the wiring. Remove it, if you wish, and replace it with a terminal block from Radio Shack or something similar.

ELECTRICAL CHANGES - LATE MODELS: Remember to disconnect the battery! The late model is simple as can be. Just plug your alternator extension cable into your new alternator and cut of the other end's plug. Follow the late model "After" diagram for rewiring your system. Note that the Tech Guide shows a Temporary and a Permanent installation.

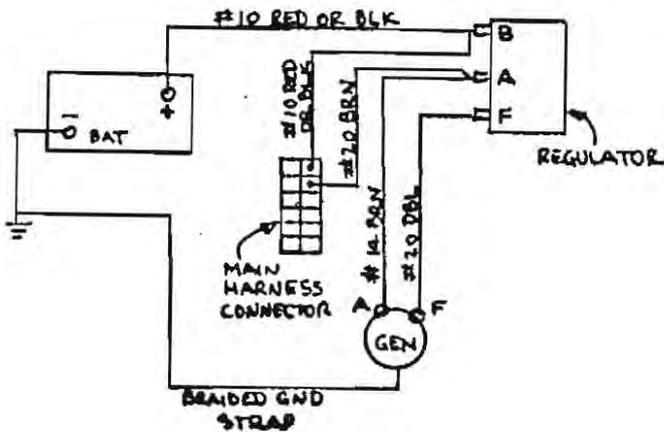
You can do either but I prefer to do neither. It's just as simple to cut the old regulator plug off the permanently connect the required wire using solder and shrink tubing or even solderless connectors, if you like.

Now all you have to do is reconnect the battery and you're in business. If you need addi-

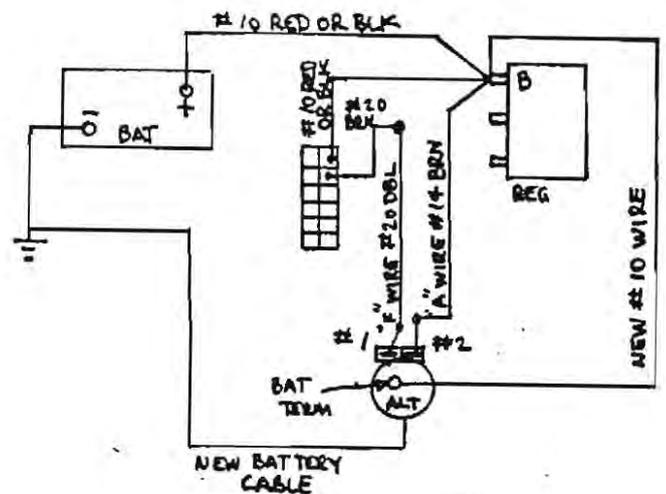
tional details on the conversion, get your hands on the CORSA Corvair Technical Guide. I haven't had an alternator (with external regulator) fail in a long time, but the next time one goes south on me, for sure it's getting a new alternator with an internal regulator. Happy Corvairing!

1960-64 MODEL

BEFORE

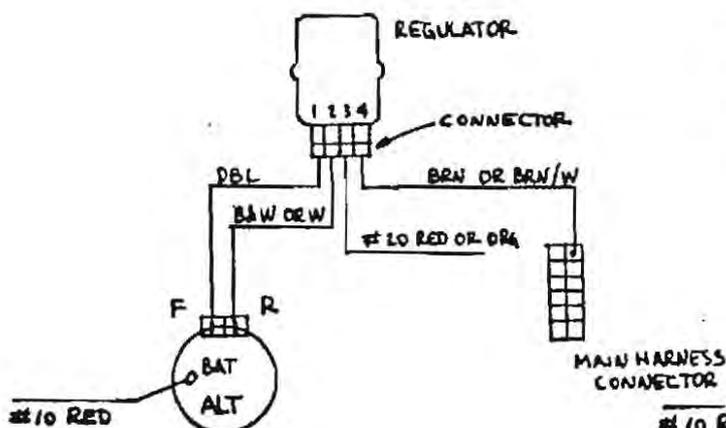


AFTER

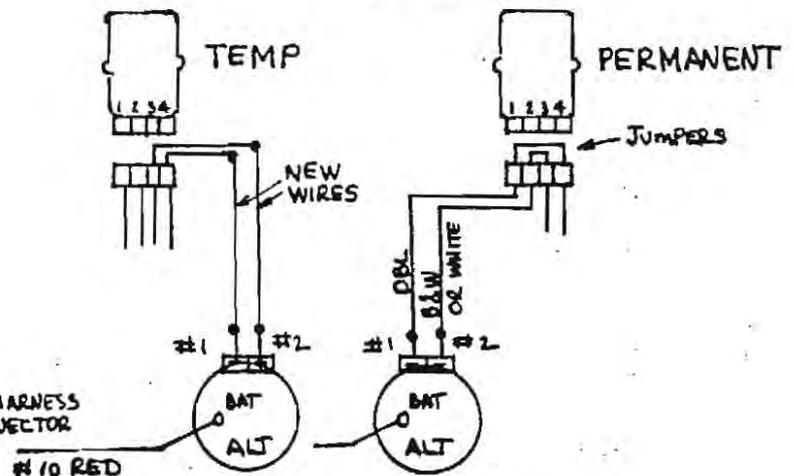


1965-69 MODEL

BEFORE



AFTER



1961 Corvair 95 Rampside

Rear-engined, small pickup rolls out the barrels

By Mike Mueller

It was nearly 35 years ago when Detroit started thinking small in a big way. To combat the pint-sized British import invasion and Volkswagen's scaled-down blitzkrieg, Chevrolet's Corvair and Ford's Falcon debuted in the fall of 1959 to the delight of 685,000 budget-minded buyers. Yes, compact American cars bloomed, of all times, at the close of the fabulous '50s, when bigger meant better and ostentatiousness was standard equipment.

Perhaps even more surprising was the appearance of small American trucks in 1961. Like U.S.-built compacts, downsized utility vehicles were not exactly new in this country. Powel Crosley's cargo-carrying roller skates, first offered in 1940, quickly come to mind. But seeing more socially acceptable mini-pickups in the mainstream became big news once Detroit's major players finally decided it was their turn to make a small splash in the traditionally tough truck waters.

Inspired by Wolfsburg's successful penetration into the United States with its VW Microbus, Ford and Chevrolet rolled out practical copies utilizing their year-old compact car platforms. Like Ford's Falcon-based Econoline series, Chevrolet's Corvair 95 models came in both van and pickup form and were of "forward control" design, meaning that all steering gear was located ahead of the front wheels.

Featuring rigid unitized body construction on a shortened Corvair chassis measuring 95 inches hub to hub, the aptly named Corvair 95 line was powered by the same air-cooled, rear-mounted 145-cid "Turbo-Air" pancake six found behind the back seats of '61 Monzas.

Thanks to its aft engine location, Corvair 95 cab comfort and seating capacity were superior to Ford's forward control counterparts. As an Econoline driver and passenger had to share precious space up front with an inline six-cylinder powerplant perched between the seats, four-wheel independent Corvair suspension was also

used, although more suitable 14-inch wheels replaced the car line's 13-inch rims.

Four different 1961 Corvair 95 models were introduced. At the top was the upscale, six-passenger Greenbriar window van. Adorned with "Greenbriar" script in place of the "Corvair 95" badge found on the three lower-priced machines, the Greenbriar was actually marketed not as a truck, but as a station wagon, even though it was a dressed-up version of the windowless

to stern, nearly two feet longer than an Econoline's, and the Corvair 95's 1900-pound payload rated at 250 pounds more than the snub-nose Ford. Lightweight (2730 pounds) and relatively low-priced (\$2,080), a Rampside was, by most accounts, even better looking than Ford's gangly Econoline thanks to the Corvair 95's lower overall height; 68.5 inches, compared with 78.5.

Nonetheless, Chevrolet's Rampside never really caught on. Following a decent response in 1961 (10,787 sold), production dropped dramatically, down to 4102 in '62, 2046 in '63, and a mere 851 in '64 before the idea was mercifully discontinued, leaving only the aloof Greenbriar van to continue the Corvair 95 legacy for one more model run in 1965.

What happened? Undoubtedly, the American market wasn't exactly ready for downsized pickups. In the early '60s, a half-ton truck was still a real man's machine with most examples surpassing the Rampside's 4600-pound maximum gross

vehicle weight rating by nearly 1000 pounds. But more to the point was the Corvair 95's unique rear-engine design, an arrangement that had both its advantages and disadvantages. Most prominent on the downside was the multi-level cargo floor required to house the Corvair's opposed six-cylinder beneath the bed's rear section. Much of the benefits gained by the loading ramp were basically lost due to the floor's large step-up located toward the rear of the ramp's opening. Sure, you could roll your beer kegs up into the bed with relative ease, but driving away with a weekend's supply still required some dreaded lifting.

Although a three-piece plywood and angle-iron "Level Floor Option" was offered, it not only was difficult to place and remove, it also, of course, negated the whole Rampside idea. In the end, a typical plank down the tailgate of a typical half-ton pickup with more cargo space and load capacity still proved effective, just as had before the Rampside came along, perhaps indicating that Chevrolet's unique side-loading pickup represented a solution to a problem that really didn't need solving. ■



Slow-selling, rare Rampside now a Corvair collector's dream truck

MIKE MUELLER PHOTO

"Corvan," a purely utilitarian vehicle clearly listed among Chevrolet truck ranks. By stripping off the Corvan's rear roof and upper cargo compartment walls, Chevy designers created an unmistakable Corvair 95 truck, a true half-ton pickup made available in "Loadside" and "Rampside" forms.

As the name implied, the Corvair 95 Rampside pickup featured a unique cargo loading ramp located behind the cab on the passenger side, a practical idea made even more practical by the Rampside's low main bed floor. Remember, there was no drive-shaft running beneath Chevrolet's forward control truck. Loading beer kegs into a Rampside was as easy as dropping the side gate to the ground and rolling the brew up the slight incline into the bed. To prevent paint damage to the area where the gate made contact with grass or gravel, designers wrapped a ribbed rubber mat over the gate's upper edge.

On paper, the Rampside looked like a winner, especially considering Chevrolet's Corvair 95 trucks topped Ford's forward-control rivals where it counted. A Rampside's cargo box measured 105 inches stem

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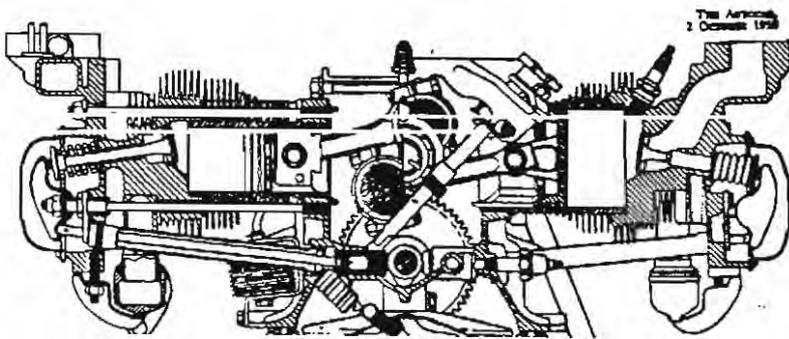
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FOR SALE: 6 ea. N.O.S. eng. cyl. and Piston units complete. GM p/n 3847843 (for 64 Corvair) \$400.00 Call Don Chastain (602)886-1076

FOR SALE: 64 Monza Coupe W/factory A/C. White, Blue interior, Trophy winner, low mileage, Az. car. \$ 1500.00 or OBO. Call Gordon Cauble, (602)299-1122

PARTS FOR SALE: Early rear axle bearings, 14" tire & wheels, gas heater, NEW 65 Corvair manual. Wanted FC hub caps. Call Ron Bloom (602)323-9183

GREENBRIER-1961 FOR SALE; VIN 955, P/G, 64-110 eng. Best offer, Yellow W/Brown stripe, has Alt. Call Mike Zachery, (602) 232-7892

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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETINGS
FOURTH WEDNESDAY of each month (except December)

Piccadilly Cafeteria, 6767 E. Broadway, Tucson

6:00 pm: Parking Lot Bull Session
6:30 pm: Dinner (optional)
7:30 pm: Meeting starts

COMING EVENTS

PLEASE CONTACT A
BOARD MEMBER WITH
ANY SUGGESTIONS!!

AUG	ON YOUR OWN - Or ?
SEPT 11	KITT PEAK-SABINO CANYON (CHOICE)
OCT	CASA DE LOS NINOS CAR SHOW
NOV 12-14	G.W.F.B.T. PALM SPRINGS
DEC	CHRISTMAS PARTY

This is a tentative plan with dates to be announced.

Regular Monthly Meeting: Wednesday, July 28, 1993
TCA Executive Board Meeting: Aug. 4, 1993 at JB's Swan & Speedway, 7:30pm

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