

Corvairisation

Tucson Corvair Association
Volume 24, Number 9

Tucson, Arizona
November 1998



Seth Emerson, Laguna Seca, 1978

TUCSON CORVAIR ASSOCIATION

EST. 1975

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 (COSA \ 857).

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: Initial dues \$22.00 per year for Fa. and \$ 15.00 for singles , (includes name tag) renewable \$ 18.00 and \$ 15.00 and 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.

COSA MEMBERSHIP DUES are \$28 per year and include a subscription to the COSA Communique, a monthly publication. COSA 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 1st for that month's issue. Mail or deliver all materials to the Editor.

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PRESIDENT'S MESSAGE....

Hello All,

****MEETING CHANGE***** Because of the Thanksgiving holiday, the meeting has been changed to a week earlier which is Nov 18th.

I am very happy to report that we have another new member. She is a perfect 7lb 2.5 oz girl named Cassidy Joyce Cunningham. Mom and Dad are doing very well thank you very much. Our Congratulations go out to the Family Cunningham.

It is the time of year to appoint a nominating committee to round up some new blood for the upcoming year. I know the year has passed by rather quickly, but you know what happens when you are having fun. When you are contacted by a member of the committee please consider the opportunity. I hope some of our new members will take advantage and inject new ideas and enthusiasm and get us prepared to move into the new millenium....Just think about it.

Coming Attractions.....

WHAT: Gammon's Gulch Ghost Town Tour

WHEN: Saturday November 21st

WHERE: Meet at Cactus Bowl on Alvernon a couple of blocks East of 22nd @0900 to head for Benson. We will Find a place to eat in Benson. Maybe the Horseshoe Café. Charge for Ghost Town tour is \$5.00 for Adults \$1.00 for children.

And then..... See below*****

Little Anthony's Host---January 9th

Triple C Chuckwagon---February ??

CHRISTMAS PARTY AT DAVIS MONTHAN OFFICERS CLUB

Thursday December 17th Social hour 6-7pm (No Host Bar) Dinner at 7pm

The Dinner includes: Green salad, Stuffed baked potato, green bean almonidine, hot rolls and butter, iced tea or coffee. There is a choice of 2 entrees.

CHICKEN CORDON BLEU 12.00 X _____

PRIME RIB 14.00 X _____

Please remit the number for each entrée and the amount by December 10th so they know how much to prepare. **TO: Allen Elvick**

4210 S Preston

Tucson, Az 85735

Additional Christmas party info:

We will do the revolving gift exchange that was done last year. Everyone seemed to really enjoy the challenge of trying get what you really want. So bring a gift of male or female or gag. We have adopted a family through the Pio Decimo Center to provide food and gifts for the holiday. It is a single father with 2 young boys ages 5 and 6. They are Ernesto, Ernesto Jr, and Victor Agramont. I will have tags to pick from for items to give. If you can't make it to the meeting and would like to participate, please call me at 883-4337. I think we can do a lot to help them have a better holiday season than I am sure they are expecting..

NOVEMBER 98 TREASURER'S REPORT

BEGINNING CASH ON HAND.....1173.24

INCOME: (ACCOUNTS RECEIVABLE)

Ads.....	00.00
Badges/Pins.....	00.00
Raffle Tickets.....	19.00
Can Money.....	3.38
Merchandise.....	<u>00.00</u>

TOTAL INCOME (ACCOUNTS RECEIVABLE).....22.38

EXPENSES: (ACCOUNTS PAYABLE)

Stamps.....	00.00
Badges.....	8.40
Sodas for Casa Show.....	6.00
Warren Anderson talk.....	20.00
TOTAL EXPENSES (ACCOUNTS PAYABLE).....	<u>34.40</u>

ENDING BALANCE:(CASH ON HAND).....1161.22

Respectfully Submitted

Allen Elwick

CHAPTER 3

(part 1)

GETTING DOWN TO THE NITTY GRITTY

When Corvair was introduced, I was committing the unpardonable sin. I was selling Falcons. And I remember several things that may have contributed to the poor showing Corvair made against Falcon, sales-wise.

First, most of the Corvairs came to the dealerships loaded with every accessory that could be hung on them (more about 'hung on' later) while initial Falcons were stripped. That is not to imply that there were no loaded Falcons, just that the first impression customers got of Falcons was one of a low price, while Corvair's first price impression was high.

And the dealer training films not only stressed this fact, but also that GM had scrimped on the outward signs of quality, while Ford, having had fewer problems with the design, lower development costs, could therefore spend money where it showed. One film in particular impressed me so much that I suggested the dealer show it to prospective Falcon buyers, particularly if they had already seen the Corvair.

This particular film began:

"It's impossible to compare fine crystal with jelly glasses (showing some fine crystal with some scroungy-looking jelly glasses) just as it's impossible to compare fine velvet with sackcloth (showing some beautiful crimson velvet and some old gunney sack). It's just as impossible to compare Falcon and Corvair. They are two different things. For example, the interior door panels of the Falcon are vinyl-covered. The door panels of the Corvair are cardboard. The gearshift of the Falcon is where everyone expects a gearshift to be. The gearshift on the Corvair is on the floor (showing a picture of the floor-mounted shifter with a bunch of, what looked like straw, though I'm sure it was only jute, growing up around it). Can you picture an economy car with four headlights? Can you picture an economy car with two carburetors?

Falcon has trunk space for lots and lots of gear (showing the Falcon trunk like a cavern). Corvair has a trunk space for very little (showing the Corvair trunk with the spare tire and the gas heater, making it's trunk look like it could hold, maybe, a sack lunch). Notice the Falcon has a trunk mat, Corvair has none. And notice the gasoline heater. Can you picture an economy car with a device to burn more gas? And notice its location, very close to the front-mounted gas tank. Would you want you heater, with an actual flame, mounted close to your gas tank?

And if you want a radio, they just hang it on. If you want a heater, they just hang it on too (showing the radio and heater controls hanging from the dash).

*It's obvious that the Falcon was designed the way a quality/economy compact should be. And the Corvair is designed, well, you tell us . . .
And on and on.*

Needless to say, many people who were looking for an economy car went no further after seeing the film. And we sold lots of Falcons.

There is an old joke that says there are so many people who buy the Chevy nameplate, that the division could market a motorized bathtub and people would buy it. The Corvair proved the fallacy of that statement. Now let's see what brought the Corvair to that state of affairs.

In September of 1957, when Cole had shown Curtice the first mock-up of what was later to be known as Corvair, Curtice had asked some pretty pointed questions. Questions about production costs, marketing problems, questions on the availability of aluminum and the possibility of competition with the existing lines of GM cars. For about two hours that day, Cole had been raked over the coals, but satisfactorily answered all of Curtice's queries. And of course, the ride in the running prototype clinched it, as far as Curtice was concerned. But I wonder how many sleepless nights Cole spent, wondering if he had made the right decisions, laying his reputation on the line for a completely unknown quantity which, at that time, didn't even have a name.

Cole said in an interview a few years before his death, "... what we concluded was that we needed a vehicle that could have some of the features of the big cars without the expense. For instance, a rear-engine rear-drive tends to take some of the load off the front wheels, negating the need for the power steering. And by positioning the passengers closer to the front of the car, you get better loading, balance and use of tires and brakes. And, because the driveshaft isn't there, the usual tunnel isn't there either. This allowed three people to sit comfortably on each bench, making it a true six-passenger car. And the low silhouette is helped along by that same lack of transimission hump and driveshaft tunnel.

"Since the car sits lower to the ground, the center of gravity is lowered, increasing cornering stability. And the engine in the rear allowed the hot cooling air to proceed out the car faster, leaving the passenger cooler and less tired from the noise of a front engine."

Let's see how all these ideas worked out.

One of the reasons, prior to the manufacture of the compacts by the Big Three, given for not manufacturing smaller cars, was that the largest cost in a car was labor, not material, therefore a small car wouldn't cost much less than a big one, and people would rather spend money on a used big car with lots of options rather than a stripped new, small car if both cost the same. (This was, of course before \$1 plus gas prices.)

But the real reason, not usually mentioned by the manufacturers, was that they were afraid the small car might steal sales from the lowest-priced standard-sized car from the same manufacturer, therefore costing them more to produce the same profit. (With the advent of today's sub-compacts selling at prices equal or higher than full-size, cars (witness Ford's new Escort) manufacturers no longer have that problem.)

I can remember a contest put on by Ford in which only the sales of Fairlane and Fairlane 500 counted, not sales of Falcon or Galaxie. The smallest and the most luxurious lines were selling OK, but the Falcon was stealing sales from the lowest-priced line. This was something Cole wanted to stop before it started, so he wanted to make the Corvair as different as possible from the Biscayne, Chevy's lowest-priced line, at the time. What he wanted to produce was a thrifty (to buy and run) light, small

slightly European-type car that would steal sales from VW, but also Rambler and Studebaker. (By the way, Rambler called their cars 'compact.' Automotive writers, however, began applying the term to all small cars made by U.S. manufacturers at that time.)

Cole felt that his major market was with young buyers, the same ones who were buying MG's, VW's and the like. He felt that the four-wheel independent suspension, the aluminum engine, and the clean, totally different styling, would appeal to the person who might want a Porsche, for example, but who had a family and needed the convenience of four doors and more space.

Of course he was right, and it was exactly these buyers that kept Corvair afloat during that first winter, when the carbs, iced and the fan belt slipped. And it was these same buyers who really applauded (and bought) the Monza when it appeared that spring day in May, 1960.

But during the production engineering stage, the sporty concept was probably the farthest thing from Cole's mind. He wanted an inexpensive car-cheap to buy and cheap to maintain. And the trick was not in designing the thing, but in designing it cheaply.

Unfortunately, that's the way it turns out, sometimes, but it seemed the farther the engineers went into the design of say, the engine, the more complicated, heavy and costly it became. Let's look at some of the compromises that had to be made.

Remember that at this point, September 1957, it was not certain that, even with Curtice's backing, the project would get off the ground. Others, such as the 'Cadet, project had gotten farther than this and then been shelved.

But the stylist had done their job well. They kept it simple. And anything that was simple was less costly, so the styling was a plus. And it was something the customer could see so it could help sell the car to the fickle beast, The Public.

However, the Corvair was built around the engine. Or rather around the rear-engine, transaxle, I.R.S. concept, and unfortunately, every dollar spent on that concept, over the amount targeted, had to come out of the money spent somewhere else the body, the interior and that suspension. Benzinger called the engine concept: "... the blankest piece of paper that we'd had in a long time."

The original idea for the engine was that it consist of only two mirror-image castings, each containing half of the crankshaft, three cylinders and non-detachable head. If this had worked, there would have been considerable money spent elsewhere. As it turned out, however, technology of the day wasn't up to the needs of the Corvair engine. Porsche had aluminum cylinder barrels, albeit separate, but they had chrome plated bore surfaces and not at all cost-feasible, as well as difficult to manufacture. Benzinger: "... it worked at Porsche's price, not at Chevrolet's."

Numerous tests were run on bare aluminum. However, it was found to wear too much. Reynolds Metals Company tried to help. They suggested an aluminum-silicon alloy, similar to that used in the recently-defunct Vega engine. However, machining of an eighteen percent aluminum-silicon alloy, by the methods of that day, couldn't be done. At the time this was looked on as unfortunate, but had the problems of the Vega engine been added to the other problems of the Corvair, there might not have even been a '61 model.

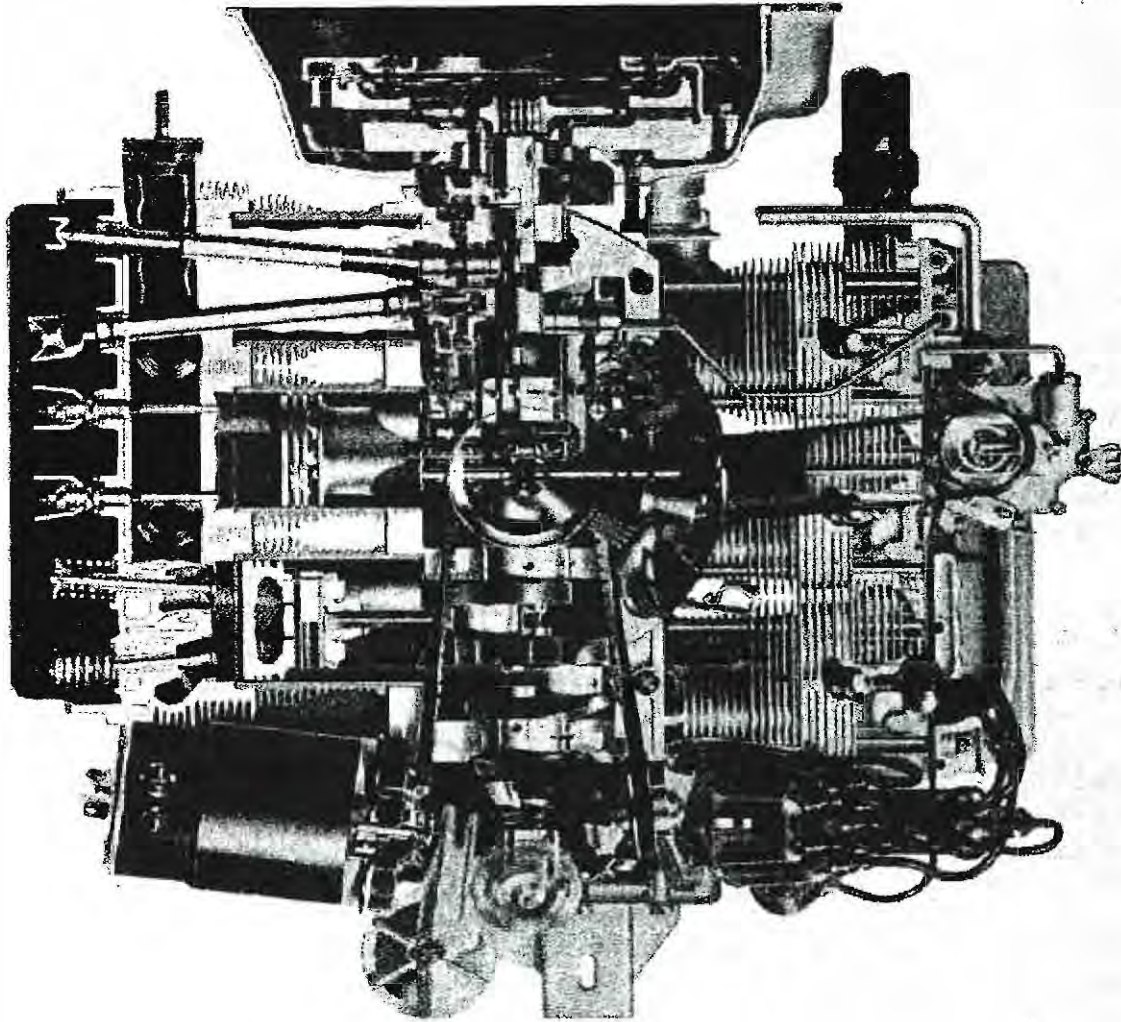
At one time, there was an attempt to cast separate aluminum cylinder barrels with non-detachable heads. This, too, was doomed to failure, primarily because of the wear characteristics. There was an attempt to use fins of uniform depth for each cylinder, but these had to be changed to tapering depth as on other air-cooled engines, because of cooling differentials between ends of the cylinder.

Initially, the studs holding the cylinders to the block were evenly spaced around the cylinder. This had to be changed so the lower studs could be used to mount the rocker arms. The intake manifold was initially cast with a bolted-on cover. This would have required more hand work later (as opposed to machine-assembly). So the intakes were eventually cast complete on the head, a beautiful piece of work. The oil cooler was tried in many locations, but the best one was found to be at the back of the left cylinder bank.

So the Corvair engine ended up with: cast-iron cylinders, separately cast, held between an aluminum head and an aluminum block by long studs, very similar to the VW engine. And instead of being cast in two pieces, it is cast in ten.

Though there was some consideration of two-cycle engines, and four-cylinder engines, there was never any consideration of water cooling, mostly for space and weight reasons. Had a radiator and water been required in that crowded space in the rear, the weight of those items, would have necessitated a 400-lb front bumper to balance them.

(Chapter 3 to be continued)



Editor's Note:

As a student at Arizona State University in the early 70's, my advisor in my engineering major was Bob Benzinger, who is quoted extensively in this chapter. He retired from Chevrolet as the chief engineer of engines and come to sunny Arizona to escape the Michigan cold and took up teaching school in Tempe. He is the author of an S.A.E. paper all about the development of the Corvair that was widely quoted at the time and is still today. He was the best instructor I ever had in college and I took every class that he taught whether I needed it for graduation or not. His experience in industry along with his ability to make the book learning match the real world made him an excellent teacher. Whenever we were together there were always plenty of Corvair stories. He has since retired from the University and is living in up in Carefree and is still telling Corvair stories and enjoying life.

John

WANTED: CORVAIRSATION EDITOR

With the increase of different things that are going on in my life, I find it necessary to pass the joy and pleasure of doing a monthly newsletter for the Tucson Corvair Association to someone else. The quality of our Corvairsation has suffered over the past many months because of my commitments elsewhere and I feel that we owe it to the faithful members of TCA to have a newsletter that is top notch.

The Corvairsation is a monthly publication and normally contains 12 pages of printed material. Generally the pages include:

- Front cover
- Inside cover with club information
- President's Page
- Minutes
- Want ads
- Two pages of advertizing (usually membership & treasurer's information is included on these pages)
- Four pages of articles, tech tips, etc.
- Back cover which includes a listing of upcoming events

At lease once a year (usually in September), a double issue is published. This issue includes all of the above plus a current membership roster, a current TCA library inventory and more articles, tech tips and/or event information.

Basically the editor's job is one of gathering information, assembling it and printing it on the club-owned copy machine. The membership chairman provides the mailing labels; the treasurer provides the funds for the stamps, paper and other supplies; many of the tech tips and articles come from the other clubs' newsletters we exchange with; and, the rest is a little blood, sweat and tears!

Anyone interested in even considering the Editor's job should give me a call and chat about it. My home number is 747-4842.

Lynn Bloom

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From one Corvair lover to another.

CORVAIRS

by

CREATIVE STITCHES

2710 Cancun Court

Grand Junction, CO 81506

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Member of CORSA and Tucson Corvair Ass'n

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EST. 1975

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From one Corvair lover to another...

CORVAIRS
by
CREATIVE STITCHES
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Member of CONSA and Tucson Corvair Ass'n

*****NOTE--- Ads in Vairs and Spares are free to TCA members. Non-members can place a four line ad for \$2.50.
Send ads directly to Corvairsation editor*****

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

DENNY'S RESTAURANT 6484 E.BROADWAY. Tucson,Az.

6:00 pm: Parking Lot Bull Session

6:30 pm: Dinner (optional)

7:30 pm: Meeting starts

COMING EVENTS

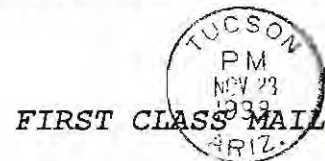
PLEASE CONTACT A
BOARD MEMBER WITH
ANY SUGGESTIONS

Regular Monthly Meeting, Wednesday, 25, 1998 November
TCA Executive Board Meeting: Thursday, 3, 1998 December

DENNY'S RESTAURANT 6484 E.BROADWAY

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A 4072 E. 22nd St. Suite 197
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by CHEVROLET



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