

# Corvair

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

OCTOBER 1985

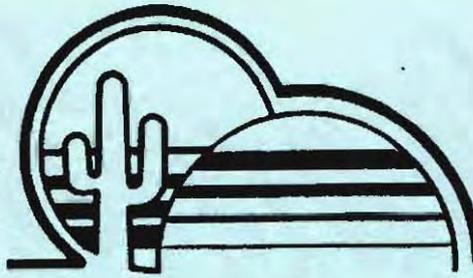
VOLUME 11 NUMBER 7

**CORVAIR**  
we love it!



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8/10 Cord



## TUCSON CORVAIR ASSOCIATION

**CORVAIRSATION** is a monthly publication of the TUCSON CORVAIR ASSOCIATION, which is dedicated to the preservation through restoration of the Corvair model of the Chevrolet Motor Division. The Tucson Corvair Association is a chartered member of the CORVAIR SOCIETY OF AMERICA (CORSA).

**MONTHLY MEETINGS** are held on the 4th Wednesday of each month except December, and one technical/social event is planned for each month except July and August.

**MEMBERSHIP DUES** are \$10 per year payable to the TUCSON CORVAIR ASSOCIATION through the membership chairman.

**CORSA MEMBERSHIP DUES** are \$22 per year and include a subscription to the CORSA Communique, a monthly publication. Membership applications are available from either the Membership Chairman or the Treasurer.

**CLASSIFIED ADS** are FREE to all TCA members and are \$1.00 per line to others. The deadline for all materials submitted for publication is the 10th of the month. Mail or deliver all materials to the Corvairsation editor.

**BUSINESS MAILING ADDRESS:** P.O. Box 50401, Tucson AZ 85703

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MARK'S REMARKS

We have a new Merchandice Chairperson, my wife Cathy. She was a handcuff volunteer since Phil Davison decided to sell his Corvair and turned in the stock at our last meeting.

The November mid-month activity will be a tour of Malibu Grand Prix. Last year this event was not well supported. I hope we do better this year. Alan Atwood is taking on all comers. After the races we will have a picnic at Reed Park. So pack a lunch and a soft drink and we'll see you there.



KITT PEAK UPDATE

The "Dawn Patrol" headed up for cool Kitt Peak at about 9:00 Sunday. There were 8 people and 5 cars. We were admired by a deer on our drive up the mountain.

We went on a very informative tour and even had the opportunity to look directly at the sun thru a special film. It was really something to see.

(The heavy breathing was caused by the thin air of course!!!)

After the tour we had a nice potluck in a cool ramada before we started back.

Wish you could have joined us, it was a nice break from the heat.

The Regular Meeting of the TCA was called to order by President Mark McKenna at 7:33 PM at Picadillys Cafeteria at 6767 E. Broadway, Tucson Arizona on Wednesday, September 25th, 1985.

New members and visitors were introduced and welcomed.

The minutes of the last meeting were approved as published in the last Corvairsation.

Mark McKenna gave a report on the Kitt Peak tour where 5 cars - 8 people turned out. They had a super tour and a nice picnic in a new ramada area. He hopes to see more of the club next trip.

A sign up sheet was passed around for those interested in signing up for the Concours at the Cactus Groups' Convention. Judging units as follows: 1. Paint and body 2. Chrome, Weatherstrip, Trunk or Cargo area 3. Wheels, Wheelcovers, Tires, Spare & Tool 4. Chassis, Undercarriage 5. Engine, Engine Compartment, Exhaust 6. Operation 7. Glass and Glass Function 8. Interior. CALL Ed Sanford to sign your name. We need all the help we can get.

Mark reminded everyone about the Casa de los Ninos Car Show OCT. 13th. Everyone who wishes to show their Corvairs, please be at the SW Corner parking lot at El Con at 9 AM.....Lets Show Off Our Corvairs.

Mac Post announced that he will going into the hospital Monday the 30th for another hernia operation. We all wish you the best Mac.

Mid-month Activity for November 23rd will be hat the Malibu Grand Prix on 22nd and Alvernon. Picnic will follow the fun at Malibu in Reid Park. More information in the Corvairsation.

New Merchandise Chairman will be Cathy McKenna. There is some new items for sale.

8th Annual C.H.V.A. Swap Meet and Show - October 19 & 20 at Pima Community College, West Campus, South Parking Lot. Swap meet Sat. and Sun. with a Car Show on Sunday only. (10 AM - 3 PM)

Break

After break, door prizes were awared which were donated by TCA, The Boys at Barneys and Sheri Roberts. Winners were: Don Robinson, Jim Wright, Carole Sanford, Mike Hayden, Pat Bender and Chester Bockstedt.

Buy, Sell, and Tech items were discussed. "Funny Dave" announced that he is now the Condenser professional for our club. We all learned what it is, what is does, what it can do and what it is made of. Thank you Dave, we all needed to learn something for the day.

Board of Directors meeting - Wed. Oct. 2nd - Eobs Big Boy - Speedway and Swan - 7:30 PM.....Remember, any and all members are welcome to attend.

Meeting adjourned at 8:38 PM.

Respectfully submitted,

*Sheri*

## Heater Hose Strap Rework (Right and Left Sides)—1965 Corvair

(TSB #1067 DR #708 NOV. 9, 1964)

Early production 1965 Corvairs may experience failures of the plastic retainer strap which supports the right heater hose (engine to blower) thus permitting the hose to drop and contact the axle shaft. In addition, the left heater hose, in its original position, may hang low enough to contact the solenoid battery terminal.

When these conditions exist, damage to both hoses is an almost certainty. However, more important, the reinforcing wires inside the heater hoses could cause damage to the axle shaft on the right side, or an electrical short with fire in the heater hose on the left side.

Assembly plants changed from a plastic strap on the right side to a metal strap effective with Serial No. W100343 and No. L100222. Vehicles built prior to the above serial numbers should have the plastic strap replaced with a metal strap as outlined below.

Relocation of the left heater hose retaining strap was effective with Serial No. W113656 and L101348. The new location of this strap will pull the heater hose toward the centerline of the car and should provide adequate clearance to the solenoid terminals. Relocating instructions are outlined below.

All vehicles built prior to above serial numbers should have the appropriate modifications made to comply with the rework instructions as outlined as follows. This should include all such vehicles still in dealer stock and those sold locally that can be called in for these modifications.

### Heater Hose Support Strap Replacement—Right Side

1. Fabricate a strap from 1/64" to 1/32" thick plated steel (Fig. 9).

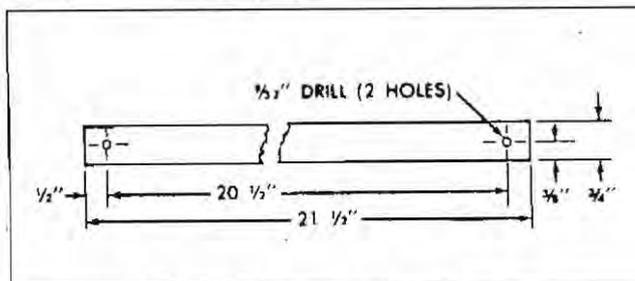


Fig. 9—Heater Hose Retaining Strap

2. Remove and discard the existing plastic hose strap from the right hand side.
3. Disconnect the heater hose from the engine shroud and slide a protective sleeve (Part No. 3786539) over the hose and reconnect the hose to the shroud.

4. Install the fabricated strap as shown in Figure 10.

### Heater Hose Support Strap Relocation—Left Side

1. Drill a 9/64" diameter (No. 29 drill) hole upward through the plenum panel 4 1/4" rearward of the gage hole (Fig. 11).
2. Remove existing strap mounting screw and install it in the above hole.

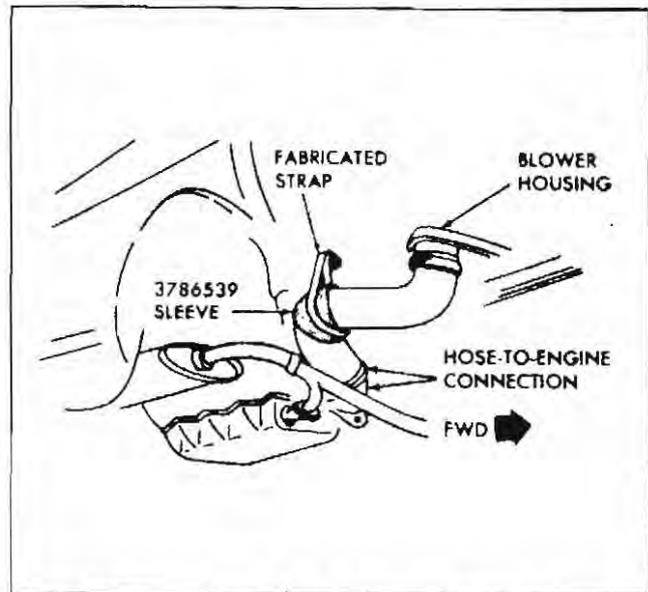


Fig. 10—Sleeve and Strap—Installed View

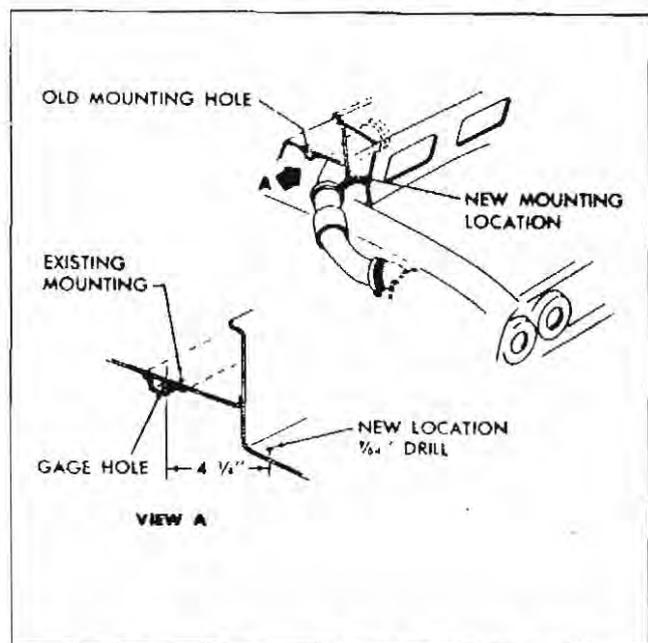


Fig. 11—Revised Strap Mounting

# R.I.P. CORVAIR

## 1960-1969

*The cause of the Corvair's  
death was a simple lack of guts*

—By Robert Cumberford

Car and Driver, August 1969

Suppose you are head man in a big-time motor works, profitably building the most reasonable car on the market. For argument's sake, let's say you have this car that handles as well as anything on the road, has set the style for everyone else to follow, is an engineering *tour de force* that gives better mileage than a Rambler American, handles snow like a Saab, stops faster than a Stingray and costs less than three grand optioned to the teeth. Then imagine that a half-qualified weirdo wanders onto the scene, telling anyone who'll listen that you are a bad guy, since you *used to* build a car that wasn't as good. Just suppose all this incredible stuff was true, what would you do? Quit? Give up? Cop out? Open the memory tube and un-invent it? Let's face it, you wouldn't be the first to be castigated. If history offers any precedent, consider the now legendary Model T Ford. It was a rolling booby trap, dangerous indeed to the unwary. Steinbeck lovingly told of being put up against the wall by his Liz when he cranked it with the levers in the wrong places. And thousands of arms were broken by kicking cranks. Henry Ford fixed all that with the Model A, of course, and he was proud of it. But suppose Upton Sinclair had put the knock on the T in 1928, claiming that since the Lizzie had had some faults, *all* Fords were menaces to the American Way. Would Ford have said, "Oh, sorry, I'll just stop talking about my Model A and quit making it as soon as I possibly can, Mr. Sinclair?" Hardly.

Then why is the Corvair dead?

No guts. That's why.

When the desert winds began to change from friendly zephyrs to ominous dervishes, General Motors simply folded up its tent and skulked off in the night for the sanctuary of the nearest Holiday Inn. Ralph

Nader didn't kill the Corvair, *they* did . . . the grey, faceless men in the corporate structure who don't concern themselves with cars, just with money.

You must remember that G.M. is in effect a nation-state in itself, complete with Byzantine intrigues, political parties, militant factions, great lords and great rebels. Power within the corporation shifts constantly, without public knowledge, and the corporate equivalents of blood feuds and vendettas do exist, as does the code of *omertà*. Men may nurture ideas for years, even for decades, before they are able to implement them.

The Corvair embodied many long-buried dreams. It was born of them, and because of them it died.

The oldest of the dreams, perhaps, was direct air cooling for its engine. No less a personage than the celebrated "Boss Ket," Charles F. Kettering, Director of Research, embraced that idea, in 1918. He pressed hard for the freedom it would give engineers if the radiator and water, pump and hoses and valves could be eliminated, and in so doing he nearly collapsed the entire enterprise we now know as G.M. It was Kettering who convinced G.M. founder William C. Durant that air cooled engines were feasible (true) and an economically sound idea (debatable). Subsequently, Kettering was also able to convince duPont, and the company marked time for two years while the Dayton engineering Lab boys tinkered. Eventually, Semon Knudsen, father of future G.M., and now Ford's Golden Boy, got the air-cooled engine out of the lab, and into the New York auto show in January, 1923.

A bomb, utter and complete. They made 759 of them, junked 239 inside the factory, wholesaled about 300, and stuck retail cus-

tomers with a hundred or so. Bad? So bad that Chevrolet (coincidence, it is not), the division fronting for the "Copper Cooled" engine, recalled them all. (All but the one Henry Ford bought, which remains in his museum to this day.) The others were taken care of by the first and greatest of the grey men, Alfred P. Sloan, in the simplest possible way: He had them loaded on barges, towed into Lake Erie, and dumped. A precedent had been set.

Kettering offered to resign, of course, but Sloan talked him out of it, to the eventual enrichment of the corporation. Did he talk him out of the idea of an air-cooled Chevrolet? Have Texans forgotten the Alamo?

One of the ways G.M. manages to keep its good engineers is to allow them scope to play with their cherished ideas. Currently there are dozens of "toy" cars in various staff and division experimental departments, and over the years there have been hundreds of them. Sometimes, rarely, these are shown to the public to convince critics that serious efforts are being made to explore new thinking. You'll remember Zora Dunlop's CRV-1 single seater, or the Pontiac two-stroke minicar that was recently featured in one of the crooked-kitchen-cabinet-and-homemade-rowboat magazines.

Present G.M. President, Ed Cole, was allowed to make himself such a toy in 1946. His thing was rear-engined cars. Because he is a very good engineer, Cole built his first rear-engined car with the power unit ahead of the rear axle, and he put dual tires on the back to handle the extra weight. Seeing this, it is hard to see how he ever allowed the original Corvair to be such an ill-handling device. Especially since General Motors was firmly and officially on record as say-

ing that an air-cooled, flat-six, rear-engined 4-door sedan with swing-axle rear suspension was not the type of vehicle G.M. would choose to produce.

That description fits the original Tucker as neatly as it does the Corvaire, and G.M. experts testified, in the 1948 fraud hearings against Preston Tucker, that such a car would not be safe, practical or reasonable. The experts may have convinced Tucker, at least partially, since he abandoned air cooling, but they didn't convince the jury—or, evidently, Ed Cole.

Nor, apparently, did the experts convince the G.M. Engineering Policy Committee, which was the ultimate authority for putting the Corvaire into production.

So the Corvaire appeared, shocking a lot of people to the core because it was so very good looking. Here was Cole's midget car, only as long as a 1936 Chevrolet coach, and it was fantastic! Lower than a lot of sports cars, broader and more stable looking than any sedan in the world. It wasn't really attractive, not with that gray linoleum interior, but the potential was there. Unhappily, the orthodox Ford Falcon came with bright-colored interiors and outsold the Corvaire on that alone. Of course, the Falcon wasn't hurt at all by its superior gas mileage and its ability to keep its fanbelt in place for days at a time, something that eluded the Corvaire.

But over in the nebulous corner that the marketing men/accountants had assigned them, the car enthusiasts were excited. The Corvaire bristled with interesting technical features, even if they were atrociously executed. An aluminum engine! What if it did weigh seven pounds more than the cast iron Falcon engine? Independent suspension! So it was twitchy as hell, and nearly uncontrollable with alarm clock type stem-winding steering, so what? It was a conceptual breakthrough! Next thing you knew, there'd be a Corvette version, and the American Porsche would be a reality.

And it started to happen. The Monza, a specially-trimmed show car built for the 1960 New York show, went into production and suddenly reversed the fortunes of the Corvaire. It was an instant hit, and sales zoomed.

So did the Corvaire accident rate, but no one seemed to notice. At least no one who counted—maybe a fledgling lawyer up in Connecticut, but who bothered with people like that? But by 1963, a great many people knew that the Corvaire was, in fact, what G.M. had claimed the Tucker to be; an improperly, if seductively, engineered car. There were five types intended for retail sales: the original sedan, as good-looking as ever; a pleasant hardtop coupe; a sleek convertible that seemed to be pure sports car; a sort of super-VW bus, the Greenbriar (which also spawned two light truck types as well, a pickup and a van—inevi-

tably, "Corvan") and a superbly styled station wagon called the Lakewood.

The '64 cars were not quite so bad, but only if you were bright enough to specify the right options. A handling package cost nearly nothing, and quick-steering was available for those who worried about things like wild oversteer. But why did you have to specify? Why didn't G.M. build all the cars with decent steering? Why hadn't they done something about the swing-axle suspension long before?

Perhaps it was because they were busy working on the '65, a vastly better expression of the whole Corvaire concept. Of course, the 1965 was bigger and fatter than the original (what "improved" U.S. design isn't?), but it had the desperately needed steering improvements and infinitely better rear suspension. There still was a lack of power, even in the turbocharged versions, particularly when the car was compared to the Mustang that preceded it by several vital months, but the 1965 Corvaire was a car, something a seasoned driver could come to love, and something a novice could appreciate immediately.

If the truth be known, I hated Corvairs when the '65s appeared, so much that I didn't bother to try one. Who needs another badly-balanced, ill-conceived car with no power? My mistake. And, I suspect, the mistake of a lot of others. Certainly sales were not as good as they should have been, which undoubtedly was due in a large part to the Mustang, a car that cost only a bit more, and went a lot faster, if the road was smooth. And just when the secret success was achieved, along came Nader's book.

I like Ralph Nader, and I liked his book. He said a lot of tough things that needed to be said, and he saved a lot of lives—a fact his critics seem to ignore with as much ease as he ignored Chevrolet's genuine improvements to the Corvaire. He knew the car had been changed, he even used drawings from *Car Life* to illustrate his point about how bad the '64 had been. But there was no muckracker's case in being fair to G.M., so he wasn't. Any more than they were fair later on when they were using muscle to intimidate him and hired girls to tempt him. (When G.M. was mad at me, they only used muscle, alas...)

The grey men made their great mistake at that point. They should have pushed the Corvaire like mad, pressing a vigorous advertising campaign to sell the car on its own merits. Presumably someone at G.M. felt that such a course would imply fault in the earlier designs, so they chose the insipid "I love my Corvaire" sticker campaign instead. And, fatalistically, stopped all development of the car. By 1967, when sales were well down, these same crepe-hangers had become so out of touch with the market that Chevrolet withdrew the two most powerful engines in the line and left enthusiast drivers with no more than 110 hp. A far wiser course would have been to stuff

in the belt-driven overhead cam 3-liter engine they had built for the Monza GT show car (the best such show car G.M. has ever done, I think), and sell the Corvaire head-to-head with the Mustang. In 1968, after a quixotic letter writing campaign, the best concession G.M. would allow itself to make to a forlorn enthusiast market was to drop the 4-door sedan while reinstating the 140-hp engine.

Look at the potential they threw away: The Corvaire had superb visibility. They could have used the visibility checklist presented in the back of Nader's book as a sales tool to fight Mustang. The Corvaire was the best-handling car on the U.S. market, bar none. Oh, sure the Corvette would go around a smooth corner faster, as will the current Z/28 Camaro, but get out on the back roads anywhere in the U.S. and I'm convinced a Corvaire will outrun anything. The Corvaire was the most comfortable car in the sporty class—it should have had far better seats and controls, and sold at a higher price, but G.M. kept thinking of it as a "compact," as an "economy" car, and never understood what the Corvaire's real potential was.

Inevitably a forceful decision was made. G.M. decided to forget the Corvaire. When C/D tried to get a Corvaire for trial this past April, it wasn't possible. No G.M. public relations office in the country could make one available. I finally turned up a '69 coupe in Los Angeles, just two days before the termination announcement. An indication of G.M.'s affection for the beast was its presentation: The car was dirty, mud-streaked and grimy. They gave me the keys and a buck and a half in change, saying that I could go get it washed if I wanted... *sic transit*...

I needn't have bothered. Except for a few bits of padding, it was identical to the '67 I had driven previously... and just as nice. Have you driven one of these cars? Do you know what they've really done to us by taking this machine away? Do you appreciate how seductive the '65-'69 car really was? Have you ever driven an American car with pleasant manual steering? With powerful non-servo brakes? With soft suspension and side bite?

Try it. Get a Corvaire. Drive it. Drive it hard. And join me in thinking bitter thoughts about those grey men who defeated the best car we've been able to buy from our friendly neighborhood American car store. Join me in thinking about what the Corvaire might have been if DeLorean and Duntov had been allowed to make a '70 model. Drive one and understand why the price of used Corvairs has soared. The curio collectors be damned, it was people who understood cars who drove the price up the week after production stopped.

Stopped. Because no one had courage enough to defend an idea that didn't spring full-grown, from the trunk of a Cadillac Seventy-five.

It's a shame that not even the polluted waters of Lake Erie can conceal.

## TREASURER'S REPORT

BALANCE - SEPTEMBER 1, 1985.....\$ 887.67

### INCOME

DUES.....20.00

RAFFLE TICKETS.....29.00

MERCHANDISE SALES....31.75

ALUMINUM CANS.....6.00

CLARK'S DEPOSIT.....50.00

TOTAL INCOME.....136.75

### EXPENCES

CORVAIRGATION.....22.00

RAFFLE/MERCHANDISE...55.08

MEMBERSHIP CARDS

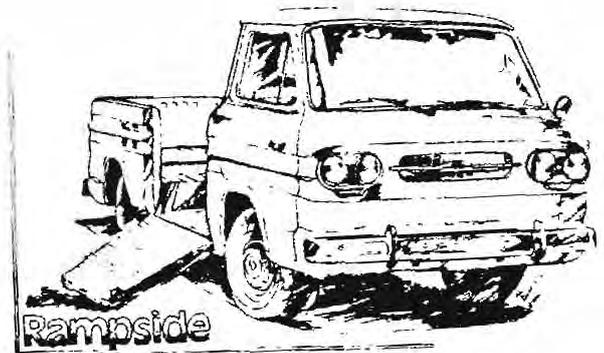
(10 YEAR SUPPLY)...150.50

SHIPPING EXP.....6.00

TOTAL EXPENSES.....233.58

BALANCE OCTOBER 1, 1985.....\$790.84

ALAN ATWOOD



## CORD

**PROVING ONCE AGAIN** that miracles are occasionally real, a former school teacher named Glen Pray has revived the Cord in 8/10 scale. The scale is not because he could not afford the extra 2/10th of Royalex plastic from which the body is made, but because Pray liked the phaeton rear of Gordon Buehrig's 1936 original applied to a 2-pas-

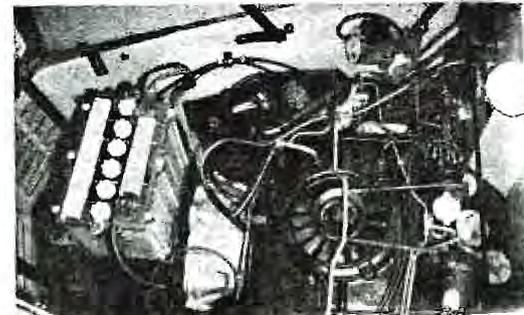
senger, short wheelbase configuration.

This hybrid has many major parts engineered by Pray and his staff, but it depends upon the horizontally-opposed, six-cylinder, air-cooled, 140-hp Corvair engine to power its front wheels. Supercharging, complete with nostalgic chromed hood pipes, is optional for \$550. Air-conditioning, a removable hardtop and leather interior can bring the total bill to \$5810.

Pray's embryo Cord Automobile Company, located in Tulsa, benefits much from the engineering and promotion backing of giant U.S. Rubber,

which makes the plastic and wants a showcase more esthetic than the cabs of Reo and White trucks in which it is now successfully used. Royalex is thicker than fiberglass, a trait that limits styling possibilities, but dents in it may be straightened with your wife's hair dryer. Tooling costs are a fraction of those of steel, making Pray's projected volume of 10 cars a day theoretically quite profitable. Five test prototypes have been made, and production started in November on a scale that will accelerate to 40 a month by February.—D.M.

**Honest Glenn Pray let critics drive his prototypes too soon, but production models have more power, steer and brake well.**



# Vairs 'n Spares

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Alan Gray 795-2639.

FOR SALE: '61 Four Door,  
automatic, one of Bryan Lynch's  
cars. If interested call  
Frank McKenna 885-8571.

FOR SALE: '64 Monza 4-door  
w/ 110 4-speed & air condition.  
Only 3000 miles on rebuilt  
engine. New tires on mag wheels,  
Brown Exterior & white interior.  
\$1,500 OBO.  
Call Gordon Cauble 299-1122

FOR SALE: '64 Greenbrier w/  
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FOR SALE: TUNE-UP PARTS for 1960  
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FOR SALE: 61 Lakewood, 95hp  
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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

\* THE TIME: 7:00. the 4th Wednesday of each month

\* THE PLACE: Piccadilly Cafeteria, 6767 E. Broadway

Gather @ 6:30, eat @ 7:00 - You don't have to eat to attend.

COMING  
EVENTS

NOV 23: Malibu Grand Prix - Watch for details.

Other Clubs' Events:

OCT 19-20: CHVA Old Cars Swap Meet & Show, Pima College West Campus  
Call Bob @ 298-3528 or Hohn @ 297-1019

OCT 20: SSC C Slalom: Ft Huachuca - Call Chuck Kelley @ 1-458-2685

NOV 2: SASCC 1st Saturday Rally - Call Carl Broberg @ 297-3934

NOV 1 - 3: Great Western Fan Belt Toss & Swap Meet, Palm Springs,  
Calif. Hosted by Inland Empire Corvair Club. Corvair Fun  
for all. For Details and registration forms see Alan  
Atwood. 888-4433.

The Tucson Corvair Association is a chartered  
chapter of the Corvair Society of America  
(CORSA).

CORVAIR SATION EDITOR

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