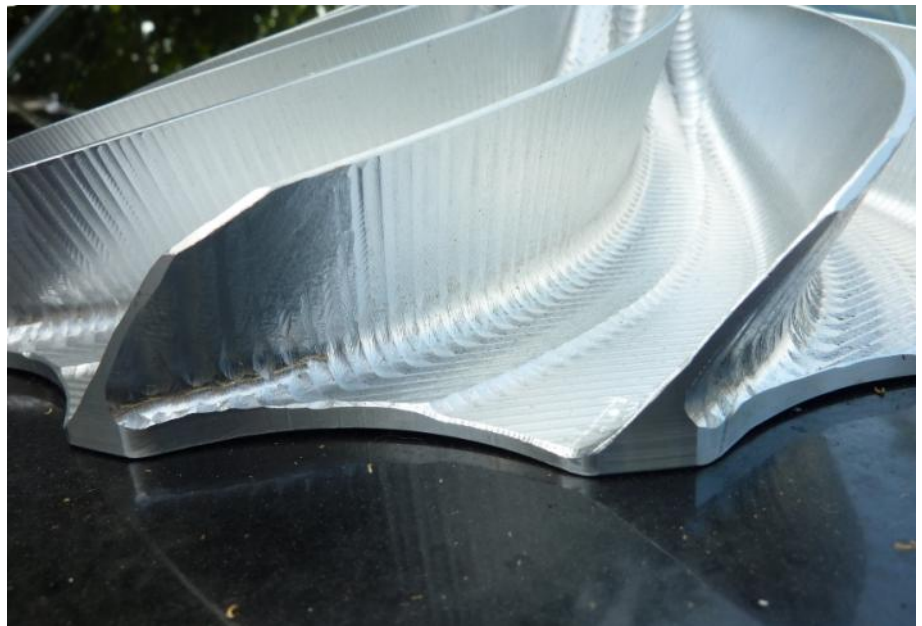
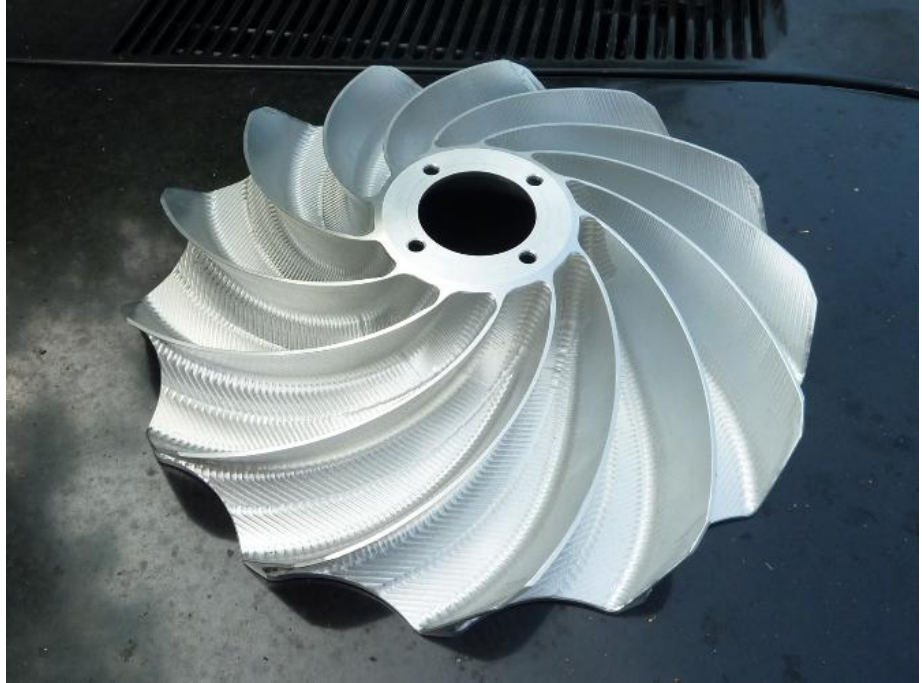


Ever hear of the “Nash Fan”?

No? Well, that’s because it doesn’t really exist....yet. Well, it does sort of. In 2013 Kevin Nash had posted that he was working on a new engine cooling fan, and he thought we all might like to see what he’s done so far.

Here are some pictures of the completed prototype that he will be installing on his engine for testing. The expectations for this new fan are that it will simultaneously crank out a lot more cubic feet per minute and use a lot less horsepower, particularly at high rpms. He has been able to do some preliminary tests that simulate pressures near an engine speed of 1000 rpm, both with the stock fan and the "Nash fan", and this new fan does indeed appear to be living up to his high expectations. We’ll see how it does on real on a running engine!!

The fan weighs about 2 pounds. If the shop had been able to machine it to the CAD design, it would have weighed in at about 1.4 pounds. A stock magnesium fan is right at 1.2 pounds. While Kevin isn’t complaining about the weight, he reminds us that this is a prototype and fan weight is not a concern at this stage of the development. It will be perfect for testing the output and efficiency and gaining the information he needs for further development. For what it’s worth, if the fan had been made exactly to the model and made from magnesium instead of aluminum, it would weigh around 11 oz.!





TCA 2018 Events at a Glance

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 one name tag) Make checks payable to the Tucson Corvair Association and mail to the TCA Treasurer.

Change of Address: Report any change of address or phone number to the Membership Chair.

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communiqué, a bi-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.

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Jan 24, Wed

Regular Monthly Meeting. Parking Meeting starts at 7:00pm. Come a little early if you're going to have dinner. Golden Corral, 4380 E 22nd St, Tucson, Arizona (near Columbus).

Jan 28, Sat

Collector's Car Show. Tubac Golf Resort. Tubac, Arizona. carnuts.org/assets/RegistrationForm.pdf

Feb 17, Sat

Caliente Clowns Car Show, 9am-1pm. Caliente Casa de Sol, 3502 N Pinal Parkway Florence, Arizona

Apr 7, Sat

Cactus Corvair Annual Spring Picnic. info

Apr 28, Sat

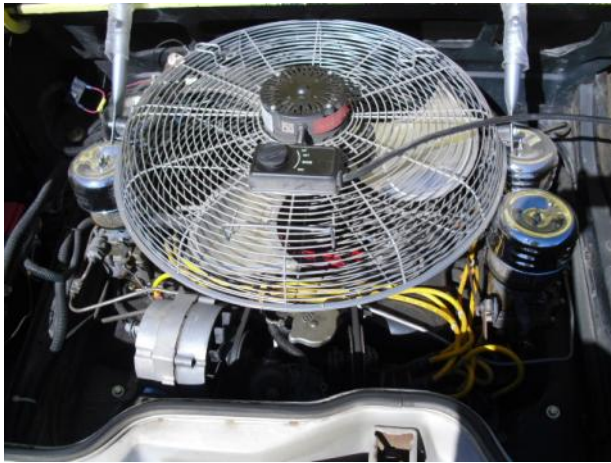
Chevy Showdown at Desert Diamond Casino



More Fan Fun!



This electric fan kit is available from Corvair Specialties.



This is an easy do-it-yourself set up but requires a really long extension cord.



Of course, there many who have converted to a vertical-style fan using Porsche parts



Not exactly a Corvair picture, but it shows how desperate Porsche people are to convert their systems over to the Corvair-type fan belt arrangement. Of course the Porsche folks can't use a standard V-belt when serpentine belts are so much more classy.



Even before production began, Chevrolet engineers were investigating ways to improve or replace the steel cooling fan. The old steel fans used up to 10% of the engine's horsepower at 80 mph. The fan shown here was scheduled to go into production in April 1962 for use on the Spyderys only. It was made of Delrin and was much lighter than the steel fans. In testing it was discovered that when Delrin was exposed to droplets of sulfuric acid from an over charged battery, formaldehyde was formed which wasn't too good for the occupants of the car when the heater was in use. Production was cancelled. In 1964 the plastic fan blueprints were used to manufacture the magnesium fan that we all know today.

Camaro and Corvair



If you ever thought that these two cars came out of the same design studio at Chevrolet, you might be right!!



Speaking of Styling Queues



NSU Prinz—1963-1972



Hillman/Sunbeam—1963

Each of these cars pictured here were produced long after the 1960 Corvair was introduced. Interesting how many styling appointments look so much like the Corvair.....most even were rear-engined!



From Japan, this 1963 Contessa



The old familiar BMW styling



And last but not least, this 1966 Russian ZAZ 966

JB Granger's LS-powered Pro Touring '66 Vair

Photo gallery





Stingers Ruled!!

Back in the day the Yenko Stingers ruled the race track. Above, the Number 75 Stinger is in the process of overtaking a Ford Mustang. Upon completion of that task, it went on to make quick work of a Ford GT40 as shown on the photo to the right.



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Corvair Society of America Chapter 857



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

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

MEETING PLACE:

Golden Corral
4380 E 22nd Street, Tucson

Read this newsletter on line at www.corvairs.org