

# Fanbelt Flyer

*The Monthly Newsletter of the Oldest Continuous  
Corvair Club in the World!*

February 2017

Volume: 54, Issue: 2



## From the President's Garage - By David Dean

"Everything in life is somewhere else, and you get there in a car." So wrote E.B. White in one of his columns published in the New Yorker magazine. This is so true of the next few months for Corvair owners here in the Southwest. From February through April and into May, our fabulously mild weather offers Corvair enthusiasts the perfect opportunity to get out and show off our cars. Car shows, runs, cruise-ins, weekend errands or even daily drivers - we are fortunate to be able to enjoy our cars when most of the country has theirs stored for the winter. This is the time of year we want to 'get our cars out there!'

The new year car season for me always begins with the Scottsdale Barrett-Jackson Auction and ends sometime in late May at the Rock & Roll Car Show held weekly on Saturday nights at the Scottsdale Pavilions. This year's Barrett-Jackson had one Corvair up for auction on the first day. Lot# 3, a red, 1964 Monza convertible, automatic transmission car and a relatively new manual top. It sold for \$6270. Modest by most Barrett-Jackson auctions, there is something satisfying in seeing one of our cars among 'the big boys.'



This month, Cactus Corvair Club returns to the Caliente Clown Car Show in Florence, Arizona, February 18<sup>th</sup>. This has become a regular annual event for our club as we support foster children in Pinal County. The organizers of this show usually cordon off a central area for our club to park together. We are also looking at the Catch-a-Wave Car show in Tempe in March, which will do the same thing. There are other shows and cruise-ins we encourage you to take your car to and send in photos. Any excuse we can to show our cars and talk about their history raises their visibility and stokes new interest in our hobby.

The leadership team is also looking at other opportunities to attend events across the Valley of the Sun. A quick glance at Arizona Auto Scene ( <http://arizonaautoscene.com/>) will show there are a vast number of opportunities for Corvair owners to share your car with other gearheads and classic car enthusiasts. Let us know what looks interesting to you and we will get announcements out to help gather club members up to attend.

Finally, February we celebrate President's Day, Valentine's Day, and the return of baseball's Cactus League spring training. Some say it's the best time of year in the Valley of the Sun. So when you are 'out and about' with your car' or if you are working on some project; or even just proud of your car, take a few

photos and send them in. Our newsletter editor would be happy to have them. Send them to Marian D [marian777@cox.net](mailto:marian777@cox.net). We would love to add pictures of what you are doing with your car to the newsletter. For those of you using facebook, there is a new group, Arizona Corvair Gatherings that should help us facilitate meet-ups, cruise-ins, and share what we are doing with our cars. So if you are inclined.... Give us a 'like' and join in!

Cheers,  
David "Doc" Dean

## **Secretary's Report by Dave Wenzlick:**

### **Cactus Corvair Club Meeting Jan 4<sup>th</sup> 2017**

Meeting was called to order at 7 PM by President David Dean.

#### **Old Business**

The Secretary's Report was voted and approved as published in the Jan 2017 newsletter. Treasurer Joe L. gave his report and it was voted and approved by the members.

David D. reminded everyone of the Caliente Clown Car Show coming up on Feb 18<sup>th</sup>. Entries are due by Feb 11<sup>th</sup> so the organizers can provide spaces and lunches for all entrants. More details are on the website. A caravan plans to meet at Basha's in Gold Canyon for the drive to Florence. Seven members say they plan to go.

Progress is being made on the Larry Aldrich Memorial planned for display Sky Harbor Airport. One more photo is needed for the plaque.

#### **New Business**

Catch-A-Wave Car Show was discussed. The show is March 18<sup>th</sup> at Tempe Kiwanis Park and Joe L. presented information about the event. With St. Patrick's Day that same weekend, any green cars will get a small discount on the entry fees. The event staff has offered the club a special section just for Corvairs if we choose. It was also suggested that the club make a special donation to their charity if they do provide a dedicated Corvair area for us. It was decided to table the vote until next month.

The Lost Dutchman State Park Picnic is scheduled for April 8<sup>th</sup> at the same facility as previous years. John S. will make arrangements with the park ranger to reserve the picnic pavilion. Details are on the website. David D. is working on a club history project and has confirmed that Cactus Corvair is indeed the oldest continually operating Corvair club on record. Further research by his interns is in progress to update and further validate our club history.

David D. and Joe L. confirmed that Cactus Corvair Club is in good standing with both the Corporation Commission and the national CORSA organization. Some lapses occurred due to the club mailing address change and past disagreements about membership requirements. David D. related the value of chapter status and CORSA membership for our club. For a fee of \$35 per year our club is protected with liability coverage in case someone is injured during a club event. There are many other benefits such as club ads and merchandise discounts as well as website and membership directory access.

David D. circulated a list of people who currently belong to CORSA but do not belong to Cactus Corvair. David encouraged members to reach out to these people, if they know them, and be sure they understand they are always welcome in our club.

David D. made an appeal to members to submit photos and articles to him for the newsletter. It's always nice to see some fresh stories or photos of member's projects or Corvair related travels.

David D. will soon be storing the old club library archived materials. It will be further indexed and sorted as time allows. Many thanks to Miner F. who has stored, scanned and sorted many of the items over the last 5+ years. As part of recording the club history, Linda C. will be interviewed to document her knowledge of the club. Video footage of Corvair testing at the old GM Proving Grounds in Mesa is rumored to exist so a search is taking place for that.

David D. reminded everyone that the 2017 CORSA National Convention is this July in Independence MO. and being a history professor he also plans to visit the Truman Library and National WWI Museum in the area.

Joe L. made a special request for someone attending the Caliente Clown Car Show to volunteer to do a write-up and photos of the event to better document the club participation and possibly get a story into the national CORSA magazine.

## Tech Talk

David D. brought in damaged parts from an engine failure after a rebuild. A connecting rod cap came loose and took out the piston, rod, and crank and also chipped the case. David is not certain that he torqued the rod cap nuts properly. Lesson learned. Larry S. posed a related question to the group about the proper way to locate the pistons and rods during a rebuild. Rods can mount numbers up or down but the pistons need to be installed with the arrows pointing forward toward the bellhousing.

Dave W. brought in the latest samples from his project where he is creating clear turn signal lenses for the front 65-69 turn signals. These clear lenses are mandatory in Europe and also desired by customizers who wish to update the looks of their LM. The lenses are cast by hand with urethane epoxy using split molds made of high-temp RTV. Dave hopes to perfect the process soon.

The 50/50 drawing was won by Joe L. Meeting was adjourned at 7:47 PM  
-Dave Wenzlick



## Treasurer's Report January 2017 by Joe Lewis

Beginning Balance as of	12/31/2016	\$2,635.71
<b>INCOME</b>		
50-50		
RENEWALS		\$ 30.00
NEW MEMBERS		
		<u>\$ -</u>
<b>EXPENSES</b>		
Stamps		\$ (18.80)
		<u>\$ -</u>
ENDING BALANCE	12/31/2016	<u>\$2,646.91</u>
PENDING CHECKS		
Pending Deposits		
BOOK BALANCE	12/31/2016	<u>\$2,646.91</u>



## New Shoes for the '66....

New club member Chris S. recently put some new rims on his 1966 Monza convertible. Chris comes to the club by way of Chicago and has been a Corvair owner for only a short time. He purchased his '66 convertible, 4 speed this past summer, rescuing it from the harsh winters of Colorado. Chris brought his car to the October show and a lot of questions! A quick check of the body tag shows this little car is a Los Angeles built car originally Regal Red with a Black and White interior. The car is now a luxurious Candy Apple Red and still sports the original interior. Chris plans on adding upgrades to his starting with new (to his car) tires and wheels.

Finding a good deal on some sporty rims, Chris upgraded his ride from 13 inch stock wheels to Unique Series 96 Chrome Modular, 14" rims (Part number 96—4734), with Toyo Extensia A/S P195/70/R14 (front) and P205/70/R14 (rear). The even rides and handles better with the wider tires.



## TAKING YOUR CORVAIR TO THE LAKE....By David Dean

While it seems like there are boats all everywhere you turn in the Valley of the Sun, Arizona has 124,076 registered watercraft. Though they come in all shapes and sizes, none would be of interest here but for the Wayne 100. These were Glasspar 16 ft Avalon runabout, and later, in Tahiti hulls adapted to accommodate Corvair 95 and 110 horsepower engines. These boats featured a left-hand drive set up, four seats that convert to napping beds, and a Corvair engine standing vertical in the stern over a 6 qt sump for the outdrive to exit the bottom. According to *Hot Rod* magazine October 1965 which featured these clever little watercraft, "on a measured course, the little engine pulled three adult skiers on single sticks from deep water in just about 35 feet. As an indication of the power developed, the boat will turn just about 45 mph, wide opening, taching between 46- to 47-hundred rpm."

Wayne Horning, a veteran of dry lakes racing and track roadsters is the designer/manufacturer of these unique little boats. Wayne had to overcome several hurdles to get the design to work. As an air-cooled powerplant mounted vertically, cooling efficiency is engineered by pressurizing the engine compartment, then ducting the hot air away from the cylinders through the transom with the engine exhaust. The fan is mounted on the end of the crankshaft at the top of the engine and turns at engine speed, eliminating the need for the fan belt and its twists. At approximately 4000 rpms, the fan 'pressurizes' the engine compartment creating a 'supercharged' effect which yields and increased boost to offset the fan load. Other modifications to the Corvair pancake design are bolt-on angled manifolds to mount the carbs horizontally, and a special oil sump and pressure pump for the on-end configuration.

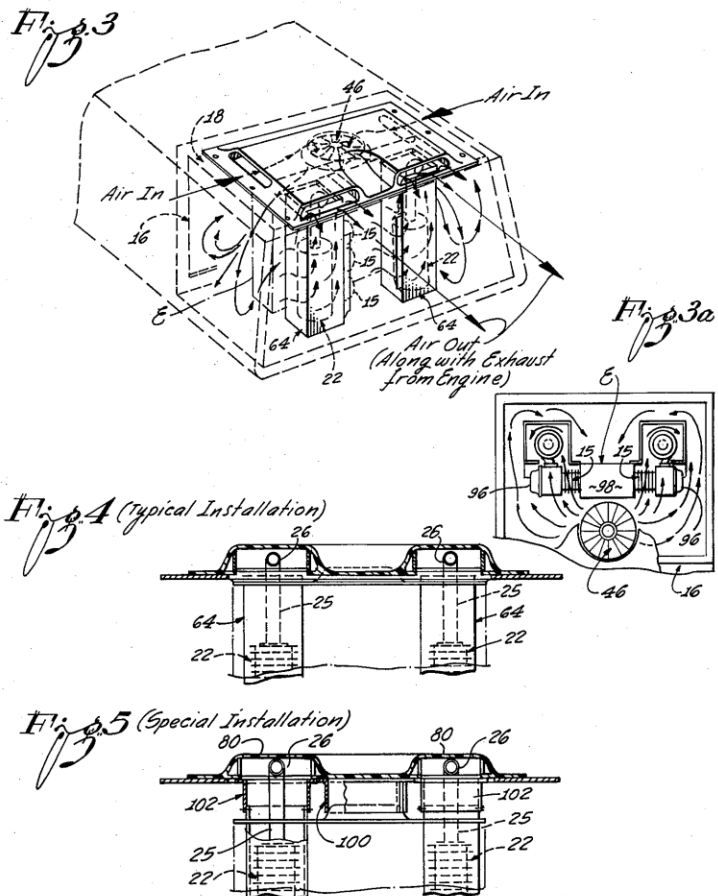
Aug. 18, 1964

W. F. HORNING ET AL  
AIR-COOLED INBOARD ENGINE

3,144,858

Filed Oct. 15, 1962

3 Sheets-Sheet 2

INVENTORS:  
Wayne F. Horning  
Robert W. JonesBy *Smith, Roston & Parvitt*  
Attorneys

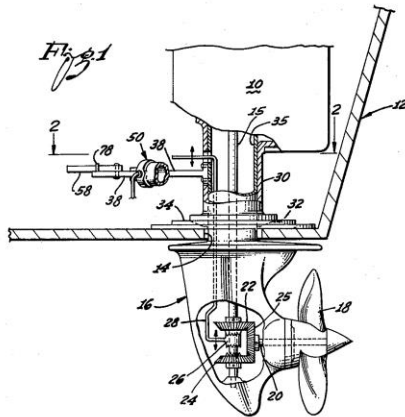
Patent for air-cooled design, granted Aug 18, 1964.



Sept. 15, 1964

W. F. HORNING

3,148,657

MARINE PROPULSION AND STEERING SYSTEM  
Filed April 30, 1962

The engine mounts on a large rubber doughnut, which, in turn, fits into a metal flange attached to the hull. Glasspar adapted their runabout hulls for this application by molding the flange directly into the hull when laminated at the factory. An upper end washer-like flange spreads the engine weight evenly over the top face of the rubber collar and braces run to the transom secure the engine in place.

According to several sources, there were approximately 100 hulls ordered for Horning's Inboard Marine, Inc.; yet GM's cancellation of the Corvair program made new engine availability difficult. Some reports suggest the actual number built may have been somewhere between 25 and 45

and that around a dozen are still around.

*Patent for propulsion and steering, granted Sept 15, 1964.*

Past president, club member, and owner of Arizona Corvair Corral, John S. was kind enough to let me take photos of his Wayne 100.



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## Tool Review by David Dean

Recently I started a brake project on my '65 convertible. Without getting too much into the details of the work, I thought some lessons learned about the tools used may help others. While this does not represent all of the tools necessary for the job, there is a specific task that proved particularly troublesome where the right tool made all the difference. I am speaking of the drum brake hold down springs, removal and re-installation. These pair of springs hold the shoes in place. The tension is held by a cap that has a slot in the middle allowing a retainer pin pushed through from the back of the plate to slide through the cap and compress the spring. The pin has flares on the tip that must be rotated 90° to secure the cap. Removal requires pushing the cap down and turning it until the tabs slip through the cap slot. Installation pushes the cap down over the pin and then turns the cap to snare the tabs. Without the right tool this can be a frustrating task to push down the spring far enough to release or grab the center pin.

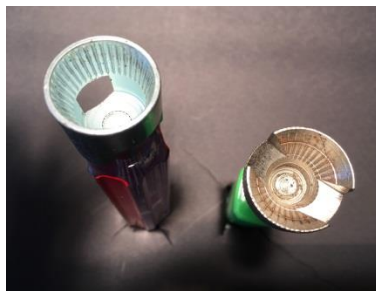


There are two different tools that can be used for this task. First is the Brake Spring Hold Down tool or Brake Spring Washer tool, which is a handle with an open end that covers the cap allowing you to push down evenly to then turn the center cap for removal or securing the pin tabs. Pic 1 shows two different options. The green handle (OEM brand P/N 25056) one from AutoZone, ( \$7.99); and a Craftsman, model #47767, with 2 different diameter ends, ( \$12.99). Because the depth is greater and the seriated edging inside the end of the tool is more pronounced (see pic 2) , the Craftsman tool proved far superior to the task. The Craftsman model made removal and installation of these springs relatively easy. The drawback is since both ends of the tool have the metal apparatus, your hand grinds into the tool and may cause some discomfort. Gloved or some padding should be placed over the end.

The other option is to use needle-nose pliers. These work for the cupped spring, but are less steady for the flatter cap. Of the three pairs of needle-nose pliers I tried, the “duckbill” or flattened end ones (shown on the left in pic 4) did the best job. They were able to secure within the cupped cap and hold more stable on the flat one when pushing the spring cap down for removal or installation. My recommendation is to have both the Craftsman tool and the flat-nose pliers handy when removing or installing these springs.



1



2



3



4

## About Us:

While a salesman at Rudolph Chevrolet in Phoenix Arizona, Lou Grubb decided there were possibilities in an inexpensive, economy car produced by the Chevrolet Division, the Corvair. He sent letters to recent Corvair buyers and devotees alike inviting them to a social dedicated to appreciation of the car. With a promising response, discussion turned to organizing a new sports car club. With hasty planning, the first event was an economy run put together by a group of rookie enthusiasts who later became the first members of Cactus Corvair Club after its Constitution was signed in October 2, 1963. We are the oldest, continually active, Corvair club in the world!

As part of the Phoenix Chapter of CORSA (Corvair Society of America) we hosted our first regional mini-convention in April of 1976. People from all over the country came, with an estimated 90 cars and 150 people attendees. The event included autocross, a concours show, driving tour of the Valley of the Sun, and a "Fiesta banquet.

The Cactus Corvair Club hosts an annual All-Corvair show in early October, participates in classic car shows throughout the year (usually benefitting local charities), and supports classic car events, museums, and organizations dedicated to the preservation and public education of our automotive history. We are a community of car enthusiasts; all our events are family oriented and we are excited to meet you.

Club Officers		Board Members:
<b>President</b>	<b>David Dean</b> <a href="mailto:dr.dean@cox.net">dr.dean@cox.net</a>	<b>John Seamen</b>
<b>Vice President</b>	<b>Jim Johnson</b>	<b>Mary Seaman</b>
<b>Treasurer</b>	<b>Joe Lewis</b>	<b>Miner Fleming</b>
<b>Secretary</b>	<b>Dave Wenzlick</b>	<b>Gary Sudbeck</b>

Webmaster Dave W. [dave@rcaz.com](mailto:dave@rcaz.com)

Newsletter Editor Marian Dean. [marian777@cox.net](mailto:marian777@cox.net)

Librarian Miner Fleming

### Membership Dues:

Cactus Corvair Club  
c/o Treas. Joe Lewis  
5811 W Park Ave  
Chandler, AZ 85226

### Arizona Corvair Gatherings



CORSA Chapter  
#850

### Meeting room generously provided by:

Earnhardt Chevrolet  
2121 N. Arizona Ave.  
Chandler, AZ 85225



## UPCOMING EVENTS:

- February 1      Regular Club Meeting - Earnhardt Chevrolet
- February 18      [4th Annual Caliente Clowns Car Show in Florence](#)
- March 1      Regular Club Meeting - Earnhardt Chevrolet
- March 18      [13th Annual Catch-a-Wave Car Show in Tempe](#)
- April 8      Superstition Mountain Run, BBQ & Regular Club Meeting - Lost Dutchman State Park



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*We're on the Web!*

*Visit us at:*

[www.cactuscorvairclub.com](http://www.cactuscorvairclub.com)

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***Monthly Meetings***

*Meetings are held on the first Wednesday of each month  
(except for June, July and August)*

*Location is at [Earnhardt Chevrolet 2121 N. Arizona Ave –  
Chandler AZ 85225](#)*

*Meetings start at 7PM. Driving a Corvair is encouraged  
but not required.*

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**Cactus Corvair Club**  
**5811 W. Park Ave**  
**Chandler, AZ 85226**



Customer Name  
Street Address  
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