

# Fanbelt Flyer

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



February - March 2020

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

My first encounter with a Corvair was in 1972. My family had just moved to Phoenix from Louisville, Ky in the spring of '72 and later that year, my dad purchased a bright yellow dune buggy with a Corvair engine. Dad wanted something fun to drive and economical enough for his commute to work. So the whole family went up to the Cave Creek area and purchased what Mom would later dub "the squashed lemon. It had a brown interior with 70s vintage sunflower pattern upholstery, big tires, and headers that made it loud rolling down the street. I remembered as we drove home the first monsoon I'd ever encountered rolled into Phoenix over South Mountain as we raced the weather to get it home and under cover. Dad had that buggy for about a year before he traded it off for a little blue Datsun pick-up truck – something more practical for a homeowner with two kids.



In December of 1983, Dad introduced me to a 1966 Corsa 4 speed. I had owned a 1970 Volkswagen Beetle that had been totaled by a fire a month earlier. Dad and I have built that car my senior year in high school with a hopped-up motor, Weber carbs, and big fat tires on MAG rims all the way around. After the accident, Dad and I discovered this Danube Blue Corsa on a used car lot in Sunnyslope. It drove well but had the typical Corvair issue of oil drips. Dad advised we pass on the car because it wasn't practical as a 'reliable car' for college student working their way through school.



In November 2014 Dad went with me to Gold Canyon to help me buy my first Corvair, 'Belle.' I had visited the October Corvair Car Show at Earnhardt's in October and met Dave W. and several others as I inquired about cars for sale. A few days later, Dave W. sent me a Craigslist posting for a 1965 Monza out near the Superstition Mountain. Dad went with me and helped me evaluate the car, taking it for a test drive, and noting some of the work it would need. After getting the car home, Dad and I set about tackling projects the car needed. We spent hours in the garage, tearing down and rebuilding a motor and getting 'Belle' roadworthy. Almost every project I've done on Belle involved my dad in some way, advice, an experienced technique, a tool he gave me, or just talking about what we'd accomplished and what was next. Even later on, when he wasn't up to working in the garage with me, he still dropped by to check on the progress of one of the cars and answer any questions I might have. Dad always encouraged my exploration and learning about these cars.

My garage just isn't the same anymore. The past several months have been personally very tough for me since my dad passed away in January. Though he was in decline over the holidays, we still managed to enjoy time with him – even asking about the cars and offering advice into his last days. Mom confided that Dad never really understood my attraction to the Corvair, but he was proud of me and all that I had learned and accomplished with these cars. I'm just proud to be his son.

I miss you Dad,  
David "Doc" Dean

## Agri-Country Bluegrass Festival & Car Show January 25, 2020 Pinal County Fairgrounds, AZ

Several Club members went to the Agri-Country Bluegrass Festival and Car Show January 25<sup>th</sup>. Held annually at the Pinal County Fairgrounds, the event features two stages of some of the nation's top Bluegrass artists, several exhibit buildings with quilts, local craft vendors, and a huge model train, more than a dozen food trucks, and over 80 show cars. Bob K. and Doc caravanned down together while Miner came around the 'back way' through Florence. The event is well-attended by over 7000 Bluegrass aficionados and car enthusiasts alike. Cactus Corvair Club brought three Corvairs to the show equaling the number of Mustangs, Corvettes, and Camaros in attendance. Between the bluegrass, burritos, and brauts, we ran into former Corvair owner Dick Royal and his 2012 Lexus entry into the special interest class. Congrats to Miner for his first-place win in the Truck category; and Doc's 65 resto-mod coupe, 'Belle', taking home the first-place plaque in the Orphan class.



Agri-Country Bluegrass Festival



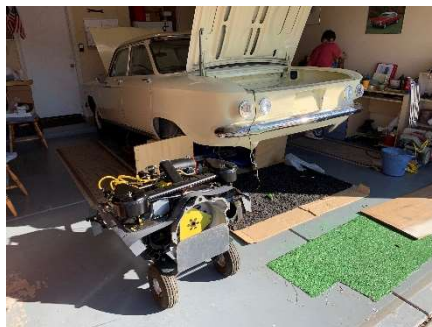


## Alex's 62 Project (Part 7)



Huge progress has been made on our projects. Gary has completed a total rebuild of the motor, the transmission refurbished, new ring gear on the torque converter; and its been

installed in the car! Alex was right there under the car hooking up the heater and helping Gary set the drivetrain in place! Thanks Gary and Doc for coming over on President's Day to help Alex accomplish this milestone.



## Mark Your Calendars!!

The 2020 National Corsa Convention will be a terrific opportunity for our club and our members.

Scheduled July 6-11<sup>th</sup>, the San Diego Corvair Club is putting together an event that will bring all of the features of the national convention to our back yard, and showcase the best of San Diego during one of the most beautiful times of the year.

After meeting with the organizers from the San Diego Corvair Club, they have asked that our club help share some of the workload hosting the convention. They would like is to help with the following events:

July 6 – Monday - Opening Night Ice Cream Social.

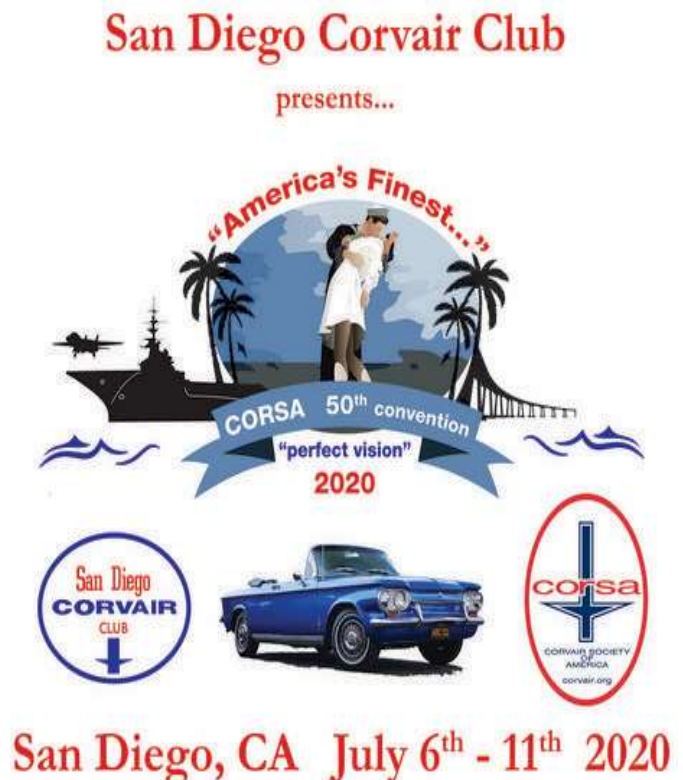
This is a welcome social event for all convention attendees. They would like at least 4 of our club members to help set-up, serve ice cream, and stay for the clean up afterwards. Total commitment: 4 hours.

July 7-11 – Tuesday through Saturday Hospitality

Room. This is a room at the host hotel where convention attendees can stop in and grab a refreshment and snack, meet up with others, and get out of the weather. The San Diego Corvair Club will set this up and operate it throughout the week (generally 8-9AM to 4-5PM). They have asked for us to provide 2 people each day from 11-1 (or 10-noon, or noon to 2 depending on other happenings) to relieve their members and staff the room. This will give their folks a chance to take a break, enjoy the convention also, without closing the Hospitality Room. Our members will greet people and distribute water, soft drinks, and snacks. As part of this responsibility, convention organizers have asked that we contribute some snacks and bottled water. Total commitment: 2 hours per day, plus some bulk snacks and bottled water.

Finally, the organizing committee has asked that we be available “here and there” around the convention to fill in where needed. If members are not participating in the Economy Run, the Autocross, or the Concourse Show; or off on one of the excursions to the U.S.S. Midway, Balboa Park or the Beach,; or participating in the other convention activities, please feel free to donate a few hours to help at the registration table, support an event or fill in wherever is needed. Let’s do our part to help make this a successful convention!

Your Cactus Corvair Club will also have our own vendor space/booth. We will use this as our “convention headquarters,” to promote our club and provide a place for our club members to rest, connect and coordinate their activities, and check in before helping at other convention tasks. We will need members to help “staff” the booth in shifts. This is all in the early stages of planning; but start thinking about your trip to San Diego next July!





## Mixteca Cruise-in and Club Meeting February 8, 2020 – Glendale, AZ

Cactus Corvar Club held their February meeting at the Mixteca Cruise-in Saturday evening (February 8). We had a terrific turnout pf 9 Corvairs as Westside and eastside club members joined the Saturday evening festivities. After holding a brief club meeting, everyone enjoyed the wide variety of hot rods, low-riders, and modern muscle cars on display.



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## **Cactus Corvair Club Meeting January 8, 2020 Meeting Report by Nancy P:**

The Cactus Corvair Club met on January 8, 2020. The meeting was called to order at 7:01 PM by club president David D. We are now celebrating our fifth decade as the oldest continuously operating Corvair club in the WORLD!

### **Old Business**

Minutes from our informal November meeting included:

- The McDonalds cruise-In attracted 25 Corvairs and raised \$313 for the Ronald McDonald House charities.
- Linda was awarded a Lifetime Membership for her long-time involvement and support.
- Board Members for the upcoming year were voted on and will be Miner, Chris, and Bob K.
- Club President, VP, Secretary, and Treasurer were also voted on and are the same as previous year.
- December's Holiday Party at Chris' house was a complete success, and many thanks go out to Chris and everyone who helped make it so.

The above minutes were read and accepted.

The Treasury Report was read and accepted.

The Martin Museum Cruise and luncheon at MacAlpine's on Saturday, Nov. 23rd, 2019 was a fun event. The attendees also visited the Phoenix Mural Project along the way.

The Corsa Convention will be July 6-11 at the Crowne Plaza Hotel in San Diego, CA. Our club will be helping in the Hospitality Room, the Valve Cover Races, and at the Ice Cream Social.

### **New Business**

David D. is having a new logo/tee shirt design done by a GCU Graphic Design student.

Our Spring calendar includes the following. A "\*" denotes club-supported events. Check the club website calendar for more detailed information:

- January 25: Agri-Country Bluegrass Festival and Car Show at the Pinal County Fairgrounds. Entrance fee is \$35.
- \*Feb. 8th, Mixteca, 67th and Bell, 5-9 PM. Our CCC Monthly Meeting will be held at this Cruise-In.
- Feb. 15, Memories on Main in Florence
- Feb. 23rd, Sunday Breakfast Run (Location TBD)
- \*March 7th, Chester's, on Melrose in central Phoenix
- \*March 14th, Caliente Clowns Car Show, Florence
- -March 21: the Good Guys Show, Catch-A-Wave, Cruise-In at the Lake in Goodyear, and Cops and Classics in San Tan. (Take your pick!)

David D. showed us an "antique" Corvair shop manual, "Autobook" by Kenneth Ball  
David D. also showed and recommended an octane booster that has helped him keep ping-pong down.

We were informed of several Corvairs that will be going up for sale in the area: a '61 in Tempe,

and in Patagonia, a 60 Coupe, a rare 8-door '61 Greenbrier, and a '62 Lakewood. Anyone interested in any of the above should contact David D. to be put in contact with the sellers.

David D. got another car....a '63 this time.....

We got an update on Alex's project.

### Closing Thoughts

Bob won the 50/50 Raffle. Three O'Reilly Auto Parts hats were also raffled, generously donated by the O'Reilly Auto Parts on McKellips and Stapley. Also raffled off was a Corvair Primer 2nd Edition.

Reminder: Next meeting will be held at the Mixteca Cruise-In on Feb. 8th.

Meeting adjourned at 7:52 PM.

## **Cactus Corvair Club Meeting February 8, 2020 Meeting Report by Dave D**

The Cactus Corvair Club met on February 8, 2020. The meeting was called to order at 5:15 PM by club president David D. The meeting was held at the Mixteca Cruise-in at 67<sup>th</sup> Avenue and Bell and included West Side club members in attendance.

### Old Business

David Dean thanked everyone that came out to the Cruise-in and brought their cars. There were none Corvairs driven there representing Apache Junction, Ahwatukee, North and South Mesa, Glendale/Peoria, and West Phoenix. David explained that this was a 'make up event' that had been originally planned for December (but got rained out). This is also another step in the overall Club goal of doing more activities on the west side of town for those club members and car owners on the other side of Central Avenue.

Tim Wilt inquired about who was the club webmaster and social media captain. His questions were answered, and suggestions referred to Dave W. and Chris S.

### Announcements and Upcoming events:

President David enumerated upcoming events, and car shows:

March 7 - Melrose Place Show – 7<sup>th</sup> Street Between Camelback and Thomas Road

March 14 – Caliente Clowns Car Show – Florence, AZ

March 21 – there are four events on the same day: the Catch-a-Wave Show in Tempe, CruZin to the Lakes in Goodyear, COPS & Classics show in San Tan Valley, and Goodguys in Scottsdale. Club members are encouraged to attend on of their choice.

April 4 - Annual CCC picnic Tumbleweed Park in Chandler AZ.

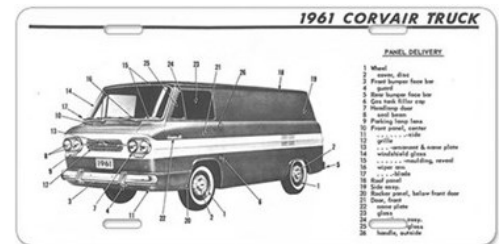
And the next regularly scheduled meeting 7:00PM March 4<sup>th</sup> back at Earnhardt Chevrolet in Chandler.

The meeting was adjourned at 5:35 P.M.





Beginning Balance as of	12/31/2019	\$10,880.99
INCOME		
	50-50	\$25.00
	NEW MEMBER	\$
	RENEWALS	\$105.00
EXPENSES		
	Corporation Commission 2020	(10.00)
ENDING BALANCE	1/31/2020	\$11,000.99
PENDING CHECKS		
Pending Deposits		
BOOK BALANCE	1/31/2020	\$11,000.99



Beginning Balance as of	1/31/2020	\$11,000.99
INCOME		
	50-50	
	NEW MEMBER	\$15.00
	RENEWALS	\$15.00
EXPENSES		
ENDING BALANCE	2/29/2020	\$11,030.99
PENDING CHECKS		
Pending Deposits		
BOOK BALANCE	2/29/2020	\$11,030.99



**CORVAIR RESCUE!** Last Fall, former club member Tom J contacted the Club for assistance moving several Corvairs off a property in Tolleson (West Valley) to a new storage location. These cars had been parked on the lot of a garage for over twenty years and now they needed to be moved due to a pending sale of the building. Club Members Dave D. Bob K. and Miner F. assisted over several days in late December/early January to move three cars to an RV storage lot approximately 5 miles further west. As part of the move, a fourth Corvair was available for sale. This car was brought to the east valley to Chris S as a project or to be brokered to someone who will restore it. Here are some pictures of the move:



Cars rescued: 1961 8 door Greenbrier; 1962 Lakewood, 1960 Coupe, 1963 Monza 900



**A BLAST FROM THE PAST!** The 1966 Clifton Hill Climb results are in!! The Hill Climb is an open road timed race held in Clifton Arizona (Southeast AZ near New Mexico border) that features 22 corners, over 1.9 miles with 586 feet of elevation gain. This event is sanctioned by the Sports Car Club of America and still attracts cars and drivers from across the southwest to test man and machine. This year's winner (1966) is Doug Roe's #8 Corvair! Surpassing the likes of a 427 Corvette, a Lotus Super 7, a Jaguar, several Cobras, Porphes, Spitfires, Datsuns, and Volvos, Roe posted a time of 94.35 against a field of 60 cars that competed. Other Corvair drivers posted respectable times of 98.75 (Sid Stewart) and 104.05 (Don Flickenger) in the 12<sup>th</sup> anniversary event.

## TAKE IT FROM A WINNER . . .

Some points to help improve your performance

by Doug Roe

After winning overall in a major event, the question is often asked, "How did you do it?" This is particularly true if the name isn't Clark and/or the vehicle isn't a Ferrari, or an equally reputable driver or machine.

The question has been asked and I will attempt to answer by writing my opinions on the subject. Following is a list of the items that are most influential to the results:

1. Choice of vehicle and its compatibility to the event.
2. Preparation and maintenance of the vehicle.
3. Preparation of yourself, the driver.
4. Assistance of others.
5. Luck.

There are very few people capable or willing to maintain a stable of vehicles that would afford the best competition in all types of events. Consequently, we usually end up with one make and model that has but one likeness to all others—that is, its capability of consuming much of your cash and time.

### The Choice of Vehicle

There can be many reasons for our choice and it is certain that finances, styling, preference in handling characteristics, so-called good deals, etc., lead us to our choice more often than the idea of trying to buy or find a versatile, highly competitive, expensive bomb. Generally, a vehicle fitting the latter category ends up being best suited for a specific type competition anyway, so it boils down to the fact that we all have handicaps in certain events. We settle for those compromises and they are good in that it leaves us with an added challenge, which is the name of the game.

### Vehicle Preparation

As we go into a discussion in item two, "preparation of the vehicle", let's hope we can find much time and a little cash, as this is the number one area for improvement in performance. This is not an article which describes preparation and maintenance of your specific vehicle. These are my views on how to do your very best with what you have. If you have scads of horsepower and can pull a g + on the turns, it is certain that victory must be on your mind when running in the amateur league. I suggest, however, you don't dust the mantle or trophy shelf before leaving home unless you have also thoroughly prepared the vehicle. Some little sleeper may upset your plans.

At first thought, safety may seem unrelated to speed, but it is not, so I will dwell in this area considerably. Have you



replaced or carefully checked the spindles, axles, and wheels lately? Are all the suspension and steering components in first rate condition? How about the brakes? Any cracks in structural members or welds? Have you bothered to check?

If you neglect any of these areas and consequently cannot give an enthusiastic "yes" to the question, "Is your car in the best possible condition in all areas of safety?" it will cost you time.

You can not extend yourself fully in your mind you know the vehicle is not A-1. Short cut safety and a psychological barrier will set your limits.

Further clarification of a safe vehicle from that of a vehicle believed to be safe may be necessary. Just because a vehicle passes a technical inspection does not mean it is completely safe. The most unjust thing you can do to yourself is to try and put things over on the safety stewards and technical inspectors. These people that donate their time to look at your vehicle have limitations in that they do not have x-ray eyes or the prerogative to require a complete disassembly of the running gear for their inspection. They do their best to enforce basic safety rules for your protection, and if you play it straight with them and yourself, it will net you top results.

### Driver Preparation

Now we come to our driving. What can really be said? Many styles of driving will be employed and they will be carried off with various degrees of success. Books have been written on the subject. For \$1,000 you can attend a driving school in California that will make you a racer. So they say!

Regardless of the books you read, the courses you take, or your determination, you cannot do your best until experience and self control allow you to relax. Assuming you have good reflexes and suitable makeup to compete, experience in competition is of number one importance. This does not mean the one who has driven the most hills will win Hill Climbs, etc. This does mean, that in order to adapt rapidly to any form of competition, it is necessary to be able to exercise complete self control while under the gun or flag. If competition is close and you are not capable of controlling nervousness or your emotions, you will not function at your maximum efficiency. There must also be complete control over your anxieties and determinations, to prevent over-cooking the course.

Here is the car and the trophy from last year's Hill Climb.

If you have enjoyed any success in golf, bowling, drag racing, ball playing, slolams or any other competitive sport, you already possess the experience of functioning well under pressure, the most important asset to a competitor.

Let's go to the start line for a few moments and go through a run up the hill. We are the next car to pull up on the line. By this time, the pit help or friends have stepped back from performing their helpful duties and have wished you good luck. In the next few fleeting moments you should give your engine gauges a quick look, check switches, your comfort, safety belts and harness. It is good practice to rapidly move your foot from the accelerator to brake pedal several times. This exercise is essential if you only drive the vehicle occasionally. Now you should make an effort to relax completely for just a few seconds. Let your body sort of slump with your hands and arms hanging freely. Take a couple of deep breaths and exhale it slowly. Hopefully, you have timed this so at this point the starter is ready to send you off.

The flag is waved and you are on your way. From now on it's up to you to stay calm, run hard, and exercise smoothness. Remember, smoothness isn't always a matter of whether or not you consistently follow the best line through the turns. It is a matter of whether or not you complete your type runs without tail wagging and swerving. You can't stay on the go button if the vehicle is at an unstable attitude, and winning is often a contest of who spends the greatest percentage of the running time with the aforementioned button fully actuated.

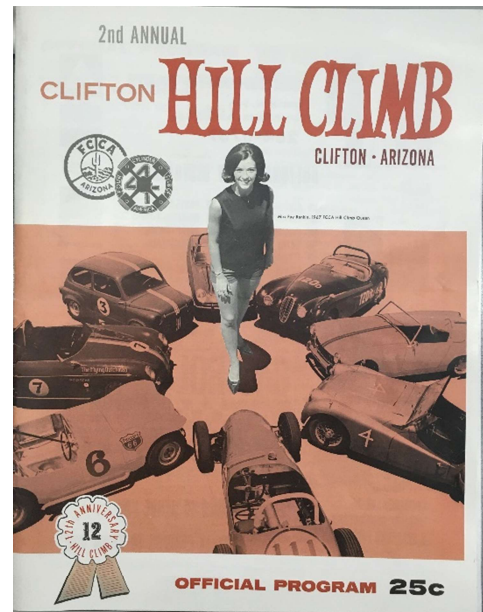
### The Assistance of Others

More often than not, a competitor can get through an event such as a hill climb without assistance from pit personnel. It is often said, too, that money isn't everything, and this is true; but it is darn tough getting by without it. Whether it shows or not, there is a certain nervousness present just prior to a run and nothing helps this more than to be able to talk to someone, have assistance looking up the safety gear, be offered a drink (cold soft drink), or be helped with any one of a dozen mediocre things that crop up.

### Luck

Little needs to be said about this. We all have it in various stages of good and bad. It is my belief, however, that luck in competition is generally created by our actions. Let's plan well and negotiate these plans to the best of our ability and the luck factor will generally be on our side.

Good luck!



## 1966 CLIFTON HILL CLIMB RESULTS

OVERALL WINNERS		DRIVER	TIME
Cal. A	Marquet	Doug Roe	94.35
41	421 Corvette	Don Flickenger	97.15
41A	421 Corvette	John Wagstaff	97.80
P Production			
41	427 Corvette	Dave Preston	97.15
41A	427 Corvette	John Wagstaff	97.80
41B	427 Corvette	John Wagstaff	97.80
41C	427 Corvette	John Wagstaff	97.80
41D	427 Corvette	John Wagstaff	97.80
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41CZ	427 Corvette	John Wagstaff	97.80
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41DJ	427 Corvette	John Wagstaff	97.80
41DK	427 Corvette	John Wagstaff	97.80
41DL	427 Corvette	John Wagstaff	97.80
41DM	427 Corvette	John Wagstaff	97.80
41DN	427 Corvette	John Wagstaff	97.80
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41DQ	427 Corvette	John Wagstaff	97.80
41DR	427 Corvette	John Wagstaff	97.80
41DS	427 Corvette	John Wagstaff	97.80
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41EF	427 Corvette	John Wagstaff	97.80
41EG	427 Corvette	John Wagstaff	97.80
41EH	427 Corvette	John Wagstaff	97.80
41EI	427 Corvette	John Wagstaff	97.80
41EJ	427 Corvette	John Wagstaff	97.80
41EK	427 Corvette	John Wagstaff	97.80
41EL	427 Corvette	John Wagstaff	97.80
41EM	427 Corvette	John Wagstaff	97.80
41EN	427 Corvette	John Wagstaff	97.80
41EO	427 Corvette	John Wagstaff	97.80
41EP	427 Corvette	John Wagstaff	97.80
41EQ	427 Corvette	John Wagstaff	97.80
41ER	427 Corvette	John Wagstaff	97.80
41ES	427 Corvette	John Wagstaff	97.80
41ET	427 Corvette	John Wagstaff	97.80
41EU	427 Corvette	John Wagstaff	97.80
41EV	427 Corvette	John Wagstaff	97.80
41EW	427 Corvette	John Wagstaff	97.80
41EX	427 Corvette	John Wagstaff	97.80
41EY	427 Corvette	John Wagstaff	97.80
41EZ	427 Corvette	John Wagstaff	97.80
41FA	427 Corvette	John Wagstaff	97.80
41FB	427 Corvette	John Wagstaff	97.80
41FC	427 Corvette	John Wagstaff	97.80
41FD	427 Corvette	John Wagstaff	97.80
41FE	427 Corvette	John Wagstaff	97.80
41FF	427 Corvette	John Wagstaff	97.80
41FG	427 Corvette	John Wagstaff	97.80
41FH	427 Corvette	John Wagstaff	97.80
41FI	427 Corvette	John Wagstaff	97.80
41FJ	427 Corvette	John Wagstaff	97.80
41FK	427 Corvette	John Wagstaff	97.80
41FL	427 Corvette	John Wagstaff	97.80
41FM	427 Corvette	John Wagstaff	97.80
41FN	427 Corvette	John Wagstaff	97.80
41FO	427 Corvette	John Wagstaff	97.80
41FP	427 Corvette	John Wagstaff	97.80
41FQ	427 Corvette	John Wagstaff	97.80
41FR	427 Corvette	John Wagstaff	97.80
41FS	427 Corvette	John Wagstaff	97.80
41FT	427 Corvette	John Wagstaff	97.80
41FU	427 Corvette	John Wagstaff	97.80
41FV	427 Corvette	John Wagstaff	97.80
41FW	427 Corvette	John Wagstaff	97.80
41FX	427 Corvette	John Wagstaff	97.80
41FY	427 Corvette	John Wagstaff	97.80
41FZ	427 Corvette	John Wagstaff	97.80
41GA	427 Corvette	John Wagstaff	97.80
41GB	427 Corvette	John Wagstaff	97.80
41GC	427 Corvette	John Wagstaff	97.80
41GD	427 Corvette	John Wagstaff	97.80
41GE	427 Corvette	John Wagstaff	97.80
41GF	427 Corvette	John Wagstaff	97.80
41GG	427 Corvette	John Wagstaff	97.80
41GH	427 Corvette	John Wagstaff	97.80
41GI	427 Corvette	John Wagstaff	97.80
41GJ	427 Corvette	John Wagstaff	97.80
41GK	427 Corvette	John Wagstaff	97.80
41GL	427 Corvette	John Wagstaff	97.80
41GM	427 Corvette	John Wagstaff	97.80
41GN	427 Corvette	John Wagstaff	97.80
41GO	427 Corvette	John Wagstaff	97.80
41GP	427 Corvette	John Wagstaff	97.80
41GQ	427 Corvette	John Wagstaff	97.80
41GR	427 Corvette	John Wagstaff	97.80
41GS	427 Corvette	John Wagstaff	97.80
41GT	427 Corvette	John Wagstaff	97.80
41GU	427 Corvette	John Wagstaff	97.80
41GV	427 Corvette	John Wagstaff	97.80
41GW	427 Corvette	John Wagstaff	97.80
41GX	427 Corvette	John Wagstaff	97.80
41GY	427 Corvette	John Wagstaff	97.80
41GZ	427 Corvette	John Wagstaff	97.80
41HA	427 Corvette	John Wagstaff	97.80
41HB	427 Corvette	John Wagstaff	97.80
41HC	427 Corvette	John Wagstaff	97.80
41HD	427 Corvette	John Wagstaff	97.80
41HE	427 Corvette	John Wagstaff	97.80
41HF	427 Corvette	John Wagstaff	97.80
41HG	427 Corvette	John Wagstaff	97.80
41HH	427 Corvette	John Wagstaff	97.80
41HI	427 Corvette	John Wagstaff	97.80
41HJ	427 Corvette	John Wagstaff	97.80
41HK	427 Corvette	John Wagstaff	97.80
41HL	427 Corvette	John Wagstaff	97.80
41HM	427 Corvette	John Wagstaff	97.80
41HN	427 Corvette	John Wagstaff	97.80
41HO	427 Corvette	John Wagstaff	97.80
41HP	427 Corvette	John Wagstaff	97.80
41HQ	427 Corvette	John Wagstaff	97.80
41HR	427 Corvette	John Wagstaff	97.80
41HS	427 Corvette	John Wagstaff	97.80
41HT	427 Corvette	John Wagstaff	97.80
41HU	427 Corvette	John Wagstaff	97.80
41HV	427 Corvette	John Wagstaff	97.80
41HW	427 Corvette	John Wagstaff	97.80
41HX	427 Corvette	John Wagstaff	97.80
41HY	427 Corvette	John Wagstaff	97.80
41HZ	427 Corvette	John Wagstaff	97.80
41IA	427 Corvette	John Wagstaff	97.80
41IB	427 Corvette	John Wagstaff	97.80
41IC	427 Corvette	John Wagstaff	97.80
41ID	427 Corvette	John Wagstaff	97.80
41IE	427 Corvette	John Wagstaff	97.80
41IF	427 Corvette	John Wagstaff	97.80
41IG	427 Corvette	John Wagstaff	97.80
41IH	427 Corvette	John Wagstaff	97.80
41II	427 Corvette	John Wagstaff	97.80
41IJ	427 Corvette	John Wagstaff	97.80
41IK	427 Corvette	John Wagstaff	97.80
41IL	427 Corvette	John Wagstaff	97.80
41IM	427 Corvette	John Wagstaff	97.80
41IN	427 Corvette	John Wagstaff	97.80
41IO	427 Corvette	John Wagstaff	97.80
41IP	427 Corvette	John Wagstaff	97.80
41IQ	427 Corvette	John Wagstaff	97.80
41IR	427 Corvette	John Wagstaff	97.80
41IS	427 Corvette	John Wagstaff	97.80
41IT	427 Corvette	John Wagstaff	97.80
41IU	427 Corvette	John Wagstaff	97.80
41IV	427 Corvette	John Wagstaff	97.80
41IW	427 Corvette	John Wagstaff	97.80
41IX	427 Corvette	John Wagstaff	97.80
41IY	427 Corvette	John Wagstaff	97.80
41IZ	427 Corvette	John Wagstaff	97.80
41JA	427 Corvette	John Wagstaff	97.80
41JB	427 Corvette	John Wagstaff	97.80
41JC	427 Corvette	John Wagstaff	97.80
41JD	427 Corvette	John Wagstaff	97.80
41JE	427 Corvette	John Wagstaff	97.80
41JF	427 Corvette	John Wagstaff	97.80
41JG	427 Corvette	John Wagstaff	97.80
41JH	427 Corvette	John Wagstaff	97.80
41JI	427 Corvette	John Wagstaff	97.80
41JJ	427 Corvette	John Wagstaff	97.80
41JK	427 Corvette	John Wagstaff	97.80
41JL	427 Corvette	John Wagstaff	97.80
41JM	427 Corvette	John Wagstaff	97.80
41JN	427 Corvette	John Wagstaff	97.80
41JO	427 Corvette	John Wagstaff	97.80
41JP	427 Corvette	John Wagstaff	97.80
41JQ	427 Corvette	John Wagstaff	97.80
41JR	427 Corvette	John Wagstaff	97.80
41JS	427 Corvette	John Wagstaff	97.80
41JT	427 Corvette	John Wagstaff	97.80
41JU	427 Corvette	John Wagstaff	97.80
41JV	427 Corvette	John Wagstaff	97.80
41JW	427 Corvette	John Wagstaff	97.80
41JX	427 Corvette	John Wagstaff	97.80
41JY	427 Corvette	John Wagstaff	97.80
41JZ	427 Corvette	John Wagstaff	97.80
41KA	427 Corvette	John Wagstaff	97.80
41KB	427 Corvette	John Wagstaff	97.80
41KC	427 Corvette	John Wagstaff	97.80
41KD	427 Corvette	John Wagstaff	97.80
41KE	427 Corvette	John Wagstaff	97.80
41KF	427 Corvette	John Wagstaff	97.80
41KG	427 Corvette	John Wagstaff	97.80
41KH	427 Corvette	John Wagstaff	97.80
41KI	427 Corvette	John Wagstaff	97.80
41KJ	427 Corvette	John Wagstaff	97.80
41KL	427 Corvette	John Wagstaff	97.80
41KM	427 Corvette	John Wagstaff	97.80
41KN	427 Corvette	John Wagstaff	97.80
41KO	427 Corvette	John Wagstaff	97.80
41KP	427 Corvette	John Wagstaff	97.80
41KQ	427 Corvette	John Wagstaff	97.80
41KR	427 Corvette	John Wagstaff	97.80
41KS	427 Corvette	John Wagstaff	97.80
41KT	427 Corvette	John Wagstaff	97.80
41KU	427 Corvette	John Wagstaff	97.80
41KV	427 Corvette	John Wagstaff	97.80
41KW	427 Corvette	John Wagstaff	97.80
41KX	427 Corvette	John Wagstaff	97.80
41KY	427 Corvette	John Wagstaff	97.80
41KZ	427 Corvette	John Wagstaff	97.80
41LA	427 Corvette		



## 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:
President	<b>David Dean</b> <a href="mailto:dr.dean@cox.net">dr.dean@cox.net</a>	<b>Miner Fleming</b>
Vice President	<b>Dave Wenzlick</b>	<b>Chris Slonecker</b>
Treasurer	<b>Joe Lewis</b>	<b>Bob Keiser</b>
Secretary	<b>Nancy Pastore</b>	

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

### Membership Dues:

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



### Meeting room generously provided by:

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



<https://www.facebook.com/search/top/?q=arizona%20corvair%20gatherings>

<https://www.facebook.com/groups/239893616189038/>

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**UPCOMING Club Meetings:**

March 4	Regular Club Meeting @ Earnhardt Chevrolet 7PM
March 7	Chester's Classic Car Show – Melrose District, Phoenix
March 14	7th Annual Caliente Clowns Car Show – Florence, AZ
March 21	Catch-A-Wave Car Show - Tempe COP's Classics & Custom – San Tan Valley Cruiz'n to the Lakes - Goodyear
April 4	Annual CCC picnic Tumbleweed Park - Chandler
May 6	Regular Club Meeting @ Earnhardt Chevrolet 7PM

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Preserving Chevy's Rear Engine Fun Car

*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**



Name

Street Address

City, ST ZIP Code

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