

Fanbelt Flyer

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

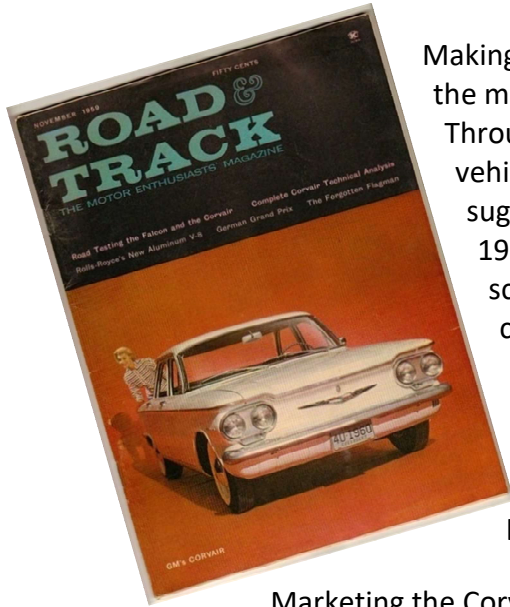
October 2019

Volume: 56, Issue: 7



From the President's Garage - By David Dean

"No one will know what the full effects of a car like the Corvair will have on the market. It all depends on the economy and how good a sales job our dealers do...." - Chevrolet General Manager Edward N. Cole, September 1959.



Making its debut October 2nd, 1959, the revolutionary Corvair ushered one of the most significant and storied decades in American automobile history. Throughout the 1950s, most American auto manufacturers made large vehicles. Imports from Europe such as Volkswagen, Renault, and Fiat suggested there was a market in the U.S. for smaller, economical cars. In 1959-1960, major auto makers planned to introduce "compact" brands - scaled-down versions of the conventional American car, using four- or six-cylinder engines instead of V-8s with bodies about 20% smaller than standard cars. With American Motors' Rambler and struggling Studebaker's Lark already in the marketplace, economy cars started to gain traction with consumers. In 1960, Ford introduced the Falcon and Chrysler released the Plymouth Valiant. General Motors took a different path: the Chevrolet Corvair.

Marketing the Corvair as a compact car that featured a lot of new innovations including a 6-cylinder, rear mounted, air-cooled engine, combined with a transmission differential unit and independent all-wheel suspension, Chief Engineer Mr. H.F. Barr said: "The Corvair represents a breakthrough in compact car designs by starting with a clean slate, taking advantage of recent technological advances in automotive and allied fields. Chevrolet engineers have designed a new kind of car that meets a combination of requirements that as recently as five years ago would have been impossible to satisfy." This was a highly unusual domestic car, featuring the compact horizontally opposed piston engine design like Porsche and VW Beetle motors.

In January 1960, (Corvair project head) Kai Hansen told a meeting of the Society of Automotive Engineers: "Our first objective, once the decision was made to design a smaller, lighter car, was to attain good styling proportions. Merely shortening the wheelbase and front and rear overhang was not acceptable. To permit lower overall height and to accommodate six adult passengers, the floor hump for the drive shaft had to go. Eliminating the conventional drive shaft made it essential then that the car have either rear-engine, rear-drive or front-engine, front-drive. Before making a



decision, all types of European cars were studied, including front-engine, front-drive designs. None measured up to our standards of road performance."

The Corvair was the product of a nine-year research and development program aimed at designing a compact car which was low in initial cost. The Corvair models offered the consumer stainless steel hub caps with a circular depressed center area with the name Chevrolet on the hubcap which looked great for the consumer market. Horizontal inlet louvers on the engine compartment lid would admit the cooling air to the engine and added design interest for the customer as well. The Chevrolet nameplate was located on the rear deck lid. The letters were highlighted in bright block letters that provided a vehicle identification for its models. Another advantage that the Corvair models offered was the luggage compartment located in the front of the vehicle. This area provided more than 15.6 cubic feet of space along with an optional folding rear seat that could be used by the passenger as well as the driver.



Car and Driver magazine said the new Corvair was "undoubtedly the sexiest-looking American car of the new crop and possibly one of the most handsome cars in the world." A veteran auto photographer said, "It's simply impossible to photograph this car from an angle that makes it look (bad.) I don't know any other mass-production car from its period that you could say that about." In November 1959, *Car Life* magazine declared the "Corvair represents the greatest collective engineering change made to any American automobile in the past forty years."

Happy 60th Birthday Corvair,
David "Doc" Dean

Alex's 62 Project (Part 5)



Well club members Alex has been saving all summer and with a little help from Dad, Grandpa, and his mentor Gary, the parts fairy delivered. From a new muffler to engine gaskets and a refurbished generator the accumulation of parts has come to fruition. We are looking forward to a fall of learning and assembling the engine, transmission and rear end.



Alex has his birthday over the summer and is 14 now and got braces for a winning



smile. Alex is very thankful and appreciative of all your help and support. He can't wait for a driver's permit and cruising his 62' 700 with the club.

Mark Your Calendars!!

San Diego Corvair Club

presents...



San Diego, CA July 6th - 11th 2020

Special Birthday wishes to Charlie Dye. Born October 2, 1927 (yes, the same day as the Corvair thirty two years later), Charlie is nearly synonymous with the Corvair in circles across the country.

Charlie has been staying with John S in Apache Junction.

Cards and well wishes can be sent to:

Charlie Dye
c/o John Seaman
1043 W. Roundup St.
Apache Junction, AZ 85119

Happy
BirthDay



Minor Work Replacing a Transmission Input Seal with Miner F.

On Saturday, September 21, Doc and Miner tackled a small oil leak from his Rampside transmission. Ready for the day, Miner had already set the vehicle on jack stands and disconnected the powertrain from the rest of the truck.



In very little time, the drivetrain was out in one piece. Resting on a motorcycle jack, they used an engine hoist to set the motor and transmission assembly on a hydraulic lift table then moved the three components to the workbench.



On the workbench, the muffler mounting bracket was removed (involving removing other sheet metal) in preparation of swapping the exhaust from a single to dual mufflers. The transmission, differential, and motor were separated from each other and the leak culprit removed using a specific bushing puller. Close inspection suggests that the small leak was caused by the rubber part inside the



seal being out-of-round based on the wear pattern. After installing a new seal, the three components were reassembled with new gaskets. The installation was simply a reversal of the removal steps.

Total time was about 6 hours including a break for bratwursts on the grill and yummy crab salad.



Bushing Removal Tool



Cactus Corvair Club Meeting Sept 4, 2019 Secretary's Report by Nancy P:

The Cactus Corvair Club re-convened after summer break on September 4, 2019. The meeting was called to order at 7:02 PM by club president David D.

Old Business

Minutes from our May meeting were read and accepted.

The Treasury Report was given and accepted.

David D. had sent out the latest Fanbelt Flyer, but the link failed to work; he will fix immediately.

Linda had gone to the CORSA Convention in St. Charles, Illinois during the last week of July. She was able to sell a lot of her mother's NOS parts. She gave a description of what the event was like and made a very nice binder of photos from it which she passed around for all to see.

New Business

As we head into prime "driving season", there are many events planned for the fall and winter. Some we know of at this time are:

- Sept 21 at Mesa Marketplace, car show to benefit the Humane Society
- Oct 12 in Glendale, Oasis Classic Car Show featuring the Temptations
- Oct 12, American Legion Post 35 in Chandler. Awesome raffles!
- Oct 25-27, Fanbelt Toss in Palm Springs, CA
- Nov. 2: CCA All-Chevy Show in Tucson
- Nov. 9: Cruise-In at the Pavillions in Scottsdale, sponsored by CCC.
- Nov 15-17: Goodguys show, Scottsdale
- Dec 7: Cars for Canines and Cats in Queen Creek
- Dec 14: CCC Christmas Party at Chris' house

There will also be other "Fun Run" events, and club members are asked to come up with ideas as we progress through the season.

Linda told us that the 2020 CORSA convention will be held in San Diego July 6-11 and that the organizers are currently looking for volunteers to assist with jobs such as registration, assisting vendors, manning rally checkpoints, etc. She also said there is a lot to see and do in the San Diego area while participants are there, so this will definitely be a fun event to attend. Anyone interested in volunteering should contact David D. who will put you in touch with the right people.

On Sept. 7 at 2:30 A.M. on Turner Classic Movies channel, there will be a 15-minute educational short aired called "The Corvair In Action". Set your DVRs to record!

Chris brought up the 24 Hours of Lemons racing in an attempt to drum up enthusiasm for club involvement in a low-budget race team.

Closing Thoughts

Chris won the 50/50 raffle. The meeting was adjourned at 8:02 P.M.



EARNHARDT
"NO BULL" SINCE 1951

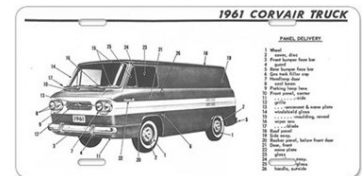
Thorobred Chevrolet is Now
EARNHARDT CHEVROLET

Sales: (602) 626-9500 Service: (602) 635-9157

CHEVROLET

Treasurer's Report: September 2019 by Joe Lewis

Beginning Balance as of	8/31/2019	\$11,023.99
INCOME		
50-50	\$29.00	
NEW MEMBER	\$	
RENEWALS	\$15.00	
EXPENSES		
ENDING BALANCE	9/30/2019	\$11,067.99
PENDING CHECKS		
Pending Deposits		
BOOK BALANCE	9/30/2019	\$11,067.99



Clark's
Corvair Parts®

Site of the World's Largest
Corvair Parts Supplier
Since 1973

**ARIZONA CORVAIR CORRAL**

1043 W. Roundup St
Apache Junction, AZ 85120
New, Used, and NOS
Parts and Repairs
480-242-1211

Gary Sudbeck

Corvair
Repairs and Rebuilds
(480)827-2065



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	David Dean dr.dean@cox.net	Miner Fleming
Vice President	Dave Wenzlick	Chris Slonecker
Treasurer	Joe Lewis	Gary Sudbeck
Secretary	Nancy Pastore	

Webmaster Dave W. 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/>

UPCOMING Club Meetings:

October 2 Regular Club Meeting - Earnhardt Chevrolet – 7PM

October 12 American Legion Post 35 Car Show - Chandler

October 25-27 Great Western Fan-Belt Toss – Palm Springs

November 9 Corvair Cruise-In (Regular Club Meeting) - Pavillions

November 15-17 Goodguys Speedway Motors Southwest Nationals

March 9 Caliente Clowns Car Show - Florence



Preserving Chevy's Rear Engine Fun Car

We're on the Web!

Visit us at:

www.cactuscorvairclub.com

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.*

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



Name

Street Address

City, ST ZIP Code