

Cactus Corvair Club

Fanbelt Flyer Online

October 2016

Prez Sez by John Seaman

We had a great show of people at our last meeting. Everything is set for our October Show. I have received a lot of stuff to give away. David Dean and Gary both have a few things too. I sent an email to the Tucson Club, not known how many will come out. Weather is supposed to be in our favor so hopefully we will have a great show. We were going to have a Corvair powered personal helicopter at the show but he had forgot about an air show up north so he cannot make it. See Mary's Secretary's report for anything I may have missed.

December will be my last meeting as I did not want to do the president for another year. I built the club from 22 people on our roster to I think 53 or so now so I hope we can keep growing and getting better. We have had a few good things happen in our club. We brought back the Lost Dutchmen lunch cookout. We have had a few cruises thanks to a few members setting them up. We are blessed to have one of the youngest members of any of the clubs that I have been in touch with. Go Johnathan Wop Wop Wop!

I want to welcome our newest members to our club. Chris Slonecker and Bob Newsom. Thanks to everyone for being a big part of the greatest Corvair car club in the world. John Seaman your Prez.



1965 140 Corsa

Treasurer's Report by Joe Lewis

CACTUS CORVAIR CLUB Treasurer's Report September 2016			
Beginning Balance as of	8/30/2016		\$3,018.20
INCOME			
50-50			\$ 23.00
RENEWALS			
NEW MEMBERS			\$ 30.00
EXPENSES			
Web fee/advertisement for show			\$ (80.34)
ENDING BALANCE	9/30/2016		<u>\$2,990.86</u>
PENDING CHECKS			
Pending Deposits			
BOOK BALANCE	9/30/2016		<u>\$2,990.86</u>
<u>Dues paid this month for 2017</u>			
Robert Newsom			
Christopher Slonecker			

Secretary's Report by Mary Seaman

Sept. 7, 2016

John opened the meeting at 7:00 PM

We had 2 guests at the meeting that wanted to join the club.

Chris Sloneeker- has a 66 Monza- Chris gave us a little information about himself and the car. A motion was made by Jim J. to accept him as a member and was seconded by Bill R. The motion was passed by the membership.

Bob Newsom- he bought Dave Barr's car and was interested in Jim J. convertible. He gave us a little information about himself. A motion was made by Dave D. to accept him in as a member and was seconded by Jim J. The motion was passed by the membership.

Joe read the treasure's report and John read the secretary's report. Dave D motioned that they be accepted as read, it was seconded by Gary S. The membership voted and they were accepted.

John opened up the floor for nominations for office.

Dave W. nominated Dave D. for president and Joe L. seconded it.

Dave D. nominated Miner (who was not at the meeting) for Vice President. John reached out to him by phone to see if he would consider the nomination but Miner declined.

Jim J. stated that he would be willing to take on the Vice President position and Dave D. motioned to have him considered.

Dave W. stated that he would be willing to take the Secretary's position.

Joe L. stated he is willing to stay as Treasurer.

John reached out to the membership to see if there were any additional people that wanted to run for office, no one offered. Voting will be at the Oct. meeting during the Anniversary Car Show on Oct. 1st.

Old Business

John started with the Cactus Corvair Anniversary Car show. It will be held at Earnhardt Chevrolet who bought out Thorobred this past summer. It will be on Oct. 1st.

Dave W. stated that Earnhardt is giving the club a banner to display at our outings once the design has been settle by the marketing department. However it will not be there for the car show. Dave said that he and Joe bought some banners and would bring them to the show. John said that he found in the club van an additional banner that the club used when they were out at Christown Mall and would bring that also.

Next item for the Car Show was voting on the trophies. Joe L. went over the options, the group discussed it and it was voted on by membership present. The result was there would only be 1st place trophies given out in the catagories, early model, late model, forward control truck/vans and wagons and then 1st place for best of show. Dave W. is going to update the flyer to indicate the number of trophies that will be given out based on the vote. Presently the flyer has 7 and it was for 1,2 and 3rd place for early and late only.

Participation dash plaques were brought up and approved by the membership for the show also.

Advertising the car show was addressed next. There was a motion brought up by Joe L. to allow the advertising expenses be reimbursed to Dave W. in the amount of \$50.00. Dave W. already placed the car show on the Corvair forums and on the Cruisin' Arizona site out of his own pocket. The motion was seconded by Dave D. and the motion was passed by the membership.

Bill R. suggested that next year we set up a membership committee so that some of the issues discussed at the meeting can be addressed earlier to allow time for planning since the group takes the summer office. It was voted on by membership and approved.

Larry S. is going to reach out to the paper and see about getting the car show listed in the events section.

John asked if the group wanted him to bring the Corvair boat or not, as it has been several years since he brought it. The group welcomed that opportunity. John stated there is also a possibility of an Ultra Van and Helicopter. He is going to check with the owners to see if they can make it.

The time schedule was discussed and the time as listed on the website was approved.

The group will be having lunch after the car show like we did last year. Dave D. is checking with LaFamilia Restaurant to see if they are able to accommodate us again. Update will be given during the meeting at the car show. Dave D, Gary S. and John S. are working on getting prizes for the show.

John moved onto the last old business item that we had to cover. How to honor Larry with the funds raised. There will be an etched glass memorial bought that will be displayed at the airport where he worked for so many years. There will be a committee consisting of Gary S., John S. and Dave D. that will oversee the design and wording on the glass. If there are any funds left over from the money raised, it will be donated to the Corvair Preservation Fund in Larry's name.

New Business

Dave W. offered to take the Cut-A-Way car to Palm Springs to display. John S. said that he will get it ready for him to take.

Dave W. renewed the domain name on the website this past summer and is going to be reimbursed the expenses.

Dave W. stated that he is going to contact Clark's about the advertising that is done in the newsletter.

The group approved having the Oct. meeting during the car show.

TECH Session:

Jim J. brought in a part from a mechanical fuel pump to show the group. He was driving when the part broke at the light and his spare was at home in the garage. He shared that experience with us.

50/50 was won by Dave D.

The meeting was adjourned at 7:56

Sincerely,

Mary A. Seaman

Dateline.... October 1, 1967: The Impossible Dream

by David Dean



1967 Chevrolet Corvair Monza

This year we celebrate the anniversary of the 1967 Chevrolet Corvair. With the introduction of the Chevy's new Camaro, competition from the increasingly popular Ford Mustang (and other muscle cars), and the continuing dogged publicity from Ralph Nader's *Unsafe at Any Speed*, the 1967 Corvair marks a significant departure from the 1966 production numbers to just 27,253 cars. 1967 retired the Corsa trim line and divided production between coupes (77%) and sedans (22%); 500s (44%) and Monzas (55%); and only 7% convertibles. We celebrate the 1967 model year with a look back...

1967 was dominated by America's continued presence in Southeast Asia as American troops increased to 475,000 serving in Vietnam. Peace rallies and protests at home also increased. In the middle east Israel also went to war with Syria, Egypt, and Jordan in the six day war. And not unlike today, the country was torn by social issues, riots, and discontent.

1967 saw the Beatles continue their reign with the release of the album *Sgt. Peppers Lonely Heart Club Band*, while the The Grateful Dead, Jefferson Airplane, and The Byrds reinvented popular and rock music. *Rolling Stone* magazine made its debut, as did Pink Floyd who arrived in New York City for their first tour of North America. We also cannot forget the fashion sensation Twiggy and mini skirts, though the short-lived paper clothing trend thankfully held no future.

The most popular movies of 1967 included *The Graduate*, Disney's animated classic *The Jungle Book*, *Guess Who's Coming to Dinner*, *Bonnie and Clyde*, *Casino Royale*, *Cool Hand Luke*, and *The Dirty Dozen*. Rod Steiger won the best actor Academy Award for *In the Heat of the Night*, which also won best picture. Best actress went to Katharine Hepburn.

The Doors and the Beatles saw chart-topping success with their hits *Light my Fire*, *All You Need is Love* and *Strawberry Fields Forever*, only to be outsold by a pop television band, The Monkees and their hit *I'm a Believer*. Television shows *Ironside* and *Mannix* made their debut while the finale of *The Fugitive* was one of the most watched episodes of the decade.

In sports, the Boston Red Sox pulled off the unexpected. Not since 1918 had the Red Sox had a winning team, and

they'd finished in ninth place in 1966, just a half-game ahead of the last-place Yankees. Under new manager Dick Williams, the '67 Sox played .500 ball for three months, but after the All-Star break, they reeled off a ten-game winning streak that catapulted them from fifth place to second. When they unexpectedly reached first place on August 22, some fans dared believe they had a chance to win the pennant. It became the summer of the "Impossible Dream."

Boston would go on to lose the World Series to the St. Louis Cardinals 4-3 as game 7 between the "gunslingers," Bob Gibson and Jim Lonborg met for the final duel. Both pitchers were 2-0 in the Series with Gibson giving up four hits in eighteen innings and Lonborg surrendering a single run and four hits in his eighteen. Pitching on three days rest (to his rivals two) the Cardinal ace clearly dominated the finale, permitting only three hits, striking out ten batters and even adding a homerun blast of his own in the fifth. Julian Javier added a three run shot off Lonborg in the sixth and Gibson cruised to the decisive 7-2 victory. He now boasted a 5-1 record and a 2.00 ERA in World Series competition, with fifty-seven strikeouts in fifty-four innings and only thirty-seven hits allowed.

Finally, 1967 saw the world's first heart transplant, the first ATM, and the maiden flight of the Boeing 737. For the 1967 Corvair, there were several notable changes. This model year was the first with a collapsible steering column. A dual circuit master cylinder with warning light, nylon reinforced brake hoses, stronger steel (instead of aluminum) door hinges, "mushroomed" instrument panel knobs and a vinyl-edged day/night mirror were all made standard equipment. Bucket seats in Monza models were now of the same "thin shell" design as those on the new Camaro. Chevrolet introduced a 50,000 mi (80,000 km) engine warranty on all Chevrolet models including the Corvair. Chevrolet was also still actively marketing the car, with color print ads and an "I Love My Corvair" bumper sticker campaign. With the drop in production, and sales continuing to fall off drastically, the Corvair may have become its own impossible dream. As one brochure for the 1967 Corvair noted: "What a pity some people go a lifetime without ever choosing a car just because it's a pure joy to drive."

To you drivers who really love driving,
this could be the most welcome
new car of the year

'67 Corvair

The rear-engine road car



Corvair 500 Sport Coupe, America's lowest priced hardtop—\$2128*



New dual master cylinder brakes—Separate hydraulic systems, one for front brakes and one for rear brakes, mean that one set keeps working even if the other doesn't (an unlikely event). Red light on instrument panel warns of any pressure imbalance between the two systems.



New oval steering wheel—This easy-to-grip wheel sits atop the GM-developed energy-absorbing steering column—one of many new standard safety features. Others include 4-way hazard warning flashes and a lane-change feature incorporated in direction signal control.

*Manufacturer's suggested list price for Corvair 500 Sport Coupe (model 10137). To this price add white-wall tires \$28.20, and wheel covers \$21.10, which are illustrated on Madeira Maroon Corvair in foreground. All prices include Federal Excise Tax and suggested dealer delivery and handling charge (transportation charges, accessories, other optional equipment, state and local taxes additional).

Here it is—with its steering as crisp and precise as ever, its independent suspension as poised and flat-riding as ever, its styling as clean and sweet as ever. Plus new safety and convenience features that'll add to your delight in driving it. We who build Corvair wouldn't have it any other way. And we know you drivers who really love driving wouldn't, either.

CHEVROLET

What a pity some people go a lifetime without ever choosing a car just because it's a pure joy to drive.



(Especially when it also happens to be America's lowest priced hardtop)

Corvair 500 Sport Coupe—with vinyl-upholstered Body by Fisher interior

Everyone should have at least one love affair with a car like this new Corvair.

And that can happen the minute you feel how responsive its steering is. Or feel its even-keeled four-wheel independent suspension ride through a curve. It can also happen for a lot of practical reasons—like the way its

rear-engine traction grabs hold and goes, even in mud or snow.

There are lots of little touches you'll like, too—such as the new tapered Strato-bucket seats in Monza models. Also, you'll find extra peace of mind in the new standard safety features, including the new GM-developed energy-absorbing steering column,

four-way hazard warning flasher, dual master cylinder brake system with warning light, and passenger-guard door locks on all doors.

And if you happen to like to save money, you've got one more little reason for choosing a car that's such a joy to drive. The price.



'67 Corvair

The rear-engine road car

Priced to sell at
\$2000.00 O.B.O.

mspeed@island.net

Didn't Porche Design the Corvair?

Here's an interesting article that appeared in the February 2016 issue of [Excellence](#) magazine. Due to copyright laws it can't be reproduced here but you can click this link and read it online in [Excellence Magazine](#). Thanks to Larry S. for suggesting it for the newsletter.

[If you have an article or story you would like to tell about your Corvair, please contact Dave W.](#)



Dave W.'s first Corvair at a mall show in 1982 Indianapolis

