

On the Air

Newsletter of the Arkansas Corvair Club ■ CORSA Chapter 722

October 2003

Volume 16, Issue 10

Celebrate the American Automobile in Mena, October 10 - 12

Join fellow ACC members for a fun fall weekend in the Ouachita Mountains of Polk County

On the weekend of **October 10-11**, a group of Arkansas Corvair enthusiasts will chart a new direction, when we travel to scenic Mena, AR, in Polk County, to participate in a car show and swap meet rightfully titled, *Celebrate the American Automobile*.

Many ACC members will be staying at the Sun Country Inn. We hope more of you can join us. The Inn offers comfortable rooms at reasonable rates. The Inn's address is 1309 Highway 71 North, Mena, 71953.

For reservations, visit the inn's Web site, www.suncountryinn.com. Or phone 470 394-7477 or 877 394-7477.

The *Celebrate the American Automobile* car show is billed as featuring 40 car-show classes, including "1960-69 Chevrolet Corvair, all models, stock, custom, and race." Three trophies will be offered for every class, so our Corvair club should be in the running for at least three awards.

The weekend event also will include a variety of activities, including museum and factory tours, a gospel music show, poker run, swap meet and vendor displays, a burnout con-

test, food vendors, and family fun.

American Performance is a small business, in Mena, operated by Alan and Donna Drewry.

The Drewrys got their start in business as a hobby, twenty years ago, buying and selling American classic and performance cars and trucks.

After Alan retired from a telecommunications company, in 1999, they started American Performance. Their goal was to turn their hobby into a business that would enable them to travel around the United States.

The couple attends more than twenty national and regional car shows each year, where they feature one of their classic cars. They carry over 120 screen print designs and custom sublimation transfers and custom embroidery on shirts, hats, coffee cups, mouse pads, and more. They also offer over 150 different die cast miniatures for classic cars and trucks in 1:24 and 1:18 scale.

For more information about the car show, visit www.amperformance.com. ■

Hard luck at Summit Point is rewarded in Carlisle

Stew MacLeod

I don't consider that my Hard Luck award really involved *hard* luck. It was more like elective surgery with a favorable outcome.

We left Little Rock at the crack of noon on Saturday, as I had to be in Winchester, Virginia by 1:00 p.m., on Sunday, to get the car through tech inspection for time trials at Summit Point Raceway. We made it with time to spare, after getting a few hours sleep in Southern Virginia.

I earned the long distance award (1,007 miles) for driving (not trailering) the car to the race track event.

On Monday before the convention, I ran the track event at Summit Point. I did practice laps all morning, staying out for 30 minutes or more of hot laps at a time.

According to the Northeast Corvair Council web site, I tied for number one on the Iron Man list for most practice laps run, at 47 laps or 94 track miles. I can't believe I didn't run out of gas, since most of each lap the engine was running between 4,000 to 6,500 rpm; not at all conducive to good gas mileage.

Summit Point is a two-mile track

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"Corvairs bring friends together."

Hard Luck *continued*

with really challenging turns (one aptly named the carousel) and a 3,000-foot front straightaway. I was running 105-110 mph down the straight. The racing cars were much faster.

The car ran great, turning lap times around 1:51. However, I came in from the last practice session and noticed a trail of dark liquid behind the car that turned out to be gear lube, pouring in a steady stream from the bell housing. A bad sign. I missed my official timed runs in the afternoon.

While at the track, I ran into Ken Hand. Ken does mobile Corvair repairs and had a floor jack and jack stands, so I hired him to help pull the engine and replace the input shaft seal when we got to Carlisle. So I carefully drove the 20 miles back to the motel, looked under the car and noticed only a couple drops from the bell housing. The next day, I filled the differential with 90 weight and drove the 95 miles to Carlisle, stopping halfway to check for leaks. No drips to speak of. This was a mystery because I had a massive leak at the track that now seemed cured.

After arriving in Carlisle, I parked the car across from Ken Hand's vendor space at the convention swap meet, and we—with George Koenig's help—pulled the engine on Tuesday evening. Strangely, the clutch was dry, no gear lube.

Typically, if the input shaft seal leaks, it soaks the clutch. So, the origin of this huge gear lube leak at the track was still a mystery. At this point we found metal chunks in the bell housing, so we took the pressure plate off and found the spacer ring behind the friction face was one third gone. This probably was unrelated to the leak; possibly a defective part, or too many rpms on the track. By now it was getting late and we still had to solve the mystery of the gear lube leak. We decided to sleep on it.

The next morning Ken said he stayed awake half the night considering the mysterious leak. His first step that morning was to clean the clutch side of the differential casing with brake clean. As the casing was degreased, he discovered an area near the bottom that appeared to slowly become wet again, after the solvent evaporated. After repeatedly spraying the area with solvent, letting it dry and watching it get wet again, Ken concluded that it was cracked differential case. Mystery solved.

The rear suspension strut rods as well as the drive axles attach to the differential. The long, hard high-speed turns on the race track exert considerable lateral forces on the differential case, which caused the crack to open and dumped large volumes of gear lube into the bell housing. In normal street driving these forces were mini-

mal and the crack stayed closed, so no leak under non-racing conditions.

We were able to purchase a 66 transaxle at the convention swap meet for only \$75.00. While I was under the car unbolting my existing transaxle, Ken sold the Saginaw 4-speed from the replacement for \$100.00. A welcome windfall. We were able to install the new differen-

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Happy Birthday
to our ACC associates
born in October.

Charles Springer
October 4

Brenda Gates
JB King
October 6

Carol Armstrong
October 28

James Carter
October 30

Happy Anniversary
to
the 1960 Corvair
October 2 (44 years)

Jef & Linda Higdon
October 2

Chuck & Mary Jolley
October 4

Bill & Cathy Smith
October 11 (28 years)

ACC Dues Alert

In an effort to keep everyone informed about the status of your ACC membership dues, we publish a membership *Dues Alert* in every issue of *On the Air*.

The *Dues Alert* lists names of members who are past due, those due for the current month, and those due the following month.

Dues are **\$20.00** for regular membership and **\$15.00** for associate members. Please mail payments to: **Arkansas Corvair Club, P.O. Box 627, Little Rock, AR 72203.**

Here are the names that are **past due** and due in **October**.

Past Due Bob Berry
Bill Reves
Warren Rogers

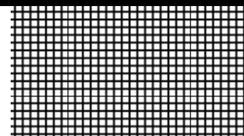
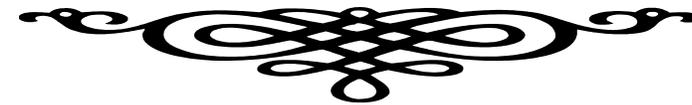
Due Oct Jim Agee
Ricky Grant

Please disregard if you've already paid or mailed your check. **We appreciate your support.** ■

ACC September Meeting Minutes



JB King



Old Business

Our club was pleased to have a good showing at the 2nd Annual Cruisin' for a Cure, a fundraiser for prostate cancer, on Saturday, September 16, at the Riverfront in North Little Rock. We had six Corvairs in the show and were delighted to have many people stop by, admire, and chat with us about the cars.

Five Corvairs participated in the Cruisin' for a Cure parade, consisting of several hundred cars. The parade proceeded from the Riverfront across the Arkansas River, ending at the LR River Market where a hamburger bash and dance were held.

In other old business, Cathy en-

couraged all members to join our ACC group in Mena, the weekend of October 10-12, to participate in a car show and related activities. We expect to have a sizable number representing our club in Mena. This should be a fun fall family event.

New Business

Jeri Bob King suggested that our club plan a weekend event, in April 2004, in Mountain View. The proposed date is April 23-25. Members voted to get more information and discuss the Mountain View event further at our October meeting.

Our next meeting will be Tuesday, October 21, at Just Like Mom's.

There being no further business, the meeting was adjourned.

Respectfully submitted,

JB King

The Arkansas Corvair Club met at Just Like Mom's restaurant, on Kiehl Avenue, in Sherwood, on Tuesday, September 16, 2003.

The meeting was called to order by president, Cathy Smith. Cathy extended a special welcome to Gloria Eddy, her daughter Lori Holtz, and Lori's 2-week old son, Brett Christian Holtz.

We were also happy to welcome Stew MacLeod's father, Les MacLeod.

Hard Luck *continued*

tial onto my 4-speed, and get the engine back in the car by Thursday afternoon.

As an aside, the internal splines in the pinion gear shaft in my differential were more than 75 percent worn. This means all of the power to move the car was being transmitted through marginal splines, that could have failed in the near future. This would have left us stranded with a running engine but no way to move the car.

The moral here is, if you have a transaxle out for any reason, inspect the pinion shaft splines for wear.

As my case turned out, everything worked and we (Ronnie, Ryan, and I) were able to enjoy the rest of the convention and our two week tour of New England without further incident.

As mentioned, I really don't consider this a case of genuine hard luck. The car always got us where we wanted to go and never stranded us. If this event was meant to happen, it could not have happened at a better place.

Thanks to all who helped, including Ken Hand, George Koenig, Mike McGowan, Elvis King, Bill Smith, Larry Claypool, Ken Klingaman, Robert Landers, the guys who erected a sunshade over me and the guy who

helped me bench press the transaxle back into the car. I couldn't have survived without you. ■



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On the Air

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*"Promoting the maintenance,
enjoyment, and preservation of
the Chevrolet Corvair."*

Arkansas Corvair Club Information

Meetings

The Arkansas Corvair Club (ACC) meets on the **3rd Tuesday** of each month at **Just Like Mom's** Home Cooking restaurant, 3140 E. Kiehl Ave., in Sherwood.

October Meeting

The ACC will meet Tuesday, **October 21**, 7:00 p.m., at Just Like Mom's, on Kiehl Ave., in Sherwood.

Join us at 6:00 p.m. for food and fellowship prior to the meeting. The club offers an array of merchandise for sale—oil filters, gas filters, hats, decals, patches, T-shirts and more.

Officers

President: Cathy Smith, 370 Windwood Drive, Cabot, AR 72023, 501 843-8413.

Vice-President: Ronnie MacLeod, 28305 Bandy Rd., Little Rock, AR 72211, 501 821-3622.

Treasurer: Elvis King, 21305 N. Mill Rd., Little Rock, AR 72206, 501 888-1224 (evening).

Secretary: JB King, 21305 N. Mill Rd., Little Rock AR, 72206, 501 888-1224 (evening).

Elected Board: Allan Embrey, 501 834-5373; Ronnie MacLeod, 821-3622; Clyde Jones, 479 774-6789; Bill Smith, 501 843-8413.

Appointed Board: Pending.

Committee Chairs

Membership: Elvis King

Publicity: Bill Smith

Newsletter Editor: Bill Smith, 370 Windwood Drive, Cabot, AR 72023, 501 843-8413.

Newsletter Advertising:

Non-members and businesses:
\$100/year full page; \$60-½ page;
\$35-¼ page.

Program & Events: Open

ACC Webmaster: Ken Franson, 608 Ridgelea Ave., Sherwood, AR 72120, 501 835-6005.

Web Address

Arkansas Corvair Club Web site:
<http://corvair5.tripod.com/acc.htm>

ACC Mission: The mission of the Arkansas Corvair Club (ACC) is to promote the maintenance, enjoyment, and preservation of all types of Corvairs and related vehicles, and to advance and improve driving skills, automobile safety, and the Corvair's image.