



# The Connecting Rod

## April 2011



Volume 36 - Issue 2

### The Corvairst Atlanta Drive Train

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### President's Corner

By **Dan Terry**

We are down to the home stretch for Helen! Remember that Lillian asks that all the guys bring two cases of sodas and two large bags of chips. The ladies are asked to bring deserts that are easy to serve. She said that pies are not the easiest to serve.

If you haven't volunteered to help please talk to Lillian or Raymond to see what help they need, or when you get to Helen just ask at the desk to find out what help is needed.

Another event that weekend is the Walter Mitty races at Road Atlanta. James Reeve along with Rick Norris, Warren LeVeque and others will be driving. James, back in the early to mid 1970's, was nearly unbeatable with his D production Stinger.

According to the [HSR website](http://hsrrace.com) (<http://hsrrace.com>), the Corvairst engined Corvairst will run in group 2H and their schedule is: Friday practice at 9:55 and 3:05, Saturday race at 8:40 and 4:25, and Sunday race at 3:30.

Sunday would be the best for us to watch, as most everyone will be leaving Helen and Road Atlanta is only about 50 miles south and about 1 hour travel time from Helen. To purchase tickets, go to: [www.themitty.com](http://www.themitty.com).

(President's Corner is continued on page 7)



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**CORVAIR ATLANTA** is a chartered Chapter (#303) of the **CORVAIR SOCIETY OF AMERICA (CORSA)** P.O. Box 607, Lemont, IL 60349. Membership in Corvair Atlanta is open to all. Dues are \$15 annually for single memberships and are payable by January 1<sup>st</sup> of each year. Family memberships are available for a flat rate of \$20 for 2 to 5 family members. Dues for new members joining between January 1<sup>st</sup> and June 30<sup>th</sup> are \$15 with an additional fee of \$8 per name badge. Dues for new members joining between July 1<sup>st</sup> and December 31<sup>st</sup> are prorated from the month joined plus \$15 for the following year with an additional fee of \$8 per name badge. Members not paid up by the February business meeting will be dropped from the club roster and mailing list. CORSA membership is required for all Corvair Atlanta members. CORSA dues are \$38 annually.

Paid-up Corvair Atlanta members are entitled to take part in all meetings, activities, and tech sessions, receive the Connecting Rod, a publication of Corvair Atlanta, and all club benefits. Regular business meetings are held on the second Sunday of each month, at a time and place published in the newsletter. Other monthly meetings or activities may also be held. The date, time and place are published in the newsletter. Guests are welcome.

The Connecting Rod is a monthly newsletter published 12 times a year by **CORVAIR ATLANTA**. Newsletter subscriptions for anyone living out of the state of Georgia are available for a fee of \$12 annually. Article contributions are needed and welcome. All articles and ads must be in the hands of the Publisher by the 21<sup>st</sup> of the month for the next issue, which is published the first of each month. Corvair Atlanta reserves the right to add, delete and /or edit all submitted material.

Classified advertising is free to paid-up Chapter members. Classified ads for all others are \$5 per listing. Classified ads will run in no more than two issues.

Commercial advertising rates for The Connecting Rod are listed in the following table:

Ad Size	1 Issue	6 Issues	12 Issues
Business Card	\$5.00	\$27.00	\$50.00
¼ Page	\$7.50	\$42.00	\$75.00
½ Page	\$12.00	\$60.00	\$110.00

## April Birthdays

We have no April Birthdays?

Please help Corvair Atlanta update our records by sending [me](#) your birthdate.



## Upcoming Events

**April 29-30, 2011**                      **Springfest - Helen, GA**

Contact: Lillian Law @ 229-883-4123

**April 29-May1, 2011**                      **The Mitty at Road Atlanta – Braselton, GA**

[info: Road Atlanta](#)

**May 14, 2011**                      **Heart of Georgia Corvair Club – Indian Springs State Park - Jackson, GA**

Shelter #5, from 11:30am until ?

We should bring a side dish, desert and/or drinks. Heart of GA will furnish the BBQ!

Please advise [Dan Terry](#) if you will attend.

**May 28, 2011**                      **Knoxville Area Corvair Club's 30<sup>th</sup> Anniversary Gathering – Knoxville, TN**

6777 Clinton HWY, from 10am until 3pm, plus a Cruise-In

contact: Richard Payne @ 865-924-8131

**July 26-30, 2011**                      **CORSA International Convention - Denver, CO**

[info: Rocky Mountain Corsa](#)

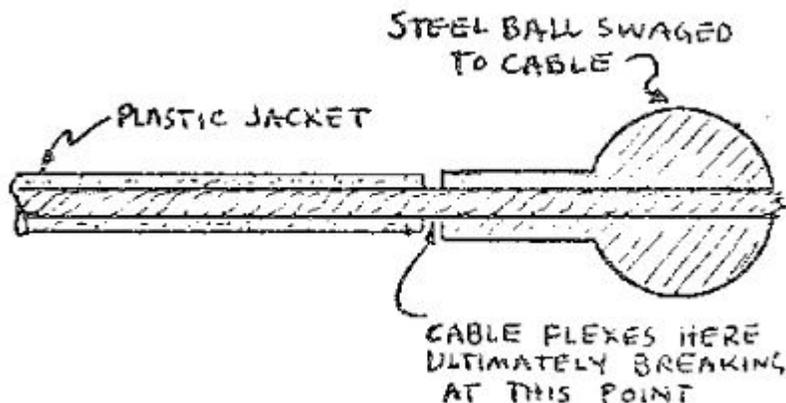
## Tech Tips

This month's Tech Tip is for late model clutch cables, and comes from Dan Terry:

*“This is a tip originally printed in the March, 1976 CORSA Communique. I tried this tip soon after I received the newsletter. I had last replaced my clutch cable in October 1968. It was the third cable in less than 40,000 miles. I am still using that cable after 42 years and over 140,000 miles.”*

Isn't a broken clutch cable a pain? There you are with your left foot on the floor going no where with horns blowing behind you. This problem can be forestalled by strengthening the clutch cable in the area of it's most frequent failure – the swagged attachment of the ball-end fitting. This is the steel ball that pivots in the clutch lever yoke under the central portion of the dash.

Cables break here because they are flexed excessively at their entry point to the ball fitting. The cable is plenty strong for the pull loads of operating the clutch, but can't stand the flexing in addition to the pulling. When you examine the design you'll see that the cylindrical extension from the ball isn't long enough to ensure that the ball pivots in the yoke. So the cable flexes at the joint and to make matters worse, the joint is seldom lubricated. In cross section, the joint looks like this:



1969 Corvairs came with a cable that used a bearing on the end instead of the ball. This is a good permanent fix and I've seen some improvised fixes that achieved the same objective.

The fix I suggest is even simpler, one that you do before the cable breaks leaving you stranded. It consists of forming a tubular “splint” over the weak spot to prevent it from flexing.

(Tech Tips are continued on page 4)

## Tech Tips (continued)

To build the splint, cut a piece of tin can material (not aluminum) about 1 3/4 " long. Make it about 1/2" wide so it forms a little more than a full circle around a 1/8" diameter nail or welding rod. Form it tightly around the rod. Then, pry it open just enough so that it will go over the clutch cable and ball fitting shank.

I've also seen a part made from brass tubing slit with a jewelers saw do this job. Smear the inside of the splint with mixed epoxy, then crimp it tightly over the cable and the shank of the ball fitting. Make sure the splint is tight on the cable and shank. After the epoxy has cured, check to see that the ball freely enters the yoke and that the splint doesn't interfere with the sides of the yoke throughout its travel; you can spread the sides a little if necessary. Apply a little wheel bearing grease and reinstall the ball in the yoke.

Check to see that you've really fixed the flexing problem. You shouldn't be able to visually detect any cable flex. That's all there is to it!

F.W. Johnson  
Richardson, Texas



## A Look in the Rear View Mirror

Most car enthusiasts prepare their vehicle hoping to win a trophy, a plaque or some other memento showing expertise of restoration. Olympic participants do the same thing using their own bodies. But what about those folks who never win? Life goes on. To coin an old phrase, "It is what it is."

Trophies are elusive, alright. Just think back to Edsel Ford who was given a million bucks on his 21st birthday by his daddy in hopes Edsel would design a masterpiece of engineering beauty. Instead he built a mechanical Frankenstein, and with it, never won a trophy (or even a dash plaque for that matter.)

Mercury, of Roman Mythology who carried a magic wand and sometimes a purse, was unquestionably the fastest miler of his day ... **never won a trophy!**

Paul Revere, the famous American Patriot who carried the news to Lexington that the British were coming, got a poem written about him ... **but never won a trophy!**

(Rear-View Mirror is continued on page 5)

## **A Look in the Rear View Mirror** (continued)

Mary Mallon, AKA Typhoid Mary, infected more than 1300 people. She tried as hard as she could ... but **never won a trophy** for her efforts!

Then there was James Henry Brett, Jr. who lived to be 111 years old so that he could set a record as being the oldest human to have a hip replacement, **died before he was ever honored with a trophy!**

And finally, a team of 4 women at the Masarkytown Florida Fair plucked 3 chickens clean in 6 minutes 31 seconds flat, never missing a feather. But when the awards were passed out, you guessed it, these adroit chicken pluckers **never won a trophy!**

My personal claim to fame was having the most demerits in history by the time I got to the fifth grade. That's something ... but **I never got a trophy!**

Back to Corvair Atlanta. The Helen shows rocked on and grew as did the membership and bank account. There was no more passing the hat at meetings for postage money to mail the newsletter. The year is August 1984. Then Editor, Jack Allison and wife Maxine, had just returned from Hawaii with a Corvair sighting or two. Jack got in touch with a man named Louis Abraham, a retired Marine Colonel and Asst. Dean at Hawaii Pacific College. He turned out to be the Corvair Kingpin of Oahu, owning about 1/5 of the Corvairs on the island. He sported a '61 Greenbrier, his wife a 140 4 door, his daughter a '69 coupe and was restoring a '65 500 for his son. His son had a running '65 that fell victim to a wayward coconut tree, now a parts car. Another owner, Ingeborg Misajon was a 3 Corvair owner he stated. A total count of Corvairs stood at about 25-30 that year. Two earlies and one late were spotted at curbside during their vacation. One can only wonder what the count is now, 27 years later?

Just for kicks, here's a tabulation (1984) from an auction of Corvairs owned by a Chevy Dealer, but never titled. The results are from Old Cars Weekly:

1960 4 dr., 24,000 miles, dealer's wife's car, \$1,700.

1963 2 dr, 5000 miles, \$2,800.

1963 Rampside, 7,000 miles, \$6,300.

1964 Spyder Convertible, factory wire wheels, \$6,100

1969 Convertible, driven 24 miles, \$9,000.

But as you might suspect, none of the above **ever won a trophy!**

**Leeroy 7, your aging Historian**

# SPRINGFEST 2011

HOSTED BY

Corvair Atlanta, Heart of Georgia Corvair Club, and  
Queen City Corvair Club  
at *The Festhalle* in Helen, Georgia  
April 29-30, 2011

To our Corvair friends - please pre-register, save money, help us plan  
and have a chance to win \$35.00  
Concours, People's Choice, car display, Tech Session, ladies and girls activities,  
drive around north Georgia, 50/50, raffle for prizes.  
Valve cover races, Valve Cover Tech Session (kits \$9.99 and \$15.00)  
Go-cart races and Hospitality party Friday night,  
Car Show and a banquet prepared by our famous cooks on Saturday.

## ADDED EVENTS!

Friday Autocross, Test and Tune 10:00 a.m. to 11:30 a.m.  
1:00 p.m. Autocross (must register for show and pay \$15.00 entry fee)  
Saturday Pancake breakfast

## **Festhalle open at 8:30 a.m. Friday & 7: 00 a.m. Saturday**

Motel information (Ask for Corvair club rates): available April 28-29-30

### **Helendorf River Inn: 706-878-2271**

\$138 (\$178 for riverfront) for 2 nights (2 night minimum).

### **Best Western: 706-878-2111**

\$59.00 (\$79 for suites) per night Deluxe continental breakfast included.

### **Super 8: 706-878-2191**

\$55 per night.

### **Country Inn and Suites**

2 Queen Beds \$88.00

Reserve rooms by March 31 for special rates.  
Check [www.helengeorgialodging.com](http://www.helengeorgialodging.com) for other lodging

Show check-in is at the Festhalle.

For event information contact Lillian Law at 229-883-4123 or [lawjandl@aol.com](mailto:lawjandl@aol.com)

For Autocross information contact [Al Hilderbrand](mailto:Al Hilderbrand) 770-974-3283 or [hilderbrandal@att.net](mailto:hilderbrandal@att.net)

## President's Corner

By **Dan Terry**

(continued from page 1)

Our next meeting will be at Indian Springs State Park which is located just south of Jackson, GA. It will be a picnic hosted by the Heart of Georgia Corvairs. They will supply BBQ and drinks. You are asked to bring a side dish and/or desert. It is scheduled to start around 11:30 AM at Shelter #5.

That's all for now.

Just drive and enjoy your Corvairs.

Get them on the road so they can be seen.

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### Classified Ads



#### FOR SALE !

A complete set of 4 vintage Dan Gurney wheels plus tires. These are the "Hands" style wheels as fitted to the Fitch Sprint and seen on page 303B of the Clark's Main Catalog. 5-lug, 13x5.5 with new tires

Contact: Raymond Paul 706-234-1317 ([paulra1@aol.com](mailto:paulra1@aol.com))

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#### A MESSAGE FROM YOUR NEWSLETTER EDITOR:

Please take advantage of *The Connecting Rod's* 'Classified Ads' section to keep your garage free of those pesky spare parts (or cars) you no longer need, or to locate the cars and parts you actually do need! Send your **"For Sale"**, **"For Trade"** or **"Want To Buy"** ads via either [email](#) or SnailMail. Remember to include a description of the items, and how you would like to be contacted.

Also, consider submitting a brief article for the 'Tech Tips' section. Technical information is highly prized so when you discover something useful, share it with your fellow Corvair Atlanta members! If you have information suitable for a 'Tech Tips' article, but are uncertain about your writing skills - don't let that stop you. Contact your [Newsletter Editor](#) and we will help with all the details.



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