

Corvairation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

VOLUME 13

NUMBER 4

JULY 1987





TUCSON CORVAIR ASSOCIATION

CORVAIRSATION is a monthly publication of the TUCSON CORVAIR ASSOCIATION, which is dedicated to the preservation of the Corvair model of the Chevrolet Motor Division. The Tucson Corvair association is a chartered member of the CORVAIR SOCIETY OF AMERICA (COSA).

MONTHLY MEETINGS are held on the fourth Wednesday of each month except December. One technical/social event is planned for every month except July and August.

MEMBERSHIP DUES are \$10 per year and are payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairman.

COSA MEMBERSHIP DUES are \$25 per year and include a subscription to the COSA Communique, a monthly publication. See a TCA Officer for a membership application.

CLASSIFIED ADS are FREE to a TCA Members and \$1.00 per line to all others. The deadline for materials submitted for publication is the 10th of the month for that month's issue. Mail or deliver all materials to the Corvairsation Editor. Articles are welcome for publication.

BUSINESS MAILING ADDRESS: P.O. Box 50401, Tucson, Arizona 85703.

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NON-MEMBERS:

We would like to invite you to join the Tucson Corvair Association. We will send you three complimentary issues of the Corvairsation and welcome you to attend all of our activities. This is a great chance to get to know us. No matter what your Corvair interests are, you'll find lots of good folks with similar interests in the Tucson Corvair Association. If you decide to join us, the dues are only \$10 per year.

From the President.....

There are several things I need to talk about in my column this month, so let's get right to them.

First thing is the tech session organized by Frank McKenna. Helping him was Don Chastain and I'm sure Mark and Betty also helped out. Frank brought along tools, parts and even a front suspension crossmember for the members to inspect. I certainly learned a lot. But the thing I found most interesting was the difference of opinion between Frank and Don in setting up the carbs. Frank prefers the Uni-Syn. I learned to set the carbs on my MGB with a Uni-Syn, but most people with British cars prefer to use the rubber hose method. Use whatever methods works best for you. I was amused that Corvair guys would have a difference of opinion just like the fellows with British cars. In any case, Frank and his helpers put on a good show.

The second thing I want to talk about is Project Monterey. We ran out of tickets at the June meeting but we've ordered more. Your last chance to buy raffle tickets will be at the July meeting. The Cactus Corvair Club would like to have the money, unsold tickets and all completed ticket stubs by the 25th of July. Since our meeting is on the 22nd, **IT IS VERY IMPORTANT** that we have everything turned into Don Robinson at our July meeting. The copies of the contest rules will be available at our next meeting. Thanks for your support and good luck!

I hope everyone enjoyed our guest speakers last month, Ken and Rick from Stripping Technologies Incorporated. This month I was hoping to have a recently restored Devin C with a 140HP engine at our parking lot bull session. Unfortunately, the owner will be out of town this week. Perhaps we can see it at our August or September meeting. An interesting side note is that the engine was rebuilt using Holly/Weber carbs. But they have such poor top-end performance that the owner is going back to the stock 4-carb set-up.

Finally, some very good news. Milt Evans is our new Vice-President. He and his wife Diane, and even Milt's father John Evans, can usually be found at our meetings. I and the other Board members are looking forward to working with Milt. And let's not forget Frank Held who filled that position on a temporary basis. He did a fine job.

Al Rivas

Al Rivas

The regular monthly meeting of the Tucson Corvair Association was called to order by President Al Rivas on June 24, 1987 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

The minutes of the previous meeting were approved as printed in the Corvairsation.

Under old business, it was announced that the problem finding a new vice-president will be resolved at the next board meeting. The association's picnic at Agua Caliente Park was a huge success and the members were urged to attend the tech session in June. Raffle tickets were available for Project Monterey and those present were reminded to make plans for the Golden Gate Mini-Convention in San Jose, California.

It was announced that there will be no mid-month activities in July and August but plan on the Kitt Peak run in September and the Casa de los Ninos Car Show in October to be held at Reid Park.

Tim O'Brien, who owns a '63 Corvair, was introduced as a guest. The club members were urged to be on the alert to find new members.

The gifts for the raffle were donated by the Tucson Corvair Association, and won by Bob Eggers, for license No. 986 RLC, and he received a pack of raffle tickets for Project Monterey. Other prizes were won by Bonnie Wright, Cecil Alex, Allen Elvick, Frank McKenna, Kenneth Abbott, and Milt Evans.

An interesting presentation followed, given by Ken Abbott and Rick Satariano, owners of "LAB", Low Aggression Blasting using a plastic media. If you have a need for their services, the company is:

STi Stripping Technologies, Inc.
2725 E. Ginter Road, Tucson, AZ 85706
Phone: 741-0501

Because of the length of the meeting and the program, no tech session was held. The meeting adjourned at 9:30 PM.

Respectfully submitted,

A handwritten signature in cursive script, likely belonging to the person who submitted the minutes.



SHINE ON

Buffing out a dull finish is the shortest path to a hard shine

by Jim Smart

with assistance from Mike Robanstone

To many in the old car hobby, the shortest path to a hard shine is a complete repaint, which can cost hundreds and even thousands of dollars. But what we're after here is an affordable alternative for stretching additional mileage out of an existing paint job, say a low mileage original or a daily driver. If you've priced a quality repaint lately, you're well aware of the fact that they run into big bucks. And when you're working with a low mileage original with factory paint, the very idea of a repaint is unacceptable.

Your paint's biggest enemy, aside from sulphuric acid spills and stray rocks from inconsiderate trucks, is oxidation, a normal reaction between the paint and the atmosphere. In particular, oxygen, industrial fallout and sunlight are the wrath of paint finishes. Without protection from a good automotive wax, sunlight and oxygen by themselves can take their toll on your car's once shiny paint. If you've run your finger across the paint surface and the "dead" pigment rubbed right off onto your skin, then you've seen oxidation in its purest form.

Is oxidation sufficient ground for repainting? Not always. If your car is plagued with rust and/or paint that is worn to the primer underneath, a compound and wax job will accomplish nothing. However, if the finish is intact, arm yourself with a buffer, rubbing compound, wax and some elbow grease.

Removing the "dead" oxidized finish takes the right kind of rubbing compound, available from your nearest automotive parts store. There are paste compounds for mild oxidation, and liquid compounds for both mild and heavy cases. Light colored liquid compounds (typically white or a pale green/yellow) are for mild oxidation. Such a compound will help prevent "burning" the paint; i.e. taking the finish right down to the primer or bare steel. But the buffing process will take longer because the mild compound cuts through the oxidized layer at a slower pace. The other most common type of liquid rubbing compound is red or beige in color, normally termed "heavy-duty" or "heavy abrasive" for tougher oxidation cases. These compounds make short work of a compound job, but you're more likely to bum the paint if you're not careful.

Rubbing compounds really shine in their ability to cut through oxidation to bring out a gloss you thought was long gone. But it isn't always simple. Certain colors, like gray, black, silver metallic, light blue metallic and other metallic colors are the toughest to buff out successfully. On the other hand, reds, whites, dark blues and greens are the easiest. We elected to try both sides of the buffing coin, working on a terribly faded silver metallic 1966 Chrysler 300 and a Candyapple Red 1967 Cougar. As daily driver cars in the hot Florida sun, both suffered from the extremes of oxidation.

There are three ways to buff the finish:

A high speed buffing machine will provide immediate results, but if you lack experience with a high speed buffer, you probably should leave it to the professionals. By combining the abrasives in the compound and the swift action of the high speed buffer, cutting through the oxidation and paint can happen faster than inexperienced hands have the ability to handle. One professional detailer told us that you can burn the paint before you realize it's happening.

More applicable for the first-time buffer is an orbital buffer that vibrates and rotates as you buff. Although it takes somewhat longer to complete the job, the orbital buffer is less likely to burn through your paint. The end result, though, will be the same as using a high speed buffer.

The third and least desirable method is by hand, which is time consuming and tiring. With the affordability of an orbital buffer (about \$100, or you can rent one for about \$15 a day), compounding by hand makes little sense. Naturally, even if you use a buffing machine, some areas still must be compounded by hand due to tight access or the risk of humming the paint on corners or seams.

Choosing the right compound for the job is as important as using the right buffer. If getting the job done quickly is your goal, use a compound with heavy abrasives, but be extremely careful if you're using a high speed buffer. Once the paint is burned through, the damage is irreversible. Using a milder abrasive and an orbital buffer will afford you good results without the frustration of wishing you had been more patient.

The professional tells us that if your paint shows any reflection at all, it falls under the light oxidation category and needs a simple waxing. But if the finish fails to show reflection, it requires compounding before applying wax. By choosing a test area, normally a spot not obvious to the eye, apply some compound and spread it out before buffing with the buffer. If you're able to generate a shine on the test area, your paint is probably within the limits and can be compounded successfully. Anything less than a shine is a guaranteed repaint.

Our silver metallic Chrysler 300 fell under the category of a repaint car. After two attempts with a heavy abrasive compound (beige in color) and a high speed buffer, the hood and fender tops were in worse shape than when we started. Although we certainly generated a shine, the silver metallic pigment didn't survive. Silver metallic incorporates a lot of black pigment, and by the time we were ready to wax, the black pigment was still coming off onto our polishing cloth — definitely too far gone for successful compounding.

The extremely oxidized red paint on the 1967 Cougar managed to come back to life with a heavy abrasive and a high speed buffer (handled by professional Mike Robansinc), which proved what we had been told about the success levels of various colors. The silver metallic finish on the Chrysler versus the non-metallic red



Before buffing, wash the car with a grease-cutting soap and rinse with water. Towel dry and examine the paint surface for any vulnerable areas where caution may be required.



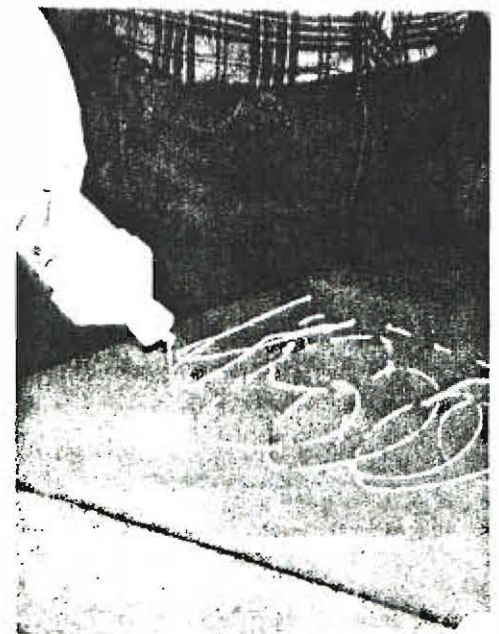
Your oxidation arsenal should include either a fine or coarse rubbing compound and a quality automotive wax or glaze.

photos by Jim Smart

on the Cougar is proof of the survivability of certain colors.

Upon the successful completion of the compounding, the car must be thoroughly washed, then detailed with a detail brush to remove any remaining compound from cracks and crevices. Allow time for the paint to dry, then apply wax in the cool shade. Some auto body professionals recommend the use of glaze instead of wax so the paint can "breathe." This is strictly a matter of personal preference. Glaze brings out the shine but provides short term protection without sealing the finish.

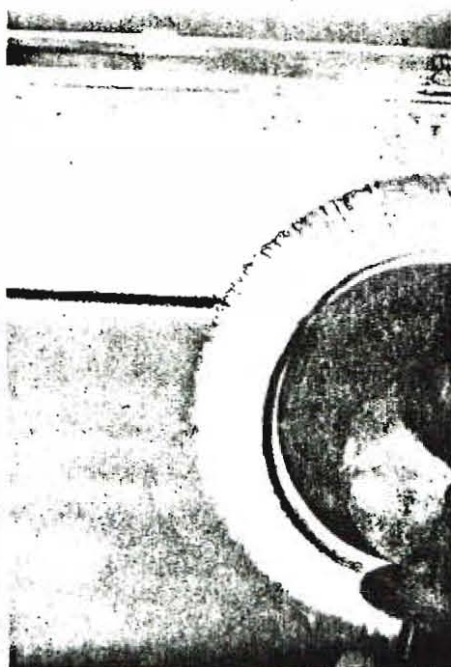
Oh yes, you need one more thing — motivation. But that shouldn't be too hard to obtain. Just stop by your local body shop and price a new paint job.



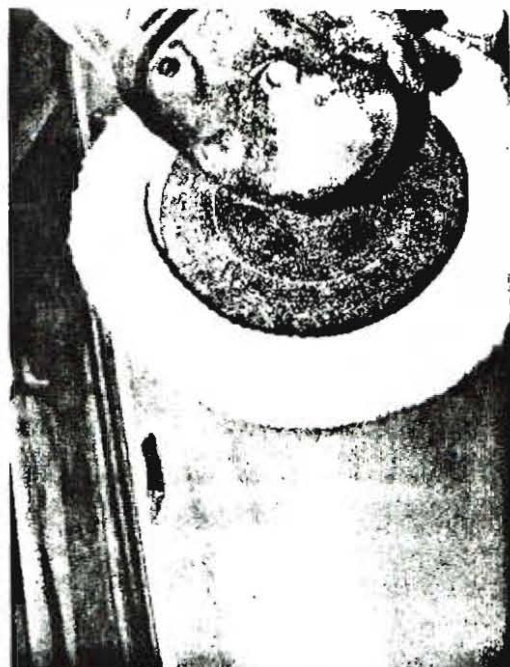
The compound is applied directly to the paint surface, then buffed wet.



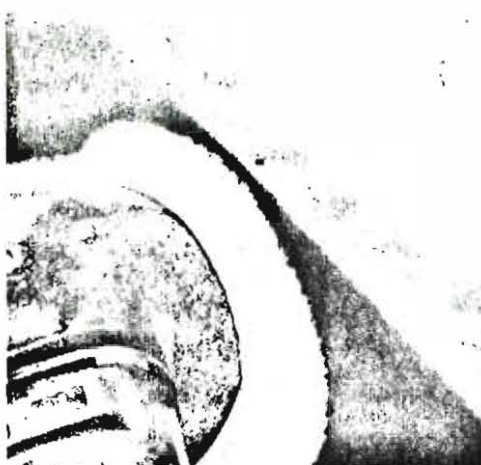
When using a high speed buffer, allow the weight of the buffer to rest on the edge of the buffing wheel. Move the buffer back and forth in even, overlapping passes. Keep the buffing area small.



Always direct the high speed buffing wheel rotation away from edges to prevent burning the paint. The edges must be buffed by hand.



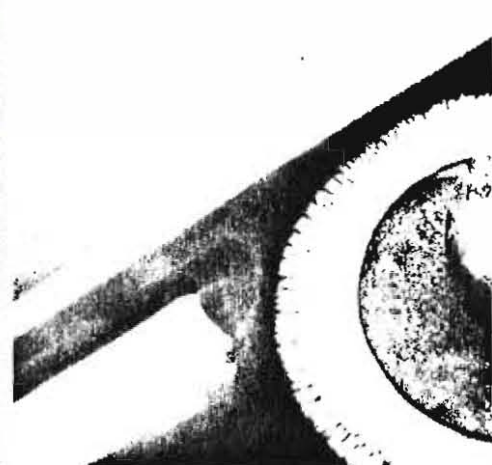
Like sharp edges, rounded surfaces should be buffed with rotation away from the edge.



Curves should be handled by riding the edge of the buffing wheel into the curve to prevent burning. Never allow the pad to ride on top of a ridge or sharp edge.



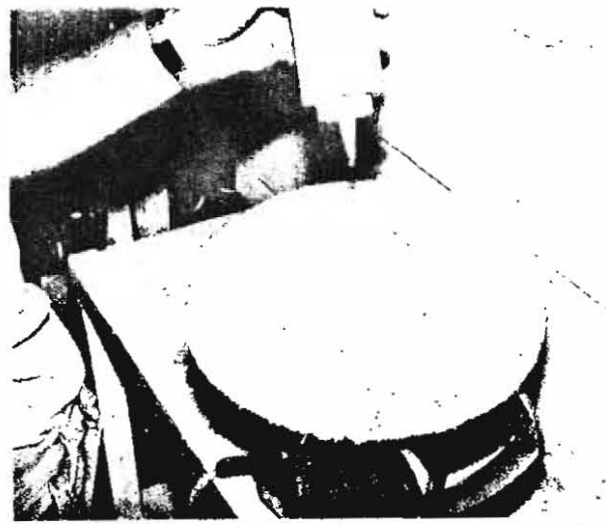
Tight or recessed areas should be buffed by hand.



Like the Chrysler, our project Cougar had abundant curves and sharp edges. When in doubt, buff by hand.



After compounding a section of the car's paint, you should get the result you see here. The buffed area reflects nicely.



Unlike the high speed buffer, an orbital buffer can be used with compound and wax. Apply compound to the orbital pad first, then buff. Change pads often to make sure the buffing will be even from start to finish.



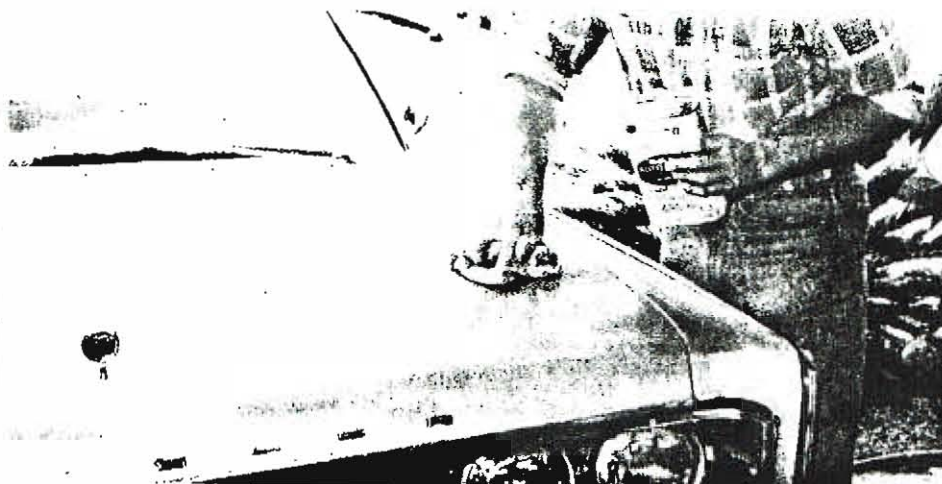
The orbital buffer revolves and oscillates at the same time, making it easier and safer to use. But you sacrifice time.

QUICK REFERENCE FOR BUFFING AND POLISHING

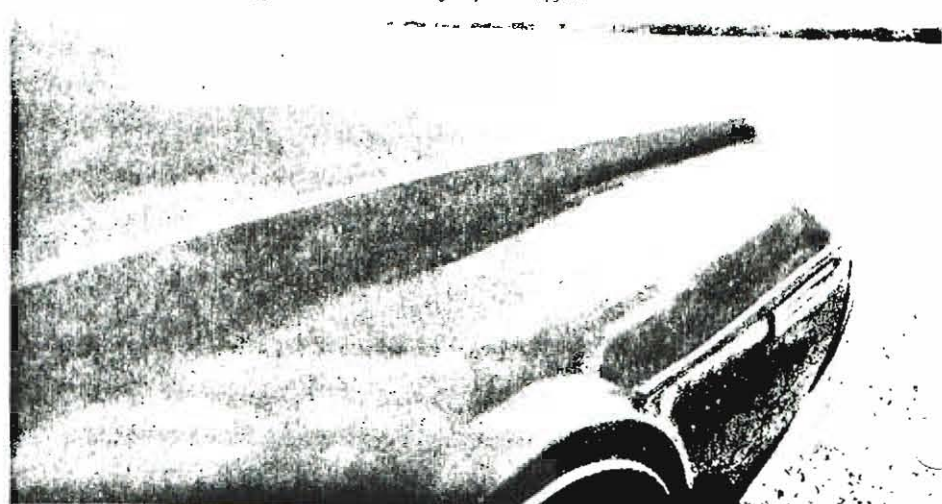
Equipment: A high speed buffer (1,750 rpm and faster), normally used by professionals, will do the job faster but can quickly burn through the paint if used by a novice operator. Also, the high speed buffer does not work well for applying and removing wax. An orbital buffer provides the same results as a high speed buffer but at a slower pace and less danger to the paint. An orbital buffer can also be used to apply and remove wax.

Chemicals: Heavy compounds (they feel gritty when rubbed between your fingers) cut fast and deep, so they should be used mostly on heavily oxidized paint surfaces and sometimes as a last ditch effort before reverting to a repaint. When used in combination with a high speed buffer, heavy compounds can produce excellent results, but be extremely careful because this combo will burn paint quicker than you can say Earl Scheib. White compounds, however, contain a mild abrasive and are more suitable for average use. Used with an orbital buffer, white compounds work exceptionally well without fear of damaging the paint.

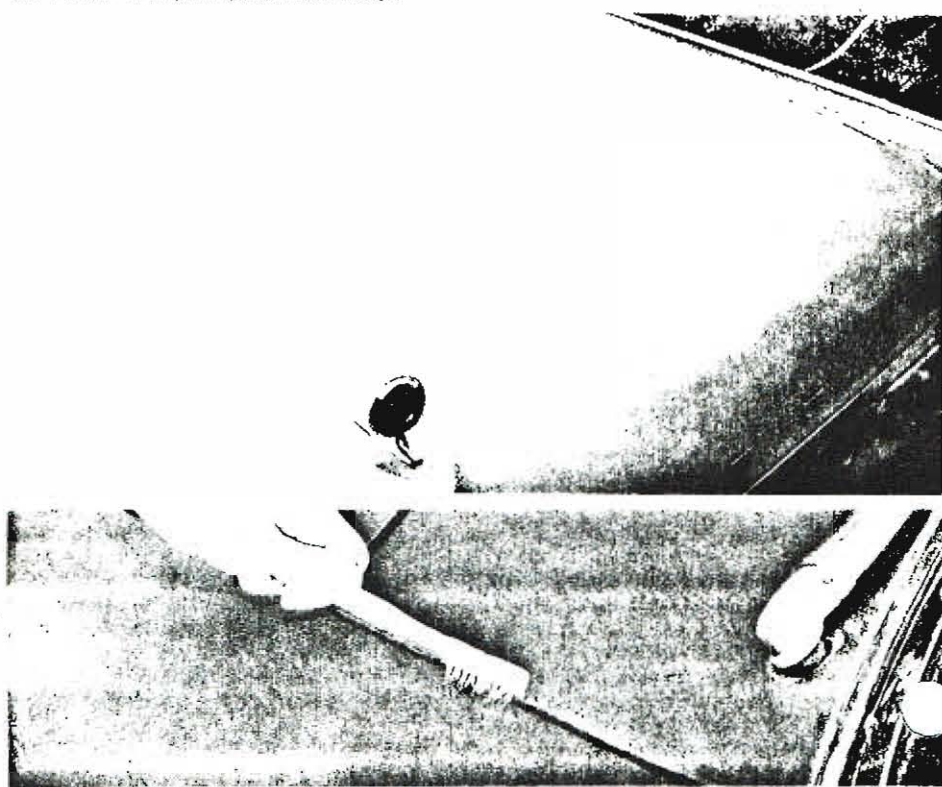
Wax: The choice of wax is optional. In most cases, the rule of thumb is that if it goes on and comes off easily, it probably won't last very long. A good quality brand-name paste wax will normally outlast a pour-on-and-wipe-off liquid wax.



Apply at least two coats of glaze or automotive wax after buffing and allow to dry, then buff it out by hand or with an orbital buffer. Never use a high speed buffer.



Here's a good comparison between the red paint on the Cougar and the silver metallic on the Chrysler. The Cougar's red paint fared much better.



After the wax application, clean around the seam and emblems with a detail brush, a professional touch that will make a big difference in the car's final appearance.

Vairo 'n Spares

FOR SALE: '66 CORVAIRW/ Crown conversion. New 327 engine, new paint, 4-speed. Excellent condition. \$5300 make offer. Mark McKenna 745-9209.

FOR SALE: PARTS: '65 front suspension, 4-speed transmission and rear end, '65 hood and deck lid. Mark McKenna 745-9209.

FOR SALE: PARTS: Kelmark conversion for '65 Corvair. Bellhousing, input shaft, shifter and subframe. Mark McKenna 745-9209.

FOR SALE: '64 SPYDER Convertible. Needs only cosmetics. \$2500 or best offer. Ask for Dan at 795-4900 weekdays or 326-7265 till 9pm.

FOR SALE: '68 MONZA, 2-door, 110 HP, 4-speed, recently overhauled w/ pistons, jugs, et al., paint and upholstery needs attention, Good body new tires. You need to see it. Will drive it to Tucson if interested in looking at it. Anthony Berver, 110 E. 3rd St., Safford, AZ, 85546, 1-428-2634

FOR SALE: '61 GREENBRIER, no motor or transmission, lots of extra parts (2 old engines), Good body. Anthony Berver, 110 E. 3rd St., Safford, AZ, 85546, 1-428-2634

FOR THE DO-IT-YOURSELFER: Mag ignition wires & long rotors, plus all regular ignition items. Wrapped fan belts, air & oil filters plus viton o-rings and oil cooler seals. Call Gordon Cauble 299-1122.

FOR SALE: New and Good Used Parts. Early & late clutch cables, clutch discs and bolted flywheels; '66 Corsa wheel covers; '65-'66 headliner for 4-door, light blue; early & late blower bearings; '63-'64 rear axle bearings w/ axles; '65 Corsa wiring harnesses; '65 tail & back-up light assemblies; Corsa air cleaner assembly. Call Gordon Cauble @ 299-1122.

FOR SALE: '64 MONZA 2-door, automatic, needs work but sound body, engine & air conditioning. Call Del Light 883-6794.

FOR SALE: '65 MONZA 2-door, reconditioned engine installed, running, needs body & interior work. 3-speed manual transmission. Call Del Light 883-6794.

WANTED: FC, Rust free, mechanically sound Greenbrier, Van, or Pickup. Will be coming from Hawaii for vacation and will be in the Tucson area about August 5-10 or 17-20. Will ship back to Hawaii. Contact Lou and Bernice Abraham, 99-1655 Hoapono Place, Alea, Hawaii 96701, (808)487-7162. (See Alan Atwood for more details)

San Francisco Bay Area CORSA & Valley CORSA

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For more information contact:

Lu Goni, 352 Tahitian Circle, Union City, CA 94587, 415/487-5016.

TREASURER'S REPORT

Balance June 1, 1987\$1,292.88

Income

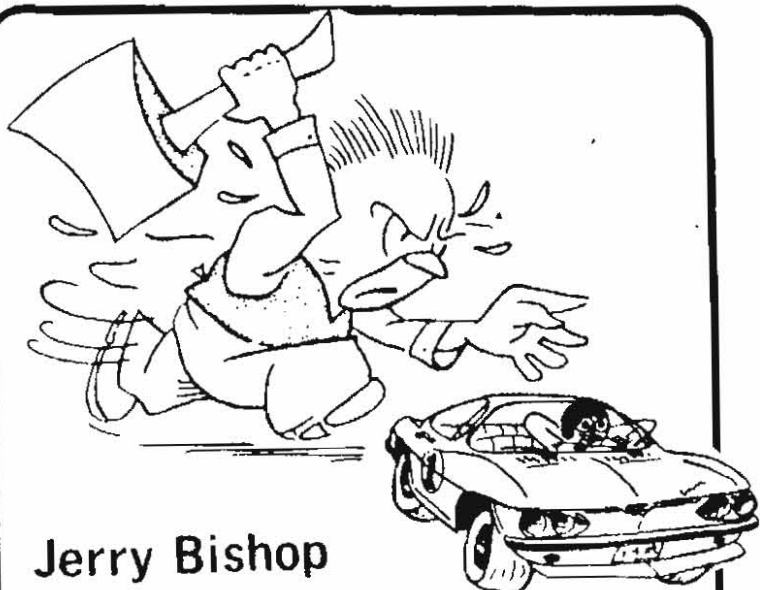
Dues.....	50.00
Corvairsation ads.....	45.00
Raffle tickets.....	32.00
Merchandise sales.....	4.00
Aluminum cans.....	12.00
Copier service.....	1.00
Total Income.....	\$144.00

Expenses

Corvairsation.....	29.48
Raffle prizes.....	25.14
Miscellaneous.....	14.40
Total Expenses.....	\$69.02

Balance July 1, 1987\$1,367.86

Mike Hayden



Jerry Bishop

is wreckin' em out -
100 plus Corvairs!!!

JERRY BISHOP'S TOWING

& SALVAGE 748-1444

4260 E. ILLINOIS,

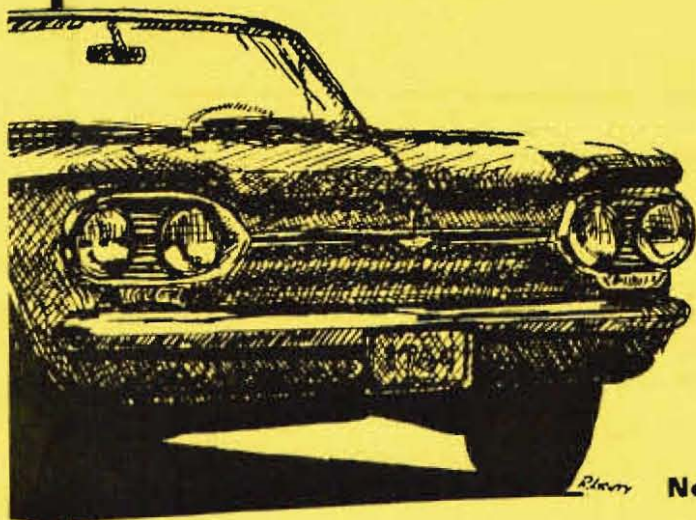
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RICHARD & PEGGY
AUFMUTH
PROPRIETORS

TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

FOURTH WEDNESDAY of each month
Piccadilly Cafeteria, 6767 E. Broadway, Tucson

6:30 pm: Parking Lot Bull Session
7:00 pm: Dinner (Optional)
7:40 pm: Meeting Starts

COMING EVENTS

NO MID-MONTH ACTIVITIES IN JULY OR AUGUST

September: Kitt Peak Picnic and Tour (details later)

October 18th: Casa de los Niños Car Show

Tucson Corvair Association
P.O. Box 50401
Tucson Arizona 85703



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