

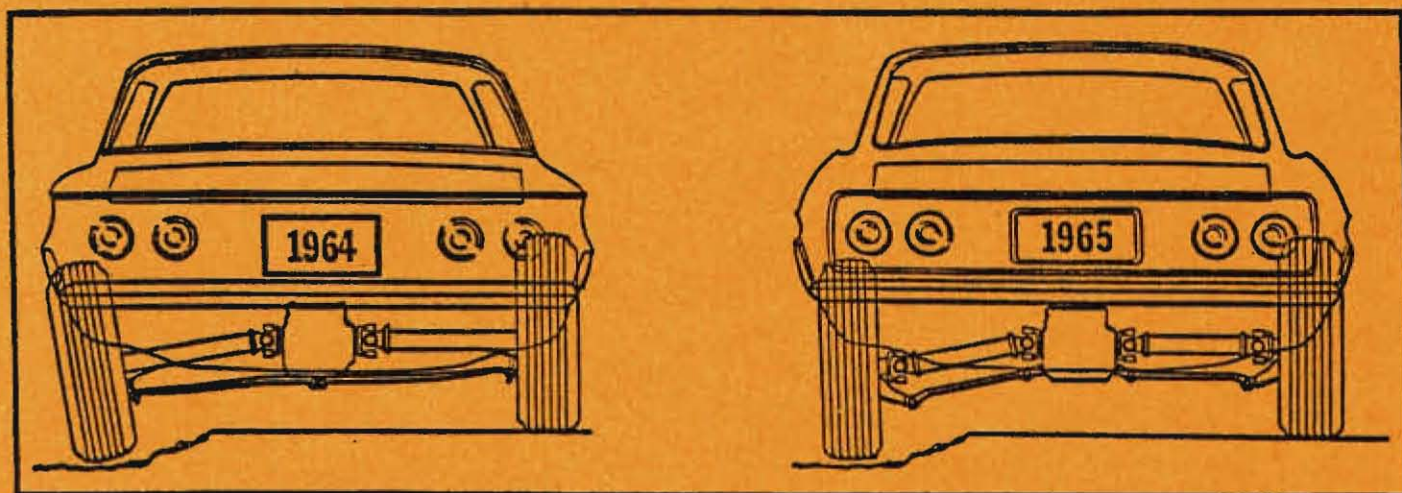
Corvairisation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

Volume 16 Number 12

March 1991



Car Life

Picacho Peak Picnic

Sunday, April 21

TUCSON CORVAIR ASSOCIATION

CORVAIRSATION is a monthly publication of the **TUCSON CORVAIR ASSOCIATION**, which is dedicated to the preservation of the Corvaire model of the Chevrolet Motor Division. The Tucson Corvaire 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.

CHANGE OF ADDRESS: Send any change of address or phone number to the Membership Chairman. Don not send changes to the Editor.

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 Corvaire Editor. Articles are welcome for publication.

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

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BOARD OF DIRECTORS

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Ron Allen
Dave Baker (2 votes!)

TCA
MID-MONTH ACTIVITY

SUNDAY, APRIL 21, 1991

Tour to Picacho Peak for a joint meeting with the Cactus Corvair Club of Phoenix. Drive your Corvair and bring a picnic lunch plus a dish to pass around.

Let's meet at McDonald's at Ina and Thornydale and tour to Picacho Peak. Be at McDonald's at 10:15 am. We will leave there at 10:20.

The State Park fee is \$3.00 per car.

Come, smell the flowers, enjoy the company and relax. Talk with your friends from Cactus Corvair.



EDITOR'S NOTE:

This month Van Pershing, Editor of the TCA Corvairsation, was appointed by the Corvair Society of America (CORSA) to be the Feature Editor for the CORSA Communique. Beware of Mr. Pershing as he is sure to hit you up for articles, photos and any other information you've been keeping inside.

From the President

Well Glory Be, here I be again. I believe in recycling but this is ridiculous. It's all Ed Sanford's fault. He threatened me with bodily dysfunction if I didn't accept the helm again, and as you all know, Ed carries a lot of weight.

Well what a staff we have in 1991. Some members like more activities and some like less. We plan to make it JUST RIGHT. Our new Vice President, Al Crispin, and our new Member-at-large, Barry Cunningham, will share duties to make the raffle exciting with good prizes and to plan and execute the Mid-month activities. Of course, anyone else with good thoughts for Midmonths are welcome. Just coordinate with Al and Barry.

Van Pershing and Alan Atwood will stay on doing the vital function of Corvairsation editor and mail box distribution. Verne Cauble will do the task of Recording Secretary in spite of an uncomfortable foot injury and Marcy Tucker will be the back-up for Verne.

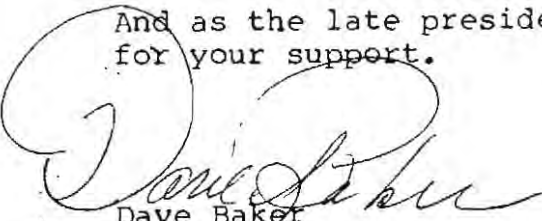
Marty Kuluski, as Treasurer will keep our finances in order as well as deal with the Corporation Commission and the IRS. Also, she is membership chairman and roster provider. Pay your dues to Marty and help her with new members.

Don Robinson will handle merchandise and cans. Don is our official rally master.

Beverly Baker will stay on as historian and she and I will share the library duties, mostly her.

Looks like a great staff and a great year. Please help these people. By the way, we are already looking for a Casas de los Ninos chairman and a Christmas party chairman. How about a Publicity chairman?

And as the late president, Ron Allen would say, we thank you for your support.



Dave Baker
President
Brake Expert



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 burn 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 burning 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 Robanastine), 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 course 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.

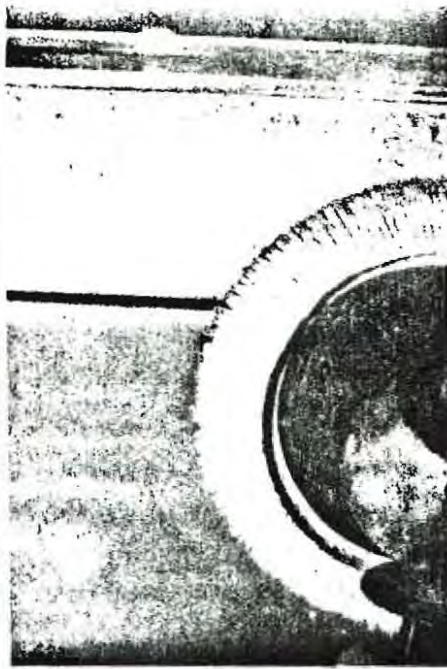
Oh yes, you need one more thing — motivation. But that shouldn't be too hard to obtain. Just stop by your local body shop and price a new paint job.



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.



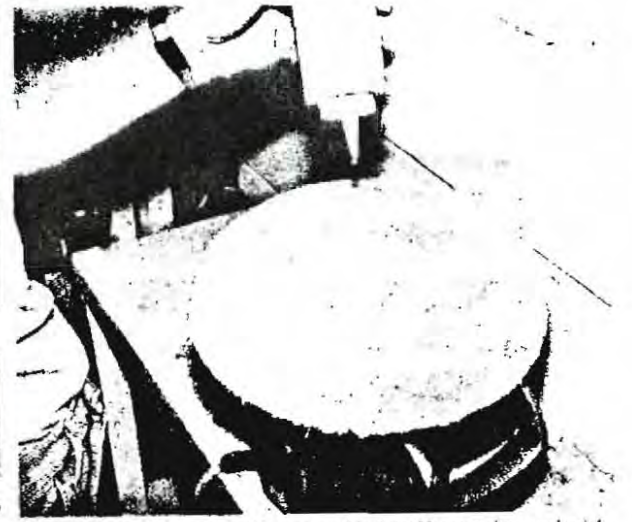
Tight or recessed areas should be buffed by hand.



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



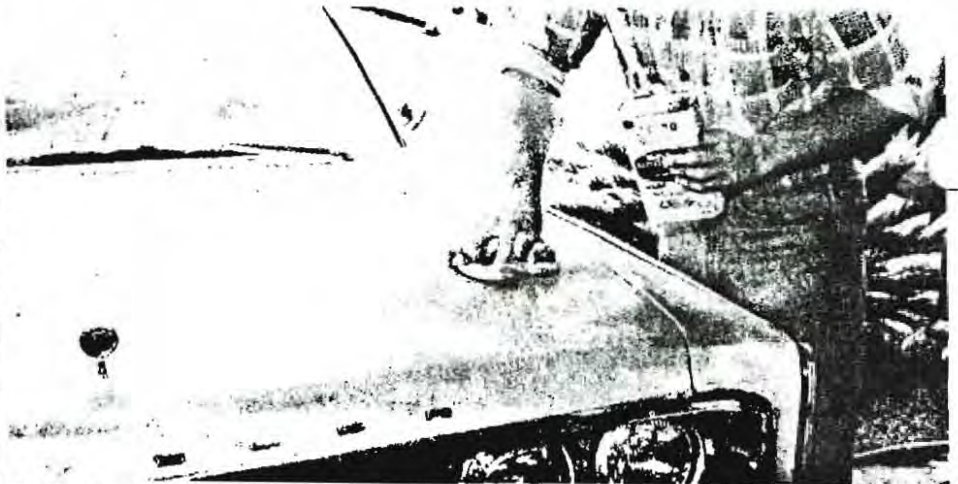
After compounding a section of the car's paint, you should get the result you see here. The buffed area reflects nicely.



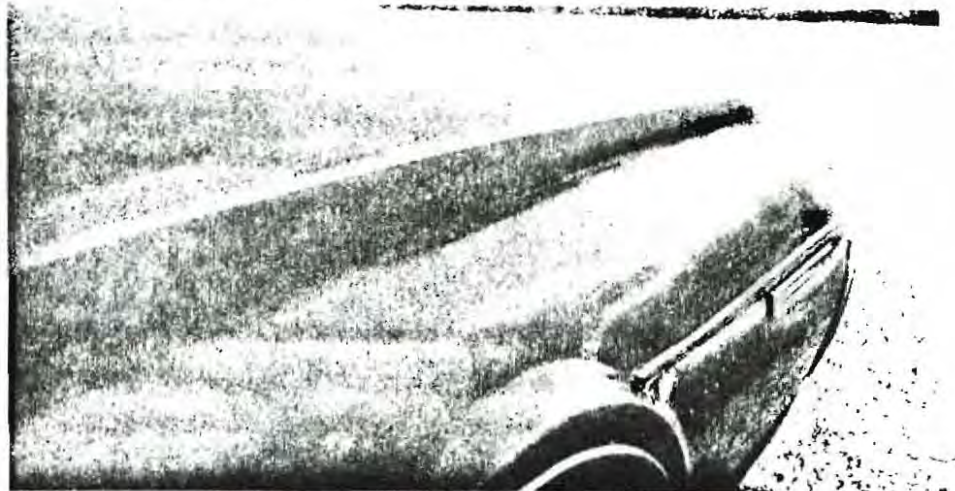
Unlike the high speed buffer, an orbital buffer can be used with compound and wax. Apply compound to the orbital pad first, then buff. Change pads often to make sure the buffing will be even from start to finish.



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



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.



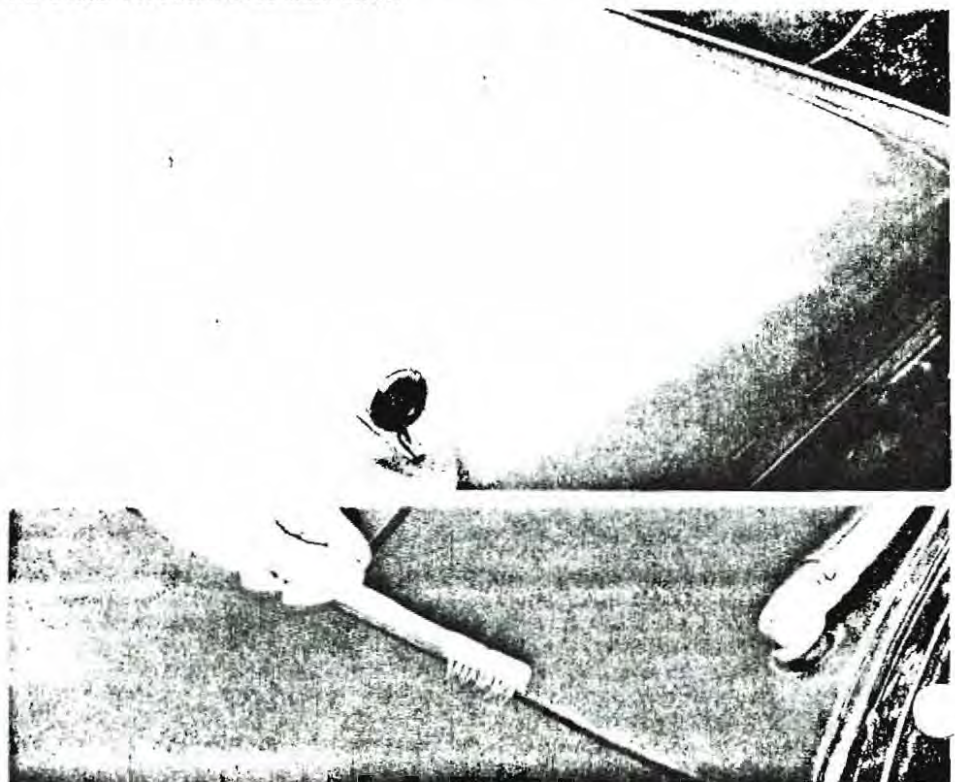
Here's a good comparison between the red paint on the Cougar and the silver metallic on the Chrysler. The Cougar's red paint fared much better.

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.



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.

Vairs 'n Spares

FOR SALE: '64 MONZA, 4 door, 110/auto. Nice interior, new tires; could stand a paint job. \$1,300. Call Larry Dandridge at (602) 750-1515. 2/91

FOR SALE: '64 CONVERTIBLE BODY, no dents; no rust; servicable interior parts; transmission and differential installed; no engine. \$500. Call Larry Dandridge at (602) 750-1515. 2/91

FOR SALE: 140 HP HEADS, 1 set fly cut and valve seats ground, no valves. \$115 each. One only with valves. \$130. Call D. Marshall at 883-1421 mornings or evening, or Del Light at 883-6794. 2/91

FOR SALE: CORVAIR PARTS. Large outdoor lots full of good Corvaire parts. Will sell or part. Call Barry Cunningham at (602) 747-9028. 2/91

FOR SALE: PARTING OUT 7 Corvairs (1 convertible). No titles. Call Mike Garrison in Sahuarita at 1-602-648-2610. P.O. Box 603, Sahuarita, AZ 85629. 2-91

FOR SALE: '63 GREENBRIER, automatic, freshly sealed engine, new brakes, new tires & battery; carbs rebuilt, good mechanically. Asking \$1,500. Call Lewis Bailey (602) 744-9307. 1/91

FOR SALE: '61 LAKEWOOD, automatic, reconditioned. \$1250 OBO. Call Del Light (602)882-6794. 12/90

FOR SALE: '64 MONZA, 2-door, automatic, not running but complete. \$350. Call Del Light (602)883-6794. 12/90

FOR SALE: '65 MONZA, 2-door, 4-speed, rough but strong engine. Running. Will part out engine first. Call Del Light, (602)883-6794. 12/90

FOR SALE: 1965 CORVAIR was just reconfigured less than 200 miles ago from a Corsa 180 hp Turbo (sad story of what happen to my pride and joy Varooooom - a story too long to relate) to 110hp. Has TB-30 Otto cam with fail-safe gear, .060 over TRW forged pistons, viton seals, Mallory dual-point distributor, Mallory C/D ignition, Stewart-Wamer oil pressure gage, Stromberg 2-barrel, '66 Saginaw 4-speed, positraction - 3.55, telescopic steering wheel. Also new white headliner - rest of interior is black, new white paint job -famous diamond glass, new turn signal switch. Asking price includes two 14 in rear mag wheels - on has the skin, all parts removed - 140 heads by Bill Coyle, water injection, rebuilt turbo - so buyer can return engine to 180hp turbo configuration. Needs oversize valve guides. Meets Old Cars Price Guide grade 3 requirements. Get all of this for only \$2585. Call Fred Zimmerman any time at 887-6805. 10/90

FOR SALE: SPYDER COUPE, '64, white w/ white seats and red interior trim. Rust free body and new tires. A one owner car that can be driven anywhere. \$3,500 OBO. Call Gordon Cauble (602)299-1122 9/90

FOR SALE: '64 MONZA COUPE, 110/automatic, new interior w/ headrests on front buckets, new dark red exterior. A very sharp car; drive anywhere. Asking \$3,500 OBO. Contact Gordon Cauble (602)299-1122 9/90

FOR SALE: '60 700, 4-DOOR, straight body, all original parts, some parts rechromed, needs interior and paint. \$650 OBO. Don Schmitt 745-5581. 6/90

FOR SALE: '65 CORVAIR COUPE, 110 engine, 2nd owner, 50K original miles, needs small amount of body work. Engine needs minor rebuilding. Interior needs replaced. New brakes. Asking best offer. Must sell. T.K. Estes, wk:795-8242, hm:885-1339. 3/90

FOR SALE: Complete 140HP engine, \$400. '64 95HP engine, \$300. Call Gordon Cauble (602)299-1122 2/90

AUTO BODY REPAIR and Restoration. Traveling estimates. I could be less than you think, but then again, it could be more. Corvairs are my first love. Ted Christianson. 887-9449. 1/90

PARTING: '66 Corvaire, 2d, no motor. SELLING '63 van motor, 47K miles. Misc Corvaire parts. Call Ted Christianson 887-9449 1/90

FOR SALE: New Items: Rebuilt flywheel for early or late, bolted and balanced, \$85; Good FC axles with packed bearings, \$80 ea. Call Gordon Cauble at 299-1122.

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FOR THE DO-IT-YOURELFERS: 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: '65 MONZA CONVERTIBLE, 110/automatic, light blue w/ blue interior & white top, engine completely rebuilt & body ready to paint. New top installed. Good tires. Car is driveable. Asking \$2500. Call Gordon Cauble 299-1122. 6/89



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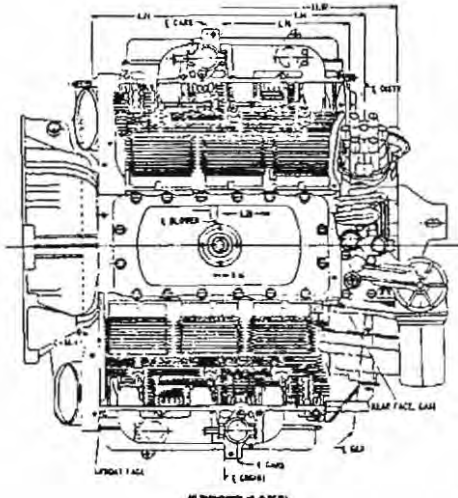
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TREASURE'S REPORT

Balance February 1, 1991\$1611.96

Income:

Dues.....\$ 50.00
Raffle tickets.....\$ 51.00
Aluminum Cans.....\$ 2.48

Total Income..... \$103.48

Expenses:

Raffle prizes.....\$ 21.34
Postage & supplies.....\$ 71.00
AAHC Dues.....\$ 15.00
Az Corp Comm Fees.....\$ 10.00
Total Expenses.....\$117.34

Balance March 1, 1991\$1598 10

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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

FOURTH WEDNESDAY of each month

(except December)

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

April 21: Picacho Peak Picnic: Leave McDonald's at Ina and Thornydale at 10:20am. See details inside.

Wednesday, Mar 27: Regular Monthly TCA Meeting

Wednesday, Apr 3: TCA Board Meeting 7:30 at JB's, Swan & Speedway

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



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