

Corvairization

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

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Corvair



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.

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MINUTES

The regular monthly meeting of the Tucson Corvair Association was called to order by President RON ALLEN June 27, 1990 at the Picadilly Cafeteria.

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

Treasurer VIC HOWARD reported a balance of \$1280.67.

In spite of the 115 degree heat, there were 33 present at the meeting. Corvairs numbered 10.

There were two new members welcomed into the club:

RICHARD BECHDOL

KENNY HEACOX

Can Chairman DON ROBINSON announced that he was able to get 43 cents a pound for aluminum cans, and encouraged us to participate in this fund-raising activity for the Club.

LARRY DANDRIDGE announced that he is now in a new location-- if you need assistance: c/o "Tucson's Best", 1441 S. Alvernon. Larry was also the license number winner of the evening.

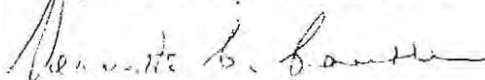
The President requested volunteers willing to serve as judges at the National Convention. There were forms to sign for those interested.

DAVE BAKER announced that his wife, BEVERLY would be hospitalized for hip surgery from July 6th to the 16th, Eldorado Hospital.

Grab-Bag winners of the evening were: INGRID HOWARD, BETTY CHASTAIN, VIC HOWARD and JERRY LEWIS.

The meeting adjourned at 8:35 p.m.

Respectfully Submitted,



Verne Cauble

Gas Tank Filler Door Refinishing

Bill Artzberger

If you approved of the recent *Corvair* article on how to make your late model headlight bezels fit better, then perhaps you'll respond to this article.

Few areas on your Corvair are more poorly finished than the area around the fuel door. Spot welds and rough sheet metal edges are quite apparent.

In less than two hours you can correct all of this. You can do what they did not have time to do at the factory!

To begin, it will be necessary to remove the gasoline filler pipe. Be sure you have less than 1/4 tank of fuel. Loosen the hose clamps where the filler pipe enters the tank. Be careful not to damage the hoses if you plan to re-use them. However, if they have deteriorated it will be necessary to replace them or they may eventually leak. Consider ordering new hoses from one of our Corvair parts suppliers before you begin. The hoses are a special size and generally not available from your local auto parts store.

With the filler hoses loosened, you can pry and pull the large rubber grommet toward you. With the grommet removed from its hole, you can then remove the filler pipe. Turbos and all '68-'69 models have an extra 1/8" hose that leads from the fuel pump. It will also have to be removed.

You'll have to remove all the paint and factory sealant from the entire door perimeter. Use a "mule-skinner" (a stainless steel wire brush encapsulated in plastic, available at most automotive paint supply shops for less than \$10). Use a 3/8" reversible electric drill; reversing the direction of the "mule-skinner" will speed up its action.

Use a 1/8" drill bit as a grinder to remove paint and sealant from areas too small to grind with the wire brush. Plastic adheres best to *clean* metal. Take time to remove every trace of any foreign material.

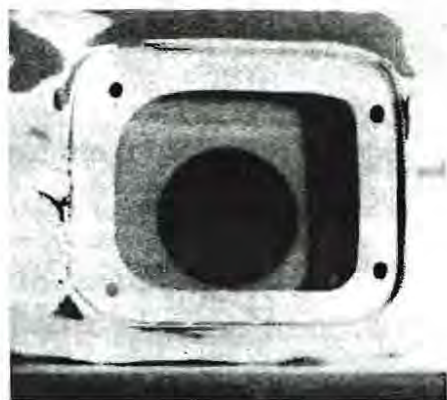
You will be filling the bare metal area with plastic filler. Before you do, notice the sheet metal directly above the filler door hole and the fender crown. Nearly every late model Corvair has a concave depression in the fender sheet metal in this spot. It no doubt occurs while stamping the filler hole into the fender.

To do a perfect job, now is the time to correct this factory defect. Depending upon the degree of the depression, at worst, you may have to use plastic body filler. At best, you may be able to level the area with "Nitro-Stan" or even several coats of hi-fill primer surfacer (DuPont Fill-N-Sand 131S).

When you are satisfied that you have corrected the depression, mix a small amount of plastic body filler (Bondo, DuPont 212S, or others). Spread it over the cleaned sheet metal. When it has hardened, use the production paper to smooth it. Then use #220 and finally #320 production paper. You may have to repeat the process several times to get a perfect result.

Finally, spray the entire fender area with primer-surfacer and block-sand it with #400 wet sanding paper for a smooth, level finish. Before painting, finally go over the area with #600 wet paper. Then wipe or blow dry and let it set for a while before applying paint.

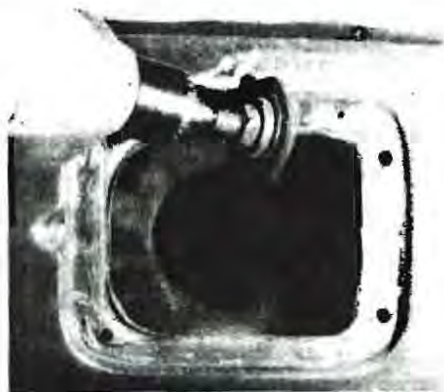
The reason for not applying paint immediately is that you will want to be sure that the area is absolutely dry. Primer-surfacer will absorb some moisture from wet-sanding. If you want to



hurry your job somewhat, you can use a fan or a hair dryer to speed up the drying time. Use the hair dryer cautiously; don't use too much heat.

I didn't mention refinishing the entire filler door compartment, but certainly it should be done if you have gone this far. This could consist of just a light sanding and then repainting, or possibly sandblasting and then refinishing. Almost anything you do in this compartment will be an improvement!

To detail the filler area, clean the large rubber grommet with lacquer thinner, then coat it with Armor-All. Wheel-buff the filler cap or polish it with steel wool. Add new rubber door bumpers, polish the door hinge screws, and your fuel filler door area is finished. You'll admire it each time you add gasoline to your Corvair.



Tech Topics

Headlight Bezels

Bill Artzberger

In our minds, as Corvair owners, Corvairs are great automobiles and we are willing to overlook some of their shortcomings. As much as we dislike admitting it, the quality and tolerance, particularly on "Late" model bodies, is poor.

This brings up the sensitive subject of modification while doing a restoration. Only you should decide whether or not you should modify and improve your Corvair. I'm for improving...

Let's start with the headlight bezels. The fit on some Corvairs is better than others, but none are perfect. Photo 1 is a typical "Late" model bezel fit.

You don't have to be an expert at body work to make a better fit here. Modern materials and techniques make it easy. Here's how.

First, remove all paint and primer for at least 2 inches around the bezel perimeter. Do this by sanding with #40 3M open coat production paper. Or, you can use an electric drill with a 3M Clean 'N Strip disc and mandrel. Most body shops would use a "Mule Skinner." (A plastic encapsulated stainless steel wire brush wheel.) Photo 2 shows the 3M Clean 'N Strip disc in use.

You will be using plastic body filler to mold and reshape the body to fit the bezel, therefore you must reach down to absolute bare metal to insure the plastic will adhere *permanently*. When you have bare metal surrounding the entire area, you are ready to begin your re-fitting of the bezel. Use a spare bezel, one that is straight, but one you may not want to use as a "show" part. To keep the body plastic from adhering to the bezel, cover the edge of the bezel with black plastic electrical tape. Photo 3. (Body plastic will not stick to plastic tape.)

Screw the "work" bezel into its respective place. Then mix the plastic according to the directions on the container. Mix just enough that you think you can handle before it starts to set. The directions usually suggest an amount the size of a golf ball. You will probably have to do this operation in several steps. Don't add more plastic to your body and bezel than you'll need as you'll only have to sand it off later. Use a plastic squeegee to shape the body plastic, or, although it seems "un-professional," use your finger. Remember, you are sculpting or shaping your car body to new dimensions... you are an artist! (Photos 4 and 5.)

When you are satisfied that the bezel now fits the body, remove the bezel and begin sanding with first #40 production paper, then #80, then #220. You'll note that each step is progressively smoother. The purpose of this operation is first to contour the plastic, then remove all the sandpaper scratches before you begin to re-



Typical late model bezel fit.



Clean 'N Strip disc.



Black plastic electrical tape.

paint. If you have any "low" spots, re-apply some body plastic to fill them. Where the broken paint edge meets the bare metal, it will be necessary to carefully "featheredge" the paint with #220 paper and then finish with #400.

When you are satisfied that your bezel now fits perfectly, treat any bare metal first with "Metal-Prep," then with "Metal-Conditioner." Or, the DuPont Company now has a one-step metal prep-conditioner available. It is called "Qwik-Prep #244S.

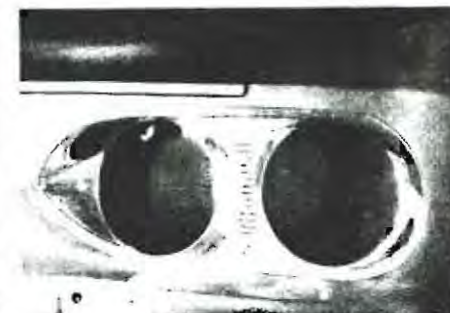
Spray several coats of primer-surfacer over your new sculpture. If you are not confident that your "featheredging" will not show through when you spray on your paint, then cover the area with a thin coat of body putty such as "Nitro-Stan" or "Claw-Glaze." Sand again with #220 and then #400. Then re-prime again with primer-surfacer. Finally, sand the primer-surfacer with #220 and then #400. You are now ready to re-paint and admire your handywork. You'll wonder why you didn't think of it sooner! (Photos 6 and 7)



Mix the plastic...



...sculpt the body.



Spray the primer.



Re-sand the primer-surfacer.

Heartbrakes
by Big Ed

That dratted green car. Oh sure, I know, free and twenty-one and all that jazz, but we WOULD have a convertible and a club member had been instructed by his wife to unload one of his several Corvairs and the price was right and so son Jim became the owner of a green '65 Monza convertible. It needed a new rear window, and so it got a whole new top. It needed tires, and so I bought new tires, working a trade so that my '66 Monza coupe would get the new tires and Jim would get the good used tires off my car. 'By the way,' the tire-buster at Fletcher's said, 'You ought to make new brakes your next priority, and soon. One wheel cylinder is leaking in front, and another in back. Should be seen to real soon.' I guess he thought that he was helping things by impacting the lugs on at 70 ft-lbs, but that is another story.

Bought new shoes at Pep-Boys. Bought wheel cylinder kits from Gordon. Started to work Sunday at 11 AM, thinking that it should take maybe three hours, stretching it. Ha.

Got the front end up in the air and started removing stuff. Hmmm. Bolts holding the wheel cylinders in are rusty. No surprise, since an underneath view of the body revealed advanced cancer at all four corners. I guess that this is NOT an original AZ car. Oh well, that's what God made vise-grips for. After MUCH hassle, including breaking a bleeder valve (and an Easy-Out) got the front end done. Never worked so hard on front-end brakes in my life. Bled, turned car around, and attacked rear. Oh me.

Let car down off jackstands and went up to friendly Chevron station to have lugnuts loosened. This after I had put a 30 degree twist in my lugwrench (Big Ed, remember). Back up on the stands. 'Hey Jim, the bleeder valve is broken off on my side.' Snap. 'That makes two, Dad.' Oh well, it's no trouble taking the cylinders off anyway. Sure. The bolts were half rusted away, making it purely impossible to use a wrench on them, although a 9 mm metric fit better than the correct 3/8". Cold chisel time.

Of course the hydraulic lines were rusted on . . . not just at the cylinder, but on the torque arms, too. I would lock on the vise-grips TIGHT, twist, and chunk off chips from the fitting. I finally broke the fitting loose on my side, but on Jim's side we had to replace three (3) lines, two rigid and one flex. We were extremely fortunate that I had a supply of front and rear suspension members, for we robbed 3 wheel cylinders and several brake lines, including a couple off the Corsa hulk in the back yard. We finished the job about 10:30 PM.

I have NEVER worked so hard, so long, on anything Corvair-wise, as I (and Jim) did on this job, but the car has good brakes now, and Jim is happy that the job is done. Me, I feel like Danny Glover in 'Lethal Weapon'; I'm too old for this ****!

Vairs 'n Spares

FOR SALE: SEVEN CORVAIRS! 3 - '65 4-door/automatics, all running, need intior and paint, 1 - '63 2-door/automatic, 1 - '65 convertible/automatic, needs paint, top and interior, runs. All for \$7,000 or will sell individually. Many good parts for '63 including motor. Stored in Huachuca City. Call Pete Dillman 745-3725 in Tucson or 456-1171 in Huachuca City. 7/90

FOR SALE: '64 GREENBRIER, automatic, not running, \$500; '61 RAMPSIDE, runs, \$1000. Call Robert Segl, Casa Grande, 1-836-6390. 6/90

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: '65 500 2-DOOR, 110/4-speed, daily driver, minor dents, asking \$1500. negotiable. Call Mark at 622-3482. 6/90

FOR SALE: '61 LAKEWOOD, automatic, reconditioned, \$1250. Call Del Light. 883-6794 3/90

FOR SALE: '65 CORVAIR COUPE, 110 engine, 2nd owner, 50K orginal 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: '64 MONZA, 2 door, automatic. Not running - complete. Call Del Light, 883-6794. 3/90

FOR SALE: '65 MONZA, 2 door, 4-speed. Rough but running. \$450. Dell Light 883-6794 3/90

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

FOR SALE: '61 LAKEWOOD, 110/automatic. Good condition all around. \$1050. Van Pershing. 743-9185. 2/90

FOR SALE: '64 MONZA convertible, complete with new Clark's set covers. Needs complete restoration. Call Larry Dandridge at 750-1515. 2/90

FOR SALE: '65 MONZA, 2 door, 110/4-speed, map pockets, clock, 80% restored white interior, needs clutch and some wiring. Many extra parts. All new rear panel molding & fuzzies, spare 110 motor (not running), custom steel wheels, (stock wheels and hub caps available). Call Doug Dyke 883-2239 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 Corvair, 2d, no motor. **SELLING '63** van motor, 47K miles. Misc Corvair 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.

FOR SALE: NEW and GOOD USED PARTS. '65 Corsa wiring harnesses - main & engine compartment; new gas door guard, \$20; used early windshield w/ weather strip, \$60; re-coned Corvair speakers, early \$15, late \$19; Other new and good used parts. Call Gordon Cauble 299-1122. 6/89

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

FOR SALE: Set of headers w/ mufflers and chrome tail pipes, \$50, Jerry Lewis 746-3485 2/90

TREASURE'S REPORT

Balance June 1, 1990\$1280.57

Income:

Dues.....\$ 30.00
Raffle tickets.....\$ 33.00
Name tags.....\$ 8.00
Advertising.....\$ 3.00

Total Income..... \$ 74.00

Expenses:

Raffle prizes.....\$ 16.98

Total Expenses.....\$ 16.98

Balance July 1, 1990\$1337.59

Vic Howard



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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

31 July - 4 Aug: National CORSA Convention, Ontario, California

Wednesday, Jul 25: Regular Monthly TCA Meeting

Wednesday, Aug 1: TCA Board Meeting 7:30 at JBs, Swan & Speedway

Tucson Corvair Association

P.O. Box 50401

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