

Finned Aluminum Brake Drum Conversion

If you've ever thought about upgrading your brake drums on your late model car, here is some useful information that might help you round up the parts to be able to make the change. More information can be found on Brian Blackwell's autocross page: <http://autoxer.skiblack.com/>

The following information was compiled by Steve Hammett of Corsa NW.

Late Model Corvair (Front & Rear)

The LM brake drums are similar to many other GM models, mostly of later years. The interesting fact to remember is that unlike other cars, the larger (wider) brake drums fit on the rear of a Corvair. Most other cars have the larger or wider drum on the front.

When changing the wheels on my 1965 Corsa, I found that the original, rusty, cast-iron brake drums were highly visible through the added period wheels (15" dia. American Torq-Thrust "D"). Looking for something better, I researched the literature and found Art Gertz's article in the CORSA Tech Guide. These changes are predicated on the fact that they are fully reversible and do require the use of 14" dia. or larger wheels.

Corvair front wheels: Use 2" x 9-1/2" dia (p/n 1255496) GM aluminum rear brake drum (Hollander Interchange Code Number 533-01132) from:

Blazer '83-84 S/T
Buick '80-85 LeSabre
Buick '85 Estate Wagon (SW)
Camaro '82-92
Century '78-81
Chevy Pass '86-89
Cutlass '78-81
Cutlass '82 RWD
Firebird '82-92
Grand Prix '78-85

Jimmy '83-84 S/T
LeMans '78-81
Malibu '78-81
Monte Carlo '78-81
Olds '80-85 Delta 88
Olds '85 Custom Cruiser (SW)
Pontiac '80-81
Pontiac '83-85 Bonneville
Pontiac '86 Parisienne
Regal '78-87

These are an exact replacement for the Corvair front drums; they are made of finned aluminum for faster heat transfer, a steel liner for wear and look great behind open spoke wheels.

These drums often come with hubs attached and while some hubs differ, we don't use the hubs and the drums are the same. To remove the hubs, soak with Yield or other penetrant, then drive out the studs, thus releasing the hub from the drum. Have the drum turned to true it to the center hub opening. Then using a regular metal cutting lathe, center the drum on the newly turned surface and open the center opening's internal diameter to 2.8125" (2-13/16").

After all machine work is completed, I have the drums glass bead blasted to remove all old paint, etc. The result are beautiful, finned-aluminum brake drums that look great on your Corvair.



One last finishing touch, before installation, I mask and paint any steel drum weights (I use a light silver-gray Hammertone). Finding the aluminum brake drums is getting more difficult. I've found wrecking yard prices of up to \$125/each for the GM front brake drums and \$30/each for the GM rear brake drums

Corvair rear wheels: Use 2-1/2" x 9-1/2" dia. GM aluminum front brake drum (Hollander Interchange Code Number 530-01204 and 530-1106) from:

Buick '64-72 Special
Oldsmobile '64-69 F-85



TCA 2018 Events at a Glance

The **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 of General Motors. The Tucson Corvair Association is a chartered member of the Corvair Society of America (CORSA) as Chapter 357.

Membership dues are \$15 per year for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes one name tag) Make checks payable to the Tucson Corvair Association and mail to the TCA Treasurer.

Change of Address: Report any change of address or phone number to the Membership Chair.

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communiqué, a bi-monthly publication. CORSA memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

Business Mailing Address: 4842 W Paseo de las Colinas, Tucson, Arizona 85745

Website: www.corvairs.org. Email address: tucsoncorvairs@yahoo.com

Aug 22 Wed

Regular Monthly Meeting. Parking Meeting starts at 7:00pm. Come a little early if you're going to have dinner. Golden Corral, 4380 E 22nd St, Tucson, Arizona (near Columbus).

Oct 26-28

Great Western Fan Belt Toss and Swap Meet. Sunrise Park, Palm Spring, California

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July Meeting Minutes

Minutes from the monthly meeting of the Tucson Corvair Association held July 25, 2018 at Golden Corral, 4380 E 22nd Street, Tucson, Arizona.

The meeting called to order at 7pm by President Mike Lake. In attendance were Jim Mills, Mike Lake, Ron Bloom, Allen Elvick, Sam Pernu, Bill Maynard, Doug Scott, John Young, Frank Pella, Bill Sala, and Tony and Mara Lopez along with there son Richie.

Allen Elvick reported that the treasury had no changes for the month. Open balance was \$2,295.71 with the same closing balance.

Merchandise Chairman Doug Scott reminded all that there are plenty of oil filters available.

Minutes of the June meeting were approved.

There was no old business to discuss.

New business: There will be two booths at the swap meet in Palm Springs available. Contact Mike lake or Doug Scott if you have items to send to the GWFBT&SM, The Caterpillar car show at the proving grounds will be August 25 from 8am to 1pm. \$20 entry fee, The Club will make a \$250 donation the veteran's housing project being done on Benson Highway.

Bill Maynard announced that he is cleaning house and that if anyone wants any of his Corvair parts to contact him. After August 31 it will be all hauled off to the scrap yard.

A possible breakfast meeting will be considered at the Black Bear Restaurant at Park Place Mall for October.

Frank Pella has been appointed as the new Vice Presi-

dent of TCA.

A detailed carburetor disassembly/assembly demonstration was given by Mike Lake and Ron Bloom.

Meeting adjourned at 8:30pm.

Submitted by Van Pershing

President's Message

Mike Lake

I would like to thank all of you who attended to meeting this month. We had a nice turnout and it was refreshing to see. We stumbled through our first tech session and in hind site it could have been a lot better. In future meetings we'll have the presenter of the tech session located in a more central spot in the room so that everyone has a better view of what is taking place. The tech sessions will be more hands on also. I do intend to redo the carb session in the future with hands on disassembly and reassembly. Van is up next month so please bring your rotten tomatoes and a good pitching arm.

Please give us feed back as to what you would like to see for tech sessions or even lessons on the history of the Corvair. We can discuss the various makes and models along with the differences between. We can discuss the Corvairs victories and defeats. One such defeat comes to mind: painting a convertible Evening Orchid. Seriously, even after one year GM said to hell with that!

Have a great month and looking forward to seeing you at the next meeting!

Mike

Recently seen on craigslist:

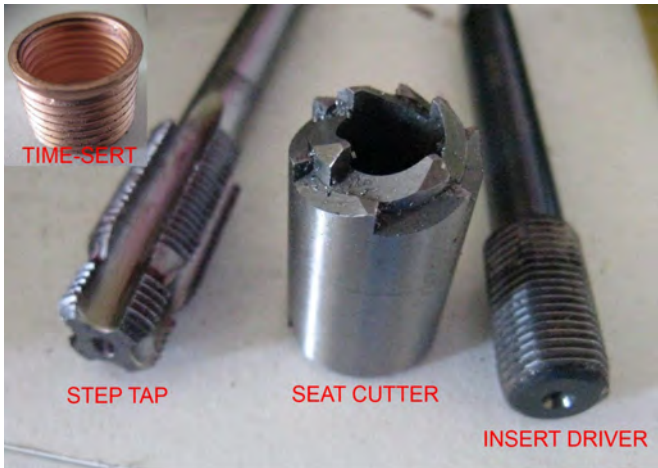


How to repair spark plug holes with Time-Serts

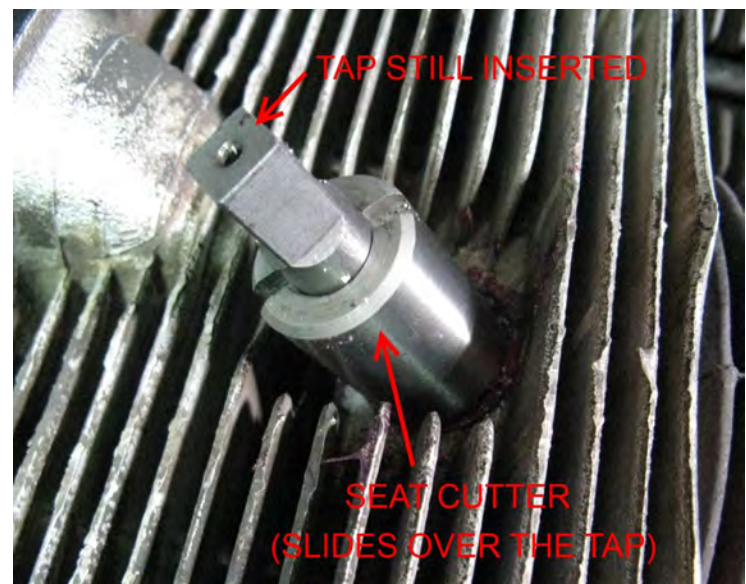
By John Porterfield
Central Virginia Corvair Club

The only difficulty I ran into was getting the cross-threaded spark plug hole to tap straight. The insert ended up a little off-axis, but I can still get the spark plug boot into the hole in the top shroud, so it's OK. The hole that was stripped was really a snap and came out perfectly.

I took a few pictures to show the basic process:



Use the step-tap to cut new, larger threads in the spark plug hole. The first set of threads on the step-tap match the existing spark plug threads, so this helps guide the tap. Apply grease to the end of the tap to catch the aluminum chips and be sure the piston is fully retracted to ensure you don't "tap" the piston.

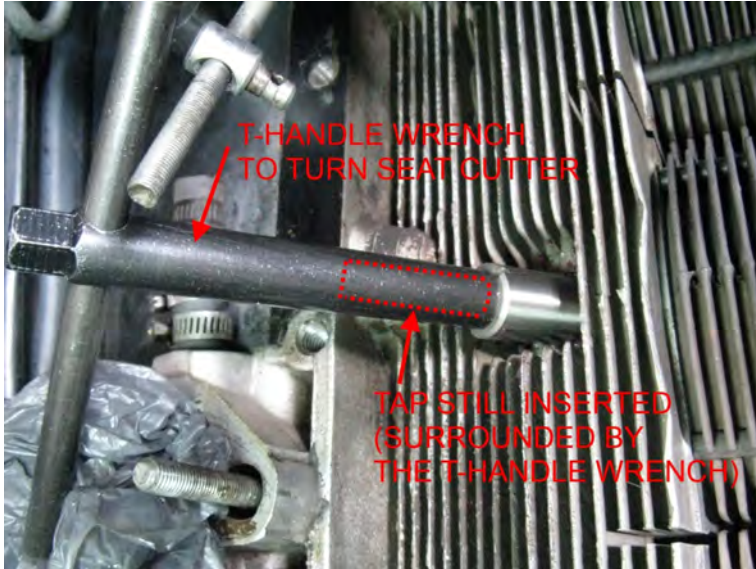


Once the top cutting surfaces are about 1/4" below the top of the hole, slide the seat cutter over the tap. The seat cutter has two sets of cutting teeth: one to cut a chamfer to mate with the flare on the top of the insert and one to cut a spark plug washer seat.

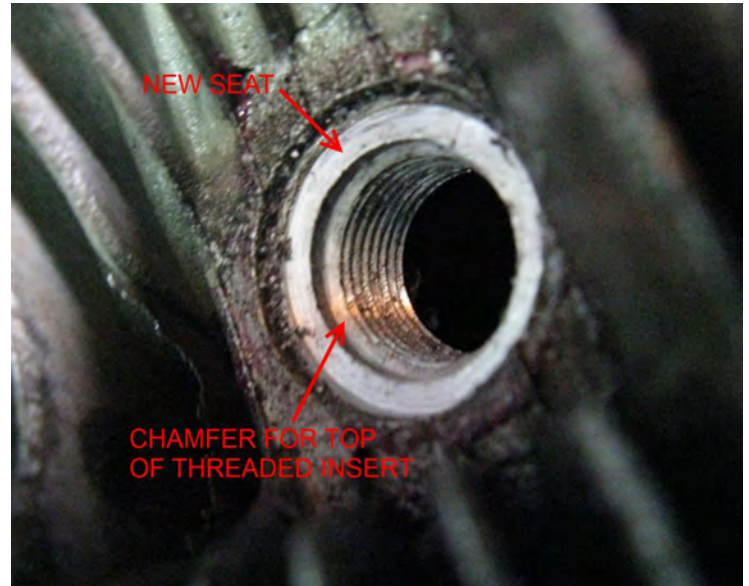
Slide the seat cutter over the tap without removing the tape.

Continued on page 5

How to repair spark plug holes with Time-Serts (continued)



Slide the T-handle wrench over the tap and lock it to the seat cutter. Turn the wrench until you get a freshly cut seat 360 degrees around the spark plug hole. Remove the seat cutter and tap from the spark plug hole.



With the cutter and the tap removed the hole will look like this.



Screw the threaded insert into the spark plug hole by hand as far as you can.

Unscrew the driver and you are done.



Wednesday, August 22, 2016

Don't miss the August meeting! There will be a display along with some interesting information on the fuel injection systems that were being developed by Chevrolet back in the 60s.



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Regular Monthly Meetings are held on the Fourth Wednesday of every month with a bull session starting at 6:30pm and the meeting starting at 7pm.

The November meeting is traditionally held on the third Wednesday. The December meeting is our annual Christmas party with the time and place to be announced.

MEETING PLACE:

Golden Corral
4380 E 22nd Street, Tucson

Read this newsletter on line at www.corvairs.org