

On the Air

Newsletter of the Arkansas Corvair Club ■ CORSA Chapter 722

January 2002

Volume 15, Issue 1

Bonanza Family restaurant closed on November 21. ACC now seeking a new permanent meeting site.

Regretfully, we are sharing the news that the Bonanza Family Restaurant, in North Little Rock, closed permanently on November 21, 2001.

As you know, this restaurant has been our club's Tuesday evening meeting place since September 21, 1999. The restaurant with its spacious, private, and *free* meeting room was ideally suited to our club's need, in both space and menu. We are sorry to lose the facility as our permanent meeting place.

With the loss of the Bonanza Restaurant, we're again seeking a new permanent location for our club members to meet.

What we need is a *free* meeting room, co-located with an affordable restaurant, and situated in Little Rock or North Little Rock, preferably not on the extreme ends of either community. If any of you know of a possible

location that meets these criteria, please call and advise Al Embrey, at 834-5373.

Al has begun investigating potential meeting sites in the N. Little Rock area. He is checking on the Golden Corral Restaurant, just off Warden Road. Also, he is checking on the Western Sizzlin Steak House restaurant, on JFK Boulevard.

We do have tentative plans to meet in February at the **Western Sizzlin restaurant**, at 5306 JFK Boulevard. The restaurant is one block north of the intersection of McCain Blvd. and JFK Blvd. Watch for more details in your February newsletter.

Hopefully, we can find a suitable new permanent meeting location for our club and begin meeting regularly again, in February, to plan our activities and events for 2002.

We'll see you February 19th.

NO TUESDAY MEETING IN JANUARY

Due to the recent closing of the Bonanza Family Restaurant, our Arkansas Corvair Club will **NOT** hold a Tuesday meeting in January. Our next regular monthly meeting will be Tuesday, **February 19, 2002**, at a *new* location to be announced.

Powder coating for the home shop owner-

With the right equipment and a little practice, you can achieve professional results.

Elvis King

For those who may be unfamiliar with the term "powder coating," it refers to a method of applying an electrically-charged powder onto a clean metal part and then baking the part at 400 degrees F for about 15 minutes to cure the finish. The procedure provides a neat, shiny, abrasion-resistant finish that also resists ultraviolet light and most chemicals, including fuel, brake fluid, and solvents.

Powder-coated parts can be used as soon as they are cool enough to touch. The finish is much tougher than paint and powder coating uses no solvents or volatile compounds involved in the application or clean-up.

A Corvair engine compartment finished with powder coated appointments can be a knockout.

Ever since I was introduced to this wonderful finish, while attending the powder coating tech session at the Dallas CORSA Convention, in

continued on page 2

inside:

January Birthdays & Anniversaries
New Year Greeting from Bob and Lynda Berry
November Meeting Minutes

page 2
page 3
page 3

“Corvairs bring friends together.”

Powder coating *continued*

1995, I've been caught up with the notion of trying to do some powder coating at my shop. Back then, I even daydreamed of somehow building a wood-fired oven for such a purpose.

Fast-forward a few years to spring of 2001. Although I had previously paid for having the engine sheet metal powder coated for two of my cars, I'm now retired, there are always more projects to do, and the Eastwood Company has begun marketing a reasonably-priced home powder coating system. So, the time was right for me to give it a try.

I ordered Eastwood's kit from Harbor Freight Tools for \$20 less than the \$149.99 regular price. (Since my initial purchase, Eastwood has offered the same kit as a short-time sale item for \$99.99). The basic kit consists of Eastwood's HotCoat powder coat gun (with cup) and its power unit, ground clamp, remote-activation switch and screw-in moisture separator. Also included are a can of black powder and instructions.

Additionally, to succeed at powder coating, you need a good in-line pressure regulator, capable of throttling back the air pressure to a regulated 5-to-8 psi.

For my baking oven, I leaned on a life-long friend who owns the Sears store in Conway. He was able to pro-

vide me with two 1970's-style GE electric ovens that came out of next-door houses when the owners installed new Kenmore units. Having two just-alike was to prove to be a stroke of luck for my effort, indeed.

My first try to powder coat a part produced mostly experience. After buying a plug and connecting the better looking of the two ovens to my 220-volt shop outlet, using an oven thermometer, I found that the oven and thermostat worked. I chose two decent valve covers for my first project. Using Simple Green, paint remover, and bead blasting, I got the surfaces down to clean metal after only an hour or so of cleaning.

When it came time to apply the finish, my first mistake was trying to get by without a real diaphragm-operated pressure regulator at the gun. I bled off the air pressure in my tank down to a low level and thought I could get by with that. However, the powder finish is not to be *sprayed* on by any sense. Rather it is to be almost *breathed* out the gun and then electrically attracted onto the object.

Despite my lack of understanding, I managed to get some powder on the valve covers before moving them into the oven for baking. They turned out shiny-black, even if the finish was somewhat thin in places.

With this first effort, I knew the *continued on page 3*

Our heartfelt thanks to Clyde and Dee Jones for a superb, standard-setting barbeque on November 10

Our heartfelt thanks to Clyde and Dee Jones for hosting an ACC BBQ and Potluck meal at their country home in Everton (Boone County), on Saturday, November 10.

You haven't tasted BBQ beef brisket until you sample Clyde's exquisitely slow-smoked brisket and tangy homemade BBQ sauce. Folks...this stuff is the kind of fare that you hear BBQ lovers rave about. It was extraordinary!

We are exceedingly grateful for the warm hospitality that Clyde and Dee extended to us on November 10. The food was tasty, the setting was pastoral, and the fun and fellowship was heartwarming.

Thanks Clyde and Dee• we appreciate you. ■

Happy Birthday
to our ACC associates
born in January.

Corey Holtz
January 1

Frank Campbell
January 8

Jane Carter
Larry Levy

Joey Walker
January 20

Joe Gregory
January 30 (65 years)

Freddie Horne
January 30

ACC Dues Alert

In an effort to keep everyone informed about the status of your ACC membership dues, we are publish a membership *Dues Alert* in every issue of *On the Air*.

The *Dues Alert* lists names of members who are past due, those due for the current month, and those due the following month.

Dues are \$15.00 for regular membership and \$10.00 for associate members. Please mail payments to: **Arkansas Corvair Club, P.O. Box 627, Little Rock, AR 72203.**

Here are the names for **Jan** and **Feb**.

- | | |
|-----------------|-----------------|
| Past Due | Glen White |
| Due Jan | Frank Cahill |
| | Butch Chapman |
| | BJ Daugherty |
| | Eric Evans |
| | Stephen Franco |
| | Corey Holtz |
| | Elvis King |
| | Mike Shroyer |
| Due Feb | Al Embrey |
| | Keith La Crosse |

Please disregard if you've already paid or mailed your check. We thank you and we appreciate your loyal support. ■

ACC November Meeting Minutes



JB King

The Arkansas Corvair Club met at the Bonanza Family Restaurant, on Tuesday, November 20, 2001.

The meeting was called to order by president, Al Embrey.

Al stated that the members who attended Clyde and Dee Jones' BBQ, on Saturday, November 10, in Everton, enjoyed a terrific time with excellent food and fellowship.

New Business

Since our November meeting

coincided with the Bonanza Family Restaurant's last night of business before closing permanently, we began discussing options for choosing another meeting place.

We hope to decide on a new meeting site before our meeting on February 19.

Our club will participate again this year in the Sherwood Christmas parade, scheduled for Sunday, December 2. We plan to meet at the Sonic Drive-In, on East Kiehl Avenue, at 1:00 p.m.

To start the new year, Stew and Ronnie MacLeod will host our annual Holiday Open House gathering at their home of, on January 19.

There being no other business, the meeting was adjourned.

Respectfully submitted,

JB King

Powder coating *continued*

learning curve was broached.

Since then, I've bought a good regulator and gauge, a pressure sand-blasting tool, and some other powder colors. A second set of valve covers and a spare wheel rim for my Spyder turned out almost perfect.

Following those successes, I considered finishing a late air cleaner and cover, but the crossover tube was too long for one oven. Something larger was needed. I built a platform, with casters, so both ovens could be secured, connected back to back, and rolled about together. Not being much of a metal worker, this part of the project was scary for me but somehow it got done.

There is a 9¼-inch deep connecting tunnel between my twin ovens. I was able to retain the lights in each. Also, the oven-rack slides line up because they are alike.

My fear that the conjoined oven would not get hot enough in the connected area to properly melt and cure the powder didn't come true.

Just recently, I coated that late crossover tube, two kick panel vents, a

valve cover with holes for lifter lash adjustment, and other miscellaneous items. These were my first projects using the conjoined ovens. My modified oven is large enough to bake an engine cover or about anything else on a Corvair, excepting a front cross member or a long belly pan.

In the near future, I plan to try finishing some parts in a color called Near Chrome. It's a chromium-like finish that is also clear coated. It should look good on carburetor linkages, vacuum balance tubes, oil filler caps, and so forth. I also have two different wrinkle Hot Coat finishes waiting on the shelf for just the right refinishing opportunity.

When I picked up the matching GE ovens, my friend also offered a nice, newer Kenmore oven that I took, not knowing if it would be needed. It's now an unnecessary spare.

If anyone in the club would like the oven, I'll even deliver it and share everything I have learned about powder coating in your home shop.

If not, the spare oven may be seen on a curb in North Little Rock...

soon. ■

New Year greetings from the Berries of New Mexico

Editors Note: Bob Berry's message, received by e-mail, is edited for space.

December 29, 2001

Just a note to say we arrived safely back in Mountainair, New Mexico, on Friday, December 28, after about a week in Arkansas.

The automobile trip each way was relatively uneventful except for being a bit tiring. We had a strong tail wind during the east-bound portion of the trip and an even stronger head wind on the west bound return trip. Thank goodness there was no ice, sleet, snow, or rain.

We enjoyed our Christmas visit with Cheryl and family, George and family, Jimmy and family/kids/grandkids. All the gang appeared to be in good health and fine spirits.

Lynda had her last chemo treatment on Dec. 26. Her next treatment is scheduled for Jan. 23. Her doctor indicated that he wants her to undergo several tests following her treatment in January. These have not yet been scheduled, but will take place between her Jan. 23 chemo treatment and the next. The tests will consist of x-rays, Muga (heart) tests, Bone Scan, etc. Once these tests have been evaluated her doctor will adjust her treatment regimen as necessary. He is pleased with her progress and this is an effort to fine-tune her treatment. She has had no nausea.

Lynda and I want to wish all of you a big Happy New Year. May Almighty God bless you abundantly and next year be a prosperous one. Let us hear from you often.

Note: You can send e-mail to Bob Berry at: WB5BJD@aol.com

2002 CORSA International Convention
June 25 - 29, in Flagstaff, Arizona



On the Air

Arkansas Corvair Club
370 Windwood Drive
Cabot, AR 72023-8344

Place
first class
postage
here.

FIRST CLASS

*"Promoting the maintenance,
enjoyment, and preservation of
the Chevrolet Corvair."*

Arkansas Corvair Club Information

Meetings

The Arkansas Corvair Club (ACC) meets on the 3rd Tuesday of each month. We are currently seeking a new permanent meeting site and will publish the new location ASAP.

January Meeting

The ACC will **NOT** hold a Tuesday, meeting in January. Our first monthly meeting for 2002 will be Feb. 19.

Join us at 6:00 p.m. for food and fellowship prior to the meeting. The club offers an array of merchandise for sale—oil filters, gas filters, hats, decals, patches, T-shirts and more.

Officers

President: Allan Embrey, 16 Algonkin Place, Sherwood, AR 72120, 501 834-5373.

Vice-President: Clyde Jones, 333 Links Dr., Apt.3010, Texarkana, AR 71854, 870 774-6789 (evening).

Treasurer: Elvis King, 21305 N. Mill Rd., Little Rock, AR 72206, 501 888-1224 (evening).

Secretary: JB King, 21305 N. Mill Rd., Little Rock AR, 72206, 501 888-1224 (evening).

Elected Board: Allan Embrey, 501 834-5373; Christel Espejo, 501 834-0806; Larry Levy, 501 868-5825; Cathy Smith, 501 843-8413.

Appointed Board: Pending.

Committee Chairs

Membership: Elvis King

Publicity: Bill Smith

Newsletter Editor: Bill Smith, 370 Windwood Drive, Cabot, AR 72023, 501 843-8413.

Newsletter Advertising:

Non-members and businesses:
\$100/year full page; \$60-½ page;
\$35-¼ page.

Program & Events: Open

Technical & Safety: Keith LaCrosse, 26 Woodlawn Dr., Beebe, AR 72012, 501 882-5040.
Butch Chapman, P.O. Box 243, Jacksonville, AR 72078, 501 676-6693 (day time).

Points: JB King

ACC Mission: The mission of the Arkansas Corvair Club (ACC) is to promote the maintenance, enjoyment, and preservation of all types of Corvairs and related vehicles, and to advance and improve driving skills, automobile safety, and the Corvair's image.