



The Spyder's Breath Gazette

The Newsletter of the Tidewater Corvair Club

July 2012



Alice with her new make up

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Activities Schedule

July 24th - Club Social – 7:00PM at Salvatores Pizzeria at 4876 Princess Anne Rd, #114, Virginia Beach, VA 23462 call for more directions 757-497-7500

July 21st - Club Outing – 10AM - meet at DRS Fantom Works - 2400 Hampton Blvd, Norfolk, - This is a business that performs Car Restorations. We will walk through and observe what they do.

August 14th - TCC Business Meeting – 7:00PM at Colonial Chevrolet on Virginia Beach Boulevard in Norfolk. -

Refreshments - Helen & Smitty

We want to recognize everyone's birthday! Please e-mail us and let us know your day of celebration.

Wall of Shame

At this time - No One

Publication Notice:

To be a full member of The Tidewater Corvair Club (TCC), you must be a member in good standing of the Corvair Society of America (CORSA). Annual dues are \$12.00 for TCC and \$38.00 for CORSA. Due to insurance requirements, only paid member may participate in Club Events. The Spyder's Breath Gazette is a monthly publication, published and distributed by TCC, Inc. This publication is available for a donation of \$10.00 annually.

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With a Little Help From My (Internet) Friends - by Dean Zawacki

Rather than twiddle my thumbs or pace anxiously about while waiting for the 500 to come back from the paint shop, I thought I would make some constructive use of my time tying up some loose ends. The loose end I decided to tackle was the repairing of the headlight buckets. Seems that two of the plastic brackets that hold the aiming screws broke off some time ago and needed to be replaced. Sounds like something a mechanically challenged person like myself could handle, so I dove right in.

The headlight assembly is a reasonably straightforward set up. I disassembled the two units and put the T3 headlights in some newspaper wrapping and stored them in bags so they wouldn't get damaged just lying around. I put the headlight retainer screws in a baggie with a tag so I would remember where they came from. I already had 2 bags with the screws needed to mount the buckets and the headlight bezels. I can't stress the importance of this enough. I know most readers are seasoned mechanics and restorers, but just in case anyone out there is new to the auto hobby and is thinking of tackling a project like this, let me just say it again: tag and bag everything! An automobile restoration can be a very long-term project. Don't rely on your memory when it comes to what goes where. Label the parts so you know right where they go, and keep bags of fasteners near the parts they fasten. I am so thankful when assembly time comes that I had the foresight to do this, and I kick myself every time I skip this step.

With the buckets disassembled, I cleaned all the parts and was ready for the repair. Smitty graciously gave me the two plastic fittings I would need along with a few rivets to pound into place with a ball peen hammer. After bringing them home and looking at the job (and remembering the way I butchered some of the parts when we rebuilt my rear wheel bearings) I decided to go with pop rivets instead. Before attempting the procedure myself, I visited cyberspace and found some helpful videos on YouTube that demonstrated how to use a pop rivet gun. With a Home Depot Gift Card burning a hole in my wallet, I purchased a rivet tool and some pop rivets and set to work. In no time I had successfully replaced the two plastic aiming screw brackets. These were original brackets he had removed from another car. New brackets come in a kit with small nuts and bolts to use as fasteners, but I like the old ones because they look more like the originals and less like a repair job.

Smitty also suggested that I lubricate the plastic fittings with some graphite, as the little darling's are very brittle and are prone to break if the aiming screws become hard to turn.

As I set about putting the headlights back in, I wondered whether the headlight cups were all the same or did they have to go in the way they came out. I realize that reassembly time is a bit late to be wondering this kind of thing. At first glance, they look identical, but I had a nagging hunch that they weren't. I went back to the computer, to my favorite online source for information on all things Corvair: The Corvair Center Phorum, hosted by the San Diego Corvair Club. After a

search for “EM Headlight Buckets” I found a post that informed me that headlight cups are actually all unique and that they are stamped to identify where they go: L1, L2, R1 and R2. They have recesses in the cup to accommodate nubs on the back of the T3 headlights. These line the headlights up straight in the buckets. If the cups are in the wrong place, the design on the front of the headlights will be angled around 45 degrees. Ok, back out to the garage. I looked all over one of the cups, but couldn’t find an ID stamp anywhere. Now what? I picked up another cup, and there on the tab that fits around the aiming screw, I could barely make out an R2. I went back to the original cup and took a steel wool pad to the tab until a very faint ID mark showed up. Now that I knew where to look and what to look for, I identified the correct location for each of the cups and placed them where they belong in the buckets to await final assembly. After shining up the stainless steel retainer rings, I was ready to complete the job.

Last week, we had cable issues at the house, and our Internet was down for most of the week. For the most part, I didn’t miss it, but I have to admit it’s become an integral part of my life. When it comes to the Corvair project, it’s amazing how it comes in handy. The Corvair Shop Manual and Assembly Manual are each indispensable, but they were written for mechanics and repairmen who knew what they were doing. The manuals also assume you are working on a car that rolled into your garage in one piece, and since you took it apart, you know how it goes back together. They never dreamed you had taken delivery of a rolling shell with all kinds of parts thrown into boxes and bags like an enormous Erector set, with no idea

whether you had the right parts or even all the parts. In cases like this, the computer allows you to search up specific topic on forums, where more often than not someone has had the same question you have now. It’s interactive, so in case no one has yet asked your question, you can put it out there for all patrons of the forum to consider. You can see videos of specific repairs and learn how to perform proper diagnostics and repair procedures, backing up and replaying parts you didn’t get at first viewing. You can even email or chat with folks clear across the country (or around the world for that matter) who can help you solve your Corvair issue. Along with the generous and helpful experts in the Tidewater Corvair Club, my car has benefited greatly from the helpful Corvair fans on the Internet.

Alice Is All Better - *by Bill Hubbell*

I picked up Alice from DRS FantomWorks today. They did a great job on her – there is no evidence to the dents or scratches, the paint job is perfect with no discernible break lines and is indistinguishable from the original. You would never know there had been any damage. As an added bonus, because the rear bumper had to be replaced, I even got rid of an annoying scratch that had been there since the 2005 CORSA autocross.

I am very pleased with the excellent service I received, both from my Insurance Company, American Collectors Insurance Company <http://www.americancollectors.com/>, who very promptly and completely covered my claim with no hassle whatsoever and from DRS FantomWorks <http://www.fantomworks.com/>, who did a very excellent and prompt repair.

I highly recommend both of these companies to all classic car enthusiasts!



New shiny Bumper



Nice paint from front to back

Planning Session *by John Gilliland*

We had a planning meeting at my home on Saturday the 14th of July. It was not very well attended but the few that were there ate very well. I want to thank all the members who brought something to eat and my wife for hosting the gathering. With the summer vacations in full swing and people enjoying

the warm weather it wasn't expected to be a large meeting. The main points at these planning sessions are to try and lay out a plan for six months at a time so we can mark things on the calendar. The July meeting is really just covering 4 months because July is usually gone by the time we have the meeting and December is usually just the Christmas party .

The first thing we worked on is a tour of DRS Fantom Works in Norfolk on the 21st of July. We are going to meet at the location, 2400 Hampton Blvd at 10 AM. That is this Saturday and you don't need to be in or even have a Corvaire to enjoy this. In the article from Bill he talks a little about the place and how satisfied he was with their work.

I am sure we will have a better list of things to do when a few questions are answered and people get back into the normal swing of things. We have a car show in August a alternator rebuild in September along with the Ho Down at Paul's Farm.

The Wings and Wheels car show at the Aviation Museum in Pungo will be in October, we think, but the date and time are not set as of yet. In November we will try to work on the disassembly of the 65 in my backyard unless we can come up with another tech session the Club wants to work on.

Happy Birthday To:

*John Gilliland 7/01
Dean Mitchell 7/05*



Want ads will be published free for members of the Tidewater Corvair Club. Publishing deadline is the Saturday after the monthly business meeting. Ads notification is provided (early removal or extension) to the newsletter editor (jwg1701@cox.net)

I have two carburetors with tags and clips that say they were manufactured in 1960 for a PG Corvair engine. I'll barter, sell, trade, or whatever for late model PG ones. I hear 1965 carburetors are the best. I cleaned them up a bit but they are as I got them. **Contact Ed Hlusko**

I am looking for a 14 inch rim to fit the Greenbriar. Pattern is 5 lug, 4-3/4 inch. If you have one or know where I can find one please let me know. **Contact Pete Jacobsen**

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