



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME L, No. 12

December 2022



May the Holidays Live Up to All Your Memories

CALENDAR OF COMING EVENTS

December

- 17 – **Group Corvair Social Meeting.** Yes, we're going to have an in-person, face-to-face meeting. We're going to have dinner at the Beijing of Greenbelt Chinese restaurant, 131 Centerway, Greenbelt, MD. (This is in the old Greenbelt shopping center.) Plan to be there by **6 p.m.**, they close at 8. We usually order a variety of dishes and share them "family style." If you plan to be there, please let me (Jim Simpson, simpsonj@verizon.net) know so I have the correct number for our reservation.
- 20 – **Group Corvair Zoom Meeting.** This will be our "regular" meeting for the month with a focus on club business, but also to allow people who can't make the dinner meeting a chance to chat with other Group Corvair members from the comfort of their homes. 7:30 p.m., Tuesday, 20 December. Look for the Zoom link information on the preceding Sunday in your e-mail.

January

17 – **Group Corvair Zoom Meeting.** 7:30 p.m. Zoom link details will be sent out the weekend before; check your email.

TBD – **Group Corvair Social Meeting.**

February

21 -- **Group Corvair Zoom Meeting.** 7:30 p.m. Zoom link details will be sent out the weekend before; check your email.

TBD – **Group Corvair Social Meeting.**

October

14 – Rockville Antique and Classic Car Show. Rockville Civic Center Park, 8 a.m. – 3:30 p.m. All cars must be on the field by 11 a.m. – no exceptions! Due to the popularity of the show, you **MUST** pre-register to show your car. There will be **NO DAY OF SHOW** registration. (Registration will open on July 1 on the Rockville city website.)

GROUP CORVAIR 2022 OFFICERS and Points of Contact

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From the Oval Garage

Bob Hall

Merry Christmas, Happy Hanukkah, and Happy Kwanzaa everyone. I hope I haven't forgotten any holidays. Carol and I are lucky that we will get to see all of our family together (at least for Christmas Day) this year—assuming no one gets sick—and hope that all of you will have a joyful holiday. If you haven't gotten the latest COVID and annual influenza shots yet—please do. We know people whose health (and finances) have been devastated by COVID. The shots are free, safe and could save you from sickness this winter that would postpone your latest Corvair project.

In addition to our regular Group Corvair Zoom meeting on the 20th Jim and Marolyn have arranged a dinner get-together on the 17th at 6:00 pm at the Beijing of Greenbelt Chinese Restaurant for those who want a chance to meet face-to-face. Please let them know if you can join us so there will be enough room for everyone. Carol and I are looking forward to a break from the holiday rush.

John Murphy, Eastern Division Director, from CORSA, has reached out to Group Corvair through Jim's connection and plans to visit with us sometime in the coming months as part of a more proactive effort to support local clubs. Assuming we get advance notice of his joining us we'll let club members know when he will be available to discuss CORSA and our hobby.

If anyone needs assistance with their Corvair(s) let your club members know. We have an extensive Corvair experience pool and tools available within our club. Who knows, you might have a project that we haven't handled before that would allow us to broaden our knowledge even more.

Minutes of the November Virtual Meeting

Marolyn Simpson

Group Corvair held its November 15 Zoom meeting at 7:30 pm. There was general conversation as the seven members were logging in. Bob Hall officially called the meeting to order at 7:40 pm.

Rob Neighbour made a motion to accept the minutes of the last meeting as they appeared in the newsletter. Byron LaMotte seconded the motion.

Jim Simpson gave the treasurer's report. The club received \$27 in income from dues and the sale of another copy of Corvair Basics. There were no expenses.

Bob Walker gave a report on the tech session at Ron Fedorczak's house. At the time of the meeting, Ron's car was still at Mike Coale's shop. Mike is working on the car to get it to run and idle properly. A discussion followed on the distributor and spark plug wires. Ron had recently had knee surgery and was able to go home the following day.

We discussed the possibility of having a tech session at Byron's house on the Eastern Shore, but it will probably have to wait until spring.

Bob has been working with Corsa on insurance. We now have a copy of the CORSA insurance policy that we can use for events involving other clubs.

Rob told us about attending a parade in Orlando, FL. He was going to drive his Corvair, but the brake pedal went to the floor. Since there was no time to fix the problem, he walked in the parade instead of driving. He then told a story about his Corvair jump starting his Tesla. (Teslas use a standard 12-volt automobile battery to operate the car's computers. When that battery fails, the Tesla is dead!) More Tesla stories followed.

In the recent Rockville show, seven Corvairs were pre-registered, but only five showed up. Next year all cars in the show will have to be pre-registered. It will be easier to set up the field and will speed up the process of getting the cars onto the field on the day of the show, so the cars don't back up onto the surrounding streets. Next year we also plan to have more supervision on the field to help with parking the cars.

We may start having double meetings in December. The plan is to have a Zoom meeting on the regular meeting night (3rd Tuesday) and a social meeting at a restaurant on another day.

We logged off the meeting at 8:50 pm.

Tech Tips

Jim Simpson

Working on Older Distributors: This is another tip from Mike Dawson in the Heart of America Corvair Owners Association *Vair Cor*. Mike notes that during a tune-up, you should ensure that the distributor cam is lubricated where it rotates on the distributor shaft. To do that, you need to remove the rotor and put a couple drops of oil down inside. Normally, the rotor comes off easily, but sometimes, it sticks in place due to rust or dried grease. This is where the danger lies. Most people, faced with a rotor that is stuck on the cam, will respond by pulling harder or use a prybar such as a screwdriver and lever it up and off.

The problem is that the cam and advance weights, down under the distributor plate, are held in place by a relatively thin retainer. Prying up on the rotor will pull up on the cam and may cause the cam assembly to bend that retainer to the point where the advance weights can slip under the cam. If that happens, they will swing out until they are riding on the inside of the distributor housing. And once that happens, they will proceed to cut a groove in the housing; if allowed to go on long enough, they'll cut the housing in half!



So, if you do have a stuck rotor, insert a screwdriver in the gap between the top of the cam and the bottom of the rotor and **twist** the screwdriver. That puts equal pressure both up and down and essentially no force on the retainer. Of course, if the rotor is bad, you could just use a pair of pliers and break the plastic so it will slip off.

Ford's Unsafe Swing Axle Vehicle

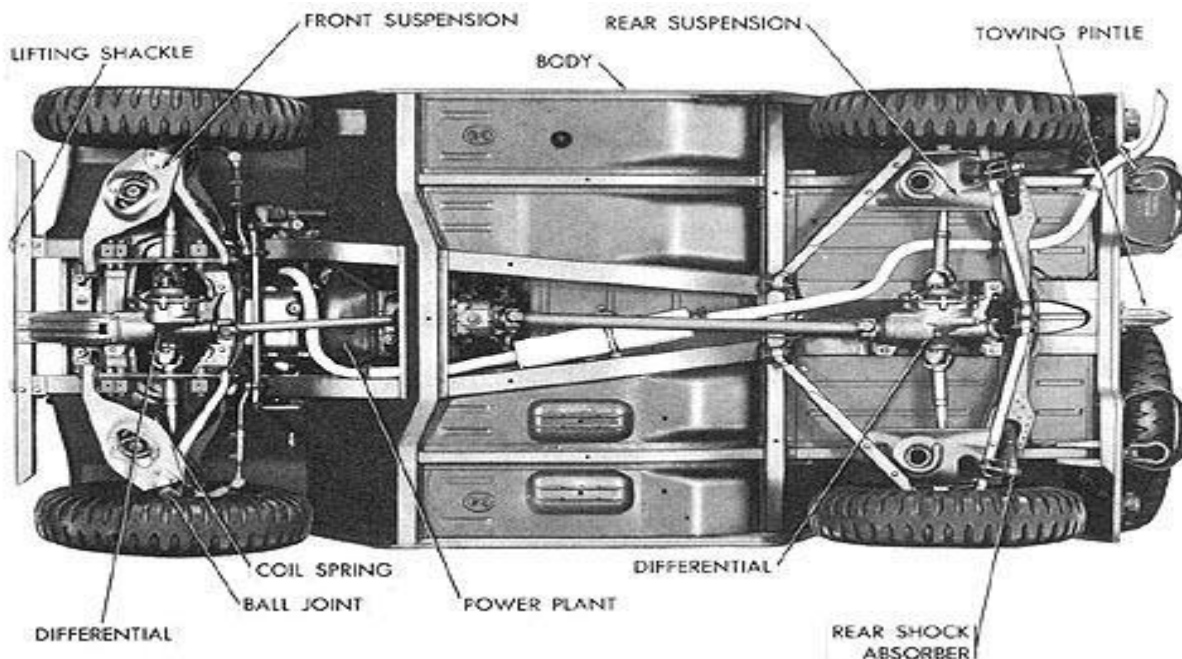
Bob Hall

While stationed in Germany in the late 1960s my first post was with a battalion that used M151A1 "Jeeps" for motor messenger service (MoMos) between our unit and others. While in many ways the Ford designed vehicle was a big improvement over the earlier M38 Jeep being faster, more comfortable, and lighter, Ford had designed it with a very simple, crude, rear swing axle design that allowed for more wheel travel than the leaf spring Jeep it replaced. For off road, cross country use it was a great vehicle, but put a young soldier in it and put it on German roads and autobahns at high speeds and it could be deadly. So deadly that a captain fought a successful paperwork battle to complement the M151s with Chevrolet pickup trucks for the highway work. The 1967 six-cylinder Chevy trucks were a great improvement once they arrived, but until then the MoMos were stuck with the M151s.

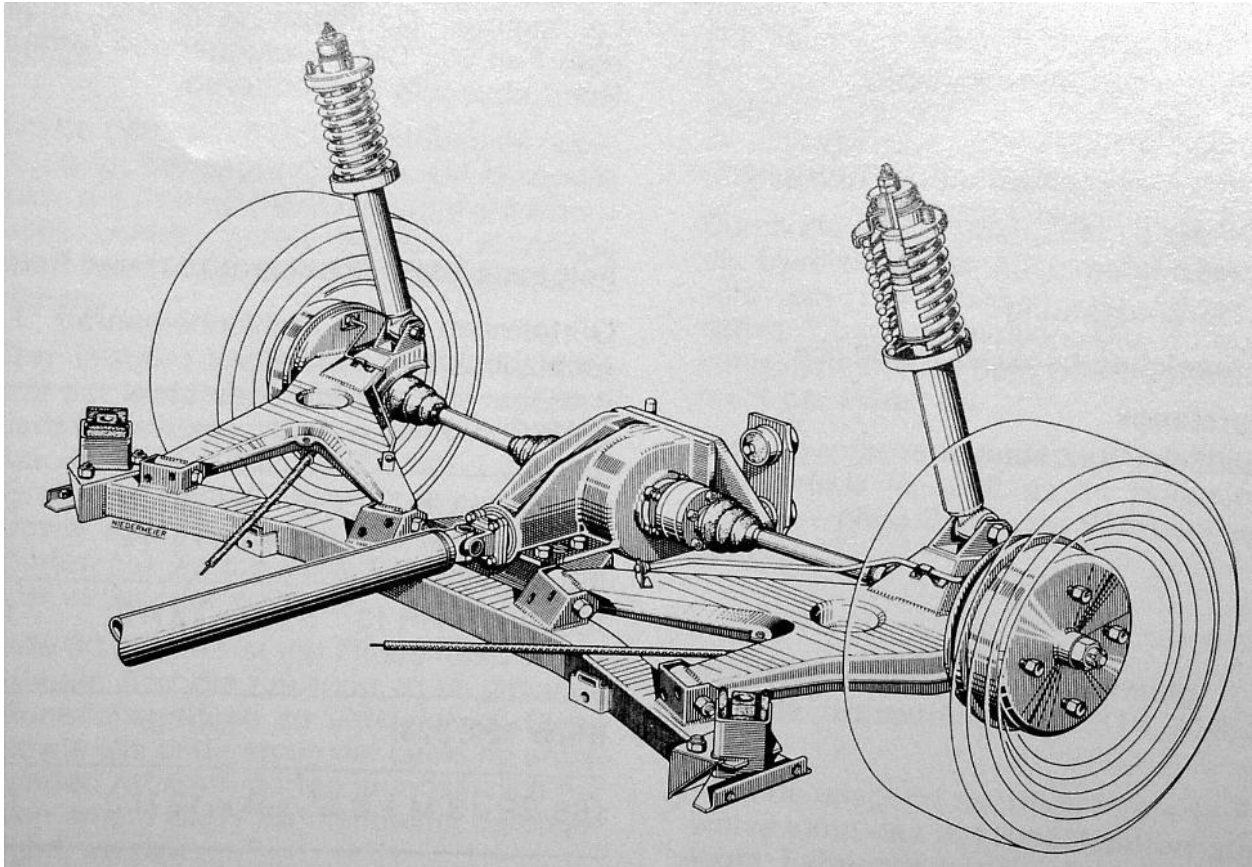
The captain and battalion exec were talking with me about my 1965 Monza and the bad press its earlier model brothers were getting from Nader's book etc. so I went into detail to counter the urban myths about the early Corvairs, the improvements in the late models, and how much cruder the Ford designed rear suspension was on the M151s compared to the early Corvairs. Suddenly I had an additional duty. I was tasked with putting together a safety course for the MoMos.

Using the Corps headquarters Audio-Video staff, I got mylar overhead projector slide drawings of the rear of the M151s both at rest and at full extension of the suspension. I added info to show how the track of the rear wheels narrowed and an overlay showing how the center of roll drastically moved upward as the wheels dropped. Although the M151 had a front weight balance, the drastic change in center of roll and tucking under of the rear wheels could easily cause a spin and rollover with no roof structure to provide any protection for passengers. The two classes I taught got good reviews and at least there were no accidents with personal injuries from then until the pickups arrived a few months later.

Ironically, the original Ford designed rear suspension was replaced in the M151A2 by an angled pivot A arm trailing arm rear suspension very similar to the "unsafe" early Corvairs. A roll cage was also eventually added. The reason you don't see many surplus M151s today is because they were cut up into four pieces and scrapped rather than being released for civilian use on our highways.



M151A1 First Rear Suspension Design



M151A2 Final Rear Suspension Design – Note Similarity to the Early Corvair Rear Suspension

(Editors note: For more information, see:

https://en.wikipedia.org/wiki/M151_%C2%BC-ton_4%C3%974_utility_truck)

Vair Vendor

Wanted: Complete 140 hp Powerglide transmission. Usually, the governor is marked with orange paint or a pink stripe. Contact: Mike Coale, (443) 994-2559

For Sale: Group Corvair has just acquired a bunch of NOS Group Corvair paraphernalia – sweatshirts, tee-shirts, some mugs and more. These all date back to the last century but are in great condition. I still need to make a full inventory but give me a call or email if you think you need to add to your club collection.

For Sale: Multi-speed drill press, Rockwell/Delta heavy duty bench-top drill press, S/N: BR 3650, belt drive, moveable head and table, heavy duty, no play in shaft. Comes with 3 phase motor that need replacement. Make Offer.

Porta-power type hydraulic frame-body jack, complete, pump needs seals. Make Offer.
Local pickup only. Contact Bob Walker at bobrstn@gmail.com.

Corvair Ranch

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