

LEEKY



SEEL

CORVAIR MINNESOTA NEWSLETTER

President's Page

We have been blessed by an extended Corvair season this year. Not only was our last event relatively late in October (Franklin Garage tour) but the weather stayed almost balmy up until the week before Thanksgiving. In fact, we had the '69 on the road the first Sunday in November, something I don't recall happening in the almost 10 years we've owned her.

2015 was another great year for CMI. We had our usual events with GMCCA, Delano Fourth of July Parade, Classics by the Lake in Buffalo, and the New Brighton to New London event. We also kept our two mile stretch of HWY 55 in Loretto nice and clean. Several new things in 2015 made our event list. Breakfast at Gabe's by the Park kicked things off (along with a tour of the railroad museum in St. Paul). We also were the featured car in July at the North St. Paul cruise in. The Franklin tour with the Gopher State Chevy was great.

At our November members meeting we held our annual elections and we actually had to vote.

Jack Bacon and Jim Becker were nominated and elected for President and Vice President, letting Gary Nelson and me step down from the officer ranks. Chuck Johnson and Ray Alexander will continue in their roles. Congratulations to Jack and Jim and thanks to all the members who entrusted me as club president for the past five year.

December 2015

Have a safe and happy holiday season and we'll see everyone at the Holiday Party in January.

Stay Tuned,

Lee Knauf
CMI President



CORVAIR MINNESOTA

November 8, 2015

President Knauf called the meeting to order at 7:05 beginning with the creed. 21 members and Ralph's Diers Riding Mechanic were in attendance. Self introductions around the table answered the number of Corvairs each has owned. Members having owned more than 20 included: Fran, Gary, Jim Brandberg, Bob Rowe, and Jim Becker. At present, Jim Brandberg owns the most with 12.

October Minutes: Approved as written.

Treasurer's Report: We have \$2362 in our treasury currently:

2016 Dues now being accepted!

Recent Activities:

October 23: Saturday Franklin garage tours. Thanks again to Tom Masso for arranging these two outstanding tours, pictures of which were included in last month's Leaky Seel. We began at Jeff's, who is Tom's brother-in-law, facility, once owned by member Bob Rowe. He is well known for Franklin expertise and Jay Leno had visited the month before. In addition to Franklins, he had other air-cooled cars – a rare Tatra and several NSU Prinz.

After lunch in St. Cloud, we toured Ray Bernick's Rock Quarry Garage in Waite Park. Another extensive collection with many brass era cars. BOTH of these collections had 12 cylinder Franklins – amazing because fewer than 200 were produced in total! The Gopher State Chevy Club were co-invitees so we got to see their "drivers", too.

NEW BUSINESS:

ELECTION OF OFFICERS: We were fortunate to have two new volunteers run for office with changes as follows:

2016 President: Jack Bacon
2016 VP: Jim Becker

This gives Lee Knauf and Gary Nelson most well deserved breaks from the pressures of elective office. . .but I suspect not for long. CMI salutes them for jobs very well done!

Raffle: Bill Cook donated for auction a full set of Chevette hubcaps and trim rims which I was fortunate enough to win.

Upcoming Activities: The calendar is already filling up. Please give some thoughts to any activities you might like to add to this list!

December 8, 2015: CMI Membership meeting at the MUM! Importantly, treats by Jack Bacon.

January 3: HOLIDAY DUES PARTY: An encore performance just as in previous years, with the addition of one more entrée selection. As in previous years, the cost is \$20 per person with CMI picking up the balance. Heather has once again promised to be our waitperson.

Our worthy charity remains STEP, so bring toys or \$\$. Especially if toys, try to bring to December membership meeting so Fran & Mary can deliver to STEP before Christmas.

Bill & Carol Cook host this wonderful event each year, so get your reservation and payment in as this party consistently garners our biggest turnout of any event!

January 12, 2016: NO CMI Membership meeting at the MUM due to the Holiday Party!

April 30, 2016: Gabe's for breakfast! Potential sights after include Como Conservatory, History Museum (Suburbia Exhibit), or the Model Railroad @ Bandana Square.

June 5, 2016: GMCCA Car Show & Swap Meet at the MN State Fairgrounds.

July 4, 2016: Bill Cook is looking for input on participating in the Delano parade, the Edina parade, something else, or nothing. Last year was a tad light so we need to assess the level or interest before committing.

July 9 – tentative North St. Paul Weekly Car Show: Tom Quinn will attempt to reserve this date as clubs members were enthusiastic about participating again this year.

July 12 – 16, 2016: Corsa Convention in Springfield, IL—10 months to complete your corvair projects!

TREATS!

Gayle Quinn sent an early Christmas present—**homemade éclairs!** Fortunately, consuming them in a church basement makes them calorie free!

Technical Session:

Brakes & tires... but I recall no details as I was still enjoying the éclairs!

Meeting adjourned at 9:15.

Respectfully submitted,

Chuck Johnson



Braking News

You don't see a lot of funny stories about Corvair brakes, I'm reminded of the comedy vs. tragedy masks in theatre circles.

I was working on a white with blue interior 64 coupe recently, 95HP PG with a proper 311 distributor, not that it matters but how else do you set the scene? This fellow's Mother bought the car new and passed away. His brother did a nice restoration on it and passed away. It's been sitting for I think 10 years or more. You know every Corvair has a story.

I got it running pretty good after a few oddities; I probably don't need to chase down every rabbit trail when telling a tale.

I replaced the long steel line going to the rear brakes, a preformed Clark's part supplied by the owner that fit very well for such a complicated piece. You know it goes down through the toe pan, around the pulleys to the other side of the tunnel, up the rear a ways to fit the Tee, it's really quite remarkable that it fit so well. The master cylinder was newish and the brakes bled about like you'd wish with a nice firm pedal.

Next thing I did was track an ATF leak to the seal around the large PG front cover. I had to pull the powertrain to replace the seal, not so bad but certainly not a small job. I reinstalled it and to my chagrin it still leaked. I sort of had to go on to something else for a week or two, during which time the relevance of the brakes apparently faded in my mind. I pulled the powertrain again and replaced the seal with particular regard to present the plate with the bottom tilted in first rather than straight in. Sweet success, no red ATF on the garage floor in the morning.

Time for a test drive. I should mention that I have a bit of a steep hill coming out of the garage onto the road. Throw in a sticky throttle still to be addressed for good measure. I backed out, started down the hill and the nice firm pedal did absolutely nothing. Sure caught me by surprise first thing in the morning, suffice it to say I'm REALLY GLAD no one else was coming down the road.

Turns out all 4 wheel cylinders were stuck. Usually you get a little something out of at least one of them. Since the bleeder holes are between the cups, you can bleed the brakes just fine without them moving a whit. Live and learn I suppose.

Jim Brandberg

On an unrelated note:



Holey FC Gas Tank

The other day we decided to get back to work on a project I started in my 'youth'ier days. Beginning the process of replacing the original FC shift linkage with the later version. This, of course, requires a Holey gas tank. Many years ago, when I first conceived of this idea, I was able to purchase both a tank and a shift mechanism. I think I have a way around the dented cross-member...stay tuned. I repaired the shift stuff and cleaned/coated the tank – ready for the big project. Time passed...! Here's my Rampside –finally - beside its old tank.

I have a new type fuel pump to be used with the renovated undercarriage and that needs to be laid out – first a little road test for the new tank...buzzer goes off! The gauge reads ¼ tank when full. Drive it a couple hundred miles and it is stuck. Before I proceed with this project I must have a working gauge, I say to myself. I was not pleased with the idea of changing out that tank just to get at the sender. So I cut a hole under the seat and took out the sending unit to find a speck of crud stuck on the slider.



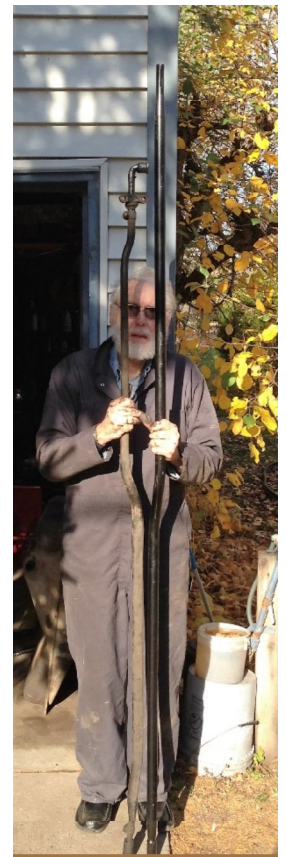
I flicked it off and reassembled the unit, tested it successfully, and then reinstalled it – down in the hole I had made – and the installed test shows full tank @ full tank. We'll see how it tracks the rest of the way down! I'm pleased I could do it myself and keep the program on schedule. If ever you should be so inclined to search for that sender from 'Above' here's a photo of where to cut. The ruler shows the sending unit to be 17 inches from the right-hand (passenger's) wheel well, directly under the double strength support. You have to cut through both layers of metal, the heavy support piece and the body metal below it. This FC is well built. I paneled over this cut with some 0.050" stock, bent to approximate the original shape and then screwed it in place...rather than weld it!

Oh, I'm a fan of the old 5-spoke chrome wheels that Buicks used to wear. Here's a side view of my FC showing those 15" wheels. Rear springs are FC 'fronts' giving it a nearly neutral rear camber and the fronts are from Ken Hand – a pair of his cut-off specialties. Paint is the original code, Tahitian Coral with Cameo White stripe.



Fran Schmit

P.S. This photo compares the shift shafts of the '61 and '64. The '64 design is now tacked in – with the shaft hooked to the tranny, "through the hole". The better design fuel pump is mounted on the frame



beside the shift shaft, directly behind the gas tank. Lots of room under the FC. Lots of fiddling left to do on this project but the bulk has been successfully completed. Shifts like a dream!



Corvair Minnesota Holiday Party

Sunday, January 10th, 2016 at LATUFF'S PIZZERIA

10820 Highway 55, Plymouth – just west of Hwy 169

Social Hour: 4:30 pm Dinner: 6:00 pm

Cash Bar with Appetizers

Cost is \$20.00 per person (check payable to CMI)

MENU CHOICES:

Baked Meat Lasagna

Chicken Parmesan

Golden Fried Jumbo Shrimp

Italian Sampler (Rigatoni, Ravioli, Spaghetti & Meatballs)

Fettuccine Alfredo (Chicken or Shrimp)

Dinners include: Salad, Beverage & Dessert

Chicken & Shrimp Dinners also include baked potato

Questions/directions: call Bill Cook @ 612-940-9179

****Remember to bring your donation for the STEP Program****

**** \$20.00 dues for 2016 are payable at the Party or mail check to ****

Ray Alexander

901- Woodlawn Court

Burnsville, MN. 55337

.....
***** Annual CMI Holiday Party Response *****

Name _____ Lasagna ___ Chicken ___ Shrimp ___ Sampler ___ Fettuccine ___ C or S

Name _____ Lasagna ___ Chicken ___ Shrimp ___ Sampler ___ Fettuccine ___ C or S

Name _____ Lasagna ___ Chicken ___ Shrimp ___ Sampler ___ Fettuccine ___ C or S

Name _____ Lasagna ___ Chicken ___ Shrimp ___ Sampler ___ Fettuccine ___ C or S

(If you order Fettuccine, please designate chicken or shrimp)

Cost: \$20.00 per person (make your check payable to CMI)

Mail this response with your check for the Party no later than December 28th to:

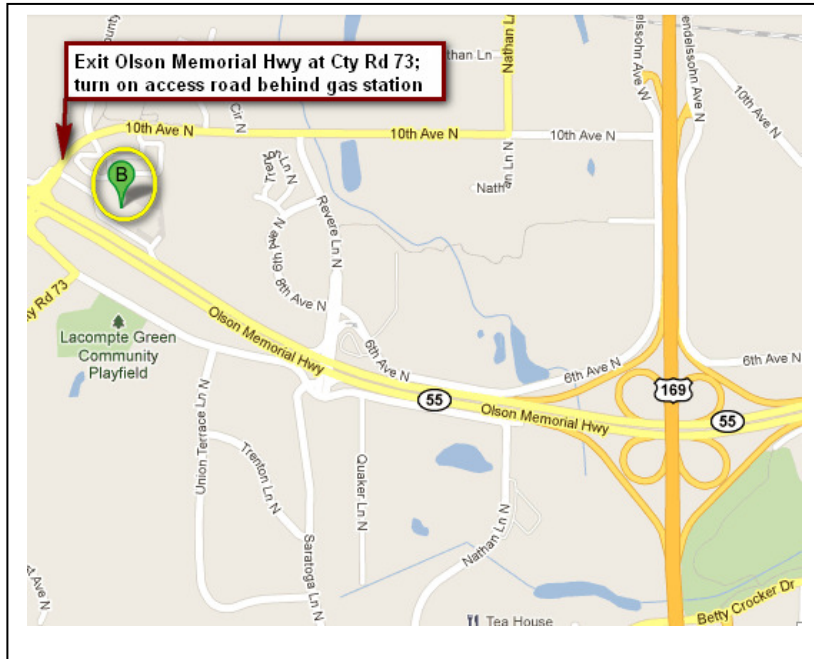
CMI Holiday Party

Bill & Carol Cook

600 – 10th Street South

Buffalo, MN. 55313

Latuff's Pizzeria 10820 Highway 55, Plymouth, MN
(763) 545-2914



Corvair Minnesota's Annual Holiday/ Dues Party



S.T.E.P. will again be our Holiday/Dues Party charity this year. The people at S.T.E.P. have informed us that these items are needed....

- * CASH - STEP can get a better deal on food than an individual can.
- * CUB gift cards.
- * Personal care items: Toothpaste/brushes, Deodorant, Hand lotion/ bar soap, Perfume etc.

As with Susan's charities, "Hotel shampoo and Soap" are always welcome. If you wish to Purchase Christmas gifts:

- * Toys and games for younger children (please no \$-store toys)
- * \$15 - \$30 gift cards for older children - like from Target, are great.

Questions? Call **Mary Schmit** at 952.929.9174



CORVAIRS ON THE PRAIRIE



JULY 12-16 2016
SPRINGFIELD • ILLINOIS



Corvairs on the Prairie - 2016 CORSA International Convention

Welcome to Springfield Illinois -- and the 2016 CORSA International Convention. The information provided on this page should help you plan for the upcoming convention. The convention format is similar to past conventinos, but there are always small adjustments in the schedule. Of course, the local tours, self guided and organized by the conventions, are unique to each convention locale. Springfield Illinios is most famous for its ties to Abraham Lincoln. Springfield is home to Lincolns final resting place, the Lincoln's tomb, the only home he ever owned, his law pratice office and the state capitol which he served before being elected president. Springfield is also on the route of Historic Route 66 and includes numerous locations that were in existence during the Rt 66's heyday plus many other sites dedicated to Rt 66. Join us, it is bound to be another historic CORSA convention

Convention Index (click on link to navigate to each section)

[Convention Venues](#)

[Convention Schedule](#)

[Registration](#)

[Events Descriptons](#)

[Banquet](#)

[Hospitality](#)

[Tours](#)

[Accommodations](#)

[Alternative Hotels](#)

[RV Parks and Camping](#)

[Trailer and Tow Vehicle Parking](#)

[Local Attractions](#)

[Area Map](#)

Go to:

<https://www.corvair.org/2016convention/>

to check out the links at left.

My new type Fuel Pump...the one I just installed on my FC.

Because reliable mechanical fuel pumps are no longer commercially available I have been running an electric pump. The one I have been using runs whenever the “on” circuit is activated. What that “on” circuit is, has been covered in other notes from me. What I want to tell you is why I switched over to this particular type of electric fuel pump. Actually the new one is labeled ‘electronic’, but that’s not really significant for this note.

WHY? The pump I had been using, till last week, ran well and provided good service and cost less than \$100. It was a noisy design and ran continuously. The noisy part I fixed by suspending it across the open spaces under my FC and it was then quiet. The continuous part was a little confusing as running the pump to prime the carbs didn’t tell me when they were full, as it just hummed along...continually, till I figured the job was done and I shut off the priming circuit.

NOW WHAT? The new pump runs when it is turned ‘on’ (as above) but then it stops - on its own - when it’s up to pressure. The reason I prefer this design is that CORVAIRs are not run all the time. They usually have empty carbs when it comes time to run them...this means there is a requirement for ‘priming’ them before you hit the START button. With the new pump I hit ‘prime’, and the pump starts to chunk away but after a few pulses it slows and then stops. That way I know all four carbs have been refilled. I have also installed a pressure sensor to **show** me that I have more than 2psi going to the carbs and when that display is satisfied (dash-lite goes out) I start it. With this type of pump, I’m pretty sure that I’m ready to go when I hit the switch.



This photo shows the pump installed on the frame of my FC, just aft of the fuel tank. The large clear fuel filter is on the inlet of the pump, to protect the pump rather than to prevent junking up the carbs. This pump also has a built-in filter accessible directly on the bottom – note the shiny brass nut protected by a little steel flap. I added that flap to protect the nut from crap that might fly up. The lower lip of the supporting cross-member is higher than the tank’s bottom, so the straps can lift the tank, meaning the cross-member is already up and out of the way, so I didn’t need to protect the filter-nut but it seemed to do no harm to provide that little bit of protection.

The tank is red, as the ‘goo’ I got from Clark’s to smear in and out of the tank (seal it?) came in a red color. The Holey gas tank is also visible, as is the hole we chopped through the cross-member (my son Peter has provided lots of help on these projects) to provide access for the ‘up-high’ shifter. I’m told this later version of shifter was introduced on mid ’63 FCs.

This pump is twice the size of the old pump so it may not be appropriate to try to mount it on the car.

Fran Schmit

CMI Classifieds

New: Engine electrical harness, ball joints, Pertronix ignition; headers (110 and 140); custom exhaust; Wallen rebuilt starters generators and alternators; mufflers; rebuilt flywheels; new belly pan for late; crank and rod bearings.
Used parts: complete engines, transmissions, differentials: call for parts – I have a large inventory.
Also: 1969 110hp engine (runs great, sealed & pretty) Rare – aftermarket tube style early air grill – Solid flywheel

I also offer full time Corvair repair

Gary Nelson 612-866-3247 or cell: 612-644-1258

I found a Corsa Coupe so I have to place Flat Bed Fred up for sale. Originally restored by club member Jerry Berge in 1995 and still in excellent condition. Fred received 2nd place closed Corvair at the 2015 GMCCA car show. Comes with a very nice car cover and spare parts. \$9500. Jack Bacon 763.479.6214 or jackchrisbacon@hotmail.com



The Corvair Society of America (CORSA) "Founded in 1969 by and for those who still appreciate the Corvair automobile"

Corvair Minnesota strongly encourages all members to become members of the Corvair Society of America (CORSA). Anyone with a fondness of the Corvair automobile will benefit from CORSA membership. In addition, we will all benefit by maintaining a strong national presence to lobby our interests and organize for collective purposes.

Please do not overlook the potential value of a CORSA membership. Try it out for \$45 per year. For more information visit www.corvair.org.



1965 Monza. AT WITH 67K Act. miles. Black with an amazing white original interior. Power top works great, Radio works perfect as does mint horn and steering wheel. Does have rust in low areas but nobody lays down when they give you a thumbs up. Has a little valve cover leak. (507) 430-7118 <https://minneapolis.craigslist.org/hnp/cto/5292891943.htm>

2 – **Rampside** "projects" for sale:

One is disassembled, I have all the parts, has been dipped and primed now minor surface rust; the engine ran when parked; been sitting in my shed for 10 years; I have the title.

One is assembled, with re-built engine, the engine ran when parked in my shed 6 years ago; has good body except for left rear corner. Needs minor assembly to be able to drive it. I have the title.

As I said they are project trucks and I am motivated.

Dave Willette 612-210-4480

Our 42nd Year!
Get the 2013-2018 Catalog
If you did not get the catalog in 2013 or 2014, you can get one **FREE** on your first **\$50 order** during 2015.
(Additional catalogs \$3 with an order)

Over 100 new repro parts in the past 3 years.

Clark's Corvair Parts®

400 Mohawk Trail, Shelburne Falls, MA 01370
(413)625-9776 www.corvair.com

WEBSITE: <http://www.corvairminnesota.com/>

OFFICERS:
PRESIDENT

Jack Bacon
195 Mallard Lane
Loretto, MN 55357-9523
763.479.6214
jackchrisbacon@hotmail.com

TREASURER

Ray Alexander
901 Woodlawn Ct
Burnsville, MN 55337-3627
651.334.8473
fleetcap@aol.com

VICE-PRESIDENT

Jim Becker
12930 37th ST
Clear Lake, MN 55423-2024
320-743-2889

SECRETARY

Chuck Johnson
9632 Wyoming Terrace
Bloomington, MN 55438-1640
952.947.9106
cljohnson99@gmail.com

MEMBER COORDINATOR

Jack Bacon
195 Mallard Lane
Loretto, MN 55357-9523
763.479.6214
jackchrisbacon@hotmail.com

COORDINATORS:
TECHNICAL EDITOR

Fran Schmit
3370 Library Lane
St. Louis Park, MN
55426-4224
952.929.9174
schmfran@hotmail.com

CLUB WEAR

Bill Cook
600 10th St SE
Buffalo, MN 55313-5025
612.940-9179

wdcacook@yahoo.com

HISTORIAN

Cara Knauf
401 West Street
New Ulm, MN 56073-1527
952.448.6983

EDITOR

John Herkenratt
408 7th St S
Hopkins, MN 55343-7722
Jherken1@netzero.net



THE LEEKY SEEL

3370 Library Lane
St. Louis Park, MN 55426-4224
TEMP – RETURN SERVICE REQUESTED

An eBay Motors advertisement featuring a red Corvette. The text reads "#MotorLife WHERE YOUR PASSION CAN SHINE" and "Live it". Below the image is a link to "Visit the eBay Motors Blog". The ad is framed by a black border with the text "Spot a 'Vair" at the top and "As seen on ebay!" at the bottom.

Spot a 'Vair

As seen on ebay!

CMI is a non-profit corporation, chartered with The CORVAIR Society of America. Send CORVAIR Minnesota's \$20.00 annual dues, payable by Jan 01, to the CMI Treasurer. Membership in CORVAIR Minnesota entitles you to the monthly newsletter, "The Leeky Seel", with free ads for members, a club window sticker, discounts on club activities, information on parts availability, and good advice on the preservation and enjoyment of the CORVAIR automobile.... Yeah!



December's meeting is at the MUM