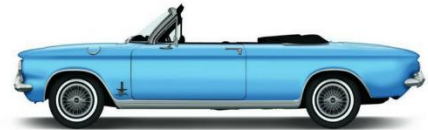




Leeky Seel

Corvair



Corvair Minnesota Newsletter

January 2019

President's message...

Greetings everyone and hope your Holidays were wonderful. We now have three months of winter before we can get our Corvairs back on the road. In the meantime, it's time to bring some parts inside and finish some repairs and restoration.

With the price of a stamp increasing five cents, we would like our members who receive a printed copy of the **Leeky Seel** to consider switching to the digital **E-Seel**. A couple of advantages of this are the **E-Seel** is in color and you will also receive **E-Seel Xtras**, extra articles of interest that will not fit in the monthly mailed **Leeky Seel**. You will also save the club almost \$19 a year. Currently, it costs over \$900 yearly to print and mail the **Leeky Seel** to the members receiving the newsletter via mail. Please send our Editor an email at corvairmnleekyseel@hotmail.com and let her know to send you the newsletter via email only. Thank you for your consideration!

See everyone at the Holiday Party January 5 at Latuff's Pizzeria in Plymouth.

Wrench, ride, repeat!

Jack Bacon

REMINDER

Annual dues of \$20.00 are due each January 1st. You can pay at the Holiday/Annual Dues Party at Latuff's on January 5 or mail a check to: Lee Knauf, CMI Treasurer, 401 West St., New Ulm, MN 55073.



GENERAL MEMBERSHIP MEETING MINUTES December 11, 2018

Vice President Jim Becker called the meeting to order at 7 p.m., opening with the CMI creed. 21 members and guests were present, including Ken Laursen's guest Cara who graced us with appetizers and cookies!

New members tonight are Jim Olson from Oakdale who already owns 2 '65 Monza 110 convertibles and frequent attendee Cody Berge who helps Grandpa keep his Corvairs on the road.

Treasurer's Report: Previous Balance \$2915
Income 116
Expenses (77)
Current Balance: \$2954
Paid Members for 2018: 68

Motion to approve by Fran Schmit, seconded by Tom Quinn, and approved.

Secretary's Report: Read and Approved, motion by Tom Quinn, second by Jerry Berge.

NEW BUSINESS:

Program Report:

- Tonight: Corvair Models
- January: Corvairs on Video
- February: Distributor Modifications
- March: MSP International Auto Show – Convention Center Free Admission for Veterans Night
- Future: What would YOU like to see/learn/share with others?

January 5, 2019: Annual Holiday Dues Party! Change in time from original flyer: Now it is 1:30 to 3:30 p.m. Donations for STEP are still very welcome as they experience a post-Christmas lull in contributions.

Remaining CMI schedule as discussed are listed on page 8 of this issue.

Newsletter Delivery: 2 members reported they are not receiving their E-Seels, anyone else know of any others?

BREAK: As a Christmas special surprise, Gail Quinn surprised us with home-made cream puffs, thank you! During break, business was brisk on wearable sales, and membership & party payments.

Tech Session: Jim Becker led an entertaining and informative program on model Corvairs, starting with Structo FCs and going on to tin and plastic models, including dealer promos, hot wheels, and unassembled kits. Between Jim's and Jerry Berge's inventories, we had about 40 samples. One special treat was an FC semi-tractor pulling a repurposed Tonka-Truck car transport which Jerry constructed himself.

Auction: Jerry Berge donated 5 HOT WHEELS Corvairs and a '65 license plate frame which raised another \$18 for our Treasury, thank you Jerry.

Meeting Adjourned: 8:25 pm

Respectfully submitted,

Chuck Johnson

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NEW gavel for CMI



I am in the process of making a brand-new CMI gavel.

It will be made of a push-rod tube, famous for the LEEKY SEEL that we all 'hail so proudly'. Might even have an O-ring attached! Or one on each end!

The push-rod tube will have a dropped valve seat epoxied to one end – reminiscent of the many times members have had that unfortunate experience.



Also, being presented on the 'business' end of the gavel will be the top of a piston that let loose along the oil ring (on about 1/3 of the factory pistons) making a horrendous noise and clatter and putt-putting of the engine but because the skirt of the piston stayed attached to the wrist pin there was no damage to the cylinder wall or crank. Members can examine the beat-up piston where the running engine kept hammering "the separated brethren" against the top of the cylinder.

Newer materials for the O-ring have resolved that 'LEEKY' issue and redesigned Pistons fixed the other end. The valve seat issue became a well know phenomenon with the advent of millions of Aluminum heads being manufactured in the ensuing decades – water cooling didn't seem to help – but knowledge of how to cool down a hard-run engine has drastically reduced the "dropped seat" syndrome.

The new Gavel will look something like this when it is finished.



These were/are all extremely common characteristics of our favorite Brand. Remembering them keeps us grounded and still very much in love. So, when you see/hear the new gavel pounding on the table, you can reverently bear in mind the history of all these parts.

Let's keep on CORVAIRing, Fran

A curious thing.

The other day I was getting into my FC, in the garage, where it was sort of dark. It's a stick.

I slid behind the wheel and lifted my left foot to stab the clutch. My foot went up in the air and stopped, not high enough to reach the pedal. I put my foot down and it went down obediently with no problem. I lifted it again and it came up smartly but not high enough!

Being an OLD guy who has already lost a lot of friends – I immediately thought “old timers” disease. A stroke would manifest something like this, wouldn't it?

Well, let's check this out, I thought, so I turned on the light and saw **my shoelace was stuck in the door.**

Keep on CORVAIRing,

Fran

Brain Teaser:

Mr. Siebold has six daughters.

Each daughter is 4 years older than her next younger sister.

The oldest daughter is 3 times as old as her youngest sister.

How old is each of the daughters? _____, _____, _____, _____, _____, _____.

Enjoy, and keep on CORVAIRing, *Fran*

(Fran will have the answers for us next month!)

Booster too big!

Last summer I noticed I was having a little pain in my (old guy) right knee while braking my '64 Convertible. So, I got a Vacuum Booster and installed it. I already had built my system to a Dual Master Cylinder with larger Brakes and modified Wheel cylinders so that all four wheels braked the same. Anyway, the booster I used has an 8" diameter vacuum can and it is just the right size for a FULL size vehicle. My '64 is just a bit over a ton – soaking wet! So, I opted for a 7" booster and decided since I was going "in there" again I would use a Master Cylinder that I like better than the standard GM unit (with the ports on the 'wrong' side). There is a Dual Master Cylinder with a one inch bore that folks typically use on the FC because it has the ports facing away from the frame. I got one of those and put it together with my little 7" Booster. On the right, here, you see the two boosters together.



On the left, is what I started with: the 8" guy and the big MC. First thing I did was get that MC off of there. Then the rest of it.



The new little guy mounted up with ease and I was able to screw the pushrod in for a perfect fit.

The new MC had to be flushed of all its nasty air pockets, so it went on the bench with a couple nice hoses snugly mounted to help bring the bubbles out. It's not an overstatement to emphasize the importance of doing this on the bench as the springs in an MC are tough and you need to have a good position to push on them properly. With the MC in the vise you can put one hand behind it when you are pushing in the plunger – and be looking directly down into the chambers to observe the bubbling – stop!



Then came the MC's time to be bolted up snug. Turns out I had to loosen up on those nuts when I mounted the steel lines as they are a nearly straight shot to the fittings on the firewall. I had to move the MC forward, so I could thread the lines back on, at the same time!

Here we are all snugged up tight and leak tested.

Remember, you too can enjoy working on and building up and maintaining your favorite vehicle, so you can



Keep on CORVAIRing, for a long time, Fran

PG cable leaks onto the floor

Years ago, I thought I had stopped the leak in my PG cable. The leak had been caused by a rubbing bracket that was not supposed to last for fifty years!

Anyway, I put silicone on the hole and shrink tubing over that – so I figured I had done the deed. Turns out that after several years it started to leak again.



This time I got a new gasket for the pan as I knew I had to re-attach the cable's BALL-end that way.

Took down the pan and let it drip for a day or two then cutoff all the old "fix", so I had a nice clean shift cable with a hole worn in it from the bracket. This time I hosed down the entire cable length from the PG forward to the tunnel –

what did I use to hose it down? CARB cleaner/ starting fluid... Boy! did that stink up the garage - - but the plastic coated cable felt nice and dry after that - so I pumped a whole lot of Silicone onto the cable – for about two feet! – and slid the shrink tube down over that big goeey mess! The heat gun aimed in the middle of the tube caused the shrinking to move out from the center to each end – squeezing the silicone out towards the end, as I went along. I used a long enough piece of shrink tubing to cover the cable from the tunnel all the way up to the attaching screw at the PG. I went that far back to cover the possibility that the sheath may have been compromised, over the years, at that end. Now, everybody is covered...BIG time!



The photos show the Cable covered by the shrink tubing "tunnel to PG", in the top view.

The second photo shows how close the shrink comes to the bolt holding the 'Ball end' of the cable to the PG. Also shows my modification to the end of that cable. I cut off the tab that was used to bolt the cable to the PG and substituted an "L" clamp to do the job – this way I could slide a reasonably sized piece of shrink tube over that end of the shift cable.



The third shot gives a ground up view from the crossmember forward to the tunnel – one big fat shift cable – all sealed up nice and tight. You will have to get back to me in a few years to see if this 'fix' holds, but I doubt it will fail...HA!

I baked new paint onto the pan of the PG, while I had it off. Even slipped a little magnet in an inside corner for posterity. Wish me a little luck to go along with this latest 'fix'.

Let's keep on CORVAIRing, Fran

Good question!

Subject: Towing a Corvair

Hello Fran, I see in the Leeky Seel that the talk was about trailering last month. It brought to mind a question I've had for quite a while. Can I use a tow bar or a tow dolly with a Powerglide transmission? And if so, how far and how fast is the limit? I should come to the meeting, but that 90 mile each way is hard to justify.
Terry Quesnel

On 12/12/2018, Fran Schmit wrote:

Terry - - BEST is on a trailer. OK, you don't have a trailer so you can use a dolly under the rear wheels, but be careful if you are "dolly'ing" a convertible as it can lose its top going backwards. If you have to go 'forward' then you should make short trips – with waiting periods at stops to let the oil cool down.

The Transmission oil gets hot because you are pumping the oil with those rear wheels and the oil-cooler – which is the Torque Converter--- is not spinning around to cool that oil!

If you must pull a PG for any distance you can turn on the engine – just letting it idle – to keep the cooler running – but stop every half hour or so and check to see the oil is OK. Just pull out the dipstick and see if it's smoking! Either slow down or stop and let the idling engine catch up with the heating - - in that same light if you were to do the towing in cold weather it would not be such a challenge.

Like I said, carrying a PG is best done up top on the back of a JerrDan. Or your own personal trailer!

Merry Christmas to y'all!!! Fran

Thank you, Fran for such a comprehensive and easy to understand answer. I'm going to print it out and keep it in the glove box, hopefully will never have to use it. Like always, I enjoy your monthly jack-of-all-trades tech lessons. Hope you never run out of them. Terry

P.S. I was so impressed with Mr. Bernick's collection we saw in Oct. that I wrote him a nice letter and asked if the Nash club (which I'm also in) could visit. He called me and said he would be happy to have us. We're set for April 13. :-)

Which begs the question: if anyone who didn't attend with us in October might want to tag along with Terry and the Nash Club? A call to Terry Quesnel could be beneficial!

Let's keep on CORVAIRing, Fran

CMI 2019 Schedule

**Membership meetings are on the 2nd Tuesday of each month (unless otherwise announced)
Board of Directors' meetings are on the last Thursday of each month (unless otherwise announced)**

Jan 05 Annual Holiday Dues Party!
08 Membership meeting, Messiah United Methodist Church, Plymouth, 7pm
31 Board of Directors meeting

Feb 12 Membership meeting, Messiah United Methodist Church, Plymouth, 7pm
28 Board of Directors meeting

Mar 12 Membership meeting, Auto Show, Mpls Convention Center, 7pm
28 Board of Directors meeting

Apr 09 Membership meeting, Messiah United Methodist Church, Plymouth, 7pm
25 Board of Directors meeting

May 09 Membership meeting, Messiah United Methodist Church, Plymouth, 7pm
25 Board of Directors meeting

June 02 GMCCA Annual car show and swap meet
11 Membership meeting, Messiah United Methodist Church, Plymouth, 7pm
27 Board of Directors meeting

July 23 – 27, 2019: CORSA CONVENTION, Pheasant Run Resort, St. Charles, IL.
Hotel information will be published soon



CMI Classifieds



1964 Corvair Monza, original engine. 108,000 miles. 164 cu in. 95 hp. Power glide trans. Licensed and running. \$3500. Located in Elk River, MN. **Please contact Georgia Thometz at gthometz@gmail.com**

1963 Corvair Monza convertible; body and suspension restored; engine is not assembled. Aftermarket seats, fuel injection (still in box), many other new parts. **Contact Dave Pugh at: pugh.dave@gmail.com or 507-285-3384.**

2-'66 Monza 2drs Lots of Accessories
\$3000. **Contact Rudy at 612-840-9788**

For Sale:

- Equalizer hitch for trailer
- Tow bar and setup for F.C.

Contact Jerry Berge at 480-250-8816



1964 Corvair, 18,000 original miles. CA car, super clean inside and out and dry under carriage. New battery and upgraded starter. Runs excellent, needs paint. White with blue interior. No rips, newer carpet. Stored inside. \$4500. **Please email joshj@lme4me.com or text 612-804-4145.**

Leeky Seel Classified ads

Do you have a Corvair related item you would like to sell or are in search of? Send your request for an ad in the **Leeky Seel** to: corvairmnleekyseel@hotmail.com

Check us out...



For more information on
Corvair Minnesota,
visit our website:
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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 *Leaky 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.

THE LEEKY SEEL

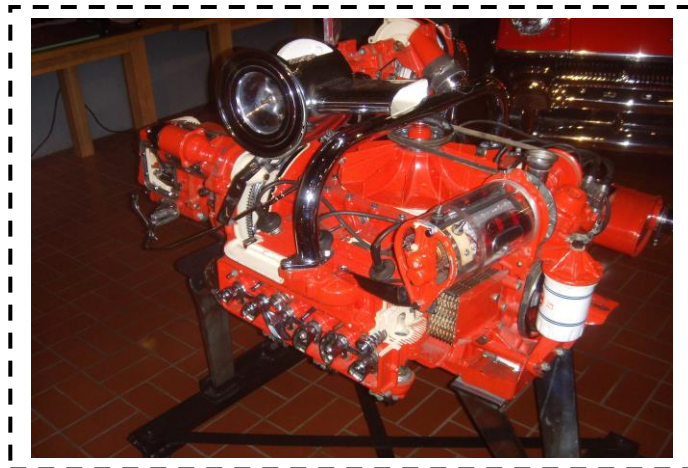
11078 16th St NE

St. Michael, MN 55376

TEMP – RETURN SERVICE REQUESTED

Spot a Vair!

Terry Quesnel spotted this nicely done cut-away Corvair engine on display at the Wisconsin Auto Museum in Hartford, Wis. (NW of Milwaukee)



**January 8th meeting is at the MUM.
See you there!**