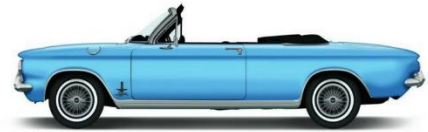




# Leaky Seal

*Corvair*



## Corvair Minnesota Newsletter

February 2019

### President's message...

Thanks to everyone that attended our annual Holiday Party at Latuff's. We had a great time with plenty of food and camaraderie. Chris Bacon was recognized for her outstanding work as the new editor and Gail Quinn for baking delicious treats for our membership meetings and both received club apparel.

Our February Board meeting will be held at 6pm one hour before the 7pm membership meeting. Everyone is welcome to join us and bring your ideas for some new events this year. Some of the members meet at Culver's Hwy 55 & Peony Lane in Plymouth before the meetings for dinner.

McPherson College in McPherson, Kansas is well known for their four-year auto restoration program and is once again offering their Summer Institute for the auto hobbyist. The Summer Institute holds three-week long sessions with classes in paint, engine building, transmissions, drive train, fine woodworking, upholstery, metal fab, small parts production, machining and more. The cost for each session is \$750 with lunches and add \$100 for breakfast and dinners. Dorm rooms are available for \$250 a week for a single and \$300 for a double. Classes do fill up fast so if you have an interest contact martinb@mcpherson.edu for more information.

We need everyone to update their information including name, address, phone and email address. If this changes in the future, be sure to update our Editor, Chris Bacon and our Treasurer, Lee Knauf. We are working on a 2019 club roster to be available to everyone in the near future. Thanks everyone!

### Wrench, ride, repeat!

*Jack Bacon*

#### **\*\* REMINDER \*\***

**Annual dues of \$20.00 are due each January 1st. You can pay at the next Membership Meeting or mail a check to:  
Lee Knauf, CMI Treasurer, 401 West St., New Ulm, MN 55073.**



## GENERAL MEMBERSHIP MEETING MINUTES December 11, 2018

President Jack Bacon called the meeting to order at 7 p.m., opening with the CMI creed. 17 members and guests were present. We welcomed Dean Dorholt who owns 3 Franklins.

### Treasurer's Report:

Previous Balance	\$2954
Income	1088
Expenses	(254)
Current Balance:	<u>\$3788</u>

Year End Paid Members for 2018: 68

Motion to approve by Fran Schmit, seconded by Chuck Johnson, and approved.

### Secretary's Report:

Approved as written, motion by Lee Knauf, second by Tom Quinn and approved.

### NEW BUSINESS:

**January 12, 2019: Annual Holiday Dues Party! 1:30 – 3:30,** changes in date and time from original flyer. Donations for STEP are still very welcome as they experience a post-Christmas falloff in contributions.

**New Membership Chairman:** Jim Brandberg has volunteered to take over this position and will concentrate on recruiting, welcoming, and retaining new members, as well as intra-club communications. THANK YOU, JIM.

**GMCCA Car Show Update:** Dan Quinn distributed the 2019 flyers to members for distribution. Dan will promote hosting duties under the tent as this is our biggest member recruitment opportunity each year. This year entrants will receive wrist bands as an experiment. Corvairs may be relocated this year due to construction, stay tuned.

**Snow Policy:** If it is snowing enough to further slow Metro traffic, we will plan to not meet. Email blasts will confirm this as appropriate.

**CPF (Corvair Preservation Foundation) 2<sup>nd</sup> Annual Open House:** May 17-19 in Decatur, IL.

Additional events can be found on page 8 in this newsletter.

**North St. Paul Car Shows:** Tom Quinn asked for input on whether we wish for 1 or 2 slots as featured car club, along with workable dates. At this point, preference is for one show mid-July.

**July 4 Celebration:** Lee Knauf is investigating St. Peter this year; their slate of activities is similar to Delano's.

**Drawing:** Dick Shinofield's name was drawn. He was not present so next month is for \$20.

**Auction:** Bill Cook donated a NOS "Genuine Chevrolet" jacket which Ralph Diers purchased for \$12.

### Program Report

Tonight: Corvairs on Video

February: Distributor Modifications

March: MSP International Auto Show – Convention Center  
Free Admission for Veterans Night

Future: With the CORSA convention just 6 months away:  
Concours, Autocross, Rally, Econorun

Jim will lead how to participate in these activities, especially if a newbie and how to not "look bad".

**Business meeting adjourned: 7:45**

**BREAK:** In an attempt to get us to eat healthier, Gail Quinn supplied us with home-made oatmeal raisin cookies. **Thank you!**

**Tech Session:** Jim Becker played videos on the big screen. First were 5 vehicle training and introduction ads for the '60 and '61 Corvairs. Following this was an 11-minute video explaining how Powerglides worked featuring '50 and '51 Chevrolets. Finally, a mid-30's Jam Handy video explaining how differentials work. It was an entertaining opportunity to view the difference in both automotive and filming technology.

**Meeting Closed:** 8:43 pm.

Respectfully submitted,  
*Chuck Johnson*



Jim Becker presenting (and Lee Knauf resting).

**A few pictures from the annual Holiday party...**



**Dick Mickelson**



**Don Schaefer**



**Cody Berge**



**Chris Bacon & Cara Knauf**



**Tom Quinn**



**Peter Schmit**



**Kari and Ken Laursen**



**Mary Schmit**



## 2018 STEP DONATIONS

Received by Mary Schmit and delivered to STEP:  
\$115 cash, personal care and dental products: bags full!

Thank you all very much!!



## Did you hear?

At the Mecum collector car auction in Kissimmee, Florida, a Yenko Stinger sold for \$200,000. At the Barret-Jackson auction in Scottsdale, Arizona, a 1962 Rampside sold for \$70,000, and a 1966 Monza convertible with 110 engine, Powerglide, and factory A/C sold for \$38,000. Maybe Corvair values are climbing more rapidly than we thought.



1966 Yenko Stinger  
(photo courtesy of Google)

**ANN MARIE SCHAEFER**

**AUGUST 22, 1953 – DECEMBER 30, 2018**

There was an overflow crowd at the funeral of Ann Marie Schaefer in Roseville on Hamline near 36. Many club members were there showing their support to Past-Prez Don Schaefer, who lived in Willmar during his Presidency. A couple hundred guests arrived before 2 PM on Saturday Jan 05, 2019. A wonderful, lovely service was followed by a scrumptious bite served by Kowalski's.

Don has been “plowing pretty deep” lately but now may be able to breathe a bit more easily and spend some time again on his hobby. Don was able to join us at the dues party on January 12.

*Fran*

\*\*\*\*\*

**January brain teaser: did you figure out the answer?**

Six daughters:

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? \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_

**Solution:**

Let’s say the youngest one is called Amy. The oldest daughter’s age = 3 x Amy. Hold that thought.

All the girls are 4 years older than the next younger one, right? So, Amy is in the first slot and [Amy +4] is in the second slot, then [Amy+8] and [Amy+12] and [Amy+16] and lastly [Amy+20].

Ah HA, we said before that the oldest daughter was 3 times as old as Amy and now we says the oldest daughter is [Amy+20]. That means that: Amy+20 = 3 x Amy, which is the same as saying 20 = 2 x Amy. Or also the same as 10 = Amy.

The girls are now clearly ages 10, 14,18, 22, 26, 30. AND just to be certain we see that 30 = 3 times 10.

*Fran*

## **A note from our new Membership Coordinator**

I got to thinking about what I could do to help the Corvair club and focused in on Membership Coordinator. President Jack Bacon has been handling it and doing a good job but in addition to being CMI President, he is a Central Division Director and Membership Chairman for CORSA, that's a lot of balls to keep in the air.

I was shooting the breeze with some folks at the January meeting. A lot of different topics came up besides Corvairs. We are an interesting and peculiar group of people.

- Jack talked about the Sunbeam Imp. The name Sunbeam certainly sounds warm and inviting, the Alpine was a lovely car. The Imp is rear engine, the Renaults were cool...
- Chris talked about SCCA racing and Jetta seats in a LM sedan, soon to be replaced with Recaro seats from a BMW...
- Ken talked about Triumph Spitfire carburetors. I don't know if a Carter YH would be a good option when having trouble with an SU, it's hard enough to get one consistently working well on a Corvair. Webers if you can afford it, what about 4 motorcycle carbs? 400 CCs per cylinder, hmm...
- Dean talked about Model Ts, but I realized I don't even know enough about them to help support a conversation. I was wishing Dave the Model A guy was there...
- I miss Denny Meyer sometimes, he could talk to anyone about anything...

I'm hoping that we all reach out and strike up conversations with the Corvair folks we come across. It's more comfortable to just talk to the guys we already know but then we miss out. I can remember being a new guy in 1995, it took a while to feel comfortable amongst the old guard. Sometimes people give up and fade away without giving membership a good enough attempt, perhaps one good conversation could have made all the difference. I would hope folks could hang in there until it starts to click, it really is worth the effort.

We are working on improving the list of members and the best way to contact them for announcements and such. Fifteen or so years ago, I had a fairly good grip on who the members were, I can't say that now. Some have passed away, some have faded away and some have come along to take their place. I am especially interested in comparing an old roster to a new one, although I'm not sure to what end. I suppose to get a grip on who has gone away and the reasons why.

The bonus that comes from belonging to a club and getting to know people in person is somewhat intangible. Some meetings and events are better than others. Relationships and common bonds build over time. With social media and such where we only click on what interests us, maybe we miss out, but how would we know?

I hope correspondence from [Jimbrandberg@aol.com](mailto:Jimbrandberg@aol.com) doesn't go to your spam.

*Jim Brandberg*

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## ORDER YOUR CORVAIR APPAREL NOW!!

Our supplier for apparel is Visions Embroidery of Buffalo. We have really nice quality clothing to choose from, and the prices are very reasonable. We usually have LG and XL in stock, but we can order whatever you want.

### CURRENT PRICES AS OF 1-1-19:

<b>T-SHIRTS:</b> Gildan crew, heavy cotton (size S - XXL) Colors: black, white, navy, red, ash	\$20.00
<b>SILKSCREENED T-SHIRTS:</b> Gildan Crew (size M – XXL) Colors: slate blue, white, sapphire blue	\$15.00
<b>NOVELTY T-SHIRTS:</b> Gildan Crew (size XL & XXL only)	\$20.00
<b>SHORT SLEEVE BLUE DENIM SHIRTS</b> (size S – XXL)	\$25.00
<b>LONG SLEEVE BLUE DENIM SHIRTS</b> (size S – XXL)	\$30.00
<b>SWEATSHIRTS:</b> Hanes crew neck 90 oz heavy fleece (size S - XXL) Colors: black, gray, navy, red, ash	\$25.00
<b>POLOS:</b> L.A. Loving Egyptian cotton (size S - XXL) Colors: black, white, navy, red	\$25.00
<b>JACKETS (unlined):</b> Port Authority Classic Poplin (size S - XXL) Colors: black w/tan, navy	\$45.00
<b>JACKETS (lined):</b> White Bear 3-Season nylon (size S - XXL) Colors: black w/gray fleece lining	\$55.00
<b>FLEECE VESTS:</b> Port Authority Polar Fleece (size S – XXL) Colors: black, navy	\$25.00
<b>CAPS:</b> Low Profile, velcro adjustable Colors: black, white, navy, red, slate blue	\$15.00
<b>VISORS:</b> Low Profile, velcro adjustable Colors: black, tan	\$10.00
<b>CMI OVAL LOGO MAGNETIC DOOR SIGN</b> (8 x 10)	\$ 5.00
<b>CMI SELF ADHESIVE OVAL LOGO</b> (8 x 10)	\$ 2.00
<b>CMI OVAL LOGO IRON-ON PATCH</b> (4 x 8)	\$ 5.00

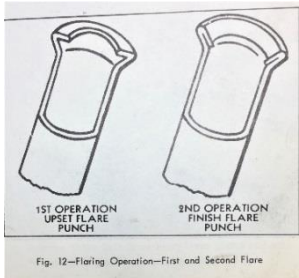
\*\* All clothing items are priced with CORVAIR MINNESOTA logo on the left chest

\*\* If you want your first name embroidered, add \$5.00

\*\* If you want the oval CORVAIR MINNESOTA logo embroidered, add \$25.00

**To place an order contact Bill Cook at 612-940-9179 or [wdcacook@yahoo.com](mailto:wdcacook@yahoo.com)**

## Double flare on a brake line



I used steel lines on my dual Master Cylinder, last fall. They were each 12" long and I figured I'd just bend the shorter one – a bit – to make it fit. I did and it looks crappy. I had just found out about the NICopp brake lines that bend very easily and thought I could use them instead. After I got some NICopp lines I also thought they might flare more easily...so I got a double flaring tool and tried it. Not much success till I knuckled down to follow the rules – exactly. After chopping up a few feet of line I discovered the flaring tool was not hardened well-enough and I had to reshape it.



After I cut out the grooves I had made in the original flare-tip it looked straight but pretty-rough (coarse). The tip on the left gave me the flare shown on the right. It was good looking and might have worked if wrenched on pretty hard, but I was starting with a piece of tubing that had factory ends like the ones above – clean and smooth and round, just like the computer- controlled machine that made them! So, I had to do better than my first coarse tries.



So, I worked on that tip a while longer and filed and polished and buffed it till it was passably smooth and then I quenched it!

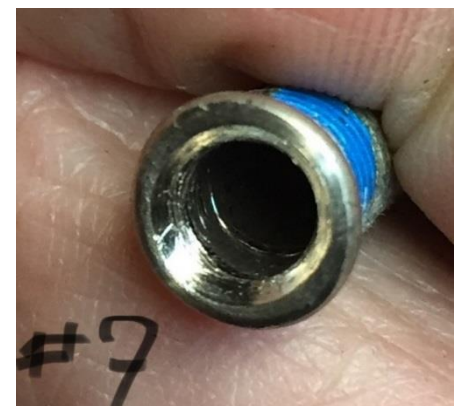


Here's my home-quenched tip and a couple feet of tubing where I made seven nice flares "in a row!"



#7 is shown on the right and is "good enough" for me to put on my '64.

Having learned how to cut/flare the new lines I can make them nearly the correct length and not have to bend them, nearly so much! So, Win-Win, I'd say.



Let's keep on CORVAIRing, Fran



## FC temperature gauge

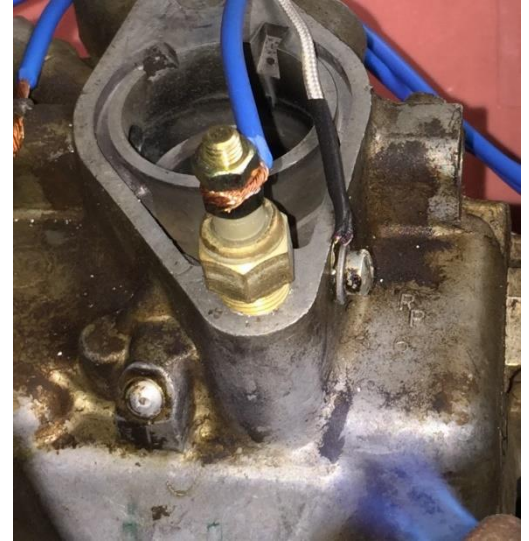
I have been concerned about the engine-oil cooling on my FC for some time. I decided to see if the gauge was correct by putting the gauge into a can of oil – along with a thermocouple (T/C) – to see if they would read anywhere near the same.

I got what I thought was very telling results when the oil was about 150°F and the thermocouple said 350°F. That was my suspicion, but I needed to run the tests a few more times to see that I was doing it correctly. Well, it turns out there was something IN-correct and the temperature sensor exploded! Just blew the top right off it! Well, that wasn't much help, was it. See what was left, on the left.



I popped over to NAPA but they didn't have what I wanted in stock, and O'Reilly did, so I brought one of theirs home.

Ok, let's not do the hot oil thing again.



What can I use to get the two sensors to read the same. I looked around my pile of parts, looking for some Aluminum that I could put a deep hole into (to immerse the temp sensor) and also screw the thermocouple (T/C) to the side of it. Turns out my eye fell on an inverted Carburetor base with the nice 3/8" hole for the mounting bolt looking straight up at me. I ran a tap into that hole so the 1/8" NPT threads would screw in – nicely. See photo, upper right, with T/C screwed in closely – along with the blue flame from a torch aimed in low.



Of course, the flame sprays around and heats the surface first, as gas fires always do. So, I ran the temp up higher and then let the system sit and soak for a minute to read the temps displayed as the whole chunk cooled - slowly.

Turns out this combination, from Equus – sensor and display - weren't too far off. My chart plotted out an interesting variation with the display being pretty good at the high end and at the low end but not very close in the middle of its range.

Oh, these are all in °C.

EQUUS	130	115	100	90	80	60
T/C	130	110	93	82	72	60

I figured that was good enough to tell me how I was heating my oil, or NOT cooling my engine! Here's the setup, on the left, showing the heat-sink (Carb), the Equus gauge and the T/C display on a multimeter. The

Equus displays in °C, too, but uses very small numbers. However; the needle works in both SAE and Metric!

Here's how the display appears on my dash. I didn't like driving around with that needle pointing way over onto the right side – 300°F is too high for my oil.

Let's just 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 held one hour prior to the Membership meetings (unless otherwise announced).**

- Feb** 12 Board of Directors meeting, Messiah United Methodist, 6pm  
12 Membership meeting, Messiah United Methodist Church, Plymouth, 7pm
- Mar** 12 Membership meeting, at the Auto Show, Mpls Convention Center, 7pm. Veterans are honored with FREE admission.  
Board of Directors meeting, to be determined
- April** 09 Board of Directors meeting, Messiah United Methodist, 6pm  
09 Membership meeting, Messiah United Methodist Church, Plymouth, 7pm
- May** 09 Board of Directors meeting  
09 Membership meeting, Messiah United Methodist Church, Plymouth, 7pm  
17 -19 Corvair Preservation Foundation Museum Open House, Decatur, IL
- June** 02 GMCCA Annual car show and swap meet, MN State Fairgrounds  
11 Board of Directors meeting  
11 Membership meeting, Messiah United Methodist Church, Plymouth, 7pm  
21-23 MSRA Back to the 50's, MN State Fairgrounds
- July** **23 – 27, 2019: CORSA CONVENTION**, Pheasant Run Resort, St. Charles, IL. Hotel rooms can now be booked. All info can be found at [www.Corvair.org](http://www.Corvair.org) and click on "Events".
- July** 31- Aug 2 Iowa Gas swap meet, Des Moines, IA
- Aug** 10 New London – New Brighton Antique Car Run/Car Show, Buffalo, MN 10:30 am – 1:30 pm  
17 Gearhead Get Together, Maple Lake, MN
- Sept** 07 Classics by the Lake Show, 8 am – 3pm, Buffalo, MN  
20 Fagan Fighters WWII Museum Tour, Granite Falls. Mark your calendar, this is a club event. Watch for details.
- Oct** 12 Frankensteiner's Car Show, Cambridge, MN Fairgrounds  
29 – Nov 2 Hershey, PA Swap Meet



**CMI Classifieds**



**For Sale:**  
**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](mailto:gthometz@gmail.com)**

**For Sale:**  
**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](mailto:pugh.dave@gmail.com) or 507-285-3384.**

**For Sale:**  
**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**

**Wanted:**  
 Early 2 door or 4 door station wagon, doesn't need to run. **Contact Dave at [dave14957@gmail.com](mailto:dave14957@gmail.com).**

**Corvair Wanted:**

New member is looking for a late model convertible. Would like to get a car that has been sorted out and running good or not need a lot of work. Manual transmission preferred. #2+ to 3+ condition car.

**Contact Dean Dorholt at 612-803-0836.**

**Leaky 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 **Leaky Seel** to: [corvairmnleekyseel@hotmail.com](mailto:corvairmnleekyseel@hotmail.com)

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visit our website:  
[www.corvairminnesota.com](http://www.corvairminnesota.com)

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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 16<sup>th</sup> St NE

St. Michael, MN 55376

TEMP – RETURN SERVICE REQUESTED



*February 12th meeting is at the MUM.  
See you there!*

## Spot a Vair!

1962 Corvair Rampside sold for \$70,000  
at Barret-Jackson

