



Leaky Seal

Corvair

March 2021



Corvair Minnesota Newsletter

President's message:

Hi everyone, welcome to March.

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Our monthly meeting will be held at Ideal Hall on Tuesday night March 9th at 5:30 social hour, and the Business meeting at 7 pm. Masks are required! Food can be ordered, Tuesday night is Taco night.

Things have relaxed a bit in regards to the Covid 19, more open businesses, more people at bars and restaurants, still not back to normal, but we are still hopeful.

If you have the opportunity to get your shots maybe we can increase our meeting participation, it sure would be great to see everyone! Sounds as though we will be wearing masks for at least another year...

On the car show front, nothing has transpired, no new or old shows, just waiting for some firm dates. If anyone knows of any shows, please call me.

If anyone is interested in producing a ZOOM meeting, please let a board member or me know. That could be fun too!

If anyone has anything to add to our newsletter, please let me know.

Stay healthy, and we will see you March 9th, WEAR YOUR MASKS, they are required by the restaurant.

Tom Quinn

President



Corvair Minnesota, Club Information

Meeting Minutes, February 9, 2021

Meeting Minutes

7:02 President Tom Quinn called the meeting to order.

12 members attended the meeting.

President Tom Quinn read the minutes from our previous meeting.

A representative of GMCCA, Dan Quinn was present at the meeting.

As a director on the board of GMCCA, he mentioned how they are waiting to see the state of the state and whether car shows will be a go.

With Buick being the first club of the season, it'll be a wait and see if they have their show. At this moment, 50% of the car clubs are a go at the time of the meeting.

In 2019, GMCCA made \$800 in ticket sales. The GMCCA board would like to know if there is any other way to bring interest to the group. If there is, please contact Dan @ DquinnJEEP@msn.com
If you registered last year, the registration will be held over to the next car show.

Once again, if anyone has ideas about a car show, please feel free to contact Activities Director Corey Cowden.

#69 Greg Peter's name was called for \$25.

Meeting adjourned at 7:47pm.

Amber Leah

CMI Secretary

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CMI Financial info from Treasurer *Lee Knauf*

Beginning Balance	\$5118.11
Income	\$226.00
Expenses	\$ 0.00
Ending Balance	<u>\$5344.11</u>



Working On My VD

Now this story may not be what you expect from the headline, but in 2017 or so I got a blue 63 Corvair Van in trade for some Corvair repair work. The engine had one head removed several years ago and it was sitting outside. In the meantime it had been packed plumb full of Corvair parts and it was heavy, so heavy that I broke one of my trailer axles backing in off the road at home. The scrub action of a sharp turn with tandem wheels plus the other wheel dropping into a small gully did the axle end in. I always count it good fortune when something breaks in my driveway at home but the Van and I did get off to a rocky start. Fast forward a few years and I started unloading parts to see what I had there. Hidden behind 15 gallons of drain oil and some old tires I was pleased to find it has a 64 style shifter, it must have been a late production 63. With some further unloading I got a look in the engine compartment. The engine suffix is VD which I couldn't find in my Corvair Junkyard Primer booklet. Further research showed VD as a special order COPO 102 HP FC engine. The heads are your usual 3813516 for a 63 102 but it has the FC exhaust valve rotators. I'm taking a shine to this VD COPO Van, it sounds like something in a tropical island song. Too many letters for a license plate though.

I removed the engine yesterday to install a 64 110 car engine temporarily. The 110's got a cylinder that's a tad weak, I'm hoping it will "come in" with some use. The VD was a little stuck but I got it turning with some penetrating oil. It's very clean inside except for the exposed cylinders. I found another matching head inside that looks okay. One person associated with the Van says they removed the head expecting to find a dropped valve seat but it looked okay, hence the delay in reassembly. Another person clearly remembers seeing a cocked valve seat. I will have to do my own sleuthing, my first clue is no characteristic smile in a piston top. They do speak of differing eyewitness accounts on the TV murder shows.

I got into this Van activity because, except for my racecar, I haven't had my own Corvair running for several years. My Corvair buddies give me a hard time but usually after I'm done working on theirs. I was a daily driver Corvair guy until 2010 or so, then I don't know what happened. I've been the last owner of several Corvairs, it's sort of like Little Blackie in True Grit where the faithful steed is pushed to exhaustion and then put out of its misery.

While we're on the FC thing, there's a solid 63 Rampside near me that also has the 64 style shifter. It's navy blue which I associate with a 64 Greenbrier I know. Also, I was looking at a 62 FC engine, I say 62 because of a road draft tube and 80 HP due to the 3813513 heads. Tech Guide lists that head number as "Not FC" but it has the exhaust valve rotators. FCs are weird.

I'm sorry I don't have a Membership story this month. I would be happy to write about people's Corvair stories, please call or send me something. It's perhaps unsettling but sometimes we see the same Corvair with a few different members, like Russ Rankin's Lakewood.

I hope with this Covid-19 isolation that you're finding some time to catch up on your Corvair garage activities. Having some heat in the garage helps. My recent activities have more to do with perceiving some time before Spring. I got a little obsessed with dragging engines out of storage for analysis. The Dr. Frankenstein moment of "it's alive" when I get one started on the gurney is great fun. It's also been good to scrap a few non-contenders.

Jim Brandberg

CMI Club Activity page Upcoming Events

2021 CORSA International Convention San Diego

Crowne Plaza San Diego Mission Valley 2
270 Hotel Circle North
San Diego, CA 92108
July 27th, 2021 7:00 AM through
July 31st, 2021 11:00 PM

CANCELLED

2020 **BACK TO THE 50'S WEEKEND** was cancelled due to COVID-19, the weekend has passed and many memories were shared from previous shows on social media. The 2020 dates are now in the rear-view mirror and we are all looking through the windshield towards next year!

[MSRA Back To The 50's Weekend | June 18 – 20, 2021](#)

**Please join us the weekend of
June 18 – 20, 2021!**

The Twin Cities Auto Show announced Monday that their 2021 show will be held at the Minnesota State Fairgrounds from May 15 to May 23 (rather than at the Minnesota Convention Center in March).

Adult tickets are \$15 if purchased online at <http://www.twincitiesautoshow.com/>.

Tickets at the door are \$20, tickets for teens age 11 to 15 are \$6 and children 10 and under are free.



Corvair Next Generation

Mini Convention to support the CPF and the Corvair Museum

ROUTE US 66

May 18-22, 2021
Springfield Illinois

Corvair Next Generation - 2021 Mini Convention May 18-22, 2021

for info:
[2021 Mini Convention \(corvair.org\)](http://2021MiniConvention.corvair.org)

The poster features a central illustration of the Illinois State Capitol building. To the left is a portrait of Abraham Lincoln, and to the right is a Route 66 shield. Below the building are two Corvair cars: a blue coupe and a red convertible. At the bottom are the CORSA logo on the left and the Corvair Society of America logo on the right.

Watch this space for upcoming events. Contact Director *Corey Cowden* if you want an event listed.

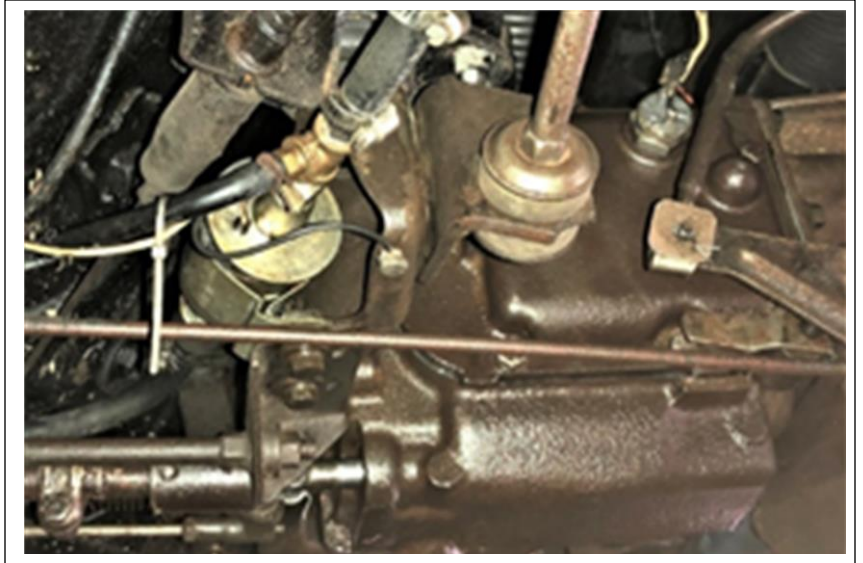


Saginaw, R & R

Recall, a while back, where I told you about a Big Mistake I had made? I had re-assembled a beautiful Saginaw 4sp, put new synchronizers in it, but had failed to properly prepare the gasket surface.

My Bad! OK, so I took off the side cover and found the bad gasket – that was the easy part. I know how to put those shift forks and reverse prong back in, but not from below. That left me with the uncomfortable job of Removing and Replacing the entire tranny so I could properly do the shift fork deal – on the bench.

All of this was because it leaked!



When you Remove a stick you have to deal with the shifting mechanism as well as the clutch, right? Well, there's the little factor that, in the CORVAIR, the tranny is put right up under the back seat inside a horsecollar that is perfectly placed to house the tranny – meaning it does not have A LOT OF ROOM AROUND IT!

That means the entire drivetrain needs to swing way down so the Input shaft can be cleared - not only of the tranny but also the five inches of tranny snout that feeds into the differential. That means the drivetrain needs to tip at about a 30° angle – unless you want to take out the whole powertrain. I didn't choose to do that.

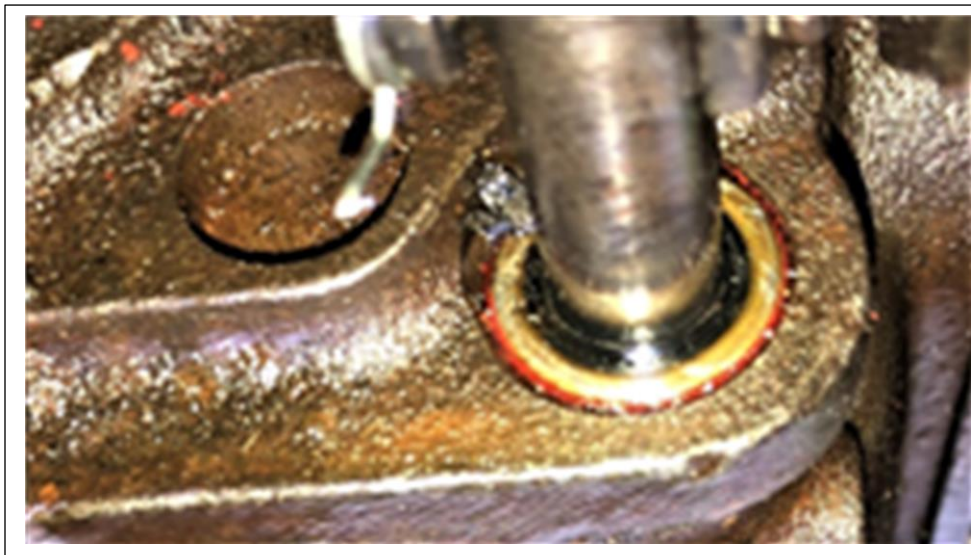


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To release the tranny crossmember from under the back (Sorry, under the front) of the tranny means the crossmember has to come out. This is, on a Late, so there are umpteen shafts and structures bolted to the crossmember. Not only do the mini-struts have to come off but they need to be out of the way – fortunately all of this had been off and cleaned when I put in that engine so these bolts/nuts came loose! There's also that nice connecting shaft that locks the shifttube to the driveline so the shifter doesn't move without the driveline moving – or actually it's there so the shifter "will move" with the driveline's motion. Makes for better shifting than with the Early. Oh, the jackshaft for the clutch is also mounted between the crossmember and the body – one joint on either. When I look at the photo I see the throttle linkage is bolted to the tranny, also that's where I mounted the electric Fuel Pump, so that too had to be accommodated. Even the back-up light switch is in the mix! Anyway, all that has to not only be unbolted but it needs to get "out of the way", so the front end of the tranny can come straight down, before it begins to swing back a little.

By the time the tranny is down enough to clear the crossmember it has dropped about a foot and only swung back a couple inches – enough for the top of the Tranny to clear the bottom of the crossmember! Then you have to slide the tranny all the way off the end of that input-shaft – It's a good thing they had made that shaft bigger before the Saginaws came along. Boy, there's a lot of iron in there. I never weighed that Saginaw but I'd say it's at least fifty pounds of transmission.



The gaskets are high quality material as is this transmission. It's rugged and complicated and straightforward enough if you stay on target and follow the book. The three double ended shift forks are amazing. 1-2-Neutral and 3-4-neutral and neutral-reverse are quite a challenge to get them all in at the same time/place and then have them work after you've done your best! The seal on the input shaft could leak but you don't have to R&R the tranny for that one! Here's the dry side of the tranny - today, so far:so good.

Keep-On-CORVAIRing.... *Fran*

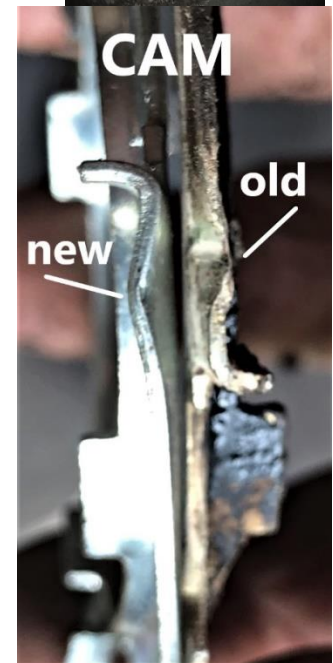
GAS LEAK!

The other day I came out to the garage to discover a wet floor. Wet with gasoline dripping from my tank! I opened the garage door and pushed the car out so it wouldn't add to the puddle already there. While I pushed it out, I watched a stream of drips followed the rolling car. Telling me this was BIG!

When it was outside, I looked under to see what was happening and I saw a lot of gas coming out of the Sender-hole. To resolve this issue I removed the fuel from the tank by two means: a siphon hose through the filler pipe, into a gas can and using the fuel pump also ran a few gallons out the back, into another can. Then jacked it up on the right side to slosh the little bit remaining away from the hole. When I removed the Sensor I found the gasket was soft

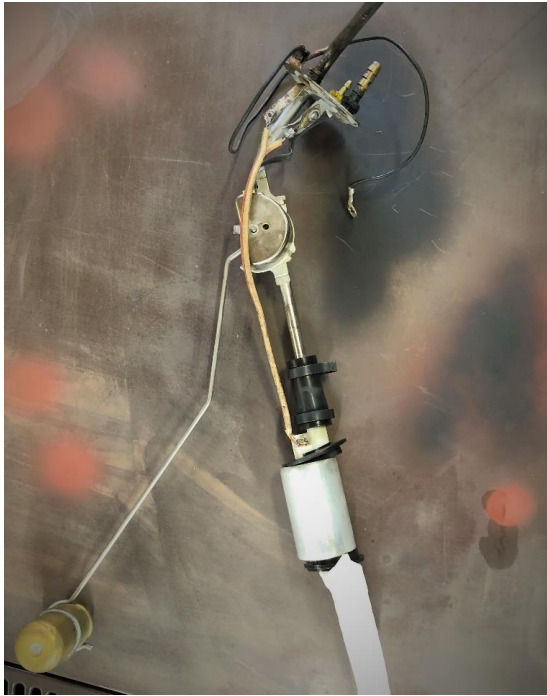
but had a spot where the leak had been. Here you see the rubber gasket with a tell-tale area showing it was the gasket leaking - not a hole in the tank. I also compared the cam-loc to a new one to see why it didn't squeeze the gasket tight enough. The Cam that is twisted into place to compress the 1/4" O-ring. By comparing the "bad" cam with a new cam it is easy to see why the rubber had not been compressed enough. See photo of the two cams back-to-back.

The removed float assy., on the left, was neat and clean so I had no problem with it. The outside view of the removed float assy. shows an additional feed through built into the device - "What a good Idea!", I thought, as I always liked the idea of an in-tank pump as the ultimate solution to the vexing replacement CORVAIR fuel pump situation (the factory fuel pump was OK, just not the re-manufactured units.)



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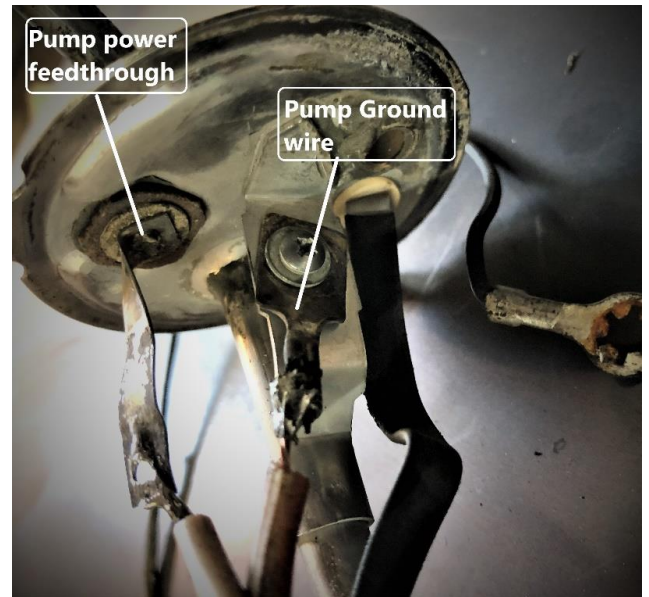


So, I grabbed a nice in-tank unit I had on the shelf and slipped it onto the pickup tube – after removing the original filter. This in-tank unit fits right through the hole along with its own long filter – sticking straight out on the end.

This unit is obviously longer than its predecessor, but is not crowded in there, along the bottom of the tank; however, its being longer did cause it to hit the bottom - further out. This meant pulling it back out and bending the existing pickup tube – just a bit. I wanted the big rubber O-ring to fit nicely in its hole without being twisted by out-of-line mechanicals.

Here's a clean view of how to connect the wires of the in-tank pump to the outside world.

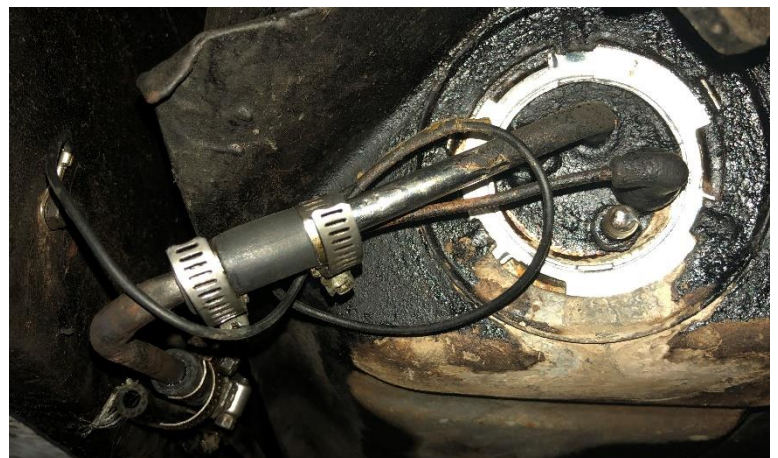
It probably took as much time to un-do the old



pump's tubing and wiring as it had taken to install the new pump. Oh, I got the pump from the SOURCE in San Diego just a couple months ago when Bill Bertram needed one for his former CORVAIR, so I ordered two. I had mounted an external pump, from Clark's, on the tranny crossmember that now was superfluous. I cut a piece of old steel gas-line about a foot long and spliced it in, using two short lengths of rubber gas-line and four screw-type hose clamps. Remembering that all the fuel is under pressure now, so the factory hose clamps (for a suction line) are no longer appropriate.

I measured 4.5PSI at the carbs from my new pump. That will allow me to use an OilPressureSendingUnit as a pressure sensor for my in-dash fuel pressure Lite. It works just like an Oil Pressure Tell-Tale that goes dark if/when you have Fuel Pressure.

So, let's keep on CORVAIRing, *Fran*



CMI Classifieds

For Sale

- 1960-69 rebuilt starter, includes drive & housing
- Two early FC headlight bezels, very good condition. \$50 each
- 1964 aluminum air grill, new, also fits thru '63. \$150
- Relined late front brake shoes \$30

Contact Jerry Berge at 480-250-8816

(April 2020)

The *World's Fastest Indian* is a very good movie. I happen to have purchased a copy recorded in Blue Ray. I don't have a player. Anyone who wants this DVD can have it just for the calling.

Fran Schmit @ 952-929-9174

(Sept 2020)



FREE

I got a new jack because my old one was giving me fits. Also, the new one is a two-speed unit which I like and always wanted an excuse to get!

If anybody wants to clean up a 3-ton floor jack or just sell it for scrap, they are welcome to it. I might even deliver it if you ask nice!

Fran Schmit @ 952-929-9174



For Sale

Two '66 coupes, many parts and toys in Savage, MN. Will trade for good GM car or \$1,500.

Contact Rudolph Poppe at 612-425-7479.

(April 2020)

Wanted

Want to buy a project car, any style of the early body. Doesn't need to run or be complete, just looking for something without too much rust.

Contact me at: dave14957@gmail.com

(October 2020)

FREE

Hour timer: 12-60vdc. Keep track of how long your something is on! Still in the box!

Fran @ 952-929-9174

(Dec 2020)



FREE

I mistakenly bought these flashing lights, can't think of any use for them. Remember the car in Knight Rider? Anyone want them?

Fran @ 952-929-9174

(Dec 2020)



**For Sale/ Wanted/ Give Away?
Send an e-mail to us!**

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: corvairmleekyseel@hotmail.com. **Deadline is the 25th of the preceding month.**

Check us out...



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visit our website:
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Spot a Vair!



KSHE95 (St Louis) listener Rob Scheild's
1961 KSHE Klassics Corvair Ratrod truck

*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!*

THE LEEKY SEEL

408 7th St S
Hopkins, MN 55343-7722

TEMP – RETURN SERVICE REQUESTED



The March membership meeting is scheduled for the 9th at Ideal Hall – social hour at 5:30 and meeting beginning at 7:00 p.m.