



April (Fools) 2021

Corvaair

Leaky Seal



President's message:

Things seem to be getting better with the Covid, I sincerely hope that everything continues to improve!!

CMI will be having a breakfast / car show at Ideal Hall on Saturday May 15th from 830 - 1130. Ideal has a good sized parking lot for our Corvaairs and a mini show.

I'm asking for everyone attending to pre-register. Price is \$10.00, or \$12.50 at the door. Reservations should be sent to me by May 10th.

Tom Quinn
755 West Montana Avenue
St. Paul, MN 55117

The more people to come, the better it is for our Club. Bring your family, and cars!

Masks are still required.

North St. has booked CMI for Friday July 23rd. We will be in a new parking area this year. We will be next to the Sidewinder Saloon, it's East of the old spot, about 2 - 3 blocks down, and across the street. Let's hope it's a nice night, as the show goes on rain or shine.

I spoke to Dan Quinn, our representative for GMCCA, and the State Fairgrounds has granted us permission for the show, Sunday June 6th. There will be conditions to follow this year due to the Covid, but I'm sure we can all still have fun. Masks are required per the Fairgrounds.

I hope you all stay healthy; we have the opportunity to meet in the near future, let's do this!

Tom Quinn

President



Corvair Minnesota, Club Information

Meeting Minutes

President Tom Quinn called meeting to order at 7:03 pm.

17 members attended the meeting.

Secretary Amber (that's me) read the previous minutes.

Secretary Amber did a tech session on starters with assistance from Vice President Gary Nelson.

Financial Report

Dues Collected: \$60

Merchandise Sales: \$156

Other Income: \$10

Ending Balance: \$5344.11

President Tom Quinn suggested more meetings and car shows in the spring - suggesting that a breakfast show in May would be ideal. There would be an upfront pay reservation that would allow you admission and breakfast. And you would get 1/2 your money back if you show up.

President Tom Quinn contacted the VCCA club in Plymouth, but unfortunately they don't want to join due to the Covid-19 situation.

Vice President Gary Nelson suggested the Fiero club.

Activities Director Corey Cowden suggested the VW club and have an air-cooled event.

The 'Breakfast Club' is still in the planning stages. It would be nice to join with another smaller club, due to the capacity of the parking lot.

Gregg Peter's called a motion for Dave, Corey and Tom to have the authority to make decision regarding the 'Breakfast Club'.
Unanimous vote for the 'Breakfast Club'

Twin Cities Auto Show is scheduled May 15 - 23.

President Quinn had a invite for the Auto Show. The cars would be tied up for 9 days. Being that the cars are held for 9 days and unknown conditions, CMI opted out.

As we all know Covid has put many car shows on pause, so as of this moment, we are still riding the waves on whether Buick will do their show. This will decide if GMCCA goes ahead or not.

GMCCA is scheduled for the weekend of June 5.

President Tom Quinn asked the groups opinion regarding CMI to fund the membership to Corsa, due to the fact he is not a member. Further information would be needed to see if this membership could be transferred from President to the next.

Vice President Gary has 2 1966 Corvairs that he is parting out. If nobody is interested, than they'll be packed off to the boneyard.

Next CMI Meeting will be on April 13th at Ideal Hall 5:30 for dinner and 7:00 pm for the meeting.

#45 Rich Storlie's name was called which would of netted him \$30.

It is sad to say that one of our members Joe Schwert is moving to another state on April 10th. If you would like to contact him...

Joe Schwert
21623 Havlik Lane
Gay Miles, WI 54631

Meeting was adjourned at 8:15 pm.

Amber Leah

CMI Secretary



Happenstance

I love hearing stories about how folks came to be interested in Corvairs and thought I should get back to it. After all, Membership Coordinator page should probably be about members. In lieu of submissions I thought I'd go roving reporter. Might as well start at the top.

President Tom Quinn's father bought a new red '64 convertible as a second car. It was common back in the day for the second car to be shared by several family members. Mother wanted the optional Powerglide, oldest son Tom campaigned for 4 on the floor, but thrifty Father opted for a 110 HP 3 speed. They took delivery on Tom's 18th Birthday just as he was graduating from High School and he drove it more than anybody. Upon returning from a 4 year hitch in the Navy he found the Corvair was just gone with no one fessing up about what happened to it. The mystery still remains although it's possible that little brother may have had something to do with it as the lad could be a bit of a maniac behind the wheel. Tom bought a new VW Super Beetle convertible in '79, one of the last German ones imported, which he still has with low miles. Rumor has it Gail was not thrilled with that move but she's too nice to hold a grudge for too long. In 2010 or so, Tom found another red '64 convertible in Gig Harbor, WA. A California car in good solid condition which just needed a little TLC. He trailered it home with sons Dan and David, sounds like they ran into some snow in Bismarck. Car shows and Corvair Minnesota activities are often a family activity with the Quinn's and it's good to have them.

VP Gary Nelson was doing stuff like putting Chevy V-8s in Jaguars and messing around with Fiats in '72 or so and decided he needed something to haul parts and such. He saw an ad for a Chevrolet Van which turned out to be an 80 HP 3 speed Greenbrier when he got there. He almost walked away but was sort of intrigued by some of the engineering features and such. You could get some really good deals on Corvairs back then. His second Corvair was a '66 Corsa 140 HP. In true shade tree fashion he was doing all his working on cars in the back yard in those days. He took out a loan to build a garage and then decided to work on other people's cars to help pay off the loan faster. I got the feeling that Carol maybe didn't think a garage loan was such a good idea. Small in stature and adorable, she could be almost a force of nature when she got her mind set. It sounds like her favorite car was a Cadillac sedan. She was a lot of fun at CMI dinners and Fall Runs. Gary's always been a Barber and still has an active chair in the garage. He had a few shops fall prey to eminent domain, 50th and France for instance. He heard about our Corvair club from a guy in his chair and joined in '74 or so, meetings were at the GM Training Center by then. I'm pretty sure Gary has the biggest garage on his block. I've blocked the alley there a few times with a Corvair on a trailer, it's best to just avoid eye contact. I wonder what sort of arrangement he had to haul a Big Six up and out of a Jaguar in the back yard, they weigh a ton. Gary's been in the Corvair repair business for like 50 years now.

Corvairs are interesting and unusual cars. They tend to attract interesting and unusual people. We often get together because of the cars but find we have so many other things in common. These days we're finding second and third generation owners of the Corvair being passed down. I'm constantly hearing about Corvairs coming out of 20 year hibernations. Your Corvair story does not need to be fantastic to be appreciated, heartwarming is also good. Please let me know if you have one. Otherwise I'm coming down the line and will get to you sooner or later.

Jim Brandberg

Crash sensor

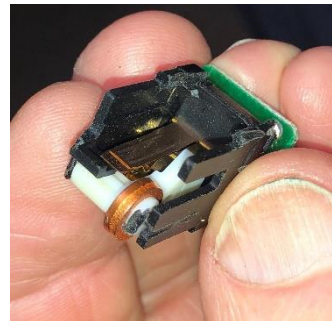
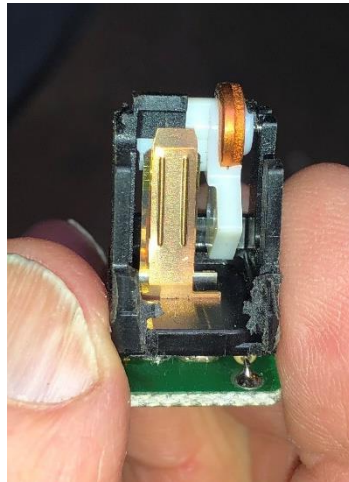
I was trying to tell somebody how to build a Carburetor Priming circuit with his Electric Fuel Pump (EFP).

I told him to use a PRIME button to activate the circuit. As luck would have it , he asked if it could be automatic and I said sure, and he asked how! Shut my mouth!

I allowed he needed to have a crash sensor to turn off anything that was “Automatic”, and they used to be available . Nowadays there are only Air Bag Sensors that trigger the shotgun shell to blow up the Bag. So, I bought a Toyota (DENSO) Air Bag trigger. But they are not able to be ‘reset’ so I didn’t like that. They also have a resistor built in so the computer can check to see if it’s really there without setting it off. I took the DENSO apart, to look.

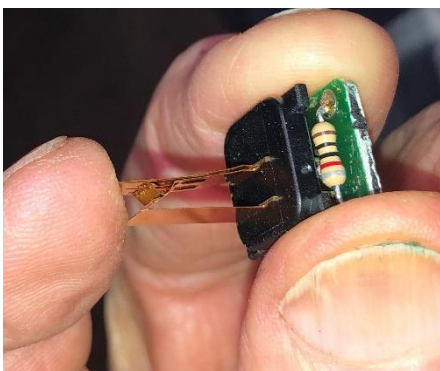


Solid construction – for certain!. When I got inside, it was very small and simple and easy to see how it works. It works only in one direction though. So in a car with Air Bags they have them all over the place aiming in many directions - front, left, right, rear, etc. Here’s how it looks, mounted on the frame. And here’s what it has inside.



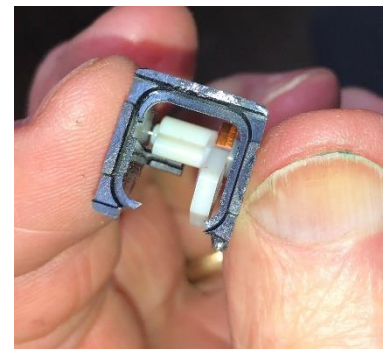
There are two contacts that need to touch in order to blow the Bag. These contacts are long straight pieces of Phosphor-

bronze, specially shaped to do this in a wiping action to prevent any dirt from fouling the operation. There is a little plastic piece that pushes them together if the weighted part gets smacked in the right direction. The weighted part also has a disc of copper built into it so it won’t bounce around and it can only swing in the correct pattern. Here you see the actual contacts that need to be pushed together by the swinging weight. And here’s that weight , outside of the structure.



It all seems so small and delicate but that little weight is calibrated to move “just so”, and makes those contacts wipe across each other under spring tension to make a good high current contact. I powered a headlight through those contacts and it lit up nicely.

You can see the 821 Ω resistor that parallels the contacts in that circuit. Next: the PRIME circuit.



Stay tuned! I have a plan! (Prime Circuit *continued on page 8*)



Breakfast and Corvairs

May 15th

8:30AM – 11:30AM

Location: TCT Ideal Hall

1494 Dale St. N, St. Paul, MN 55117

Cost: \$10.00 Per person or \$12.50 at the door

Meal includes: Eggs, Potatoes, Meat, Fruit, Sweet Rolls, Juice & Coffee

Please RSVP by no later than May 10th

Send payment to:

Tom Quinn

755 W. Montana Ave.

St. Paul, MN 55117

Corvair

CORVAIR MYTHS

THERE ARE MANY MYTHS ABOUT THE CORVAIR. EVERYONE SEEMS TO “KNOW” A LOT ABOUT THE CARS BUT MUCH OF WHAT THEY “KNOW” IS INCORRECT, FOR EXAMPLE:

- **THE CORVAIR WAS KILLED BY RALPH NADER** - Ralph Nader wrote a book entitled “Unsafe at Any Speed” which addressed safety concerns within the automotive industry. Only one chapter of the book mentioned the Corvair. When Nader’s book came out in October of 1965, Chevrolet had already decided to cease production. In irony, Nader’s book actually help extend the life of the Corvair since Chevrolet decided to keep the Corvair in production until 1969 so no one would think Nader was right. (In fact, based upon intense research in the mid-60’s, the Corvair is the only car to ever be “proven” safe by the Federal Government.) The demise of the Corvair can be attributed to two things: the popularity of the Mustang and Chevrolet’s desire to build a car to compete with the Mustang, i.e. the Camaro. The Corvair could not be fitted with a V-8 which of course was the engine of choice in the mid to late 60’s.

- **THE CORVAIR WAS ONLY BUILT A FEW YEARS** - Actually the Corvair was produced for 10 model years – 1960 to 1969. The body style changed with the 1965 model year.

- **CORVAIRS ROLL OVER** – Lon Wall, owner of Corvair Underground states “in our 27 year history we have parted out over 800 Corvairs. Many were wrecked (as all cars can be) but yet only 2 out of 800 had been rolled. Go into any wrecking yard in the nation and pick out 800 of any other kind of car and I can guarantee that more than 2 will have been rolled (a LOT more than 2). Quite frankly I’ve come to the conclusion that Corvairs are probably LESS likely to roll over than other cars! ”. There is no evidence that Corvairs are more prone to rolling over than any other car.

- **THE CORVAIR WAS DESIGNED BY VOLKSWAGEN (OR PORSCHE)** – General Motors spent millions of dollars in the 1950’s as well as many years of development to make this one of the best designed cars ever built in the US. This myth is usually based upon the fact that the Corvair’s motor is air-cooled and rear mounted like the VW or Porsche. The Corvair is 100% American designed.

- **CORVAIRS CONSTANTLY THROW FAN BELTS** - Correctly installed belts as well as better designed belts virtually eliminate the “throwing” of fan belts.

- **CORVAIRS ALWAYS LEAK OIL** - In the 1960’s, O-ring material was often inadequate for air cooled engines that typically run hot but with the updated material of today, oil leakage is basically a thing of the past.

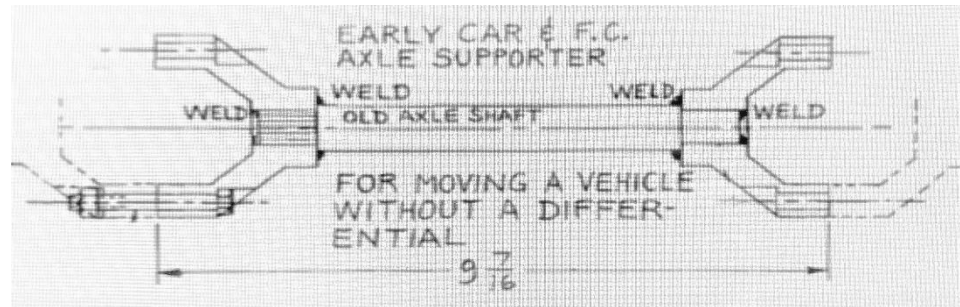
- **I KNEW SOMEONE WHO HAD A 4 CYLINDER CORVAIR** - All Corvairs were produced with 6 cylinder motors – there was no other engine offered as an option. Engine displacement and horsepower ratings varied over the years and models but the Corvair always used the air-cooled 6 cylinder engine.

- **YOU CAN’T GET PARTS FOR CORVAIRS** – Actually almost every part associated with the Corvair is being reproduced today. There are several Corvair specialty vendors producing and offering parts and the prices are in line with most marquee restoration parts.

- **THERE AREN’T MANY OF THESE AROUND ANY MORE** – Well there aren’t as many as there used to be for various reasons but there are many still on the road today and there is a large number of individuals collecting them. In fact, the Corvair Society of America (CORSA) has a membership of around 5500 members and most of these members own more than one Corvair.

An OLD Tech Tip

It's pretty obvious how this would work, when moving an Early or an FC without the Power-Train installed.



I recently saw this neat idea, reprinted from 30 years ago, in the Corvan-Antics, and wondered about going around a corner. Of course, this is only for moving things around the shop, or yard, and a person would just skid the tires and there would be no bother. BUT, I thought, what if that old axle shaft they welded between those Yokes were made up of two threaded pipes with a greased coupler between. Let's say you build this and install it with the coupling "un-screwed" a turn or two. Now, when you move your dead vehicle the axles would thread together, or apart, depending on which rear wheel went the ahead of the other. I would think you'd have to do a lot of 'always turning the same way' before you'd have a problem. I checked on a piece of pipe and the threads are an 8 pitch. If you are moving your vehicle with this setup, and the wheels get a full turn out of whack, that only changes the wheel separation by 0.125"!



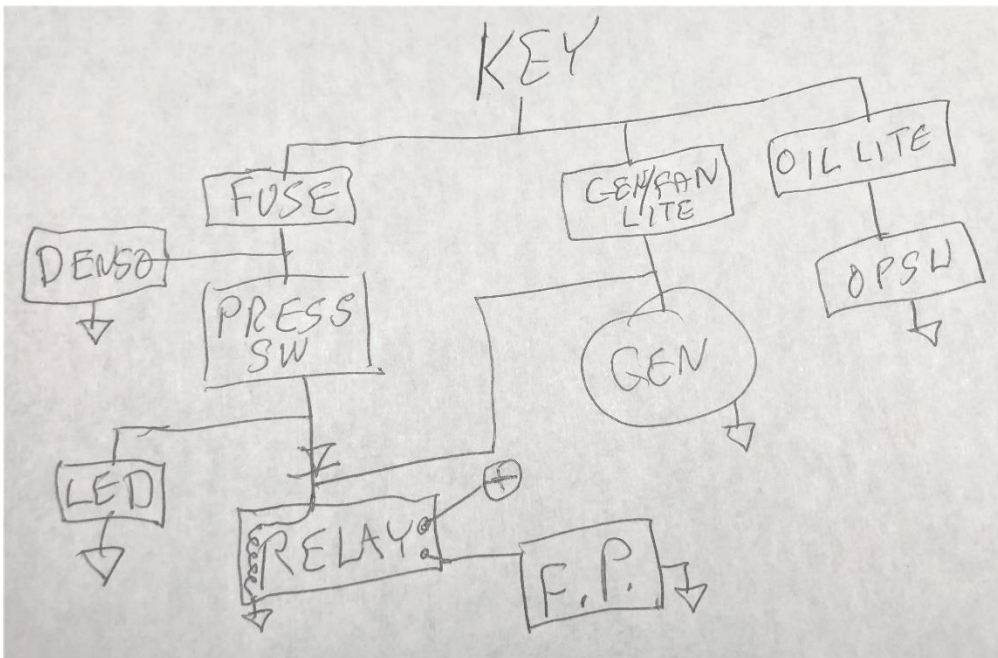
Here's how it looks, when you build one. Kinda like a dogbone!

Regardless of which vehicle is being pushed around, don't forget to...Keep-On-CORVAIRing,

Fran

An **Automatic** Priming circuit for an Electric Fuel Pump.

(Continued from Page 4)



Light Emitting Diode : LED

Oil Pressure Sending Unit : OPSU

Fuel Pump : FP

Low Pressure (lower than the Fuel Pump) Switch : Press Sw

Relay : uses small current (0.1Amp) to control a high current (10Amp) switch.

Denso: Air Bag sensor, \$20 EBAY

Let's walk through this; turn on the key and three red lights come on; The Oil press lite, the Gen/Fan lite and the FP's LED. The oil lite is grounded by the OPSU and will not go dark till the engine is running. The GEN/FAN lite only goes dark when the GEN is generating- after the engine starts. The FP's LED will go dark if/when the fuel pressure comes up after filling the carbs. The LED is powered through the fuse (only need an amp or 2, nothing humungous here) and the Pressure Switch so when the switch opens the LED goes out.

OK, we just turned on the key and all three lights are lit. The oil lite says it is connected. The GEN/FAN lite verifies the Gen is in the circuit. The FP's LED says there is no fuel pressure...AND... since the Press Sw. is closed the power flows through it to light up the FP's relay, turning ON the FP.

So far, all we have done is turn on the key and looked at the lights.

After a few seconds, the LED goes dark and we are ready to pump the gas and hit the starter. Engine pops on the first turn and the Oil lite goes out and the GEN turns and makes Voltage up against the GEN/FAN lite so it goes out and that brown wire (to the dash lite) which is also hooked to the FP's relay fires up the FP for running, as long as the engine is on. Also, the FP's LED stays off because of the diode shown.

Everything is fine – till there's a crash. KEY IS STILL ON! Engine stops, GEN stops, OIL pressure stops and fuel pressure goes away, and the Pressure switch comes back on to run the FP, again! WAIT! The DENSO was there during the crash and it went into action and blew the fuse, by shorting that circuit to ground. In order to reset the safety circuit, all you need do is replace the fuse.

When you build this circuit into your CORVAIR you will want to put that fuse in an accessible location – let's say by the Regulator above the Battery.

If you don't want things to be Automated you can replace the Denso and its fuse with a Push-Button in the circuit above. Just push and hold till the LED goes out.

So, let's all start quickly, having more fun, as we 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)

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!**



For Sale

Two '66 coupes for parts. Please inquire if you need any parts.

Gary Nelson

612-644-1258



(April 2021)

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)



1965 Ford Mustang in Wimbledon White C-code with 289. Just upgraded to a Edelbrock Performance intake with an Edelbrock AVS2 four barrel. Headliner replaced with a modeled carbon fiber appearance. This vehicle is in heated storage for about two more weeks. The car came from California two years ago. Warren
[call](tel:6512605045) or [text](text:6512605045): (651) 260-5045 \$21,500

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

Check us out...



For more information on
Corvair Minnesota,
visit our website:
www.corvairminnesota.com

Follow us on
Facebook:
Corvair Minnesota



Spot a Vair???



RIP Corvair. The **first-generation Ford Mustang** was manufactured by [Ford](#) from April 1964 until 1973. The introduction of the Mustang created a new class of automobile known as the [pony car](#). The Mustang's styling, with its long hood and short deck, proved wildly popular and inspired a host of competition.

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