



Leeky Seel

Corvair

May 2021



Corvair Minnesota Newsletter

President's message:

Just as we thought things couldn't get any worse, we had to cancel two meetings, and it wasn't due to the Covid 19. I hope things get better and settle down.

The next meeting will be on Tuesday May 11th at Ideal Hall. 530 social hour, food and business meeting at 7pm.

The last Leeky Seel had an announcement about our breakfast/car show on Saturday morning, May 15th.

I have only gotten 2 responses, and one is from my family, and that's not a good sign. I sent out notices to everyone by letter, hoping for more reservations.

I prefer checks made out to CMI, but cash will be accepted too.

If anyone would like to help out that morning, that would be great. We need people to do name tags, tickets for food, check-ins, and people to keep an eye on the parking lot. Let me know if you can help out.

I'm really trying to get the group together and keep the interest in the group going. After this past year, it would be nice to see a great turnout.

If I don't get enough replies, then I will cancel the whole thing, and I really don't want to have to do that.

I hope to see everyone on Tuesday May 11th, masks are required.
I hope you are all getting your shots, or have had them, we did!

Tom Quinn
President



**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

The Twin Cities Auto Show announced that the 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.

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!**

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



Corvair Next Generation

Mini Convention to support the CPF and the Corvair Museum

May 18-22, 2021
Springfield Illinois

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

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

Cruise-in; May 23rd, Buffalo MN:

God Bless the USA
 Post 270 Buffalo, MN May 22, 2021
www.buffalolegion.org Facebook: FB: buffalolegionMN

CRUISE-IN EVENT WILL RUN
 11:00 am - 4:00 pm
 Dash plaques for the first 150 registered vehicles!

KICKING THE EVENT SEASON OFF WITH AN OUTDOOR BARBEQUE DURING THE EVENT

LIVE MUSIC STARTING AT 3:30 pm
 EVERETT SMITHSON BAND

PRIZE DRAWINGS OPEN TO ALL EVENT PARTICIPANTS

TRAEGER PRO 575 PELLET GRILL RAFFLE
 Tickets available at the event. Grill to be raffled off at the end of the event.

2021 GMCCA Car / Truck Show and Swap Meet
 June 6th 2021
 8AM - 2 PM

Open to all GM Makes/Models of vehicles
 Show Vehicles \$15 Day of Show (includes one passenger)
 For Sale Vehicles \$25 Day of Show (all makes welcome)
 Swap Space \$25 Day of Show per 15' x 20' space - ST-19 Required
 No show vehicle or for sale vehicle pre-registration
 For additional information see Flyer

<See Flyer on page 6>

Corvair Breakfast Car Show

Saturday May 15 at Ideal Hall in St. Paul. Be there or be square. Easy to get to on Dale St. between I-94 and Hwy 36. Enjoy a breakfast buffet, circulate among the Corvairs with hoods open, shoot the breeze with Corvair folks and then have the whole afternoon to go do something else. A car show even if you don't have a show car. No judgement here, some of the crummiest Corvairs have the best stories, faithfully soldiering on for generations now, like my '63 Van that looks okay from one side. Even if it rains we're not rained out, plenty of room indoors. Where else are you going to get a good breakfast for \$10? We like and welcome other cars too, foreign and domestic. Bring your family and friends, we don't bite and are often known to hold our own in conversations on non-Corvair topics. You can circulate, if one group is talking about golf, another group might be talking about something interesting like transplanting lilac bushes or Bosch fuel injection, Ha. Please preregister for food planning purposes.

It sure looks like GMCCA is going to happen at MN State Fairgrounds on Sunday June 6th. We are not as crowded as Back to The 50s, I think one could pretty much keep a comfortable distance. We need new people to step up and volunteer for a 1 hour shift at the north gate. Some of our longtime volunteers may not be there due to Covid concerns or maybe just not able to stand for a long time anymore, some of us are graying a bit. It's not complicated, we just take \$5 from pedestrians or check for a stamp if they're coming in again. I would expect to be wearing a mask, I think I can get through it for the comfort of others at the very least. We also have shifts for directing cars to the Car Corral, a good activity if you need more distancing. We really really need new people to volunteer this year especially. It's easy and fun.

There I've gone and run on again so I only have room for one Corvair member story. Amber Leah is our CMI Secretary. I think her buddies in the garage talked her into it when Ken Laursen resigned due to moving away. She's done a great job even though it sort of goes against her grain and natural inclinations. She grew up near Springfield, MO and was always tagging along behind her father, a jack of all trades sort of fellow who can fix just about anything. Maybe not a car show car sort of a guy but something interesting that's able to be worked on and driven. He currently has a '67 Chevy pick-up. As a teenager the Job Corps wanted to steer Amber into the secretarial pool when she really wanted to be an auto mechanic. In 2019 she was searching Facebook Marketplace for something to restore and came across a red '61 Corvair coupe, something about it struck a chord and suited her fancy. The old guy was declining in health and couldn't fix it up but wanted his Corvair to go to someone who would do something with it rather than just part it out. Amber found Gary Nelson through the Facebook Corvair Owners Group and has been apprenticing in the Corvair repair trade. She's good at it and has a great deal of enthusiasm. She's also got a white '62 coupe now, after all it's hard to just stop at one Corvair. She also maintains the Corvair Minnesota Facebook page and does some of the Tech Sessions at our meetings. A very good member indeed.

With our April meeting canceled twice we've lost our opportunity to address logistical concerns with Breakfast Car Show and GMCCA. Please go out of your way to preregister and sign up for shifts at the gate. Our leadership needs assurance that you care.

Jim Brandberg

Laughing with (at) Fran

I was upgrading a Distributor the other day as its thrust washer was quite loose, I thought. I looked around and found a 0.050" washer on an old Distr on the shelf, so I robbed it.

The washer comes off the Distr shaft after you remove the Gear and the pin holding the thrust washer assembly on the shaft. The naked shaft looks like this: the big hole is for the pin that holds the drive gear (that runs directly off the Crankshaft) and the small hole pins the three piece (three if there is only one washer between the two-tanged and the three-tanged indicators). After adding my 50 mil washer there were obviously four.



You can see here where I installed an additional 50 mil washer in the assembly – the washers come in various thicknesses, I have seen some that are only 10 mils... they feel like thick paper, but sharp! I couldn't find the tolerances on up/down of this unit as Distrs. were thrown out almost as easily as points, in the day.

After adding the new washer, the shaft no longer wiggled up/down in the Distr, and still spun easily, so I felt I had done my duty and put the Distr on the bench. It went right next to the coil that I use to test fire such things as Distrs that I have just fiddled with, so I thought - why not make certain this guy's functioning...properly.



I clipped the point's wire to the coil and brought over the Plus lead to the Coil's Plus terminal - swung the looong ceramic spark plug up onto the vise where I could see it and spun the shaft – nothing!

Checked over a few things - nothing, looked under the cap to see if the points were opening, as current was drawing all the time. Points were good - opening between dwells, etc. so I pulled the Distr wire out of the points and current was still drawing! This is where the expression WTF! comes from. I could not see where there was a connection to ground.



That's when I noticed the ground clip on my special sparkplug (shiny copper thing in the photo), the plug with the EXTENDED tip was sitting on the vise where I had placed it before I clamped the Distr in that same vise to hold it, while I tested it...(!)

Lightbulb moment! The Distr ground was already connected to the sparkplug ground through the vise! HA! I then sat the sparkplug down on the wooden bench and the flames shot up and down that plug's tip as good as they can get! When I said that – about the sparks going up and down the ceramic I wondered which way they actually do go – and, could I tell by looking at them?

So, I stopped writing and went back to the bench – and just for kicks – turned out the lights. They fired nicely from center tip to ground. Can't say if that is plus or minus, or is it up and down, but it's from the center post (plug-wire) to ground – without a doubt. Wonder: what if I reversed the polarity? What do you think it did?

Meanwhile, **Fran** says, have loads of fun driving your CORVAIRs! He does!



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

39th Annual General Motors Car Clubs Association
ALL GM CAR / TRUCK SHOW AND SWAP MEET

Live DJ playing music
 Food vendors on site
 Dash-plaques to first 500 show vehicles

SUNDAY, JUNE 6, 2021 • 8 AM - 2 PM
MINNESOTA STATE FAIRGROUNDS - MACHINERY HILL

ALL GM CARS/TRUCK WELCOME INCLUDING
 BUICK • CADILLAC • CAMARO • CHEVELLE • CHEVROLET • CHEVROLET/GMC TRUCKS • CORVAIR • CORVETTE
 EL CAMINO • GMC/CHEVROLET MINI-TRUCKS • NOVA • OLDSMOBILE • PONTIAC • UNIQUE/OTHER GM

PARTICIPANTS	SPECTATORS
<ul style="list-style-type: none"> • Show Vehicles \$15 Day of Show (includes one passenger) • For Sale Vehicles \$25 Day of Show (all makes welcome) • Swap Space \$25 Day of Show per 15' x 20' space - ST-19 Required 	General Admission: \$5.00/Adult Children under 12: FREE

Show Vehicles: Gates open at 7am - Enter at Show Vehicle Gate at Larpenteur Ave & Underwood.
For Sale Vehicles: Gates open at 7am - Enter at Show Vehicle Gate at Larpenteur Ave & Underwood.
Swappers: Sunday swap gate opens 6am - Enter Randall & Dan Elmer Way
 All makes of parts are welcome! Optional Saturday swap setup available from 9am - 12 pm
Spectators: Spectator gate for swap meet opens at 7 am.

STATE FAIR RULES PROHIBIT: OPEN FIRES, BBQ'S AND ALCOHOLIC BEVERAGES. - PETS ON LEASHES ONLY

COVID 19 INFORMATION (as of 4/7/2021)

To limit/reduce possibility of COVID 19 spread there will be no balloting or awards this year. This event is subject to Federal, State, and Minnesota State Fairgrounds COVID 19 mandates/requirements. Should a COVID 19 surge occur close to event date this event may be cancelled. Requirements planned to be enforced at the event by State Fairgrounds security include but are not limited to:

- Face masks must be worn at all times within the event area unless eating food or drinking beverages
- Food and beverages must be consumed in a stationary position (no walking around when eating/drinking)
- Social distancing of six feet

These requirements are subject to change. We hope many can be lifted prior to show. Prior to attending this event please visit websites below to obtain updated event information such as cancellation or requirement changes.

www.gmcca.com

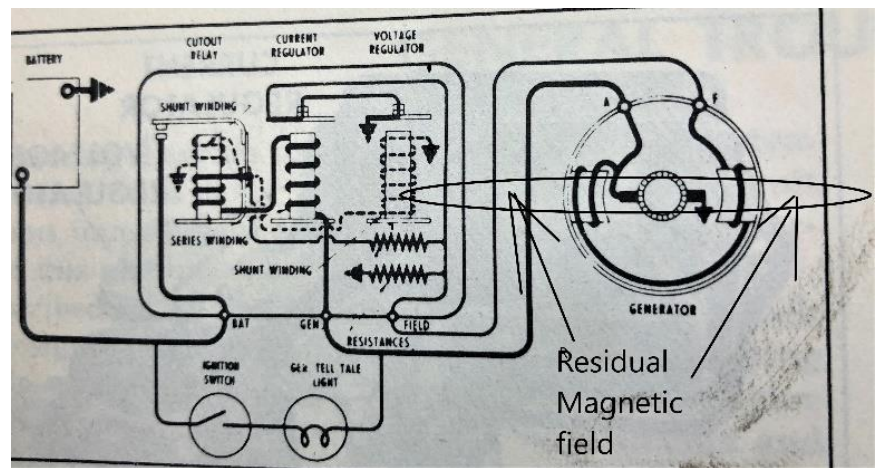
www.facebook.com/GMCCAssociation

Why won't my GENERator come on?

Anyone with a DC GENERator knows you need to polarize the GENERator after servicing. This is because the iron inside the GEN (the Field) is very lightly magnetized, and you can change the direction of that magnet, by Polarizing it. That little magnet is what turns on the REGulator, to make the GEN work. The AC GENs used on the late Models also need to be Polarized, but that rarely happens as we take them apart in a different fashion, so not many folks have ever heard of Polarizing the AC GEN (some call it an Alternator, but that's because they GENERate Alternating Current). The AC GENs with internal REGulators are also Polarized.

On an Early GEN you simply "MOMENTARILY" apply B+ to the Field terminal. BIG spark! Best to disconnect the REG while doing it. To do it on a Late, use the wire on the 'F' terminal of the REG, Caution, also unplug the REG when you are doing that. This is a little harder with the Internal-Reg on some AC GENs, as the REG is inside (!) the GEN, so it's easiest to just take out the Rotor (which is the Field on an AC GEN) to Polarize it.

So, we are talking about any GENERator used on a CORVAIR. They all require a small current to tickle them, usually through the Tell-Tale lamp circuit, which comes on with the Key. This current fights with that little magnet to generate the "turning-on" sequence. To turn ON a GEN you have to spin it fast enough to generate a small current. This, in turn, sends current back to the REG and tells it to turn on the GENERating system. In this sketch you can see the Tell-Tale Light feeding current into the system and the Polarization, labeled Residual Magnetic Field, with which the Tell-Tale's current fights.



In the Early GEN the vehicle's B+ is wired directly to the REG because there's a big mechanical "cutout relay" inside the REG that prevents the battery from running the GEN as a motor. That B+ must be disconnected when the engine is off or the Battery will be dead in an hour, or so. The AC GEN has Electronic "cutouts" called Diodes to prevent this 'running as a motor'.

Obviously if the Polarization is wrong the REGulator does not get the correct message and the GEN won't/ can't come on. I found a special way for this problem, of a GEN to "not come on", with an AC GEN.

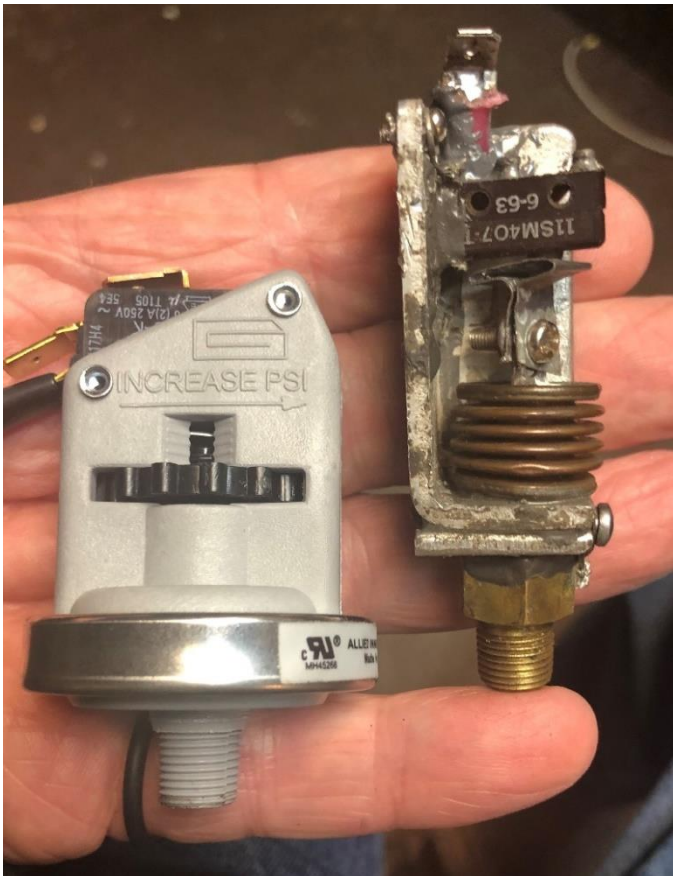
Remember the B+ is inside the Early REG. The Late and the Internal REG each have the B+ brought in, to the REG. Normally that red wire is in a place where it remains undisturbed. Note: We are NOT talking about the Brown wire that connects the GEN to the Dash Lite. The one that goes all the way from the REG in the back, up to the Lite on the Dash, the one that people use for control of the Fuel Pump. It's a useful wire but that's not the wire we're talking about. This 'other' important wire, one that Shop Manuals refer to as "HOT at all times", is a built-in connection that is always hooked to B+. It is only dead when there is no Battery in the car. Usually!

Well, I once moved one of these wires - to a fused circuit! Unfortunately, when that fuse opened, that wire was not - HOT at all times - that time! I had no GEN and it took some poking around to discover the reason. Everything happened as if the GEN were not Polarized. I did have a reverse-Polarized Late GEN one time, which was a difficult sleuth. It's as if the BAT terminal, in the sketch above, were opened. That made it a 'fun' dig! Since this particular problem won't happen with a DC GEN, y'all can just laugh at us Late-comers. Otherwise, a dead GEN system, on a Late, which acts like a reverse-polarized Field, could be a B+ that is disconnected, from the REG, something you can easily check on your Late REGulator, pin 3.

Let's all keep our Social Distance, this summer, as we Keep-On-CORVAIRing! **Fran**

A Pressure Sensing Switch

CORVAIRs have carbs that sit right on their manifolds, therefore they will not be full of gas when you want to start them! So, you need to use an Electric Fuel Pump (EFP) to fill the carbs before you want to start the engine. A good way to tell if your Fuel Pump (FP) has filled your carbs is to see if there is any pressure in the line. A Fuel Pressure gauge would be a way to do this but all you really need is a switch that tells you there is pressure, of a few psi, in the line. The switch can turn on a light for you to know if/when you have pressure and therefore that your carbs are full.



Here we see two low pressure switches with 1/8" NPT threads – to fit our CORVAIR gas line hardware. My homemade guy switches at 2.8 psi and the professional one switches at 2.3psi. Either one would do the job



nically. One of my CORVAIRs uses an OPSU which happens to be lower than its EFP, which qualifies that one as a low-pressure switch, as well. So that's a good combination. So, you actually see three low-pressure switches. A switch needs to be incorporated into the pressurized fuel line – between the FP and the carbs – and it must trip at a pressure lower than the FP's so that the signal will tell you the pump has worked and filled the carbs. The pump only comes up to "pressure" after the carbs are filled. When the carbs have been refilled the Accelerator Pumps can work. I certainly remember cranking the starter while pumping the throttle – because I didn't know if there was any gas in the carbs. So, I would pump the dry carb until it got a little juice to squirt – hopefully before the battery quit with the starter! That's why priming, using the electric pump, is a really good design. **Fran**



CMI Classifieds

Too many projects and running out of room so I am unfortunately going to sell my SUPER COOL and rare 1962 Corvair Rampside pickup with extra parts (I will sell the parts separately). It has a 4-speed, it is a barn find /non-running/as is, it has normal rust holes around the wheel wells, all glass is good, and the interior is very clean and original (the seat needs at least a new cover). This is a parts truck plus or full restoration project, you could potentially rat-rod it, or use it as-is or as an eye-catching resale able billboard? Serious inquiries only, clean title in hand, \$2450 or will consider partial trade. (507) 358-5029 (Rochester)



1966 Chevrolet Corvair 500

110 HP, 3 speed,
Bought new in Ashtabula, OH,
Unrestored with 4,911 miles,
Matching numbers engine,
Garage kept,
Extensive historical information
including protecto plate, original
owner's manual, maintenance records,
invoices, pictures, spare keys, etc.
Braking and fuel system has been
replaced- purchased from Clarks,
All original parts that have been
replaced have been saved and come
with the vehicle,
Original tires still on vehicle!



\$19,900

Contact us for more details Belmont Classic Car [\(888\) 246-5420](tel:8882465420)

**For Sale?
Wanted?
Lost?
What have you got?**

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...



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

Follow us on
Facebook:
Corvair Minnesota



Spot a Vair!



Red car is the 1963 Monza SS, and the
silver Grey is the 1963 Monza GT

*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 May membership meeting is scheduled for the 11th at Ideal Hall – social hour at 5:30 and meeting beginning at 7:00 p.m.