



Leaky Seal

Corvair



September 2024



Corvair Minnesota Newsletter

President's message:

I would like to thank Tom Quinn and Jim Becker for running last month's meeting in my and Jim's absence.

Last month we attended two shows, the Nowthen thrashing show and the Antique Car Run in Buffalo. I didn't make Buffalo but I can say we had a good turnout of club members and their cars at the Nowthen show.

It's hard to believe that we only have about two months of car shows left this year!

Here are the events in September and October:

- September 7th - Wheels and Wings in Osceola Wisconsin and Classics By The Lake in Buffalo.
 - Sounds like the club is split on which one to attend - pick the one that works for you!
- September 28th - Fall Cruise
 - We make our way to the Graham Car Museum in Wisconsin in the morning, have lunch and then head over to Don Colburn's in the afternoon. Don has been involved with Corvairs for many years and has a lot parts for sale.
 - Details will come out in an email from Ali Long.
- October 12th - Frankensteiners Car Show
 - Preregistration ends Sept 12th
 - Watch for details in an email from Ali Long.
- October 19th - CMI Car Show Breakfast
 - RSVP no later than October 8th

I want to thank Bob Kaczke for being our Clothing Director for the past few years. I am happy to announce that Heidi Olson has volunteered to take over this role - I know she will be great in this role.

Reminder- our next monthly meeting is **Tuesday, September 10th** with a Board meeting at 5pm. Food and beverage is available from 5:30 to 6:30 with the meeting starting at 7pm.

See you at our next meeting.

Dave Pedersen

CMI President



August 13, 2024

Meeting Minutes

Activities Director Quinn: called the meeting to order @ 7:01!!!

David Quinn read the creed.

People in attendance: 20

Corvairs in attendance: 6 Late Models, 2 Greenbriers, 1 Corvan, 2 Early Models.

President Pederson and Vice President Brandberg were unable to make it to the meeting.

This Saturday, August 17th is the Now Then Threshing show. If you drive a classic, you don't have to pay the entrance fee. CMI will be going on Saturday, time and meet up place was undetermined.

September 7th will be Osceola, WI Wheels and Wings or Buffalo Classics by the Lake. Depending on your homebase you can decide which show you would like to attend and represent CMI!

September 12th is the last day for preregistration for Frankensteiners. It has to be in their hand otherwise your preregistration will be denied. The Frankenstein show will be on October 12th. CMI will be meeting at 6:30 at the Credit Union, same as last year.

September 21st there will be a fall festival at Holy Name of Jesus, they are asking for Corvairs for the patrons to see! The festival starts around 4ish. There will be another CMI Meeting, and Gail will give us more information.

September 28th will be the trip to the Graham museum. Meet time is at 8:30 in Å Hudson, WI. Afterwards, the trip will proceed to go to Don Colburn in Eau Claire, WI. Don has a inventory list of items that he has for sale. If you are interested in anything on this list, or if you are curious on anything not listed, please let CMI or Don know ahead of time so he can pull the items you are interested in before we arrive.

Paul Schuler: if anyone owes the treasury for auctions, please pay up!

Pederson is working on setting up the fall breakfast.

Bob Kaczke, brought apparel see him after the meeting... still looking for someone to take over.

Fran's Rampside was sold to Michael Bednarchuk.

Jim Becker, went to the Corsa convention... the concourse was in a historical village, Dayton, Ohio. There was about 65 cars in the concourse division.

Jim Becker: Tech Session

Jim Becker proceeded to show his wonderful collection of

advertisements and different memorabilia relating to Corvairs.

New product information that was sent to the dealers, the supplement manual.

There were a lot of pamphlets that was sent out to the owners, as well as advertisements. There were very few ads in 67, but they kind of quit making them. The advertisements that they put in the ads in the later years were directed towards gear heads, compared to the earlier models which were family oriented.

Direct mailing advertisements ... for '62 trucks.

There was also direct mailing for '66 Corvairs.

Bob Rowe brought a cardboard Late Model luggage cover... also known as the rear package shelf.

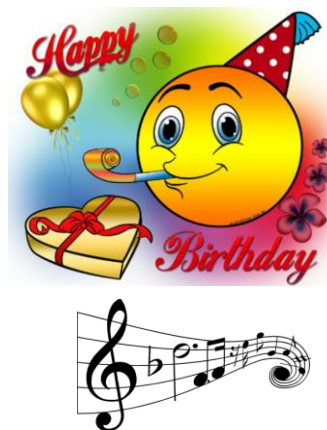
Heidi Olson over the years, has collected photos and information regarding the rebuild of her Rampside. She put all that information into a book that shows what has done to the Rampside with before and after photos. She wants to encourage the next generation. As well she would like to show how itâ€™s great to use your own imagination and that you can do things that you like. The book is about her venture with her Rampside.

#17 Ali Long won the \$5 lottery

Thank you Queen Of Treats, Gail Quinn for supplying the crew with yummy treats!

Amber Leah

Amber Leah, CMI Secretary



As always, let me know if I have missed your name on the Birthday list - Thanks!

Gail Quinn,

Director of Treats

Gailquinn263@msn.com

September Birthdays:

- Floyd Ackley
- Clarence Day
- David Edwardy
- Joe Fricke
- Chris Hefty
- Alexandra Howes
- Terry Quesnel
- Gail Quinn !!
- Paul Schuler
- Ray Willett



Hail To The Directors

When we redid the By-Laws the idea was to get more people in more positions so the work load could be spread around more. The idea of Directors helping out was especially evident last month when the President and I both came down with Covid and needed help. Jim Becker filled in for me with a great program on Corvair literature and Tom Quinn filled in for Dave, it's good to know he hasn't forgotten how to run a meeting. Many thanks to both of them for stepping up to fill the gaps on short notice.

On the Monday 8 days before the meeting I got caught out in the rain twice moving Corvairs around and was wet most of the day. In the morning I went to move a Dune Buggy into the garage and it quit running in the street, I had to winch it in the garage in the pouring rain. At noon I dropped my wife Chris off at Terminal 2 with a Corvair on the trailer. Chris got out and the guy who owned the Corvair got in. It rained unloading that car and rained again when I picked up another car in Wisconsin. For good measure I went to bed with the fan in the window and woke up freezing in the middle of the night. At first I was pretty sure I just had a common cold but by Thursday I was wondering if it was something more as I was sleeping like 12 or 14 hours a day. I figured it was best to stay away from the Antique Car Run on Saturday and got a positive Covid Test at Walgreens on Monday. Chris got home on Sunday night but never did get the Covid. Since President Dave and I work together I managed to cough all over and give it to him. I definitely had a lack of enthusiasm for a week or more but overall wasn't too awful sick.

In September I'm still planning on talking about carburetors and maybe venturing outside for a little hands on tuning with a Uni-Syn gauge and such. I wouldn't mind a volunteer car, my 60 is a little different but I suppose the basics are the same. The days are getting shorter but we should be okay. Maybe Dave will bring some of his flash lights, he's quite fond of them even outside in the middle of the day. I was thinking it might be funny to fiddle with someone's car, screw it all up and then just go home. Sometimes I forget not everyone has the same idea of what funny is.

It sounds like there were a dozen or so Corvairs at the Antique Car Run lunch stop in Buffalo and I'm sorry I missed it. We had 9 Corvairs at the Nowthen Threshing Show and it was a good time. Jim Becker had a 1941 tractor there and I really need to get over to his house and see the other ones he has. The old machinery is really interesting but all the stuff at Nowthen sort of ruined me for the little bit they have at the State Fair Machinery Hill these days.

I have a concerted effort going to assemble as many engines as I can from parts on hand. Engines seem to be fairly easy to get rid of and some find homes before I can finish them. It's especially hard to estimate cost these days with rising prices on parts and machine shop services. I've been putting them together on my own dime and folks can take them or leave them when done. If someone has their own shrouding and carburetors and other parts it helps keep the cost down quite a bit. I was putting a 140 together for myself but used the heads somewhere else so I'll have to get another pair going. I'd like to goof around with various 4-barrel carburetors and manifolds for a year or so while putting together a fuel injection system. The pistons and cylinders I got from the Bobs are going in a 64 FC engine with 65 110 heads. I've got '60 full fin cylinders and .030 pistons for the Bobs 63 turbo engine, waiting for heads. I'm keeping a little too busy but mostly having a good time.

Jim Brandberg

Corvair Minnesota, Vice President

CAM GEAR CHECK

Some reasons to check this:

You never worked on this engine.

The engine came from a shop that you distrust.

This unknown – leaky engine doesn't run right – in your opinion.

It seems to run OK but has no punch – at all.

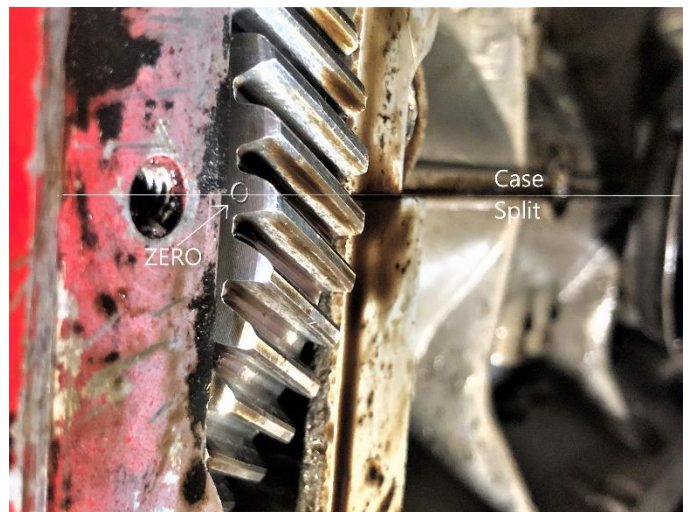
There are lots of leaks and you want to seal it all, as best you can.

Etc.

An easy thing to get wrong when you have split a case: is to get the CAM timing off a tooth.

Here's a nearly foolproof way to check if your Cam Gear has been properly installed.

First a photo: A view of the bottom of your engine when the oil Pan has been removed. That curvy toothed thing is the Cam Gear. The Cam Gear is directly mounted to the end of the Camshaft and the Camshaft is directly below the crankshaft, in the oil. There is a gear that looks just like this one only it is half the size, that is mounted on the crankshaft in a perfect position to drive the Cam at precisely one half the speed of the crankshaft. There is a ZERO stamped on the correct tooth of the Cam Gear – See ARROW in photo – which you can identify readily, when you have the Oil Pan removed. The ZERO must line up with the split of the case when the spark-timing mark is at TDC. If you can't find the ZERO it may be that you have aligned the spark-timing to fire Cyl #2 – just go around one more time. The ZERO will be seen from the flywheel side of the Cam Gear, so it's easier to line up the ZERO with the center Bell Housing bolt hole. If you are checking this position with the Bell Housing off the engine you must line up with the split of the case halves. Don't let the angle of the 'gear's cut' throw off our eyeball as you can see in the photo there is a tooth and a half pitch to the gear's angle. Put this photo in your shop manual as a reminder. An Old Guy named Bob Ballew showed me this trick about 30-40 years ago so all I'm doing is reminding you.



I had a lot of drips from a poorly installed pan gasket – can't remember which shop did it - Dropped the Pan and took the above picture. Permatex'd both sides of the paper gasket. Oh, it's a Clark's Aluminum Pan.

Did a Road Hop and let it sit with no dripping. (so far!) ZDDP'd the new oil.

Let's all have fun as we Keep-On-CORVAIRing, *Fran*



Breakfast and Corvairs

October 19th, 2024

8:00AM – Noon

Beverages available 8:00 – 10:30

Food served 9:00 – 10:30

Location: TCT Ideal Hall

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

Cost: \$20.00 per person (\$10.00 for Kids, 10 and under)

Meal includes: Eggs, Potatoes, Bacon, Fruit, French Toast Bake, Juice & Coffee

Please RSVP no later than October 8th

Send payment (checks made out to CMI) to:

Dave Pedersen
14957 Durant St NE
Ham Lake, MN. 55304

(or bring payment to the Membership meeting)

RESERVATIONS are REQUIRED

Total # People @ \$20.00/ \$10.00 = _____ (List Names below)

Frankensteiners Ball 19

Isanti County Fairgrounds

October 12th 2024

Here are the particulars:

Pre-registration - \$15 by mail. All pre-registered cars WILL get a dash plaque. Registration forms must be received by September 12th. Any received after this date WILL be returned.

Pay at the gate admission is \$20. Sorry NO dash plaques (we will have limited supply that can be purchased.)

We will also have Family Pathways on site again collecting food and cash donations in support of the local food shelf.

Don't forget to bring treats for Trick or Treating by the kids.

FOOD VENDORS GENERAL VENDORS

More information will be on our Facebook page & website as it comes in, so check there for up to date info.

Don't forget to pre-order/pre-pay t-shirts

If you would like to order a t-shirt for this year's ball, please fill out the quantity and sizes on this form below. Include cost of the t-shirts WITH your pre-registration.

Complete the form below. Write legibly,
if we can't read it we will return it to you.

Make checks payable to:
Frankensteiners Car Club

*As in the past, this is a rain OR shine show

Neither the Frankensteiners nor Isanti County Fairgrounds are responsible for damaged,
lost OR stolen items... especially parts of your car that we may want ;0)

----- Cut Here -----
Mail in Pre-registration Form

Name: _____ Phone: _____

Address: _____ City: _____ State: _____ Zip: _____

Car Year: _____ Make: _____ Model: _____

Club: _____ Email: _____

S___ M___ L___ XL___ 2X___ 3X___ 4X___

Small to XL \$20, 2X - \$20, 3X - \$20, 4X - \$20

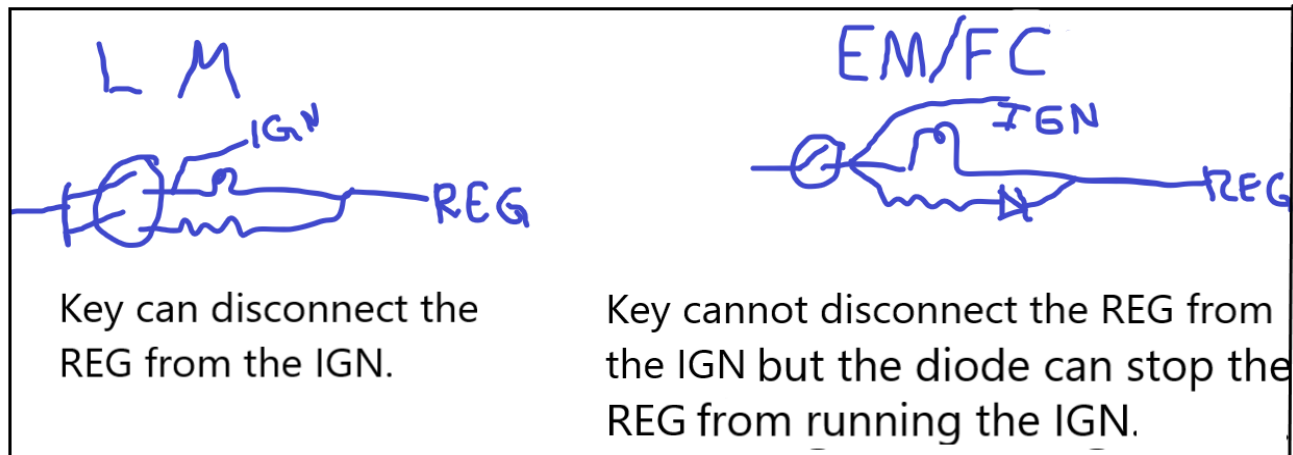
Cut and mail this form along with your
Check or Money Order to:
Frankensteiners Car Club
PO BOX 48024
MPLS., MN 55448

Internal Regulator in an AC Generator (#1)

The Modification of a Late Model's GEN, [where a person puts in a GEN with an Internal-Regulator] is becoming more common. Let's take a look at the two wires that go into controlling it.

There's the brown wire from the Dash Lite – same brown wire that was on the External Regulator of the stock EM, LM or FC GEN. They all have '20-BRN' wire coming from the GEN-FAN Lite on the Dash. That wire is connected to the IGN on EM and FC but switched to the IGN on the LM.. That BRN wire carries current from the Key and sends it through the Dash Lite to the GEN's REG on ALL the REGs. There's an issue with managing that brown wire if one of these new AC GENs (with INT or EXT Reg) goes into an Early Model or an FC.

- 1.) The Early IGN Switch does not turn off the GEN wire like the IGN Switch in the Late does.
- 2.) The Dash Lite bulb does not let enough current through to turn on the REG in the AC GEN.
- 3.) The Late Model added a separate contact (in the key) to feed current around that little Dash-Lite, to properly light up its REG.
- 4.) You can add a resistor to an EM but because you don't have 3.), you must add a diode or the engine will stay running when you turn off the KEY.



The 'other' wire (usually red) that is connected to this Internal Regulator is called a 'Charge Sense'. It senses the voltage in the wiring harness that supplies the wires going "up front" and determines what voltage the GEN should put out, so that the Headlights will have their rated 12.6V supply – for proper functioning of your Headlights. Where you place that red 'sense' wire will make a difference in the Voltage applied to your Battery all the time you are driving. It's usually hooked to the wiring harness about where the Battery wire feeds the car's harness. On the car side of the burn-off wire, nowadays called a Fusible link. If that 'other' wire is left open the GEN will turn itself off and not charge.

SPECIAL CASE for INT-REG only: If you have switched your FC, LM or EM to an INT-REG'd AC GEN, the BRN wire going to the REG (from the KEY) can supply current for an Electric Fuel Pump which will automatically shut-off (in a crash) even if the key were left ON. This current comes "from" the GEN through the REG (sort of backwards?) "up" the Brown wire to power such a device. This is how the IGN can still be hot when the Key is off, when it wasn't hot before you started the engine. This FP supply does not apply to the Dash Lite wire in the DC-GEN setup nor does it work on a factory AC-GEN...it only works on the INT-REG units. If your Fuel Pump is powered by this wire it will always stop when the engine dies. Like in a crash. If your FP is presently powered directly off the Key – and you have an Int-Reg GEN, think about switching the FP to this wire. You can add this level of safety to all the standard Models but it needs a relay to do it there. I always use a Relay to power my Fuel Pumps. Separate article can discuss Relays.. Keep-On-CORVAIRing, **Fran**

Officers			Cell Phone	Email	Cars
President	Pedersen	Dave	612-385-2241	dave14957@gmail.com	65 Coupe (Green), Corvino (Gray)
Vice President	Brandberg	Jim	763-444-9334	jimbrandberg@aol.com	Several Early, Late & FC
Treasurer	Schuler	Paul	612-327-9085	schuler3wef1@embarqmail.com	64 Monza Coupe (WH/Orange)
Secretary	Leah	Amber	612-251-9498	amber.81.leah@gmail.com	61 Monza (Red)
Activities Director	Long	Ali	763-742-6194	corvairali@gmail.com	63 Corvair Monza (Turq)
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Treats	Quinn	Gail	612-670-9224	tquinn1979@msn.com	63 Convertible (Red)

Some Up-Coming events

September 07

Classics by the Lake, Buffalo, 10:00 a.m. – 2:00 p.m. [Buffalo Area Chamber of Commerce & Tourism Bureau :: Classics By The Lake Car Show \(buffalochamber.org\)](http://buffalochamber.org)

Wheels and Wings in Osceola Wisconsin, 8:00 a.m. – 2:00 p.m. [Wheels and Wings](#)

September 15

10,000 Lakes Concurs d' Elegance, Canterbury Downs 10:00 a.m. – 4:00 p.m.
[Exquisite Museum Quality Cars, Motorcycles & Farm Equipment \(10000lakesconcours.com\)](http://10000lakesconcours.com)

September 21

Tomahawk Chapter 2024 Fall Car Show, 14954 Aberdeen St NE, Ham Lake, 9:00 a.m. – 2:00 p.m.

October 12

Frankensteiners Ball 19, Isanti County Fairgrounds, 9:00 a.m. – 3:00 p.m.

October 19

CMI Car Show Breakfast, Ideal Hall, 8:00 a.m. – 10:30 a.m.

CMI Classifieds

WANTED

Garage storage for 3-6 collector cars preferably in east Washington County (Lake Elmo area?)

I live in St. Paul and I now have cars stored at Rock Creek and this is too far for me to enjoy them. Willing to lease or even build on your land – everything negotiable.

Norb Johnson 612-218-1940



1961 Corvair 95 for sale in Hastings Nebraska \$1995

If you are looking for an affordable Rampside project, this might be the truck for you. While it is no creampuff, structurally it is solid. Recently, the truck has had a good used (cleaned out) fuel tank installed, new brake shoes, wheel cylinder, rubber lines and the shoes turned. While the drivetrain is not installed, the truck would come with a rebuildable 80hp Corvair engine. Furthermore, we have additional headlight buckets, bumpers, etc. that could be included. The truck does also come with a side gate and the windshield is a good, original one with no cracks. For more information:

please call **Chris Shade** at **(402) 460-7097**. Thanks!

[1961 Chevrolet Corvair for Sale | ClassicCars.com | CC-1831121](http://1961ChevroletCorvairforSale|ClassicCars.com|CC-1831121)



For Sale

After 55 years of corvairs & over 100 cars ; trucks (corvair only) I sold or scrapped all the corvairs most of the big parts but still have a lot left - mostly used but still have some new. Would like to sell remaining to one person, I have a lot of parts for any year car or truck I am able to make a list, I also will sell any parts one or however many you want. call anytime or email The one big item I still do have are front rear bumpers for lates, 7 fronts & 3 rear- I also have 3 - 18 drawer cabinets & 1 - 24 drawer cabinet with corvair only small parts (new & used). I do have a set (new in the box) Hastings piston rings for a 145, huge pile of chrome, ex manifolds, blower bearings, piles of tail-parking, lamps and lens, 16 carbs and carb parts, many radios, speakers and antenna parts, distributors and dist parts, idler pulleys, gas pedals and support rods

Vern: c913305b1fa331ebafc192ca0102edca@sale.craigslist.org or call **(218) 847-6631** (Detroit Lakes, MN)

Check us out...



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

Follow us on
Facebook:
Corvair Minnesota



596 members
(as of 08/31/2024)

Spot a 'Vair!



New Beginnings

CMI is a non-profit corporation, chartered with the CORVAIR Society of America. Send CORVAIR Minnesota's \$20.00 annual dues, payable by **January 1st**, 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 next CMI meeting will be held on the
10th of September at Ideal Hall in St. Paul