



Leaky Seal

Corvair



October 2024



Corvair Minnesota Newsletter

President's message:

It's hard to believe car shows are almost done for the year!

Club elections are in November, please consider running for a position. If you have an interest, talk with Jim Becker or Tom Quinn.

Below are the positions that are up for election and the current candidates:

- Director: Jim Becker
- Treasurer: Paul Schuler
- Activities Director: Ali Long
- Secretary: Amber Leah

Events coming up in October:

- October 12th - Frankensteiners Car Show
 - Meet in the parking lot of Minnco Credit Union at 6:30 if you are preregistered so we can drive in as a group.
 - Watch for a reminder email or FB post from Ali Long.
- October 19th - CMI Car Show Breakfast
 - REMINDER: RSVP **no later** than October 8th

Our next monthly meeting is Tuesday, October 8th.

- Board meeting at 5pm.
- Food and beverage is available from 5:30 to 6:30
- Meeting starts at 7pm.

See you on the 8th!

Dave Pedersen

CMI President



CMI Meeting Minutes

September 10, 2024

President Pederson called the meeting to order at 7:00 pm on the dot!

David Quinn read the creed.

Corvairs in attendance: 1 Greenbrier, 2 Early Models, 3 Late Models, 1 Rampside, 1 El Corvino!

I read the beginning of the previous meeting minutes.

Gail read the birthday's for September.

No new members.

Heidi Olson has agreed to take on the clothing sales from Bob.

This past weekend there was two events. There were 2 groups, Wheels and Wings as well as the event in Buffalo.

President Pederson read the statement from **Activities Director Ali** (she was not in attendance unfortunately). September 28th is the fall drive to Wisconsin. The trip begins at meeting at the Holiday in Hudson at 8am.

Afterwards, than proceed to Eau Claire, Wisconsin. The money for the museum will need to be collected at Holiday or at the museum before entering. After the museum, the trip will proceed to the Pizza Ranch for lunch, than onwards over to Don Colbern's. Colbern's downtown auto, he has 8 Corvairs, as well as plenty of parts that he'd liked to sell. At least 7-8 people plan on going, please let **Ali** know. There are 17 pages of Corvair parts, with 1/3 of the parts sold already.

October 12th is Frankenstein show, it's \$20 at the door.

October 19th is the Breakfast Club!

Pederson received an email regarding a 1963 Blue Convertible Corvair! It's a Power Glide, blue exterior and blue interior with white top. If anyone is interested regarding the 63, please contact Pederson.

We have election's coming up if anyone is interested in a position, contact **Jim Becker** or **Tom Quinn**. Positions available: Director, Secretary, Treasurer and Activities Director.

Quinn: Holy name of Jesus is having a fall festival in Medina anywhere between 3:30 and 4:00, Joe will be taking care of the lot, Saturday 21st. 155 County Road 24 Medina, MN.

Brandberg (Vice President): Nothing to report!

Paul (Treasurer): All the bills are paid!

Directors: **Jim and Quinn** had nothing to report!

Amber (Secretary): Requesting any input regarding Facebook. It was suggested to possibly post events several days before!

Heidi Olson (Clothing): She suggested bringing in different products with the Corvair logo. A variety of bags, a snuggie, as well as a mesh hat.

#4 **Dave Pederson** won the lottery \$5

A couple of auction items:

A Hot wheels Vairy 8, which **Chris Hefty** donated. **Gail** got it for \$6.

A shop manual 95 for a 1961 Corvair, which was donated by **Richard Prokop**. **Brandberg** bought it for \$5.

Genuine Chevrolet sign, which was donated by **Bill Cook**. **John Herkenratt** bought it for \$5.

Corvair Parking Only sign, which was donated by **John Herkenratt**. **Gail** bought it for \$15.

Fran ran across something that he thought he would show. It's for a Late Model. It's a flat galvanized wire for grounding that goes behind the dash.

Tech session was given by **Vice President Brandberg**. Several months ago we talked about lights. Carburetors were supposed to be last month, but unfortunately he was ill... Corvair carburetor's can be a little tricky, the best way to synchronizing the carbs is by the idle stop screw.

Another thing that can happen, the lever on the end of the throttle shaft, it just fits on a square and becomes loose, and you have to get a center punch to ping it over.

It pays time to check your linkage, over years some linkage have bent, make sure everything is synchronized to idle.

Unsure of when the meeting ended due to the fact that I had to leave before the meeting was over.

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

October Birthdays:

- Ray Alexander
- Lee Knauf
- Dave Pedersen
- Dave Steffens



Hydraulic Lifters

I hope talking about carburetors last month went okay. An adjustment sequence performed on a Corvair can make it run a lot better. Actually achieving wide open throttle is like finding another 20 horsepower, same with having a Power glide that shifts at the right time. Instructions in the '61 and '65 Service Manuals begin at the carburetor cross-shaft and end at the gas pedal. It can take a while if threads are stuck or if the gas pedal needs to come out but it's time well spent. Your ankle will love it if you can get rid of the heavy screen door return spring. In October I'd like to talk about adjusting lifters.

Our hydraulic lifters don't usually need routine adjustment but if too loose they can be noisy or too tight you can lose compression and eventually burn a valve. You need to remove the pushrods and rocker arms when replacing pushrod tube o-rings so adjusting the lifters is necessary. I plan to bring a dummy engine set-up and go through the procedure I use for adjusting lifters cold with the engine not running. I hardly ever adjust them with the engine running anymore, just once in a while when trying to find a lifter that's pesky. I usually go $\frac{3}{4}$ turn down from zero lash with just a very few exceptions. I know the Service Manual says different but I like to adjust one cylinder at a time with the engine turned to where that particular spark plug is firing. At that point both the intake and exhaust valves are well away from opening and the lifter is on the base circle of the camshaft lobe.

I use either the rotor in the distributor or extra marks on the crankshaft pulley to reference where the engine is in the rotation, given a starting point. I can go over how to determine the starting point if the distributor has been displaced. I plan to have one pushrod in a pushrod tube to go over what that feels like going into the lifter and one pushrod exposed to show what is happening. Feeling for zero lash seems easy now but I know I used to struggle. The more I do it the luckier I get. I'll show what I do that seems like second nature now. It involves getting the pushrod into the lifter pocket and holding it constantly by the bottom of the rocker arm with one hand while getting the pivot ball, locking nut, 5/8 socket and ratchet going with the other hand. While keeping the bottom of the rocker arm against the pushrod it's easy to tell when the top of the rocker arm is coming into contact with the valve tip as you're tightening the adjusting nut $\frac{1}{4}$ turn at a time.

We can talk a little about differences in lifters. There were at least 3 "Corvair lifters" during the production run and they are pretty much the same size as Small Block Chevy lifters. We can talk about deep dimples, crown on the faces, oil flow to the top end and lifter travel. I find a lot of lifters these days have about 1 $\frac{3}{4}$ turns of travel down from zero lash to the bottom so $\frac{3}{4}$ turn is about in the middle with too loose better than too tight. Some lifter problems can be not pumping up or not bleeding down, either completely or lazily. Sometimes the clip that holds the lifter together has gone so all the guts come out when you loosen it. Lifters that have been in service can have the travel be firm or able to push down. Both may work just fine but add to the zero lash mystery and confusion.

I don't know how they can make and ship a lifter for under \$10.

Jim Brandberg

Corvair Minnesota, Vice President

ORDER YOUR CORVAIR APPAREL Now for the Holidays

Our supplier for apparel is Visions Embroidery ([Visions Embroidery Website](#)) of Buffalo. We have some inventory in stock and we can order whatever you want. Larger sizes may be available but we would need to request a price from the vendor as they usually run higher.

CURRENT PRICES AS OF 09/04/2024.

Item/(Order #)...	Description...	Color...	Price...
T-shirts – short sleeved (2000)	Gilden crew – heavy cotton (size S – 3XL) Embroidered	Any	\$20.00
T-shirts – short sleeved (2000)	Gilden crew – heavy cotton (size S – 3XL) Silkscreened*	Any	\$20.00
T-shirts – long sleeved (G2400)	Gilden – ultra cotton (size S – 5XL)	Any	\$20.00
Denim Shirt – short sleeved (SP11 – men’s style) (LSP11 – women’s style)	Port & Company (size XS – 3XL)	Light or dark blue	\$25.00 \$30.00 3XL
Denim Shirt – long sleeved (SP10 – men’s style) (LSP10 – women’s style)	Port & Company (size XS – 3XL)	Light or dark blue	\$30.00
Polo (K520 – men) (L420 – women)	L.A. Loving Egyptian Cotton (size S-3XL)	Black, navy blue, royal blue, gray, white	\$25.00 S-2XL \$30.00 3XL
Sweatshirts (F260)	Hanes crew – ultimate cotton (size S – 3XL)	Black, gray, navy blue, royal blue, red, maroon, white, forest green, charcoal heather	\$30.00
Hat – Sandwich Bill (C830)	Port Authority – cotton twill	Black, charcoal, navy blue, ensign blue, hunter, khaki, light pink, olive, stone, white	\$15.00
Hat – Washed (PWU – men’s style) (LPWU – women’s style)	Port Authority – cotton twill	Men’s = Black, berry, pink, gray, orange, faded blue, green, khaki, maroon, stone, steel blue Women’s = Black, bright pink, faded blue, light pink	\$15.00
Hat – Trucker (LC111)	Port Authority	Black-solid, black/white, light/white, gray/white, heather gray/white, navy blue/white, pink/white	\$15.00

Hat – Trucker (LC111)	Port Authority	Black-solid, black/white, light/white, gray/white, heather gray/white, navy blue/white, pink/white	\$15.00
Visor (Inventory on hand only)	Low profile – Velcro Adjusted	Black, tan	\$10.00
Jackets (unlined) (J753)	Port Authority Classic Poplin (size XS – 6XL)	Black, dark navy	\$50.00 \$55.00 3XL
Jackets (lined) (4040)	White Bear 3-Season Nylon (size S – 3XL)	Black, gray, navy blue, royal blue, green, maroon, red	\$60.00
Vests (F219)	Port Authority Fleece Vest (size S – 3XL)	Black, gray, navy blue, red, royal blue	\$25.00 S-XL \$30.00 2XL-3XL
Wearable Blanket (BP41)	Port Authority Mountain Lodge Wearable Blanket (size One Size fits Most)	Black, heather gray, navy blue, red rhubarb	\$50.00
Ash Silkscreened T-shirt (Inventory on hand)	Cartoon Corvair (size XL and 2XL)	N/A	\$20.00 (Minimum order needed and price TBD on future orders)
CMI Logo Magnetic Door Sign (8 X 10)			\$5.00
CMI Self Adhesive Logo (8 X 10)			\$2.00

- All clothing items priced with CORVAIR MINNESOTA logo on the left crest
- Add \$5.00 if you want your first name embroidered
- Add \$25.00 if you want the oval CORVAIR MINNESOTA 7 X 10 logo embroidered

*Silkscreened shirts require a minimum order of 12

To place an order, complete the Corvair Apparel Order Form or contact Heidi Olson at LHOLSON@msn.com.

CORVAIR APPAREL ORDER FORM:

<u>Name</u>	<u>Item/Order #</u>	<u>Color</u>	<u>Size</u>	<u>Qty</u>

Additional: (Add any additional preferences or if you would like a name added (additional \$5.00 to add name to an item) below)

Please send completed form to LHOLSON@msn.com or bring to the next CORVAIR MINNESOTA Club Meeting.

New Items Available to Order:



Wearable Blanket (BP41)



Hat – Trucker (LC111)



Denim Shirt – long sleeved
(LSP10 – women's style)

Some of the Current Items Available in Inventory (not all sizes/colors are stocked):



T-shirts



Denim shirts
(short and long sleeved)



Sweatshirts



Polo Shirts



Jackets (lined and unlined)



Fleece Vests



Hats and Visors



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)

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)
Directors					
	Becker	Jim	214-616-0256	mr.jebecker@gmail.com	67 Coupe (White), '64 Coupe (Brn)
	Quinn	Tom	612-670-9224	tquinn1979@msn.com	63 Convertible (Red)
Coordinators					
Technical Editor	Schmit	Fran	952-288-3041	schmfran@hotmail.com	Several Early, Late & FC (at o)
Membership	Jenkins	Mike	763-355-0168	rockinracer@hotmail.com	66 Coupe (Yellow)
Apparel	Kaczke	Bob	612-916-8769	bkaczke@gmail.com	66 Corsa (Blue)
SEEL Editor	Herkenratt	John	612-719-4580	jherken@netzero.net	61 Rampside(WH) '66 Conv (Beige)
Treats	Quinn	Gail	612-670-9224	tquinn1979@msn.com	63 Convertible (Red)

For Sale 1966 Corvair Monza 2 door hardtop 4-speed - dual exhaust - 110HP. Bucket seats, air conditioning (not working) , wire wheel hub caps, five tires - 205 x 75 x 14 with less than 500 miles on them. Many new and updated parts from Clarks Corvair parts. Excellent condition. 47,285 miles \$16,500 [\(651\) 786-2145](tel:6517862145)



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

Check us out...



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

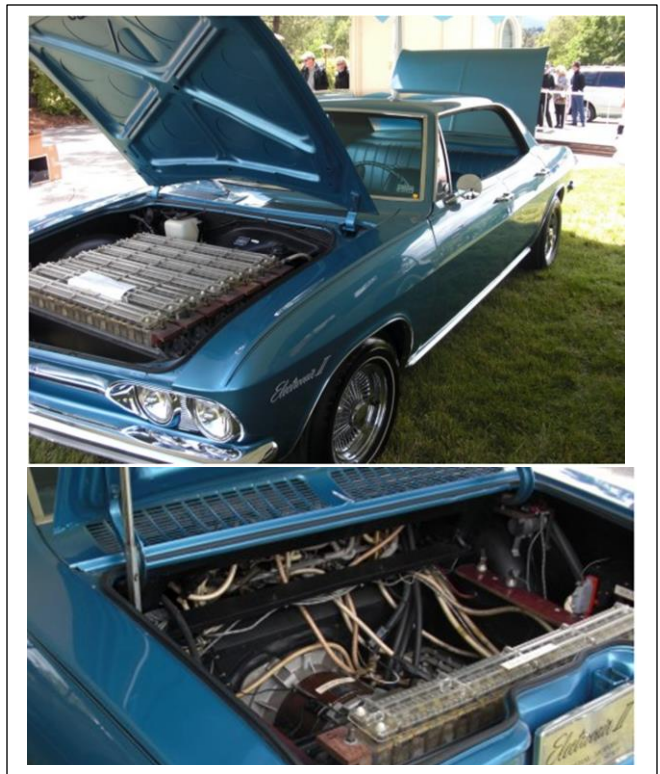
Follow us on
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Corvair Minnesota



610 members

(as of 09/28/2024)

Spot a 'Vair!



The 1966 GM Electrovair II was just an experiment but one has to wonder where would they be if GM had continued developing electric car technology since 1966?

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
8th of October at Ideal Hall in St. Paul