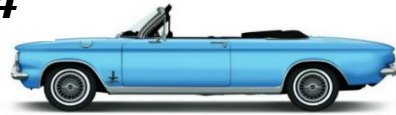




# Leeky Seel

*Corvair*

**November 2024**



## Corvair Minnesota Newsletter

### *President's message:*

We had a great year of car shows. The past month and a half was busy!

- We had our fall cruise to Wisconsin that included a car museum visit, lunch at Pizza Ranch and the day ended at Don Colburn's shop looking at his Corvair collection.
- 10 club members had their cars and attended the Frankensteiners Car show in Isanti. Congratulations to Heidi and Lorne Olson who won best display!
- We had our Fall breakfast with a great turnout with 30 CMI members and 14 Corvairs.

Reminder: Club elections are this month, if you have an interest in a position 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

Event coming up:

- January 5th - CMI Holiday Dinner.
  - Watch for the flyer in the December Leeky Seel
  - RSVP by December 28th

Our next monthly meeting is Tuesday, November 12th

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

**See you on the 12th!**

*Dave Pedersen*

CMI President



**CONGRATULATIONS TO HEIDI  
AND LOREN OLSON FOR  
WINNING BEST DISPLAY AT  
THE FRANKENSTEINER'S BALL**



## CMI Meeting Minutes

October 8, 2024

### Meeting Minutes

President Pederson called the meeting to order @ 7pm.

David read the creed.

Gail read the birthdays for the month.

Corvairs in attendance: 3 Early Models, 2 Greenbriers, 2 Late Models, and 1 El Corvino!

Members in attendance: 25 people

New Members: we had a visitor that was deciding rather he'd like to sign up, Andrew has a 1962 Monza 4 door light blue.

Pederson spoke about the most recent cruise that CMI took to Wisconsin, he wanted to thank Ali Long and Jim Brandberg for setting it up.

Michael Bednarchuk drove Fran's previously owned Rampside. Besides John Stein's car breaking down with a bent push rod tube, it was fun! Corvairs in attendance at the cruise: 9 Corvairs, 2 Trucks and 1 Corvette.

Pederson asked if anyone has been to the Facebook to check out Jake Callahan's calendar.

Breakfast Club will be on October 19th.

Jim Becker... CMI has 4 elected positions coming up for vote next month, Director, Secretary, Treasurer, as well as Activities Director. If anyone that is interested in a board position reach out to Jim Becker. If you would like to nominate anyone the nominations officially open in November.

Jim Brandenberg VP report: nothing to report other than the Eau Claire trip was a great event for CMI. Dave Pedersen thought of potentially making the cruise a regular event. If anyone has a suggestion of destinations we can drive as a group, shout it out and we can do it again.

Paul Schueller Treasurer: GMCCA is a great event to help fund events for the rest of the year for CMI. Please check with Paul to ensure that your email is correct on file.

Jim Becker Director: nothing else to report other than let him know if there is someone you would like to nominate for a position.

Heidi Olson Clothing Director: New items are available. A wearable blanket lined with fleece comes in a few different colors. New hats are also available as well as more options for the women in our group. Lead time for clothing is about a month. If you are looking for items for the holidays, make sure you order soon so they will be back in time to give as gifts!

Random drawing for the month: Gail Quinn won our \$5 for the month.

Frankensteiner is this Saturday, bring candy for the kiddos. The group is going to meet at 6am at Minco, leave at 6:15.

There's another show at the Cowboy Church, Hamlake. 12A-4

Brandberg: Tech session, hydraulic lifter, and lifter adjusters original lifters possibly put out more oil.

(A huge shoutout to Ali who took over on taking notes for me, due to the fact that I injured my wrist)

Notes taken by Amber Leah, Secretary and Ali Long (self-proclaimed co-secretary)

*Amber Leah*

Amber Leah, CMI Secretary



### November Birthdays:

- Bill Cook
- John Herkenratt
- Brent Krause
- Travis Long

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

**Gail Quinn**, Director of Treats  
[Gailquinn263@msn.com](mailto:Gailquinn263@msn.com)



## Testing Valve Seats

Dropped valve seats are a very real fear with our Corvair engines. The valve seat is made of hardened steel and is pressed into the aluminum cylinder head. Now as we reason through this please keep in mind that I'm not a machinist and I only know enough to be dangerous. Metallurgy is certainly not the only thing I work with and don't really understand. Back when they took the lead out of the gas we rejoiced about having hardened valve seats. I still have a few bottles of lead substitute on the shelf, I should find someone to give it to.

A press fit is also known as interference fit or a friction fit. It has to do with one thing actually being bigger than where you want to put it but you jam it in there with force anyway with the hope it will stay. Our <Corvair> heads have a few different problems with that. First is that aluminum expands more than steel when heated so our valve seat is looser when the engine is hot. Second is that aluminum tends to "lose its temper" when subjected to heat cycles and gets older. It gets softer and loses its ability to hold onto things like valve seats and valve guides. Interesting phrase. When I looked up "lose one's temper" I found "fail to retain composure when angry". Hmm... When I lose my temper is it really weakness in blustery disguise... Oh my... With our valve seats the repeating pounding of the valves with the valve springs helps keep them in place.

A valve seat often comes out when the engine is shut off and that particular valve is open. One scenario is you blast down the freeway using much power and making much heat, then pull into the roadside cafe and shut off the engine only to hear a dropped valve seat when you start it up after lunch. The single best thing you can do is keep your engine running with a light load until the temperature comes down before shutting it off. Going to Ideal Hall I go as fast as I can on the freeway then pitter down Dale Street and idle in traffic. Perfect. Going home maybe not so much since I'm just off the highway and I should be thinking about that.

Now deep seats are all the rage in Corvair circles these days. An oversize seat gets you into some "new" aluminum and you can get more of a press fit when you heat the head and cool the seat before pounding it in. It's very expensive to send heads off to a Corvair specialist. I throw out \$2000 as a round number but it's probably more these days. That much just in the heads is a lot for many folks to swallow so then we get into taking our chances or finding someone to do it cheaper. It's very hard these days to find a Machine Shop willing to do special things; most machinists with talent are too busy already. I'm not prepared to talk about how much bigger or how much deeper new seats may be, much less about whether the press fit is a function of the seat cutting tool or the seat itself. Folks will talk about aluminum heads being common these days but water cooled heads generally speaking are much more stable, both in amount of surrounding material and rate of temperature change as the water cools off.

So that's the introduction. I've always been much chagrined that it's hard to tell by looking if a seat is about to fail. Sure sometimes with the head on the bench you can see some erosion of the aluminum around the seat but often they look just fine. I was intrigued by some comments from Tom Keosabian of Corvair Bonneville Salt Flats fame about baking a head in the oven to check for loose seats. I had some misconceptions about how he was doing it until I communicated with him directly. I've procured a small LP cabin oven and have been waiting for cooler weather before I begin but plan to have some experience before we meet. It can be a short session since we have elections. Testing valve seats in the oven is in the realm of improving our odds while taking our chances but at least it's something.

*Jim Brandberg*

Corvair Minnesota, Vice President

## Jana's Chili + one simple addition

Here we see Mary and Fran putting together Jana's Chili Recipe. Fran is reminding Mary of where to look, so the camera can see who's cooking. She can't see the camera but knows enough to look where he's pointing.



Here we have the prepared Chili with my private addition sitting alongside - ready to be folded in. We let the chili cool before gently folding in the Corn, so the whole Kernels don't get beat up.

Drum Roll please!

Here's the final colorful product!

The Recipe is quite simple. You will have to decide for yourselves if this is the correct taste for y'all, but we like it.



### CMI Chili Party Candidate

Recipe: Makes about 1-1/2 Quarts

- ~1Lb Hamburger (scrambled till bubbling)
- 1 can Kidney (or Chili) Beans (use the juice in the can)
- 2 Tablespoons of Chili Powder (or 1-1/2 T if Beans are Chili Beans)
- 1 can Tomato Soup (only use enough water to rinse out can)
- 1 can Whole Kernel Corn (drained).

Jana is a Local Girl who gave us this recipe when she was our Foster child. She later took her Family to California - where She, her Husband and their Daughter - live today.

**Fran Schmit**







## Election of Directors

Election of officers and directors will be held at CMI's annual meeting, at our regular membership meeting date and time on November 12. The nominating committee has met and placed the following slate of candidates in nomination. Additional nominations can be made from the floor during the election.

Secretary: Amber Leah  
Treasurer: Paul Schuler  
Activities Director: Ali Long  
Director 2: Jim Becker

By the nominating committee,  
Jim Becker  
Tom Quinn



## CMI Fall Breakfast and Car Show

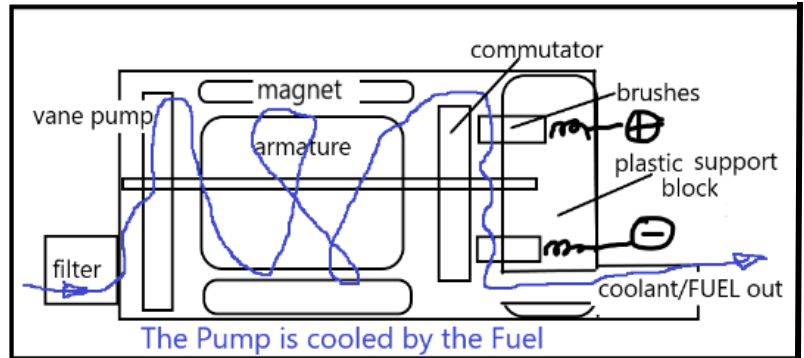


We had a good turnout for our fall breakfast:  
30 CMI members and a total of 14 Corvairs

## A Well-Designed Electric Fuel Pump



An Electric motor is immersed in the Fuel so that the Fuel can easily be taken into the pump and expelled by use of a hose going out to the gas line. The Pump will never get HOT so long as it is full of the liquid gas. The photo on the left shows the inner pump exposed, and the sketch on the right also shows the entire Pump as a diagram.



This size pump can go into the CORVAIR Gas Tank through the Access Port on the Tank. The Pump will last for years as there is no diaphragm to flex and no check valves to plug up or crack. The motor brushes contact the commutator directly behind the external screw terminals – the fuel comes out right where the electrics go in. See photo on right. The Armature's bushings are right in the gas-cooled plastic block that holds the Brushes on one end and in the center hole of the Vane Pump on the other end. The spinning Vane is secured inside a box that supports one end of the Armature and is drilled to provide gas to the center of the Vane to be discharged (see sketch) into the spinning motor. All moving parts are bathed in the Fuel. The brushes are the only things that make contact 'to anything' and they last for Decades. The Author has been running the same pump – like this one – for 30+ years in his '64. The Vane spins inside the Pump housing but does not touch it. The Center Shaft of the Armature rotates in a well lubricated plastic hole, on each end. A Pump like this will Fail if **RUN DRY**. The Dry Brushes get warm and heat the plastic which swells up and grabs the brush so it cannot contact the commutator - stopping the Pump, permanently. The Pump shown here was stopped by dry running. Only after disassembly were the Brushes able to be released. The original Brushes are shown plugged into their housing, backwards for the photo.

The motor assembly is pinched into an Aluminum tube (a nice one shown here) which does not have to be perfectly sealed as it is totally immersed in the Fuel and only needs to hold a few psi to fill the Carbs. Some Pumps like this have a Pressure Regulating Valve (3-5psi) built into the Vane Pump housing.

An Electric Pump should not be powered directly off the Ignition as it would keep on Pumping in the case of a crash. There are many nice circuits available in the CORVAIR literature that explain how to build in a Safety circuit.

The Gas-Tank does not have to be removed to install such a unit. **Fran Schmit**



# Corvair Word Find

C	M	O	N	Z	N	O	O	N	G	E	A	R	B	B	G
A	O	B	N	P	I	L	C	A	R	D	I	I	B	U	O
I	N	R	A	M	P	S	I	D	E	I	R	N	U	R	D
R	Z	U	V	C	A	R	B	E	E	L	N	C	M	G	O
C	A	T	A	A	E	H	X	R	N	G	V	G	P	E	G
O	C	O	R	V	I	A	R	T	B	R	A	K	E	R	G
O	O	W	T	C	O	R	S	A	R	E	L	R	R	K	O
L	U	L	L	T	R	I	N	E	I	W	V	O	I	I	M
E	P	A	U	O	M	A	E	S	E	O	E	S	T	N	Y
D	E	X	O	S	P	Y	D	E	R	P	L	I	C	G	A
S	E	D	A	R	T	S	U	A	H	X	E	V	A	S	S
S	E	D	A	N	D	E	V	I	L	L	E	C	A	D	Y

Aircooled  
Brake  
Bumper  
Carb  
Clip  
Corsa  
Corvair

Exhaust  
Gear  
Greenbrier  
Monza  
Turbo  
Powerglide  
Rampside

Seat  
Spyder  
Tire  
Tow  
Seal  
Ultravan  
Valve  
Door  
Coupe  
Ring  
Visor

Thanks to Fran Schmit for submitting this puzzle.



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)
<b>Directors</b>					
	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)
<b>Coordinators</b>					
Technical Editor	Schmit	Fran	952-288-3041	schmfran@hotmail.com	Several Early, Late & FC (thru the years)
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	jherken1@netzero.net	61 Rampside(WH) '66 Conv (Beige)
Treats	Quinn	Gail	612-670-9224	tquinn1979@msn.com	63 Convertible (Red)

**For Sale** Here we have a Volkswagen dune buggy with a Chevy Corvair 6 cylinder engine, it has a manual VW drivetrain. Has headers and new hubcaps, plenty of other stuff done, one of a kind! Street legal and titled as a 56 Volkswagen! Come check it out, I'd be happy to answer any questions .

Lewie Plantikow, Creative Auto Service, 7300 Lake St W, St. Louis Park. (952) 920-2277



**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](http://www.corvairminnesota.com)

Follow us on  
Facebook:  
Corvair Minnesota



645 members  
(as of 10/28/2024)

## Spot a 'Vair!



Matchbox 1961 Corvair Rampside Truck  
Watch for release in Nov or Dec 2024

**CMI** is a non-profit corporation, chartered with the CORVAIR Society of America. Send CORVAIR Minnesota's \$20.00 annual dues, payable by **January 1<sup>st</sup>**, 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 7<sup>th</sup> St S  
Hopkins, MN 55343-7722

TEMP – RETURN SERVICE REQUESTED



The next CMI meeting will be held on the  
12<sup>th</sup> of November at Ideal Hall in St. Paul