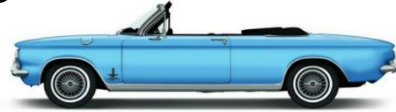




Leaky Seal

Corvair

December 2025



Corvair Minnesota Newsletter

President's message

Happy Thanksgiving!

As I'm writing this they are forecasting snow for the end of this week. Be safe and stay warm.

Thank you to everyone for participating in the elections this last month. I will be carrying out my second term as President, CJ Pappas was elected as Vice President and Tom Quinn was elected to his second term as Director.

Our next event is our Holiday dinner on January 3rd

- Note: RSVP deadline is December 26th

Heidi Olson is willing to be our next Activities Director if someone will take over as the clothing coordinator. If you're willing to take this position please reach out to myself, Paul, Tom or Jim Becker.

Our next monthly meeting is Tuesday, December 9th

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

See you at our next meeting.

Dave Pedersen

CMI President



CMI Meeting Minutes

November 11, 2025

President Pederson called the meeting to order at 7 pm.

David Quinn read the creed.

Gail Quinn read the birthdays!

No New Members/Visitors!

23 Members in attendance

Corvairs in attendance: 1 Early Model, 2 Late Models, 1 Rampside Camper.

Holiday Dinner Saturday, January 3rd, 2026.

Begins at 4pm for social hour; 5 pm dinner will be served.

Officer Reports:

Vice President Brandberg : Going to do a tech session this evening regarding oil leaks. He mentioned that **Chris Hefty** will be doing a tech session next month regarding fire extinguishers. Treasurer **Paul**: (who wasn't in attendance) money is good!

Directors **Becker & Quinn**: Nothing to report.

Clothing **Heidi**: Unfortunately she had to leave early! But she showed the design for a new tote. One will be given away at the Holiday Party. It's a Carhart tote with the Corvair logo embroidered on the side.

Pederson: We are still looking for an activities director. Heidi wants to do it, but someone would need to do the clothing.

CMI will be giving away one Corvair Minnesota jacket in January at the Holiday Party!

Now for the lottery drawings, and I kid you not that you had to be there to see it. I have a number randomizer on my phone. The randomizer chose the first 3 of the Quinn family!

2 **Tom Quinn** chose a hat!

#11 **Dan Quinn** chose the matchbox car

#23 **Gail Quinn** chose the shirt

#21 **Tom Merkle** \$5

Dan Quinn talked briefly about GMCCA! Each club made about \$1300.

Elections:

For the position of President: David Quinn nominated himself, and Pederson was nominated by Tom Quinn.

Dave Pederson won the vote!

Vice President: I nominated CJ for Vice President...

CJ is Vice President.

Director: Pederson nominated Tom Quinn to remain as director.

Tom Quinn is the director!

Projects this weekend... Not Corvair related, but I mentioned that I was going to use ospho and fluid film on my jeep this weekend during the warm weather to protect it from the winter road salt.

Brandberg: Tech session: Oil Leaks... Brandberg showed a book on Corvair oil leaks. A common misconception is that it is the push rod tubes being the main one. The crank case has plenty of holes where they can leak. There are o-rings on the push rod tubes and they heat up and crack. Clarks sells o-rings as a set of 24. Make sure to remove the old oil underneath, just to make sure you can see where the leak is coming from. Oil pressure senders will leak. Another thing that can leak is the oil cooler. There are 2 o-rings. If you change them in the car, it can be tricky, it's by feel that the o-rings are set in right. Valve cover gaskets, they can leak as well. The bottom surface of a valve cover can warp. Early Corvairs had 6 holes, while the later ones had only 4. Rubber gaskets are common, but the cork and rubber gasket from Clarks is a better gasket for the oil pan.

Meeting ended after 8-ish!

CMI Secretary, Amber Leah

FIRE!

You can get in trouble calling that out in a crowded theater since a stampede could ensue as people vie for the exits. I think they call it “Igniting a riot”. I recently caused a bit of a stir with an electrical fire in a '64 Spyder as we were going into Frankensteiners Ball car show. Someone in the past had cut the main wiring harness just ahead of the engine compartment and then spliced all 20 or so wires back together again. I suspect that's where my trouble began but I haven't really looked at it close. I did notice the wires going to the voltage regulator are especially fried. Replacing the main wiring harness was on my things to do this Winter but it didn't seem urgent since everything was pretty much working. We live and learn my friend. In line in the dark I had left it running because the starter had turned over slow at the place where we met. In hindsight it was another clue that something was going wrong but ignorance is bliss. With the fire in the wiring harness I was especially concerned about the battery exploding. Grabbing the positive cable to try and pull it out with my bare hands was a bad idea. Then I went into the trunk for my tool bag, got a ½” wrench and removed the negative cable. I thought of Phil Dunphy on the TV show Modern Family saying “slow is smooth and smooth is fast”. The wiring insulation continued to burn so “we” hit it with a fire extinguisher which worked. When I say “we” I mean Gregg Peters in the green '68 formerly owned by Bob Rowe and Peter Schmit. He said the fire extinguisher was in the car when he got it. He also said when you have a fire extinguisher in your car chances are you will use it on someone else's car. I didn't have one. I felt bad later because my delay caused Gregg to be parked away from the other Corvairs.

At home I was faced with cleaning up an engine compartment full of white powder. I found surprisingly little information on doing that. The method depends on what the material is and I didn't know that. I settled on vacuuming first, then mixing isopropyl alcohol with water in a spray bottle, then rinsing with the garden hose. I had the nose of the car up so the water would run out the back. It seemed to work pretty good but I might have some corrosion when I disassemble, I see some rust and some green. I maybe should have followed up with a vinegar solution.

At the December meeting Chris Hefty has volunteered to do a Tech Session on fire extinguishers. He has many years of experience in SCCA with Flagging and Communication on the corners and Tech Inspection before that. He's had much training over the years and I'll bet he's seen his share of general mayhem and race car fires. Folks running Corvair Minnesota pushed the fire extinguisher thing pretty good in the past but it's been a while and we've grown a little lax. But for that former pushing my predicament could have been a whole lot worse. I've read some of the big guys like AACA won't allow you on the grounds without a fire extinguisher displayed with your car. I happen to know SCCA won't let you on the track. It seems I'm getting off easy for my last month as Vice President presenting or arranging for a program.

I'm wishing CJ Pappas well. I believe he is counting on you folks to help as program presenters so please contact him about your areas of interest. We often refer to it as a Tech Session but it doesn't have to be technical and it doesn't have to be about Corvairs. I've tried to carry on in our traditional sense but I also look forward to a new interpretation. For a few years now I've written a page from the perspective of a few different positions within Corvair Minnesota. I've received heartwarming encouragement and I could continue to write something as a person at large if I can come up with material but I'm just as happy to step aside to make room for someone new with a different slant. Thank you gentle reader.

Jim Brandberg

Corvair Minnesota, Vice President

A Canadian Corvair*by Paul Schmit*

It all started after I wrecked the blue '64 Corvair convertible that my father gave me. Deciding to replace the Monza with a Spyder version I scoured the internet for a '64 survivor. There were only a few available at the time, a rusty but driveable example, a museum piece, a clone and this red one with disc brakes. Digging deeper into the ads, as many websites pull pictures and teasers from other sites to draw us into theirs, I found out the red one with disc brakes was sold in April, I'm looking in August, oh well. I don't want a rusty one, or a clone and I can't afford a museum piece, so, back to looking and waiting.

A few days later, on a Tuesday, I caught a glimpse of the red one with disc brakes in an ad, hmm. Digging into this ad I find it seems legit and is up for Auction that will last until next Tuesday. I mentioned this to my wife and when we discussed it being in Canada decided not to pursue it. Again, back to looking and waiting, and, what it takes to import a car from Canada, turns out not that hard. So come Saturday I show the pictures of the car to my wife and we discuss the logistics of this adventure and decide to go ahead and sign up to bid on the car.

OK, I do a lot of online shopping but have never purchased a car without seeing it in person. After my due diligence I trusted the site, seller, auctioneer and car were all on the up and up. I tested my account and placed a minimal bid alongside two other bidders. I don't do a lot of auctions either so I reviewed the auction house information inside and out so I would know what to expect as the auction concluded. Sunday and Monday were filled with communications with the owner, reviewing over 300 pictures, getting the proper import forms and understanding what to do with them. Signing off with the owner Monday there was nothing to do but wait.

Tuesday, auction ending imminent and I'm at the computer ready. I am the highest bidder and once the auction ends I'll get to see the reserve price, if not met, and have the first opportunity to accept the reserve price and buy the car. 3, 2, 1, auction ends,,,,,,,,,

No notice about first right to accept the reserve price and after a few minutes the offer will be extended to the other bidders, oh no, I don't know what to do, and although the "how it works" information didn't specify exactly how the notice was to be made, I expected some live notification as to what to do next. Without wanting to disrupt the website I went to my phone, not sure what I was going to do with it but I noticed an email notification, so I opened it and it was from the auction house, the notice I was waiting for but not through email. So by now the time has elapsed and the reserve offer is now out to the other other bidders, but I'm ready with my counter bids and max bid plan so here we go. I bid, I get a notice that says I bid, thank you, I get a notice that someone has outbid me, I bid again, same notices come in and I do this a few times until I reach my max and call it quits. Bummer.

Now as you might imagine I'm bummed out and a little upset as to the way this went down. So while I'm contacting the auction house to complain, I get a message from them saying I won the auction and they need my buyers fee. What the heck is going on? So I get this guy on the phone and we discuss the whole event. Turns out they need a little work on their site. The auction algorithm allowed me to bid against myself without either one of us knowing. The automated notices telling me I was outbid couldn't tell that it was me who made the bid. Anyway, I won the auction and didn't pay more than the reserve price. That was stressful.



Corvair Minnesota Holiday Party

Saturday, January 3rd, 2026

TST Creative Catering/ Ideal Hall

1494 Dale Street N, St Paul

Social Hour: 4:00 pm – 5:00 pm

Light Hors d' Oeuvres

Cash Bar is available

Dinner is served at 5:00 pm

Cost is only \$25.00 per person



Dinner options:

Stuffed Chicken Breast
Garlic Mashed Potatoes
Carrots

Roast Beef
Garlic Mashed Potatoes
Carrots

Vegetarian
Cheese Tortellini Alfredo
Vegetables



All will be served with:

Salad w/ Dressings, Rolls, and Chocolate Caramel Cake

Questions/directions: call Dave Pedersen @ (612) 385-2241

**Mail in your reservation (opposite side)
along with payment of \$25 per person (check payable to CMI)
to:**

Response is due by December 26th!

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





Corvair Minnesota Holiday Party

Saturday, January 3rd, 2026

Response is due by December 26th!

***** Annual CMI Holiday Party Response *****

Name _____ Meal choice: Chicken _____ Beef _____ Vegetarian _____

Name _____ Meal choice: Chicken _____ Beef _____ Vegetarian _____

Name _____ Meal choice: Chicken _____ Beef _____ Vegetarian _____

Name _____ Meal choice: Chicken _____ Beef _____ Vegetarian _____

Name _____ Meal choice: Chicken _____ Beef _____ Vegetarian _____

Cost: \$25.00 per person (make your check payable to CMI)

Return your reservation for the Party no later than December 26th to:

**CMI Holiday Party
Dave Pedersen
14957 Durant St NE
Ham Lake, MN. 55304**

*****Return this part with your check(s)*****



Continued from page 4

So I contacted the owner to arrange the rest of the transaction and found out she is leaving the country in 9 days for a while and needs this to happen ASAP. OK, it's Tuesday, we got busy figuring out and arranging for the one-way trip to Brighton, Ontario, Canada and driving the car back to the US and then to Idaho. A 2500 mile trip in a 60 year old car I've never actually seen before. Are we crazy or what? To make it even crazier, due to the short time frame, international banking limitations and general mistrust we brought cash, a lot of cash, split between us, in money belts under our clothes.

On Sunday, 5 days after the auction, we got up super early and took an Uber, 2 planes, 2 trains and a taxi to get to our hotel for the Sunday night. The owner of the car picked us up at our hotel Monday morning, we went to her bank, the local DMV and then to where the car was. Since we already bought it there was not much need for inspection, load up the luggage and hit the road.

"Whatever is going to happen, it's going to happen out there" - Capt. Ron

First thing I noticed was the gas gauge read full. I asked my wife to text the previous owner and was told she filled it up for us. Cool, and the gauge works too! Next thing I noticed was the temp light and the loud buzzer alarm that came on after maybe a half hour of driving on the expressway. So we pulled off and checked it out. yup, it's hot. Now I notice the missing rear engine perimeter seal. Wait for it to cool and cruise down the road to an oasis where I remove the lower shrouds in their parking lot. All good, off we go. Well, not all good, and the to-do list begins.

By the time we made Toronto it was heavy rush hour traffic and maneuvering the little classic through the regular commuters was a bit tense at times but between honks and waves managed to get to the end of our day with the main goal achieved and enough time to check out the Canadian side of Niagara Falls.

Tuesday morning comes with adding phone chargers and a phone mount for navigation. And of course put the top down. We approached Rainbow Bridge border crossing and easily got the correct paperwork stamped and approved and then we cruised into the US. The car runs ok this morning but is having a little trouble starting and idling. Hmm. A couple hours spent enjoying the park on the US side and then hitting the road, after all that is the mission, get this car home by Saturday. Tuesday night we made Toledo, Ohio where Klinger's favorite restaurant, Tony Pakos is, famous Hungarian sausage and sauce, mmm. We stopped there for dinner and as we approached the car quit and would not start. Some nice people helped push it into the parking lot and we went inside for dinner. After dinner the car started fine, vapor lock? By now it was dark out and the headlights, like old English teeth, were pointing in every direction. Add headlight adjusting to the list.

Wednesday morning I went to an auto parts store, bought and installed some fuel line insulation. Vroom, off we go. Drive it a little faster today, closer to the speed limit. Hit a little rain and find some leaks. Add to the list. Wednesday night we made Ames, IA. Tried to adjust the headlights and find broken adjusters along with drywall screws. Change the to-do list a bit.

Thursday I adjusted the doors. They were so bad I was hurting my shoulder 'checking' the door open. The passenger side needed to be slammed very hard to close. I didn't bring tools for that so I had to buy some, but it was worth it. Off we go. Short day today making Lincoln, NE home for the night. Dialing in the timing, mixture and idle a bit. Running good, using very little oil.

Continued on page 8

Continued from page 7

Friday I smelled gas a couple times and once we reached Rawlins, WY for the night I found the fuel pump weep hole with a drip of gas on it. No worries, I have a brand new one in my tool box.

Ha, best laid plans. The fuel pump has been modified to fit with this engine's particular pump push rod. Not going into what modification or why, not relevant here. After trying to modify the new pump and eventually breaking the plunger off of the diaphragm I purchased and installed an electric fuel pump. A late start but we've only 600 miles till we get home.

The rest of the trip I drove it right up to the speed limits including 80 MPH. After checking speedo vs GPS we were really only doing 75. In all we spent 6 days, drove 2500+ miles, got 23 mpg and used 2 quarts of oil. Not a bad shake down, get to know you, run.

Since getting it home I have set in to do what needs doing. In no particular order:

1. Dual Master cylinder **2.** Perimeter seal **3.** winter summer plates **4.** Blower motor **5.** antenna **6.** brakes **7.** heater ducts **8.** door hinge **9.** headlight adjuster, seals **10.** wipers **11.** ground strap **12.** muffler support and heat shield **13.** electric fuel pump and safety devices **14.** blow-by oil catch can **15.** shift coupler and pin **16.** quick shift kit **17.** various grommets, plugs **18.** throttle linkage bushings **19.** axle seals **20.** brake drums **21.** horn button **22.** engine lid spring **23.** brake line **24.** hoses **25.** decals **26.** vacuum retard **27.** oil filters **28.** air cleaner cover **29.** assorted screws, bolts, retainers, clips **30.** seat bolts **31.** defrost lever fix kit **32.** speedometer rebuild **33.** glovebox door rebuild **34.** rear seat belts **35.** de-flash engine **36.**



Fran says: The photo shows my blue '64 PG Convert, that Son Paul (CMI member) took home with him a couple years ago.

This is the car he is replacing in this attached note.

The replacement Red '64 Spyder, 4sp Convertible is now being brought up to Specs in Boise Idaho.

Classified Ads

I have a Corvair and I'm finally at the point where I am ready to let it go. I have had Jim Brandberg work on her over the years and it's because of him I'm reaching out to "Corvair Minnesota". The car is a **1965 Corsa convertible** with manual transmission. She runs great (thanks again to Jim) and her exterior is in good condition but certainly not show quality. kirk larsen <kirkclarsen123@yahoo.com>

My name is Terry Johnson and I have a **1964 Corvair Monza** that I would like to sell. It is in original condition, and would need some tender loving care. Engine runs good, and it is drivable. I am asking \$6,000 for it. My number is 651-470-4071



For Sale: AC 46F or 46FF spark plugs \$3.00 each. Perfect NOS but I have overstock. They are appropriate for lower compression 80 and 95 HP engines. They are the same length but 46F has a few less threads. The void may fill with carbon so it's good to stay with whichever one you have in your engine now. You could buy 6 of each and I can trade later once you have a look. I'll bring some to the meeting. I've been paying about \$5.00 each for NGK spark plugs at the store. I have some AC 44FF for the other higher performance engines for \$4.00 each but I'm not overstocked on those. Jim Brandberg 763-444-9334

Corvair Minnesota Birthdays

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

Gail Quinn, Director of Treats
Gailquinn263@msn.com

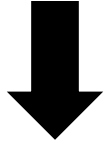
December Birthdays:

- Ray Alexander
- Jim Becker
- Jim Brandberg
- Dan Fritsche
- Ronald Holm Jr.
- Tom Merkel
- Heidi Olson
- Nick Pederson
- Fran Schmit



Happy Birthday to you!!

Check us out...



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

Follow us on
Facebook:
Corvair Minnesota



801 members

(as of 11/25/2025)

Spot a 'Vair!



From Fran:

Photo of the dash on Paul's Red Spyder

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
9th of December at Ideal Hall in St. Paul