

LEEKY



SEEL

CORVAIR MINNESOTA NEWSLETTER

President's Page

As we learned with past Holiday Parties, if you want to generate some winter weather in Minnesota just have CMI plan a special meeting or event. Rather than risk sending cars in the ditch in the dark, we figured it was better to cancel February's meeting and postpone Fran's Air Cleaner Clamp project until April. Hopefully everyone received the message in time and stayed home.

I had the fortune of driving from Chaska to Apple Valley twice that day and can confirm that the roads were bad and most Minnesotans forgot how to drive in snow and ice.

Model year 1965 saw increased sales for the Corvair. Thanks to the second generation restyling, Chevy sold about 30,000 more Corvairs than in 1964. One Corvair variation that was on its last wheels was the Greenbriar.

Only about 1500 were made for 1965 before giving way to the conventional Chevy Van. Twenty-four years later, Lee Iacocca would introduce the Chrysler Minivans as "an American First". Probably just selective memory on Mr. Iacocca's part. As history has a way of repeating itself, the introduction of the Chrysler Minivans was the second time Iacocca would borrow from Corvair, the first of course was using the Monza to convince Ford to build the Mustang. Just shows that Chevy should have stuck with the Corvair. The rest of the automotive world would have eventually caught up.

March 2015

Our events this year are coming together well. We will be the featured car on July 17th for the North St. Paul cruise night. Everyone please put that on your calendars and let's have a great turnout. Other events are listed elsewhere in the SEEL.

Don't forget we are meeting at the Minneapolis Auto Show at the Convention Center again this year.

More info appears in the SEEL. We will meet in the same place as last year at the entrance nearest the GM display..

Stay Tuned,

Lee Knauf

CMI President



CORVAIR MINNESOTA

February 10, 2015

This month's meeting was to be held at Dave Peterson's workshop, but was cancelled due to inclement weather. A few hardy souls showed up anyway, and the report can be found elsewhere in the SEEL.

Treasurer's Report: We have a current balance of \$2506 in our treasury.

Past Events:

Membership Meeting – March 10: CMI's annual trip to the Minneapolis/St Paul Auto Show.

Membership Meeting April 14: Back to the MUM – or possibly another work session at Dave Peterson's (stay tuned).

Annual Spring Breakfast – April 25: Dan Quinn again volunteered to chair this event and hold it at Gabe's on the EAST side this year, followed by a tour of either the train or model train museums in St. Paul.

GMCCA AUTO SHOW – June 7:

Annual CORSA Convention – June 24 - 27: Knoxville, TN – 943 miles from Minneapolis.

North St. Paul Cruise Night: Tom Quinn reports that each Friday has a designated "Car Club of the Month" with a special display area. He will see about getting CMI designated for one of the nights.

Remaining Treats for Winter Meetings:

March:	Auto show
April:	Chuck Johnson

Respectfully submitted,

John Herkenratt (for Chuck Johnson)



March meeting will be at the Twin Cities Auto Show (<http://twincitiesautoshow.com/>)



Buy your advance ticket(s) at the link above (\$2 off)

2015 Corsa Convention



Info: <http://www.corvairst.org/2015convention/>

Host Hotel



**Knoxville Marriott
501 E Hill Ave
Knoxville, TN 37915**

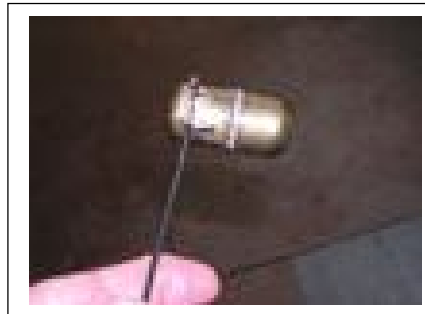
[Corsa room reservations](#)
[Hotel web site](#) (click)

A Change of Plans

I have been running an in-tank fuel pump in my '64 for more than 10 years...maybe 20. I like the idea, etc. so I put one in my '66. While fooling around with a dirty tank and spoiled gas I decided that an in-line pump might be a wiser choice. There is an advantage with the in-tank pump in that it cannot overheat unless you run the tank dry...yes, that is a distinct possibility. An in-line pump can – and often does when driving in a parade – overheat itself to death because the fuel is the pump's coolant. Slow driving allows the fuel inside the pump to get hot – so hot as to melt the plastic parts of the pump...causing the pump to fail. Of course this can also happen with an in-tank unit if you run out of gas, but usually when you run out the engine stops and the power to the pump is disconnected –saving the pump. A pump should have a safety interlock to protect it in these cases... not straight from the key.

First thing I did was to remove the rusty tank - get a treated one from Gary Nelson – and of course buy an in-line pump from Clark's CORVAIR Parts. My take-out tank had a couple problems that surprised me. First was a possibility that always exists and that is the float bulb had two cracks in it and had gas inside the float - - once you have the float out it's an easy repair – right? Getting it out is sometimes a pain. The other is one I don't know that I've ever seen it before but the vent tube on the very top of the tank was so loose it had fallen off - - still on the hose but filling the tank would have been a smelly mess...or worse. Fortunately they are just soldered on, so that's not much more of a problem than the float – just messy.

These Pics are of the loose pipe and repaired float:



Keeping the pump cool – if it's an in-line pump – means adding a return line such as the Turbo has. Here's my plan. Add a vent tube to the access port at the bottom of the tank (FC's already have a port so I'm just talking about the cars). This access-port is at the bottom right of the tank - where the gauge sending unit (with float) and the gasoline pick-up pipe (with a filter sock on it) are. My modified port now has a ¼" hose barb built into it. These Pics show the new barb from both inside and out:



There is a small problem with a return line, and that is how much do you return... obviously you don't need to return a whole lot, just enough to keep the pump cool. Also obviously – if you return too much – you could not deliver enough gas to the carbs. So you want to find some place in between. I made a "Kentucky Windage" choice and soldered the end of the ¼" hose barb shut and then drilled a 0.050" hole in it. There will be a way to check this which will be to read the running pressure – at the carbs – hopefully around 4 PSI and then pinch off the return hose to eliminate all the return fuel – that should raise the pressure at the carbs. The ratio of

An Abbreviated Tech Session

Tuesday night at Dave Peterson's shop was lightly attended due to "inclement" weather. So a few of us attempted the making of a good air cleaner clamp to exchange our old fashioned J-bolt. Ask Tom Quinn if it was fun!

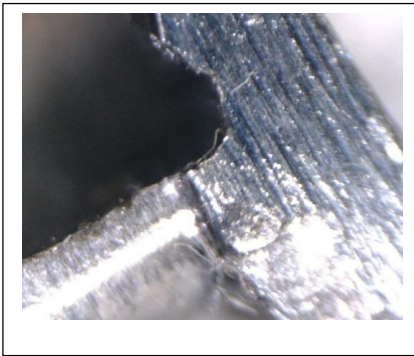


Let's back up a bit to see why we are trying to make life better by abandoning the J-bolt. Here's a look at the air cleaner attaching hole in a CORVAIR 'H' carb. Notice one side is a nice clean hole and the other has been "used" badly by the infamous J-bolt. Our new scheme will eliminate this hole reaming by making a spring loaded – easily installed – expertly made – steel connection. We've talked about this before. At the aborted meeting I spent some time experimenting with methods available to us all. Maybe the welding is not available but you can do that at any of



our upcoming Tech Sessions if you have made your devices beforehand. What I'm saying is you can do virtually all the hard work on your own with a simple hacksaw.

I mounted several pins (brake shoe holding pins) in a vise and made all the cuts necessary using a hacksaw – fine tooth blade is better (18 teeth per inch is pretty coarse, but does the job – 30 TPI is much better). Let's look at some raw cuts that I made.



Obviously these can be cleaned up with a file or a wire brush but I wanted you to see that it can be done quickly and efficiently with simple materials. These are just quick examples of how the basic 'contact point' can be made.

Get some pins (I do have some now, in stock) and make these cuts (at home) bring them along to David's in April, for welding - - I am suspecting we will reschedule the February Tech Session/ CMI meeting to April, at the Peterson shop, unless the BOD has different/better plans. *Fran*

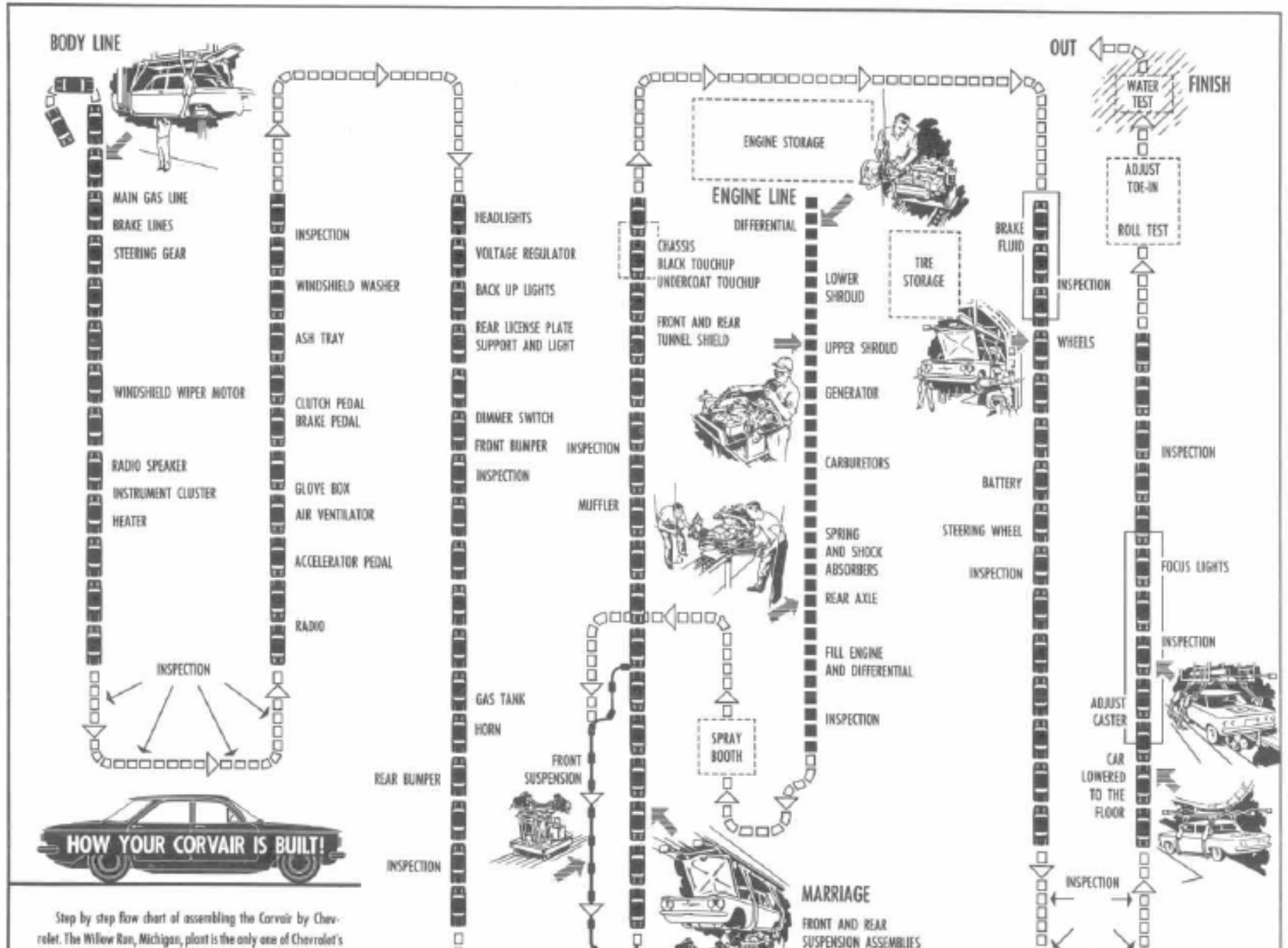


WILLOW RUN

WELCOME

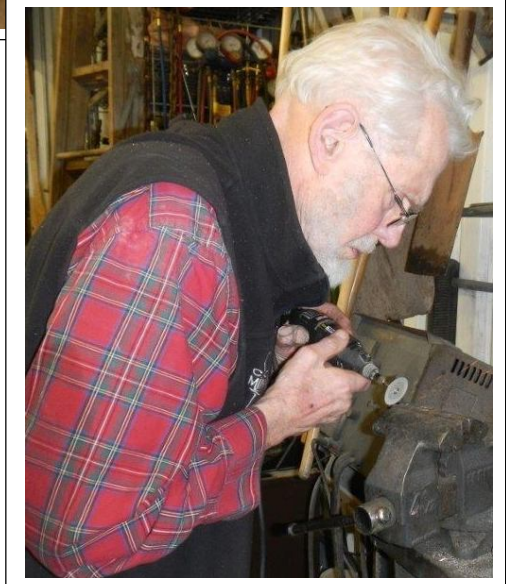
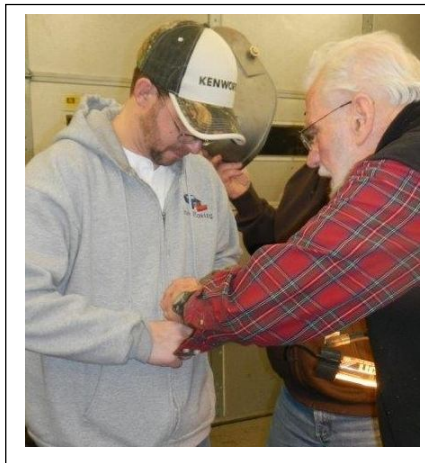


WILLOW RUN
CORVAIR



Step by step flow chart of assembling the Corvair by Chevrolet. The Willow Run, Michigan, plant is the only one of Chevrolet's

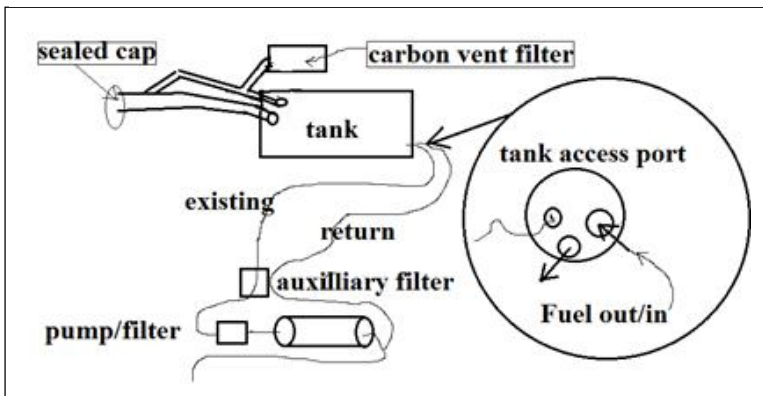
February's work session at Dave Peterson's workshop



pressure with and without pinch will indicate where my Windage has dropped me. Here's how the 0.050" hole looks going into the tank. After the 'install' I measured three pounds with the return pinched off and two pounds with the 0.050" hole working.



A sketch of the overall design is shown here including the sealed gas cap and the extra fuel filter. There is a filter in the tank and a transparent one in the line and one built onto the inlet of the fuel pump.

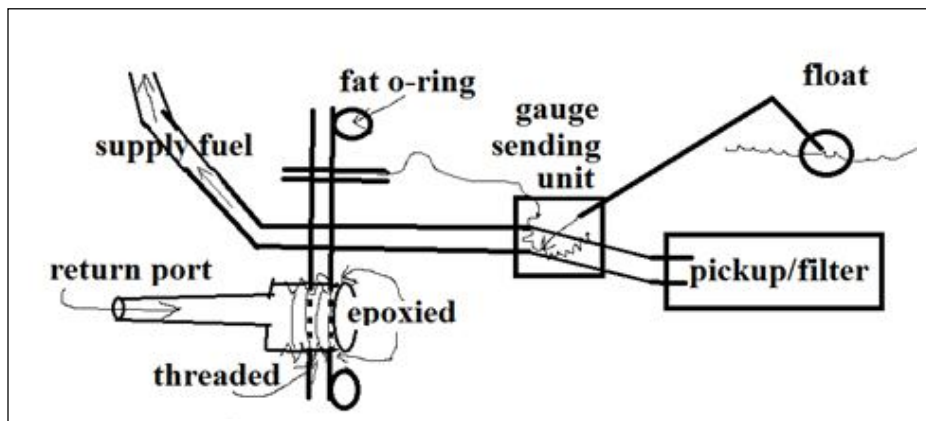


The photo on the left shows how all the parts used to construct this new format fit together. The return line's Tee fitting has the eight foot hose attached at both ends. The repaired float is shown ready for service.

The "return barb" is shown below, sketched to show it is threaded and epoxied. The metal of the existing gas tank port is not thick enough to tap threads so I carved a space for the barb and then ran the 1/8" NPT tap through it so the barb could

be screwed in and mechanically supported...when I knew it would stay in position, I mixed up the JB Weld. Oh, epoxy is good in gasoline, in case you were wondering about plastic in gas. The photos of the modified access port above show an additional electrical feed-through. That feed-through was built for the previous in-tank pump.

Fran



CMI Classifieds

New: Engine electrical harness, ball joints, Pertronix ignition; headers (110 and 140); custom exhaust; Wallen rebuilt starters generators and alternators; mufflers; rebuilt flywheels; new belly pan for late; crank and rod bearings.
Used parts: complete engines, transmissions, differentials: call for parts – I have a large inventory.
Also: 1969 110hp engine (runs great, sealed & pretty) Rare – aftermarket tube style early air grill – Solid flywheel

I also offer full time Corvair repair

Gary Nelson 612-866-3247 or cell: 612-644-1258

Wanted: Looking for a “fixer – upper” Greenbrier or van.
 Ken Laursen phone 612-735-8955 or:
rockabillyrebel61@yahoo.com



1964 Spyder. Low mileage runs & drives excellent. W/ 5 factory orig. knock off wire wheels. interior very nice. rare tissue dispenser. new tire & brakes. tuned up; new silicone wires. some rust on bottom but not through floors. 20 footer could use paint but presentable as a driver. \$4500/ offer (new price) Bruce Alexander 605-996-1039 Mitchell, SD. brucealexander11@yahoo.com



1961 Custom Chevy Greenbrier - \$16777 (La Crosse)

<http://minneapolis.craigslist.org/wsh/cto/4890970881.html>

(posted 2/13/2015) (many more pics in the ad)

Give a call or send an Email. If you don't have your phone number on the email, I will not contact you. Come look at it and make me an offer. Cash is King! Title in Hand. 608-769-0460. Chris

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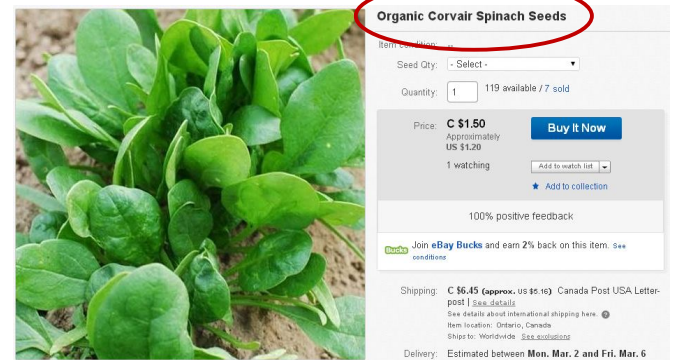


THE LEEKY SEEL

3370 Library Lane
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TEMP – RETURN SERVICE REQUESTED

Spot a 'Vair

Currently on eBay:



http://www.ebay.com/itm/Organic-Corvair-Spinach-Seeds-/121223756133?pt=LH_DefaultDomain_2&var=&hash=item1c397fb965

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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!

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