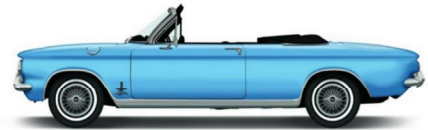




Leaky Seal

Corvair



Corvair Minnesota Newsletter

August 2018

President's message...

A big welcome to our new members Bob Krueger and his wife, Rick Berner and John who joined us at the Minnetonka Drive In. It was a lot of fun with great food and conversation. Hope to see you at the upcoming events. Our next membership meeting will be Tuesday, August 14th at Messiah United Methodist Church (the MUM) in Plymouth at 7 pm. If the weather is nice, we will have the meeting outside in the parking lot. Come early for tire kicking and showing off the latest project on your Corvair. Some of us meet for dinner at Culver's in Plymouth (Hwy 55 & Peony Lane) for dinner before the meeting around 5:30 pm. Please let us know what you would like to see covered in our upcoming tech sessions.

August is a very busy month for car shows. A few shows I would like to promote are the Hanover Festival Car Show, August 4, 9 am at the Hanover Elementary School with free t-shirts given out to car entrants! The New London to New Brighton Old Car Run has their lunch break at Buffalo High School. There are usually around 80 cars all over 100 years old, including steam cars and motorcycles. Can you imagine driving 120 miles in an antique car of that age? The food in the school cafeteria is delicious and there is a small car show in the parking lot for your classic car. August 18 is the Gearhead Get Together in Maple Lake where classic cars, antique motorcycles, tractors fill the city. This annual show is growing every year and is not to be missed. It's only 7 miles west of Buffalo on Highway 55! At this show you will see everything that uses a gas engine, classic cars, motorcycles, tractors, restored riding lawnmowers from the 50's, antique snowmobiles, dragsters, stationary engines plus a huge swap swap meet. Music, food and t-shirts are available.

We now have a Facebook Group page listed under Corvair Minnesota Inc. where you can post photos, ask questions, etc. This should help keep everyone keep informed, pass on technical information and keep up to date on events. We still have our other Facebook page, Corvair Minnesota which is for club information only.

***Wrench, ride, repeat,
Jack Bacon***



GENERAL MEMBERSHIP MEETING MINUTES July 10, 2018

President Jack Bacon called the meeting to order at the Minnetonka Drive-In after we enjoyed some really good food. We had over 30 people and a broad spectrum of Corvairs and Cadillacs in the parking lot. Three new members were present: Bob Krueger who has a '63 Spyder convertible, John who has a Greenbrier, and Rick Berner who is fortunate enough to own '61, '64, and '65 Corvairs.

Treasurer's Report:

Previous Balance	\$ 2994
Income	\$ 175
Expenses	<u>\$ 290</u>
Current Balance:	<u>\$ 2580</u>

Paid Members for 2018: 65

Secretary's Report: Approved as written.

OLD BUSINESS:

June 24: New Ulm Autofest. Two Corvairs were in attendance, only one was Lee's!

July 4: Delano Parade. We had 6 Corvairs and a pretty good red/white/blue theme going. Jack Zilliox's two grandsons rode with him part of the parade and had a blast. This parade is a throwback to what we remember as kids...Great event!

July 6: North St. Paul Cruise-in "Corvair Club Night". Nine cars attended during the busy holiday weekend and garnered a lot of passerby interest.

NEW BUSINESS:

Facebook Page: Newly updated page under Corvair Minnesota Inc. We will begin posting more information and "flash" event notes there, get on board!

July 23-28, 2018: Corsa National Convention, Pittsburgh, PA, 687 miles, 1 month to prepare

August & September events: as discussed (see schedule inside August newsletter)

Summer 2019: Corsa National Convention, St. Charles, IL, 12 months.

Summer 2020: Corsa National Convention, San Diego, CA, 24 months, 1978 miles.

Progressive Jackpot: Our second time for this new event! Mark Jenkins was not in attendance, so next month the pot will be \$15!

Next were two drawings donated by Bill Cook: First, Walker Gautsche, not present, followed by Nick Pedersen and Jack Bacon.

BREAK: Gail Quinn got a month off due to drive-in venue...but she was missed!!

Tech Session: Nothing formal, just touring the parking lot or catching up with one another at the picnic tables.

Adjourned: 8:40 pm.

Respectfully submitted,
Chuck Johnson

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Jack Bacon (see info above)

Aluminum Wheels and Wheel Studs

Aluminum wheels on our Corvairs can be quite fetching. Going to a larger wheel size can be practical with 13" tires sort of going the way of high button shoes. Sometimes a good deal on aluminum wheels comes along and it's hard to pass up. I don't know if there's another single change that can transform the appearance and "flavor" of an old car. Back in the day we used to just remove the "hub caps" or change to Baby Moons. Was it only in my neighborhood where we called them Moon Babies?

Plunging headlong with a great deal of excitement and enthusiasm, we can maybe forego safety or perhaps make a mental note to deal with it later. I'm talking about putting much thicker aluminum wheels onto the stock wheel studs. I've run into several Corvairs in the last few years where the wheels are only held on by 4 or 5 turns of the lug wrench. With acorn style lug nuts where you don't see the studs, we get a little brain disconnect that this translates to only 4 or 5 threads holding the wheels on. To further exacerbate, these last 5 threads on the wheel studs have been beat upon for 50 years every time the steel wheel was installed and then exposed to the elements by protruding past the stock lug nuts. Also, the stock steel wheel is hub centric, that is to say that the center hole in the wheel barely fits around the hub, most aluminum wheels we find have a larger center hole, so the wheel studs are doing all the work.

Aluminum wheels vary. Some have bigger holes and the nut has a shoulder that passes through the wheel. Some have a bevel where the nut resides on the outside like the stock ones do. Some (shudder) have extra little washers to fit different wheel centers. With the beveled style, you often need to use bulge nuts for proper engagement, often the wheels are made for 1/2" studs and we have 7/16. Another exacerbation.

Changing the wheel studs isn't such a big deal but finding the proper one can be somewhat daunting. Knurl size is important, that's the serration that holds the stud in the flange and keeps it from turning. There's a few Dorman studs I found by combing the catalog. The stock stud is 1-5/16" long. Dorman 610-186 is 1-1/2" long and zinc colored. Dorman 610-259 is 1-3/4" long and black. A 2-1/8" stud is probably overkill.

At \$2.25 a stud, plus special lug nuts, plus the time involved, it can add a significant cost to the good deal we got on the wheels. But like they always said at the end of roll call on Hill Street Blues, "Hey, Hey, Hey, Let's Be Safe Out There".

I can't cover all the scenarios here, I just hope folks will think about what they have. The stock lugnut has about 12 threads of engagement, you should at least try to emulate that. Just because a wheel goes on and tightens down does not mean that it will stay on with an extreme side load just when you need it the most.

One more thing as long as we're talking about it. The stock steel wheel face has a recess that misses the rivets holding Early front brake drums to the hub. The flat face on an aluminum wheel may need some attention to detail.

Jim Brandberg

Fran needed a PUSH...

July 4th is Parade Day for CMI in Delano, MN. At least it was this year and the last few years, as well. The weather prediction was horrible and my Mary advised me to skip it as the Weathermen were saying nasty things. Well, there is always the chance that a storm front might move in and cool things down – just a bit.

Wow! What a wonderful happenstance this year (2018). It rained on us as we waited for the startup and was still piddling as we rolled into line. The skies cleared up and we were doubly blessed because the Sun did not come out. It stayed overcast and bright and 75 degrees -- !

Whoever would'a thunk it?

Anyway, as the parade moved west along Co Rd 30 (see map), CMI cruised into the Central park area where there were many thousands of people lined along both sides of the route.

Everyone's CORVAIR performed flawlessly, but Fran's. He conked out by clutching it too fast - and killed the engine. Of course, It would not restart. A dozen strong parade watchers gave him a very nice strong PUSH and he popped the clutch and was able to continue in the parade. The crowd gave a large and healthy CHEER as he revved it up and got back on the route.

Why wouldn't it start, especially with a thousand people watching? After wards we looked down into the carbs to see how the pumps were working -- answer was NOT. Well, there was a little pissing going on over on one side but dry as a bone on the other.

After the Parade we stopped in at Steve Eckmann's place – near Delano – where he had prepared a nice lunch for us all. We were joined by his beautiful daughter Elisabeth and her husband, for the lunch. Since Fran had stalled out, Vince and Julie decided to drive home behind him, in case he had anymore trouble. No trouble, but it was nice to know when someone's got your back.



The accelerator pumps look like this: On the left you see a fresh one and one that is not so fresh. They don't have to be "crumbling into the dust" to be non-functional. They have traditionally lousy cups so we have learned how to replace them – with ease.

Fran took out his box of pump cups (at home) and the tool he had made, then laid them out for us to see. Here's a new cup, an empty pump



plunger and a homemade ramp. Putting them all together and pushing quickly, the rubber cup stretches up and over the ramp and is quickly installed. He has a small wooden block that works as an anvil for the pushing part.



You need not remove the carb to change the pump as the top of the carb holds all the machinery. Just disconnect, unscrew, lift off and observe. Not only is this a good time to look around in there but it's also a good time to suck out the crud in the bottom of the bowl, as there's almost always something extra down there. Unhook the old pump and R&R with the 'new' one. It is a wonderment how much better new cup pumps are – they usually last about two years – whether you use them or not as they are sitting in gasoline all that time. Just be better prepared than Fran was. Especially during Parade times!

Keep on CORVAIRing,

Fran



Here's a photo of my FC getting a Big Push in the July 4th parade. Obviously, the *Delano Herald Journal* paid for the picture and they are allowing us to use it with their name plastered nicely across the FC.

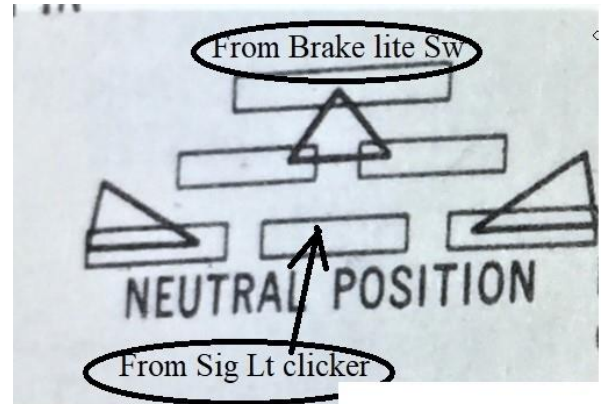
As it turns out this is a good shot of the RAMP-side as it shows quite clearly the unique Ramp partially extended for all to see. It would be even nicer if there were an explanation, in the paper, of what they are seeing. However, with all the horses and bands and firetrucks etc., one lone 60-year-old truck might not be too important to them. The stall and subsequent PUSHing by the parade watchers was what we used to call serendipity, or maybe even "Fake" news!

Anyway, keep on CORVAIRing,

Fran

The Signal Light Switch

The other day I was wondering how the signal lights could work all four corners, but the brake lights only did the rears. I went digging. Back in the 50's when signal lights became self-cancelling it was deemed to be a 'good-idea' to have them use the same bulbs as the brake lights. Not only did you NOT give the wrong signal but THEY (?) could save a few bucks by using the same bulbs and circuits TWICE! It was also considered dumb to signal braking with the FRONT lights! So, all of this had to be invented at the same time.



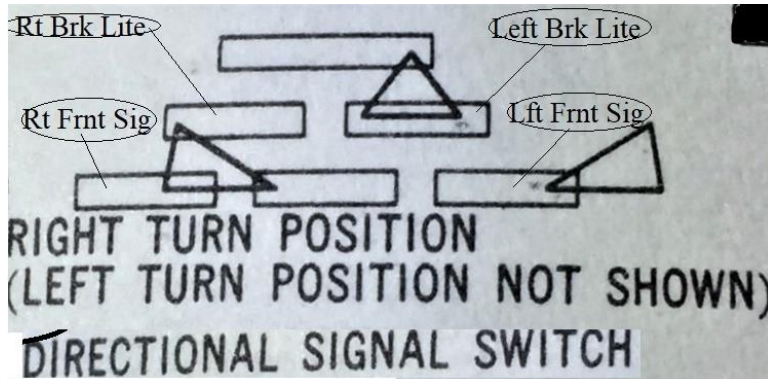
DIRECTIONAL SIGNAL SWITCH

To do that doubling up, both signal/brake circuits needed to run through the same switch, namely the DIRECTIONAL SIGNAL SWITCH (shown in the drawing). The squares in the drawing are the actual brass contacts built in that physical position inside the switch, in the 1950's and 60's, and therefore into most CORVAIRs.

The triangles are sliders that you move when you want to signal left or right. The sliders move together as they are mounted in a matching block that faces the block holding the brass contacts.

On the figure above, we see the sliders in 'neutral', meaning the switch is set to normal driving, not signaling - - but WITH brake lights. Got that? Working brake lights is a 'normal' function and NO signaling is 'normal'. In the figure we see all three sliders...one slider is touching the three top contacts simultaneously and the bottom triangles are each sitting out in the open with nothing to do.

The single brass contact at the top gets its input from the brake light switch, intending to light both rear brake lights. So, when all three of these brass contacts are touching (and you step on the brake) both brake lights are connected to the brake light switch and are LIT-UP! The other two sliders are still out in the breeze, being normal - doing nothing.



Of the six brass contacts in the sketch, there is one in the lower center position which is connected to the CLICKER, from the key, so it's always HOT when we are driving - waiting for the driver to move the sliders, left or right.

In this view, (see left image), we see the sliders have been moved into the 'right turn' position. One slider is now connecting the right-side lights (front and rear) to the clicker and the right-side lights are blinking.

Another slider (upper) has been moved over so that only the left brake light can still be switched on by the brake light switch - - but NOT the right brake light because it's under control from the clicker...check the drawing.

If we were to signal 'left', the top slider would still be touching that lone upper contact but would then be making contact with only the right-side brake light. The right-hand brake light would be the only one working, if we are stopping, as we would be using the left bulb for signaling!

This circuit is still used today where common brake/signal bulbs are used. Some models have gone to RED brake lights and AMBER signal lights - separately switched and wired. Probably all computer controlled, to save even more money!

Anyway, that's how you keep the brake/signal lights separate.

Keep on CORVAIRing, Fran

CMI 2018 Schedule

Membership meetings are on the 2nd Tuesday of each month (unless otherwise announced)
Board of Directors' meetings are on the last Thursday of each month (unless otherwise announced)

- August**
- 04 Hanover, MN Festival Car Show at Hanover Elementary School, 9am
 - 11 New London . New Brighton Antique Auto Run (<http://www.anticuecarrun.org/>)
 - 14 Membership meeting – Messiah United Methodist Church, Plymouth, MN**
 - 18 Gearhead Get Together, Maple Lake, MN (<http://gearheadgettogether.net/>)
 - 19 Pantowners Car Show, Benton County Fairgrounds (<http://www.pantowners.org/carshow.html>)
 - 25 Christ's Cross Car and Craft Show, Ham Lake, MN (www.christscrosscarclub.org)
 - 26 American Legion National Convention Parade, Minneapolis
 - 30 Directors meeting
- Sept**
- 08 Classics by the Lake, Buffalo, MN 10am . 2pm
 - 12 Membership meeting- Messiah United Methodist Church, Plymouth,**
 - 20 Dennis Albaugh Chevrolet Collection, Ankeny, IA. (on hold until more information available, keep this date open).
 - 28 Directors meeting



My Grandson CJ found this photo in a box of stuff from his Dad. Obviously CORVAIR related and obviously for the 1977 Convention. Some of you may not remember back that far, but maybe a few might. I recognize Butch Strand in the photo and the guy from Eau Claire whose wife had the same name as I do, so “Fran’s husband” is there talking with Butch. Who are the other two guys, I should say the other two “young men” as they obviously are!...were!

Send a note to the Editor at corvairmnleekyseel@hotmail.com so she can let us all know who these guys are, supposedly some of you guys will be able to ID them.

Keep on CORVAIRing,

Fran Schmit

CMI Classifieds



1968 2 dr p/g trans. Here is what has been done - new w/stripping, trunk, engine compartment, both doors, both roof rails, fuzzies (all 8 pieces), interior all (Monza) everything except headliner (was ok) mostly from CLARKS, \$1650, radio repair including new frt speaker (2 rear also). Engine completely stripped cleaned painted, all seals & gaskets, starter o/haul, new battery & cables (electronic ignition), all 5 air hoses (new), new gas tank, gauge seals, hoses, carbs o/hailed, all 3 filters, exhaust system all replaced, frt end--strut rod bushings, stabilizer bushings, stabilizer bushings rear also, engine to body seal. Contact Vern at vmsundbom@gmail.com or call 218-847-6631

1963 Corvair Monza convertible; body and suspension restored; engine is not assembled. Aftermarket seats, fuel injection (still in box), many other new parts. **Contact Dave Pugh at: pugh.dave@gmail.com or 507-285-3384.**

WANTED

In search of a 1966 Corsa convertible or coupe. Please contact **Roger Carlson, 952-937-9517.**

WANTED

I have a client that is in search of a good driver quality, reasonably priced coupe (early or late); needs to have a powerglide. **Please contact Gary Nelson at 612-644-1258.**



'65 convertible purchased from South Carolina about 15 years ago. Last time driven 5 years ago. Asking \$5,500. The car is in Anoka. **Contact Tobin Opheim at: opheimt@hotmail.com or call or text 608-358-9699.**

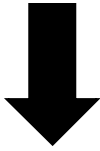
1962 Corvair 700 Monza Station Wagon. Second owner selling to finish another project car. 66,000 miles with two-speed powerglide transmission. Body work and paint (original white) about 6 years ago, along with new fuel pump, battery, rebuilt carbs, aftermarket belt tensioner, brakes, and tires with about 2000 miles. Blue interior with cloth inserts, but both front & rear seats need to be recovered. Transmission leaks after sitting for a long time. Cooling fan bearing is starting to wear & makes a little noise at low idle. Flywheel is missing a few teeth and occasionally the starter doesn't catch right away, but it never fails to start.

This is not a show car, but a fun and very reliable driver for weekend cruises and runs to the DQ. Gets a lot of attention. Asking \$6000 obo. **Contact Alan at aplantikow@msn.com for pictures or any questions.**

Leeky Seel Classified ads

Do you have a Corvair related item you would like to sell or are in search of? Send your request for an ad in the **Leeky Seel** to: corvairmleekyseel@hotmail.com

Check us out...



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

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Facebook:
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Spot a Vair!

**Jack Bacon, Club President spotted this beautiful
red Greenbrier at the Iola, WI car show in July.**



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!

THE LEEKY SEEL
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TEMP – RETURN SERVICE REQUESTED



**August 14th meeting is at the MUM.
See you there!**