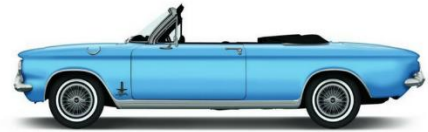




# Leaky Seal

*Corvair*



## Corvair Minnesota Newsletter

December 2018

### President's message...

As the year comes to an end, I want to thank everyone for keeping our club in good health, we had 28 members at our November membership meeting and we continue to grow. A very special thanks to Chris Bacon, our new editor since last July. She continues to publish a great newsletter which gets better and better every month. Thanks to our contributors who provide Chris with informative articles. Thanks to our returning officers for volunteering again to help guide our club into the future. And finally, a big thank you to Gail Quinn for making all those delicious treats for all our membership meetings.

After seven years, Our Adopt a Highway came due for renewal in November and Jim Becker, our AAH liaison decided not to renew our commitment. We don't know if we can get our AAH signs when they are taken down, but if we do, we might auction them off to our club members.

Join us for our membership meeting December 11 at Messiah United Methodist (MUM) in Plymouth at 7pm. Some of us meet for dinner around 5:30 pm for dinner at Culver's, Hwy 55 & Peony Lane in Plymouth.

Enjoy this Holiday season and we look forward to seeing everyone at the Holiday Party January 5 at Latuff's Pizzeria in Plymouth.

**Wrench, ride, repeat!**

*Jack Bacon*



## GENERAL MEMBERSHIP MEETING MINUTES November 9, 2018

### ANNUAL MEETING:

President Jack Bacon called the meeting to order at Messiah United Methodist Church at 7:00 p.m. 28 members were in attendance.

After the club creed,

### **Treasurer's Report:**

Previous Balance	\$3111
Income	95
Expenses	(292)
Current Balance:	<u>\$2914</u>
Paid Members for 2018:	68

VP Becker highlighted that the ending balance is within \$15 of the January 1 beginning balance, so we are once again maintaining a Breakeven Year.

**Secretary's Report:** Approved as written.

### **Election of 2019 Officers:**

The floor was opened for additional candidates. There were none. Peter Schmit moved to Accept the Slate of Carryover Officers, Jerry Berge seconded, voted and approved.

Motion to close the annual meeting by Peter Schmit, seconded by Fran Schmit, voted and approved.

### MONTHLY MEMBER MEETING:

#### OLD BUSINESS:

**Car Collection Tour:** Several members shared impressions of the 3 collections we toured, true automobile enthusiast treats. Thanks once again to Tom Masso and Jeff Hasslen for their planning.

#### NEW BUSINESS:

**December 11: Membership Meeting at the MUM!**

Any special requests for the Tech session??

### **January 5, 2019: Annual Holiday Dues Party!**

Change in time from original flyer: Now it is 1:00 p.m. to 3:30 p.m. Bring donations for STEP. If donating Christmas presents, please bring to the December membership meeting.

### **June 2, 2019: GMCCA Annual car show and swap meet!**

**July 23 – 27, 2019: CORSA CONVENTION,** Pheasant Run Resort, St. Charles, IL. Hotel information will be published shortly. It's unlikely a future convention will be closer, so make plans to attend.

**Cash Drawing:** Hill Sweet's name was drawn but he wasn't present, so next month's drawing will be for \$15.

**Auction:** Jack Bacon donated two books which were won by John Steiner and Ray McMonigal, adding \$16 to our Treasury.

**BREAK:** Gail Quinn spoiled us with home-made cookies once again, thank you!

**Tech Session:** Jim Becker discussed "Trailing Your Corvairs" including:

- tongue weight and load distributing hitches
- tie downs: t-hooks and j-hooks, trailered vehicle suspension working vs. not working
- proper chain routing and placement to trailer
- wheel strapping vs suspension/frame.
- and FIND YOUR WEAKEST LINK before taking off!

**Meeting Adjourned:** 8:45pm.

Respectfully submitted,  
*Chuck Johnson*

## A NEW Tech Tip (to me, anyway)

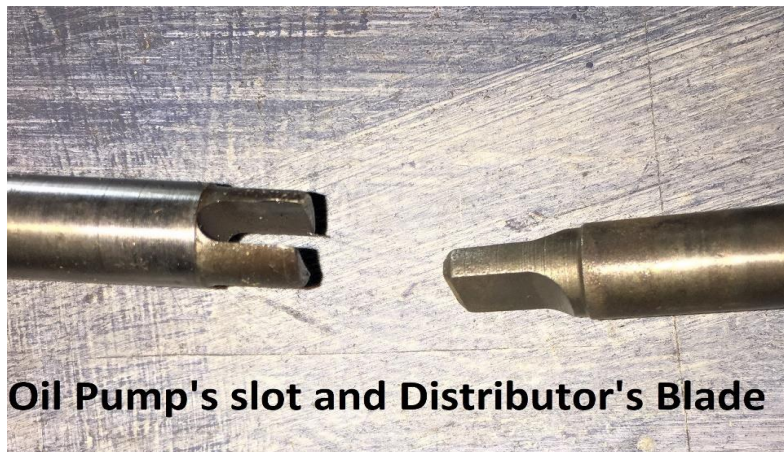
This is something I had never heard about so, when I recently became aware of it, it seemed as if I had “discovered” it! Others, more skilled than I, probably knew this all along but never had the means to share it, with their fellow CORVAIRists.

Here’s the deal. Say you have your distributor out, (engine rebuild or moving the Vacuum Advance out of the belt or whatever) and when you are slipping it back down in the hole you find that the gear doesn’t exactly line up with the oil Pump. So, you figure, I got the gear in the wrong tooth and you try again but it just won’t go in that last quarter inch.

It is possible to start the engine this way, with the gear engaged but no oil pump, which means you would have no oil pressure. So, always make certain you get this part of the job done right! Please read on!

You figure on getting a screw driver down in the hole and turning the oil pump just a tad bit so that you can get your gear/blade/Distributor all the way in. Of course, you don’t know which way to turn the oil pump so you are getting deeper into the dark than you ever wanted to be.

Now, you remember this Tech Tip that some CORVAIRist wrote in the LEEKY SEEL about a simple, effective, sure-fire way to solve your problem...but he had a hard time explaining how to do it – and how/why that Tip worked so well.



**Oil Pump's slot and Distributor's Blade**

This is my way of telling it: There’s a brass gear on the crankshaft that drives the steel gear on the distributor... which, in-turn, drives the slot in the oil pump. 1 then 2 then 3 in that sequence. The crank and the distributor must be properly aligned to get the spark timing correct, but the pump only knows if it’s turning (or not!). The slot’s alignment is NOT critical or even important in any way except that it MUST happen. Yes, you must have the pump working but it makes no difference to the pump’s gears where they start, or finish. However; when you are sliding the Distributor down into its abode and watching that the rotor aims correctly - - sometimes the oil pump doesn’t line up and you are concerned about doing it “right!”.

NOT TO WORRY!!! Tech Tip to the rescue! Here it is!

Be certain the Ignition is off, or just take off the cap. Engage the Distributor gear correctly. Gently push on the Distributor (‘in’ on the cap or the spring of the rotor... as if to engage the Distributor Pump’s blade into the oil pump’s slot with a slight pressure). While you are doing this, you observe there is an external gap of about ¼” that needs to disappear (where the hold down clamp will go). Ready?

While coaxing the end of the Distributor shaft to engage with the slot in the oil pump - - tap your remote starter button. The starter moves the crank and the Distributor, but not the oil pump. Bump the starter again, if needs be, and the blade of the Distributor shaft will drop into the slot of the pump (with a pleasing ‘cluck’) and all will be right with the world!

Ta Da! You have engaged the oil pump easily and simply – by rotating the blade over the stationary slot - rather than tediously trying to line-up the two of them, down there in the dark.

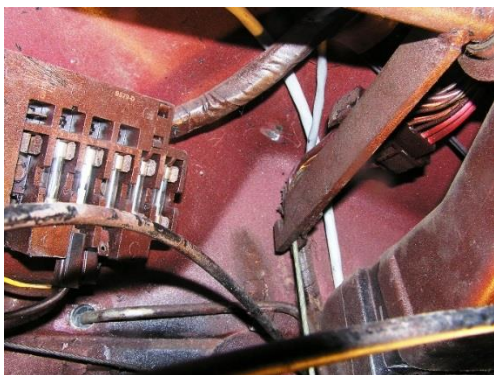
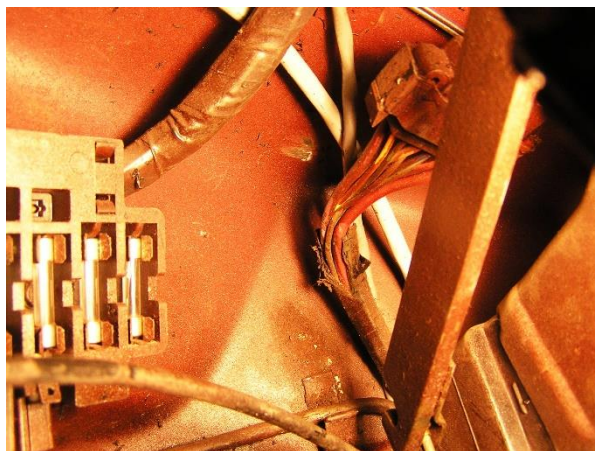
You’re welcome.

**Keep on CORVAIRing, Fran**

## Discovery: in a Late Stick

The other day I was recounting the story, to someone, about my not having properly prepared both of my BIG RED # 10 wire connectors.... the one in the engine compartment is easy.... the one above the gas pedal, not so.

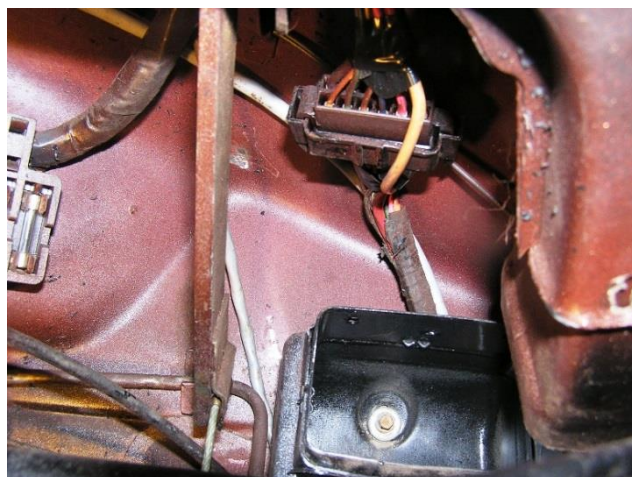
This reminded me, once again, to listen to good advice! So, I bent under the dash of my new car (bronze '66 2dr 3sp) to see how hard it was going to be. Since there is no carpet now the job is straightforward. As I was rolling around upside down under the dash, I noticed something odd and paused to make note of it. A bundle of wires appeared to be frayed – a rather unusual sight under the dash, so I looked more closely. It was/is the main Umbilical harness that I was down there to work on – only this area was not the subject of my focus. There was a nice easy bend in that large pack of wires a few inches before the connector of my concern. The tape was all eaten away and the outer covering of some of the wires was definitely abraided...one of the abused wires was my target wire - the BIG RED # 10. See this first figure. The more I observed the more I was concerned, and I resolved to remedy that situation RIGHT AWAY! Of course, I first had to figure what was the cause of the problem. After a few minutes (remember I am upside down at the time) I saw the clutch arm to be the culprit. See the second figure. (below)



I yanked on the Umbilical, but it was in there pretty tight. So, I removed the screw that centers the heater duct (I had to take off a few more screws but that's not the point here) so the umbilical could be moved. I pulled it about two inches to the right so that it could be secured, by the screw attached duct. See third figure.

I included the fuse panel in the photos to show the proximity of clutch and cable and heater duct. Incidentally have you ever wondered why there is a screw sticking out of the wall in the Late trunk?

Perfectly in the middle? Most of them have a little plastic cap on their trunk-end (60's safety?). That pointy thing is the end of the screw that secures the heater duct to the "firewall", and in my case holds the Umbilical away from the clutch arm. Oh, you can see (in figure three) an extra white wire lashed across the connector to aid in carrying BIG RED # 10's load. Yes, I oiled the contacts in the connector and yes, it should last forever now, even without the shunt! I was fortunate to have looked, so I could be lucky enough to find the rubbing clutch arm.....maybe if you have a Late stick, you should look too.



Keep on CORVAIRing, Fran

# Convaír Minnesota Holiday Party!

**Saturday, January 5, 2019 at LATUFF'S PIZZERIA**

10820 Highway 55, Plymouth, MN – just west of Hwy 169

**\*\* *note change in time from previous announcement* \*\***

**Appetizer buffet & social time – 1:00 pm to 3:30 pm**

**Cost is \$15 per person \* Cash Bar \***

Questions/directions:

call Bill Bertram at 612-479-5185 (until 12/15) or  
Jack Bacon at 763-291-1298

**\*\*Remember to bring your donation to STEP \*\***

**\*\* \$20 dues for 2019 are payable at the party or mail your check to: \*\*  
Lee Knauf, 401 West Street, New Ulm, MN 55073-1527**

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## **Annual CMI Holiday Party Response**

Name \_\_\_\_\_ # attending \_\_\_\_\_

Cost: \$15 per person (make your check payable to CMI)

Mail your reservation with payment no later than December 24<sup>th</sup> to:

CMI Holiday Party  
Lee Knauf  
401 West Street  
New Ulm, MN 55073-1527



Acclaim Images.com

## **Corvair Minnesota's Annual Holiday/Dues Party**



### **Donate to STEP (St. Louis Park Emergency Program)**

#### **STEP is our Holiday/Dues Party charity again this year.**

The St. Louis Park Emergency Program's mission is to identify, address and respond to the critical and emergency needs of residents in St. Louis Park.

STEP is the St. Louis Park community food shelf and social service agency. They directly provide food and clothing to residents in need, as well as advocacy, referrals, and build a collaborative relationship. Since 1975, STEP volunteers and professional staff have been empowering lives and restoring hope.

STEP needs:

- non-perishable foods (canned meats, canned fruits & vegetables, grains/noodles, spices)
- non-food household items (toilet paper, paper towels, napkins and cleaning products)
- personal care items (deodorant, toothpaste, toothbrushes, shaving toiletries, first aid supplies, etc.)
- baby supplies (diapers, baby wipes, formula, diaper rash lotion, baby wash)
- CASH – STEP can buy food items in bulk at lower costs than we can

Please visit their website at [www.stepslp.org](http://www.stepslp.org) for additional ideas and information. Other questions? Call Mary Schmit at 952-929-9174.

**THANK YOU**

### One analysis of a paint problem



My Rampside has a two-tone paint job. I tried to copy the original factory colors of Cameo White for the beltline and roof and the fantastic color of Tahitian Coral on the body. The paint



went on as well as I could tell – perfectly. After a few years I began to notice some odd bubbling effect beginning to show up. ONLY - along the white stripe and nowhere in the Tahitian Coral. Some of the bubbles cracked and became so obvious that something had to be done. I popped one of the blisters open and broke out a chunk from the offending area. My information had been that the Tahitian went down on the whole body and then the white came over it, after a quick bake in their oven. I wanted to see if the white had bubbled off the T. Coral. Above, are pictured some of the twenty or so bubbles and the scratch'd up sample on the right shows what I found when I sanded off some of the Cameo paint – T. Coral! Well, that says those two colors did their part in the paint job so 'what was going on?' I wondered. I took the sample I had removed and measured it to be about ~ 0.014" thick – wow!

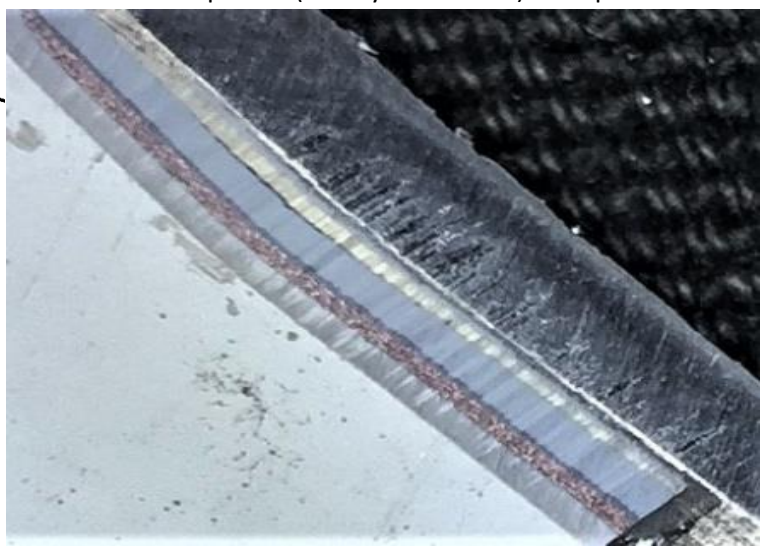
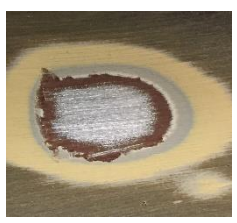


I attached the paint sample to a slab of Alum and pressed it down flat. Then I filed off the Alum at a low angle, about 10°, to give me a good look inside. I saw 'about' 4 mils of white on top of 2.5 mils of T.Coral on top of 4.5mils of primer on top of a smattering of a different color primer (mostly sanded off) on top of 2 mils of



Flat slab of Aluminum with paint chip pressed and glued down tightly to the slab. End of the slab filed off at about a 10deg angle to reveal various colors in the sample. The paint chip was 0.015" thick so it was easy to handle/examine. Five distinct colors are identified and their thickness displayed.

yellow paint (one of the truck's former colors) on top of a mil of primer. Sanding through the layer that was under this slab revealed the original two colors, plus a primer and a yellow layer - and – a brown layer.



The point of all this leaves us with the original question of what came loose and of course the paint shop wants to know if it was something they did, which I cannot say with any certitude that they were at fault, in any way. Somehow the two new paints affected the primer over the brown layer (layer #6) allowing the bubbles to form/pop. The replacement Cameo White will have a nice coat of gray primer underneath it. **Keep on CORVAIRing, Fran**

## New Paint on my Rampside

Remember when I told you about the paint developing bubbles along the white stripe on my Rampside? Well, I went back to the vendor and worked out a deal where they sanded off ALL the old crap and replaced it with completely new paint, from the tin/out!

The part I was a little worried about was there are louvers on the air intakes on the sides of the vehicle. Some of you who are not into FC's don't realize how hard it is to sand each and every one of those little buggers in order to get a smooth surface on which to lay the paint.

Take a look at all the slots (12 on each side) – each one has two nice deep ends on it – and that lip is in at least a half inch. So, sanding in those corners is a bitch. It certainly looks as if they did an excellent job, don't you all agree?

For those of you who can see this on your eSEEL you can see an excellent example of the color scheme the factory originally laid down on my truck. The Cameo White is the stripe and, of course, you can see exactly why it is not called



WHITE. It certainly goes well with the Tahitian Corral, above and below that Cameo White stripe.

Now, here's the question: You can see inside of the body – through the louver – where the paint hit the back wall. What if I went in there and painted that back wall black, or certainly 'darker', so as to maximize the visual effect of those vents. OR, better yet!, Light up the inside of that box with some of those wonderful new LED displays that are now available...WOW! Let me know your opinion, the next time you see me at a CORVAIR event. Let's talk!

**In the meantime, keep on CORVAIRing, Fran**



## CMI Classifieds



**1964 Corvair Monza**, original engine. 108,000 miles. 164 cu in. 95 hp. Power glide trans. Licensed and running. \$3500. Located in Elk River, MN. **Please contact Georgia Thometz at [gthometz@gmail.com](mailto:gthometz@gmail.com)**

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**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](mailto:pugh.dave@gmail.com) or 507-285-3384.**

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**2-'66 Monza 2drs** Lots of Accessories \$3000. **Contact Rudy at 612-840-9788**



**1964 Corvair**, 18,000 original miles. CA car, super clean inside and out and dry under carriage. New battery and upgraded starter. Runs excellent, needs paint. White with blue interior. No rips, newer carpet. Stored inside. \$4500. **Please email [joshj@lme4me.com](mailto:joshj@lme4me.com) or text 612-804-4145.**

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### 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: [corvairmnleekyseel@hotmail.com](mailto:corvairmnleekyseel@hotmail.com)

## CMI 2018-19 Schedule

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

Dec 11 Membership meeting, Messiah United Methodist Church, 7pm  
Dec 27 Board of Directors meeting

Jan 05 **ANNUAL DUES PARTY**

Jan 08 Membership meeting, Messiah United Methodist Church, 7pm  
Jan 31 Board of Directors meeting

July 23-27, 2019 CORSA CONVENTION, Pheasant Run Resort,  
St. Charles, IL

### *SAVE THE DATE!*

CMI Holiday Party

Saturday, January 5, 2019

1:00 pm - 3:30 pm **\*\*note new time\*\***

See details and response form inside this issue.

## Spot a Vair!

A very nice Corvair Lakewood wagon



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.

### THE LEEKY SEEL

11078 16<sup>th</sup> St. NE

St. Michael, MN 55376

**TEMP – RETURN SERVICE REQUESTED**



**December 11<sup>th</sup> meeting is at the MUM.  
See you there!**