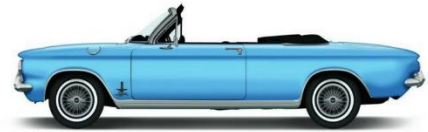




Leaky Seal

Corvair



Corvair Minnesota Newsletter

July 2018

President's message...

Chris and I are still unpacking and slowly the chaos is disappearing after our move last month. I found someone to take over 100 moving boxes filling their Suburban to the roof. I am starting to get the garage organized and hanging signs on the walls. The landscaping is almost done and soon we can put our feet up and relax.

July will be another busy month with lots of fun activities ahead. CMI will be again be taking part in the Delano Fourth of July Parade, please call Bill Cook for more information. CMI will be taking part in the North St. Paul Cruise-in, with CMI the featured car club on Friday, July 6 at 5pm. Our membership meeting on July 10 will be at the Minnetonka Drive-In. Try to arrive as early as you can to get a good parking spot. This is always a lot of fun and a great spot to show off your Corvair. The Iola Old Car Show is Thursday July 12 thru Saturday July 14 in Iola, WI and is always a lot of fun with 4,400 swap spaces in the swap meet, a thousand car corral and 2,500 show cars. There are always many Corvairs at this show and it's only 4 hours away. The CORSA Convention in Pittsburgh, PA is July 23 thru 28 however, it is my understanding we have no club members attending.

I finally got my Rampside back home, and after I fix the mystery brake problem we will be putting some miles on it attending a lot of upcoming car shows.

Wrench, ride, repeat,

Jack Bacon



GENERAL MEMBERSHIP MEETING MINUTES

June 12, 2018

President Jack Bacon called the meeting to order at 7:11pm in the parking lot of Messiah Methodist Church (MUM) with our group reciting the CMI creed. 24 members and guests were present. Special guests were Paul & Ramona Bergstrom, the CORSA Executive Secretary. Newer member John Steiner attended his second meeting, but first one driving his Stinger clone.

Treasurer's Report:	Previous balance	\$2621
	Income	138
	Expenses	65
	Current Balance:	<u>\$2694</u>
	 Paid Members for 2018:	 62

Secretary's Report: Approved as written.

OLD BUSINESS:

Adopt-a-Highway: May 12: Good turnout and great pie. . .perfect CMI event!

May 18-19: Covair Museum Open House: John Herkenratt, Vince Rohr, and Dick Mickelson represented Corvair MN. Norb Johnson planned to attend, don't know if he did. Dick's '65 Sport Sedan was in Communique pictures. . . why were your shoes outside the door??

GMCCA Car Show & Swap Meet: June 3 was unexpectedly cool, but we still had 24 Corvair cars and trucks, and we covered our duties at the gate professionally, as well as hosting "Saturn/Other" owners. Class winners were Rick Tyson Closed Car and Bruce Hubbard's Open. This was also the debut event for our Corvair feather flag.

New Leeky Seel Editor: Chris Bacon rose to the challenge and crafted her maiden edition of the **Seel** well! Congratulations and welcome to the Team!

NEW BUSINESS:

June 24: New Ulm Autofest. We know of at least 2 Corvairs that will be there!

Corvair Week!!

July 4: Delano Parade. Watch for details.

July 6: North St. Paul Cruise-in "Corvair Club Night". We are in the same lot as last year. They ask that we enter using the alley and arrive between 5 and 6 p.m.

July 10: Summer Membership Meeting: Minnetonka Drive-In. This is our only drive-in meeting of the summer, see you there!

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

August 11: New London – New Brighton old car run. A wonderful event for getting up close to early 1, 2, and 4-cylinder cars as well as steamers. We meet them at the Buffalo High School starting at 11 a.m. as they roll in for their noon break. BRING A KID!

August 14: Membership Meeting at the MUM! Any special requests for the Tech session??

August 26: American Legion National Convention Parade: Joe Schwert still has no word on how many vehicles are desired, but he is compiling lists of available convertibles. Also, drivers without convertibles willing to drive someone else's car. Please let Joe know your availability for either category.

September 20: Dennis Albaugh Chevrolet Collection, Ankeny, IA. ICE invited CMI to hook up with the tour they have arranged for this famous private collection. Discussion followed but no one volunteered to coordinate this opportunity.

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

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

CMI Shirts: Good selection tonight allowed members to buy their own Father's Day gifts.

Progressive Jackpot: Our debut for this new event! Larry Ahrens was not in attendance, so next month the pot will be \$10!

BREAK: Gail Quinn amazed us once again with home-made cookies.

Tech Session: A couple of mini-sessions broke out!

Adjourned: 8:40pm

Respectfully submitted,
Chuck Johnson

Corvair Minnesota Inc. is Club of the Night at the North St. Paul History Cruze on **Friday, July 6 at 5pm.**

Please consider participating in this fun event, details are below.

See you there!!



History Cruze Club of the Night

Thank you for being Club of the Night here at the North St. Paul History Cruze. The History Cruzers hope you have an enjoyable night with your club, friends and cars. As Club of the Night there are just a few things that we need from you and your club.

- 1) We need a club representative on site at 4:30 p.m. to report to a History Cruze representative.
- 2) Club members cannot get into the lot until 5:00 p.m. This lot is reserved only for the club of the night.
- 3) We need your club representative to watch the gates on Margaret and 7th streets. From 6:00 p.m. until 10:00 p.m. A History Cruze representative will be checking in throughout the night if you have any questions.
- 4) Club of the Night may use the D.J. for announcing an up coming show that your club is putting on. You may hand out flyers and applications for new club members.

Most of all you are here to have fun!!!
We look forward to seeing you and having a great night!

If you have any questions please feel free to contact:
Bill Kinney: 651 770-6819

History Cruze Website: www.historycruzer.com

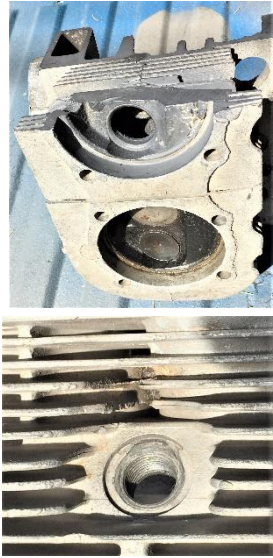
History Cruze E-mail: historycruzer@historycruzer.com

Tech Session in the church parking lot, June 2018 meeting

* Air Conditioned CORVAIRS:

Fran showed how he had cut off his A/C hoses with the intention of putting the Condenser under the trunk. This has been done by many folks who live in the South of the USA, namely Texas, as that's where Jim Becker spent the last few decades and he knows a lot of A/C folks there.

* Air cooled CORVAIR cylinder heads and their serious need to be de-FLASH-ed:



Fran showed a cut-up 140 head, that he had once done to show how the fins DO NOT line up (on almost all CORVAIRS). One photo is of the "half-head" to show an overview of what we're looking at and a couple views into the most critical area that MUST be maintained in a clean fashion (the area directly adjacent to the spark plug, as that is the hottest part of the engine and therefore needs the maximum flow of the cooling air). Obviously, some of the members were unaware of these failures and needed information. The sideview of the fins was pretty dramatic, showing how the fins that don't line up can be cut with a saw to open the air passages. Old timers knew this stuff but many of our members are from a different generation and have never heard this before.



* Sloppy steering due to the standard rubber bushing – one solution:

Another OLD time problem, which exists today – at least it did Tuesday night, is the rubber bushing that the CORVAIR uses to push-pull the Relay Rod from the Pitman arm. That rubber bushing is often poorly installed or has simply failed. There was shown an alternative solution to the classic problem. Since the FC uses a ball joint to transfer motion from the pitman arm to the Relay Rod it seemed to be possible to modify the standard CORVAIR front end to do the same. Fran showed his answer to that situation...see photo of Fran's Ball-Joint on the end of a Relay Rod. It's actually a tie-rod end, left hand thread.



* Fran's Electric-2ndary Carb modification.

Folks who have a 140 engine are used to the Secondary carbs (Fran calls them 2ndary) not opening all the way or 'at-all' since the linkage is so clukey. His idea was to open them electrically by controlling the action with a button on the gear shift. An example was shown of a 2ndary carb mounted on a display board that could be opened and closed with a pushbutton and how the carb was held open or closed by a simple over-center spring.



Keep on CORVAIRing,

Fran



Do I have the capacity to become a Capacitor?

Hey! I just discovered something that I already knew but I didn't know that I knew it, so it seems as if I have just discovered it! WOW...what a dufus, right?

Anyway, it has to do with DC motors that go one way [say CW] when current goes from terminal A to terminal B and goes the opposite direction [say CCW] when you run the current the other way (from B to A).

Usually you have a double pole - double throw switch [DPDT] that will switch both wires, namely the wires on A have to come off of A and go to B and the wires on B have to come off of B and go A. Got it? It's probably not something you learn in first year electrical school and I have no idea when I got it pounded into me, but I do know about such things.

It turns out that I am using electric door lock motors off a GM product that uses such a switching setup. When you lock your car doors this motor drives the lock down and leaves it there because you quit pushing the DOWN button - - opens the lock the same way, and stops opening the lock because you quit pushing the UP button. I was checking the motors to see that they worked - - and they didn't! Back to the drawing board I went (!) until I remembered the two leads on the motor were the only ones on the motor and there is NO ground wire! The old light bulb thing, again!

Remember I said the motor goes CW when the current goes from A to B? and CCW when the current goes the other way and there is no ground connection? Well, it turns out what I am doing requires the motor to go DOWN and stay down as long as I hold the button... and then come UP when I release the button. That's different than the car-door-lock situation but uses the same motors.

I drive the motor in the DOWN direction by dumping a capacitor that is charged in one direction (say 12V +). A capacitor only has a given amount of juice but it can give it very quickly, so I use up this small amount of juice and everything stops - and because I'm out of electricity, nothing burns up! Everything stays just fine so long as I have my finger on the button.

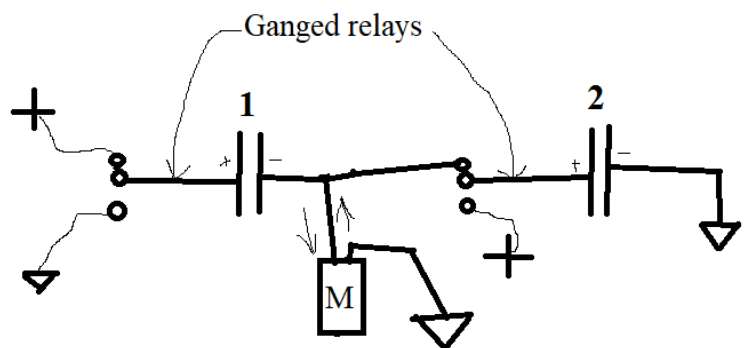
There's another capacitor sitting there that is hooked to the same motor (on the same windings) and is charged in the same direction but is hooked up in the opposite direction as the first one.

When I let go of my control button the second capacitor is connected - this time the current goes through the same motor's windings, but in the opposite direction, sending the motor shooting skyward in the UP direction!

I can run my motor for a split second and hold its position for as long as I want with no current flow - and then run that same motor backwards, in a split second, and have it stay in that position - again - with no current flow, for as long as I like.

I have worked and reworked this design for years - - now I think I have it working - - really goodly!

Keep on CORVAIRing, Fran



As shown: #1 is being charged by the + terminal to ground through the motor M. Cap #2 is sitting quietly discharged. 1 is full and 2 is not.

Switching the ganged contacts grounds #1, running the motor DOWN while the other contacts charge #2.

No current in the motor as it sits in this position.

Switching the contacts back to their original positions discharges #2, this time running the motor UP and recharging cap #1.

Again, no current in the motor, as it rests, UP.

Observe polarity on electrolytics or they will blow up!

Back to the 50's

I wanted to drive my Rampside to Back to the 50's but with the rear brake binding and running out of time, we took my son's '49 Chevy Pickup truck. Paul had just finished his 5.3 engine swap along with a new harness and flashing the computer. The power is just amazing!

Parking by the Sky Ride on Saturday and Sunday, we promptly found Dave Pedersen parked 200 feet away at Corvair Corner.



Dave and family come every year at 6am for all three days and park on the same corner. He had a lot of visitors including CMI members Tom & David Quinn, Vince Rohr, John Herkenratt, Jim Brandberg and Walker & Bill Gautsche from Wisconsin. This is a great spot to promote our club and the Corvair. Dave gave out a number of club business cards and fielded questions

about the Corvair. We decided that next year he should bring our 14' club feather flag, brochures, and maybe some giveaway items. Everyone with an early car or FC, plan on parking with Dave and family bright and early at Corvair Corner.

In the early evening, Paul and I met up with Facebook friends and a large group of the 1947-1954 pickup truck owners in one of the lots and took a panoramic group photo. It was nice meeting all these great people.

We met a lot of friends at this event, ate a lot of food and had a wonderful time, see you next year!

Jack Bacon



Polishing Dad's car!



CMI Classifieds



'61 Rampside with camper conversion. It has been outside for years and is in rough shape but pretty complete. The picture shows what it looked like in better days. It was owned by late member Odie Rask. **Contact: Mark Rask, 9152 173rd Ave., Becker, MN 55308 cell: 320-293-6717 mark.rask13@gmail.com**

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.**

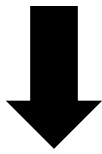
1962 Corvair 700 Monza Station Wagon. Second owner selling to finish another project car. 66,000 miles with two-speed powerglide transmission. Body work and paint (original white) about 6 years ago, along with new fuel pump, battery, rebuilt carbs, aftermarket belt tensioner, brakes, and tires with about 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**

**Follow us on
Facebook:
CorvairMinnesota**



Spot a Vair!

Member Terry Quesnel spotted this Lakewood in a salvage yard in Wisconsin. Just needs a little TLC!!



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

3370 Library Lane
St. Louis Park, MN 55426-4224
TEMP – RETURN SERVICE REQUESTED



**July 10th meeting is at the
Minnetonka Drive-In. See you there!**