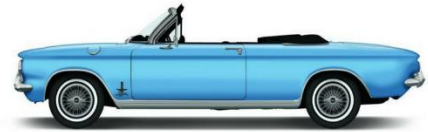




Leaky Seal

Corvair



Corvair Minnesota Newsletter

September 2018

President's message...

Wow, the summer went by fast and the days are getting shorter. There is still time to enjoy your Corvair and attend some great car shows. Classics by the Lake is September 8 from 10am until 2pm in Sturges Park in Buffalo. Plan on arriving by 8am to get a great spot in the shade. Seventy trophies will be given out!

<https://www.ci.buffalo.mn.us/events/classics-lake-car-show/>

The Frankensteiners Ball will be October 13, 9am to 4pm at the Isanti County Fairgrounds. Again, get there early as they get about 900 cars. A great show, no trophies but everyone needs to bring a bowl of candy to hand out to the kids who dress in their Halloween costumes. There are food vendors on site.

<https://www.facebook.com/events/frankensteiners-ball-13/250055028886584/>

Dick Mickelson and I attended the Gearhead Get Together in Maple Lake on August 18 in our Covairs. There were a lot of great cars along with a spectacular restored Grumman seaplane suspended from a crane. It landed at the Maple Lake Airport and then Highway 55 was closed down at 4am allowing the plane to be towed to the show.

A lot of you know I have a love for petroliana and I ran across these great videos from the Veit Automotive Museum in Monticello <http://www.veitauto.com/vintage-pumps> showing the gas pump restoration process.

Our next membership meeting will be Tuesday, September 11, 7pm at Messiah United Methodist Church (MUM) in Plymouth. The tech session will be on winter storage. Some of us meet at Culver's Hwy 55 & Peony Lane before the meeting for dinner, come join us!

Wrench, Ride, Repeat,
Jack Bacon



GENERAL MEMBERSHIP MEETING MINUTES

August 14, 2018

Meeting was called to order at 7:15 pm by President Jack Bacon. After the reading of the credo, we went around the group and each introduced themselves, 21 members and 2 guests were present. Ed & Eric Marshall were introduced. Ed is the original owner of a 1966 Corsa 140 convertible, welcome!

The treasurers report was presented and approved as follows:

Previous balance	\$ 2,580
Income	\$ 0
Expenses	\$ 90
Current balance	\$ 2,490

Paid membership: 66

Last meeting's minutes were approved as previously published. Upcoming activities of interest were listed and discussed as appropriate and are listed in this issue. Please note: the September trip to the Dennis Albaugh Chevrolet collection in Iowa has been cancelled.

Joe Schwert reported that the American Legion convention would be using older cars in their parade and would not need our Corvair convertibles. Upcoming events were discussed along with a tour of the Franklin collection sometime in October. Our next official club activity will be our regular meeting on September 11, at MUM.

We had a brief discussion of this year's GMCCA. Feedback on the event was provided for the GMCCA Board.

Bill Bertram donated a new 4-speed shift knob that was auctioned off for the benefit of the club. Thank you, Bill!

Bill Cook had club logo apparel available.

The monthly progressive jackpot was won by Rich Storlie who was present to collect \$15. A break was taken at 7:45pm and delicious toffee bars baked by Gail Quinn were served. Thank you, Gail!

The break was followed by a tech session. Jim Becker discussed several maintenance items in the engine compartment. The session focused on battery maintenance, fan belt maintenance, and several items to help maintain engine cooling efficiency. Thank you, Jim!

The meeting adjourned at 8:30pm.

Respectfully submitted,

Jack Bacon & Jim Becker

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Jack Bacon (see info above)

To Viton or Not to Viton

That is the question. Last month Fran talked about installing new accelerator pump cups in his Rampside carburetors. I have to put new ones in Corvair Rochester carburetors all the time, I buy them 20 at a time. They get a little bit dried up and just won't squirt. Sometimes they won't squirt when they've been sitting around in dry carburetors but begin to squirt again when they sit in gas for a while. One of the new things around the Corvair world is viton accelerator pump cups. They're blue instead of black so you can easily distinguish them. I haven't gotten any yet, apparently, they're selling like hotcakes and tough to keep in stock so far. I suppose it will take a year or two to see if they're holding up well with the gas these days. While viton has been excellent with things like pushrod tube o-rings because of the heat in the cylinder heads, it's arguably not so good for things that revolve like crankshaft seals. I remember hearing a story about Corvair Minnesota being on the leading edge of viton pushrod tube o-rings back in the day. I would certainly enjoy hearing the story again and who the leading characters were. Seems to me there was another Brian Carlson before our current Brian Carlson... Maybe that's a different story.

Jim Brandberg

CORSA Convention 2018

Chapter member and CORSA club office manager Paul Bergstrom and his son Ian attended the convention in Pittsburgh. They were only able to stay for the first 3 days: attended the board meeting, spent time talking with members and looking over the cool Corvairs that were there. The host chapter did a great job.

Enjoy the photos!





If your steering wheel is off a bit...giving you a slanted view of the world around you, try this.

Let's say you are driving along on a nice straight road which has a minimal crown and your camber is balanced and you could take your hand off the wheel without anything happening, BUT the wheel is not centered! If that doesn't bother you, OK. If it does, here's an easy way to remember how to adjust it.

Fregzample, let's say you are always driving with the wheel tilted to the left...that means, if you put the wheel straight you would go RIGHT so you need to adjust the wheel, just a bit, to the left.

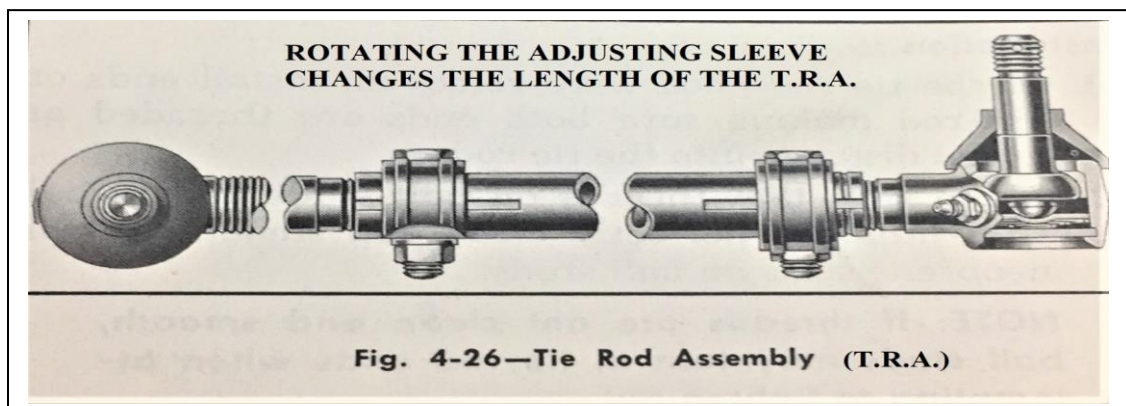
If your steering wheel is then aiming to the left, you will need to move your wheels (steer them) to the left – to straighten things out and bring your steering wheel back to the middle. You will need to rotate the adjusting sleeves on your tie rod ends so the wheels both aim more -to the LEFT.

To do this, loosen the clamps on both tie rod ends and turn each sleeve so that you move the top of the sleeve forward (toward the front of the vehicle). That will move the left wheel to the left and when you do this to the right-hand sleeve it will also steer the right wheel to the left. The manual says to turn each sleeve in the same direction, which is absolutely correct. However; I'm not always certain of what is the SAME direction when I go on the other side.

OK, once again...if you move the **TOP** of each sleeve towards you, both wheels will steer more to the LEFT. Because your steering wheel was aiming to the left you compensate for that by turning the wheels more to the left, so you don't have to drive them there. This keeps the Sector box in its zero-slop condition, (called high point centering, in the shop manual) intended for almost all your steering wheel time – straight ahead!

Write this on your garage wall...

Tops of both adjusting sleeves - move forward - to steer both wheels left.



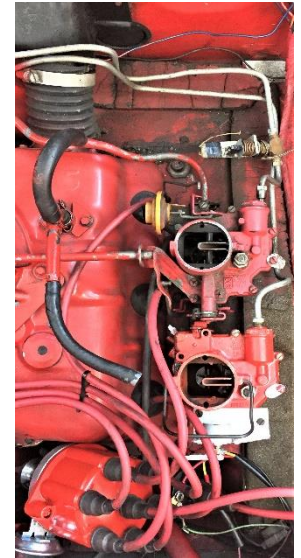
Keep on CORVAIRing,

Fran

Accelerator Pump update:

I told you about my dead FC in the parade due to old Pump Cups. I said how easy it was to put on new cups and then how easy it was to change the pumps in the carbs, right? So, I went out with my re-cupped pumps in hand and took off the air cleaner. Snapped a photo because the camera records the time of the photo. Did the Passenger side first – the clock read 1521 to begin and 1532 when that one was completed. The second photo shows that timing. That timing mark was also the beginning of the second pump's time. That one took a little longer as I noticed I did not have a rubber in the fuel inlet, so I had to go get one off my 'reserved' stash. I showed how to make them in a SEEL-note, last year. The third photo was at the end of the procedure at 1606.

See, it didn't take that long to switch out both Accelerator pumps ~ 45 minutes. That's only 100 bucks of commercial shop time! They each pump two nice streams, now.



Hey, note the Seth Emerson Distributor! Pertronix, bye-bye!

On a different subject:

My '64 has that '64-only wheel well trim. My Right-Rear trim had suffered a bit of a ding, which I crowbarred out with a hammer and a screwdriver, to look something like this for the Delano Parade. I bought a replacement piece from Clark's to replace it – looked a lot like this one...but was cautioned to be very careful with it as the Aluminum used in this replacement was quite soft. Various alloys of Aluminum are incredibly strong and dent resistant – not shown here - but costs go up as development continues, don't they?



I mixed up a batch of BONDO and wiped that bead full. I did not add an appreciable amount to the weight of that trim stick but I did increase the thickness by at least six times. The curl shown is 200 mils and the metal is 30... makes that about 6 times the original.



Not only does this addition make the trim stiffer but it is also more resistant to dings and scuffs. The two views on the right show how the "new" trim appears from the backside.

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)

- Sept** 08 Classics by the Lake, Buffalo, MN, 10am – 2pm
 12 Membership meeting, Messiah United Methodist Church, Plymouth, 7pm
 15 GMC Tomahawk Chapter Fall Car Show and Swap meet, 9am – 2pm
 28 Board of Directors meeting
 29 Cars for Soldier Charity car show, Elk River-Rogers VFW Post 5518 (sports complex), 7350 Quaday Ave., Otsego, MN, 10am – 3pm
 30 Midwest Fall Swap Meet & Antique Auto Show, MN State Fair Grounds, 7:30 am – 4pm
- Oct** 06 Highway clean-up, 8am, meet at Dobo's Restaurant, Hwy 55 for breakfast
 11 Membership meeting, Messiah United Methodist Church, Plymouth, 7pm
 13 Rain date for Highway clean-up
 13 Frankensteiners Ball 13 Car Show, Isanti County Fair Grounds, 9am – 4pm
 14 Twin City Roadsters Swap Meet, MN State Fairgrounds, 6am
 25 Board of Directors meeting
- Nov** **13 Membership meeting, Messiah United Methodist Church, Plymouth, 7pm**
 29 Board of Directors meeting
- Dec** **11 Membership meeting, Messiah United Methodist Church, Plymouth, 7pm**
 27 Board of Directors meeting

The Board of Directors for CMI is coming up for election in November. If you would like to help guide CMI through the next year, please let one of the current club officers know. The BOD meets the last Thursday of the month for dinner followed by the BOD meeting.



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**



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.**



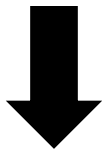
1964 Corvair Corsica, 18,000 original miles. CA car, super clean Inside and out and dry under carriage. New battery and upgraded starter. Runs excellent, needs paint. White with blue interior. No rips, newer carpet. Stored inside. \$4500. **Please email joshj@lme4me.com or text 612-804-4145.**

'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.**

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

Check us out...



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

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Spot a Vair!

Paul Bergstrom spotted this Corvair among many others at the CORSA Convention.



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
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TEMP – RETURN SERVICE REQUESTED



**September 11th meeting is at the
MUM. See you there!**