



# Leaky Seal

*Corvair*



## Corvair Minnesota Newsletter

**January 2020**

### **President's message:**

As I am writing this it's Christmas week, the weather is beautiful, but not quite nice enough to bring the cars out. It sure is tempting but with any luck our cars should be ready to go in 3 months.

We have been working on the bylaws and it is a work in progress. The bylaws meetings are open to whomever wants to attend. Please let me know if you are interested in attending.

If anyone has any information on car shows, please bring the info along to our monthly meetings to share. The sooner we get the information out the better.

Our Holiday/Christmas party will be held Saturday, January 4th at Lattuff's Pizzeria in Plymouth from 1:30 to 3:30pm. I hope everyone will be able to come! I would like to thank Chris and Jack Bacon for hosting our Holiday party.

Our next monthly meeting will be held Tuesday, January 14, 7pm at the MUM. I hope everyone had a very Merry Christmas and I wish you a Happy New Year!

*Tom Quinn*

**President**



## Membership Meeting Minutes December 10, 2019

Newly elected CMI president Tom Quinn called the meeting to order.

As a change of pace, we switched things around and started with the tech session, Fran Schmit started off with a session on corrosion control on the lower front fenders on late model Corvairs. He had a display of a lower front fender so he could show the process of cleaning the built up silt that accumulates, plugs the drain holes, and rusts out the lower fender. After cleaning Fran suggests spraying oil on the inside of the fender to prevent rust.

Newly elected Vice President Gary Nelson then continued the session by showing repair for oil leaks by properly bolting down valve covers with the proper alignment of the keepers and bolts. Gary then showed the new oil pan reinforcement technology from Clark's which provides a better seal for both the engine oil pans and power glide transmission oil pans.

Gary then moved on to an auction of a nice coffee table book and a plug into your car 12-volt hot pot. (Just don't spill it on your naughty bits while driving.) The auction produced \$11.00 for the CMI Kitty.

We then retreated to the break room for coffee and some of Gail Quinn's wonderful treats, excellent as usual.

After returning from break President Quinn called the meeting back to order and introduced retired attorney Steve Eckman as the Chair of the Bylaws Committee.

Yours truly (the newly elected Secretary) Ken Laursen read the minutes from the last meeting gratefully forwarded from Chuck along with coffee supplies and Christmas decorations for the party.

I also want to thank Jim Brandberg for staying on as Membership Coordinator. For some of us be sure to remember that Jim's last name is BRANDBERG. When I met him, I was fresh back from a stint in the Air Force and had BRANDENBERG Air Force Base stuck in my mind and kept saying Jim's last name wrong. Thank you, Jim!

President Quinn then read the treasurer's report. We then noticed that some of the roster information is out of date so be sure to double check your information. Please send any updated roster information to Lee Knauf, email: [vairy69@comcast.net](mailto:vairy69@comcast.net) or call him at 952-826-9677.

### Treasurer's Report:

Beginning balance	\$4031
Income	395
Expenses	<u>(36)</u>
Current balance	\$4390

President Quinn then reminded us of the holiday party and information- January 4th from 1:30-3:30 pm at Latuff's Pizzeria on Hwy 55, \$15.00 per person. He also reminded us that we will be having a Bylaws Committee meeting on January 14<sup>th</sup>, 4:00 pm at the MUM for anyone interested in participating.

President Quinn then bid us all careful and safe travels and adjourned the meeting.

*Ken Laursen*  
**Secretary**

**CMI 2020 Schedule**

- Jan 4 Annual Holiday/Dues party**
- 14 Bylaws Committee meeting, 4pm, MUM**
- 14 Board of Directors meeting, 6pm, MUM**
- 14 Membership meeting, 7pm , MUM**
  
- Feb 11 Board of Directors meeting, 6pm, MUM**
- 11 Membership Meeting 7pm at the MUM**

**Winter Snow Cancellation Policy:** If it is snowing earlier the day of the meeting and traffic snarls are expected, the meeting will be cancelled. President will decide and Treasurer will send email blast.

**CORVAIR MN**

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Ran across this old picture of Gary Nelson and Mary Schmit on the deck at Ray Alexander's. Somebody else has to come up with the date!

Fran

## Tech Session summary Dec 10, 2019

Some of you may recall that I put an ad in the SEEL for “whomsoever” has the cutup late fender that I used at a Tech Session last year – please return it so I can loan it out to another CMI member who wants to study it – for a while. Bruce Hubbard had it and did bring it in to the December meeting. Chris Hefty took it home afterwards!

The point of having an actual fender – cutoff to show the problem – is that each and every member can look down inside a late front fender to see where the problem lies. This is not a “fix it forever” sort of a deal as it shows a factory FLUBB that cannot be undone – so be aware of it and you can see how complex the fix is, but ‘right now’ you can check your own late model front fender to see if you can hold off this ‘inevitable’ situation – only because you were lucky enough to hear it here – so you can possibly extend the life of that fender far into the future.

I already did the T. Session a long time ago and most of you remember it. I’m just reminding you now that the actual fender piece is still here and is available for you to take home and examine – to your hearts content! If some people would like to have me go through the discussion again, I would be happy to do so – just see the VP and ask to schedule it. I’d be happy to oblige.



The other thing that came up at the December Tech Session was the hold down spring on the rocker cover. There was some discussion as to which way was up and how is the best way to use it, etc. I will attempt to ‘splain it a little bit more. The shop manual does not call it a spring, but most of the members who wrote it up in the CORSA TECH GUIDE call it a spring because that is what it is - - a hold-down spring. The figure shows a hold-down spring added in 1964 and supposedly retrofitted to the earlier models when somebody worked on them. Many oil leaks came from these valve covers and their gaskets. This spring allows the pressure from the bolt to be applied two inches on either side of the bolt so you don’t squeeze the

gasket at all that is under the bolt. You only push against the thin metal of the rocker cover in four spots, spread out along the bottom and, of course, four on top.

I colored a spring to show how it sits above the cover, here on the right. The gap at the bolt is 0.125”. A fellow from New Mexico suggests, in the Tech guide, to place a dime next to the bolt and turn the bolt in ‘til the dime is grabbed. Remove the dime and turn the bolt in another half turn.

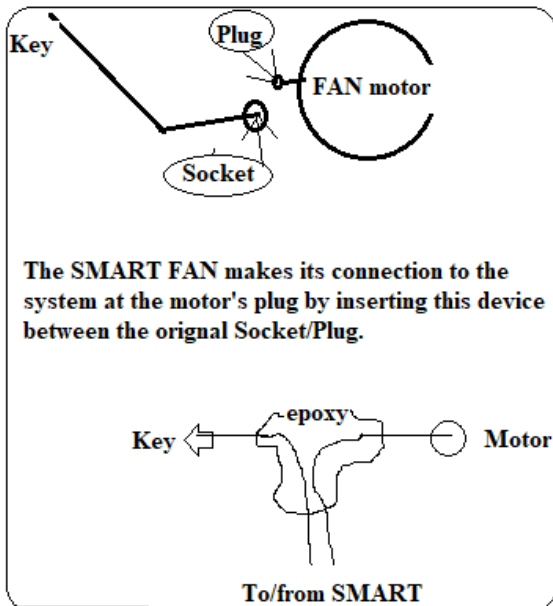
I measured a dime to be 0.050” so you are being asked to bend the spring down 0.075” plus half a turn on a ¼-20 screw, which is 0.025” so he’s saying bring it down a full 0.100”, which leaves a visible gap. That’s what Gary suggested Tuesday night at the



Dec 10 meeting! Leave a gap! Let the spring apply the pressure and then you won’t be crushing the gasket with the bolt or stripping the aluminum threads down in that little hole. I like to run a bottoming tap in those bolt holes and then put long studs in each hole so when I mount the gasket, I can hang the gasket on the studs before I bring up the rocker cover. Remember too that we are using fifty-year-old parts that have been crow-barred around – a lot. Check your springs to see that they have not been bent by some ‘Neanderthal’. If you can’t get the dime in, then your spring is bent! You’ll probably have to bend it back, if you can’t find straight ones. To each his own. Remember it’s a spring and should be used as a spring to spread out the load.

So long as we are having fun! **Let’s Keep On CORVAIRing, Fran**

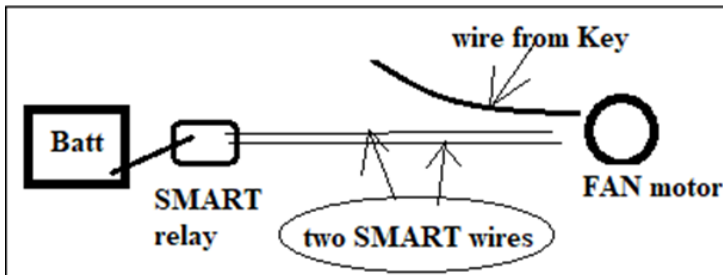
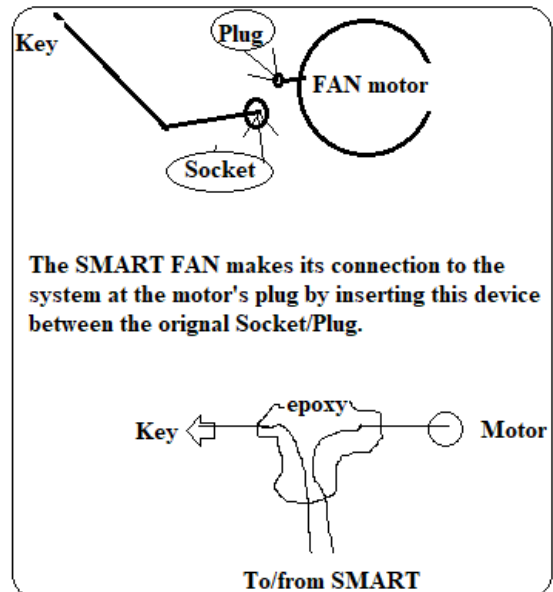
**Smart FAN (for Earlies, Lates and FCs)**



Many folks who drove their CORVAIRS in cooler weather complained that the FAN was not strong enough. Then we found the A/C fan-motor from more modern GM'ers was the same fit but had a bigger motor. That was fine but then somebody figured out the power lost by sending the drive current all the way up to the dash and then back to the rear, where the FAN is, was wasting some of that extra power – so they devised a way to hook up the FAN right to the battery and it got, another 'gear', so to speak. This was also fine, except that extra wire that made the FAN blow 'really well', also kept the ignition ON, unless you first

'turned off the FAN'. Sort of a, "Great, but no cigar!" deal.

Suffice it to say that I have added my own version of this – you know, one step better! – and I call it a SMART FAN. Smart means it knows that you have called for super high if you have decided that regular or medium is not good enough. It will latch the fan motor directly over to the battery whenever you hit the switch that is the normal high, but it allows you to idle along at low or medium if that's what you want. And then, won't keep your ignition hot when you turn off the key.



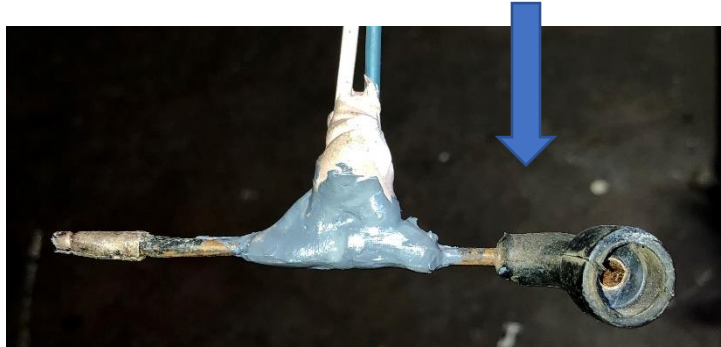
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## Smart FAN (for Earlies, Lates and FCs)

Continued from page 5

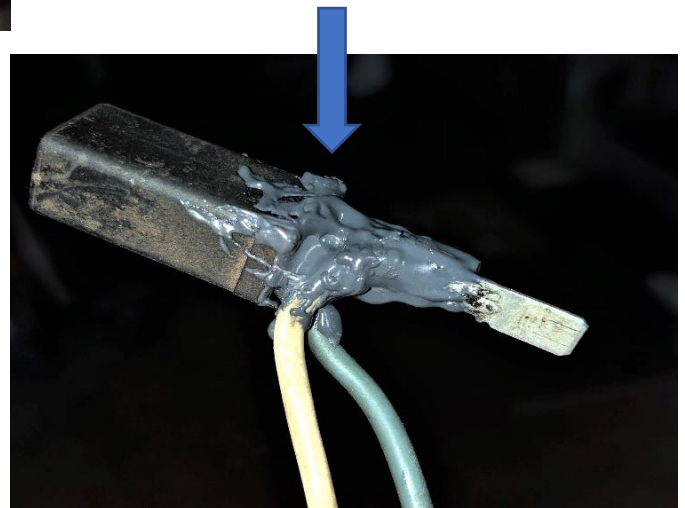
Here's where it gets interesting(er)! I made a connector to match the wires I saw on the car at Gary's. Like this:



Only to find out when I went underneath my '64 that it had the other 'spade-like connector' so I had to make another one to look like this! The white wire comes from the Key and the blue wire brings the Batt over to the Motor. Now all is well and the fan kicks into super-high, and out, with a simple movement of the original Fan switch – at the dash.

AND, yes, the Key does shut-off the engine!  
Remember to have FUN while you,

Keep-On-CORVAIRing,  
*Fran*



This is not an old picture. I took this in December 2019. There are many CORVAIRS still running around with "dirty" engines. It is imperative that we keep vigilant on this issue. Just because you have a "garage Queen", doesn't mean those fins are working.

This engine did drop a valve seat, which is why I was looking, and an engine that is not properly cooled is the one that certainly is ready for cleanup. Read about that under the heading called, "deflash".

Keep on CORVAIR-ing, *Fran*

## The Credo

I was thinking about the statement that we read at every membership meeting and find printed in the Leeky Seel. That got me thinking about how much I've learned from some of the members who have been around for a long time. Thinking about that got me thinking about what we're going to do when they're gone. Thinking about that made me want to stop thinking so much.

The credo talks about "information on parts availability". CMI used to have general parts available for purchase at meetings but we phased that out. It's super easy to buy most things on the Internet now so local availability isn't as much of a factor. eBay sure changed things. I think CMI even used to keep a garage full of used parts which sounds like a lot of work for a few guys and something to argue about for a few others.

The credo talks about "good advice on the preservation and enjoyment of the Corvair automobile." I've gotten plenty of that. It's sure nice to have some go-to guys you can call when you're having trouble.

I remember one time I called Fran about a charging system problem; the thing was charging but the dash light wouldn't go out. Being a teacher type, Fran wanted to start me on lessons about basic electrical principles, I was only wanting to get out of the moment. I wanted him to give me a fish but he wanted to equip me for fishing. I wonder if the offer for lessons is still good.

I remember another time I called Vince to help me disassemble a transmission when switching to close ratio gears. I'd never been inside one and was apprehensive to say the least. I learned a lot that day about using the book and carefully putting parts out on the table in order. It wasn't so much knowing all about it, more like a systematic approach that has served me well in other endeavors.

A really good advice time is before the meeting in the parking lot. Usually there's a hood open with half a dozen guys standing

around. It's the ideal environment for someone new to ask questions and get some of that good advice, especially since you can get more than one opinion. We all do things a little differently and I'm learning new things all the time. Peter and Gary are especially good at talking to folks and sharing their experience.

When I think about Corvair preservation I lean toward the mechanical aspects. I'll say "wow that's a really nice car" more often than not based on what I see underneath with the wheels off. On the flip side I really enjoyed the times when Jerry and Ron were doing the Tech Sessions. They built some show winning Corvairs and have great advice on getting them looking good.

I mention just a few but there are so many more examples of Corvair folks sharing their time and talents. We should all take advantage of good advice freely given and soak it all in.

Enjoyment of our Corvairs is sort of a mixed bag. It seems like we used to do more rolling events where we drove our Corvairs together like weekend trips and such. We sort of fell short with our drive-In events last year, although I can't complain since I've never taken the time to organize one. Tom and Dave are very good Corvair ambassadors at Back to The 50s. I always wanted to do an informal SCCA Rally with a Corvair or two. Same with the Autocross at the Street Machine show. Maybe we could go to more Car Shows that are local favorites.

I think we're doing okay with a credo check. I'm really not ready for the old guys to check out, I've got so much more to learn. I'm really lucky to have such a great group of Corvair buddies, I wonder if the Mustang guys have that.

*Jim Brandberg*

**Membership Coordinator**

## High LED Signals added to my FC

Sometime ago I added a few LED lights to my FC. In fact, ALL my external lights are now LEDs except for the Headlights up front. The front and back PARKs are a manufactured LED setup for the FC. The front and rear corner lights, sort of like the 68-9 cars are also commercial LED fixtures, and I have them set-up to blink with their respective Signals. The 'clicker' is made to run LEDs. I added reflectors, in the Tailgate, to complement the taillights – actually, that would be a nice addition, if somebody sees that done in LEDs somewhere, please let me know. I also like the idea of the CHIMSL that GM used for many years, but I wanted mine to



signal, so I put one fixture on each side of the cab. I found these 21 LED units that are both running (TAIL) light and SIGNAL light that mounted up high just like the CHIMSL, but better, I think!

Fast forward a few years and I noticed that somehow water got inside of one of the fixtures and corroded a half dozen of my left turners. I had thought they would be good FOREVER! So, I wrote a nice note (accompanied by a graphic close-up of the water inside and the dead LEDs). BAM! Right back at me with a brand-new replacement – no bother! They agreed with me. If you want to give them some business because they stand behind their products, I got them at [CUSTOMDYNAMICS.COM](http://CUSTOMDYNAMICS.COM).

The pic on the left is similar to the one I sent them so you can see why I was not pleased. The unit has three wires on it – ground, low and high, which gives me the tail and signal. I think they make

one that is a red tail and when they signal, it's in AMBER, using that third wire. Cute, for sure, but all my other lights are red, so I passed on that version. Oh, wait, my fronts are Amber and so are my front clearance lights, so I guess I could have decided either way. Suffice it to say, all my fronts are AMBER and my rear is RED.

Here's the new guy, mounted and shining brightly!

As always, Have FUN, while you  
**Keep-On-CORVAIRing, Fran**

If you are reading this online, check out the .MOV attachment.





## CMI Classifieds

### For Sale:

'65 Monza Sport Sedan, dark blue with a blue interior, 110 hp w/ Powerglide and a new windshield, a new battery, new window fuzzies and a driver's seat extender. It also comes with new (uninstalled) gaskets for the trunk and engine lids and a nice cover. Tires, brakes and exhaust are good; the radio is non-op. Less than 55,000 miles. The finish looks better in pictures, but it is a solid, nice running car. \$3750. **Contact John (612) 719-4580.**

(Oct 2019)



### For Sale

- Two early FC headlight bezels, very good condition. \$50 each
- 1964 aluminum air grill, new, also fits thru '63. \$150
- Relined late front brake shoes \$30.

**Contact Jerry Berge at 480-250-8816**

(August 2019)

### For Sale:

Black '64 Spyder coupe. Solid California car with a few paint issues. I'm freshening engine then returning it to owner in Eau Claire. I think it's in the \$9000 neighborhood. There's something about a Black Widow Spyder.

**Jim Brandberg 763-444-933**

(Sept 2019)

### Selling some of the Fleet:

'69 (VIN 4184) Monza Coupe--\$4,000. Owned almost 14 years. New white wall tires in 2019 (not shown in photo). Including original wheel covers. 110hp rebuilt by Jim Brandberg several years ago. Auto transmission. Electronic ignition and fuel pump. Yellow with black interior.

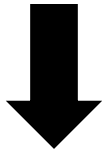
'66 Monza Sedan--\$4750. 140hp (not the original engine) rebuilt in 2018. Auto Transmission. Electronic ignition and fuel pump. White wall tires in 2017 (not shown in photo). Turquoise with aqua interior.

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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: [corvairmleekyseel@hotmail.com](mailto:corvairmleekyseel@hotmail.com).  
**Deadline is the 25<sup>th</sup> of the preceding month.**

# Check us out...



For more information on  
Corvair Minnesota,  
visit our website:  
[www.corvairminnesota.com](http://www.corvairminnesota.com)

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## Spot a Vair!



Beautiful Yenko Stingers!

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



*January 14<sup>th</sup> Membership Meeting at the MUM.  
See you there!*