



Leaky Seal

Corvair



Corvair Minnesota Newsletter April 2020

President's message:

The COVID-19 virus has us all messed up. As of now, the State of Minnesota has recommended to "shelter in place" and I have not heard back from the church regarding when they are opening and allowing meetings to take place. As soon as I hear, we will let you all know with an email blast from Lee. Please understand this was not an easy decision to make. Many people were involved in this, and I feel bad we must cancel, but if the State of Minnesota and the church is telling us it's not safe to meet, we can't. Be well and stay healthy. Let's hope this is a temporary setback, and we will all be together soon. Car shows this summer MAY be affected, but let's hope not.

Tom Quinn

President

**The MUM will be closed for the months of April and May for any meetings.
We will update everyone on our next meeting date
as soon as we have more information.**

Membership Meeting Minutes March 10, 2020

President Tom Quinn called the special meeting to order at 7:00 pm. Tom mentioned the loss of Member Ray McMonigal who had a couple of vans and other Corvair powered machines, he will be missed.

Jim Becker brought up some concerns he felt needed attention in correction of the new by-laws. Stephan Eckman took a turn to instruct the membership as to how and why he penned the new by-laws, and discussed what absolutely needed to be done to update and improve the by-laws, and also doing what we can to open up the club to new and younger members to insure the club will go on for many years to come. Stephan urges anyone to contact him to discuss any issues they may have. There was a bit of discussion between Mr. Becker and Mr. Eckman which hopefully will get resolved through discussion. President Quinn made the motion to lock down a meeting date to discuss and vote in two months. President Quinn then closed the special meeting and opened the membership meeting at 8:00 pm.

No financial report was available. A motion was brought up to organize the Corvair display area at the GMCCA car show, we need volunteers to meet and greet people at the event. Jim Brandberg brought up the fact that we lost a couple car show venues, therefore we all should chip in and find new shows to participate in.

After break, which included the wonderful snacks from Gail Quinn. (Glad Tom is married to Gail, I would never lose weight!)

Gary did a tech session on Corvair air conditioning. Then we finished the evening with the number drawing in which Mark Berge won the \$15 dollar prize.

Lee Knauf emailed the financial report to the BOD prior to the meeting:

Treasurer's Report

Beginning balance	\$ 5,091
Income	275
Expenses	<u>232</u>
Ending Balance	\$ 5,134

President Quinn adjourned the meeting.

Ken Laursen
Secretary

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2020 Calendar of Events From MCCA substitute flyer exchange

****PLEASE NOTE THESE DATES ARE SUBJECT TO CHANGE OR CANCELLATION****

APRIL	4-5	GSTA Rod & Custom Spectacular	MN State Fair Coliseum cancelled
	19	Show & Swap Meet – Running Aces	15201 Zurich, Columbus, MN
	25	Swap Meet – Thermo West Pkg Lot	314 W 90 th Bloomington
MAY	2	Acme Speed Shop Show	5001 American Blvd, Bloomington
	2	Sedan Delivery Annual Mystery Run	Bootlegger’s Saloon, Nowthen, MN
	3	Spring Extravaganza (Buick show/swap)	MN State Fairgrounds cancelled
	16	MN Renegades Cruise & Rally Games	1000 Gramsie Rd, Shoreview
	16	RT 65 Car Truck & Bike Show	14954 Aberdeen, Ham Lake
	17	All Ford Show	Apple Ford, Shakopee
	17	Tri-River Rodders Show	Mc Pete’s -- 590 E Humboldt, Big Lake
	23	Smith-Nielsen Show	7860 Jolly Ln, Brooklyn Park
	25	Memorial Day Show	Blacksmith Lounge, Hugo
	31	All GM Show/Swap Meet	MN State Fairgrounds
JUNE	6	Rum River Rods Show/swap	Isanti Rodeo Grounds
	7	Sunday in the Park Show	VFW, Spring Park
	14	Remnants Car Club Show	445 95 th Ave, Coon Rapids
	19	MSMA Car Show – Fridley Festival	7000 University Ave, Fridley
	19-21	Back to the 50’s	MN State Fairgrounds
JULY	3	Acme Speed Shop Show -- Veteran’s Park	Richfield
	18	Fete des Lacs Show & PARADE	Laurie LaMotte Park, Centerville
	19	All AMC Show	36 th & Lyndale, Minneapolis
	24-26	Suburban Corvettes of MN Weekend	Jimmy’s, 1132 Cnty Rd E, Vadnais Hts
	26	Isanti County Fair Show	Isanti County Fairgrounds
	26	Scavengers Show	Mermaid in Mounds View
AUG	1	River Cities Days Car/Truck Show	Bay Point Park, Red Wing
	7	I.C. Summer Jam Show	4030 Jackson NE, Columbia Hts
AUG	8	Summer Spectacular Show	Downtown Isanti
	9	49 th Annual Show/Swap Meet	Fairgrounds, Proctor, MN
	15	DAV Muscle Car Bash –France Pl.	3601 MN Dr., Edina
	22	VFW CAR/Truck Show & Pig Roast	VFW, Coon Rapids
	29	Kruzin for Bri’s Lodge Show & Spaghetti	Trobec’s, St. Stephen, MN
SEPT	7	Labor Day 2020 Show	Blacksmith Lounge, Hugo, MN
	13	Lone Eagle Show/Swap, Fairgrounds	15575 Hawthorn, Little Falls, MN
	19	Fall Cruise w/ Rally Games - Applebees	7250 Valley Creek, Woodbury
	20	Car Show – Fleet Farm	8400 Lakeland, Brooklyn Park
OCT	9-11	Suburban Corvettes of MN Fall Color Run	to LaCrosse, WI
WEEKLY		2 nd & 4 th Wed, June thru Aug, 5:30 – 8:30 Thursday, 4 – 7 p.m. Friday nights	Isanti VFW Tractor Supply, 16907 Hwy 13, Prior Lake Dayton, MN

IN MEMORIAUM

Ray McMonigal age 66, of St. Paul Passed away peacefully March 3, 2020, surrounded by loving family. Ray will be remembered for his love of Harley Davidsons, Corvairs, and a regular patron at Mickey's Diner. He had a passion for St. Paul, the Cathedral, and playing the piano. Preceded in death by father, Patrick; siblings, Mary Terese and Dan; and nephew, Trevor. Survived by mother, MaryAnn; children, Jeremy (Victoria) and Ker; grandchildren, Devin and Isaac; siblings, Mike and Joy (Bill); and many special family and friends.

Ray McMonigal died of Cancer in March. Six CMI-ers attended his funeral in St Paul on March 9, 2020. Ray's son Jeremy greeted us warmly and so did Ray's Mother, Minnie (Mary Ann). CMI had been a large part of Ray's life as well as that of his Dad, Pat. We knew Pat McMonigal for many years before we got ahold of his son Raymond. After Pat died, Ray was the only CMI member whose name was hard to pronounce – for some folks!

Ray was one of us who fought hard to keep getting the SEEL in the mail, along with a dozen other members. He often showed up at meetings on his motorcycle – even in the rain! Now we have two McMonigals to miss. Sayonara Ray.



**Hoping you and your loved ones stay well and endure these trying times.
Bored? Drive your Vair!**

Social Club

Wikipedia says, "A **social club** may be a group of people or the place where they meet, generally formed around a common interest, occupation, or activity". That's us even if we don't play cards or dance. I'm writing this on March 20th and things seem to be changing a little every day regarding groups. Since we're not exactly essential and we come together from all over the place and meet at a church I would guess that we will not be having a regular Membership Meeting in April. Of course, it's not my call and will stay tuned for announcements from our BOD. At this point if we stood 6 feet apart outside, we might be okay. You might have to speak up since I maybe don't hear so good. Hear so well?

I was CMI President on 9/11/2001 and it was the second Tuesday of the month. I planned to fight the traffic across town after work to have dinner and enjoy the Corvair Meeting at the Fort Snelling Officers Club near the Airport. When the planes hit the twin towers, I didn't have one thought about the Corvair Club the rest of the day. Priorities shift. Corvair Minnesota is very important to me but it remains to be seen how our car activities will pan out this year.

Most of the time I'm isolated at home in the garage working on Corvairs, I never thought of it as social distancing. My wife is at home from her school job and so far, she hasn't been bugging me too much. The priority for people getting their Corvairs repaired might slip a bit, at this time so many things remain to be seen.

I hear some folks have been working on a "By-Laws 3.0" version which is good news. It's been a long process with two versions so far that were deemed unsatisfactory when brought to a vote. After this season of abrasion, I'm confident that Corvair Minnesota will emerge as a polished stone ready to live on for years to

come. Voting by the membership may be a tad unpleasant sometimes but a necessary step in the process. It's your club and you need to know how it's formed and run.

Ray McMonigal passed away this month from cancer at age 66. I didn't know that he was sick although someone did mention last month that we hadn't seen him for a while. Ray loved his Corvairs and his Harleys, always easy to talk to, a good-hearted guy with a simple lifestyle. There's a Van or Greenbrier and some parts that his son Jeremy would like to find a home for.

New member Gregg Peters from Braham has purchased Bob Rowe's green 68 2-door. Peter Schmit had it before Bob and before that Chuck Schmit had it in California. It's a 140 HP 4 speed that dropped a valve seat 20 years ago, a solid Corvair deserving a new lease on life. I suppose tires and brakes and the gas tank may be a chamber of horrors. Running well until it wasn't.

Corvair parts make the rounds too. I've got a 64 engine I got from Mike Jenkins that may go into Amber's 61. I've got a 66 110 HP engine I took out of John Herkenratt's white 68 2-door. If a guy from Cold Spring passes on it, it could find its way into Dave Pedersen's El Corvino project that Gary Nelson started. Ken Laursen already has the black 66 interior that was in that white 68. It's like an organ donor thing. I'd have to think where the Powerglide is.

When things in society at large unravel a bit, we may need some things to do for distraction. Spring has sprung and this might be an opportunity to spend some time in the garage on that Corvair project. I hope to see you all soon.

Jim Brandberg
Membership Coordinator

Headlight Relays

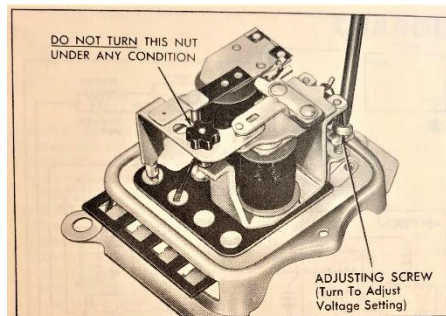
On Mar 10, 2020, at 22:03, Chris Hefty asks:

Does anyone ever set up headlight relays on CORVAIRs to allow use of heavier wire going from the battery to the headlights to avoid any voltage drop (dim headlights)? The '84 & '90 VW's I had, had dim bulbs due to small wires causing high resistance, so I got a kit that had 2 Bosch relays and much heavier wires going to the high and low beams.

To: Chris Hefty

Subject: Re: Headlight Relays

Chris: My take on that 'Dim' condition is the CORVAIR Voltage Regulator was set to control at a voltage sufficiently high to account for the drop in the wiring, the drop between the source and the headlights. The headlights are/were made to run at 12.6 V and the red wire on your Late-Late GEN is connected to the wiring harness in a position where the 'drop' should match the system drop giving the headlights the corrected supply voltage. On your '65, see pic, The mechanical Regulator is set to control the output of you 35Amp Alternator to 14.2-14.6V, with the headlights and the high speed fan running together, at 1500 RPM, so as to **not** have dim bulbs.



The early models, and their DC GENERators were not as finely tuned and as such got their needed voltage by setting that "Regulator in the Rear" to ~14.5 volts and hoping for the best.

I suppose the newer VW had other Voltage sensitive components that might have been affected by their position in the circuit, so the factory let the lights go dim or had "you" wire in some help. Hence your Bosch relays. I imagine your new relays tapped into a bus somewhere up front and then your existing wires just controlled the relays.

Certainly, that would work, but the CORVAIR wiring supplied the HL switch on the dash with a #14 wire (off a #10 from the rear) and from there to the High beam was a #16.

There is another, very modern consideration, that is called overcharging the battery, leading to a shorter battery life. Certainly, a consideration with the CORVAIR design. On some newer cars it's even figured into the efficiency design, where they factor in how much extra gas you are burning when you overcharge that battery, so they try to "computer-control" the charging!

We've come a long way in 60 years.

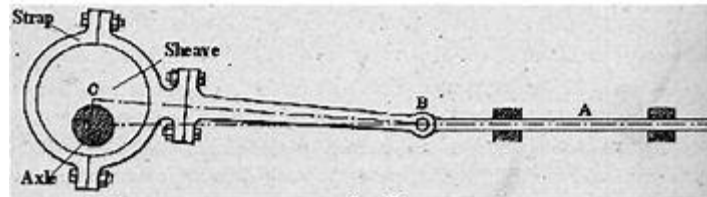
Fran

Eccentric

I was just standing around, the other day, at Gary's and this was staring me right in the face! So, I snapped it.



Eccentric (from Wikipedia) (ik'sentrik)



"In mechanical engineering, an eccentric is a circular disk (eccentric sheave) solidly fixed to a rotating axle with its centre offset from that of the axle (hence the word "eccentric", out of the centre)."

That shiny round thing you see behind the Distributor drive gear, is called an Eccentric, it's in position to drive the Fuel Pump. Obviously, it is driven by the same shaft as the Distributor's drive gear, the brass guy on this side of it.

There's a keyway cut into that big shaft that keeps everybody rolling along together. The keyway has a corresponding slot in the F.P.'s Eccentric (see its keyway slot shown on the right). Other hardware driven by this key are the Distributor/Oil Pump drive gear (shown in Brass) and the Harmonic Balancer making this a busy place on the back end of your CORVAIR engine. Now that we have y'all oriented, I want to turn that Eccentric on its side to show you the wear-path of the F.P.'s pushrod. Since the Pushrod is mounted at an angle to the engine's center-line, it has to move fore and aft a bit as the Eccentric pushes it up and down – rather complicated for such a simple looking device, huh? For future reference the lowest pushrod position is found where the Harmonic Balancer shows TDC.



This photo shows that wear-angle clearly on the face of the Eccentric. As the pushrod is pushed up and to the rear, it also tracks slightly aft along the surface of the Eccentric. I had to show this in black/white as that was the best way you could see that track.

OK, now we have a feeling for the underlying action that runs our common every day CORVAIR Fuel Pump. There's something to note about the total excursion of that specially shaped pin (the F.P.'s Pushrod has a cup on its top end into which we put the actuator of the Fuel Pump when we mount a Fuel Pump). The interesting thing about this whole operation is this: the F. P.'s Pushrod moves up and down 0.150"! That's like 5/32 of an inch! That is the total movement of the pushrod so all the action that happens inside the pump moves only within that 150mils. There is a 0.200" chamber between top and bottom of the Pump's innards.

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If the aftermarket-designers are careful and can hold their tolerances so parts don't hit – let's say with a clearance of 0.025" on top and bottom, then the 150 plus the upper and lower 25s makes up that total 0.200" internal vertical dimension of the pump. That's all the space there is for the running of the Fuel Pump! It's important to understand this when I explain how the Fuel Pump works, inside. Think about that Pushrod doing all its work within the confines of that small area and I will get back to you, later, with how the CORVAIR Fuel Pump works and maybe you will see why the newly manufactured (Reman'd) Pumps fail so miserably.

As you are doing this (it's still February) start thinking about how to:

Keep On CORVAIRing,

Fran

CORVAIRs and snow: a good fit! Fun in February!



CORVAIR Door/Hatch Hinges

These could be the same on all 60's GM products, but I don't know that so I'm sticking with the CORVAIR ones. Here we see a hinge that I took apart to replace the bushings. There are many ways to ruin a hinge and I won't go into them except to say these guys are robust but it is possible to destroy them so when you are thinking of getting a BIGGER hammer, think a little smarter and maybe heat the spline end and just tap the pin around a bit till it comes loose. Also, best to remove the entire hinge from the vehicle before doing this operation. This one was in there for ~60 years so it has a reason for staying put. As you can see in the first photo there are two halves, a pin and a pair of bushings. The Factory bushings were plastic and these aftermarket are bronze. Almost a perfect fit, off a HELPS rack at NAPA.



The second pic shows the bushings fitted into the center section. This means the bushing tolerance determines the slop in the hinge as the pin is pressed into the outer arms and it doesn't move there. So, the pin turns with the outer portion and the close-in bushings provide the support and control the wiggle. Probably why the re-pops are stronger than the original. Hard to complain about the original as it only lasted 60 years! The 'brim' of the Top-Hat bushing design was a tad thicker than the plastic, so I had to widen the gap of the outer arms

by about 0.020".

I didn't even use the new pin that is shown, above, as the new one had a different shaped head on it. The pin shown in the third pic is the original. I then painted them to match and bolted them back in.



The hinges on the Greenbrier had 1/4" pins but this hinge is from the tailgate on my Rampside and it has a bigger 5/16" pin – hard to say why they used a larger pin there. The Chevy truck manual showed the pickups but did not list the Greenbriers, maybe they considered them as Trucks and SportWagons.

Whichever way your hinge swings – Have lots of FUN and

Keep-on-CORVAIRing.....Fran

MAY 31 GMCCA SHOW NOTICE:

Any registration checks not deposited before March 1 will be held until we know if our show can be held.

If YES, I will deposit at that time.

If NO, I will shred the checks on hand.

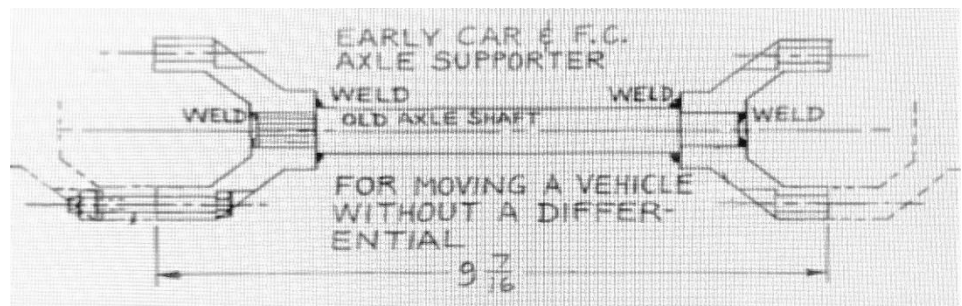
For those who have paid by check (and deposited) or cash, my preference is to carry the registrations over to next year. However, I am willing to make refunds if so desired.

Thank you

An OLD Tech Tip

It's pretty obvious how this would work, when moving an Early or an FC without the Power-Train installed.

I recently saw this neat idea, reprinted from 30 years ago, in the Corvan-



Antics, and wondered about going around a corner. Of course, this is only for moving things around the shop, or yard, and a person would just skid the tires and there would be no bother. BUT, I thought, what if that old axle shaft they welded between those Yokes were made up of two threaded pipes with a greased coupler between. Let's say you build this and install it with the coupling "un-screwed" a turn or two. Now, when you move your dead vehicle the axles would thread together, or apart, depending on which rear wheel went the ahead of the other. I would think you'd have to do a lot of 'always turning the same way' before you'd have a problem. I checked on a piece of pipe and the threads are an 8 pitch. If you are moving your vehicle with this setup, and the wheels get a full turn out of whack, that only changes the wheel separation by 0.125"!

Regardless of which vehicle is being pushed around, don't forget to....**Keep-On-CORVAIRing, Fran**

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

- 1960-69 rebuilt starter, includes drive & housing
- 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

(April 2020)

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)

For Sale:

Two '66 coupes, many parts and toys in Savage, MN. Will trade for good GM car or \$1,500.

Contact Rudolph Poppe at 612-425-7479.

(April 2020)

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. Neither are show cars but great drivers. Cars are located in New Ulm. **Contact Lee at vairy69@comcast.net if interested in either.** Prices are somewhat negotiable.

(Jan 2020)



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. **Deadline is the 25th of the preceding month.**

Check us out...



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

Follow us on
Facebook:
CorvairMinnesota



Spot a Vair!



California Rampside on Craigslist for \$2000, debatable whether you would call it rusty. They "always" rust in the jamb where the hole is but other than that it looks solid if you think you can kill surface rust. What say you, rusty or not? Jim Brandberg

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 *Leaky 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 16th St NE
St. Michael, MN 55376

TEMP – RETURN SERVICE REQUESTED



APRIL MEMBERSHIP MEETING IS CANCELLED.