



# Leaky Seal

*Corvair*



## Corvair Minnesota Newsletter August 2020

### President's message:

Well, we were finally able to have a meeting and it was great to see everyone and finally vote on the By-laws. The laws were passed unopposed and we now have new By-laws to abide by. One of the first things is to start the process of nominating people to the new board of directors (2) and the elected officers (5). As of right now, the position of Financial Secretary is technically not open, and Lee is more than qualified to keep his post.

I am looking for volunteers to be the nominating committee. Also, we need people to fill the board and officers' positions. Just remember, that without volunteers we have no club.

For the August meeting the M.U.M has let us use the parking lot again at 7pm on the 11th of August. There is a primary election at the church that day, so we will meet closer to the parking lot entrance. We were asked to stay away from the front of the church. Bring an umbrella in case of rain, and your own chair. The church strongly recommends a mask to meet all requirements set by the state of Minnesota.

I hope to see you all then.

*Tom Quinn*

**President**



## Saginaw, R & R

Recall, a while back, where I told you about a big mistake I had made? I had re-assembled a beautiful Saginaw 4sp, put new synchronizers in it, but had failed to properly prepare the gasket surface. My Bad! OK, so I took off the side cover and found the bad gasket – that was the easy part. I know how to put those shift forks and reverse prongs back in, but not from below. That left me with the uncomfortable job of removing and replacing the entire tranny so I could properly do the shift fork deal – on the bench.

All of this was because it leaked!

When you remove a stick you have to deal with the shifting mechanism as well as the clutch, right? Well, there's the little factor that, in the CORVAIR, the tranny is put right up under the back seat inside a horse collar that is perfectly placed to house the tranny – meaning it does not have A LOT OF ROOM AROUND IT!

That means the entire drivetrain needs to swing way down so the input shaft can be cleared - not only of the tranny but also the five inches of tranny snout that feeds into the differential. That means the drivetrain needs to tip at about a 30° angle – unless you want to take out the whole powertrain. I didn't choose to do that.



To release the tranny crossmember from under the back (sorry, under the front) of the tranny means the crossmember has to come out. This is, on a late, so there are umpteen shafts and structures bolted to the crossmember. Not only do the mini-struts have to come off but they need to be out of the way – fortunately all of this had been off and cleaned when I put in that engine so these bolts/nuts came loose! There's also that nice connecting shaft that locks the shift tube to the driveline so the shifter doesn't move without the driveline moving – or actually it's there so the shifter "will move" with the driveline's motion. Makes for better shifting than with the early. Oh, the jackshaft for the clutch is also mounted between the crossmember and the body – one joint on either. When I look at the photo, I see the throttle linkage is bolted to the tranny, also that's where I mounted the electric fuel pump, so that too had to be accommodated. Even the back-up light switch is in the mix! Anyway, all that has to not only be unbolted but it needs to get "out of the way", so the front end of the tranny can come straight down, before it begins to swing back a little.

## Saginaw, R & R (cont.)

By the time the tranny is down enough to clear the crossmember it has dropped about a foot and only swung back a couple inches – enough for the top of the tranny to clear the bottom of the crossmember! Then you must slide the tranny all the way off the end of that input shaft. It's a good thing they had made that shaft bigger before the Saginaws came along. Boy, there's a lot of iron in there. I never weighed that Saginaw but I'd say it's at least fifty pounds of transmission.

The gaskets are high quality material as is this transmission. It's rugged and complicated and straightforward enough if



you stay on target and follow the book. The three double ended shift forks are amazing. 1-2-Neutral and 3-4-neutral and neutral-reverse are quite a challenge to get them all in at the same time/place and then have them work after you've done your best! The seal on the input shaft could leak but you don't have to R&R the tranny for that one!

Here's the dry side of the tranny - today, so far: so good.

**Keep-On-CORVAIRing....*Fran***

## LOOKING FOR SOMETHING FUN TO DO?

### VISIT ONE OF THE 6 DRIVE-IN MOVIE THEATERS IN MINNESOTA

Whether you're curled up on a blanket, relaxing in a lawn chair or reclined in the air-conditioned comfort of your car, a trip to the drive-in is a quintessential Minnesota summer experience.

Nothing else lets you get outdoors and embrace the warm weather, spend time with friends and family, and enjoy the nostalgia of watching a movie under the stars—it's the perfect little slice of old-school Americana to cap off a summer night. So, hop in your car and head to one of these Minnesota drive-in theaters.

#### **Elko Drive-In, Elko New Market**

Located just 30 minutes south of Minneapolis, the **Elko Drive-in** is the drive-in theater of choice for many Minneapolitans. Concessions are available on site, but you can also bring your own BBQ and tailgate before the film! You can also visit the speedway for racing earlier in the evening; films start about 20 minutes after the last race ends.

#### **Vali-Hi Drive-In, Lake Elmo**

Over on the other side of the metro, **Vali-Hi Drive-In** is just a quick 20-minute drive east from downtown St. Paul. Show up a few hours before the movie starts to indulge in the makeshift dance-party-meets-BBQ preshow vibes. Grill out beside your car or hit the concession booth to stock up on your favorite drive-in classics like popcorn, nachos and Armour hot dogs.

#### **Starlite Drive-In 5, Litchfield**

Up at **Starlite Drive-In 5** in central Minnesota, variety is the name of the game. With two screens that each show a different set of films, Starlite shows twice as many movies per-night as any other Minnesota drive-in. Guests are not able to switch between screens, so be sure to check their website for what's playing and pick your favorite line-up.

#### **Long Drive-In Theater, Long Prairie**

Love drive-in movies but hate driving home afterwards? Head to **Long Drive-In Theater**, one of the only drive-in theaters in America where you can stay overnight on the property! Tents, campers, and RVs are all welcome with reservations made in advance.

#### **Verne Drive-In, Luverne**

Down in southwest Minnesota, **Verne Drive-In** is open seven days a week showing a variety of films for just \$5 per person. Be sure to stop at the concession stand for an order of cheese curds or chicken fingers, along with movie essentials like popcorn and candy.

#### **Sky-Vu Drive-In, Warren**

For those in northwest Minnesota, **Sky-Vu Drive-In** is just a 30-minute drive from either East Grand Forks or Thief River Falls. Family owned since the 1970s, Sky-Vu prides itself on providing a nostalgic experience and a theater that has kept many things the same for over 50 years.

By Jake Juliot    Further information can be found at: [www.exploreminnesota.com](http://www.exploreminnesota.com)

## To Infinity and Beyond

That was the motto of the astronaut action figure in Toy Story but it's also where we can go with our new By-Laws. They were approved overwhelmingly at our outdoor July meeting and I'm certainly glad. Sometimes it takes friction, abrasion and tweaking for something to fit or come out looking better. It's nice when everything just fits without sparks flying, removing a layer or adding a layer but unfortunately things aren't always nice. We can now roll out something that runs well, looks good and has some additional safety features that we somehow got by without for 48 years. CMI had some ways of doing things that had evolved through tradition and worked fairly good usually, but was not the official way we should have been operating.

We're going to need some more people to step up and get involved. None of it's really hard and is actually quite enjoyable. We need 7 elected people: President, Vice President, Secretary, Treasurer, Activities Coordinator and 2 Directors. The last 3 positions are new as far as being elected but we've had people doing them in the past in a volunteer capacity. If we have 75 members that's like 10% of us, one in ten if you will. Since our current Officers are on one-year terms that means we will have an election for everyone this fall. In the future, the terms should be staggered so we have a good mix of fresh incoming and seasoned veterans. Hopefully, some of our current Officers will run again. Especially this year we really need a wave of enthusiasm and volunteerism in our club. If you pretty much come every month anyway it's not much more to be doing something. It's really a good way to get to know people better. Having more people in offices spreads things out a little better so no one has to be doing too much. Ideally the Directors are folks that have been around a while and have maybe seen some ups and downs.

We also have some people helping in a volunteer capacity. Chris is newsletter editor, I'm membership coordinator, Bob tends the website, Amber tends to Facebook, Dan is GMCCA Rep, John has been sorting historical information and Billy Cooks manages the club clothing. I hope I'm not forgetting anyone. I consider my position to be submissive to the BOD and up for approval annually. I'm totally open, if someone wants to be volunteer coordinator I would consider serving in another capacity.

We had quite a turnout for our outdoor meeting. I don't know if it was a one-time deal to get our By-Laws moving along or something that will continue. I'm sure Tom and the other officers are working on it. Some of the logistics may be out of our hands. I'm glad I don't have to decide.

New member Dave Ginsberg was there with a very nice maroon 65 Corsa convertible. Bob Kaczke had his blue 66 Turbo convertible. Charlie Kinney had his 62 V-8 with a high-rise manifold sticking out of the hood. Jerry and Cody Berge had some Communique magazines for free and some discount prices on parts, I know I found an armload. I haven't seen it yet but Jack Bacon's old baby blue Rampside is back in town. I hear Amber's got another Corvair, a white 62 coupe. Dave Pedersen's starting to work on the El Corvino. Dick Mickelson has some wheel well trim for the guy in Annandale, but I didn't save his number, if he was a member I'd have it, natch. Floyd Ackley has some his Dad's service station tools like a growler for electric motors, a spark plug cleaner and a brake lathe to name just a few. Jeremy McMonigal is trying to find a place for Ray's stuff, there's a Van and a bunch of parts including engines, I've got too much already so I hope someone else steps up. Chuck said something about the Ford I was driving but I've sold it now. I think Chris Hefty is close to getting his LM 4-door out. I think that's it.

*Jim Brandberg*

**Membership Coordinator**

## Tachometer

I finally had an experience that I'm pleased to brag about!!

I had these Tachs that I was switching in and out because I wasn't getting good performance from them. I could only calibrate them at one frequency because I didn't have a source other than 60 cycle wall current (also 120 Hz by using a full wave rectifier. Those freqs give me 1.2 and 2.4K RPM, but the tack goes to 6K...so, bummer. The other day I was driving along, and the Tach started to read 4-5k while I was just going along gently. I switched it out, with its twin, that I had calibrated at 120Hz and that one works, but I was not pleased.

I saw an ad for a signal generator for 10\$. I told eBay to send it. It came in the teeniest box you can imagine, and I was a little down about that, but it said Freq from 1 to 1000 Hz with duty cycle from 1- 100%, so I was game. It's only 2"x 3", but it works!

I set up a test sequence where I would give the tach signals at 50,100, 150, 200 250, 300 Hz, corresponding to 1K, thru 6K RPM (for a 6 cyl).

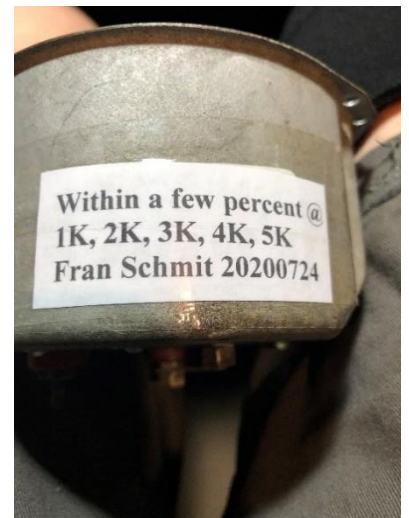
I could only get one point on the spectrum to be correct with the low end reading high and the upper revs reading low and the crossover point was correct, as that's where I had set it.

So, I started to move the spring's zero position - which was pretty scary as one wrong move and 'twang' you've lost a beautiful piece of gear to the 'stupid' god. It's not a coil spring but a single, straight 'leaf'.



After blowing half the afternoon on this project I gave the spring a big shove – I probably rotated the zero point (on one end) by 45° but I hadn't been getting a good response, so I went for it.

That was the magic move as the test showed within a few percent @ 1K,2K,3K,4K and 5K. So, I quit (!) and buttoned it up. feeling quite pleased with myself at having actually done a successful re-calibration on a working Tachometer. Of course, this is only a personal triumph as nobody cares if a Tach is right or not, usually – but I like to know if it's doing what it says it's doing.



Shown are the Teeny Signal Generator, the Tach and the label I stuck on the can after it was closed up for the day!

**Hip Hip Hooray, I say!**

*Fran*

## 2020 Calendar of Events

### From MCCA substitute flyer exchange

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

**We have researched car shows through the end of August for updates. Please email information you may have on the status of shows that have been cancelled and are not on the list. Likewise, if you are aware of shows that are not listed and should be, email to the Leeky Seel Editor: [corvairmnleekyseel@hotmail.com](mailto:corvairmnleekyseel@hotmail.com)**

<b>AUG</b>	<del>1</del>	<del>River Cities Days Car/Truck Show</del>	<del>Bay Point Park, Red Wing</del>
	<del>7</del>	<del>I.C. Summer Jam Show</del>	<del>4030 Jackson NE, Columbia Hts</del>
	5,6,7	Iowa Gas	Des Moines, IA
	7,8	Symco Show & Swap	Symco, WI
	8	Summer Spectacular Show	Downtown Isanti, 10am- 3pm
	9	49 <sup>th</sup> Annual Show/Swap Meet	Fairgrounds, Proctor, MN
	15	DAV Muscle Car Bash –France Pl.	3601 MN Dr., Edina, 4pm – 7pm
	22	VFW CAR/Truck Show & Pig Roast	VFW, Coon Rapids, 8am – 2pm
	30	Kruzin for Bri’s Lodge Show & Spaghetti	Trobec’s Bar & Grill, St. Stephen, MN, 11am – 4pm
<b>SEPT</b>	7	Labor Day 2020 Show	Blacksmith Lounge, Hugo, MN
	7	Jack & Jim’s Food & Liquor	Duelm, MN 10am - 2pm
	12	Classics by the Lake	Buffalo, MN
	12	Cold Steer Cruisers Car Show	
	13	Rode for Mobility Car Show	Prior Lake High School, 10am - 1pm
	13	Lone Eagle Show/Swap, Fairgrounds	15575 Hawthorn, Little Falls, MN
	17	All Ford Show	Apple Ford, Shakopee
	19	Fall Cruise w/ Rally Games - Applebee’s	7250 Valley Creek, Woodbury
	19	Tri River Rodders Car Show	Big Lake, MN
	20	Car Show – Fleet Farm	8400 Lakeland, Brooklyn Park, 10am – 2pm
	20	Bug-In Westside VW	St. Louis Park, MN
	20	Auto Restorer Car Show & Swap	St. Peter, MN
	26	Intermarque Car Show	Osseo, MN
<b>OCT</b>	<b>9-11</b>	Suburban Corvettes of MN Fall Color Run	to LaCrosse, WI
<b>WEEKLY</b>		Mondays, Wagner’s Drive-In	Brooklyn Center
		Tuesdays, 5 pm – 8 pm	Henderson Classic Car Roll-In, Henderson, MN
		2 <sup>nd</sup> & 4 <sup>th</sup> Wed, June thru Aug, 5:30 – 8:30 pm	Isanti VFW
		Thursday, 4 – 7 p.m.	Tractor Supply, 16907 Hwy 13, Prior Lake
		Friday nights, 5pm - dusk	Dayton, MN
		Saturday, 5 pm	Main Street, Hopkins
		Saturday, 6 – 9 pm	Coon Rapids Blvd.
		Saturday, 6 – 9 pm	Lyndale Ave., Bloomington starting Hwy 100 to Lyndale to American Blvd.

## Corvairs In Rochester

Gary Anderson in Rochester has some health problems and has some Corvair projects he will likely be unable to finish. Most notable is Ultra Van 420. New windshields for UVs are hard to come by. He has new ones, has taken the old ones out and has been improving the aluminum frames prior to installation. Also, the appliances have been removed for an update. Because it's somewhat under construction it may not photograph well but is a solid and worthy example.

There is also an 8-door Greenbrier and a convertible Corsa 140. It sounds like they are a little rugged but should be worth their while. There are also some extra parts, maybe a few engines. Gary is not currently a CMI member but has been in the past. He's active in the Ultra Van club and hosted a convention in Rochester some of us attended about 6 years ago. It would be good if Olga is not burdened with this stuff and a nephew has indicated he would probably just scrap a lot of it later.

I can help with contact information, he didn't really ask for advertisement, more like do I know someone. **Contact Jim Brandberg at: [jimbrandberg@aol.com](mailto:jimbrandberg@aol.com) 763-444-9334**



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## Membership Update

### Treasurer's Report as of July 10, 2020:

Beginning balance	\$ 5,288
Income	173
Expenses	(30)
<b>Ending Balance</b>	<b>\$ 5,431</b>

Minutes for July meeting not available at time of printing.



**CMI Classifieds**

**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)

**1964 Chevrolet Corvaair Monza Convertible 110HP Automatic - \$10,000 (Minneapolis)**

Really nice 1964 Corvaair Convertible with all the dealer options. Black on black. Rust free, starts and runs nicely, the paint is in good condition although does have some scratches here and there. Interior is in good shape overall with a split on the driver's seat. The car has a factory power hydraulic top, but the hydraulics don't work so it functions manually. All the parts appear to be there so it could be rebuilt.

**Reply:**

[776ce70e709c3a5b95a7fef65d70c033@sale.craigslist.org](mailto:776ce70e709c3a5b95a7fef65d70c033@sale.craigslist.org)

Ad found on Craigslist; more info can be found there.



(August 2020)

**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)

**CORVAIR MN**

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**Leeky Seel Classified ads**

Do you have a Corvaair 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).  
**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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**FUTURE CORVAIR DRIVER!**

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**



***NEXT MEMBERSHIP MEETING AUGUST 11  
parking lot meeting at the MUM.***