



# Leaky Seal

*Corvair*



## Corvair Minnesota Newsletter September 2020

### President's message:

No news is good news or as the saying goes, we're still in the "no" for inside the MUM, haven't heard from the from the church but our group is too big to fit in the fireside room so we are outside in the parking lot. The meeting is scheduled for Sept 8 @ 7PM. Bring a chair and your mask and umbrella just in case.

I haven't heard from anyone interested in the available positions so I will not have anything to say about it.

Come on people, we need volunteers, this is your club, we all need to be active. It only takes a few hours a month.

If there are any changes or additions, I will get an email out.

I hope everyone is staying healthy.

*Tom Quinn*

**President**



## Tuesday, July 14 meeting minutes

It was a nice evening for an outdoor meet. We had 18 members present. Special meeting started at 6:02, everyone voted to adopt the new By-Laws, voting unanimously, I'm sure everyone was relieved being it has been something causing friction between members for years now. Special meeting was closed at 6:15 p.m.

Membership meeting opened at 7:00 p.m. President Quinn read the creed; we will operate under the new by-laws starting at the August meeting.

Treasurer's report - cash on hand \$5,281.

Vice President Nelson did a tech session on rear axles and bearings for the vans and pickups. After that we looked at each of the cars that showed up including a fascinating early V-8 powered. We then closed the meeting and a few of us went to JJs Clubhouse for late dinner and a couple of brews. A very nice evening all together.

## Tuesday, Aug. 11 meeting minutes

President Quinn read the creed and started the meeting at 7:00 p.m. We are now operating under the new By-Laws as of this meeting.

Gary Nelson did a tech session on the front-end suspension struts nicknamed the "HOCKEY STICK". He then went into the differences of oil cooler design and how they changed from year to year. Secretary Ken Laursen brought along an electric defroster unit like the ones used in the Tesla to be retrofitted into a Corvair.

Treasurer's report- \$5,430 in account.

We need 7 nominations for new officer's and a nominating committee.

We also need suggestions for our fall color road trip. A few of us suggested New Ulm, but if anyone has other suggestions please let us know so we can get it set up.

We had the drawing for the Pot of \$20 which President Quinn won, however feeling it would be a conflict of interest to keep it, he donated it back to the club. The Pot is at \$5 again.

President Quinn adjourned the meeting at 7:55 p.m.

## Treasurer's Report as of August 10, 2020

|                   |              |
|-------------------|--------------|
| Beginning balance | \$ 5,431     |
| Income            | 179          |
| Expenses          | <u>(180)</u> |
| Ending Balance    | \$ 5,430     |

*Ken Laursen*  
**Secretary**

### October Meeting:

I was thinking... To these words my wife Chris would usually say Oh No! But I would continue undaunted... If we have it in us to try another outdoor meeting in the MUM parking lot in September, do we have it in us to try an outdoor bonfire meeting in October? I don't know where that would be, I'm just sort of thinking out loud here. I could bring some firewood.

*Jim Brandberg*

## Volunteerism

I wasn't sure if volunteerism is actually a word. It's not in the Webster's I keep at hand but a search found it on dictionary.com as "the policy or practice of volunteering one's time or talents for charitable, educational, or other worthwhile activities, especially in one's community". My dictionary is from 1972, perhaps it's a word that was invented when it was found wanting like in "you don't know what you've got 'til it's gone".

I grew up assuming everyone helps out, I suppose by my father's example. It was something he just did without a lot of talking about it or fanfare. I don't know if I was so good at it through my 20s, that might be a selfish time for a lot of folks or maybe it was just me. I did start helping with Boy Scouts and baseball and such in my 30s when the kids were growing up. I served in CMI for a few years in my 40s but slacked off in my 50s, too much uncertainty working out of town. I think I'll try being more helpful in my 60s, too busy now is a choice of my time rather than necessity.

If I dissect the volunteerism definition above, I first come to "practice". That says to me that I don't know all about a job when I begin but get better by just doing it. I see "time or talents". I can find a little time, there's a few jobs where I lack the talents but that's where being part of a group comes in, you're better at some things than I am. I see "worthwhile activities" as a good reason for having CMI in my life. I get something every time I go to a meeting or read the Leeky Seel, it's easy to forget how much it means to me when I'm away for a while. That brings me to "community". I like getting together with the Corvair folks, sort of an odd bunch but affable just the same. I really enjoy spending time with my Corvair buddies, new and old. It's fun to talk about other things we have in common, topics you would never know about except in person, the Internet just doesn't do it.

I've only been around for half of the history of Corvair Minnesota so I don't know all about it, but I think most would agree that we've just survived our most contentious year. We are now on one page again and poised to move forward except for one thing, we don't have enough volunteers. I'm hoping

that the people we have in office will stay on, you might be tired but when we go back to having fun again you can go out on a high note. Our Secretary Ken is moving to Arizona which I suppose is a good enough excuse. Activities Director should be fairly easy to ease into during this time when we can't really do as many activities. The position is also about overseeing activities that other volunteers are proposing and working to make happen. We should be able to find 2 Directors- at-Large among the folks who have been around for a while. Please, please, please find a way to help. None of it is hard and its actually great fun working with others, there's no better way to get to know someone. Many hands make the burden light. Yes, I'm talking to you.

I see there's a new member Don Fricke from Red Wing with a 64 Spyder that I need to contact. There were 25 or 30 of us in the parking lot in August. We need our outdoor voices with all the mask muffling and social distancing. I stopped at Menards for another lawn chair on the way. The mask I bought there said "Made in China" on the wrapper which gave me pause. On the way Crankshaft Supply gave me a price I couldn't refuse on an abandoned EM crankshaft. I'm thinking big bore, short stroke and rev the snot out of it. Can you build a car around a crankshaft? Mike was there with an Opel GT. Jack Zilliox said he is reluctantly selling the formerly Bud Brady red 64 with a 66 110, a Corvair that's had lots of TLC. Bill had the 71 GMC that he bought new. Amber has a white 62 running with mag wheels and Harley pipes. John had the 64 Greenbrier he got from Bill in Eau Claire. Jerry was selling some more parts at a good price and free Communiques. I'm anticipating another parking lot meeting, but I'll be looking elsewhere in the Leeky Seel for an update.

*Jim Brandberg*

**Membership Coordinator**

## GAS LEAK!


The other day I came out to the garage to discover a wet floor. Wet with gasoline dripping from my tank! I opened the garage door and pushed the car out so it wouldn't add to the puddle already there. While I pushed it out, I watched a stream of drips followed the rolling car. Telling me this was BIG!

When it was outside, I looked under to see what was happening and I saw a lot of gas



coming out of the Sender-hole. To resolve this issue I removed the fuel from the tank by two means: a siphon hose through the filler pipe, into a gas can and using the fuel pump also ran a few gallons out the back, into another can. Then jacked it up on the right side to slosh the little bit remaining away from the hole. When I removed the

sensor, I found the gasket was soft but had a spot where the leak had been. Here you see the rubber gasket with a tell-tale area showing it was the gasket leaking - not a hole in the tank.

I also compared the cam-lok to a new one to see why it didn't squeeze the gasket tight enough. The Cam that is twisted into place to compress the 1/4" O-ring. By comparing the "bad" cam with a new cam it is easy to see why the rubber had not been compressed enough. See photo of the two cams back-to-back. 

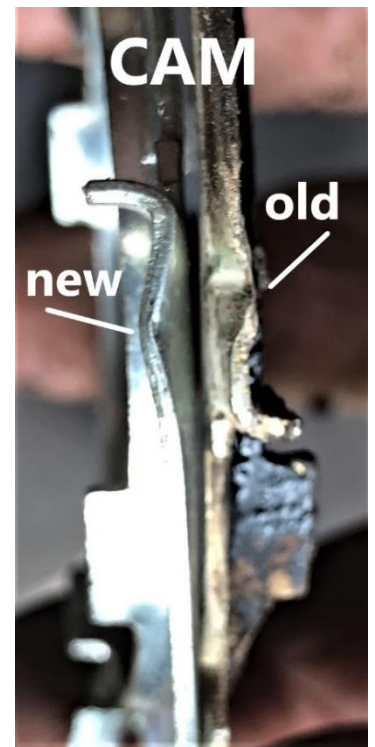


The removed float assy., on the left, was neat and clean so I had no problem with it. The outside view of the removed float assy. shows an additional feedthrough built into the device - "What a good Idea!", I thought, as I always liked the

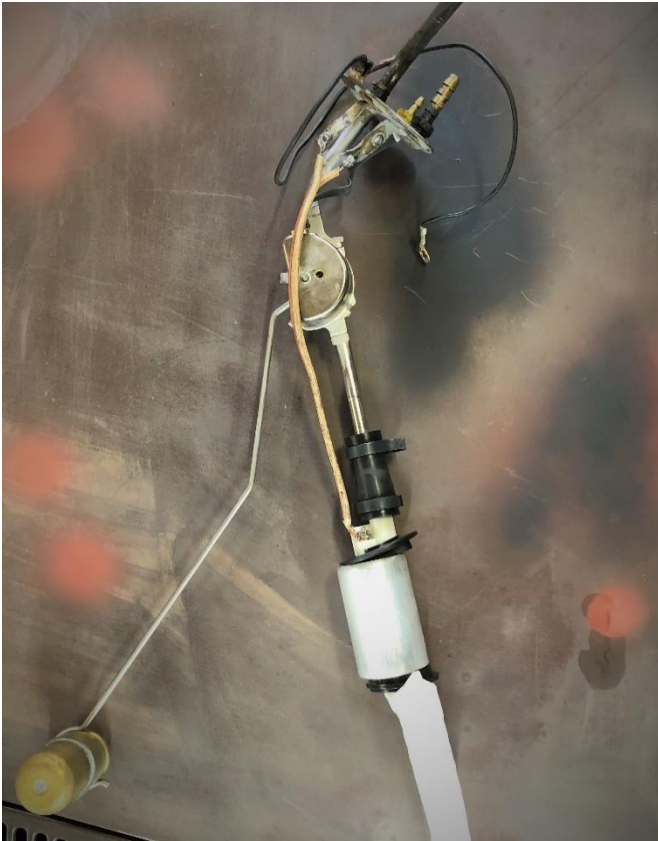


idea of an in-tank pump as the ultimate solution to the vexing replacement CORVAIR fuel pump situation (the factory fuel pump was OK, just not the re-manufactured units.

cont. page 5







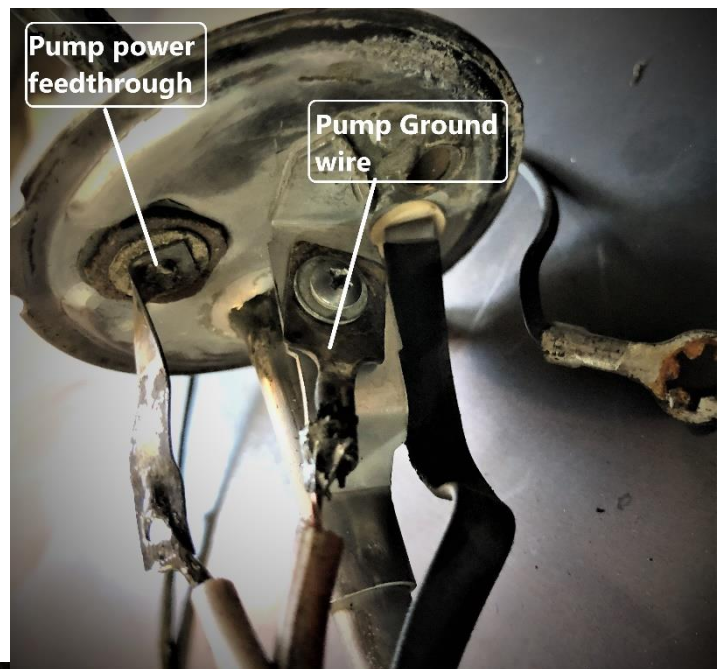
Here's a clean view of how to connect the wires of the in-tank pump to the outside world.

It probably took as much time to un-do the old pump's tubing and wiring as it had taken to install the new pump. Oh, I got the pump from the SOURCE in San Diego just a couple months ago when Bill Bertram needed one for his former CORVAIR, so I ordered two. I had mounted an external pump, from Clark's, on the tranny crossmember that now was superfluous. I cut a piece of old steel gas-line about a foot long and spliced it in, using two short lengths of rubber gas-line and four screw-type hose clamps. Remembering that all the fuel is under pressure now, so the factory hose clamps (for a suction line) are no longer appropriate.

I measured 4.5PSI at the carbs from my new pump. That will allow me to use an Oil Pressure Sending Unit as a pressure sensor for my in-dash fuel pressure Lite. It works just like an Oil Pressure Tell-Tale that goes dark if/when you have Fuel Pressure.

So, I grabbed a nice in-tank unit I had on the shelf and slipped it onto the pickup tube – after removing the original filter. This in-tank unit fits right through the hole along with its own long filter – sticking straight out on the end.

This unit is obviously longer than its predecessor, but is not crowded in there, along the bottom of the tank; however, its being longer did cause it to hit the bottom - further out. This meant pulling it back out and bending the existing pickup tube – just a bit. I wanted the big rubber O-ring to fit nicely in its hole without being twisted by out-of-line mechanicals.



**So, let's keep on CORVAIRing, Fran**

## Hole in the Body - Repair



I had a hole in the door on my '66 that I didn't want. Someone had drilled it there in the past, next to the driver's door mirror. I welded around the hole and cooled it immediately and ground it down. Then I welded it again, cooled and ground till the hole was closed. Some body putty to fill the grooves came after and when sanded it showed a high spot which I hit with the grinder and filled again.

Since COVID-19 I have time to do things in a more orderly manner, so I did the fill/sand/fill/sand a few times. A little primer in there helps to see high spots until it's all smoothed out and ready for the final treatment.

That would be a final priming and sanding by the painter, and the paint.

All of that is fine, but the hole has to be filled first, right?



**That's so we can Keep-On-CORVAIRing!**  
*Fran*



## A Welcome Addition – you need an electric pump to use it.

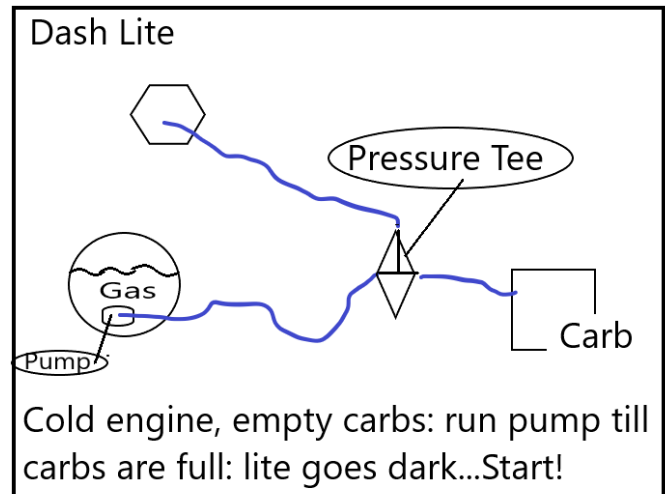
Any carb that has sat for a while, especially CORVAIR carbs because they cook after running, are not full of fuel when you want to start them. This additional device will allow you to check to see that your system is working and that you can fill your carbs – before – you begin to crank and crank, etc.

You turn on the Key and a few lights glow, this new one too. You hit your Priming system and watch as one of those lights flickers and goes dark – now you know your carbs are full and you can hit the accelerator pump to give them a shot. Then - you hit the starter...boom!

You all know what this is: two flare fittings and an 1/8" NPT from the old fuel pump. Cutting a carb fuel line and flaring the ends will allow you to insert the TEE. An Oil Pressure Sending Unit (OPSU) screwed into it will allow you to do this.



Looks like:



What you need before-hand is to know the pressure of your pump and the pressure the OPSU requires to “click-off”. I have a nicely calibrated 0-10psi gauge, that reads 5psi when subjected to 11.5’ of water column, so I know it’s right. If your OPSU doesn’t switch till 5psi and your pump only does 4psi then it won’t work – that’s why you have to check what you have and maybe hunt around to find an OPSU that is at least one psi under your pump.

I went to the store and bought two OPSUs, measured them at 3.9psi and 4.1psi – both really close to my pump’s 4.5psi. I didn’t like to have them so close, so I took the OPSU off my ’66 and it read 4.0psi – put it back on! Took the one off my Rampside and it measured 3.1psi – Great! I put the new one back on the Truck and the 3psi guy went on the TEE. Anyone who wants to do this can bring their car/truck over here and I will put my nice gauge on them to see if your machinery is a “GO”. However - you must be masked if/when you come in person!

This way we can Keep-On-CORVAIRing for some time to come. Fran

## 2020 Calendar of Events

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

Please email information you may have on the status of shows that have been cancelled and are still 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).

To check on more MN car shows visit: [carshownationals.com](http://carshownationals.com)

|               |            |  |  |
|---------------|------------|--|--|
| <b>SEPT</b>   | 5          | Lookout Bar & Grill                                | Maple Grove, 11am – 3pm  |
|               | 6          | Classic Car Sunday's                               | North St. Paul American Legion post 39, parking lot<br>(Century Ave. & 7th St, North St. Paul), Noon – 4pm |
|               | 7          | Labor Day 2020 Show, 20 <sup>th</sup> Annual       | Blacksmith Lounge, Hugo, MN 8am – 3pm  |
|               | 7          | Jack & Jim's Food & Liquor                         | Duelm, MN 10am - 2pm   |
|               | 12         | 4 <sup>th</sup> Annual Cruisin' & Rockin' Car Show | Albertville, MN 10am – 3pm   |
|               | 12         | Cold Steer Cruisers Car Show                       | 14501 Nowthen Blvd, Ramsey, MN, 9am – 2pm  |
|               | 12         | Gary Jackson Memorial Car Show                     | Bungalow Bar & Grill, Lakeland, MN, 9am – 3pm  |
|               | 12         | Rotary Car Show                                    | Southdale Center, Edina, MN, noon – 4pm  |
|               | 13         | Ride for Mobility Car Show                         | Prior Lake High School, 10am - 1pm   |
|               | 13         | Lone Eagle Show/Swap, Fairgrounds                  | 15575 Hawthorn, Little Falls, MN   |
|               | 15         | Buffalo American Legion                            | 4:30 – 8pm   |
|               | 19         | Fall Cruise w/ Rally Games - Applebee's            | 7250 Valley Creek, Woodbury  |
|               | 19         | Cornerstone Car Show                               | Owatonna, MN 2pm – 5pm   |
|               | 20         | Classic Car Sunday's                               | North St. Paul American Legion post 39, parking lot<br>(Century Ave. & 7th St, North St. Paul), Noon – 4pm |
|               | 20         | Tamarack Cruise In Car Show                        | X-Golf of Woodbury, Noon – 3pm<br>8150 Collier Way, Suite 500, Woodbury                                    |
|               | 20         | Car Show – Fleet Farm                              | 8400 Lakeland, Brooklyn Park, 10am – 2pm   |
|               | 20         | Bug-In Westside VW                                 | St. Louis Park, MN   |
|               | 20         | Fast & the Furriest                                | Medina Motorplex, 9am-3pm  |
|               | 26         | Tri River Rodders Car Show                         | Big Lake, MN   |
|               | <b>OCT</b> | 3  | Buffalo American Legion  |
| 4             |            | Classic Car Sunday's                               | North St. Paul American Legion post 39, parking lot<br>(Century Ave. & 7th St, North St. Paul), Noon – 4pm |
| 9-11          |            | Suburban Corvettes of MN Fall Color Run            | to LaCrosse, WI  |
| 10            |            | Frankensteiners Ball Car Show                      | Isanti County Fair Grounds   |
|               | 18         | Classic Car Sunday's                               | North St. Paul American Legion post 39, parking lot<br>(Century Ave. & 7th St, North St. Paul), Noon – 4pm |
| <b>WEEKLY</b> |            | Mondays, Wagner's Drive-In                         | Brooklyn Center  |
|               |            | Tuesdays, 5 pm – 8 pm                              | Henderson Classic Car Roll-In, Henderson, MN   |
|               |            | Thursday, 4 – 7 p.m.                               | Tractor Supply, 16907 Hwy 13, Prior Lake   |
|               |            | Friday nights, 5pm – dusk, 9/11 & 9/25             | Marathon Gas Station, Dayton, MN   |
|               |            | Friday, 6pm – 9pm                                  | Lyndale Ave., Bloomington starting Hwy 100 to Lyndale<br>to American Blvd.                                 |
|               |            | Saturday, 5 pm                                     | Main Street, Hopkins   |



**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)

The *World's Fastest Indian* is a very good movie. I happen to have purchased a copy recorded in Blue Ray. I don't have a player. Anyone who wants this DVD can have it just for the calling.

**Fran Schmit @ 952-929-9174**



I got a new jack because my old one was giving me fits. Also the new one is a two speed unit which I like and always wanted an excuse to get!

If anybody wants to clean up a 3-ton floor jack or just sell it for scrap, they are welcome to it. I might even deliver it if you ask nice!

**Fran Schmit @ 952-929-9174**



**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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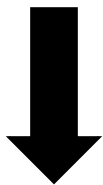
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**Leeky Seel Classified ads**

Do you have a Corvairst 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.

**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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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 SEPT. 8**  
*parking lot meeting at the MUM.*

## Spot a Vair!



Jack Bacon sold his 1962 Rampside and was told it was going to Montana. He recently saw it at a Coon Rapids Blvd Cruise-in. Fun to see it still in town!