



Leeky Seel

Corvair

February 2024



Corvair Minnesota Newsletter

President's message:

Our CMI holiday party was a big success, 58 people signed up!

We announced our car show winners at the party:

Ross M. – 1st place,
Dave S. – 2nd place and
Ali L. – 3rd place.

Jim Becker and Ali Long have been appointed to the open Director and Activity Director positions left vacant by myself and Jim.

Jim Brandberg did a great job with his first official Tech session. We learned a lot of good information about gas tanks and sending units.

We would like to do a chili party again this year, if anyone has a space we can use please let us know. A special thank you goes out to the Grachek brothers for hosting last year's event.

Reminder: Annual club dues of \$20 were due January 1st.

You can pay at the February meeting on the 13th or mail a check to our Treasurer.

Failure to pay dues by February 29th will result in the suspension of your Leeky Seel newsletter.

Send payment to:

Paul Schuler
23350 Wood LN
Rogers, MN 55347

Dave Pedersen
CMI President



CMI Meeting Minutes

January 9, 2024

Meeting called to order exactly @ 7:00.00 pm by President **Dave Pederson** (who had his trusty clock right next to him)

David Quinn was given the position to read the creed at meetings.

The Holiday Party was a huge success; we had 58 people in attendance.

President Pederson wanted to thank a few people for their contributions to CMI!

— • **Vickie** for making the name cards, name tags, holiday treats, as well as provided tumblers!Â

— • **Greg Peters**, and **John Steiner** for working at the table during the Holiday Party.

— • **Quinn**, and **Gary** for their contribution as President and Vice President in the previous years.

— • **Gail** for the treats, as well for being the unofficial secretary!

Jim Becker has been appointed the new Director.

Ali Long has been appointed as the new Activities Director.

Kay McDaniel had brought treats tonight!

The annual car show winner: 1st **Ross Mcdaniel**, 2nd **Dave Stephens**, and 3rd **Ali Long**

If a meeting is to be canceled, the cancelation will be posted on Facebook, as well as sent in an email. And if all else fails, **Pederson** requested **Quinn** to show up and tell any stragglers that the meeting is canceled.

Annual dues are due, payable to **Paul**.

Birthdays read by **Gail**!

No new members.

Reports

Brandberg: No Comment

Paul: We've paid the restaurant and servers for the holiday party.

Ali: The air force in South St. Paul at Fleming field will be in **February**. **March** possibly chili cook off. **April** there is nothing planned. **May**, Spring breakfast. **August**: possibly the Brainerd races. If you have any ideas, please let her know.

Bob: Let him know if you want to order any clothing.

Quinn: Nothing that he knows of.

Jim Becker: What do we need to do to update for a new cover packet given to new members.

#2 **Ali Long's** name was called for \$5

Dan: GMCCA June 2nd. The Saturday set up may have a issue setting up early due to a 5k... setup will be later in the day they'll get a sign-up sheet for volunteers.

Brandberg: Chili cook off, we haven't done it for the past 10 years, except for the previous year. If someone has a basement or garage to hold the event...

Is anyone working on a corvaire project that they need help with...

Becker recently acquired an end boroscope that allows him to look down into the engine.

Brandberg Tech session: the Corvaire tank is a 14 gallon tank. He explained how the gauges work. The gas gauge in the dash is positive, and the other wire in the sender has the negative.

The ohms on a LM are 90, and the EM is 30. The original had rubber washer on the sender.

The original floats are brass and soldered, and if they get a leak, than the float is sunk. If your gas is always reading empty, it's possibly the float, if it's reading full always, than most likely it's electrical.

1960 tank held 12 gallons; 61-69, all are the same gas tank

Meeting ended at 7:49pm.

Amber Leah

Amber Leah, CMI Secretary



Fuel Pumps Ad Nauseam

In February I'd like to talk about fuel pumps. In the beginning our original AC fuel pumps were very good but they quit making them quite some time ago, maybe in the 80s... They operate on a little single cam on the end of the crankshaft, next to the gear that runs the distributor. There's an intermediate steel pushrod that rides on the crankshaft cam and the fuel pump pushrod fits into that. There's some differences and potential problems I can talk about at the meeting.

There's been several problems with aftermarket fuel pumps over the years. First they often didn't get the swedging of the diaphragm material to the pushrod right and they would fail by leaking gas into the engine oil. Gas doesn't lubricate so good and thin oil at a high level in the crankcase can get into all sorts of places where it doesn't belong. Some manufacturers tried curing gas in the oil with a little relief channel that lets gas out of the rear. Trouble then is it falls on the turning pulley and fan belt which fling the gas about and we've got a lot of electrical activity right next door. Danger Will Robinson Danger.

Then there's many with too much fuel pressure which overwhelms the carburetors. Sometimes you can get the pressure down by cutting a coil off the spring inside the top or swapping in an old AC spring. Tapered coils of spring steel is a topic on its own but maybe not for everyone.

Then there's a center block in many being manufactured from inferior aluminum that warps. You might borrow some time by tightening the 6 little screws but the threads strip easily. If it leaks after sitting for a few weeks it may help to let the gas swell up the gaskets and try it again.

I almost forgot the problem where sometimes they didn't stake the valve discs into the housing. There's a new problem on the scene with some having no locating hole for mounting to the engine housing and also the pushrod is too long. Both of these things are critical dimensions.

The first one I saw arrived here a mere 40 miles old huffing a gas mist out of the top cover center hole. The second one I saw had more than 10 #s of fuel pressure but was still dry so I thought I'd see what I could do and will talk about it at the meeting.

I put up the good fight with mechanical pumps for quite a while but pretty much gave it up about 5 years ago and do a lot of electric fuel pump conversions. I have a way I do it so the fuel pump comes on with the key so there's no special instructions needed to drive the car. There's other methods and I'm open to debate or at least I like to say I am. After repeated frustrations with pumps in the \$50 neighborhood I've settled in on a Made in USA Facet cylindrical in the \$115 neighborhood. The British and Italian guys with their quirky sidedraft carburetors love them. There's quite a bit of labor involved and we can go into it at the meeting.

One problem with any fuel pump these days is so many manufacturers are being bought out by bigger conglomerates. Once the conglomerate owns the name they can put anything they want into the same box with the same part number that we've come to trust over the years.

Clarks Corvair Parts is working on getting a good mechanical fuel pump manufactured. It's about a year late in coming out now but I believe they're trying to get it right and I applaud their efforts. The last thing they want to do is get a big batch of fuel pumps made and then run into critical commentary on the Internet forums or dreaded Facebook.

I could write all day on fuel pumps and had to back out several times to fit the page. Much better if you come to the meeting. I'll try to be succinct.

Jim Brandberg

Corvair Minnesota, Vice President

CMI Miscellanea



February Birthdays:

- Ash Ackley
- Sue Edwardy
- Mike Manthe
- Vince Rohr

Happy Birthday to you!



As always, let me know if I have missed your name on the Birthday list - Thanks!

Gail Quinn, Director of Treats
Gailquinn263@msn.com

A few upcoming events:

- Feb 24 – Winter Beater Lockdown, Wagner’s Drive-in
1 p.m. – 3 p.m.
- April 6 & 7 – 66th annual GSTA Rod & Custom
Spectacular State Fair Warner Coliseum
- May 4th – Corvair Track Classic (Corvair Museum fund-
raiser to benefit Corvair Museum Capital Fund
- June 2nd – GMCCA, State Fair Grounds 8 a.m. – 2 p.m.
- June 21-23 – Back to the 50’s, State Fair Grounds
- July 22-25 – CORSA convention, Dayton OH



Flat Fred, once owned by Louis V., Wally C., and Jack B., and now?

SAVE THE DATE!
RETURN OF THE CORVAIR TRACK CLASSIC
 SPONSORED BY CORVAIR MUSEUM OF AMERICA
 SATURDAY MAY 4 \$350 PER DRIVER
 MOTORSPORTS PARK HASTINGS WWW.RACEMPH.COM

RAFFLES **DEMONSTRATIONS & DISPLAYS** **LOCATION: MPH TRACK HASTINGS, NE** **GAMES**

SPECIAL SCOOPS ICE CREAM

SUNDAY MAY 5TH AREA WIDE CAR SHOW/BENEFIT JERRY SPADY CHEVROLET
 \$20 ENTRY FEE PROCEEDS TO CMOA CAPITAL CAMPAIGN
 WATCH FOR MORE INFORMATION! EVENTS AT CORVAIRMUSEUM.ORG or CORVAIRTRACKCLASSIC.COM
 SEE US ON FACEBOOK! CORVAIR TRACK CLASSIC

TRANSWORLD
Business Advisors
For Sale
Hooked on Classics

Strong Brand Recognition
Easily Relocatable
Proven Processes
Buy/Sell/Consign

Great Investment Opportunity

As seen on Season 2
of My Dream Car
w/Host Danielle Trotta

CONTACT INFO:
 Bill Heisserer
bheisserer@tworld.com
 952-457-9831

Scenes from Corvair Minnesota's annual Holiday party



Attendance this year was 58!

More scenes from Corvair Minnesota's Holiday party



The Aglet

Most of us are not familiar with the word, “Aglet”, which makes it an uncommon expression. An Aglet is a thing, it is the shiny finishing device on the end of a shoe lace... the Tip. Unless your laces are new the Aglets are worn and shaggy, or worse! If you ever, once, had your shoelace come untied and then stepped on that end with your other foot – while you were moving! – then you probably killed



that Aglet. What to do about it?!?!

Most of us just live with the raggedy end, all bushed out. No problem since we don't have to restring the lace – usually – so what!

Again, few of us know the word because few of us pay it any attention, BUT there are those Folks who do Concours, etc. and attention to detail is imperative! Maybe this Hint is only for them, let's see.

Who here has ever heard of shrink tubing? Raise your hand! WOW! Lots of us know

that wonderful invention – especially the Shrink Tubing that has Hot-Melt Glue inside.

That's what you are seeing at the end of this shoelace – a Shrink-Tube-Aglet!

For those of us with a nice Molly that we want to 'show-off' to, we can put a little zing in the game by using colored Shrink-Tubing. Take a look and tell me that doesn't give your heart a little flutter!

Keep on CORVAIRing,
Fran



In Memoriam:

Couture, Walter D.



It is with a heavy heart we announce the passing of our father, Walter (Wally) Couture on January 13th, 2024. Wally graduated from Anoka high school in 1956 and in the fall, enlisted in the Navy Reserve serving at USNAS Patuxent River, Maryland before his honorable discharge in 1959. Shortly after returning home, he began his 40+ year career with Northern States Power Company, now Xcel Energy.

Once retired, he enjoyed early morning golf games or coffee with a slice of pie at the counter of Hudy's Cafe in the company of good friends. At home, tinkering on his favorite cars, the Chevy Corvair kept him entertained as did the companionship of his loyal dog.

Wally was an incredibly kind and giving person, generous with his time and multitude of talents. He lived an extraordinary life blessed with many lifelong friends.

Wally is survived by his children, Daniel, Stephen and Ronald Couture (MaryEllen), Julie Bonello (Michael) and Kristine Reid (Michael).

Wally's family would like to express their immense gratitude to Guardian Angels Engle Haus of Albertville for their outstanding care.

Celebration of Life 1 PM Monday, January 22 at Evans-Nordby Funeral Home, 6000 Brooklyn Blvd; with visitation starting at 11AM.

In lieu of flowers and memorials, the family requests donations be made to St. Jude Childrens' Hospital or the ASPCA. Evans-Nordby 763-533-3000 evansnordby.com

Published on January 17, 2024

Fran sez:

I got a letter from Wally's Daughter Kristine saying, "To have his closest Friends from the Corvair Club come to his Service, was a gift – thank you for that! He was rarely happier than when he was driving or buying a Corvair (smiley face)."

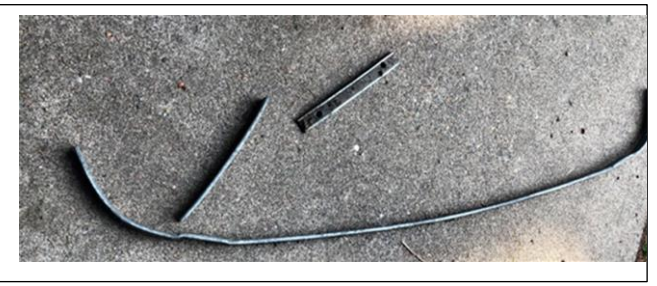
Sincerely, Kristine

CMI Classifieds

Wanted: Want to buy my next project car. Looking for a station wagon and an early 2 door body. Doesn't need to run or be complete, just looking for something without too much rust. Contact me at dave14957@gmail.com Thanks, Dave Pedersen



At the Rear end of a Convertible Top there is a device that clamps the Pads, Window and Top tightly together and up against the 'Firewall'. It sits above a channel for the rainwater to go around, down and out below. One of those clamping mechanisms – for an Early Model – is For Sale. \$25 **Fran**



WANTED

Garage storage for 3-6 collector cars preferably in east Washington County (Lake Elmo area?)

I live in St. Paul and I now have cars stored at Rock Creek and this is too far for me to enjoy them. Willing to lease or even build on your land – everything negotiable.

Norb Johnson 612-218-1940

REMINDER: Dues are Due!

Please remit to:

Paul Schuler
23350 Wood Lane
Rogers, MN 55374

612-327-9085

For sale: (All for Late model):

- Sedan Rear Glass
- Sedan Rear Door Glass
- Trunk floor
- Front Cowl Cover
- Misc Hub Caps

Contact Mike:
rockinracer@hotmail.com

1965 Corvair 4 door hardtop \$1,200

Driven 48,710 miles
Automatic transmission
Exterior color: Red · Interior color: Beige
Clean Title

Selling for my dad, so I'm just putting what I'm told. Feel free to ask questions, just give a little time to convey the message.

-6 cylinder air cooled 110 pancake engine (NOT a Monza). - 2 speed power glide automatic transmission, on the dash. - NOT a Corsa. -Title says "HTO" (if anyone knows what HTO means, please let me know). -Missing windshield. It was tarped, but the tarp started to deteriorate and now there's standing water on the front floor board. Front floor board holds water, so I assume there's no holes underneath it. -Oil looks clean. -Hasn't ran in XX years. I haven't verified, but I was told the plates have 2020 tags on it. -Clean title. - Engine turns by wrench. -Missing hood lock tumbler. - Missing carb. -More trim, air filter, housing, 4 hub caps, spare tire with matching rim found in trunk. -Tires hold air, and have around 10,000 miles on them. -Factory chrome hitch. -Master brake cylinder looks very clean and possibly OEM. -Factory paint. -Has rust, but not horrible. -Missing ignition cylinder, but we picked up a new one; still needs to be installed.

325 Lincoln Ave NE next to Gopher Bargain Center. Everyday 11am-4pm. Ask for Bob.

[\(6\) Marketplace - 1965 Chevrolet corvair 4 door hardtop | Facebook](#)

Check us out...



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

Follow us on
Facebook:
Corvair Minnesota



461 members
(as of 01/28/2024)

Spot a 'Vair!



Fran, Gary, Wally and Vince at the
2003 UltraVan convention in Pipestone MN

*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

408 7th St S
Hopkins, MN 55343-7722

TEMP – RETURN SERVICE REQUESTED



*The next CMI meeting will be held on the
14th of February at Ideal Hall in St. Paul*