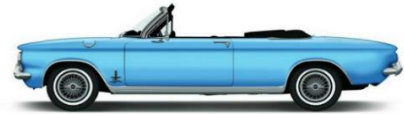




Leaky Seal

Corvair

May 2022



Corvair Minnesota Newsletter

President's message:

I really hope summer is on its way. This change of weather every few days is grating on me!!!

Gail is feeling much better, so she will be at the next meeting, and so will her desserts 😊, yeaaaa! Chuck Johnson, we hope to see you, good desserts...

May 10th is our next meeting and the last chance to make reservations for our car show and breakfast at Ideal Hall on the 14th of May. Make sure your cars are shiny and don't forget to sign the attendance sheet for your points. 😊

GMCCA is on Sunday June 5th. DON'T FORGET TO VOLUNTEER. Just because a time or place is filled, we always need back up help, we can never have enough help!!

I hope to see more than 15 or 20 members at the May meeting, and be prepared to VOLUNTEER.

May Birthdays:

**Amber Leah
Ron Scott**



Happy Birthday to you



I forgot to wish the April people Happy Birthday, I'm sorry! I hope you had a great day.

As always, let me know if I have missed your name on the Birthday list:
Gailquinn263@msn.com

Thanks, President Tom

Tom Quinn



Corvair Minnesota, Club Information

April 12, 2022

Meeting Minutes

President Tom Quinn called the meeting to order at 6:59pm.

Members in attendance: 24.

Nobody drove their Corvair, thankfully... because after the meeting we all got to drive through heavy rain and hail.

New Member: Ross McDaniel from Stillwater with a '65 Red coupe.

Breakfast list was passed around.
GMCCA list was passed around for volunteers.

We've been talking about the meeting at different places.

I did a tech session regarding oil. 20/50 is the basic that we use at the shop to ensure that it coats the engine at the proper temperature. As well as using the additive ZDDP.

Meeting minutes were not read (but approved as published in the SEEL).

Dan Board Member of GMCCA.
We are at the 40th annual of GMCCA.
June 5th Fairgrounds 8am - 2pm.
There is no pre-registration this year.
\$15 per car, 1 driver and 1 passenger.
The swappers will get a pre-registration.
We have something different for this year at GMCCA, Corvair club has the preeminent spot, moving to the middle of the show. If we could commit at least 30 cars that would be awesome. This is a one-time deal, if we go into that center area, we would need a tent. John Herkenratt volunteered to provide a tent, but volunteers are still needed to assist him.

Breakfast Club Dave Pederson is in charge, but he didn't show up to answer any questions. May 14th bring cars approximately 8 am ... beverage 8am - 10:30am, food will be served 9am - 10:30am. There will be a meeting Tuesday before. Please make sure to get your reservations in so they know how much food to cook.

Multiple people were complaining about the venue where we have a meeting, if anyone has some place similar and access to food. No alcohol during the meeting but before is doable.

A venue may seem accommodating, but be aware that reserving it for every 2nd Tuesday of the month could pose a challenge.

Average monthly compensation that we pay for the venue is \$50 - \$100

#6 Dan Fritsche number was called and he received \$5.

Meeting adjourned at 8:10 pm

Amber Leah

Amber Leah
CMI Secretary

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<p><u>Activities</u> TBD- (your name here?)</p>	



Judgment Free Zone

We have our Breakfast and Car Show coming up on Saturday May 14th. We had a good turnout last year. Where else can you have breakfast out for \$10 these days? It's a buffet but don't forget to tip the servers, all the folks at Ideal Hall have been really nice. We need to sign up and pay in advance so they have an idea how much food to buy. I plan to get there around 8, get a cup of coffee to hang around in the parking lot, go in for breakfast around 9 and then wander around the parking lot some more. Home in plenty of time for afternoon activities. We used to promote our Pancake Breakfast as a Spring dust off, a good target date for getting the Corvair out on the road. I think that premise is sound but I'd like to approach it from a different angle.

A lot of people when they hear the words "Car Show" think that their Corvair isn't really a "show car" so they don't bring it around. While I love and adore really nice Corvairs, I also love and adore a work in progress. I've always cheered for the underdog. Our club credo has language about helping folks with their Corvairs but how can we help folks once they're already done? I suppose a Corvair is never really done but I hope you get what I'm driving at. I would urge you to get your Corvair running and driving safely and drive it in no matter how it looks. Cheap crummy Corvairs are a part of our heritage that we embrace. Bring that thing down to the breakfast or a regular meeting. It doesn't matter how it looks or if it's running perfectly; in fact we might just see some little thing that's easily fixed. I'm not sure it's germane to the topic but I saw a gym ad on TV showing Lindsay Lohan and talking about their judgment free zone. I thought the premise might ring truer if they had someone a little less gorgeous.

On another tack, there's a certain number of Corvairs that get all torn apart and then never again see the light of day, I have some of those myself. It's hard to know where to draw the line so we get into refurbishing everything "as long as we're in there". Don't get me wrong, there's nothing wrong with that and a near perfect Corvair is a joy to behold. The trouble comes in when these projects get stalled. The weeks turn into months and the months turn into years and we pile stuff in them and on them "just for now" and the whole thing turns into an overwhelming monster that's too scary to approach. There's 100 things to do and you wonder where you put those parts you bought. I'd like to encourage you to just get started. How about if "we" remove the clutter, jack it up and just do one thing on a Thursday evening, it's warm enough now.

I got a call from a young couple in Stacy about some parts the other day. They bought a teal 63 coupe on Craigslist. I had previously contacted the seller wondering if it was Susan Anderson's old car but they didn't know. There's 15 years of paperwork with the car around Bloomington but I suppose Susan had it 20 years ago. I now think it's the same car because it has aqua seats with fabric centers. Susan was President of CMI in the 90s and we followed husband Mark's white Valiant or Dart or Lancer or whatever it was around on Fall Runs for several years. A lot us have a Corvair because there was one in our past but I see an increasing number of folks who buy one just because they always found them interesting. They are certainly something refreshing when compared to other American cars of the time. A sporty car.

On soapbox, I had someone else tell me the other day that they didn't need a front swaybar in their Corvair because it's not a racecar. I was quite upset at the time and I'm still a little shook up. Any Corvair should at least have a front swaybar and radial tires to come alive. Bucket seats and 4 on the floor are nothing without them, nothing I say! Off soapbox.

Jim Brandberg

Carb Torx

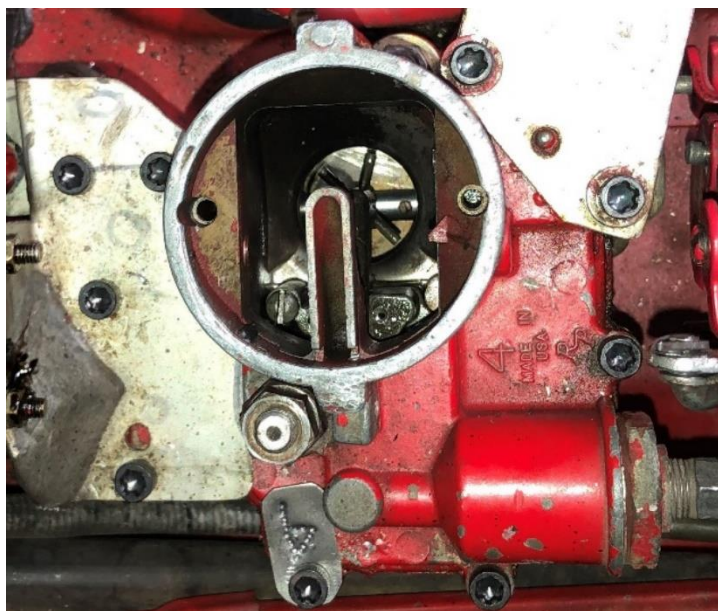
In the Fall of 2020 while I was enjoying some time off, due to the COVID, I had time to tune my modified engine. This took many trials till I figured out that the combustion chambers were full of soot and I had to burn that off before I could get any idea of what to do. This was an education process due to not knowing what was wrong and changing jets every other day for two months. I even installed an O₂ Sensor in the exhaust pipe to tell me how rich/lean I was burning. Since



I can operate my Primary carbs independently from my 2ndary carbs, I can read A/F (Air-Fuel) mixture when running either pair or all four. For the first month I was always reading rich and I got down to 50s on the Primaries and 48s on the 2ndary till I finally started getting lean readings and then I had to keep going up with the jets – like I said I changed primary jets or 2ndary jets every day and sometimes all four in one day. I got so I could change the Main-Metering jets on four carbs in a little over one hour. In the process, the screws that assemble my carbs got sloppier and worse. I finally stopped operation and relaxed for a couple days till I could order in some TORX headed screws. I pretty much have stayed out of the stores for about a year now. I wanted something I could easily turn with a screwgun and not have the tip jump off the screw – **all the time!** It would help too, if the tip could tolerate a slight angle to the screw while it was turning. Torx meets the requirements handily. Turns out there are



nine screws on the top of each carb so one complete set is 36 screws, so a box of 100 screws won't go very far. Since my FC has four carbs as well, I will be turning in another 36 there, sometime this winter.



You can see how a carb looks with a bunch of TORX screws holding its top on, right here! Oh, you can see all nine screws in the one photo. What you are seeing is the top of a 2ndary carb that has an electric device to move the throttle plate full open or full closed and an over center spring arrangement to keep it in either position. Those are shown as the shiny metal plates in the Photo. One of the Torx screws is also seen holding the label telling which jet is in the carb – what you see is the number 4 signifying there is a 0.054" main jet in this 2ndary carb. Since most CORVAIR carbs use jets from 49 to 53, I figured I could use the nomenclature of 9,0,1,2,3 to identify any jet. I had to spread out my system during this testing to include both 48 and 54 but they too, fit within my scheme. As you can see.

So, that's what I wanted to show you. I wore out the old screws and replaced them with a modern "superior" design. One that doesn't allow the screwdriver to slip off and also tolerates a small angle between the screw and its driver. I'm happy to say the TORX screws work well.

All of this fooling around is great fun and offers many new challenges, that I am certainly not used to, and therefore - I'm having even more fun!

So, let's all have more fun, as we Keep-On-CORVAIRing, *Fran*



Breakfast and Corvairs

May 14th, 2022

8:00AM – Noon

Beverages available 8:00 – 10:30

Food served 9:00 – 10:30

Location: TCT Ideal Hall

1494 Dale St. N, St. Paul, MN 55117

Cost: \$10.00 per person (\$5.00 for Kids, 10 and under)

Meal includes: Eggs, Potatoes, Bacon, Fruit, French Toast Bake, Juice & Coffee

Please RSVP no later than May 10th

Send payment (checks made out to CMI) to:

Dave Pedersen

14957 Durant St NE

Ham Lake, MN. 55304

(or bring payment to the Membership meeting)

RESERVATIONS are REQUIRED

Total # People @ \$10.00 = _____ (List Name and Address below)

40th Annual General Motors Car Clubs Association ALL GM CAR / TRUCK SHOW AND SWAP MEET



Live DJ playing music
Food vendors on site
Dash plaques to first 500 show vehicles

SUNDAY, JUNE 5, 2022 • 8 AM - 2 PM
MINNESOTA STATE FAIRGROUNDS - MACHINERY HILL

ALL GM CARS/TRUCK WELCOME INCLUDING

*BUICK • CADILLAC • CAMARO • CHEVELLE • CHEVROLET • CHEVROLET/GMC TRUCKS • CORVAIR • CORVETTE
EL CAMINO • GMC/CHEVROLET MINI-TRUCKS • NOVA • OLDSMOBILE • PONTIAC • UNIQUE/OTHER GM*

Spectators: Spectator Gates open at 8 am—New Time!—

- General Admission: \$5.00/Adult
- Children under 12: FREE



Show Vehicles: Show Vehicle Gate open at 8 am—New Time!—

- \$15 Day of Show (includes one passenger)
- Show Vehicles must enter show at Larpenteur Ave & Underwood

For Sale Vehicles: For Sale Gate opens at 8 am

- For Sale Vehicles \$25 Day of Show (all makes welcome)
- For Sale vehicles must enter show at Larpenteur Ave & Underwood

Swappers: Swap Gate opens 7 am—New Time!—

- Swap Space \$25 Day of Show per 15' x 20' space - **ST-19 Required!**
- Swap vehicles must enter show at Randall & Dan Elmer Way
- All makes of parts are welcome!
- Optional Saturday swap setup available from 9 am - 12 pm on June 4th, 2022



COVID 19 Information:

- This event is subject to Federal, State, and State Fairgrounds COVID 19 mandates/requirements.
- Visit links below for updated Covid-19 requirements and event information

www.gmcca.com

www.facebook.com/GMCCAssociation

STATE FAIR RULES PROHIBIT: OPEN FIRES, BBQs AND ALCOHOLIC BEVERAGES. - PETS ON LEASHES ONLY

CMI 2022 Schedule

Some upcoming events, shows and cruise-ins

- April** April 30 9am - 2pm Route 65 Sales & Classics 14954 Aberdeen St NE HamLake
- May** 01 Spring Extravaganza Car Show and Swap Meet, State Fairgrounds, 8 a.m. – 3 p.m.
(www.gopherstatebuick.org/club/)
10 CMI Membership meeting – Ideal Hall, 1494 Dale St, St Paul
14-22 Twin Cities Auto Show, State Fairground, (<https://twincitiesautoshow.com>)
- June** **05 GMCCA – see flyer in SEEL**, State Fairgrounds, 8 a.m. – 3 p.m.
05 Bug In 36, Luther Volkswagen, St Louis Park, 8 a.m. – 3 p.m.
14 CMI Membership meeting – Ideal Hall, 1494 Dale St, St Paul
17-19 Back to the 50's, State Fairgrounds (msrabacktothe50s.com)
18-19 Art of The Car Show at The Stone Arch Bridge Show, Minneapolis 11:00-3:00 (Free)
(<https://stonearchbridgefestival.com/art-of-the-car-show/>)
- July** 02 Classic Car Show, Annandale 10:00-2:00 \$20/ show car (incl lunch) 220 Poplar Ln S
03 Acme Speed Shop Car Show, Richfield 10:00-3:00 66th St & Chicago Ave
07-09 Iola Old Car Show and Swap Meet (50th Anniversary) (<https://www.iolaoldcarshow.com>)
12-16 CORSA International Convention – Peachtree, GA (<https://2022corsaconvention.com>)
12 CMI Membership meeting – Ideal Hall, 1494 Dale St, St Paul
29-31 Little Log House show, Hastings (<http://www.littleloghouseshow.com/general-information>)
22-24 Kolacky Days, Montgomery, MN (Classic car show 7/23; 9 am-noon – Awards at 3 (\$10)
(<https://www.montgomerymn.org/classic-car-show>)

Frequent Events:

Saturdays, Buffalo American Legion Cruise-In, Buffalo, (May 21, July 16, Oct 1) **11:00-4:00**

3rd Tuesdays, Culvers Cruise Night, Savage, **5:30 p.m.** 4725 Hwy 13

3rd Tuesdays, Montgomery Classic Car Roll-In, May-Sept; **4:00-7:00**

Wednesdays (every other), Victoria Classic Car Night (June 8- Sept 28) **5:00-8:00**

Wednesdays Cruise Night, St. Paul Park, **4:00 – dark**; near railroad tracks on both sides of Broadway

Wednesdays (every other), Rum River Rods Bi-weekly Car Show, Isanti, MN (June 1 – Aug 24) **5:00-8:00**
Junction Bowl, 123 Cajima St NE

Thursdays Classic Vehicles Roll-In @ The Little Market That Could, Prior Lake **3:53-7:19** 16907 Hwy 13 S

Fridays, North St. Paul History Cruze, North St. Paul **6:00-10:00** Downtown, 7th Ave



*Do you have any shows/ cruises that you wish included?
Let us know at the membership meeting!*

A LONG time ago, when I started with Electric Fuel Pumps...

I put a plug in the FP's hole on the Delcotron Adapter. It was cute but didn't 'say' anything. In those days we had a club member, Clarence Jansson, who had an engraving business. I asked him if he could make me something nice to put on the end of my plug. He got Permission from GM to use the Bowtie emblem and he cut the name CORVAIR into the middle of a Bowtie, for me. I pasted it on my engine and have been driving it around for decades since.

The other day I was looking down into my engine compartment and saw a dingy little bowtie down there in the dark. I cleaned



things up, a bit, but it didn't stand up and holler, so I took it out for an exam. The carved-out emblem was dirty, so I scrubbed it with some stuff and then some nasty stuff...and then took it on the bench to examine it CLOSELY! It needed to have the crap cleaned out of it. Further examination showed it was layers of plastic, a black layer over a white layer – with the carving



going through the black and half the white. The white was contaminated, down in the groove. Not only did I need to clean out the grooves, but I had to keep them from filling up with dirt, again.

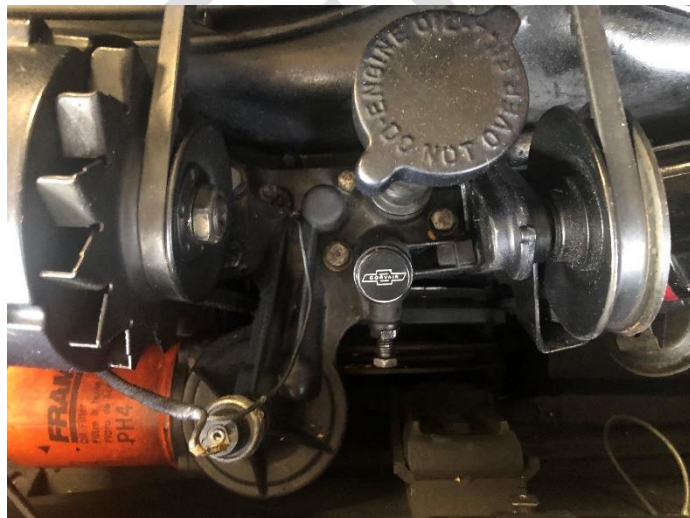


I decided to use a Dremel tool with something like Clarence would have had. The very smallest drill bit that I have is 0.013" and that just fit! I carefully ran the slowly turning bit across the grooves Clarence had made and was pleased with how clean it looked. I figured on spraying it with clear Lacquer to fill the grooves.



I sprayed it several times, then sanded it flat to see if the grooves

were filled –NOT – then sprayed it several more times. One time I was checking how it would look on the engine, before the paint was hard and I scratched it! Sanded it off and sprayed it for the umpteenth time! Finally decided to quit on this project as it is hardly big enough to see and I'm the only one looking in there anyway! All engine metal is powder-coated satin black.



Here it is in all its teensy little glory. Its grooves should stay clean from now on. So, I can Keep-On-CORVAIRing, all summer long. *Fran*

CMI Classifieds

1966 Corvair Convertible - \$13,000 (Baxter)



1966 Chevy Corvair Convertible 31,000 actual miles -very clean
Rear engine No rust -great runner -new tires Excellent condition - ready to drive
\$13,000 - serious inquiries only. Contact: 1751df3a37ce38a2b12f879b93826641@sale.craigslist.org



Here's a pair of metal moldings- I think they might be for an Early Sedan, maybe, but they look like something a person would want: If anyone wants them, ask me. Fran

For Sale

1960, 1961, 1962 & 1963 New and Very Good Rocker Panel Trim (3 sets)

Also:

- 1960-69 rebuilt starter, includes drive & housing
- Two early FC headlight bezels, very good condition. \$50 each
- Relined late front brake shoes \$30

Contact Jerry Berge at 480-250-8816 June 2021

**For Sale?
Wanted?
Lost/ Found?
What have you got?**

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:
Corvair Minnesota



Public group · 200 members
(as of 04/27/2022)

Spot a Vair!



In the late 50s, artist Salvadore Dali was commissioned by
General Motors to create a compact car for Chevrolet.
This was result!?

*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 May membership meeting will be held on
the 10th at Ideal Hall – see you there!*