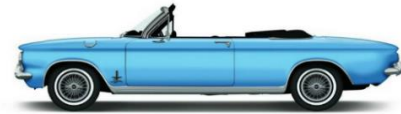




Leaky Seal

Corvair

May 2023



Corvair Minnesota Newsletter

President's message:

Our Corvair Spring Breakfast was great, about 50 people showed up, and 8 cars.

It was too bad the weather didn't cooperate, but it was so nice to see everyone!

We have a field trip to St. Cloud on May 20th, I hope to see all of you. We will be meeting in Otsego, and directions will be available then to St. Cloud, more information will follow. We will discuss this at the May meeting.

Tom Masso is heading up this trip, if you have any questions.

GMCCA is Sunday June 4th. Set up is on Saturday morning. We need volunteers, Please sign up!!

Our next meeting will be on Tuesday May 9th at Ideal Hall. Kitchen closes at 6:30.

President Tom
Tom Quinn

May Birthdays:

- Amber Leah
- Ron Scott
- Elias Way



Happy Birthday to you!



As always, let me know if I have missed your name on the Birthday list
Thanks! Gailquinn263@msn.com (Gail Quinn, Director of Treats)

Corvair Minnesota, Club Information

CMI Meeting Minutes

April 11, 2023

Cars in attendance: 2 Late Models 2 Early Models 1 Greenbrier

30 members in attendance and 3 family members.

President Tom Quinn called the meeting to order at 7:00 pm.

We have 5 new members: Heidi and Lorne Olson - '61 Rampside. Elias Way - '65 Corvair Monza convertible. Joe Fricke and Don Fricke.

Vice President Gary Nelson gave a tech session regarding exhaust manifolds as well as exhaust leaks. A exhaust manifold has 6 ports that come down from the head. These ports have exhaust donuts, which tend to leak. On the manifold where the exhaust goes, another donut would go. You have a short one and a long one. 140 and 110 is different lengths. A lot of time the studs either bust off or rust off. Either buy a new manifold or replace the studs. Originally they made a sacrificial brass nut. If you have any exposed threads, it would be good idea to cover the rest of the threads with a barrel nut to ensure that the stud does not rust. The 140 is the only one that had dual exhaust from the factory.

Brandberg... Odyssey Restoration approximately 21 people showed up.

April 29th Breakfast club Car show at Ideal Hall 8 am beverages will be served, 9 am food will be served. The event will be going until noon.

June 4th GMCCA

GMCCA: Chuck Johnson has flyers for the event. Please help distribute them. Put them in churches, grocery stores or bars. The more exposure the better! There is no pre-registration for cars, only swappers. \$10 per person... under 12 free, \$20 a car. CMI will be taking care of the walk-ins collecting money and putting the wrist bands on.

Pederson: Last month we had a lot of people sign up for the volunteer shifts. We still need 5 more people to volunteer for shifts.

Meeting was adjourned at 8:02 pm.

#30 Mike Jenkins name was called.

Amber Leah

Amber Leah
CMI Secretary



2023: Corvair Minnesota Officers, Directors and Coordinators

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Corvair Minnesota Activities

The May event is Saturday May 20 caravan to see Roy Bernick collection near St. Cloud.

Here is the information about the Cruise: We will meet at The Prairie Center in Otsego, MN at 9:00 a.m. (8899 Nashua Ave. NE in Otsego, MN.)

Turn by turn directions and addresses will be handed out at the Prairie Center. The first stop will be at Jeff Hasslen's. He collects mostly Franklins [air cooled] and has an interesting shop.

Next stop will be in Saint Cloud for lunch at Brigitte's Cafe.

Then on to Roy Bernicks in Waite Park. Roy has as over 60 cars in his collection and a sign collection that is very special.

Home on your own after a car filled day and about 50 miles of cruising between our stops.

If you plan on joining us, please email Tom Masso at TomandSue@Massofamily.com or call 651-492-9713 (*unless you signed up at the breakfast on Saturday – ed.*)

GMCCA Car Show at MN State Fairgrounds is Sunday June 4th. Hope to see a good turnout of Corvairs and hope you could work a shift at the gate. Many hands make the burden light and there's nothing like working with someone to help form a friendship bond.

We've been having a nice turnout for meetings at Ideal Hall on 2nd Tuesday. Dinner available 5:30 - 6:30 and Meeting at 7:00.

Jim Brandberg
CMI Activities Director

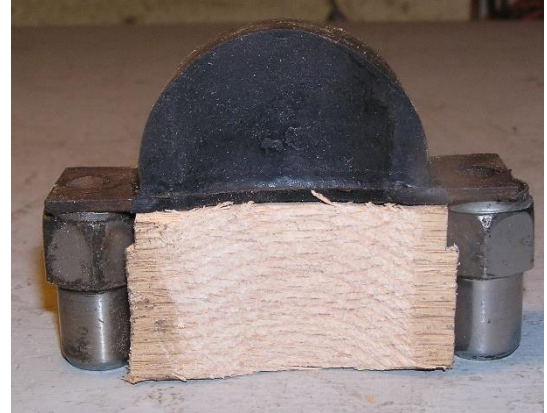
And a reminder from last month:

“Perhaps that’s a segue into a reminder to pay your CMI annual dues. I don’t think too many grouse about the cost, most slackers just forget and I was even one of those this year. The rest of June is busy with the CORSA convention in Wisconsin Dells and Back To The 50s for half of us. During the Summer season last year we just picked out Car Shows and such here and there. About all I do is try to help promote, each place we go to can use one of us willing to be a hub, it’s nicer if we can arrange to park together and some events are easier than others to pull that off. Sometimes we have Corvairs at more than one event on the same day or events show up on the calendar I haven’t heard about. I was new last year and will try to pay better attention. Please let me know if you have Activity suggestions, especially if you can help. We’ve been talking to the VW club about doing something together if someone has any ideas along those lines. One thing they like to do is go somewhere for a hamburger”

Jim Brandberg
Corvir Minnesota
Activities Director

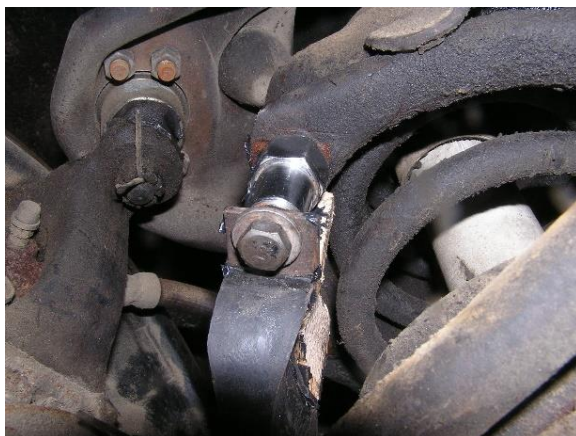
A modified rebound bumper.

I put BIG wheels on my '64. With BIG tires! When I hit a bump, while turning - - the tires rub on the bottom edge of my fender. I don't want to tear off the beauty strip - or the fender - so I thought about smaller wheels - - for just a second! Then my brother Chuck gave me a suggestion: Why not extend the rebound pad in the front suspension so the wheel can't go up so high into the wheel-well, especially while turning? That way the tire will not hit the fender because the lower control arm will stop when it hits the lowered rubber bumper. So I took off the normal rubber bumper that is mounted on the outside of the spring tower. It is right above the place on the lower control arm where the brake reaction rod is bolted....the bumper would ordinarily hit on the reaction rod in a "rebound" condition. I intend to hit it more often, now! It turns out that the rebound bumper needs to be curved to avoid the spring, so I had to curve my extension. Chuck is the guy who suggested OAK as a good material in this application. Here's a view of my old "Snubber" with its new curved OAK block to take the hits, along with some steel parts to hold the bolts.



This second photo shows how it looks installed –pointing down – at the lower control arm. See how the curved OAK just clears the spring in its tower.

This third photo shows an overall view of the extended Rebound bumper directly above the brake



reaction rod on the lower control arm. The Lower Ball joint is to the left and the sway bar's left end is visible on the lower right corner of the picture. This is the 'empty car' position for these parts.

Driving is now smooth and has no grinding of the tire against the bottom of the fender-well , under any



condition – that's number one! I do hit that rubber part quite often now, but it helps me corner flatter, so it's not all that bad, either.

To see how this new part fits "like, in action" I have jacked up one wheel - alone - to put max lift on one tire. This has brought the lower control arm up to nearly touch the 'snubber'. Note the shined up part (looks like a shadow) right under the bumper – shows it's been working!

Anyone who wants to see/drive it can stop in any time.

Fran

41st 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 4, 2023 • 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: \$10.00/Adult
- Children under 12: FREE

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

- \$20 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

Swap Area: Swap Gate for swappers opens at 7 am —**New Time!**—

Swap Gate for everyone else opens at 8 am

- 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 sharp June 3th 2023
- Visit links below for updated event information



www.gmcca.com

www.facebook.com/GMCCAssociation

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

2023 International CORSA Convention

Hosted by Wisconsin CORSA Chapters

CORSA is pleased to announce that The Chula Vista Resort, Wisconsin Dells, Wisconsin will be our Convention destination in 2023 starting on June 19 thru June 24, 2023. More info to come. You can check out the Chula Vista Resort online at <https://chulavistaresort.com/> And you can see all that Wisconsin Dells has to offer at <https://www.wisdells.com/wisconsin-dells-attractions/scenic-tours>

Host Hotel Location:

Chula Vista Resort
1000 Chula Vista Parkway
Wisconsin Dells, WI 53965
United States

Booking Information for Hotel Rooms:

Booking Code: i79431
Toll Free #: (844) 240-4922

Room Rates:

\$ 129 per night. QJP/QJS/FSTU
\$ 249 per night. 2 BDRM CONDO
\$ 378 per night. 3 BDRM CONDO

When

June 19th, 2023 12:00 AM to June 24th, 2023 12:00 AM

Location

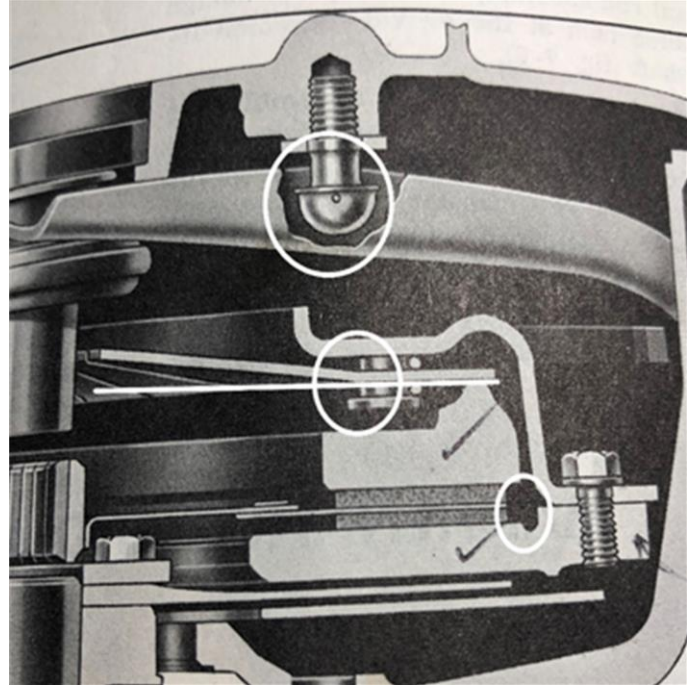
Chula Vista Resort
1000 Chula Vista Parkway
Wisconsin Dells, WI 53965
United States

[CORSA Convention - 2023 International CORSA](#)



Clutch and Pressure Plate Talk

Here's a copy from the shop manual of the 'bent finger' Pressure Plate. Along with the Pressure Plate and the Clutch Disc and the Flywheel and the Shift Fork Pivot Pin. I have circled the important parts. Notice the Pivot Pin up top – the shorter Pin is used with the stepped Flywheel. You can see the step in the smaller circle near the bottom of the picture. That step is 0.125" - - so, if/when you have the flywheel resurfaced (by cutting back the wear surface 5-10 thousandths then you need to take the same amount off the high part of the step so you end up with that same 0.125" step. The Clutch Disc is seen clamped between the wear surfaces of the Pressure Plate and the Flywheel, that disc must be at least 0.375" thick when installed. If you cut anything off the Pressure Plate (PP) alone, you have to shim the PP's spring or cut that much more off the high side of the step on the Flywheel – because you must clamp a 0.375" disc.



In the copy above, I scribed a line by the bent finger Clutch spring that shows how a straight spring (fingers) looks. If you do anything with your Clutch Assembly be sure to check how much the fingers go down when you bolt them together. Lay the Flywheel on the bench. Put the Disc on the Flywheel and then sit the PP on top of the Assembly. Put a straight-edge across the top of the PP and measure down to the fingers...when you bolt the PP down against the Flywheel those fingers have to move down a full half inch. If they don't move that much, your clutch will slip. Like a 1/4" movement won't cut it.

The shift Fork pivots on the short pin (with a bent finger PP) and pushes the Throw-out bearing against the fingers of the spring. If you are using an old PP look at the contact area where the Throw-out (TO) bearing rubs on the spring – all the fingers have to be shiny, the same!

Oh yeah, do not use any riveted Flywheel. You can bolt your own or have somebody do it but never use a factory riveted Flywheel. It's always a good idea to balance them when you are finished or you can have that done, too.

Good luck with your 110! *Fran*

CORVAIR Gas Gauge: all testing is with the Key ON,

Usual gas gauge problems are: the Dash Gauge (on a Late) has an open ground or the Tank's ground wire (on an Early) is open. This means that the gauge is not grounded or the tank is not grounded. Ground is just a convenient way to make a wire out of the frame/body. If either the Dash Gauge or the Tank (Sender) is not grounded (meaning not connected to each other) – the system can't work. The 'ground' of the car body does this connecting, so if either one is "open" the system fails. Years ago we came up with an acronym called EGAD - - for a diagnostic tool. "Empty Gauge (EG) means the problem is At the Dash (AD).....EGAD". Obviously if the Gauge always reads Full the problem is at the other end, namely the Tank. Recent discoveries with our aging vehicles have given that acronym an F, namely there is another way that the gauge can be stuck on Empty. This is caused by a perfectly functioning electrical Fuel Gauge system reading Empty when there is gas in the tank, but there's a problem with the F (float).

The float in the tank is a very thin brass bulb that over a very long time – like fifty years!!! - - leaks and sinks. A pinhole can rust through its thin skin and the float will sink – to the bottom – where it will obviously read MT - - - - all the time!

EGAD tells you to look for the problem at the DASH. Apparently this can be misleading.....so, "EGAD or F"

If your problem is an indication of always Empty...read on. An always empty reading should mean the tank is empty and you are out of gas! OR - - you are driving around in a car with a good gauge, but the float in the tank has simply sunk. If the sensor is sitting on the bottom of the tank a good gauge has to point to the big 'E'.

To see if your sensing system is OK in the 'always E' situation.....(this is the "or F" of the above comment), you will need to check the continuity of the tank unit using an LED test lamp or an ohmmeter. Pull the sensor wire off the tank's connector and measure the resistance from that brass post sticking out - to ground. Using the tank's ground wire.

If your test shows continuity through the sensor and the resistance is a few ohms (like 5-10), then you can be assured the circuit is good and the float has sunk. Clark's sells a new float for \$10.

If the float has not sunk but the gauge still reads 'E' when there's gas in the tank....then you go back to EGAD and look for a loose ground connection at the Dash. Earlyies have a metal dash so it's unlikely to be a bad Dash ground. Lates have a weak design feature which causes moisture to settle on the grounding bus bar (rusting it completely off) - making Lates more susceptible to the permanent 'E'. See photo of a rusty ground strap under a LM dash. When the strap corrodes loose all the dash gauges lose their grounds.



So, if you have the "always 'E' syndrome. First; Check the continuity of the tank's sender, as above. If that is good go after the ground condition of the Dash Gauge (which must be to the vehicle's ground).

On the other hand, if the Dash Gauge is always at F the sensor wire from the gauge to the tank can be open - - check that by putting the tank end of that wire to ground. Grounding that wire will give you the big 'E'....telling you that wire is good. If the ground wire (from tank to ground) is open you will also get the big 'F'. Reattach that ground wire to get your gauge back working. If you still have FULL written all over your face then the sender inside the tank is corroded and you will need to remove the sensor from the tank and service it.

Same repair sequence with the sunken float – remove the sensor unit and service the float. FCs are only slightly more complicated than the cars. The hardest part is dealing with the gas that is in the tank during service. The best part of that job is there's a pipe that goes right into the gas so you can easily DRAIN the tank to do the service! *FRAN*

CMI Classifieds

FOR SALE

1963 Corvair Convertible, 4 speed, black with blue interior, Dual master brakes, new tires, shiny new paint. Good runner. \$9500

Norb Johnson 612-281-1940

Wanted: The El Corvino has been getting attention at car shows and I'm thinking about the next project. I'm looking for a few cars to make another custom Corvair.

I need a station wagon, an early 2 door and an early 4 door, none of which need to run. The wagon needs to have a good body - nothing else matters, I'm going to put in a 64 suspension, different interior and customize the body.

Send me an email with some information and pics. Dave Pedersen dave14957@gmail.com

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

GM Signs and Memorabilia Wanted

Seeking original Chevrolet/GM/Pontiac dealership signage and memorabilia. original NOS parts AC Delco, United motors OK used cars sports dept. etc. looking for stuff in good to excellent condition. cash paid and will pick-up

Chad Blomberg (612) 214-1866
cbinthecloud@icloud.com

I have parted out many Corvairs and have a wide variety of parts. I now have good used starters. They have been inspected and cleaned up internally and tested on an engine. \$120 for the ones with a new solenoid, \$100 for the ones with original solenoid. I have a few worn out but not catastrophic failure \$400 core engines for the airplane guys. 65-67. I have about 20 engines that have not been evaluated. I could do so depending on need. I've got many transmissions and differentials. Complete front and rear suspension assemblies.

763-FourFour-9334

Check us out...



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

Follow us on
Facebook:
Corvair Minnesota



Public group · 336 members

(as of 04/30/2023)

Spot a 'Vair!



Screen captures from Simpsons Season 34,
Episode 17, 3/19/2023

*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 9th of
May at Ideal Hall*