



Leeky Seel

Corvair

November 2022



Corvair Minnesota Newsletter

President's message:

Our Corvair Fall Breakfast was fun. We had beautiful weather, and there were 16 Corvairs, 40 people - just perfect. If you weren't there, you missed a good time, good food, and a lot of good car talk.

Elections are coming up November 8th, nominations can still be made from the floor, and then vote. Come early to eat, the kitchen closes at 630.

I hope you all had a great Halloween!



President Tom
Tom Quinn



November Birthdays

- Bill Cook
- John Herkenratt
- Brent Krause
- Travis Long



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

Meeting minutes

October 11, 2022

CMI Meeting

President Tom Quinn called the meeting to order at 7pm. The creed was read.

Gary Nelson did the Tech session, and told stories about his trip to Pikes Peak in Colorado. As well as a old hotel. Than he proceeded to have a tech session regarding dip sticks.

Lee Knauf read the financial report and memberships. Lee is stepping down as our Treasurer. He spoke about what's involved with the job. Paul Schuler said that he was interested in the Treasurer job.

Inventory on the Corvair clothes line was discussed, and cutting back.

Jim Brandberg talked about the Frankensteiners show. 8 Corvairs attended. We are looking for more ideas for activities this fall as well as winter. Gary mentioned going to an Apple Orchard as a day trip, or a Foundry.

Dan Quin said there was no new news on GMCCA. Some of the car clubs may have their assignments changing next year. They are looking for more displays next year of GM Vehicles, Antique, or old Fire trucks, Military displays, etc.

Our holiday party will be Saturday January 7th at Ideal Hall. More information on that later.

Dave Pederson spoke about a new monthly discussion, if anyone needs help on their cars, speak up, and hopefully get answers or help.

The November meeting will be on the 8th at Ideal Hall.

CMI Meeting Minutes were graciously taken by Gail Quinn.

Amber Leah

Amber Leah

CMI Secretary



Current CMI Officers, Coordinators and Directors

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Campaign Season

We are having our CMI elections at the monthly meeting. Up for grabs this year on a 2 year term is Treasurer, Activities Director and Director. We have a volunteer for Treasurer in Paul Schuler and Dave Pedersen for another term as Director. I wish someone else would take Activities Director but I would be willing to continue. Nominations are still good at the meeting. I have other CMI aspirations next year, I would enjoy a year without responsibility and it would be better if I didn't abandon Activities Director mid-term a year from now.

Frankensteiners Ball went well at Cambridge Fairgrounds. 4 of us who pre-registered gathered at 6:30 and went in together to park in the 2nd row with some help from parking marshal volunteer Corey Cowden. One of those had to leave at 10:00 and the space was taken by Corvair #5. Numbers 6 and 7 arrived about 9:00 and parked way back but still in good spots. Corvair #8 arrived about closing time and #9 was a celebrity appearance by a 4 year old girl named Corvair. I don't do much cell phone activity so I missed the glam photo opportunity. I thought Frankensteiners Car Club and volunteers did a great job getting 1500 cars handled in a timely fashion. Frankensteiners Car Club is a small group to put on such a big event. They don't seem to have many Rat Rods in their ranks but there was an inordinate number on hand. I'm sorry but I love that stuff if it's carried out well, although many sort of miss the mark somehow.

The Breakfast Car Show at Ideal Hall was successful with about 38 people and 16 Corvairs on hand. The weather was good and we had a nice combination of indoor and outdoor activity. We had a nice variety of Corvairs from 60-69 with all body styles except Rampside and Lakewood present. We had a mini tech session when I arrived with wisps of electrical smoke emanating from my gas heater combustion blower. We had interested St. Paul passersby stop in later.

I've always resisted the contention by some that Corvair Minnesota is more of a social club than a car club. I must concede that this theory seems to be reinforced when you look at the attendance numbers at various activities. We get a good number of Corvairs at GMCCA but other featured car shows through the year not so much. Even with much promotion and beating of the drum, 6 Corvairs at a car show seems to be about the norm through the year. It is encouraging that at least it's not always the same 6 and we do usually get extra "Corvair people" that come in other cars. We get good attendance at our events that feature a meal. I'm just sort of thinking out loud about what this means when it comes to planning CMI Activities. Perhaps the idea of getting out to car shows together is a habit that will strengthen with exercise as folks realize the good time we're having. It's a bit like herding cats to get us parked together at a big event but I'm learning and it should get easier with some practice. The camaraderie is good but being spread out a little in a big event can be good for Corvair exposure too. Maybe I just need to change my thinking to view 6 Corvairs and 10 people as a successful turnout.

We have the Holiday Party dinner scheduled in January but I have no other Activities planned. There were some good ideas bandied about at the October meeting but unfortunately I didn't write anything down. I would prefer to support someone else as Activities Director but if elected "I will try to pay better attention". How's that for a Campaign Slogan? If you'd like to see us do a certain activity, please take the extra step of being the point person and organizer. I can help with the E-mail and Facebook promotion.

Jim Brandberg

Corvair Quiz III Test your knowledge!

- 1.) How many Cubic Inches was the '63 engine?
- 2.) How many different gear ratios were offered in the differential? Bonus:) What are the gear ratios?
- 3.) What's the difference between a '65 and a '66?
- 4.) What did the Late Model Convertible have that an Early Model Corvair did not have?
- 5.) What model of Corvair had external oil coolers?
- 6.) What type of antifreeze does a Corvair take?
- 7.) What manufacturer makes the oil cooler? Hint: A previous president had the same last name.
- 8.) How many carburetors on a 140hp?
- 9.) What is the horsepower of a Late Model with Turbo?
- 10.) What is the horsepower of an Early Model with Turbo?

(find answers on page 8)

A last minute ad:

From Brian Durham:

**he wishes to pass these parts from a 1965 Corsa on to an interested CMI member for a reasonable cost.
(He's cleaning his basement).**

**You can contact Brian @
(612)719-2132**

Oct 2022



A letter to the editor:

Dear editor (John),

The box in the Leeky Seel with Officers and Directors and Coordinators needs a little tweaking.

I consulted with Peter Schmit, one of the drafters of the By-Laws, and he agreed with my opinion. The "Activities Director" position is an Officer. I asked Peter about just switching it to "Activities" as it's stated in the Leeky Seel but he said "Activities Director" is how it's listed in the By-Laws.

Both Director positions are now 2 year terms so there is no One Year Director and 2 Year Director. That was only the first year in order to stagger the terms.

The BOD consists of 5 Officers and 2 Directors:

- President
- Vice President
- Secretary
- Treasurer
- Activities Director
- Director
- Director

All are elected to 2 year terms. The President, Vice President and Directors have 2 term limits. I believe the Secretary, Treasurer and Activities Director do not have term limits but I don't know for sure. I think the intention with that was so a good Treasurer could continue on and they didn't want to just single out that one position.

I'm not an especially persnickety By-Laws sort of a guy but I thought we should get it correct before tradition sets in again. Our President has trouble keeping it all straight and having it out of sequence in writing doesn't help.

I wish someone else would take over Activities Director now that I've got it going and having it in the Officers column would be good so they know exactly what they're getting into.

Of course it would be good for you to check it out before changing anything on just my recommendation.

Thanks,

Jim Brandberg

Muffler Hanger Repair or Upgrade

A standard CORVAIR Muffler is mounted on one end of a Crossover Pipe. This is because both Manifolds dump into the one Muffler – obviously! My point is that the Crossover Pipe is also a good solid support, holding up the Muffler. The Hanger on the rear end of the Muffler just holds up the back end and keeps it out of the dirt. That's all true – ordinarily – but what about when you switch over to Dual Mufflers. Each Dual is held "UP" by that little Muffler Hanger in the back as well as how hard you clamp the Doughnut up front on the Manifold. Both techniques mount from the side, preventing rotation. FCs use a big strong arm to hold the Muffler 'UP', even when there is a Crossover support. So, Duals present a unique situation and therefore add undue stress to the Hanger.



Most Hangers let loose at their top hole under 'normal' use. Here you see one of those holes opened in such a manner that the Hanger will pivot about the bottom hole as it drops the rear end of the Muffler to the ground. See picture at the Top with a Dual completely under the engine. If a person were designing this Dual-setup, they would beef-up that hole so it could hang-on to its Stud, better! Usually, Duals are an afterthought, and each single Muffler is hung on its own Hanger without inspecting that little hole on top of the Hanger.



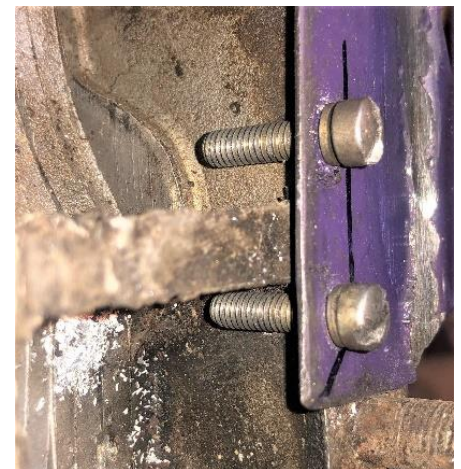
One way that a Hanger can be upgraded (without dismantling half the Engine's Sheetmetal) is by cutting out that corner of the hanger and welding in a reinforcement panel which is wider and maybe a little thicker than the original. The wider Hanger can reach beyond its Stud and span an open area of the Head where support hardware can be deployed. Here's an example of a

welded-on reinforcement Panel, both in the air and slipped-in below the Stud where it can extend over an empty part of the Head. Two #10 screws are shown dropping into that area on a sample Head. This chamber is also covered by other reaches the same Stud can tie those Sections pass-through bolts from slipping sideways. Muffler Hanger from lower bolt. We see here installation with a pair of anchoring the Hanger-dismantled in a



Sheetmetal that so these added screws together while the prevent the Hanger This prevents the rotating around its an example of such an 1/4"-20 screws solidly forever! Easily teardown, as well!

Keep-on
CORVAIRing, **Fran**



Parts Mis-Match

Recently, while I was inventing a Special CORVAIR Tool, I re-discovered That point is not evident to the casual CORVAIR repair person as most person works on only one vehicle at a time. Since U-joints are used on CORVAIRs, this note is of possible value to us all. Anyone with a pile of know this!

The U-bolts that secure two of the bearings in a U-Joint are means of 5/16" nuts spun on their ends. It's a curious thing when U-Bolts that you can stretch/bend the bolt around the bearing simply by over tightening one of the nuts. Doesn't seem to hurt anything as long as you make them even in the end.

The thing I was reminded of (which I am trying to tell y'all) was this, there is a different thread Pitch between the EM U-Bolts and those used on the LM. Photo shows one of each. No problem if you mix them on the U-Joint as the Bolts are all the same size, but it is a problem when you try to thread on the 'wrong' nut. So, this is mostly a Cautionary Note. I was able to stop and look when the nut just would not thread on by hand and I did not put a wrench on it! I had a handful of nuts and most of them were going on – I had a 'right' one on one end of the bolt and tried to put a 'wrong' one on the other end of that same U-bolt!



a small point. of the time a the Axles of all Parts should

removable, by working with

Doesn't seem



highway!) – by securing those two floppy ends close enough to do the job.

The Coupler between the two U-Joints allows the wheels to turn separately. This one fits between the U-Joints of a LM. EM U-Joints are 1/2" closer (Differential is narrower), so such a special Axle for an EM would have to be 1/2" shorter, FCs too. A different Coupler would probably make that accommodation.

I have a video of this Axle, in operation, that I will send-in to CORVAIRMINNESOTA.COM for those who have Internet Access (to watch).

Keep on CORVAIRing...**Fran**

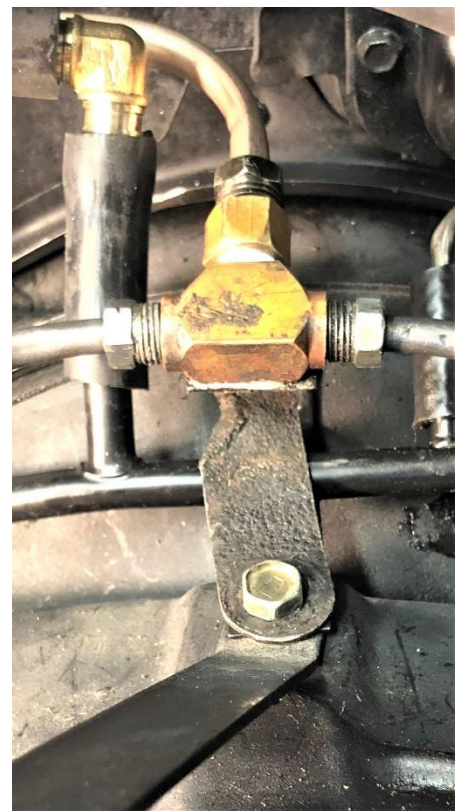
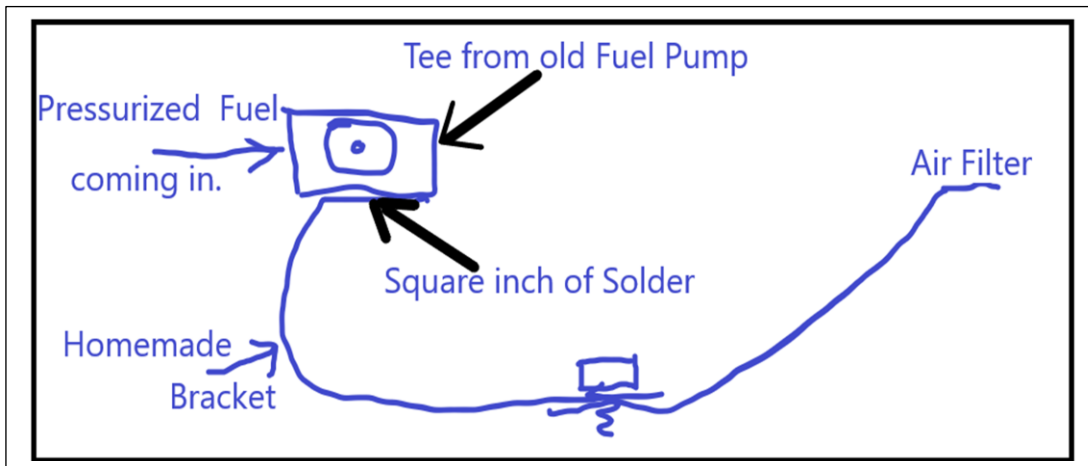
This is the Special Axle I was working on when I tried to use the wrong nut. Using such an axle between the existing axles on a CORVAIR with its engine removed – orients the rear wheels toward each other -this allows pushing the vehicle around the garage or grounds – (NOT on the

Answers to Corvair Quiz on page 4:

1.) 145 Cubic Inches 2.) Three; Bonus: 327, 355, 389 3.) All manual transmission
4.) Four Damper Cans ("cocktail shakers") 5.) All
FC's 6.) None (Air) 7.) Harrison (President William Henry Harrison) 8.) Four 9.) 180
hp 10.) 150 hp These Quizzes are provided by Amber Leah

Help with **Electric Fuel Pump Conversion**

Since the Factory Fuel Pump has been exchanged, the Fuel comes in from the front and there is no need to run all the plumbing around the back, past the GEN. The two little old Fuel Lines to the Carbs can be reversed to receive the incoming Fuel at the front of the engine. The nice Brass Tee from the old Fuel Pump can be positioned right there in the middle, to accommodate the incoming fuel. Somehow it needs a skyhook to not only hold up the Tee but those three Fuel lines as well. There is a bracket for the Vacuum Balance Tube (and the Air Filter) that can be modified to support the Fuel Tee. Here's one way to do it. Try to place the Tee a bit 'forward' of the screw that secures the Air Filter, to aid in disassembly should you ever need to do that! Soldering works for mechanical construction too, but Epoxy would hold the Tee to the bracket, as well. A prettier bracket (Red?) could also be assembled! Enjoy, **Fran**



CMI Classifieds



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

For Sale

4- Auto wheel dollies for moving Vehicles in any direction on 3" roller Bearing swivel casters

\$100 – cash only

Contact Keith at (612) 718-1822



For Sale

1964 Corvair Monza



Ellingson Motorcars
(763) 428-7337

81787 Miles Azure Aqua Black interior
164 Cu. In. Flat-Six Automatic Transmission

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-FourFourFour-9334

Check us out...



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

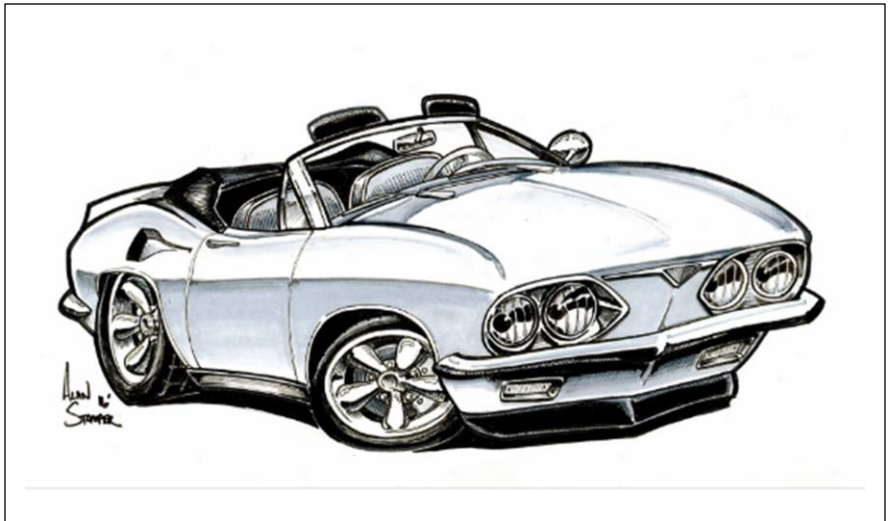
Follow us on
Facebook:
Corvair Minnesota



Public group · 293 members

(as of 10/29/2022)

Spot a 'Vair!



Custom Corvair by Alan Stammer, Ohio

*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 November membership meeting will be held on the 9th at Ideal Hall – see you there!