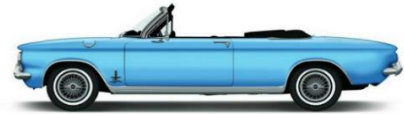




Leeky Seel

Corvair

October 2022



Corvair Minnesota Newsletter

President's message:

The weather lately has been beautiful; I hope October will be the same!

The CMI breakfast will be Saturday October 22 at Ideal Hall, please send in your reservations to Dave Pederson. The information will be in the Seel, I do hope the weather holds out!

Don't forget the Elections will be next month. Think of who you want to nominate.

The next meeting will be October 11th at Ideal Hall. That day will be the last day to get your reservations in for our Breakfast. You can always bring the paperwork that night and give it to Dave.

The October meeting is on the 11th at Ideal Hall. Remember, the kitchen closes at 6:30.

President Tom
Tom Quinn



October Birthdays

- Ray Alexander
- Lee Knauf
- Dave Pedersen
- Dave Steffens



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

September 13, 2022 CMI Meeting

Pres. Tom Quinn called the meeting to order at 7:03 pm.

Jim Brandberg gave the tech session.

20 people attended the meeting.

Brandberg talked about how he likes to take the gas tanks and have them cleaned and coated by Tank Renu. Tank Renu offers a lifetime warranty of the gas tanks that they do.

Gas Tanks from Clarks '61 - '69 are \$145 - \$178 plus \$85 shipping. That does not include a lifetime guarantee as well as it's bare metal. 1960 Corvair had a 12 gallon capacity, compared to 14 gallons for others.

Regarding the sender, the float should be towards the rear of the car. To tell the difference between an early sender and a late send, the ohms are different.

Brandberg than proceeded to discuss different types of fuel pumps; rotary pumps, air tech pumps, they are made in china and smaller. Napa sells Carter fuel pumps. Pegasus Racing Supply, they sell Facet pumps, which are American made.

Mechanical pumps can leak internally or externally.

Dick Mikelson 4 door sedan with a white top... bought in 2016 Talked about his trip to Lake Tahoe and Bowling Green to the convention. 200 cars were being judged at the convention.

Lee Knauf read the financial report.

CMI Breakfast October 22nd, same menu, same time. Print it off and bring it into the next meeting or mail it to Dave Pederson.

Regarding CMI Facebook, do not click any links. We have has some scammers that are trying to infiltrate the page, but the admin are trying to delete them and block them as soon as the pop up.

Coming up in the next electoral vote will be:

- * Director 2 year
- * Secretary
- * Treasurer - Lee Knauf has graciously been our Treasurer for a long time now and would like to retire from his position.
- * Activities Director

Committee Nominations will be held in October and the elections will be held in November.

6 Early Models 6 Late Models showed up for the meeting.

#7 Dan Fritsche was called

Meeting was adjourned @ 8:15

Board members are requested to arrive early at 5pm for the next meeting.



Amber Leah

Amber Leah
CMI Secretary

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Coordinators and Directors**

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Frost On The Pumpkin

We had 6 Corvairs in attendance at Osceola and it was a good time with the Air Show and all. I had a good time visiting with Dave Steffens about his Repair Shop and SCCA Formula Ford experiences. I'm sorry I didn't see Terry Quesnal arriving so he could park with us but did go have a good look at his Lakewood. A similar amount of Corvairs were in Buffalo on that same day. Sounds like there were some Corvairs at Blacksmiths in Hugo the week after but I never heard about it until afterwards, that was one of the venues I was considering for us as a group.

For us car freaks, things are sort of winding down for the year already. A lot of the regular weekly Car Shows stop after Labor Day. I'd like to see us attend the Frankensteiners Ball Saturday October 8 in Cambridge at the Isanti County Fairgrounds. It's a pretty big deal and there's only one way in so it's best to arrive early. I consider the center of the show to be on the south side of the "lake" and hope to park my Tasco Turquoise '60 4-door there. It will be hard for us to park together unless we arrive together. I'm available at 763-772-5650 to anyone wanting to coordinate something. I can imagine being overexcited and arriving around 7 AM.

As sort of a bookend to the season we are having a CMI Breakfast and Car Show at Ideal Hall on Saturday October 22. It was well attended in the Spring so we're hoping for a good turnout of Corvairs and people. Other interesting cars are welcome too. It's not all about the cars so a good one to bring the family to. If attending in a "regular" car it would be polite to park in the back lot. Given good weather, I'm thinking about arriving to hang around in the parking lot about 8, enjoying the Buffet inside about 9, going back out to look at Corvairs and shoot the breeze some more, then being on the road home well before Noon. Given bad weather I can still do most of that indoors around the tables. We need to register and pay beforehand so they know how much food to make. The price is low with CMI coffers making up the difference.

Speaking of CMI coffers, we are in need of a new Treasurer. Lee Knauf has faithfully served CMI as Treasurer, President, Secretary and all around Good Sam for like 15 years now. Unlike some of the CMI positions where anyone with a warm pulse can learn and grow into the job, the task of Treasurer does require some knowledge and integrity. There's some Excel spreadsheets and such to know your way around. Besides the money Lee has been maintaining a Membership list with contact information which he shares as needed, especially with the Membership Coordinator and the Leeky Seel Editor. This stuff is in tip top shape and I don't think it would take an organized person a lot of time to maintain it. Lee would be very happy to help someone get started and lend assistance as needed. His term is coming to an end, our election is in November, so we need candidates NOW in October.

Looking ahead as Activities Director, after October I have absolutely nothing in mind for suitable CMI off-season activities. I'm totally open to ideas and help planning something, perhaps an interesting tour or a meal at your location? Any Winter car shows you know of?

Along those lines I volunteered to be Activities Director because I didn't like seeing the position vacant. I was appointed by the BOD to finish the term and this position is up for election. I don't think my natural talents lie in this direction but thought it would be an opportunity for me to learn and grow. I am willing to continue but think CMI might be better served by someone with better hospitality and organizational skills. I could do something else to help Corvair Minnesota...

Jim Brandberg

Corvair Quiz II Test your knowledge!

1. What was the first production date of Corvair?
2. What was the last production date of Corvair?
3. True or false... The Corvair was the only vehicle certified 'SAFE' by the United States Government.
4. Who leaked the secret about making of the Corvair?
5. What is the rarest type of Corvair besides the Corphibian? Bonus if you know how many were made.
6. Who designed the Yenko Stinger?
7. Who designed the Corvair?
8. Is the Corvair Rear wheel drive or Front wheel drive?
9. What was the best selling Corvair? Bonus if you know which one.
10. True or False...Â Corvair was the first and only air cooled car for American car manufacturer.

(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**





Breakfast and Corvairs

October 22nd, 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 October 11th

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)

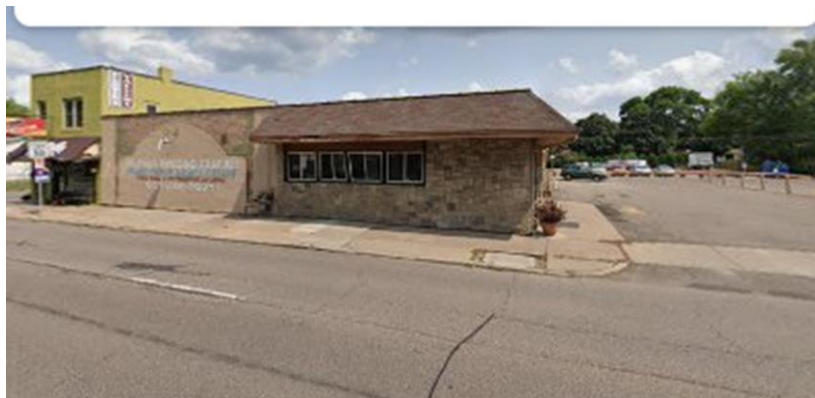
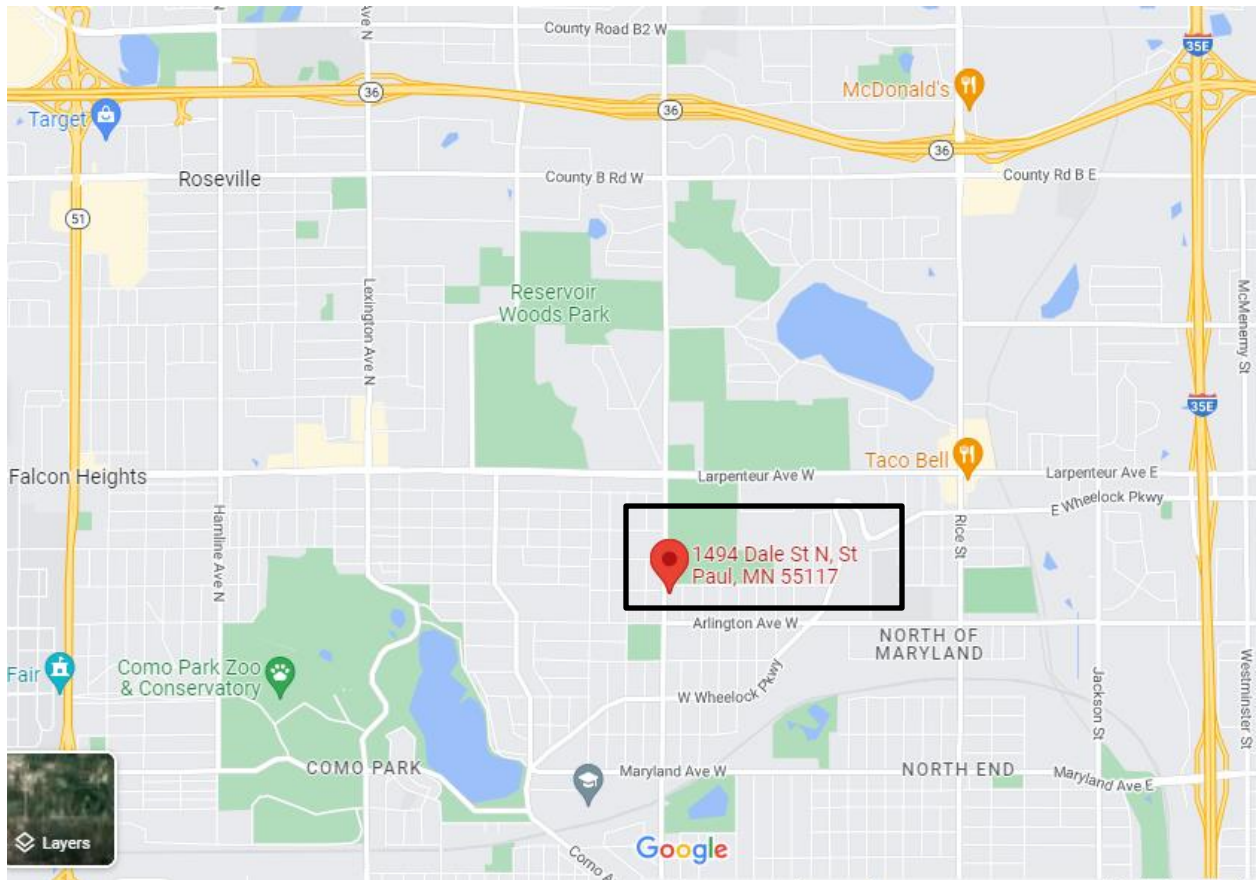


TST Creative Catering & Ideal Hall

tstcreativecatering.com

1494 Dale St N, Saint Paul, MN 55117

(651) 488-0971



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!

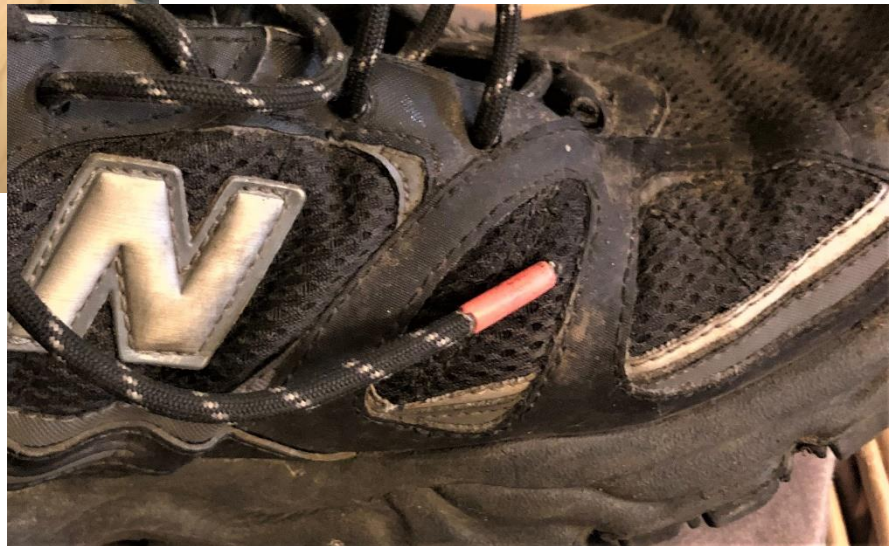
Again, few of us know the word because few of us pay it any attention, BUT there are those Folks who do Concours, etc. and attention to detail is imperative! Maybe this Hint is only for them, let's see.



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**

Answers to Corvair Quiz on page 4:

1. October 2, 1959
2. May 14, 1969
3. True
4. Dave Mann
5. 1962 Loadside Pickup Bonus... 369
6. Don Yenke
7. Ed Cole
8. Rear wheel drive
9. 1961
10. False... The "Copper Cooled" engine was their first air-cooled engine. (It was an instant flop, but still technically the first.)

The Hockey Stick

Technically it's named the Brake Reaction Rod, because, in its position, it stops the front suspension from swinging backwards (reducing the Camber) when the brakes are applied...in Reaction to Braking!

You will notice a need to service this device if your vehicle jumps to the side when you brake. It may not JUMP so hard, at first, but as the problem progresses the jump gets bigger – until you investigate!

The Reaction Rod is shaped a lot like a Hockey Stick, so lots of Folks call it that. When you look it up in a parts manual you can't find it under that name. Clark's calls it the Front Control Rod. In the CORVAIR cars that front Control Arm has a pivot, a seat for the Spring and a Ball Joint. There are also a pair of holes in that Control Arm for securing the Brake Reaction Rod. This B. R. Rod goes back at about a 30° angle, very much like the FC's A-frame. Trucks built this function into their A-framed Control Arm. The cars didn't need such a robust suspension as our rugged FC!



To soften the blow when a wheel hits a chuckhole or other such harsh happenings, the back-end of this Rod is secured by a large pair of Rubber Blocks. These blocks are compressed between a pair of 1/4" plates on both sides of a large folded metal box formed as part of the front suspension.

Changing these rubber blocks is pretty easy except for 'Assembling' the system with the new robust rubber parts. That's what we are talking about today...how to coerce these parts to line up so we can bolt it back together. There is a problem because the Rod with new uncompressed Bushings is too long to fit back into its designated spot.

To bolt the Reaction Rod into its part of the 'A' is really hard to do without a very strong arm needed to position the "too long" Control Arm quite a bit forward of where it usually rides. So...



Bring in a small bottle jack and set it up against the back of the Wheel-Well, aimed at that lower Ball-Joint. Photos show the length of the Hockey Stick, where the bushings go, and the Jack pushing on the Lower Control Arm right by the Lower Ball-Joint. Note: A Bottle Jack on its side must have the Pump down. A third photo shows the Hockey Stick Studs about 3/4" from their intended holes in the Control Arm. This different position is because the Bushings are not compressed while you are lining up the holes. That dimension is what the Jack has to eliminate.

Appropriate use of the Jack moves the Arm holes (in the Control Arm) under the Studs. Once the Studs drop in and a nut is applied the job is essentially finished. No alignment is needed as the Reaction Rod, with its Bushing clamped in, will return to its original position.



Here's a pair of Bushings ready to be compressed. Don't forget to put some Grease inside that Limiting Compression Metal tube as it could Rust inside. Just remember to bring along a bottle Jack when you change out the Bushings on the 'Lower Control Arm' on your CORVAIR. **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 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



1963 Monza Spyder

\$28,500 Faribault

I am the third owner of this car and have had it for the past 44 years. This car has a 150 HP Turbocharged, 4-Speed Manual Transmission, rare factory metallic brakes and braking system. 82,471 original miles. Three hundred and sixty-one miles driven since complete restoration of body and rebuilt mechanical systems (motor, transmission, brakes, turbo, carb, etc.). Believed to have been raced by first owner.

By doing research for the past 44 years and talking with the second owner, I learned that the car came with factory metallic brakes (one of seven cars factory built with metallic brakes in 1962/1963), unique shift kit that was manufactured in 1962, racing tonneau cover, wrapped asbestos header pipe to turbo to increase power, bump stops for front springs.

Reply: d921c47c17e33ceaaa7c69b11d47d338@sale.craigslist.org

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 · 271 members
(as of 09/29/2022)

Spot a Vair!



From a California contributor:
“I filled my gas tank today and doubled the value of my car!”

*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 October membership meeting will be held on the 11th at Ideal Hall – see you there!