



Leeky Seel

Corvair

October 2023



Corvair Minnesota Newsletter

President's message:

Well, it's been a quiet month, not much has happened. The weather? It's been raining, so glad, we really need it. So far we have gotten over 4 inches of rain in 3 days, I'll take whatever the good Lord gives us!!

The car shows are still going, don't forget the Frankensteiners show in Cambridge on the 14th of October and our own car show/ breakfast on Saturday morning October 21st at Ideal Hall. Reservations are required. Send them to Dave Pederson, or bring them to our next meeting on October 10th.

Please remember that the kitchen closes at 6:30, not after.

I've mentioned before, elections will be held in November, think about who you'd like to vote for, President, Vice president, Board of directors.

If you know of any other car shows please let us know

President Tom

Tom Quinn



October Birthdays:

- Ray Alexander
- Lee Knauf
- Dave Pederson
- 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

CMI Meeting Minutes, September 12, 2023

President Tom Quinn called the meeting to order at 7:01 pm.

5 Late Models 6 Early Models 1 Greenbrier 1 Van

Members in attendance: 29 members 1 family member.

Bill Bertram; is downsizing items, he no longer has a Corvair. He had a 65 - 67 manual as well as one 1960 shop manual and many other books that he put for auction.

Tech Session: Jim Brandberg

Talking about fan belts... The C5790 autoparts, is the same size just a little stiffer. He always puts new fan belts on cars and never knows what happens. He always uses old ones on his own corvairs... he put a new one on his car, and it always had to be tightened. Jim's opinion is that Clarks Corvair fan belts are not that good. In the grand scheme of things, a little loose is better than tight.

3v560 Gates or Bando belts are preferable.

Gates says on their package that it's not necessarily a Gates product.

He proceeded to explain the best way on how to loosen the pulley in order to get the belt replaced. As for tension, if you have a alternator you should be able to move the fins just a bit. Jim than proceeded to talk about the harmonic balancer. He likes to send them off to Dale Manufacturing in Oregon to redo Harmonic Balancer. One theory for the rubber seal is for engine vibration. A rebuilt one is about 170, 230 American built... about 175 for the Taiwanese ones. There is such thing as a solid pulley without the rubber. If you're throwing belts, just make sure your pulley is good, a bad pulley will throw belts.

Only adjust a belt when the engine is cold.

Activities Director Jim Brandberg: Frankenstiner Saturday, October 14th. The next Saturday will be October 21 for the breakfast club.

Bob brought merchandise.

Elections are coming up, Vice President, President, and a Board Member... we need to have a coordinator that would keep track of people. Dave Pederson nominated himself as a coordinator.

Tom mentioned hiw he would like people to volunteer, for example: Jim volunteered to do the website. Tom and Dave did talk about it briefly and believe that the website is necessary and that we should keep it.

GMCCA the only important thing is that we received our funds. Don't forget the breakfast.

Tom auctioned off the books that Bill Bertram brought in, bringing the total to \$149.

#29 Chris Hefty won the \$5 prize

Amber Leah

Amber Leah, CMI Secretary

2023: Corvair Minnesota Officers, Directors and Coordinators

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Would You Look At The Fall Splendour

We had a good time at Osceola Wheels and Wings the Saturday after Labor Day. I think we had a half dozen CMI Corvairs plus 3 or 4 more in attendance. It was a big day for Car Shows with Scandia and Pine City being just a few others. I heard there was a Swing Dance at the Commemorative Air Force hangar later in the day. The weather was just about perfect.

Saturday October 14 is Frankensteiners Ball at the Isanti County Fairgrounds in Cambridge. Pre-registered folks will line up early off Hwy 95 to begin going in about 7:00. I'll probably get there about 6:30, maybe earlier because I'm often overexcited. It's a little hectic trying to park together but we got about a half dozen in row 2 last year. There's another gate for general admission that opens at about 8:00. I'm assuming it will be the same as last year but you have to look at Frankensteiners Car Club Facebook page for details. They had more than 1500 cars last year and it's a great way to round out the season. The weather can be quite a factor in the success of the event. Participants are encouraged to put out candy for roving children in costumes trick or treat style. We met an adorable young lady named Corvair last year and of course we made a fuss. I'm available for coordination at cell phone 763-772-5650.

Saturday October 21 is Car Show and Breakfast at Ideal Hall and you must pay in advance. We'd like to do one more Activity in November or December to round out the year. Probably some sort of tour and a lunch but we're open to any sort of suggestions. It's easier for most folks on the weekend but a business tour or something during the week works fine too. It was good to see Fran Schmit at the September meeting, probably a little coolish riding open cockpit with Gary on the way home. Bill Bertram has gone Opel and donated his Corvair books to CMI for an Auction that brought in like 7 years worth of dues.

Gary had asked if I could do a Tech Session or more accurately he had Amber ask me and of course I can't say no to her. I chose fan belts because I had one break on me that week. It had stretched and stretched and stretched and broke when starting the car at home going to lunch. Funny thing was I thought about tightening it again but didn't feel like getting out the 9/16 at the moment, if I had I would've probably blamed that. I shouldn't say where I got it but the part number was C5790. When I noticed it stretching constantly I brought it up on Corvair Center and a few people predicted the breaking thing. Perhaps it was just a bad batch. This is a correct 3/8 x 56 wrapped belt and the common part number is 3V560. I bought a dozen Gates belts (so far so good) and Bando is another brand name that has been said to be okay. Jim Becker brought an original GM Corvair fan belt for props and it was indeed a 3/8 x 56 wrapped belt. Simply stated, a "wrapped" belt is smooth black all the way around and with a "die cut" belt you can see the layers on the edges. I looked at NAPA, O'Reillys and Rock Auto websites and by application all offer 7/16 x 57" belts, some with inner cogs.

Common opinion with Corvair folks over the years has been that a 3/8 belt rides further down in the pulleys, is more flexible and less likely to be thrown. They also say if a belt ever flips around backwards you should just get rid of it. Another belt I've liked is Dayco 15565 Top cog, even though it's die cut the top ribs make it look flexible, it's a little wider at 10mm X 56.5". Let's say 3/8"(.375) = 9.5mm; 10mm = .44; 7/16"(.375) = 11mm. So I believe 3/8 x 56; 10mm x 56.5; or 7/16 x 57" are our correct sizes.

Gary has termed out as VP so I'm campaigning for that post. My goal would be a Leeky Seel page on the upcoming Tech Session amongst my usual sort of ramblings.

Jim Brandberg

Corvair Minnesota
Activities Director

A Fuel Pump story



The other day my FC Fuel Pump (External Electric) began to leak. Investigation involved tearing it apart to find how it was built. The pump mechanism was clamped between two plastic end pieces that were also made to house the threaded fittings. Not a good idea, IMHO. Any cranking on the plastic housing puts stress on the ability of the system to hold two O-rings compressed. Didn't work. Placed An order to Clark's.



Just to be certain how things work, I figured I better find out what pressure the new pump will supply. I have a 0-10 psi gauge which I have used in

thought I had read correctly water head it feet. Now I was being silly close that one



the past but just to make sure, I better test the gauge. I wanted it to about 5 psi so I looked up how much takes to make 5 psi and it says 11.5 read that as 11'- 6" but then thought I as I don't need to know anything so inch will matter.



Now, where do

basement stairs has an outside door at the top, which is 13 feet up from the basement floor. Hooked a hose on the top of the door and down the stairs to the meter. Gauge reads zero psi when held at the top of the door, see pic with door in it. As I



walked down the stairs the meter was level with the bottom of the 6.5' door so it read 2.8 psi and at the last step from the bottom read 5 psi at 11.5'. Good, the meter is correct. Then the hose came off the meter and I got a nice squirt of 5 psi water. I did it all over and read 4.9 psi...close enough.



My Clark's order came quickly – about four days. Nice looking pump (all metal case) threaded on both ends, with a filter – to protect the Pump, not the Carburetor – looks like this: Measured



Pressure on this Pulsating Pump is 6.5 psi. I'm certain my carbs can handle that much pressure but I will check all my connections once it is installed.



Goes right back on the crossmember where its predecessor had been: level with the bottom of the tank. I left the old filter on as it looked OK. Had to put the filter at an angle to clear the shift tube coming through the 'holey' tank. Visible along the tank's edge is the tank's air vent necessitated by the plugged vent hole in the cap.

All systems are 'go'. Let's Keep on CORVAIRing, **Fran**



Breakfast and Corvairs

October 21st, 2023

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: \$20.00 per person (\$10.00 for Kids, 10 and under)

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

Please RSVP no later than October 10th

Send payment (checks made out to CMI) to:




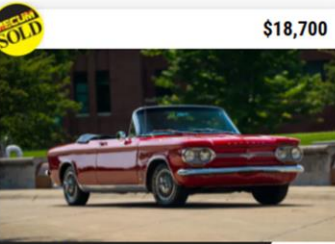








Dave Pedersen
14957 Durant St NE
Ham Lake, MN. 55304

(or bring payment to the Membership meeting)

RESERVATIONS are REQUIRED

Total # People @ \$20.00/ \$10.00 = _____ (List Names below)

2023 Mecum auction results, year to date –
top 12 Corvair sales

 <p>Mecum SOLD \$16,500</p> <p>LOT T26</p> <p>HARRISBURG 2023 1966 Chevrolet Corvair Monza Convertible 164/110 HP Flat-4, Automatic</p>	 <p>Mecum SOLD \$16,500</p> <p>LOT G230</p> <p>KISSIMMEE 2023 1965 Chevrolet Corvair Convertible 145 CI, 4-Speed</p>	 <p>Mecum SOLD \$15,950</p> <p>LOT T200</p> <p>HOUSTON 2023 1963 Chevrolet Corvair Monza 900 Convertible 145/80 HP, Automatic</p>
 <p>Mecum SOLD \$18,700</p> <p>LOT T180.1</p> <p>KISSIMMEE SUMMER SPECIAL 2023 1964 Chevrolet Corvair Monza Spyder 164/150 HP Flat 6, 4-Speed</p>	 <p>Mecum SOLD \$18,700</p> <p>LOT J94</p> <p>INDY 2023 1965 Chevrolet Corvair Monza 164 CI, 4-Speed</p>	 <p>Mecum SOLD \$17,600</p> <p>LOT W149</p> <p>INDY 2023 1964 Chevrolet Corvair Monza Spyder Turbocharged 164/150 HP Flat 6, 4-Speed</p>
 <p>Mecum SOLD \$37,400</p> <p>LOT F129.1</p> <p>GLENDALE 2023 1969 Chevrolet Corvair Monza Unrestored with 20 Miles</p>	 <p>Mecum SOLD \$28,600</p> <p>LOT T258</p> <p>HARRISBURG 2023 1965 Chevrolet Corvair Corsa Convertible Turbocharged 164 CI Flat-6, 4-Speed</p>	 <p>Mecum SOLD \$25,300</p> <p>LOT W218</p> <p>KISSIMMEE 2023 1964 Chevrolet Corvair 2.4L, 4-Speed</p>
 <p>Mecum SOLD \$47,300</p> <p>LOT W87</p> <p>KISSIMMEE 2023 1964 Chevrolet Corvair Convertible 164 /150 HP, 4-Speed</p>	 <p>Mecum SOLD \$41,800</p> <p>LOT T21</p> <p>KISSIMMEE 2023 1962 Chevrolet Corvair Pickup 164 CI, 1 of 369 Produced</p>	 <p>Mecum SOLD \$40,150</p> <p>LOT L47</p> <p>KISSIMMEE 2023 1963 Chevrolet Corvair Rampside Pickup 4-Speed, Multiple Award Winner</p>

Making Room

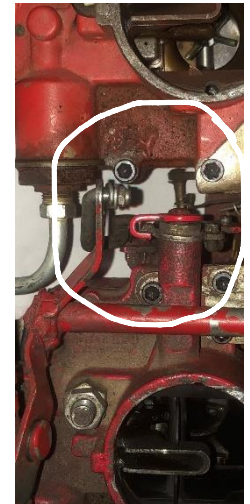
Sometimes there just doesn't seem to be enough room. My Rampside has a 140 in it and the linkage on that setup is crowded. I eliminated a lot of it by taking out the Mechanical Linkage to the secondaries and replacing it with an electric setup called the Electric – Secondaries or EI-2nd. Separate note.

This note has to do with some of the 'other' close quarters that a person must deal with when there are two carbs sitting so very close together.

Case in point: the Driver's side Primary Carb is controlled by a drag-link swinging around in a narrow Thumb Sized passageway. The other side has a square foot (almost) of room to do its thing. Two quick little photos will demonstrate: The



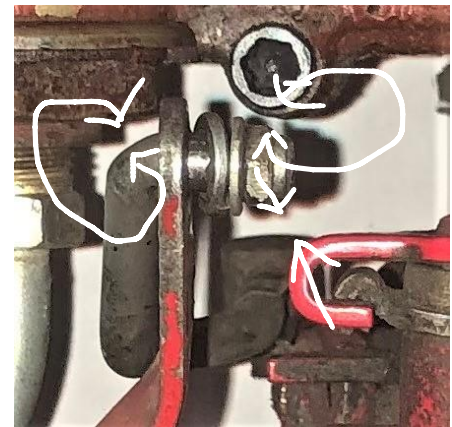
area circled in the left photo has lots of



room on the pass side Carb and the circled area in the Driver's side photo is crammed full of linkage. The famous Chevrolet Clip makes it nearly impossible in those tight quarters, so the Factory replaced it with a cotter pin. If/when yours breaks off it can be replaced with a 4-40 x 1/4" screw into the end of that draglink and



glue/screw a piece into the end. This type of link termination allows the swinging arm to miss three critical pieces with at least 1/16" (!) to spare in any direction. See close-up, at right, where the link misses the 2nd's Fuel filter nut, a 2nd air-horn screw and the choke linkage for that Primary Carb – all the while



swinging through an inch-long arc between the lot of them! Small wonder that the Chevrolet Clip got axed off this side. Note how the Chevrolet Clip kept its job on the Passenger's side, where there is so much more room.

Let's all have Fun while we enjoy our CORVAIRs, *Fran*

Last month's fantastic Book Sale of Bill Bertram's collection was very prolific. One of the Tech Books, purchased by Mike Jenkins, made a succinct suggestion that matched up with Jim's Tech Session. Here is the quote for all to heed:

Fran

SPECIAL NOTE: Fan belts adjusted loose when the Corvair engine is cold, will be noticeably tighter when the engine warms up to operating temperature. Always adjust your Corvair fan belt when the engine is cold, if at all possible.



I needed to flush my brakes the other day – fluid was brown, I like it more clear. I hooked up my Special Pressure Brake Bleeder and blew out all the old brown stuff and flushed a bit of new – through. Went around and did them all and dumped the entire ‘brown’ mess into a jar.

When I went to NAPA to give them my old engine oil, I brought along my jug of Brake Fluid. They took the oil but not the Fluid. Fluid is Flammable they said. Oh, I guess I didn’t know that. Went home and tried to light some, couldn’t. Dipped a stick in it and then lit it – burned like fuel oil so I guess it is flammable. NAPA said it needed to be recycled but they only took oil – even though they sold me more Brake Fluid. No marks on the bottle mention flammability. Anyway, I looked around to see where to take the fluid and found it was a thirty mile trip. Looked on-line to see how to take care of it ‘at home’. Here’s what I found:

Brake Fluid Disposal at Home

Smaller amounts of brake fluid don’t always warrant the trip to an automotive shop or waste treatment center. If you have kitty litter, a bucket or pan of some sort, and a sealable garbage bag, brake fluid can be absorbed, evaporated, and thrown away in 3 easy steps:

- 1. Pour brake fluid into a pan of clean kitty litter.** Fill a large, flat-bottomed bowl or tray, or a metal pan you’d use for catching car fluids, with about a half-inch of kitty litter. Then, pour the brake fluid over the kitty litter, or, when draining old fluid from the car, have the bowl set up to collect it.
- 2. Leave the pan uncovered and let it sit for 3-4 days.** Make sure the pan is left somewhere away from pets or children due to toxicity, and far from sources of heat or flame because of flammability. It will be absorbed by the kitty litter and, since it is alcohol-based, it will evaporate over the course of a few days.
- 3. Throw out the litter once all the fluid evaporates.** After a few days, shake the tray to check for leftover fluid, and let it sit longer if any remains. Once it’s completely dry, pour the litter into a plastic garbage bag, seal the top, and toss it out with the rest of your trash.

I think I shall do a quick experiment with some coarse rocks and a drain pan – along with some crumpled-up paper in the pan to help with the evaporation. Maybe rig-up a small fan to increase the air movement over the pan. A low voltage fan sitting on the gravel, like this, should help.

Setup on Sept 18.

Tune in next time to see how long it takes me to get rid of a couple quarts of Brake Fluid. And...

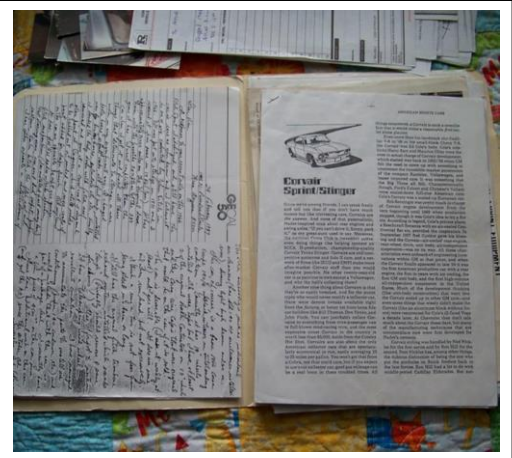
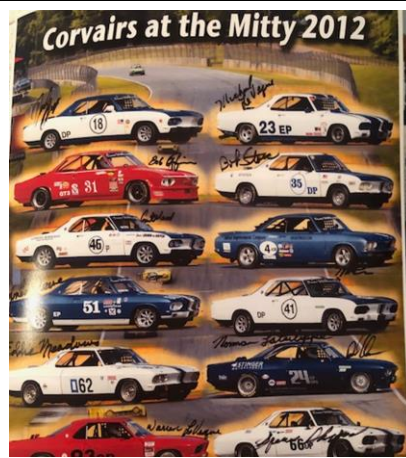
Keep-On-CORVAIRing, *Fran*



CMI Classifieds

FOR SALE I am clearing out my Corvair collection of Club newsletters, Corsa Communiques, Convention programs, archives and memorabilia. I have most original Communiques from the 70s on up to the present. If you are interested I can sell through eBay or through PayPal. Here's a few pictures. Thanks,

Irv Brock ivrbr@yahoo.com
(115quad on eBay)



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

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**



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

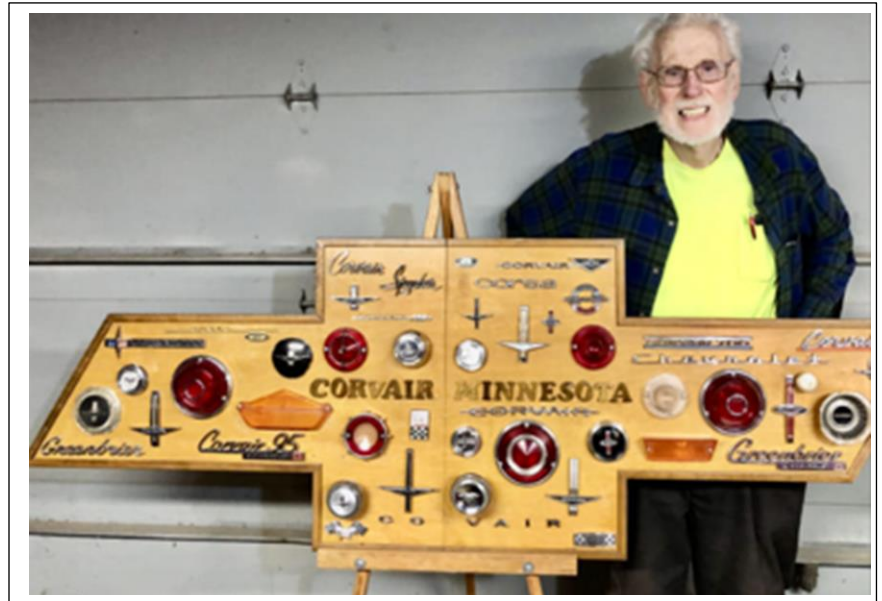
Follow us on
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Corvair Minnesota



Public group · 424 members

(as of 09/30/2023)

Spot a 'Vair!



Jerry Berge emblem display and Fran Schmit

*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 10th of
October at Ideal Hall in St. Paul*