

LEEKY



President's Page

This winter I have been helping my son get his 1949 Chevy Pickup build ready for Back to the 50's. It's amazing how much work it is building a truck from the ground up. From finding a decent donor '49 Chevy pickup in Worthington and the S10 long bed for the donor chassis in Owatonna and selling all the extra parts that were not needed. Then getting the chassis blasted and painted, welding the patch panels on the cab, fabricating cab and bed mounts, fitting the 350 engine, steering and drive train, phew!! Just a few things left to do, yeah right!

On my new Corsa I mounted new mag wheels and tires followed by powder coating the spare tire rim and mounting a new tire. Just fix an oil leak and it should be ready for the summer. Premier Upholstery in Rogers will be putting in a new headliner in April, they do great work!

April will be a busy month for the club. On Tuesday April 12, we will meet in the afternoon at a foundry in south Minneapolis for a tour and to see a live pour of molten steel into molds followed by dinner at a local bar and then onto the MUM for our membership meeting. On Saturday April 16, at 10 a.m. we will tour Collision Center in Golden Valley Terry Geffre, one of the owners will also give a seminar on paint, paintless dent repair and more followed by lunch at a local restaurant.

(www.collisioncentermn.com).



SEEL

CORVAIR MINNESOTA NEWSLETTER

April 2016

On Saturday April 30, we will meet at The Original Gabe's in the Park for Breakfast followed by visit to the Como Conservatory, Twin Cities Model Railroad Club or the History Museum.

Speaking of more places to take a tour, I have heard back from the Tesla Sales team. They have been very busy with the official release of the new Model X and the upcoming release of the Model 3. We are still ironing out the details but the Service team is closed on Saturday so we may want to go on a weekday. They may also want to set up a group test drive for our group. More to come....

I will be running for Central Division Director for CORSA in April and would very much appreciate your vote by May 1. You can see the candidate statements in the April Communique. Don't forget to make plans to attend the 2016 CORSA International Convention in Springfield, Illinois July 12-16. This year the Tuesday night Welcome Party will be free and not have a limit on the number of attendees. There will be lots of tech sessions and meetings for various Corvaire interest groups, the Concours on Wednesday, autocross at the hotel on Thursday, Economy Run, Rally and awards Banquet on Friday and People's Choice Car display on Saturday. Just a great fun filled week with vendors, friends, Corvairs, food, what could be better?

Wrench, Ride, Repeat!

Jack Bacon



CORVAIR MINNESOTA

Annual Auto Show Edition

March 15, 2016

President Jack Bacon called the meeting to order at 7:00 in the west lobby of the Minneapolis Convention Center. After the creed, 18 members and three guests introduced themselves as we went around the group.

February Minutes: Approved as published, noting a correction to the Adopt A Highway dates.

Treasurer's Report:

December balance	\$2507
Income	\$60
Expenses	<u>(113)</u>
Current Balance:	<u>\$2454</u>
Membership:	62

OLD BUSINESS:

February 20: Commemorative Air Force Tour: Only about 8 members took advantage of the opportunity to tour this facility in Cottage Grove. Everyone enjoyed the tour and exhibits, along with a good breakfast afterward.

NEW BUSINESS:

Upcoming Activities:

April 12, 2016: Foundry tour at 2 pm, followed by dinner, and then:

Membership meeting at the MUM. . *maybe* drive a Corvair!

April 16, 2016: *Tentative* tour of Tesla dealership in Eden Prairie.

April 30, 2016: Gabe's for breakfast! Potential sights after include Como Conservatory or the History Museum (Suburbia Exhibit).

May 10, 2016: Membership meeting.

May 7: Adopt A Highway: Breakfast at Dobo's as usual. Rain date is May 14.

May 21 or 22: tentative Eau Claire Corvair Tour. Details in the works.

June 5, 2016: GMCCA Car Show & Swap Meet at the MN State Fairgrounds. SPREAD THE WORD! Bring your registration to any CMI event to save postage.

June 14, 2016: CMI Membership Meeting

June 22, 2016: Old Log Theater and Victoria Car show.

July 4, 2016: Bill Cook is looking for input on participating in the Delano parade, the Edina parade, something else, or nothing. Last year was a tad light so we need to assess the level of interest before committing.

July 12 – 16, 2016: Corsa Convention in Springfield, IL—4 months to complete your corvair projects!

July 22: North St. Paul Weekly Car Show: Tom Quinn confirmed this date. Plan to arrive by 5 if you can, this was a fun event last year!

August 9: CMI Membership Meeting.

NOTE: Anoka Car Show will be EVERY Saturday this summer.

TREATS!- -at the concessions stands

Technical Session:

Touring the Auto Show. This year the 2nd floor hallways were used to display about 20 vehicles from the 10,000 Lakes Concours d'Elegance.

Meeting adjourned at 7:30.

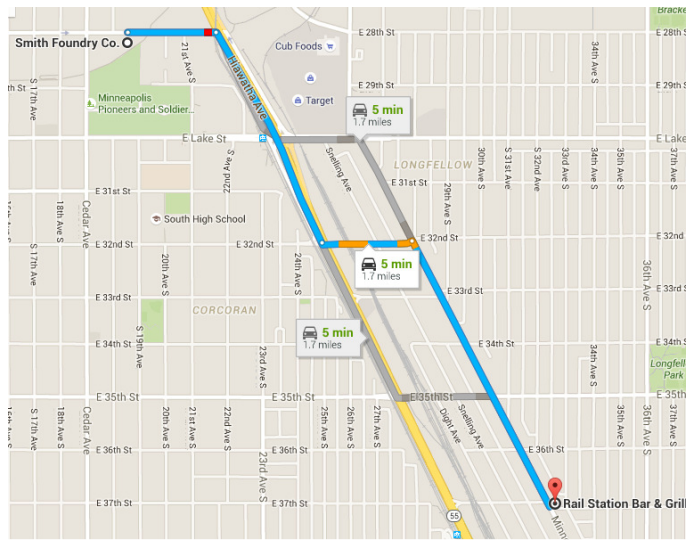
Respectfully submitted,

Chuck Johnson

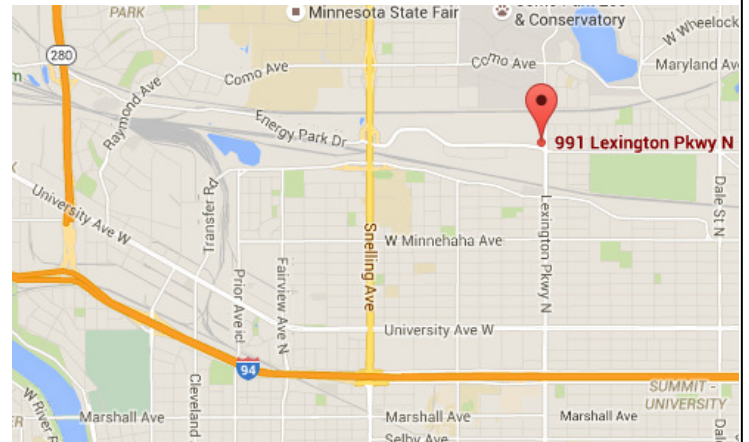


CMI 2016 Schedule/ Upcoming Events

Smith Foundry & Rail Station Bar and Grill April 12th
 1855 E. @8th ST 3675 Minnehaha Ave



Gabe's By the Park, 991 Lexington Pkwy N, St. Paul
 (corner of Lexington Pkwy N and Energy Park Drive)



April 30th Pancake breakfast (9-11) followed by visit to
 Railroad Museum or transportation museum or Como Park
 Conservatory (stay tuned)

Membership meetings are on the 2nd Tuesday of each month (unless otherwise announced)
Boards of Directors' meetings are on the last Thursday of each month (unless otherwise announced)

- April**
- 09-10 GSTA, Coliseum, State Fair Grounds, Coliseum (<http://www.gstarod-custom.com>)
 - 12 Tour of **Smith Foundry**, 1855 E. 28th St, Mpls; (<http://www.smithfoundry.com/index.asp>),
 Lunch at the **Rail Station** @ 3675 Minnehaha Ave, Mpls. (www.railstationbarandgrill.com/)
 Membership meeting @ **MUM** (Messiah United Methodist Church, Plymouth); 7 p.m.
 - 16 Tour of **Collision Center** in Golden Valley; 10 a.m. (www.collisioncentermn.com)
 - 28 Directors' meeting
 - 30 CMI Pancake breakfast – Gabe's in the Park, 10 a.m.

- May**
- Minnesota Inventor's Congress Invention & Idea Show – **has ceased to operate:**
http://www.twincities.com/localnews/ci_28932033/after-58-years-minnesota-inventors-congress-calling-it
 - 01 Spring Extravaganza Car Show and Swap Meet, State Fairgrounds,
 (www.gopherstatebuick.org)
 - 07 **Adopt A Highway**, Clean-up on Highway 55, meet @ Dobos @ 8; rain date: May 14
 - Model Railroad & Hobby Sale, State Fairgrounds, 9-3:00 (www.tcmrm.org)
 - 10 Membership meeting (TBD)
 - 21 **Road Trip to Eau Claire** to Colburn's Downtown Auto
 - 26 Directors' meeting

- June**
- 05 **GMCCA – State Fairgrounds**
 - 05 10,000 Lakes Concours d'Elegance, Excelsior (<http://10000lakesconcours.com/>)
 - 14 Membership meeting (TBD)
 - 17-19 Back to the 50's, State Fairgrounds (www.msra.com)
 - 22 **Old Log Theater/ Victoria Car show** – see eSEEL Xtra
 - 30 Directors' meeting

- July**
- 04 **Fourth of July Parade, Delano** – Post Parade Picnic @ the park
 - 07-09 Iola Old Car Show and Swap Meet (Car club day – Sunday)
 - 12 Membership meeting (TBD)
 - 12-16 **CORSA convention, Springfield, IL**
<https://www.corvaire.org/2016convention/>



Editor's note: this piece has been on the back burner for too long – time to publish it! (Apologies to Fran for my procrastination).

Wheel alignment

Earlier this year (probably in Sept [2014]) I was driving around in my '64 with my son Paul, who was born in '64, talking about how he should have a '64. He commented on how I was steering the car with a constant nudging of the wheel to keep the car going straight. Hmmm I wondered. Am I ignoring something or what? I had been pushing on Gary to take his 'shorty' in



for a four wheel alignment and he kept putting it off. So, I went in with mine. I also had a slow leak in one wheel so Samaritan Tire was where I headed. They fixed the leaky tire, around the valve stem, and then got me on the alignment rack. They attached a reflector to each wheel so they can look at all four wheels at the same time. The technician then rolled it back and forth so he could get the readings. This rack collects data on caster, camber, toe-in, etc. on all four wheels at the same time. Once the diagnostics are complete the computer prints out a diagram that compares the diagnostic data to the specifications indicated for your particular car. For newer model cars the computer has “canned” specifications, while the specs for older cars and custom projects must be loaded into the machine prior to the service. This is easily done and any shop who knows their business can do it in a matter of minutes. The whole operation is very efficient and quick! If you want to do your own alignment corrections they will just

do the diagnostics reading and give you a copy of the diagram and charge you \$20. This is a great option for a couple of reasons. First reason; often times the alignment is off because of some worn part that you can then fix yourself. Changing a ball joint, tie rod ends and/or control arm bushings are all pretty easy to do but may require a little time to obtain the parts. Moreover, making the adjustments yourself is great way to learn how the steering actually works and that it is not some mystical geometry that you've been trying to avoid since high school. Obviously the DIY method is my preference because I can take it home and pound on it and bring it back for a follow-up reading to see if I did it right. However, repairs can be made by a professional too; either way you get a good job! In the pics, you can see the paddle with the little reflectors on it. The scanner is mounted on the shop wall in front of the car, though it is a little higher than the reflectors so it can collect data from both front and back wheels simultaneously. As mentioned above, the car is rolled back about a foot, and then returned forward. As the car is moved relative to the stationary scanner the reflections change in both size and angle. These changes are analyzed by the scanner's computer and compared to the desired alignment specs for the car resulting in all that good advice on the printed diagram.

A comment on camber and toe-in: when riding a motorcycle you only have to lean to steer. Just tilting the wheel to the right will cause the machine to actually go to the right because the wheel is running on its edge; a wheel running on its edge is actually an arc. Cars respond the same way. If a car's wheels are tilted “out at the top on the right side” (called positive camber) the car will try to go to that right. If the camber on the left wheel is also tilted to that same right (the camber is negative if the top of that wheel is tilted “in”) the car will tend to steer itself even more to the right. My CORVAIR wheel alignment book says a '64 should have 0° camber +or- 1/2°. For reference: if you are making your own test setup and using a 14” rim with a level - - you will read 1° if you are out of level by a quarter of an inch, reading from bottom to top of that rim. Obviously “out on the top” has the opposite effect on the left side as on right side.

Toe-in is the most critical as the wheels obviously need to point straight ahead and if they are “toe'd in” the tires will drag but steer straight and if toe'd out the front end will act jumpy. This is the cause of any of the complaints about the CORVAIR “wandering “and “drifting” and is easily remedied. ‘Toe’ on the rear has the same effect and is also pretty easy to correct. You'll be amazed at the improvement to your driving experience simply my making these adjustments.

I got my readout – see next page – where it showed misalignment of caster, camber and toe-in on the front with the rear end falling right in where it should be. Since the errors were actually rather small the necessary shims were relatively easy to add/subtract. We took care of the caster imbalance by screwing in the brake reaction rod. Since I like a little extra caster I even'd them up by adding on the right, see chart. My son Peter was there to do the heavy lifting and to be the guy on the other side when doing the toe-in. (That's where the “we” comes from). The '64 was always a fun car to drive but now it is fantastic! Even better than ever!! Here's the exact chart that I got from Samaritan, for \$20. Note the four big X's on my front end. When I told this to Gary he got over there right away and is now driving his 'shorty' anywhere he wants to. *Fran*



SUNDAY, JUNE 5, 2016 • 9 AM - 3 PM
MINNESOTA STATE FAIRGROUNDS - MACHINERY HILL

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

EVENT INFORMATION
www.gmcca.com
www.facebook.com/GMCCAssociation

***STATE FAIR RULES PROHIBIT:**
 OPEN FIRES, BBQ's AND
 ALCOHOLIC BEVERAGES.
 PETS ON LEASHES ONLY.

PARTICIPANT AWARDS FOR

**BUICK • CADILLAC • CHEVROLET • CORVAIR • CORVETTE • CAMARO • CHEVELLE • NOVA
 OLDSMOBILE • PONTIAC • SATURN /OTHER GM • CHEVROLET/GMC TRUCKS**

Show Vehicles: Gates open at 7am - Enter at intersection of Larpenteur Ave & Underwood.

For Sale Vehicles: Gates open at 7am - Enter at intersection of Larpenteur Ave & Underwood.

Pre-register for guaranteed space (until 10AM) & reduced entry fee.

Swappers: Gates open at 6am - Enter at Snelling Avenue Main Gate - All Makes of auto parts are welcome!

Please print legibly or use address label

REGISTRATION FORM

Name _____
 Street _____
 City _____ State _____ Zip _____
 Phone () _____
 Car Club Affiliations (if any) _____

GM SHOW VEHICLE

Make _____ Year _____
 Model _____
 Preregister before May 15th - **\$10** per vehicle
 Register after May 15th - **\$15** per vehicle
 Includes Car, driver & one passenger per admission.

- SWAP SPACE - 15'x 20' Space**
 \$10 each preregistered before 5/15
 \$15 each after 5/15
- NEW PRODUCT VENDORS**
 \$20 (In Display Area)
- FOR SALE AREA VEHICLES (All Makes)**
 \$15 per vehicle preregistered before 5/15
 \$20 per vehicle after 5/15
NO 'For Sale' signs allowed in the show area
Make checks payable to and send
pre-registration form to: GMCCA
9632 Wyoming Terrace
Bloomington, MN 55438

A Couple of Odds & Ends from my files **John H.**

Corvair Sighting! Well, sort of...

For the past couple of years the Edina High School Thespians have presented plays at both the International Thespian Festival in Lincoln Nebraska as well as the Minnesota Fringe Festival. This year [2015] they are again taking a show on the road with their adaptation of John Olive's "Minnesota Moon".

While in production it became clear that they were in need of a 1960's era bench seat that was both representative of the time period as well as small enough to make the trip to their planned venues. My daughter Sophia I have been involved with the Edina Thespians for several years so it wasn't a stretch for the set designer to find the perfect specimen in the attic of a CMI member. A little foraging in Fran's garage produced the genuine article you see in the photo.



This middle seat from a Greenbrier fit the bill perfectly; right era and small enough to fit in the back of a minivan or in the belly of a bus. "It looks really cool because early in the show it's upside down and you can see the springs and upholstery and stuff! It's perfect" said Dylan Rickard (upper right).

As you can see, this Corvair (or at least part of it) features prominently in the production. For those of you who just can't get enough Corvair "Minnesota Moon" will [was] be featured on the University of Minnesota Rarig Center Proscenium stage in August [2015 - sorry you missed it].
Peter Schmit

A few of us attended the MN Car Council meeting in February in the Cities. Mike, the guy who organized it 44 years ago, keeps really close tabs on the license plates scene. Some interesting facts he threw out were (as of Dec. 2015):



- Pioneer Plates. - 17,345. (Started 1951)
- Classic Plates. - 945. (1963)
- Collector Plates. - 188,202
- Street Rod. - 5421. (1979)
- Year of manufacture - 13,412 (make sure you have both plates)
- Yom - motorcycle
- Gold Star. (Killed in war)
- Pearl Harbor - 17
- Vietnam. - 542
- Korea - ?



I talked to him after the meeting about the collector plates and he said it's because some people are putting them on their everyday drivers. *Fran*

One response:

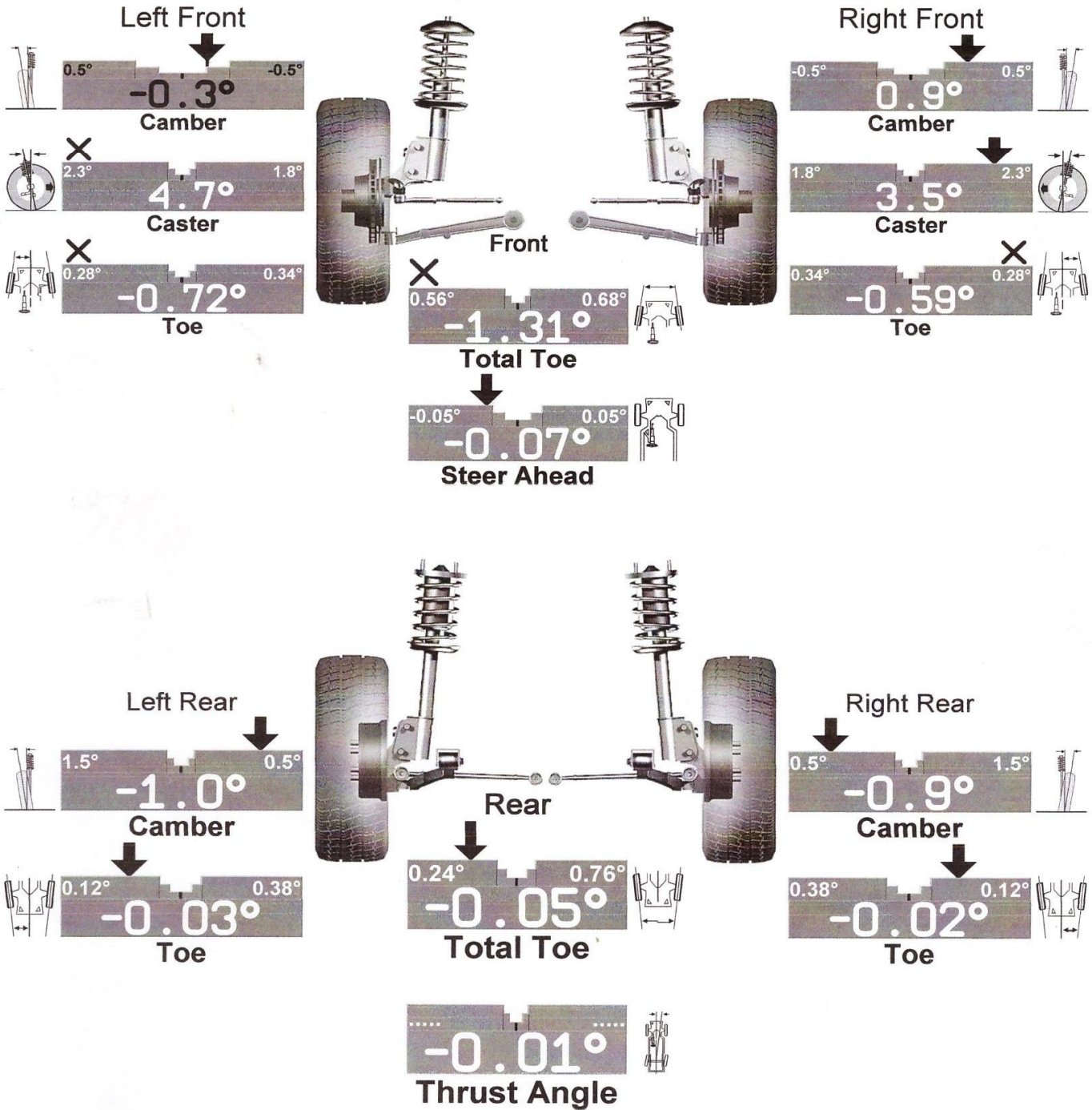
"Curt Robinson is an accountant and his Corvair license plate reads 2N2R5." **Jim Brandberg**

SAMARITAN TIRE

Year: 64
Date: 9/15/14 3:26 PM

Chevrolet : Corvaire : 1964

Current Measurements



• One or more values are not within specification. Tire wear, handling and safety problems may result.

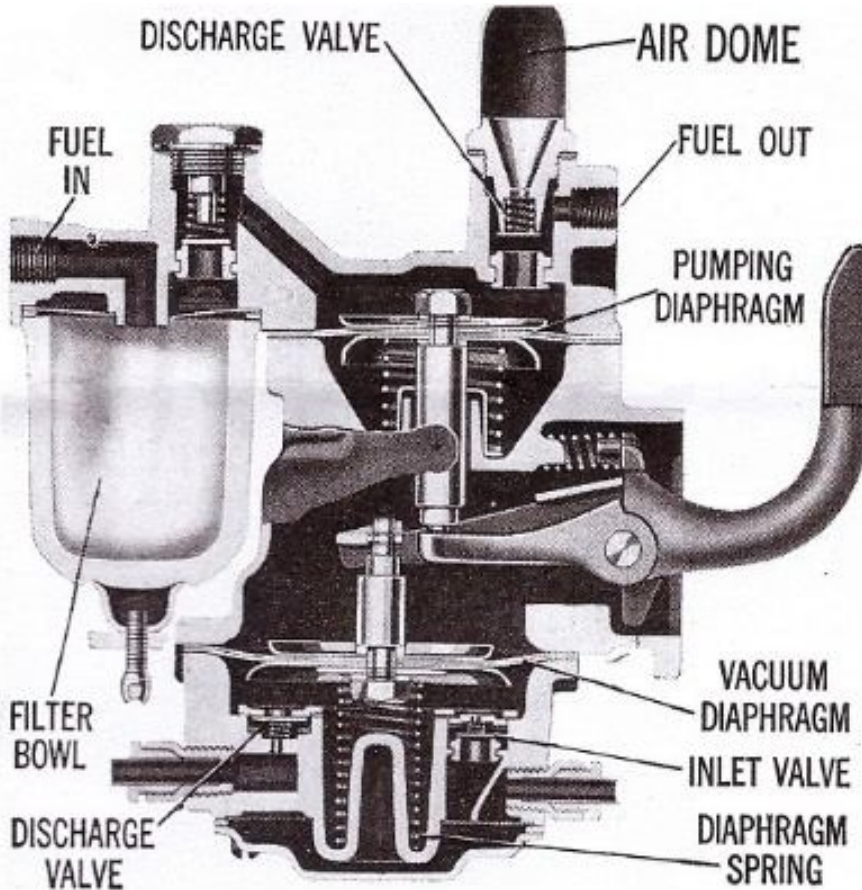
Remembering the lengthy discussion of the CORVAIR mechanical Fuel Pump:

Jim Becker found this drawing in one of his manuals that demonstrates a pump from the 50's. This one has two pumps inside the housing – one to pump the fuel and the other to pump vacuum for the wipers, etc. The reason I am pointing to this pump, that Jim found, is to point out how fuel pumps were built that used the

same idea as the CORVAIR pump, but with a slight – but critical -difference.

Let's take a close -up view of Jim's pump.

I know, I'm using up nearly the whole page to blow this thing up but take a look at both diaphragms. I hope John will use good quality processing so we can see that both rubber diaphragms are pierced by a bolt and that bolt squeezes two very large washers together to hold the center of that pierced hole tightly together. All the pumping is done out at the edge where the rubber is flexed (stretched). Both of these pumps are made to similar specs of the CORVAIR pump



where the rubber is pierced and flexed. The critical difference being the large diameter pinching washer with ALL of the flexing out at the edge.



Here is that same diaphragm in OUR pump. The big clamping washer is on the top where the return spring sits – NICE!. BUT look at the bottom side of that same pinching mechanism – there's a little bitty 9/16" curved washer that's nailed down by the valve mechanism only a 1/4" away. All of the pumping action rams this little washer up/down into that less than 9/16" area and stretches the living crap out of that very small piece of rubber.



Look again at the BIG loose flexible pumps from the 50's. You can easily see why our pumps fail. Switch to electric, is my advice. Fran

CMI Classifieds

New: Engine electrical harness, ball joints, Pertronix ignition; headers (110 and 140); custom exhaust; Wallen rebuilt starters generators and alternators; mufflers; rebuilt flywheels; new belly pan for late; crank and rod bearings.
Used parts: complete engines, transmissions, differentials: call for parts – I have a large inventory.
Also: 1969 110hp engine (runs great, sealed & pretty) Rare – aftermarket tube style early air grill – Solid flywheel

I also offer full time Corvair repair

Gary Nelson 612-866-3247 or cell: 612-644-1258

For Sale: LM front passenger side replacement floor pan excellent unused condition \$50. Set of 4 1965 Corsa wheel covers in good driver quality condition \$60 Jack Bacon
763-479-6214 jackchrisbacon@hotmail.com

Wanted: 1965 Corsa Turbo 180 Turbocharged emblem for the rear deck lid in near mint to NOS condition Jack Bacon 763-479-6214 jackchrisbacon@hotmail.com

Trying to find the **1965 Corvair** I once owned.

I suppose converting a 1965 Corvair to a Corv-8/Corveight in the early 1970's is sacrilege to the Corvair purists, but I'm looking for help nonetheless, in trying to find my old corveight. It had a 327 corvette motor in the backseat, a Crown kit conversion. I sold it in 1975 and don't have the VIN, so know that I'm looking for a needle in a haystack, but thought I'd send this note to you in case someone remembers ever having seen the car and could provide a lead. If you could share this request and photo with some members, I'd appreciate it.

I've tried the MN DPS/DMV with no luck, since no computer records go back nearly that far, and paper records are not accessible. I've also posted a note on the corvaircenter.com site, and contacted the Corvair V-8 Registry. Recently I found the Mpls guy I sold it to, in WVA, but he doesn't have any records or the VIN, he had sold it to a Lake Street used car dealer after a year or two. Any other suggestions you might have to try to locate it would be appreciated. I suppose it's likely gone to a junk yard a long time ago.

Thank You Doug Carlson corvette99ht@yahoo.com





For Sale: BLUE AC Oil Filter

High volume. Eight feet high! Inflatable promo. \$100
Fran Schmit (952) 929.9174 schmfran@hotmail.com

I have a **1969 Corvair** two door coupe which is in very good condition. I would like someone to contact me if there is interest as I may sell it. I note that there were only 6000 Corvairs made that year in total. It is royal blue in color and runs great. Car is in Moorhead, MN

Gary H. Olson
garyholson@702com.net 218-233-5130 Cell: 218-790-5130

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OFFICERS:

PRESIDENT

Jack Bacon
195 Mallard Lane
Loretto, MN 55357-9523
763.479.6214
jackchrisbacon@hotmail.com

TREASURER

Ray Alexander
901 Woodlawn Ct
Burnsville, MN 55337-3627
651.334.8473
fleetcap@aol.com

VICE-PRESIDENT

Jim Becker
12930 37th ST
Clear Lake, MN 55319-1101
320-743-2889

SECRETARY

Chuck Johnson
9632 Wyoming Terrace
Bloomington, MN 55438-1640
952.947.9106
cljohnson99@gmail.com

MEMBER COORDINATOR

Jack Bacon
195 Mallard Lane
Loretto, MN 55357-9523
763.479.6214
jackchrisbacon@hotmail.com

COORDINATORS:

TECHNICAL EDITOR

Fran Schmit
3370 Library Lane
St. Louis Park, MN
55426-4224
952.929.9174
schmfran@hotmail.com

CLUB WEAR

Bill Cook
600 10th St SE
Buffalo, MN 55313-5025
612.940-9179

wdcacook@yahoo.com

HISTORIAN

Cara Knauf
401 West Street
New Ulm, MN 56073-1527
952.448.6983

EDITOR

John Herkenratt
408 7th St S
Hopkins, MN 55343-7722
Jherken1@netzero.net



Spot a 'Vair



A pace car from Wisconsin Rapids Speedway spotted at the lola Car Show 2014

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 Seal", 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

3370 Library Lane
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TEMP – RETURN SERVICE REQUESTED



Look for upcoming events on page 3!