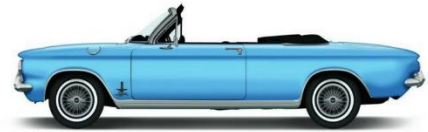




Leeky Seel

Corvair



Corvair Minnesota Newsletter

October 2018

President's message...

Please join us at our next club meeting Tuesday, October 11, 7 pm at Messiah United Methodist Church (MUM), 17805 County Rd 6, Plymouth, MN 55447; we meet downstairs in the basement. This is a great time to come meet our members, make new friends and learn about the Corvair. Everyone is very friendly and eager to share their knowledge. Some of us meet for dinner before the meeting at Culver's Hwy 55 & Peony Lane in Plymouth, at 5:30 pm. Join us!

Saturday October 6 at 8 am is Adopt-a-Highway cleanup on our section of Highway 55. We start with a delicious breakfast at Dobo's Bakery & Restaurant in Loretto followed by highway cleanup. When finished we return to Dobo's for pie provided by the club. The work of many hands makes for light work, come join us!

We have a special Fall Tour on Saturday, October 20. We will have a full day starting with breakfast followed by a tour at Roy Bernick's Car Museum in St. Cloud, <https://vimeo.com/188145177> with a lot of new cars and automobilia, next we visit the Veit Automotive Museum <http://www.veitauto.com/>, and then on to see the Franklin car collection in Otsego. It will be a fantastic fun day not to be missed! See more information elsewhere in this issue.

I attended the Soldiers for Cars car show in late September and met a new prospective member Corey Cowden who had a nice purple Stinger post production car on display. I asked him if he had heard of CMI and he stated he had our membership application on his workbench waiting to be mailed in. If you see Corey at one of our meetings or a car show be sure to say hello.

October will most likely be our last month to drive our Corvairs before they go into storage. It is time to get that last project finished up and installed on your car and maybe present a tech session or write an article for the Leeky Seel.

Wrench, Ride, Repeat!

Jack Bacon

GENERAL MEMBERSHIP MEETING MINUTES

September 11, 2018

President Jack Bacon called the meeting to order at Messiah Methodist Church at 7:21 pm after an impromptu parking lot session due to perfect weather. 30 members and guests were in attendance and we now have another father & son team with Eric Marshall and his father, who bought their '66 Corsa convertible brand new as a Valentine's present for his wife! Everyone thought this was a great idea, so spouses shouldn't be too surprised next February 14.

TREASURER'S REPORT:

Previous Balance: \$ 2490
Income: \$ 750
Expenses: \$ (110)
Current Balance: \$ 3130
Paid Members for 2018: 68

SECRETARY'S REPORT: Approved as written.

OLD BUSINESS:

August 11: New London – New Brighton old car run. We had 5 Corvairs and about a dozen members attending. Most of us were repeaters as this event doesn't go stale, it presents a unique opportunity for Minnesotans.

NEW BUSINESS:

2019 Officer Elections: Nominations are now open for our election which is in November. New blood is good for the health of the club.

Adopt-a-Highway is October 6 with a backup date of the 13th. As usual, meet at Dobo's for breakfast, begin work at 9am, and eat pie when the work is done!

Franklin Tour: Plans are underway, stay posted!

October 9: Membership Meeting at the MUM! Any special requests for the Tech session??

Auction: Bill Cook donated "Corvair Basics" which sold for \$11. Also, a well-used slot car track set up for another \$5 was won by Jerry Berge for his winter's entertainment, his first one back in the cold.

BREAK: Gail Quinn spoiled us with home-made cookies once again, thank you!

Tech Session: Winter Storage Tips by Jim Becker.

We discussed the building, the floors, oil changes, batteries, mice, dessicants, and Sta-bil. Everyone seemed to learn something!

Adjourned: 8:50 pm.

Respectfully submitted,

Chuck Johnson

Corvair Minnesota Inc.

OFFICERS: PRESIDENT

Jack Bacon
11078 16th St. NE
St. Michael, MN 55376
612-291-1298
jackchrisbacon@hotmail.com

TREASURER

Lee Knauf
401 West Street
New Ulm, MN 56073
952.448.6983
vairy69@comcast.net

VICE-PRESIDENT

Jim Becker
12930 37th St
Clear Lake, MN 55319
320-743-2889
mr.jebecker@gmail.com

SECRETARY

Chuck Johnson
9632 Wyoming Terrace
Bloomington, MN 55438
952.240-0414
cljohnson99@gmail.com

COORDINATORS: TECHNICAL EDITOR

Fran Schmit
3370 Library Lane
St. Louis Park, MN 55426
952-929-9174
schmfran@hotmail.com

CLUB WEAR

Bill Cook
600 10th St S
Buffalo, MN 55313
612-940-9179
wdcacook@yahoo.com

HISTORIAN

Cara Knauf
401 West Street
New Ulm, MN 56073
952-448-6083

EDITOR

Chris Bacon
11078 16th St NE
St. Michael, MN 55376
612-386-8013
corvairmnleekyseel@hotmail.com

MEMBER COORDINATOR

Jack Bacon (see info above)

Corvair Traveling

I've had a few people traveling with Corvairs stop by lately and I thought their stories might be interesting.

In July I had a call from an 80-year-old fellow in California. He had plans to fly in, buy a 63 convertible in Brainerd and drive it back to California. He was wondering if he could swing by, so I could make sure it would make the trip while he waited. Well, there's SO MANY things that could go wrong on a trip like that, it sent my mind reeling. I thought perhaps I could go up to Brainerd and trailer it to my location to work on it ahead of time. Trouble with that was he was making the trip in a few days and I just couldn't drop everything else to accommodate him. I called the fellow selling the car, a dealer in Brainerd, who said the car looked good but had rust issues underneath, who buys a Minnesota car and brings it to California? He was bound and determined so with apprehension I said he could stop by and I'd do what I could. He had new 13" Maxxis tires shipped to Brainerd, flew to Indianapolis to buy Kelsey Hayes wire wheels, rented a car and drove to Brainerd. He left Brainerd in the afternoon and made it as far as Foley where it quit and wouldn't start again. AAA towed him to my place, it was getting dark, so I drove him to the closest Motel in Cambridge. I discovered the ignition timing was way too far advanced, I suppose it got hot as a pistol when it quit. I did some tuning and gave it a once over but didn't have time to do much. He thought maybe it had starter trouble, but I started it 20 times without any trouble. I brought it to the Motel on my trailer and off he went to pick up his son at the MSP airport. He said his son didn't know anything about working on Corvairs but was skinny enough to get underneath. He didn't have any tools, they had taken them away when he was boarding the plane in California. I got a call from him the next day, he was at Mount Rushmore and the starter wouldn't work, he was wondering if you could push start a Powerglide. I said I had never done it but have heard you can if you're going like 30 MPH. He said he was the top of a big hill so that wouldn't be a problem. I thought maybe I'd get another call from him at the bottom of the hill but next time I heard from him he was at home in California, said it went fine except for being cold in the mountains. I guess you have to admire his sense of adventure and abundance of good luck.

Yesterday I had a couple about my age from Friday Harbor, Washington stop by in a yellow 62 Van with an oil leak. They had called in advance from the North Shore. The engine had been rebuilt by a fellow in San Francisco. It seemed to mainly be the valve cover gaskets on both sides, about as easy as you can get for Corvair oil leaks. It also seemed like some of the pushrod tubes weren't seated all the way, I don't know if I've run into that before. He tapped them down using my half-moon tool, usually used for removing them. They had a box on top of the Van that hinged up, so you could stand up in there. On top of that was a solar panel that charged a large battery, sufficient enough for cooking that they hadn't even been using the propane appliances. They mainly took US 2 across to Duluth. Leaving here they went through Taylors Falls and were on the other side of the Mississippi going south of Madison tomorrow and then down in Illinois on the Mississippi again. After that is Nova Scotia and Florida. It's a 64 FC 110 HP engine with Powerglide and they intend to stay off the freeways as much as possible.

Jim Brandberg

A swing-axle's yoke – a new way to make it work.

Many -many years ago, I modified the drive line on my '64 CORVAIR to use FC axles. Bigger Brakes and five bolt wheels. To accommodate the shorter dimensions on the Early (their axles are shorter than the FC's) I had to cut the splines to their new position and then shorten the excess axle length.

The Yokes for the Universal Joints would simply turn the axle but could not be clamped tightly into position as the FC axle did not have sufficient girth to accommodate a shoulder against which the yoke could be bolted - axially.

Now I am noticing my Yoke is wearing on those splines and is "looser". Actually, a fairly common sight on any Early.

My plan is to clamp the Yoke to the axle, so the splines are touching and can't wiggle. Thanks to Jim Becker for showing me how tractors use wedging of parts to hold splines on shafts.

The plan is to use a bolt to do the clamping (not as a shear pin). A shaft through the axle – sideways – should make the splines mesh, I figured! To bring some pinching to play by virtue of the bolt's tensile strength – I intend sawing a slot into the Yoke (or a slit) so the bolt can reduce the ID of the Yoke's spline - sufficient to tightly clamp the axle's spline.

I took an axle and a Yoke and slid them together and wiggled them around...OK good candidates! I then drilled a hole across the part of the Yoke that would be used for this exercise. I started with a 5/16" cross hole. Using a hacksaw with a 0.025" blade I made a cut down into the Yoke. When I put the bolt through the Yoke to clamp the saw cut I found the 5/16" bolt to be a little wimpy. So, I got a fine threaded 3/8" bolt that is grade 8 to do the clamping... and I cut the slot deeper than 3/4" – there was absolutely NO clamping with this BIG bolt and this deeper cut. So, I cut the slot deeper and deeper till I had cut it past the end of the splines. See photo: showing bolt and one of the cuts, deep into the Yoke.



With the tightened bolt, the slot was still 0.025" at the bottom and at the top! I couldn't believe it! I figured that if I applied any more force the casting would break at the bottom of that slot. My caliper was telling me that if I could bring the Yoke halves together by 0.010" the Yoke would clamp the axle, but I was not seeing any movement (of the two sides - together) in my cast iron Yoke.

I cranked the bolt – tight! Set the Yoke in a pan of water with the bolt-end in the water and heated the little remaining part of the casting with a big torch. I did not get it red hot but I did smoke off all the grease and dirt that had been left by the previous guy so I figured it did get HOT and now I had to measure if the slot had come together – a bit! It had! Yeah! The Yoke had yielded to the smoke wrench and not broken. Only now could I perform my clamping test.

I forced the Yoke on the axle and slid the bolt through. Torqued it good and tight – as tight as I could get it with a foot long 9/16" box end wrench, but not an impact. Look and see, what we got.



(cont page 5)

(A swing-axle's yoke cont.)

The Yoke appears to be tightly attached to the axle with no wiggling apparent. A feeler gauge shows the slot to be 0.025" on the big end and about 0.015" by the bolt.

The Yoke is now solidly attached to the axle and I think I have proved the point about possibly using this technique on my modified FC axle (the one with no shoulder). This might also work to tighten up those sloppy Yokes on 'your' FC or Early.

After coming to the conclusion that drilling a hole through the axle would save the situation I asked a Metallurgist (my Brother-in-law John) about that experience. He said I should proceed with extreme caution in this matter as that axle is going to "remember" what I did to it! OH, that's exactly why I asked his opinion. Think again, I figured.



The idea of clamping the Yoke onto the axle's splines was shown to be an effective possibility by the BOLT experiment. So, I figured I could clamp the Yoke from the outside without drilling through the axle by threading the Yoke (before slitting it) and screwing on a pipe fitting. Tapered Pipe threads should squeeze the yoke halves together as the female "nut" progresses up the taper. I didn't have a 1-1/4" die so I cut some threads on a Yoke with my Dremel tool. Here's what I came up with, by hand. A 1-1/4" pipe fitting sort of screwed on but it certainly was not an elegant fit! I did find a die (a guy who works for a friend of Dave Peterson had a set we could use) but with the help of my Son Peter (in Dave Peterson's shop) it turns out the Yoke is not the correct shape to accommodate a pipe thread die. The die hits that large part of the casting (clearly shown in the photo on the left) before any threads can be cut. So that idea fell through.

Try something else! My brother Joe suggested we Nickel-Plate the splines to make them bigger so they would fit tighter inside of a non-slit Yoke, but my thinking is that anything that is loose enough to slide on is already too loose, it has to be tight so that it won't wiggle under load. Dave Peterson suggested a big metal ring around the outside of that Slit-Yoke with a couple set-screws coming into it from either side? That should force the Yoke's splines together onto the splines of the axle shaft. I tried screwing some regular 1/4" screws into threaded holes cut into an iron ring. I also started with another axle shaft, not the one with the drilled hole through it. I got the Yoke on the axle with no problem and it had a little wiggle once it was mounted.

Dave Peterson suggested a big metal ring around the outside of that Slit-Yoke with a couple set-screws coming into it from either side? That should force the Yoke's splines together onto the splines of the axle shaft. I tried screwing some regular 1/4" screws into threaded holes cut into an iron ring. I also started with another axle shaft, not the one with the drilled hole through it. I got the Yoke on the axle with no problem and it had a little wiggle once it was mounted.

(cont page 6)

(A swing-axle's yoke cont.)

When I snugged up these screws on the Yoke it stuck on that shaft as if it had always been there. This was/is a good fit. I will clean up this design and use some of those hard 1/4" Allen-head set screws to do the clamping, maybe even put some LockTite on them. Could even put some LockTite on the splines!?!

Once I have a good-looking setup I will again ask around to my community of advisors to look for the holes in my plan. If I am right, and this seems to be a good way to go, I will give my machinist friend BUZZ a call to make me a steel ring with professionally drilled-tapped holes for the set screws and install this system on my '64.



Wish me luck as I, keep on CORVAIRing, Fran

FALL TOUR



Please mark your calendars for Saturday, October 20 for our Fall Event in conjunction with the Gopher State Chevy Club!



We will meet at the McDonalds restaurant in Monticello. Plan your arrival time dependent on your hunger, as:

- 9:00AM depart from McDonalds to:
- Fairhaven Dam in Fairhaven. Next:
- Roy Bernick's antique auto museum in Waite Park, he has upgraded his collection since our last visit. Then:

LUNCH! Followed by:

- The Veit Automotive Museum in Buffalo, which CMI has not visited previously. Then:
- Jeff Hasslen's Franklin Motor Car Garage in Otsego for Franklins, NSU Prinz, and a Tatra. Jeff has added onto his facility since we last visited and has also acquired several new and interesting cars for his collection. Jeff will discuss and demonstrate how he makes several different parts for cars he restores himself and for sale to other car collectors. Finally:

Home & Rest!

Stay tuned for more details!

In the last three years I have lost three Pertronix (Ignitor II) units ...

All in the same car, none in any of my other CORVAIRs. Two of them were just last week! The failure mode has the same characteristics in each case... engine runs smooth with a 50o (that's correct) advance but falters as the advance is tamed back to above 30o and the spark completely fails by the time we have moved back to 20o. The spark gets so weak around 25o that the timing light goes out. Holding the coil wire near ground shows a weak to non-existent spark. All three units do exactly the same thing and of course will not power the vehicle so much as to drive it out of the garage, downhill.

I think I have discovered what was my mistake (not the fault of Pertronix).

I had a Tachometer hooked to the neg terminal of the coil. Which is where a Tach is supposed to be. After installing the third unit I was running the engine with all the extra wires off and I was testing if anyone of them might be giving me trouble...when I touched the Tach wire back on, there was a spark and the engine stopped- dead. Since removing that connection, my old-time points (how many Ignitor II's can a guy afford?) give me a nice hot spark every time.



Yes, I could afford to experiment, one-more-time, to verify my statement that it was bad wiring, or wiring in a bad part, but I will have to calm down for a year or two before I am willing to pay for that test again.

My point is this. If you have experienced such a loss as I have and maybe given up on those blankety blank Pertronix units and you are running a Tach hooked to the neg terminal on the coil...maybe you want to think again. About the Tach, I mean.

Since these three units died in exactly the same manner, in the same car, maintained by the same guy, there is a really good chance that, "therein lies the problem".

Don't know why this bothers the Ignitor, as grounding that terminal is what the Ignitor does for a living. It pulls that terminal down, to get current going in the coil, and then pops it back up to generate the spark...maybe when it lets go and there is no "letting up" it gets confused and a voltage goes the wrong way, wiping out the Ignitor - - I don't know, but whatever happens inside there is the business of Pertronix, and they don't want to talk about it.

So, if you want to run a Tach and don't want to buy more than one Pertronix, maybe points are a good idea.

Keep on CORVAIRing, Fran

CMI 2018 Schedule

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

- Oct** 06 Highway clean-up, 8am, meet at Dobo's Restaurant, Hwy 55 for breakfast
 11 Membership meeting, Messiah United Methodist Church, Plymouth, 7pm
 13 Rain date for Highway clean-up
 13 Frankensteiners Ball 13 Car Show, Isanti County Fair Grounds, 9am – 4pm
 14 Twin City Roadsters Swap Meet, MN State Fairgrounds, 6am
 20 Fall Tour, see details on page 6 of this issue
 25 Board of Directors meeting
- Nov** **13 Membership meeting, Messiah United Methodist Church, Plymouth, 7pm**
 29 Board of Directors meeting
- Dec** **11 Membership meeting, Messiah United Methodist Church, Plymouth, 7pm**
 27 Board of Directors meeting

The Board of Directors for CMI is coming up for election in November. If you would like to help guide CMI through the next year, please let one of the current club officers know. The BOD meets the last Thursday of the month for dinner followed by the BOD meeting.



CMI Classifieds



1964 Corvair Monza, original engine. 108,000 miles. 164 cu in. 95 hp. Power glide trans. Licensed and running. \$3500. Located in Elk River, MN. **Please contact Georgia Thometz at gthometz@gmail.com**



1968 2 dr p/g trans. Here is what has been done - new w/stripping, trunk, engine compartment, both doors, both roof rails, fuzzies (all 8 pieces), interior all (Monza) everything except headliner (was ok) mostly from CLARKS, \$1650, radio repair including new frt speaker (2 rear also). Engine completely stripped cleaned painted, all seals & gaskets, starter o/haul, new battery & cables (electronic ignition), all 5 air hoses (new), new gas tank, gauge seals, hoses, carbs o/hailed, all 3 filters, exhaust system all replaced, frt end--strut rod bushings, stabilizer bushings, stabilizer bushings rear also, engine to body seal. **Contact Vern at vmsundbom@gmail.com or call 218-847-6631**

1963 Corvair Monza convertible; body and suspension restored; engine is not assembled. Aftermarket seats, fuel injection (still in box), many other new parts. **Contact Dave Pugh at: pugh.dave@gmail.com or 507-285-3384.**



1964 Corvair Corsa, 18,000 original miles. CA car, super clean Inside and out and dry under carriage. New battery and upgraded starter. Runs excellent, needs paint. White with blue interior. No rips, newer carpet. Stored inside. \$4500. **Please email joshj@lme4me.com or text 612-804-4145.**

2-'66 Monza 2drs Lots of Accessories \$3000. **Contact Rudy at 612-840-9788**

Leeky Seel Classified ads

Do you have a Corvair related item you would like to sell or are in search of? Send your request for an ad in the Leeky Seel to: corvairmnleekyseel@hotmail.com

Check us out...



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

Follow us on
Facebook:
CorvairMinnesota



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.

THE LEEKY SEEL

3370 Library Lane
St. Louis Park, MN 55426-4224
TEMP – RETURN SERVICE REQUESTED

Spot a Vair!

Rust in peace: Chevrolet Corvair 700
Ran When Parked.net



**October 9th meeting is at the MUM.
See you there!**