



Leaky Seal

Corvair



Corvair Minnesota Newsletter July 2020

President's message:

Hi everyone, I hope you and your families are healthy and happy. This pandemic isn't easy on anyone, but we all hope it gets better.

The MUM is still closed, but they are allowing us to meet in their parking lot for our July 14th meeting. The meeting will be at 6pm for discussion and vote of the By-laws, then at 7pm we will have our regular meeting.

Let's hope it doesn't rain, but if it does, we will have to schedule a make-up date, bring an umbrella. Masks and social distancing are not required, but highly recommended. Please bring your own chair, no pass around food or snacks are allowed as we need to stay safe. You can bring your own snack and water. Sorry, Gail won't be able to bake at this time, (just for everyone's health), but she will make it up to everyone!

Kenny Laursen has resigned as the club Secretary, so we are currently looking for a replacement. Let me know if you know someone! Kenny, you will be missed!!!

Have a great 4th of July, stay healthy and safe.

Tom Quinn

President

Membership Updates

The membership meeting for the month of May 2020 was cancelled due to COVID-19 restrictions.

Treasurer's Report as of May 10, 2020:

Beginning balance	\$ 5,312
Income	20
Expenses	<u>(64)</u>
Ending Balance	\$ 5,268

June 10, 2020 ending balance: \$5,268

Stepping down as your secretary due to moving out of Minnesota

Due to the recent events, and the fact that I have wanted to leave Minnesota for many years, I have started to arrange moving to Apache Junction, Arizona with a date projected no later than the end of October. I have stayed here longer than I wanted due to my dedication of elderly folks, but Monday they looted the Walgreens on the corner by my Mother's, which has never been a crime area, so I have been busy getting things ready. Next week will be the installation of the fresh engine in my 66 coupe in order to put it up for sale. Many of my toys will not be going with me, I will be using a POD for moving.

I sure will miss friends I have met through the club since 1977. To name a few, Fran, Gary, Tom, "that dude named Bob that shares the name of the famous juke box company," Jim whose last name is not spelled like the famous Air Force Base, and many others. However, if all things come together with family, I will be Jim's neighbor for a few months throughout the summer.

Of course, I will be looking up the Arizona Corvair club however, being in the "no rust zone" my car of choice I will be hunting for

will bring me back to my high school days and my first generation of Toronado (still GM related). Obviously, with packing for a move and liquidation of assets, please be patient if it takes me a few hours to get back to you. I will be listing my Vair soon, and a few other things such as my boat, T-bird and such.

The best lawyer in the world is one who suffers from Obsessive Compulsive Disorder because you know he will not miss so much as a microscopic detail. Even though I will be suffering from writer's cramp by the time Steve is done helping me scribe a resignation fitting of the new By-Laws, I will have that shortly.

I am going to miss all of you even though I wasn't active during the late 80s and early 90s due to my service. You can pick on my Dad's old boss Mike Gaynor as instigating my love of Corvairs since 1977.

For now, thank you for all your friendships.

Ken "UNCLE HOTROD"

WHASSUP?

Not much, I guess. While there's plenty of hot topics in the world around us, the Corvair Minnesota activities have been on the shelf. President Tom Quinn would like to have a meeting to vote on the By-Laws, but I'll let him talk about that. Even something outside might be okay.

I work at home so not much has changed for me. People's situations in the workplaces are a mixed bag; some people are out of work, some people are busier than ever standing in a gap, some people are working from home at a reduced rate; I guess it depends on what you do.

I've been tasked with providing a Corvair powertrain for the 53 Ford roadster that showed up at a CMI meeting in 2015. I wasn't there so I've never seen it in person. It's sleek and low with the windscreen moved back and the doors smoothed over, you step in over the side which is easy with the airbag suspension on the ground. It's silver so it has almost an aluminum appearance. The only body line is the trunk which opens to reveal a Corvair engine. Surprise! The story goes that the original Corvair engine got cooked when it lost a fanbelt with no Gen/Fan or Pres/Temp warning lights. It got switched to an electric forklift motor which was operational but not fully refined. It moved to California for a time. The 3rd owner wants a return to Corvair power, and I think the 66 110 PG from John's old white 68 will fit the bill. I hope it will receive some additional consideration for cooling airflow and warning lights this time around. Fun fact, the blue 61 coupe that originally gave up its powertrain became a front engine V-8 "Gasser" that we see around.

I'm not a Facebook guy but I've heard from others that Amber is doing a great job with CMI presence there. She continues to make good progress on the red 61 coupe project. It must be getting close if they're doing the wiring.

Hill Sweet is a longtime CMI member and all-

around good guy. He has a black 140 HP 4 speed Corsa coupe with Air Conditioning. I did a little work to get it running good a few years ago and next stop was going to be the body shop for a few spots of surface rust repair, then up for sale. It didn't get to the body shop yet, but they might like to sell it as Hill is no longer driving. With a little work it could be a perfect Corsa with AC. I don't remember if it's a 65 or 66. It's always been a very nice car in heated storage, and someone should be driving and enjoying it.

I miss seeing my long-time Corvair buddies. I try to call people. I could easily be a loner but Corvair Minnesota activities help to get me out and about. We have other things in common besides the Corvairs and it would be good to catch up. It just feels like something is missing.

Hopefully you're using this downtime to get some things done that you never quite seem to get around to. Have you checked your master cylinder level lately? I've seen some empty ones lately and that's not good. How about gear oil? It's a pain to jack it up and all when there's no dipstick but they do leak a little sometimes and get low. Are all the lights working? A heavy-duty flasher won't let you know if a bulb burns out. Are your rocker panel drains running?

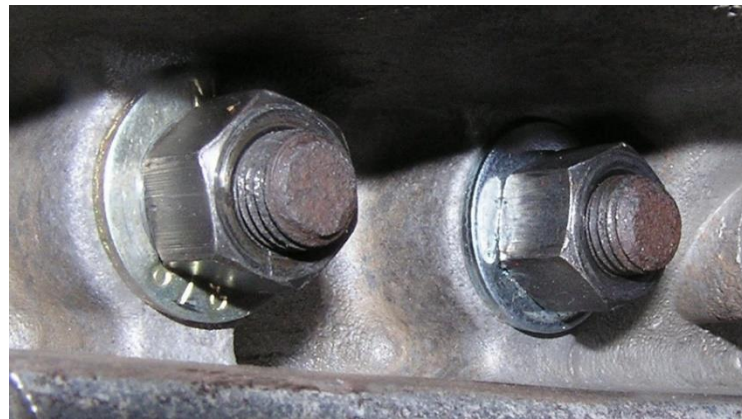
The guy in Annandale who bought John's LM 4-door had it painted and is looking for wheel well trim. John got ahold of Bill's Greenbrier that we saw at Don's place in Eau Claire a few years ago. I hope Bill still has the 67 4-door, it's fun to see him and Walker at the parties but they do tend to eat all the cheese. I hear Gary bought a GMC motorhome; I think they're the best ever, probably within 6 degrees of separation from the Ultra Van. Vince has been working on the engine for the 8-door Greenbrier. Terry got his Lakewood painted. I do love blue.

Jim Brandberg

Membership Coordinator

A Solution: to a Problem with Aluminum heads

Finned Aluminum Heads are great for keeping themselves cool, but to keep them on the engine, you need a steel bolt. That bolt, not only holds down the head but the jug, as well – so it is nine inches long! Which, in this case, is a good thing. Here's what I'm talking about: Removing a steel headbolt from an Aluminum engine can be a problem if the threads of the headbolt are exposed to a rusting environment. Arizona folks can stop reading! A slightly rusted nut on a slightly rusted bolt can require a special effort to separate them without turning the bolt out of the block. In most cases this is more readily accomplished by heating the nut – to enlarge the hole in it – so the rusty parts don't lock- one to the other. The first CORVAIR engines didn't have a problem in this area because there was a steel washer between the head and the nut – allowing the nut to be heated without heating the Aluminum (AL) of the head. Anyone familiar with a



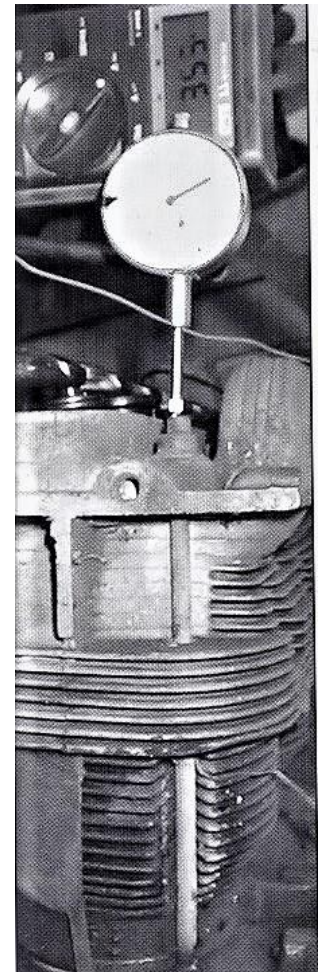
block of AL knows you can't heat one part of a chunk of AL and not heat all of that chunk. This is how I solved my nut problem, but only as an afterthought.

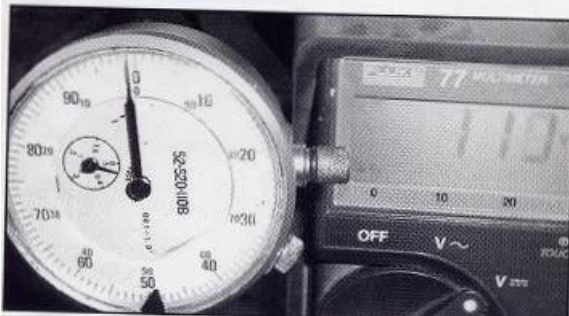
Most CORVAIR headnuts are deeply settled down into the AL of the head and are in "intimate-thermal" contact with the head.

This presents a problem if you try to heat the nut – as you torch the nut, the AL sucks the heat away and

the nut will **not** get hot enough to swell up and be "spun off". Nut-busters can't get in there, either. I did discover a way to solve the problem: by taking note of something, called Thermal expansion.

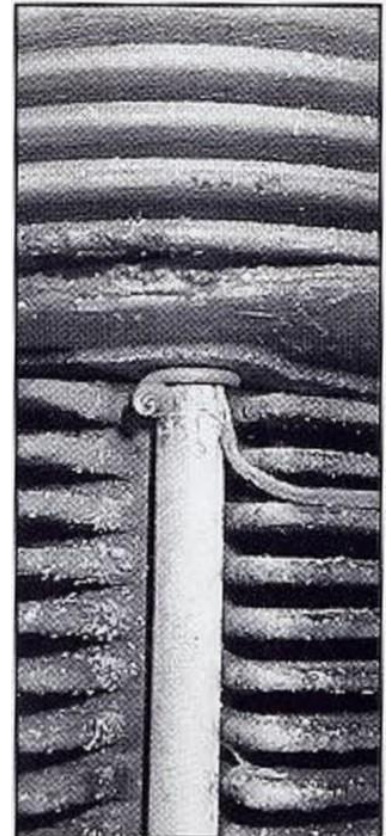
Since our CORVAIR headnut is down in the AL you can't heat it. What if you could lift the nut up off the head far enough so the heat would stay in the nut and not go into the head? Remember "thermal expansion" of the nut? You can lift that headnut away from the head - by making that long headbolt – longer! How? By heating it. A 9" long steel bolt will increase in length 9x the CTE of Steel per degree(°F) or 10 thousandths for every 100 degrees. If you gently torch the whole bolt up to 400 deg (in a 100 deg room that would be a 300°F change) that would change the length of a headbolt 30 mils (0.030"). If you went to 500°F it would be longer by 40 mils ! The original stretch put on that bolt by torquing the headnut must first be overcome. You don't need the whole 40, just a few will do. If the nut is clear of the head, it can be heated and removed – with no harm to the threads or the bolt or where the bolts is anchored in the block.





Let me show you what I did and how it worked.

In order to keep the temp of the headbolt under 500°F, I had to mount a sensor on the bolt. Here's how I tied a thermocouple to the bolt to monitor its temp. At the top of the jug – about half-way between the spots where the bolt is buried in the AL - the hottest part when torched.



By using a small torch (Bernzomatic) I was

able to play the flame up and down on the bolt while not killing the bolt with the heat. I



did a test heating where I let a spot get RED-hot and when it was cooled, the bolt twisted off in that spot. So, I went by the book and stayed under 500°F. After all, the cylinder-head Temperature Gauge does go to 600°F!

Below, you can see the thermometer saying 486°F with a dial indicator showing 20 mils...next to a shot of the temp being down to 110°F and the dial saying it's back to zero. The dial shows the end of the bolt lifted away from the head - 20 mils, when most of it was heated 375°F.

The photo going along with the dial/temp photos shows the head nut actually lifted clear off the head – enough to allow it to be “cherry red with a good torch” and spun off – easily. The steel washer between the nut and the head solves this issue, after you've taken the first one off!

Hoping you are all keeping your proper social distance – from your loved ones! Also maybe doing the same for the CORVAIRists in your group!

Hoping we will all be able to enjoy our CORVAIRs again in the New Normal – whatever that is going to be...

In the meantime, I am driving around getting lots of ‘thumbs up’ in my favorite CORVAIRs.

KeepOnCORVAIRing,

Fran

2020 Calendar of Events From MCCA substitute flyer exchange

PLEASE NOTE THESE DATES ARE SUBJECT TO CHANGE OR CANCELLATION

We have researched car shows through 1st week of August for updates. Please email information you may have on the status of shows that have been cancelled and are not on the list. Likewise, if you are aware of shows that are not listed and should be, email to the Leeky Seel Editor: corvairmnleekyseel@hotmail.com

JULY	3	Acme Speed Shop Show -- Veteran's Park	Richfield
	4	Jack & Jim's Food & Liquor	Duelm, MN 9am - 2pm
	4	Harmony Spirits	Harmony, MN, 9am – 1pm
	11	Outlaw's 3rd Annual Car Show	Ole's Bar & Grill, Schaefer, MN
	11	Car, Cycle & Tractor Show	Mayer, MN, 9am – 2pm
	11	Gulden's Restaurant Car Show	Maplewood, MN, 3pm – 7pm
	18	Fete des Lacs Show & PARADE	Laurie LaMotte Park, Centerville
	17-19	Street Machine Summer Nationals	MN State Fairgrounds
	19	All AMC Show	36th & Lyndale, Minneapolis
	24-26	Suburban Corvettes of MN Weekend	Jimmy's, 1132 Cnty Rd E, Vadnais Hts
	26	Isanti County Fair Show	Isanti County Fairgrounds
	26	Scavengers Show	Mermaid in Mounds View
AUG	1	River Cities Days Car/Truck Show	Bay Point Park, Red Wing
	7	I.C. Summer Jam Show	4030 Jackson NE, Columbia Hts
	8	Summer Spectacular Show	Downtown Isanti, 10am- 3pm
	9	49 th Annual Show/Swap Meet	Fairgrounds, Proctor, MN
	15	DAV Muscle Car Bash –France Pl.	3601 MN Dr., Edina, 4pm – 7pm
	22	VFW CAR/Truck Show & Pig Roast	VFW, Coon Rapids, 8am – 2pm
	30	Kruzin for Bri's Lodge Show & Spaghetti	Trobec's Bar & Grill, St. Stephen, MN, 11am – 4pm
SEPT	7	Labor Day 2020 Show	Blacksmith Lounge, Hugo, MN
	7	Jack & Jim's Food & Liquor	Duelm, MN 10am - 2pm
	13	Rode for Mobility Car Show	Prior Lake High School, 10am - 1pm
	13	Lone Eagle Show/Swap, Fairgrounds	15575 Hawthorn, Little Falls, MN
	17	All Ford Show	Apple Ford, Shakopee
	19	Fall Cruise w/ Rally Games - Applebee's	7250 Valley Creek, Woodbury
	20	Car Show – Fleet Farm	8400 Lakeland, Brooklyn Park, 10am – 2pm
OCT	9-11	Suburban Corvettes of MN Fall Color Run	to LaCrosse, WI
WEEKLY	2 nd & 4 th Wed, June thru Aug, 5:30 – 8:30 pm	Isanti VFW	
	Thursday, 4 – 7 p.m.	Tractor Supply, 16907 Hwy 13, Prior Lake	
	Friday nights, 5pm - dusk	Dayton, MN	
	Saturday, 5 pm	Main Street, Hopkins	
	Saturday, 6 – 9 pm	Coon Rapids Blvd.	
	Saturday, 6 – 9 pm	Lyndale Ave., Bloomington starting Hwy 100 to Lyndale	
		to American Blvd.	
	Tuesday, 5pm – 8pm	Henderson, MN	

CMI Classifieds

For Sale

- 1960-69 rebuilt starter, includes drive & housing
- Two early FC headlight bezels, very good condition. \$50 each
- 1964 aluminum air grill, new, also fits thru '63. \$150
- Relined late front brake shoes \$30

Contact Jerry Berge at 480-250-8816

(April 2020)

For Sale:

Black '64 Spyder coupe. Solid California car with a few paint issues. I'm freshening engine then returning it to owner in Eau Claire. I think it's in the \$9000 neighborhood. There's something about a Black Widow Spyder.

Jim Brandberg 763-444-933

(Sept 2019)

1964 Corvair Pickup Rampside very good, rust free body, new paint, clean interior, seat reupholstered per factory specs. 4 Speed Manual transmission, 6 cyl, 4 single carbs Runs, Drives & Stops \$12,000 **CALLS ONLY 651-303-8196 New Richmond**

(ad found on Craigslist)



For Sale:

Two '66 coupes, many parts and toys in Savage, MN. Will trade for good GM car or \$1,500.

Contact Rudolph Poppe at 612-425-7479.

(April 2020)

CORVAIR MN

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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.

Deadline is the 25th of the preceding month.

Check us out...



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

Follow us on
Facebook:
Corvair Minnesota



Spot a Vair!



This picture appeared on Corvair Center and folks were wondering where they were from. A search showed Broadway Signs still in business but up in Crystal. The address is now the site of Kemps Dairy, formerly Clover Leaf. No area code but the 522-xxxx phone number is consistent with North Minneapolis. The pictures were not taken on Broadway but certainly consistent with 1960s Minneapolis residential street with elm trees on the boulevard.

~Jim Brandberg

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 *Leaky 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

11078 16th St NE
St. Michael, MN 55376

TEMP – RETURN SERVICE REQUESTED



MEMBERSHIP MEETING JULY 14
parking lot meeting at the MUM.