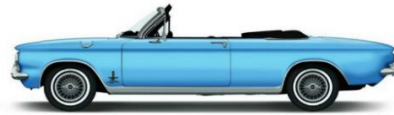




# Leaky Seal

*Corvair*

April 2024



## Corvair Minnesota Newsletter

### *President's message:*

We had a popular March outing. A group of 21 members visited the Air Force Museum in St Paul last month and had lunch at B52. It was a good time!

It's almost time again for the chili cook-off! Mike Bednarchuk has offered his shop for our chili party this year. Mark your calendars for Saturday, April 20. We'll plan to get together at 12pm with food at 1pm. Here's the address: 4986 25th St SW  
Waverly, MN 55390

**RSVP to Kay McDaniel by APRIL 16th** via email or phone: [nrm.otis@yahoo.com](mailto:nrm.otis@yahoo.com)  
[651-303-6410](tel:651-303-6410)

Plan ahead for upcoming events in May, June and July:

- o CMI Breakfast car show, May 18. RSVP by **May 14**
- o GMCCA June 2
- o Back to the 50's™s June 21-23
- o Corsa Convention, Dayton Ohio July 21-26

Reminder- Our next monthly meeting is Tuesday, April 9th. Food and beverage is available from 5:30 to 6:30 with our meeting starting at 7pm

See you at our next meeting.

*Dave Pedersen*  
CMI President

### March Birthdays:

- Brian Carlson
- Gregg Peters
- Bob Prokolb
- Vern Steffens

*Happy Birthday to you!*



As always, let me know if I have missed your name on the Birthday list - Thanks!

Gail Quinn, Director of Treats  
[Gailquinn263@msn.com](mailto:Gailquinn263@msn.com)



## CMI Meeting Minutes

March 12, 2024

President Pederson called the meeting to order @ 7:00 pm.

Corvairs present: 2 Early Models, 2 Late Models  
Members in attendance 27.

**David Quinn** read the creed.

**Mike Bednarchuk** has agreed to do the chili party on April 20th. **Kay McDaniel** and **Ali Long** will be helping to organize it.

Activities Director **Ali Long**: Regarding the winter beater; it was a very cold and windy... there were a lot of cars and events that she didn't expect. 1 Corvair was at the car show (**Brandberg**)!

March 23<sup>rd</sup> Flemming Field @ 10:00

May 18<sup>th</sup> will be the Corvair breakfast.

Director of Treats **Gail Quinn** read the birthdays!

Vice President **Brandberg**: If anyone has anything they would like to see at a tech session, please let him know.

Treasurer **Paul Schuler**: There are about 10 people that have not signed back up for membership.

**Bob Kaczke**: Brought clothing items.

Board of Director **Quinn**: Dan couldn't make it tonight.

GMCCA: Regarding setup, it can't be there before 2 pm, we set up the tents at 2... **Herkenratt** will bring his tent. Enter through the white gate, on the east side.

Board of Director **Jim Becker**: Has been working on a packet to send to new members. If anyone has any thoughts, please let him know. Items that would be included would be, welcome letter, the latest leaky seel, window sticker, club roster, vendor list (parts sources and local parts shops), a Corsa application, list of who the officers are and board of directors.

President **Pederson**: During the board meeting, we discussed about including the roster, which would include the name, email, phone number and town. **Ali** should be getting that out this month.

The lucky lotto number that was called was #1 **Tom Quinn**.

**Gregg Peters** works at Napa, and he wanted to let everyone know that they are having a sale on air filter for \$7 oil filter \$13.

**Bob Rowe** has 65-69 wheel well trims for sale.

**Gary Nelson** donated a 2<sup>nd</sup> generation Corvair jacket. Ali beautifully modeled the jacket.

**Norb** got the jacket for \$18 (blue)

**Gary** also donated his 1<sup>st</sup> generation white jacket as well.

**Ali Long** was able to get it for \$15.

**Pederson** asked if anyone has any projects that they need help... nobody spoke up.

**Dan Fritsche** works at the Guthrie, they need a classic bodied car, and **Pederson** loaned his car for the show. A week before the show there will be a preshow. Little Shop of Horrors. How many people would be interested; quite a few people are interested.

Vice President **Brandberg** and **Nathan Rood** did the tech session.

**Nathan** was taking early model rotors with a 4-bolt, to a 5-bolt. He spoke about the process of converting the rotors. From knocking out the original studs, welded them, and then redrilled the holes for a 5-bolt pattern.

**Nathan** switched many components on his 1962 Corvair to Late Model except for an early model cross member. **Brandberg** mentioned that if you want to put different wheels on a FC Truck, you have to be aware of the size of the tire because the front wheels can ride on the tie rods, and the back wheels may rub on the fender. As well as make sure that your wheel studs are long enough, otherwise there won't be enough thread for the lug nut to hold onto.

Another thing you want to think about is early brakes, they are smaller. The late model brakes are 1/4 inch wider, and the rear is 3/4 inches wider. When you put fc brakes on the rear of a car, you will have a better chance of braking due to the wider brakes.

Meeting adjourned @ 8:10 pm. [*Then yummy treats! – ed.*]

*Amber Leah*

Amber Leah, CMI Secretary



## So Open the Hood Already

Thanks to Nathan Rood we had a nice discussion at the March meeting about modifying Early car rear axles to accept the more readily available Late 5 bolt wheels. He has access to proper equipment for getting it right. It's very important that the wheel is centered on the hub so it doesn't go down the road like an egg. I'm of the opinion that you need to weld up all 4 holes and start over. One of the holes may be close to start with but it's still 2 1/4" from center not 2 3/8. I don't know if it's an operation properly performed at home with rudimentary tools, maybe if you're good. Having the lug studs properly located is especially important when your wheels are not hub-centric. We had some discussion about other ways to do it and wheels that may fit and ordering new wheels, sorry if you missed it. Please make sure the wheel studs are long enough and the lug nuts are big enough for the wheels you choose. I do not like the idea of uni-lug wheels. Besides wheels, the other benefit is to use the bigger FC rear brakes. This may give front disc brakes a run for their money to make a nice package. Stopping short is a good thing.

In April I'd like to talk about Corvair under hood appearance. An open Corvair hood often draws a crowd. It's like a Star Trek (Star Wars?) tractor beam that pulls me in from across the lot. I like to think of an engine compartment as having a theme. There's the unrestored original where a certain amount of grunge is acceptable. At the other end of the spectrum is everything new. Most of us are in the middle somewhere. Getting it clean in there can go a long ways in improving the appearance. Sometimes I like to take a folded blue paper towel with 5 dots of paint thinner to wipe things down. You might only get a square foot before turning the towel but it's got 8 sides when quartered and may take several sheets. It often takes more than one run through. It's a little tedious but I find it therapeutic. I'm usually not much for gallons of high pressure water through there. Don't forget to look up and address under the hood itself. Paint thinner is solvent enough to get at the oily film but gentle enough to not attack the paint.

Speaking of paint I like Satin Black for shrouding. Not too shiny and not too dull. To each his own of course including colors. I've got one buddy who likes red and another who likes blue. With all that black in there I might go with a different sheen in the fenderwells and such to mix it up a bit so it's not just a sea of all the same. Sometimes it's hard to just paint one thing as then the next thing looks shoddy. The paint and primer together paint works pretty good unless there's bare metal. I like the fast drying Krylon although it's a little harder to find with Rustoleum taking over the market. The new spray tips these days are pretty nifty for not clogging so much. I have an assortment of new flange bolts and such for shrouding but I have to buy 100 of each from Flangebolts.com. I'm not keen on sheet metal screws with a 5/16 hex and a slot. There's a paint for a stainless look in modern interiors that I like, it's not shiny and also makes steel lines look comparable to new ones. Some themes are better suited with old bolts just cleaned up.

For some subtle color I might go with red or blue spark plug wires especially if you can bring a color from another part of the car in there and extra especially if you can carry the color into the wheels. I might paint the fan to match the wires. I like the black anodized color of magnesium fans if they'll clean up. Flat black goes good with black plug wires. Maybe we can talk about perimeter seals and batteries while we're at it. I don't want to be ashamed to lift my lid.

*Jim Brandberg*

Corvair Minnesota, Vice President

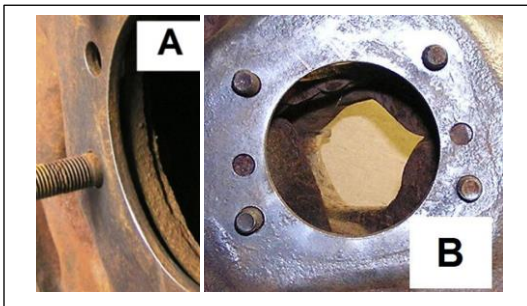


## TWO or three AMAZING DISCOVERIES with more Questions left over!

Now this is not an invention - - it is simply a discovery of the dimensions on some standard CORVAIR parts...that I did not suspect. Not only did I not suspect ...I had already talked to a machinist about doing the cutting on these parts to do the modification. The other discovery is simply 'news-to-me'!

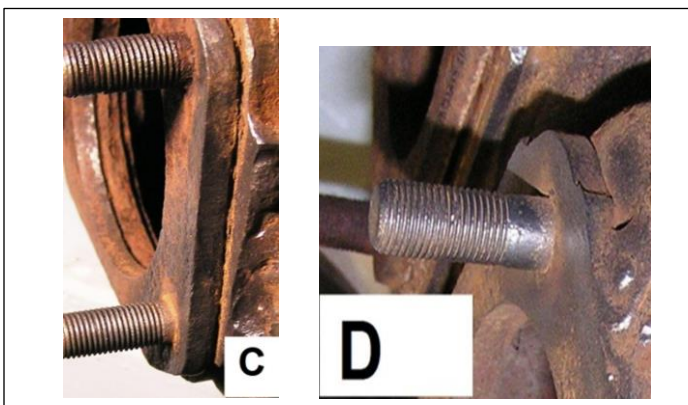
First off: Here's the deal!

I am modifying my Early to take five bolt axles/wheels. I decided the way I would choose to do that, was to use FC axles (shortened) and FC rear brakes (late model car hubs/brakes on the front). I shortened the FC axles and decided to use the FC bearings even though they would be too big for the '64's wimpy rear A-arms...thus the discussion with the machinist. I also decided to do this on the bench before I took apart my car. This meant getting a second pair of '64 A-arms - and some rear FC brake backing Plates. Member Jim Brandberg came through with the used parts. After cleaning up the parts, just a bit, I went to see how much I would have to HOG out of the A-arm to allow the big FC bearing to slip inside of the little car's A-arm. These two views show what was a complete surprise to me. **See photos A and B.**



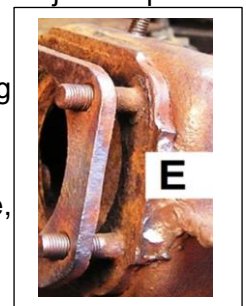
A is the assembly with the 'spacer' and B is the cleaned off, 'bare' assembly. The hole in the '64 A-arm is large enough to receive the FC bearing! Actually it is 0.100" larger than the hole in the backing plate from the donor FC! First off, I won't have to machine anything - that's good. I do wonder, what is the story behind the size of that hole, but I'm pleased to say, "let's leave that for another day and get on with the project!"

Wait a minute...there's more to this story. Remember above, where I said there were two discoveries? Well, here's the other one. While I am in there cleaning off the rust and fitting parts together I notice there's a heavy plate at the end of the A-arm - I figure they just put a plate on there to make it strong enough to hold the bearing. No problem with that (in my mind) till I am cleaning the passenger's side A-arm and discover there's no plate on that side.....huh?!?! It just so happens that I have two pair of '64 A-arms and they both have a 1/4" plate on the driver's side A-arm. Note also on the photos, **C and D**, that the studs coming out of the A-arm



appear to be longer on one than the other...not so. That stud is the same length on both A-arms. Since both right and left axles are the same length, on the car or the FC, that means the bearing has to be the same distance from the middle of the Differential.....I think. I am obviously perplexed by the increased length of one So, I got out my pry-bar and said, "is this just a spacer they added afterwards?"

Check out this next photo, **E**, showing how the 'spacer' slips off the driver's side studs. Some obvious questions, in my mind are. "Did they make one A-arm shorter than the other?" I measured both A-arms in the same position and got 19-1/8" on each one, without the 1/4"plate, of course. Is the drivetrain not quite in the middle?





# Breakfast and Corvairs

May 18, 2024

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: \$15.00 per person (\$7.50 for Kids, 10 and under)

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

**Please RSVP no later than May 14th**

*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 @ \$15.00 = \_\_\_\_\_ (List Name and Address below)

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42nd Annual General Motors Car Clubs Association  
**ALL GM CAR / TRUCK  
SHOW AND SWAP MEET**



Live DJ playing music  
Food vendors on site  
Dash plaques to first 500 show vehicles

**SUNDAY, JUNE 2, 2024 • 8 AM - 2 PM**  
**MINNESOTA STATE FAIRGROUNDS - MACHINERY HILL**

**ALL GM CARS/TRUCK WELCOME INCLUDING**

**BUICK • CADILLAC • CAMARO • CHEVELLE • CHEVROLET • CHEVROLET/GMC TRUCKS • CORVAIR • CORVETTE  
EL CAMINO • GMC/CHEVROLET MINI-TRUCKS • NOVA • OLDSMOBILE • PONTIAC • UNIQUE/OTHER GM**

**Spectators:** Spectator Gates open at **8:00 AM**

- General Admission: \$10.00/Adult
- Children under 12: FREE

**Show Vehicles:** Show Vehicle Gate open at **8:00 AM**

- \$20 Day of Show (includes one passenger)
- Show Vehicles must enter show at Larpenteur Ave & Underwood

**For Sale Vehicles:** For Sale Gate opens at **8:00 AM**

- For Sale Vehicles \$25 Day of Show (all makes welcome)
- For Sale vehicles must enter show at Larpenteur Ave & Underwood

**Swap Area:** Swap Gate for swappers opens at **7:00 AM**  
Swap Gate for everyone else opens at **8:00 AM**

- Swap Space 15' x 20' space: \$25 Day of Show — \$20 if preregistered by May 15- **ST-19 Required!**  
Swapper pre-registration send check to: GMCCA, 9632 Wyoming Terrace Bloomington, MN 55438
- Swap vehicles must enter show at Randall & Dan Elmer Way
- All makes of parts are welcome!
- Optional Saturday swap setup available from 9 am-12 pm sharp June 1 2024  
Enter CAREFULLY only on Hoyt off of Snelling due to 5K running event within Fairgrounds

Visit links below for updated event information

[www.gmcca.com](http://www.gmcca.com)

[www.facebook.com/GMCCAssociation](http://www.facebook.com/GMCCAssociation)

STATE FAIR RULES PROHIBIT: OPEN FIRES, BBQs AND ALCOHOLIC BEVERAGES. - PETS ON LEASHES ONLY

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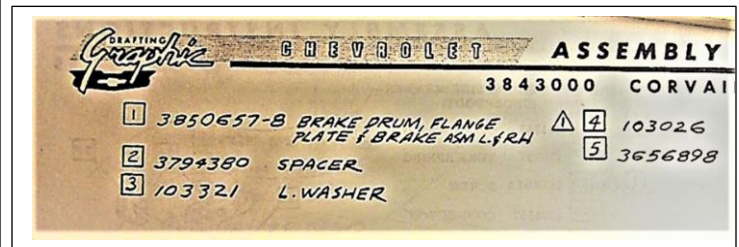
If the drivetrain is too narrow (from bearing to bearing) why didn't they add 1/8" on each A-arm – why only on one side? Is any of this critical? I just had my '64 wheels aligned and everything seemed fine. The alignment Tech did all four wheels and made it steer quite well. When I do my 5-bolt axle mods am I going to be "bit" by this anomaly?

More to the story: Gary Nelson has a '64 on his rack, as I speak, and he says there's a spacer on each side of that one! I dive under my '64, in my garage, for a look-see and I see something even stranger - - it appears that I have a 1/4" spacer on the driver's side and a 1/8" spacer on the passenger's side!?!?! A call to Jim Brandberg - -and he goes outside to look at an FC rear suspension and he sees no spacers...either side!

Parts book is no help but The Assembly Manual for a '64 lists a spacer and shows a picture (see photo) exactly as I am seeing...that Manual even lists a part number for it.....3794380!

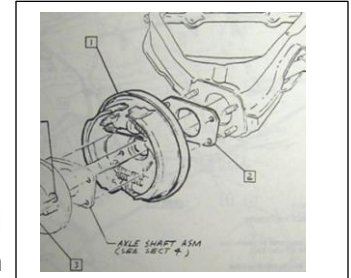
5.382 ARM ASSEMBLY, REAR AXLE CONTROL			
1	6256608	1960-61/ALL - RIGHT	
1	3851447	1960-64/ALL /SUP 6256607/ 1965/R1200 - LEFT	
1	3851448	1962-64/ALL 1965/ALL R1200 - RIGHT	

notice that 3851447 fits 60-64/ALL and 65/R1200 - left and  
3851448 fits 62-64/ALL and 65/ALL R1200 - right



Now all we need is some smart fellow to tell us why this spacer is in there and how/what do we adjust to make room for it (or rather where did the room come from that this spacer fills?).

We're almost back to where we started: We were amazed that the hole in the A-arm accommodates the big bearing, then we found the spacer and had to dig hard to find some spotty references to a spacer that goes in 'here-or-there' with no given reason for it (when there's no reason it is very hard to tell if you should put one in if/when you change something), then seeing references in the parts book that imply that the A-arms on the FC could be the same dimensions as the car's makes this seem almost like a mystery novel. Obviously I needed some help!



I went hunting with my friend Smitty from West Virginia - on Virtual Vairs - and he may have found a possible reason for the spacer. I may also have discovered that the FC used the same A-arm as the cars. Arm assembly is 5.382 Which is why the hole in the A-arm is so big!

The SPACER argument: Early-earlies had a thick plate welded to the back of the Brake's backing plate. With the change of the wheel bearing in '63-'64 they took off that heavy plate and replaced it with a HEAVY spacer with a slightly larger hole for that cast housing bearing – in the same place, but loose on the studs. It could be that the reason I was finding an uneven number of spacers is that, over the last 45 years, some of those spacers got lost, from one side or the other. That pretty well takes care of my spacer concern except for the fact that I have a car with a THIN spacer on one side. No explanation for that guy, yet, but I'm continuing with my 5-bolt axle project as if it's on target.

Thanks for listening to this wonderful, intriguing saga! Probably more to follow. **Fran**

## 5-bolts Hubs on an Early, with a little FC help.

A Factory Axle on an Early, with an Early Axle bearing, and an added Flange can mount a 5-bolt Wheel with zero modifications, meaning the Axle is unchanged just ‘added to’. The front Hubs from a Late Model will just slip on the Early’s front Spindles and will mount those same 5-bolt Wheels, with zero mods, as in, just “a bolt-on”.

If you want to show someone how to do those rears, have them get a pair of FC Axles – don’t bother about the Bearings. The Machinist who cuts off the Flange might appreciate it if the Bearings were removed. Give the Bearings to a Corvanatics Member.

The Flange on the end of the FC Axle is what we want – to remove. That’s the part with the 5 Bolt holes. The neat thing about this method is that the Bolt-pattern is the same sized diameter on both the 4-Bolt (Early) and the 5-Bolt



(Late, FC) – which allows you to put one of the FC Lug-Bolts into one of those Early Bolt holes. This is a serious point, as that One-Bolt will position the 5-Bolt Flange directly onto the Early’s 4-bolt Axle. You need to drill the other 4 holes. Drill them 20-30 mils over so you can tweak the centering to minimize the runout and allow for your drilling inaccuracies. Tack weld in a few spots to maintain accuracy but know those new 5-Bolts will hold it all together. A small note might be to not worry about getting the Flange over the Early Bearing (which is still mounted) since the hole in the flange is large enough to walk that FC flange over the Bearing and lay right up against the back of the Early’s Flange

(see pic). Use a Press, not a Hammer, to remove the old Bolts before you try to walk that flange in there. 2” lug Bolts replace those 1-1/2” originals and give you the correct length threads to mount the 5-Bolt Wheels. New Nuts are available and recommended. Use the flat side of a Lug Nut to pull your new Studs into the FC flange. The labeled Photo (says CUT) shows a good place to cut the flange loose from the FC Axle.



Keep-on CORVAIRing, *Fran*



## CMI Classifieds

**Wanted:** Want to buy my next project car. Looking for a station wagon and an early 2 door body. Doesn't need to run or be complete, just looking for something without too much rust. Contact me at [dave14957@gmail.com](mailto:dave14957@gmail.com) Thanks, Dave Pedersen

### 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

**For sale:** (All for Late model):

Sedan Rear Glass  
Sedan Rear Door Glass  
Trunk floor  
Front Cowl Cover  
Misc Hub Caps

Contact Mike:

[rockinracer@hotmail.com](mailto:rockinracer@hotmail.com)

### For Sale

### High Powered CORVAIR Engine: \$10K

Dyno tested to prove >150 HP on the ground.

3100 cc using 94mm VW pistons/Jugs, where the Wrist Pins Float in the Pistons.

Roller Lifters on a Roller Cam: All block mods and Cam by Ray Sedman. Valve Train Geometry centered.

Crank end of Rods reground 'Round'.

Rods ground smooth and shot peened with both ends balanced and weighing the same +/- 1 Gram.

Piston skirt to opposite Rod clearance machined to > 0.070", before balancing.

Aluminum Cam Gear mounted on an adjustable Steel hub. Set @ 4° Retard

Roller Rocker Arms. Machinist's spec sheet goes with Engine.

Annealed Heads to 94 Durometer (rings like a Bell). All contact head surfaces freshly machined.

New Valves & Guides. New Valves Springs. New/Deeper (5/16") Valve Seats w/8 mil press fit.

Presently outfitted with Headers and not-too-loud steel mufflers.

**Deliverable in its own test bed:** Good 1966 2dr 500.

4sp Saginaw. 3.27 Diff w/readjusted tolerances.

Modified shifter so that it instantly finds Reverse!

Air shocks controlled from Driver's seat.

Three-point seatbelts (Sebring Convertible).

Dual MC on a Power Brake Booster

See Fran Schmit. ***This ad will appear only in the SEEL for two months, before going outside CMI.***



**Check us out...**



For more information on  
Corvair Minnesota,  
visit our website:  
[www.corvairminnesota.com](http://www.corvairminnesota.com)

Follow us on  
Facebook:  
Corvair Minnesota



· 481 members  
(as of 03/29/2024)

**Spot a 'Vair!**



Apartments in St. Louis Park  
3440 Beltline Parkway, St. Louis Park MN  
[Corsa | Apartments in St. Louis Park, MN \(corsaslp.com\)](http://corsaslp.com)

***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 7<sup>th</sup> St S  
Hopkins, MN 55343-7722

**TEMP – RETURN SERVICE REQUESTED**



*The next CMI meeting will be held on the  
9<sup>th</sup> of April at Ideal Hall in St. Paul*