



# Leaky Seal

*Corvair*

March 2024



## Corvair Minnesota Newsletter

### *President's message:*

February was a fairly quiet month. We had good turnouts at our meetings. Many thanks to Bill Cook for donating some Corvair items for auction. A few of us attended the Winter Beater Lock Down at Wagners drive in. It was a small turn out but we still had a good time.

With the mild winter this year our Corvairs will be out of their winter hibernation before we know it. Are you ready? All 3 of my Corvairs will need some type of work before they're ready to come out in May.

Mark your calendars for events coming up:

- o CMI will be going to the Commemorative Air Force Museum on Saturday March 23 at 10am and then to the B52 restaurant for lunch at 12:30.
- o Our spring Car show/breakfast is May 18
- o GMCCA Car Show is June 2 this year. Keep an eye out for a sign-up sheet this month for the volunteer jobs.

Our next monthly meeting is Tuesday, March 12 with a Board meeting at 5pm. Food and beverage is available from 5:30 to 6:30 with our meeting starting at 7pm.

See you at the meeting.

*Dave Pedersen*  
CMI President

*Happy Birthday to you!*



### March Birthdays:

- Norbert Johnson
- Bob Kaczke
- Jim Olson
- Bruce Silseth



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

February 13, 2024

**President Pederson** called the meeting to order at 7:02 pm.

**David Quinn** read the creed.

24 members in attendance.

Members would still like to do a chili party. If you know of a place, please let Pederson know, otherwise there will be no chili party this year.

Activities Director **Ali Long**.

There is a car show on February 24th; The Winter Beater Lockdown. It will be located at Wagner's in Brooklyn Park. From 1-3 pm, there will be free hot chocolate.

South St. Paul in March, there will be another car show at Flemming Field.

May 18th is The Breakfast Club.

**Bob Kaczke** brought clothes, if anyone is interested see him after the meeting.

**Mike Jenkins**: no new members.

**Tom Quinn**: Becker and he hasn't had anything yet.

Next month there will be a board meeting at 5pm.

**Bill Cook** hasn't had a Corvaire for several years, but he donated quite a few items for CMI.

**Gail** got the hot wheels for \$10.

**Pederson** continued to auction off the items that **Billy Cook** donated. Total was \$105.

#10 **Nathan Rood** won the \$5 lottery.

**Vice President Brandberg** did a tech session on mechanical fuel pumps. He mentioned that they have been having issues for a while. AC quit making the fuel pumps before the 80's. The part that he remembers is a flexible diaphragm, and the way the material attached to the rod was faulty. Gasoline would leak into the oil.

Driving a Corvaire, you should always check your oil level, if you every have oil rise, that means your diaphragm in your fuel pump may be bad.

A couple more things is the valves would get stuck. AIRTEX used to make fuel pumps, but they recalled them all. They leaked gas into the crank case. There is a little breather hole on the AIRTEC and it would leak gas on the fan belt as well as the harmonic balancer. Sometimes this issue would be in the spring after it's been sitting. If the fuel pump is leaking, the diaphragm may have dried out. Another issue is that the mechanical fuel pumps have a staggered pressure. Sometimes it's too much, sometimes not enough.

**Brandberg** has a gauge that he "t's" into the fuel line. Pressure... they should be about 4 lbs, but they run 9-10 lbs pressure.

When you're putting in a pump, you need to line up the hole on the shaft, and push it down just enough that you would be able to turn the screw with just your finger just to make sure it aligned. There are 2 different lengths of rods, as well as the fuel pump shaft is different. Electrical pumps, use to be made in Mexico, and they were great, than they moved them to China and the quality decreased.

Meeting ended ? [Then yummy treats! – ed.]

*Amber Leah*

Amber Leah, CMI Secretary



## Early Axles

First a recap. In February we talked about mechanical fuel pumps and some of their shortcomings through the years. They only move about 1/8" inside so they're a lot more precise than other fuel pumps of that era. Everyone's waiting with bated breath for the new Clarks one to come out and I certainly wish them well. I couldn't see switching back from an electric fuel pump if you've already converted but that's just me.

Not to toot my own horn (it isn't working anyway) but I thought my '60 4-door with rust holes in the eyebrows and saddle blanket seat cover was one of the best interpretations of a Winter Beater at Wagner's Drive-In. A '73 Beetle was right up there too. We loaded a crankcase in the folded down back seat area just as the event was breaking up for utilitarian good measure.

In March we would like to talk about Early rear axles, specifically about converting them for 5 bolt wheels. Nathan works in a super tidy production Machine Shop and one of the perks is they allow him to stay late and work on his own stuff. He's been taking the 4 bolt wheel flanges, welding the wheel stud holes shut and redrilling them for 5 x 4.75" wheel pattern like Late Model Corvairs and several other cars of the era. He can also tell if the axle and wheel flange are straight and true. He's going to help talk about it or rather it's more like I'll be helping him. Probably the first reason for doing it is for more choices in wheels. There just isn't many cars with the EM 4 x 4.5" wheel pattern. Sometimes you can find something from say a Datsun 240Z but not very often.

You have to be careful of wheel offset too, most of the newer cars have a lot of backspacing which just doesn't work for us. 13" wheels in general are going the way of high button shoes. We're lucky that Maxxis is still making tires and we hold our collective breath every time they start getting scarce until they make another run.

Even 14" are getting more obsolete these days. A 15" wheel with a 60 series tire is about the same diameter as a 13" wheel with a 80 series tire. There's a lot of choices for 15" 5 bolt wheels thanks to Camaros and such most of the way through the 70s until the Metric hokum started to unfold.

The other thing about going to bigger wheels is more room for bigger brakes. LM Corvairs have pretty good brakes because they're wider as in more surface area for friction material. Generally speaking EM Corvair brakes are a tad quaint. It might be relatively easy to use FC rear brakes which are a larger diameter which yields more surface area. I'll do some figuring and bring some examples for us to look at.

Unlike mainstream front engine cars, LM Corvairs have bigger brakes in the rear than the front. As such, while front disc brakes are certainly sexy, I'm not so sure they are effective. There is the weight transfer under heavy braking factor to consider, something that just gets worse in front engine cars. We can certainly wrangle over it, my ideas are just my opinions. Rear disc brakes in a EM Corvair are complicated because of the barrel shaped wheel bearings and the weird things that happen with suspension travel. Any rear disc brake is further complicated with the addition of a parking or emergency brake.

Fran has done a lot of experimenting with Early axles and wheels. He's figured out some other ways to do things and hopefully he can be there to share. Anyone else too, this particular topic for me is alive only in theory.

*Jim Brandberg*

Corvair Minnesota, Vice President

## USING A PROPORTIONING VALVE TO BALANCE EARLY BRAKES

OK, I am in no way an authority on this topic but here we go. I recently inherited my Father's 1964 convertible. Along with all the cool modifications comes a dual power master cylinder with 5 lug spindles and axles. The 5-lug setup allows 14" wheels and bigger brakes, right?

I believe the front Spindles came from a late model car and the rear axles were modified by him using FC axles. Whether a Greenbrier or Rampside I don't know, and I don't know if there is a difference even though the pickup might be lighter in the rear than the van.

I noticed an occasional rear wheel lock-up at low speeds, like in a parking lot when someone backs out unexpectedly and I hit the brakes. Not a panic stop but the initial pedal attack is enough to "chirp" the rear tires. Not really a big deal for a parade car, although any tire screech will draw attention, but could be an issue at cruising speed.



Dad taught my Brothers and I to check brakes in the dirt alley behind the house. Get moving 5-10 MPH and hit the binders, locking the brakes. Next, move the vehicle away and examine the skid marks. I never noticed if the back brakes locked up first, but these were stock vehicles.

Nowadays there is more concern for rear end slides. Maybe because there are more front wheel drive cars, driving faster and closer than safety would suggest. Some time ago I had 2 front tires on our front wheel drive 2006 Chevy Malibu replaced and the shop insisted they had to put the new tires on the back. I was told even if they were to rotate the tires, they would be bound to put the best treads in the back. Imagine cruising along a winding country road, happy as can be when for whatever reason you "stab" the brakes and the back-end skids enough to lose traction and next thing you know you are aiming somewhere you don't want to go. Not cool!

While we were going through the car before driving it from MN to Idaho, I raised my concern and what could be done about it. Maybe smaller wheel cylinders in the back, or reduce the surface area of the shoes with a groove down the middle? While digesting this, Dad and I went to Menards in the Rampside. A stop light turned yellow at the perfect moment for the choice, run it or stop - decide now! Now this was not a panic stop, just a quick pedal attack, and even though the road was dry and we were traveling straight, the rear end locked up and started sliding to the side.

Back to the setup in the '64. Again, I am no authority, but I imagine the guys at GM did some math to figure out the correct braking for each vehicle type. So, let's imagine what vehicle we have brakes for, a late model car front with an FC rear. That might be a Corvino eh?

Now take that braking setup and put it into an early convertible. I can imagine that, maybe, the weight distribution isn't what the braking system is expecting and ends up a little too aggressive in the rear. Regardless of the math or what the brakes think they should be doing right or wrong, the system locks up the back end.

So, what can be done? Can we just swap wheel cylinders willy nilly into backing plates on Corvairs? I didn't think so. Cutting grooves in the shoes might be a way to fine tune the system but getting them the same left and right might be a challenge and what kind of wear pattern will that introduce to the drums.

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



# 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)

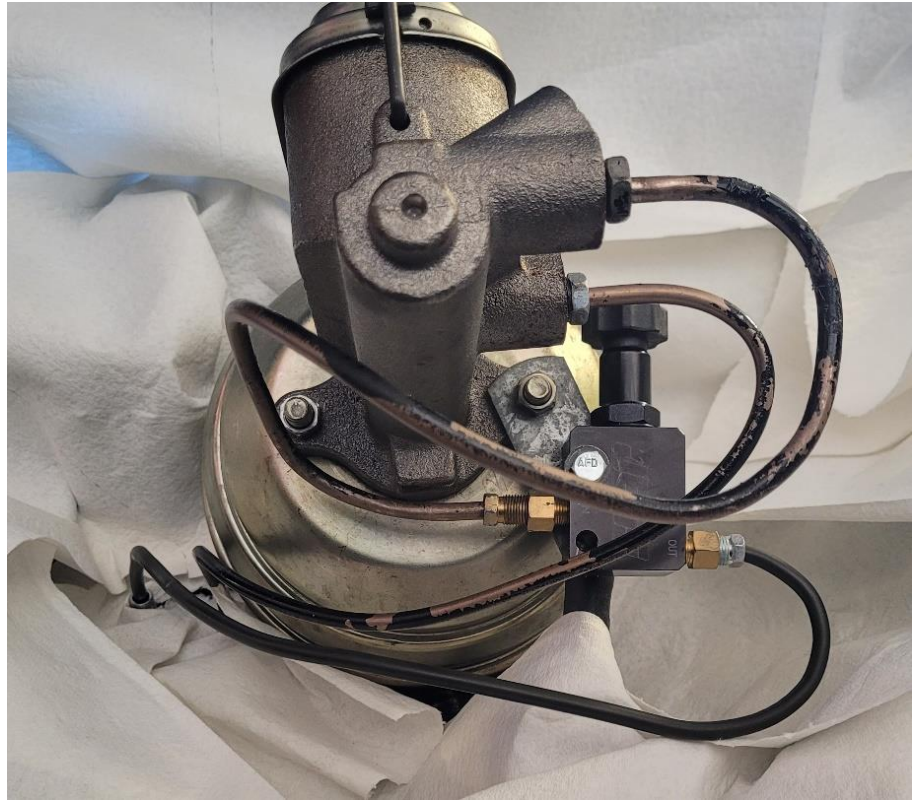
---

---

---

I remember seeing proportioning valves on cars when front disc brakes were used while still having drums in the rear and figure they helped with the balance of power between front and rear brakes. I can assume that some math went into determining the right amount of balance and valves probably are different between vehicle types.

I think a proportioning valve is the right choice here but how do I get the correct amount of balance for a custom setup? Ahh, look to racing for an answer. An adjustable proportioning valve should do the trick. Some racers need the ability to adjust braking pressure for a variety of reasons including track and weather conditions, vehicle modifications and maybe just to do a burnout (teehee). So, off to the internet. I found a variety of devices and settled on one from JEGS. The description reads, "JEGS adjustable proportioning valve - 1/8" NPT Inlet/outlet - Rotary Knob - Helps Prevent Rear Brake Lockup". BINGO.



Installation was simple. Determine which line goes to the rear, connect the appropriate line to the valve, add another line from the valve to the connection in the trunk under the wiper motor, bleed the system and start adjustment trials. After bleeding a whole quart of fluid through the rear lines there are still air bubbles, maybe I should have primed it somehow? I guess a pressure-bleeder is in order. Hey maybe that's a way to reduce the braking in the back, put some air in the line!



After bleeding with a newly purchased, but not recommended, pressure bleeding system, I have adjusted the valve and am pleased with the results. No more 'chirp' when I'm not expecting it and the car stops just fine. I can still feel the back end drop down a bit along with the front. I bet I can fine tune it with more drive time but so far, two big thumbs up.

Paul Schmit - with the '64 in Boise, Idaho.

## CMI Miscellanea

### A few upcoming events:

- March 23 – Commemorative Air Force Museum, 10:00, then B52 Restaurant – 12:30. **CMI event**
- April 6 & 7 – 66<sup>th</sup> annual GSTA Rod & Custom Spectacular State Fair Warner Coliseum
- April 27<sup>th</sup> – Chanhassen AutoPlex Cars &Caves (last Saturdays through September) 9 a.m. -1 p.m.
- May 4<sup>th</sup> – Corvair Track Classic (Corvair Museum fundraiser to benefit Corvair Museum Capital Fund)
- May 18<sup>th</sup> – Spring Car Show/ Breakfast – 8: a.m. - Noon **CMI event:** see Flyer.
- May 19<sup>th</sup> – Historic Hastings Car Show (every 3<sup>rd</sup> Sunday through September ) 11 a.m. – 4 p.m.
- June 2<sup>nd</sup> – GMCCA, State Fair Grounds 8 a.m. – 2 p.m.
- June 21-23 – Back to the 50's, State Fair Grounds
- July 22-25 – CORSA convention, Dayton OH

**TRANSWORLD**  
Business Advisors

For Sale  
Hooked on Classics

Strong Brand Recognition  
Easily Relocatable  
Proven Processes  
Buy/Sell/Consign

*Great Investment Opportunity*

As seen on Season 2  
of My Dream Car  
w/Host Danielle Trotta

**CONTACT INFO:**  
Bill Heisserer  
bheisserer@tworld.com  
952-457-9831

**AMBLER EV Corvair Conversion Kit**

Ambler EV is offering our exclusive Chevrolet Corvair electric conversion kit to all builders. Our kit is designed to work with all years (1960-1969) Corvair (manual trans only) the NetGain HyPer 9 series of electric motors but can fit other motors with standard face. We offer two different versions:

[EV Conversions \(amblerev.com\)](http://amblerev.com)



**SAVE THE DATE!**  
**RETURN OF THE CORVAIR TRACK CLASSIC**  
SPONSORED BY CORVAIR MUSEUM OF AMERICA  
SATURDAY MAY 4 \$350 PER DRIVER  
MOTORSPORTS PARK HASTINGS WWW.RACEMPH.COM

**RAFFLES** **DEMONSTRATIONS & DISPLAYS** **LOCATION: MPH TRACK HASTINGS, NE** **GAMES**

**SPECIAL SCOOPS ICE CREAM**

**SUNDAY MAY 5TH- AREA WIDE CAR SHOW/BENEFIT JERRY SPADY CHEVROLET**  
\$20 ENTRY FEE PROCEEDS TO CMOA CAPITAL CAMPAIGN  
WATCH FOR MORE INFORMATION! EVENTS AT CORVAIRMUSEUM.ORG or CORVAIRTRACKCLASSIC.COM  
SEE US ON FACEBOOK: CORVAIR TRACK CLASSIC



## 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



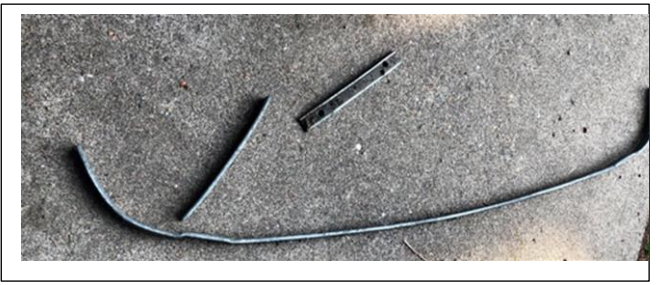
APT INSTRUMENTS  
Smiths Gauge Distributor

Repair-Resto-Custom  
Speedo-Tach-Clock-Cable

9632 Humboldt Ave S  
Bloomington MN 55431  
[info@gaugeguys.com](mailto:info@gaugeguys.com)  
952-881-7095  
[www.gaugeguys.com](http://www.gaugeguys.com)  
[www.tachshack.com](http://www.tachshack.com)

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**



### 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)

### WANTED

Sunstar 1:18 Diecast, 1963 Corvair, Black with Red Interior, in very good condition



[1963 Corvair Diecast, Black & Red - wanted - by owner - sale - craigslist](#)

## 1964 Chevrolet Corvair Monza



56,804 miles  
4 speed  
transmission

[Marketplace - 1964 Chevrolet Camaro Coupe 2D | Facebook](#)

**\$14,900**  
(Open to Trades)

**Check us out...**



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

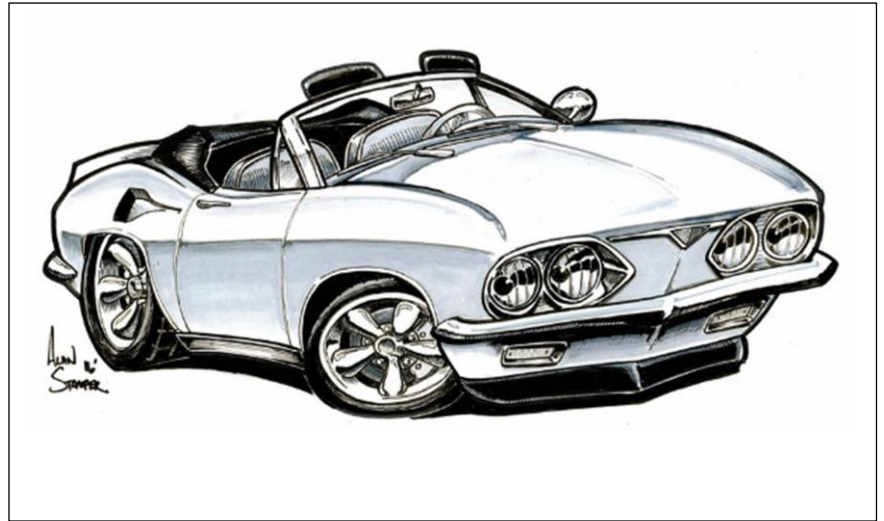
Follow us on  
Facebook:  
Corvair Minnesota



· 477 members

(as of 02/29/2024)

**Spot a 'Vair!**



Custom Corvair as imagined  
by Alan Stammer, Ohio

*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  
12<sup>th</sup> of March at Ideal Hall in St. Paul*