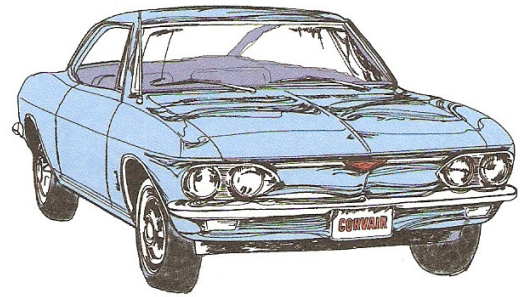
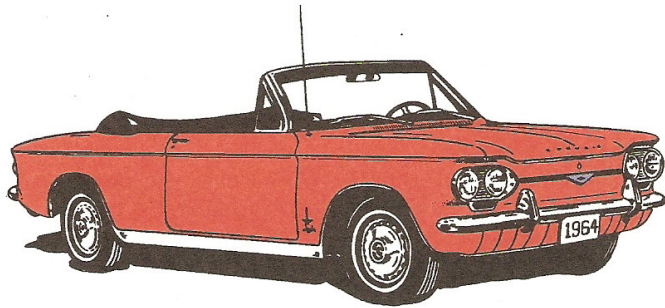


# LEEKY



## SEEL

CORVAIR MINNESOTA NEWSLETTER

### September 2011

## PRESIDENT'S PAGE

Having spent the first week in August in Dallas and the previous week catching up at work, it was very nice to make the two hour drive in the '69 to Plainview for our CMI August Picnic. Thank you to Anyce and Clarence Day for hosting the picnic. We had several members there as well as guest from the Iowa Corvair Enthusiasts. Two Corvairs even entered the Corn on the Cob Days parade those most of us just watched. Anyway, the food was fantastic as always and the weather wasn't nearly as hot or windy as in previous trips to Plainview.

Coming home I cut across on HWY 19 through Northfield rather than fight traffic in the cities. Despite sitting for over two weeks (again) the '69 ran great. I really enjoyed getting the car out in the country where there's little traffic. In July, Cara and I had gone to Lakeville for the Pan o Prog Cruise and went out on our own very quickly because the 'cruise' was more like a funeral procession. Too many cars.

I've become a big fan of *Top Gear, U.K* on BBC America. If you're not familiar with the program, it's an English car show hosted by Jeremy Clarkson, Richard Hammond, and James May. They drive and rate expensive cars, mostly European, and do rather crazy things to cars and take rather unusual road trips, mostly for the sake of entertainment. They are not very fond of American cars thinking the usual clichés that they are too big, don't handle very well, and are poorly made. However I wonder what they would think about the Corvair? They have done shows on classic British sports cars of the sixties. It would be curious to see how a Corvair would rate with them.

I say that because I had come across an article on the web last month on a site called *The Truth About Cars*. In it the author, Paul Niedermeyer, calls the 1965 Corvair the best European Car built in America. And while the author's first car was a '63 coupe with a four speed, the '65, with its revised suspension and steering, moved it as close to a European sports car as anyone was able (or willing) to build in the U.S. Of course Ford did it cheaper with the Mustang and GM followed suit with the Camaro, which Niedermeyer said *was the antithesis of the Corvair: lousy brakes, heavy or over-assisted steering, terminal under steer, rear axle hop under acceleration and braking, etc.* Anyway, it's a good read and it's still nice to see that some people other than Corvair owners recognize how good the Corvair was. Who knows, maybe it would be the one American car they would even like on *Top Gear, U.K*

The website for the Niedermeyer article is: <http://www.thetruthaboutcars.com/2010/04/curbside-classic-the-best-european-car-ever-made-in-american-car-1965-corvair-monza/>

Hope to see everyone at the Tin Shed in Savage in September as well as Classics by the Lake in Buffalo and our Fall Run to New Ulm in October.

Stay tuned,  
*Lee Knauf*  
CMI President

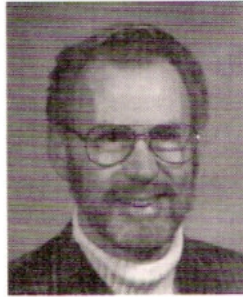


# CMI Steamboat trip on the Minnehaha July 27, 2011

On a warm evening in July, about 1/2 dozen CMI'ers set out for a cruise from Excelsior to Wayzata and a concert at the Wayzata Depot (The Teddy Bear Band). After a nice supper, we set sail for a peaceful cruise back to Excelsior. What a nice night for a sail (except for Dave – he had to run the boiler!).



## Would you vote for this guy?



**Central Division:**  
**Fran Schmit**  
**3370 Library Lane**  
**St. Louis Park, MN 55426**

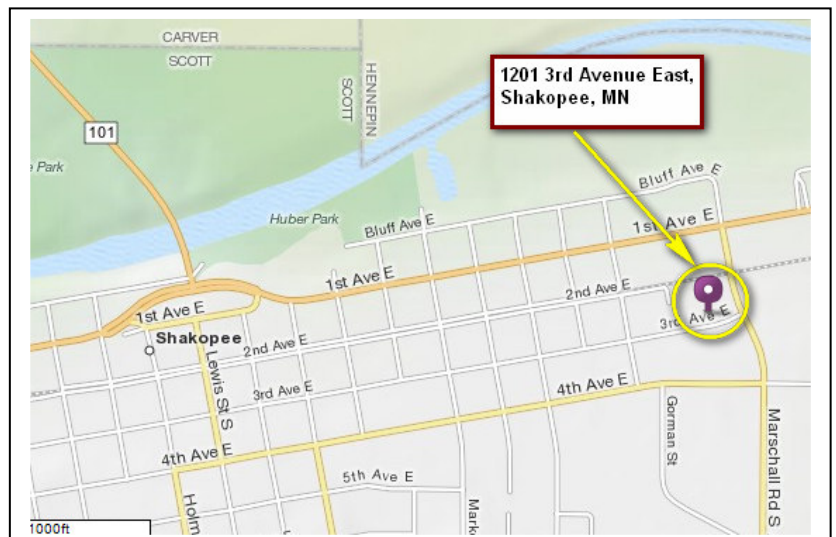
I would like to be a CORSA Director because: I already give a great deal of my time to CORVAIR Minnesota Inc. (CMI) as a club Director, Past Prez, Past VP, Past Treas, Past Sec'y and presently an editor-Publisher-stamp licker...of our monthly (haven't missed an issue since I took over the job) newsletter "The Leeky Seel." I was instrumental in running the three CORSA sanctioned conventions we have put on ('77, '83, '88) and have achieved the Master Concours Judge status, according to CORSA's Mike Harrison. I make video tapes of tech topics—sort of 'how-to'—and allow members to borrow the ones of interest to supplement the shop manual, as in setting up a Differential. Also, at times, I tape a more recent perspective to the issue at hand—dual M/C in FC's, or Flash removal from heads or bolting a flywheel,.....sort of as a CORVAIR development effort. Once in a while I even tell how I did it wrong so that others will possibly avoid my mistakes. I'm also a Tech Advisor to CORSA, thru Bob Blissard, and as the CORSA contact person for Chapter #554 try to keep the our members informed on recent events in CORSA.

[From the April 1992 Communique]

## Member news of interest:

Member Dennis Carney, who does a comedy/magic act, will be performing at the Shakopee VFW on Friday, September 16<sup>th</sup> at 7:30pm. This is a free show and everyone is invited to come and have a good time.

The Shakopee VFW is located on 1201 3rd Avenue East, Shakopee, MN (952) 445-7912



# Shift Shaft Coupling

All CORVAIRs with stick shifts have this “shift shaft coupling” on the end of their stick-shift shaft where that shaft contacts the Transmission. If you don’t recognize it take a drive out to Gary Nelson’s and he will show you a few loose ones. This note is about something Gary told me – so I had to try it, with the camera going - so that you all could do this rather simple repair with normal home tools. Gary told me he had heard this from someone so it’s not his idea - -just an idea he liked when he heard it. I think it’s a good idea as well, that’s why I had to try it out!



*Control shaft coupling*

The shift pin is made of very hard steel and the shaft in the tranny is likewise HARDened, but our favorite coupling is not hard. It wears out and gets the linkage to be sloppy. A sixteenth inch slop at this point is good for a couple inches “up-front”. This tip allows the owner to easily repair the sloppy-worn holes in the end of this coupling.

To do the repair you have to remove the coupling from the end of the shift shaft - - on some rusty-crusty models that may be difficult - - I’m not worried about that – just get it off so we can talk. You will need a smooth (non-threaded) 3/8” bolt. I chose an old rocker arm stud as it was lying where I could see it and when I measured it I read exactly 3/8”.



*Select a stud*



*Bore near center*

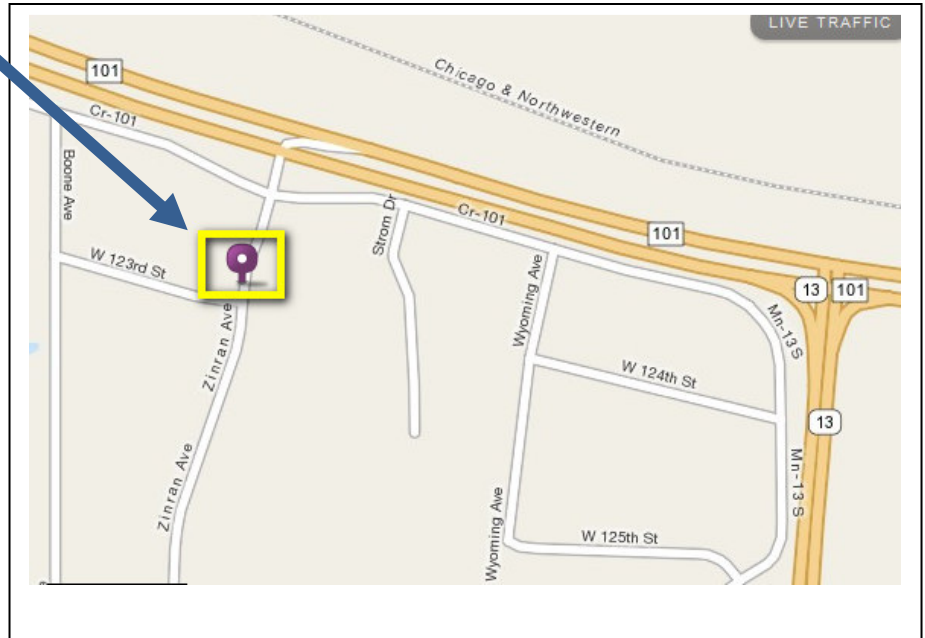
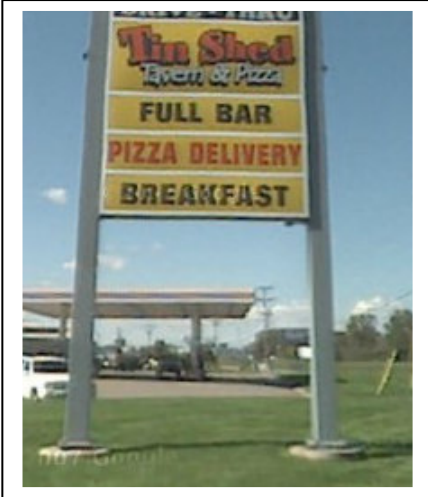
Cut off the threaded portion and see if you can find the center of the end. I tried to drill a hole in the center and got pretty close – not centered, but close enough. You will want to find a good 7/32” drill that makes a hole that a new shift pin fits. Use a 3/8” drill to make a pair of facing holes across the end of the worn out coupling - - - the picture at the top of this page already has the 3/8” holes cross-drilled. Again, as in the centering of the 7/32” holes, it is not important that this be done by a machinist – just cut “round” holes....pretty easy to do nowadays!

September Meeting Notes: Our September meeting will be held at **The Tin Shed** in Savage on **Tuesday the 13<sup>th</sup>** at **6:30**. The Tin Shed is another pizza place that's better than Pizza Ranch but not as fancy as Latuff's. It's located just off HWY 13 in Savage east of the 13/101/169 interchange (who thought that one up?). See the map below

### Tin Shed Tavern

12250 Zinran Avenue,  
Savage, MN 55378-2347 (952) 736-2444

[tinshedtavern.net](http://tinshedtavern.net)



## Upcoming CMI events

### September

- Saturday, 10<sup>th</sup> Classics by the lake – 10 a.m. – 2:00 p.m. Buffalo MN
- Tuesday, 13<sup>th</sup> General Membership meeting – 6:30 p.m. Tin Shed, Savage MN
- Friday, 23<sup>rd</sup> Autumn Begins
- Thursday, 29<sup>th</sup> Board meeting
- Friday, 30<sup>th</sup> – Oct 2<sup>nd</sup> CMI Fall Run to New Ulm

### October

- Tuesday, 11<sup>th</sup> General Membership meeting – 7:00 MUM (Messiah United Methodist), Plymouth, MN
- Thursday, 27<sup>th</sup> Board meeting





## CMI Annual Picnic Plainview, August 21, 2011

We had over 20 folks from Corvair Minnesota and ICE in attendance for a wonderful picnic of brats, corn, salads, hot dishes and yummy desserts. A couple of folks even participated in the Plainview Corn on the Cob Days parade. Thanks to Clarence and Anyce for a wonderful day!



Once you have the holes across the coupling and you've drilled the hole in the 3/8" rod you are almost finished. Slice a pair of doughnut shaped pieces off the end of your hollowed out bolt...put these little steel circles around a shift pin and test fit to see they fill the gap between pin and coupling.



Cut off some doughnuts

Assuming all goes together like "clock-work" you will want to secure the little rings in the hole so they don't fall out while the coupling is being mounted to the transmission's shaft. Enter the famous JB Weld. Smear some mixed up JB Weld into and around all of the recently worked pieces – to secure them during assembly. Your work will look something like this smeary picture- - notice the nice clean 7/32" holes opposite each other.



JB weld doughnut into place



Shift pin with doughnuts



Ready for service

When installed on the tranny with a standard length shift pin - there will be ample room for washers on both sides of the coupling and nice clearance for the cotter pin. See photo.

The next time I do this I will use a 7/16" bolt and then weld the new 'hardened' steel circle into the end of our coupling. HA!

*Fran*



**Minnetonka Drive In,  
Membership meeting  
July 12, 2011**

Good weather – good food – great attendance



Some members came from S. America!  
(well, Phil George did, anyway)





# CMI Classifieds

## FOR SALE

- '64 - steering box (core value \$145.00) rebuilt \$185.00
- '62 - 3 piece front trim NOS \$250.00
- '65 - front grill - very good \$100.00
- '63 - 700 rocker trim (narrow) NOS
- '62 - 500/700 (narrow) rocker trim NOS
- '61 - '63 car steering box - used (core value \$125.00) \$125.00
- '65 - '66 steering box - used (core value \$125.00) \$125.00
- '65 - '69 headlight bezels NOS (1 right, 2 left)
- '64 rear exhaust air grill NOS

Jerry Berge 480-250-8816

\*\*\*\*\*

**1966** Monza Convertible, 140/Powerglide, rust free, excellent condition, turquoise w/white interior. \$8500. Dennis Carney 952-941-0732

\*\*\*\*\*

**1963** Chevy Corvair Monza Spyder Convertible. This is a rust-free California car, and has a nice body with no dents. Good original upholstery, and new carpet. Top is nearly new. We just had a lot of mechanical work done on it. The engine was completely re-built by a Corvair specialist, who also refurbished the flywheel and installed a new clutch, swapped out the transmission, and repaired the differential. He also replaced the engine's perimeter seals and installed a new exhaust system with glass-pack muffler. It runs like a champ, and sounds great. Lots of fun to drive, especially when the turbo kicks in. Call for more info: 612-296-1210.



\*\*\*\*\*

- \* Brand New AC Delco coil (Clark's #C142 @ \$61.40) – will sell for \$40.00
- \* Used early arm rest bases (no cracks) - 2 for \$10.00
- \* Used early steering wheel (blue) - \$5.00
- \* Used '62 full wheel covers (vg condition) - 4 for \$20.00
- \* Used early "baby moon" style wheel covers (vg condition) - 4 for \$20.00

BILL COOK 612-940-9179 or 763-682-4094

**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.

**I also offer full time Corvair repair**

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

\*\*\*\*\*

## Wanted

Black steel 15 x 7" wheels. GM: '80's Chevy Caprice, e.g. Tony Berbig (952) 955-2848

\*\*\*\*\*

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jimbrandberg@aol.com



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fax: 952-925-3316

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Saturday by appointment

4950 Excelsior Boulevard  
St. Louis Park, MN 55416

**WEBSITE:** <http://www.corvairminnesota.com/>

**OFFICERS:**  
**PRESIDENT**

Lee Knauf  
1340 Broadview Ave  
Chaska, MN 55318-1704  
952.448.6983  
vairy69@comcast.net

**TREASURER**

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

**VICE-PRESIDENT**

Gary Nelson  
6916 Russell Ave S  
Richfield, MN 55423-2024  
612.866.3247

**SECRETARY**

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

**HISTORIAN**

Cara Knauf  
952.448.6983  
**EDITOR**  
John Herkenratt  
952-935-4596  
Jherken1@netzero.net

**COORDINATORS:**  
**WANTADS**

Rod Basham  
651.484.8969  
rodbasham@comcast.net

**GMCCA**

Mike Gaynor  
763.434.0322  
Mdgaynor@msn.com  
Bruce Hubbard  
952.473.3864  
donnadh@aol.com

**CLUB PARTS**

Paul Sergeant  
763.420.4495

**TECHNICAL EDITOR**

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

**CLUB WEAR**

Bill Cook  
612.940-9179  
wdcacook@yahoo.com



*Only in a small town!  
Plainview Corn on the Cob Days Parade  
August 21, 2011*



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**

3370 Library Lane St. Louis Park, MN  
55426-4224 Ph: 763.475.0350  
**TEMP – RETURN SERVICE REQUESTED**

*Hope you're not thinking of putting that car in storage yet,  
there are lots of activities coming up – get that car out!*