

**LEEKY**



**SEEL**

CORVAIR MINNESOTA NEWSLETTER

January 2013

Happy Holidays  
from the Corvair Minnesota Board of Directors



Back: Ray Alexander, John Herkenratt, Vince Rohr  
Front: Don Schaefer , Lee Knauf, Gary Nelson,  
Missing: Chuck Johnson



and Fran Schmit



# Tech 101: Ethanol in gasoline and its effects on collector cars



<http://blog.hemmings.com/index.php/2012/11/14/tech-101-ethanol-in-gasoline-and-its-effects-on-collector-cars/>

*Editor's Note: Jim O'Clair's recent post on [zinc levels in modern oils](#) led to a discussion in the [Hemmings] office about the other fluids we put in our collector cars – particularly how those fluids have changed since the cars were new. In that spirit, we asked him to take a look at the technical aspects of ethanol in modern gasoline and how ethanol effects older cars.*

Like it or not, ethanol in gas is here to stay. Although it does reduce pollution in our atmosphere, it can cause problems for many collector cars, boats, and older outdoor power equipment because of some of the side effects related to its use.

When people talk about ethanol in today's pump gas, they're referring to E10, which is a formulation that contains 90 percent gasoline and 10 percent ethanol. Car manufacturers are now building engines that can run on 51 to 83 percent ethanol, which is often called E85 or flex fuel.

Ethanol is refined from grain alcohol; most specifically, corn, here in the United States; but it can also be made from switch grass, manure, willow trees, and even sugar cane in some countries.

The use of ethanol will only increase. Federal law mandates that the U.S. use 36 billion gallons of alternative fuel per year by 2022. By comparison, the United States used only 11 billion gallons in 2010, and the requirement in the law is that we ramp up to 15 billion gallons per year in 2015. The only way we would get there is to buy more gas – which is unlikely to happen, given the cost of a gallon these days – or increase the ethanol content in each gallon. Unless your car's owner's manual states specifically that it is an E85 or Flex Fuel vehicle (if you don't know for sure, [check the eighth digit of your VIN](#)), you cannot use E85 fuels.

Pros of ethanol-supplemented fuel:

- Ethanol is clean-burning and is a higher-octane fuel than conventional gas.
- Ethanol is produced from renewable sources.
- Ethanol-powered vehicles produce lower carbon monoxide and carbon dioxide emissions, and lower levels of hydrocarbon and nitrogen oxide emissions.
- Ethanol production keeps American farmers in business and creates new farming and ethanol-processing jobs.
- Because ethanol is produced domestically, it reduces U.S. dependence on foreign oil and increases the nation's energy independence.
- Ethanol needs fewer fossil (coal) and petroleum (gas) fuels to produce more BTU of energy than gasoline (although it does require much more water).

## UNCLE SCOTT SAYS .

By Scott Aho #L-6808

OK, where we last left off ...

In April of '65, GM ordered their Chevrolet division to stop all development work on future Corvairs. Eight months before Ralph Nader's book *Unsafe at Any Speed* came out. GM decided it needed a better car to go up against Ford's wildly successful Mustang. This new car would be the Chevrolet Camaro.

So how does Ralph Nader come into the Corvair story? In the mid-'60s, Ralph Nader was a young lawyer working in Washington DC for Assistant Secretary of Labor Patrick Moynihan, and very interested in automotive safety issues. Another person very interested in this subject was Connecticut's Senator at the time, Abraham Ribicoff. Late in '65 Ribicoff and the Senate were putting pressure on the auto industry to build safer cars. This put General Motors on the defensive. They felt that no one should be telling GM how to build cars.



At the time, they were one of the largest corporations in the world. They build nearly half of all of the cars sold in the United States. Safety equipment in the past hadn't helped sell cars, and it costs money. So what do people outside of the industry know about building cars ... much less the government?

Since the very first Corvair, there were questions over the handling characteristics of the car. Lawsuits were starting to become a problem for GM over questions of people getting injured and killed in ways that may have been caused by Corvair's questionable handling behavior. Now comes this young lawyer with his new book on automotive safety, and the first chapter deals with these questions on the Corvair.

Now we all know everybody has "skeletons in their closet", right? So GM decides to hire private investigators to dig up dirt on this unknown young lawyer and book author, Ralph Nader, to discredit him if they need to. On February 11, 1966, one of the investigators follows Nader into an office building and loses him. He calls in for extra help. He and this other person spot a potential candidate they think may be Nader. A security guard accompanied the two men as they start following this person. This gets the attention of the person being followed. Is this Ralph

Nader? No, the person they are now following is Bryce Nelson, a reporter for the *Washington Post*. They explain it was a mistake they made, but, naturally Nelson became curious about who are they following and why?

From there things blew up. Why is GM investigating Nader? What are they worried about? He just wrote a book condemning the GM's Corvair? Could there be truth in what Nader has to say, and is that why GM wants him stopped? Naturally the press exposes the juicy stuff. The public overall never read Nader's book but they believe Nader's allegations of the car have to be true. And, naturally, this also brings Nader to the attention of Senator Ribicoff and his committee.

On March 22, 1966, GM's Chairman, James Roche, was ordered to appear before the Senate. There he publicly apologizes to Nader but, the damage was done. To press and public alike, this was like admitting Nader was right. More lawsuits started coming out against the Corvair and, needless to say, Corvair sales took a nose dive.



In September of '66, Chevrolet introduced Corvair's replacement, the 1967 Camaro. If sales are good, the

new Camaro would replace Corvair ... and sales were good. Camaro did not knock Mustang off of its throne, but it did a better job at it than Corvair had done for the previous 2 1/2 years. It's not that Corvair had sold badly against Mustang but Camaro was just doing a better job of it. The bad publicity Corvair was now getting in the press and with the success its replacements in the Chevy II and Camaro, Corvair sales plunged for 1967. So GM and Chevrolet dropped the Corvair for 1968, right?

Wrong. There is still more to this story but, again we've run out of time for this month. Next month we'll finally finish the story of the fates of both Corvair and Nader. (At least the fate of the Corvair.)

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**New Deadline is close - sign-up by January 1st**



# *Corvair Minnesota Holiday Party*

**Now: January 13<sup>th</sup>, 2013**

**Sunday, December 9th, 2012 at LATUFF'S PIZZERIA  
10820 Highway 55, Plymouth – just west of Hwy 169**

**Social Hour: 5:30 pm    Dinner: 7:00 pm**

**Cash Bar with Pizza Appetizers**

**Cost is only \$20.00 per person (check payable to CMI)**

### **MENU CHOICES:**

**Baked Meat Lasagna**

**Chicken Parmesan**

**Golden Fried Jumbo Shrimp**

**Italian Sampler (Rigatoni, Ravioli, Spaghetti & Meatballs)**

**Dinners include: Salad, Beverage & Dessert**

**Chicken & Shrimp Dinners also include Pasta**

**Questions/directions: call Bill Cook @ 612-940-9179**

**\*Remember to bring your donation for the STEP Program\***

**(See details elsewhere in the SEEL)**

**\*\* \$20.00 dues for 2013 are payable at the Party or mail check to \*\***

**Ray Alexander**

**901- Woodlawn Court**

**Burnsville, MN. 55337-3627**

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### **\*\*\* Annual CMI Holiday Party Response \*\*\***

Name \_\_\_\_\_ Lasagna \_\_\_ Chicken \_\_\_ Shrimp \_\_\_ Sampler\_\_\_

Name \_\_\_\_\_ Lasagna \_\_\_ Chicken \_\_\_ Shrimp \_\_\_ Sampler\_\_\_

**Cost: \$20.00 per person (make your check payable to CMI)**

**Mail this response with your check for the Party no later than January 1st to:**

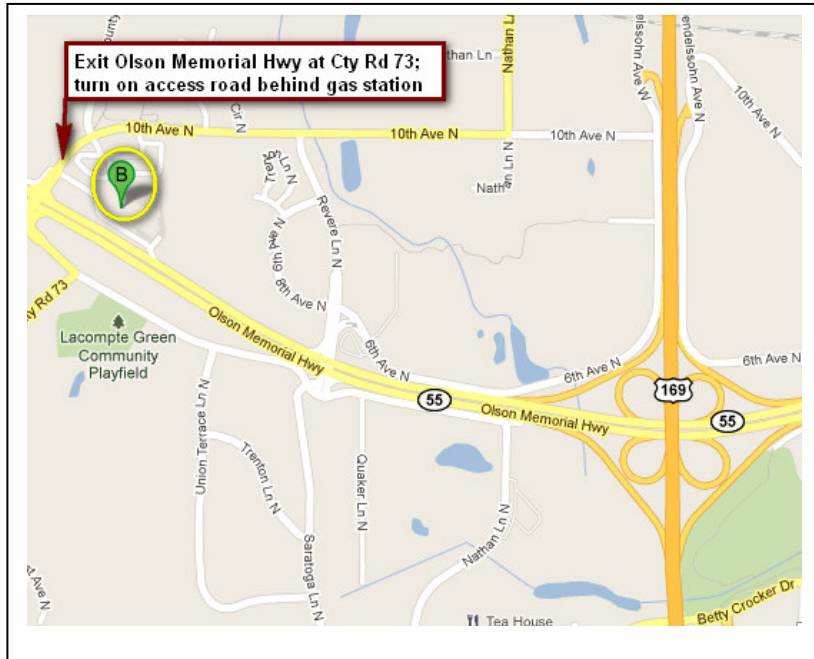
**CMI Holiday Party**

**Bill & Carol Cook**

**1106 - 33<sup>rd</sup> St SE**

**Buffalo, MN 55313**

**Latuff's Pizzeria** 10820 Highway 55, Plymouth, MN  
(763) 545-2914



## Corvair Minnesota's Annual Holiday/ Dues Party



**S.T.E.P.** will again be our Holiday/Dues Party charity this year. The people at S.T.E.P. have informed us that these items are needed....

- \* CASH - STEP can get a better deal on food than an individual can.
- \* CUB gift cards.
- \* Personal care items: Toothpaste/brushes, Deodorant, Hand lotion/ bar soap, Perfume etc.

As with Susan's charities, "Hotel shampoo and Soap" are always welcome. If you wish to Purchase Christmas gifts:

- \* Toys and games for younger children (please no \$-store toys)
- \* \$15 - \$30 gift cards for older children - like from Target, are great.

Questions? Call **Mary Schmit** at 952.929.9174  
(Thanks Mary!)



## TIP OF THE MONTH

Dan Brotzman

# HOW TO READ A MICROMETER

At some point in time, if we work on tractors or machinery, we are going to need to know the exact size of something such as an engine cylinder bore, the inside diameter of a pulley, a shaft size, the thickness of a piece of sheet metal or the diameter of a valve stem and so on. To get these needed dimensions, using a micrometer will give us a very accurate measurement when used correctly. With today's technology, we can purchase a digital micrometer that will give us a numeric measurement as a direct read out or we can use a conventional manual micrometer. For most of us, we will end up using the conventional type of micrometer that will require us to do a little easy math to figure out the micrometer reading.

Purchasing a good quality set of micrometers is not as expensive as a person might think. Looking on eBay, you can find micrometer sets that can measure from zero to six inches for \$50 to \$300. Typically, micrometers measure in one inch ranges, for example: 0"-1," 1"-2," 2"-3," 3"-4" and so on (Photo 1). In this case, we have a set of Fowler micrometers in a box set that covers zero inches to six inches (Photo 2). Referring back to Photo 1, we can see that these micrometers will measure out to four decimal places (.0001 inch) or down to 1/10,000 inch. The first decimal place is tenths, the second decimal is hundredths, the third decimal is thousandths and the fourth decimal is 10 thousandths.

To understand how to use and read a micrometer, we need to understand some terminology and microm-

eter parts. Looking at Photo 3, we can see where the Anvil, Spindle, Sleeve, Thimble and Frame are. Since we are all familiar with handling money, or currency, it is easy to relate money to reading a micrometer. Looking at Photo 4, we notice the micrometer sleeve has large numbers printed on it: 1, 2, 3, 4 and so on. Think of these numbers as whole dollars. Now notice there are three smaller marks between each number. These smaller marks can represent quarters (25 cents or .25 dollars). Now we can turn our attention to Photo 5, where we have numbers on the Thimble which can be referred as pennies, or thousandths of an inch, .001. So, what is the reading in Photo 5?

Using the currency model to read the numbers in Photo 5, we see the Thimble has exposed the whole dollar number 3. Remember, all of the numbers on the Sleeve and Thimble are to the right of the decimal point. So, to read Photo 5, we first need to put down a decimal point, then start writing down our numbers. The first large number is .3, then we see there are three more marks exposed after the number 3, or three quarters which would be 75 cents. But we still don't have a complete reading yet because the number 10 is lined up with the "zero" line on the Sleeve. Using our currency system we have three dollars, three quarters or 75 cents, plus 10 pennies which equals \$3.85 cents or .385 inch. Simple, isn't it? Now if this reading was taken using a 5"-6" micrometer, our complete reading would 5.385 inch.

By now, some are asking, how do



Photo 1



Photo 2

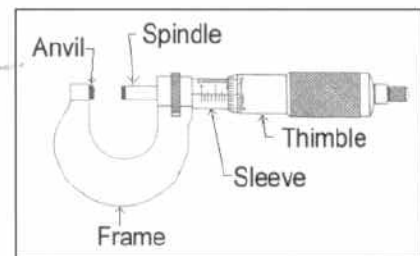
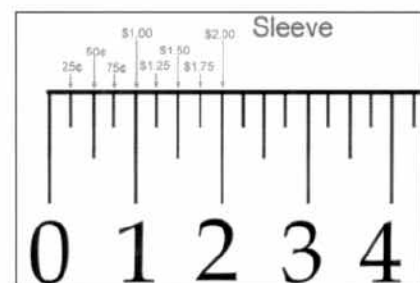


Photo 3 • Photo 4, below



Micrometer – continued next month

## *In Memoriam*

Pat McMonigal has died. His full name was Patrick John McMonigal. He was 83.

CMI records show that Pat's son Raymond was a member in 1982. Pat is listed as a member in 1989, up until 1997. Ray, of course, is still a member.

In the last 15 years, or so, we haven't seen Pat so often as he had a few strokes over those years and was not able to sit/visit for very long. The phone still worked OK, though.

Pat was into a broad range of car stuff. Fixing up 'deals' he had made by pulling engines and doing body work in the very large basement "garage", of their home in St. Paul. Ray lived 'at home with Ma and Pa' after his motorcycle accident, about 30 years ago. Pat advised Ray on many of Ray's projects – even projects Pat didn't agree with – like Ray's UltraVan.

- Fran

**Published in the St Paul Pioneer Press from December 16 to December 18, 2012:**

**[Patrick J. McMonigal]** Loving Husband, Father Grandpa and Great Grandpa Age 83, of Maplewood, passed away peacefully surrounded by family Dec. 9, 2012. Preceded in death by parents, Loretta & Pat McMonigal, sisters & brothers-in-law, Joanne (Al) Kraft, Mary (Tony) Skarda; infant daughter; Mary Terese; grandson, Trevor Kern; brother-in-law, David Fasnacht. Survived by wife of 60 years, Mary Ann "Minnie"; children, Ray, Michael (Carol), and Joy (Bill) Minder. Special family members include, Melissa Moran, Dan (Marge) Moran, Sue (Frank) Moran, Sheila (Mike) O'Brien, Carl (Barb) Morgan; grandchildren, Jeremy, Carrie, Kristine, Sean, Ryan, Brexton, Kaitlyn; 5 great grandchildren, nieces, nephews, and Fasnacht sisters-in-law and brothers-in-law. Pat was a carpenter by trade, and a mechanic as a passion especially with antique cars. He was a member of the Antique Car Club since 1964. He was a member of St. Jerome Catholic Church. Mass of Christian Burial 11 AM Thursday, Dec. 20 at the CHURCH OF ST. JEROME, 380 E. Roselawn Ave., Maplewood. Interment Ft. Snelling National Cemetery.

From President Lee Knauf:

Though going to the auto auction in April was fun, the best (most relieving) part of the experience was when I saw this on Unique Motors website. *Alas poor Karl, we hardly knew thee...*

[editor's note – this was in September of 2012]





# CMI Classifieds

## Parts 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

\*\*\*\*\*

## Wanted: 1963 Monza convertible

I am helping one of my fellow writers at Sports Car Market look for a 1963 Monza convert. He's specifically looking for black with a red interior, as that was his first car. No projects; he's looking for a well restored car (think Rich Buratto's Trophy Magnet as a '63) or exceptional original. He's not so fussy about power train, and may even consider a Spyder if it's in good enough condition. Need not be local, as he's in California, so it would be shipped. Contact me with details.

Brian Carlson

[bmitchell@juno.com](mailto:bmitchell@juno.com) (best)

651-955-2290 (cell, better)

651-739-1608 (home, not so bad)

\*\*\*\*\*

**Mid Engine Trike**, Corvair 6 cyl. 4speed, one of a kind, new 10" over, wide springer front end, with new front tire, 1994 corvette rear suspension, new disc brakes and wheel bearings , 325.50.15 rear tires on 12" alloy slots , trailer hitch, Harley gas tank, and a aluminum fuel tank , call ken 952-758-5078 \$5000 /possible trades. New Prague



\*\*\*\*\*

Restorable **Rampside** plus parts and three engine (one is a180 Turbo) \$1800 OBO. Harry @ 320-594-3011 (Fran has some pictures)

\*\*\*\*\*

1960-69 (including FC) **Steering Stabilizer**. Clark's part number C1460 (see on page 138 & 152) – new in box. Catalog price - \$98.70 (+ 8 lbs shipping). Your price: \$65. John Herkenratt (952) 935-4596

\*\*\*\*\*

**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.  
**Also:** 1969 110hp engine (runs great, sealed & pretty) Rare – aftermarket tube style early air grill – Solid flywheel

**I also offer full time Corvair repair**

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

\*\*\*\*\*

**Zip** printing & copy shop

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Vince Rohr

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**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**

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55426-4224 Ph: 763.475.0350  
**TEMP - RETURN SERVICE REQUESTED**

*Hope you have safe and happy holidays!*