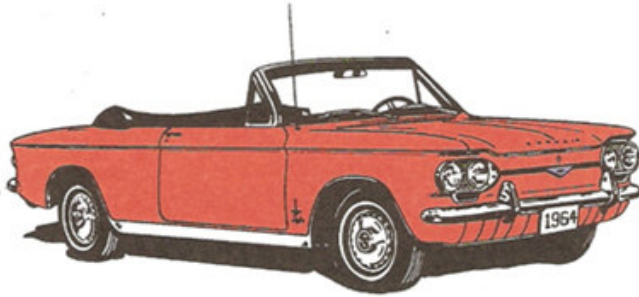


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CORVAIR MINNESOTA NEWSLETTER

President's Page

Happy 2013 to all the CMI members!!! We survived the Mayan Apocalypse, though not even the Mayans could have predicted the clowns in Washington D.C. and the so called Fiscal Cliff. If the Mayans were correct, I was designated as the official pet rescuer for PETCO as I have the only car in the district that doesn't rely on computers to run.

We've come up with a new way to raise money for the club. We are going to contact all the ski resorts in Minnesota and find out when they would like the ski season to start. Then we're going to schedule our Holiday Party the day before to guarantee snow to the resorts. We get 10% of their revenues for the week following our Holiday Party. I was Christmas shopping (seemed appropriate in a snow storm) when Bill Cook contacted me and suggested that we reschedule the party for after the New Year. It was a very prudent thing to do given most of Minnesota received a foot of snow. Thanks to Bill Cook for rescheduling the Holiday Party and dealing with the reservation changes.

We have some great plans in place for 2013 events. Bill Cook has arranged a great fall run to Winona, MN in October. He had details at

the Holiday Party. Then there's the CORSA Convention in Kalamazoo, Michigan. I think the highlight will be the Saturday car show at the Gilmore Car Museum. CORSA is already listed on their website for the show on the 20th of July. In fact, spending a day at the Museum will be worth more than the price of admission. It looks fantastic. Also in July will be the Delano 4th of July parade and picnic. This is a change in venue for us but I think it is a good choice. It will be fun to do something different (and it's not an election year).

In February we will get a listing of the car shows and cruise nights from the Minnesota Car Club Association. If anyone has certain car show they attend or want to set up an impromptu night out, let the members know and we can have a Corvair show of force.

I'm looking forward to a great year with the club and showing off our Corvairs.

Stay Tuned
Lee Knauf



CORVAIR MINNESOTA
General Membership Meeting
January 8, 2013

Vice-President Gary Nelson called the meeting to order at 7:30. Four members and two guests were present.

Treasurer's Report: CMI has a current balance of \$3628.

Recent Events:

None to report since our Holiday Dues Party was re-scheduled from December 9 until January 13.

Upcoming Events:

Jan 13: Holiday Dues Party, weather permitting. To facilitate more time for socializing this year, the reception begins earlier and features more appetizers. Social hour starts at 5:30 with dinner being served at 7 p.m. CMI is fortunate to have Bill and Carol Cook so willing to organize such well-planned events.

June 9: GMCCA at the Minnesota State Fair Grounds

June 21-23: Back to the 50's at the MN State Fair Grounds. **GREAT RACE** departs from there on the 22nd.

July 16 -20: 2013 National CORSA Convention: Kalamazoo, Michigan hosts this event this summer. This is a drivable distance, so you now have only 6 months to complete your projects for display!

Tech Session: Gary brought an engine block to demonstrate three methods to replace studs which pull out of the block, stripping aluminum with them. First, a "keeper" to hold the stud on open holes. Second, over-size studs available from Clark's (2 sizes) for blind holes. Third, heli-coils if that is your preference.

New Members: We are pleased that both guests joined the club. First, Gary Anderson from Rochester sport sedan, and ULTRA-VAN #420.. Gary owns a '66 convertible, a '61 8-door, a '65

Second, Andy Fossen from Long Lake. Andy owns a '63 Monza convertible and went to school with Marnie Buratto.

Third, Phil Johnson from beautiful Baudette has joined by mail. He is also a member of a pipe collector club and on the County Fair Board. He owns a '67 convertible he terms respectable.

WELCOME to our three new members!

Meeting was adjourned about 9 p.m.

Respectfully submitted,

Chuck Johnson



CMI Holiday/ Dues Party

January 13th, 2013

The dues party was held at Latuff's Pizzeria once again and was hosted by Billy and Carol Cook. The night was cool, but no snowstorm like the one that caused the postponement of the party to January. Fifty eight people were signed up (fifty five showed up). CMI provided meatballs and pizzas to whet our appetites and Chuck Johnson satisfied our sweet-teeth with a bowl of candy. After a sumptuous supper, Dennis Carney (aka Prime Rib \$9.95) entertained us with a sampling of his infamous Vegas act. A good time must have been had by all because they had to throw us out of the restaurant to close the place. Make a note to attend next year's party – it'll probably be in Jan 2014!



Carol and Billy Cook – our hosts for the evening



Gary Nelson – now in the witness protection program?



UNCLE SCOTT SAYS

By Scott Aho #L-6808

Finally, we're nearing the end of our "You know Ralph Nader Killed Corvair" story. As we've seen, Ralph Nader really had nothing to do with the death of Corvair. Ford's conventional Falcon and Mustang did Corvair in. Chevy answered the Corvair's lack of strength against those cars by introducing their Chevy II/Nova to counter the Falcon's success and the Camaro to go against the Mustang. With the introduction of the Camaro in 1967, Corvair sales



plummeted. As successful as the Chevy II/Nova and the Camaro were, there really was no reason to keep the Corvair around so why did Chevrolet continue offering the Corvair for 1968 and 1969?

Chevrolet has always denied this, but it's my belief that Nader and the Corvair debacle actually gave it two extra years it did not deserve. Corvair became the poster child of unsafe cars as Congress was starting to set

safety standards for automobiles in the mid '60s. Lawyers for people who were involved in accidents with their Corvairs started using sources like Nader's book in lawsuits against General Motors trying to prove that Corvair's handling was the reason for their clients' accidents excluding other factors.

GM and Chevrolet had egg on their faces. Ed Cole, one their best engineers, the father of Chevy's small block V-8, had designed this wonderfully radically advanced automobile and the buying public first rejected it for Ford's plain conventional Falcon. Now there was talk that the car was unsafe. With all lawsuits going on at the time, how could GM afford to drop Corvair? If they dropped Corvair in the middle of the controversy, it would look like they were admitting that everybody else was right and they were killing a poorly designed and unsafe car.

As the trials went through the courts, most of the Corvair suits were being won by GM lawyers. As more and more facts came out, it was discovered that the Corvairs were no more unsafe, or safer than any other car on the road. In the end, even the US Department of Transportation National Highway Traffic and Safety Administration cleared the Corvair. They mainly had focused their attention on the so-called "dangerous" 1960-1963 models.

In the end, Nader was wrong about the Corvair. He may have been right about the need for safer cars in general, but he was wrong about Corvair specifically. Between the hassle and the American public's reluctance to buy radical automobile designs, the US auto makers were reluctant to ever try anything as different as the Corvair again.

The last Corvair rolled down Chevrolet's assembly line on May 14, 1969. Seven months later, Ford built their last "compact" Falcon for the American market. Falcon sales had also been slipping. There was a "new" star to replacing the Falcon -- Ford's new conventional compact, the Maverick. Introduced in April of '69, it was a big hit for Ford. Finally, in July of 1972, NHTSA released their study

redeeming the handling of the Chevrolet's radical swing-arm suspended Corvair, a little over three years after GM/Chevrolet built that last Corvair.



In 1991, a car club, the Corvair Society of America (CORSA), had their national meet outside of Washington DC. In a tongue-in-cheek move, they invited Ralph Nader to speak. To their surprise he agreed. He gave a wonderful speech which you can see on U-Tube, never backing down from his views on car safety or the Corvairs. Despite that, he did not alienate the members of CORSA. After the speech, despite the fact that he does not drive cars or even have a driver's license, he did agree (as you can see) to have a picture taken of him behind the wheel of a Corvair.

Agree with him or not, with my one chance to meet him, I realized that one can disagree with and still like Ralph Nader. Over all, he is nice guy who means well. I would not/did not vote for him when he ran for President and I still want to own a Corvair someday.

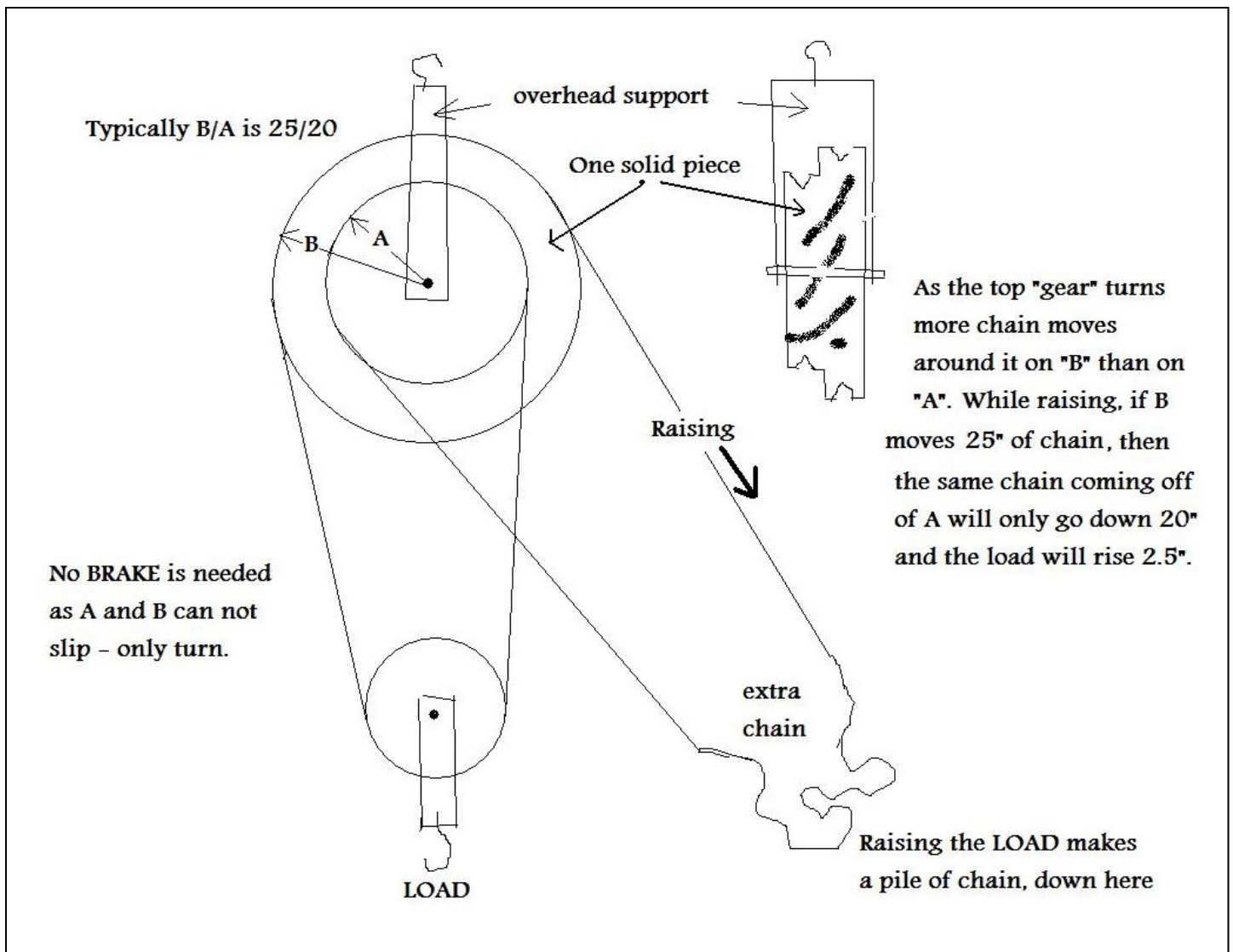
CMI 2013 Schedule

- January** 08 Membership meeting – **MUM**
13 Holiday/ Dues Party – Latuff's, 5:30 Social Hour
24 Board of Directors – Schmit Residence
- February** 12 Membership meeting – **MUM**
28 Board of Directors – **TBD**
- March** 09-17 Twin Cities Auto Show, Mps Auditorium (<http://www.tcautoshow.com/>) 40th Annual
12 Membership meeting – @ Twin Cities Auto Show – 2nd floor meeting room, 7 p.m. **?**
28 Board of Directors – **TBD**
- April** 09 Membership meeting MUM – 7 p.m.
13-14 GSTA, Coliseum, State Fair Grounds (<http://www.gstarod-custom.com>)
19-20 Inventor's Congress Invention & Idea Show, Redwood Falls
(<http://www.minnesotainventorscongress.org/>)
25 Board of Directors – **TBD**
TBD Pancake breakfast - MUM
- May** 05 Spring Extravaganza Car Show and Swap Meet, State Fairgrounds,
(www.gopherstatebuick.org)
07 Membership meeting – **TBD (Latuff's?)**
19 First Fifty Auto Parts Sale & Swap Meet, State Fairgrounds
23 Board of Directors – **TBD**
- June** 09 GMCCA – State Fairgrounds
12 Membership meeting - Wagners' in Brooklyn Park, 6:30
21-23 Back to the 50's, State Fairgrounds (www.msra.com)
(Start of Great American Race June 22nd)
27 Board of Directors – **TBD**
- July** 04 Fourth of July Parade, Delano – Post Parade Picnic Peppermint Twist
10 Membership meeting - Minnetonka Drive-in in Spring Park, 6:30
20 Car Craft Summer Nationals Car show, State Fairgrounds
(<http://www.familyevents.com/event/233>)
16-20 CORSA National Convention Kalamazoo, MI
25 Board of Directors – **TBD**
26-28 Little Log House show, Hastings (<http://www.littleloghouseshow.com>)
26-28 Kolacky Days, Montgomery, MN (Classic car show 7/27)
(<http://www.montgomerymn.org/kdaycar.html>)



Chain Hoist

Ever wonder how the old Chain Hoist worked? We were discussing it the other day and nobody could think of how it actually went up/down. So I GOOGLED it and found a simple and elegant design.....see my sketch. I am certain it went the way of the dinosaur as it was big/ dirty/clumsy and was easy and cheap to build! Newer versions use a small chain to pull on with a heavier (different) chain to carry the load...this required a more complex unit in the head, with clutch and brake and a ratchet or two. It could be that the newer units are quicker and cheaper, but I am still amazed at the simplicity of that original design. *Fran*



How to Read a Micrometer

This is part 2 of a 3 part article originally published in the July 2012 issue of Green Magazine by Dan Brotzman

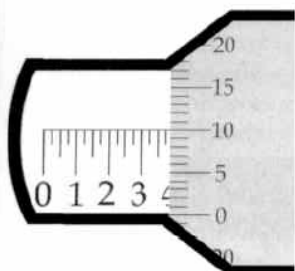


Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11

you get out to the fourth decimal point? We'll get to that in just a minute. To bring these numbers into the real world, let's take a real world issue. On this tractor, the starter motor is supposed to have a metal Delco identification tag riveted to the starter housing using "blind hole rivets" (Photo 6). Looking at these drive-in rivets, we see there is a smaller diameter part of the rivet followed by a larger diameter spiral section and lastly the rivet head. To determine what size drill bit to use, we must measure the small diameter of this rivet (Photo 7). If we use a drill bit that is too small, then we can't get the rivet started into the drilled hole and if we use a drill bit that is too large, the rivet will not hold the identification tag in place. Measuring this rivet, we end up with a .0810 inch diameter, which equals a #46 drill bit. With the hole drilled to the correct size, we can see the small diameter part of the rivet will just start into the hole we drilled, but the larger spiral gripping part of the rivet will not go in until we drive it in (Photo 8). Now we can rivet the starter identification tag in place after painting the starter, giving us a professional looking job when it's finished (Photo 9).

Are we all still awake? If not, then

use this article at bedtime for a good night's sleep. If you are still awake, let's move on to figure out how to get a micrometer reading out to the fourth decimal place, or to the ten thousandths of an inch, .0001. For this measurement, we will measure the diameter of a starter housing (Photo 10). In Photo 11, this is our micrometer reading: 5" plus .075" on the Sleeve, plus .021" on the Thimble = 5.096". We notice that the numbers (pennies) on the Thimble don't exactly line up with any whole number (Photo 11). Our "zero" line on the Sleeve is actually past the .021" mark on the Thimble. This is where we need to use an additional set of numbers on the micrometer sleeve (Photo 12).

To get the fourth decimal point reading, we use the additional numbers on the micrometer Sleeve to line them up with a mark on the Thimble (Photo 12). Now, to get the fourth decimal reading, you need to find where one of the numbers on the Sleeve lines up exactly with a mark on the Thimble. Looking at (Photo 12), we see that the number 7 on the sleeve is the only number that lines up exactly with any marks on the Thimble. This will be the 10,000 of an inch reading which is number 7, giving us a complete reading



Photo 12

of 5.0967 inch. If we were measuring a piston instead of a starter housing, you can see where we would want to have a very accurate reading.

OK, so we can now measure the outside of something using a micrometer. How do we measure the inside of something? This can be done two different ways—one is using an "inside micrometer," which is an additional expense of purchasing another set of micrometers, but in theory is the most accurate way to measure inside dimensions, or the second method, which is using a telescoping gauge plus an outside micrometer which we already have. When done correctly, using a telescoping gauge (Photo 13), plus an outside micrometer will also give very accurate results.

Cons of ethanol-supplemented fuel:

- Ethanol creates 34 percent less energy than unadulterated gasoline per gallon. This equals a loss in fuel economy of up to 3 miles per gallon for E10 fuels. In terms of heat, ethanol produces 76,330 BTU per gallon, whereas diesel fuel produces 128,450 BTU per gallon, gasoline 116,090 BTU per gallon and LP gas 84,950 BTU per gallon. The fuel economy gets even worse with E85, a loss of 7 to 8 miles per gallon with its higher ethanol content. *Consumer Reports*, testing in 2006, verified a loss in fuel economy of up to 30 percent in a Chevy Tahoe designed to run on flex fuel when it was tested with both unleaded gas and E85. Poor fuel economy can also be attributed to improper fuel system calibration based on computer feedback from oxygen sensors because of the temperatures needed to burn ethanol.
- Virtually any grain considered feedstock can be used to make ethanol, but some grains are better for producing ethanol than others. Corn happens to be one of the worst grains for making ethanol but we produce so much more of it than any other grain that it was the ingredient of choice for U.S. ethanol producers. In South America, ethanol is produced from sugar cane, which is easier to refine and gives a higher yield per acre than corn (1,200 gallons per acre vs. 300 gallons per acre of corn). The U.S. government did impose a 55 cents per gallon tariff to prevent the import of sugar cane-based ethanol into the United States, though that tariff has recently expired).
- Ethanol is hygroscopic, which means it absorbs water more easily than gasoline. That leads to water condensation inside fuel tanks, carburetor fuel bowls and fuel lines where air spaces are present. Water content in fuel will also swell up the paper filter media inside fuel filters not specifically designed for flex fuels and can thus restrict fuel flow at the filter.
- Ethanol also erodes fiberglass tanks, rubber hoses and plastic fuel lines. It contributes to rust in fuel systems by creating condensation in the unfilled portion of gas tanks. It will also dissolve varnish and rust in steel fuel components. These dissolved ingredients sit in the bottom of gas tanks until they are removed or they will enter the fuel system if the fuel level in the tank gets too low.

So what is a classic car owner to do? Especially when their car is sitting unused in the garage more than it is on the road? It has been stated that you can counteract the poor fuel mileage by driving at a consistent speed of between 40 and 60 MPH but that doesn't really apply to boats or classic cars that are parked or do not have cruise control in most cases.

Several recommendations of things you can do that should help come from OE marine manufacturers who have been battling these ethanol-related fuel problems:

- Replace any plastic or rubber fuel lines with ethanol-resistant hose or nylon tubing.
- Install a water separator filter in the fuel line leading to the carburetor. Water collects in the filter and can be removed periodically.
- Replace any fiberglass tanks with steel or aluminum.
- Ensure that any O-rings in the fuel system are also ethanol-compatible.
- Keep your tank as full as possible to prevent air space where condensation can form.
- Use specific ethanol-compatible fuel storage additives. These are normally blue in color. Regular fuel stabilizers will not work unless they are labeled ethanol fuel-compatible.
- Shop around for a marina or service station that does not pump E10 or E85. None of these stations will be affiliated with a major gasoline producer, but there are still some out there, especially in areas around lakes and rivers where boating is popular. You can find a "pure gas" map of many of these stations online at the [Historic Vehicle Association website](#)
- Vent your fuel system during storage for extended periods; the moisture your fuel system might absorb from the outside will be less than the moisture created in the air space inside.
- Use a fogging solution in your carburetor during storage to prevent condensation from collecting in fuel bowls.
- Use of isopropyl alcohol-based dry gas will help to absorb system moisture. Regular dry gas is ethanol-based and will only make the problem worse. Isopropyl-based additives actually combine with the water molecules and removing moisture through the combustion chamber.
- Use of a flex fuel-compatible fuel filter where possible will prevent degradation of the paper media in your filter by water in the fuel system.

SEMA has also made ethanol in gasoline one of its legislative priorities, opposing the pending rollout of E15 fuel. For more information on that effort, visit [SEMASAN.com](#).

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 (best)

651-955-2290 (cell, better)

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

1967 Monza convertible, over 16 K worth of receipts/ spent on restoration in the 1990's and still in respectable condition. The car was gold/ gold but now is Nantucket Blue with a white interior and top. The top and interior are mint. Automatic, manual steering & brakes. Inquiries welcome. \$5000 OBO.

Phil 218-634-2882 (eves) or psjohn@mncable.net

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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

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I also offer full time Corvair repair

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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!

.....

Are your dues paid – we're ready for another busy year!!