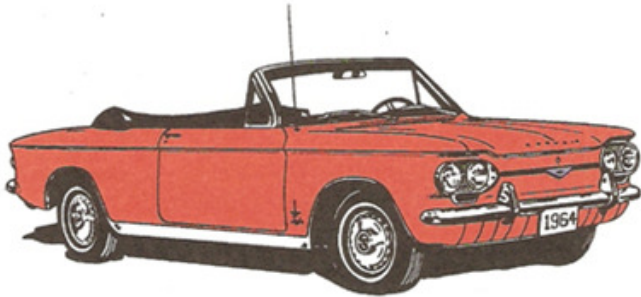


# LEEKY



# SEEL

CORVAIR MINNESOTA NEWSLETTER

## President's Page

## December 2017

*A* big thank you to Gail Quinn for baking Snickerdoodle cookies for our November membership meeting. They were very much appreciated by the 16 members in attendance. Club officer elections for 2018 were unanimous and the current officers were voted in for another year. Thanks everyone for your work in keeping the club going.

December is a very busy month with the Holidays approaching fast. Our December membership meeting will be Tuesday December 12 at 7pm at Messiah United Methodist Church (MUM). Some of us meet before the meeting for dinner at Culver's Hwy 55 & Peony Lane in Plymouth around 5:30 - 6:00 pm. Please bring your presents or donations for S.T.E.P., our Holiday charity, so they can use them to brighten other's Holidays. Some items they can use are: cash, Target gift cards, personal care items and men's clothing.

The CMI Holiday Party will be Saturday 2:00-4:30 January 6 at Latuff's Pizzeria in Plymouth with an appetizer buffet, social time and a cash bar all for \$5!

Starting in January, we will once again plan a monthly tour of different areas of interest. A few places have been mentioned such as Smith Foundry in south Minneapolis, Fagen Fighters WWII Museum in Granite Falls and Blu Sun Soda Shop in Spring Lake Park. If you have any other ideas please let one of us know.

Wrench, Drive, Repeat!

*Jack Bacon*



**CORVAIR MINNESOTA**  
**November 14, 2017**

President Jack Bacon called the meeting to order promptly at 7:00 at the MUM in Plymouth. The Pres is doing well with his new knee. 16 members were in attendance, including newest member Dan Fritsche. We went around the room with the question: "Have you put your Corvair(s) in hibernation yet?" Some good tips were shared for rodents and moisture control—how many of you have tried garden sulfur?

Following the creed:

**Treasurer's Report:**

Previous balance	\$1984
Income	\$939
Expenses	<u>(\$126)</u>
Current Balance	<u>\$2798</u>

CMI received an \$800 check from this year's GMCCA show.

**Secretary's Report:** Approved without reading.

**BUSINESS:**

**OFFICER ELECTIONS:** In tightly contested races, the current board won the privilege of serving another year. However, we need everyone's participation to keep the club interesting and strong. Consider current or potential events you might like to add your skills to.

Bill Cook displayed **wearables** and **other club merchandise** and sales were pretty good. .December meeting will be a good time to buy CMI wearables for Christmas presents!

The club's **new feather flag** is still in production.

**Upcoming Activities:**

**December 12:** Membership meeting at the MUM. **Please bring your presents or donations for STEP, our Holiday Charity,** so they can use them to brighten others' Holidays.

**Holiday Dues Party: Saturday, January 6.**  
2:00 – 4:30. Bill Bertram is promising good weather and a good time!

**January 9:** Membership meeting at the MUM.

**February 13:** Membership meeting at the MUM.

**Summer 2018: American Legion National Convention, Minneapolis, MN.** Event is on, dates and details to follow!

**July 23-28, 2018: Corsa National Convention, Pittsburgh, PA,** 8 months to prepare!

**Summer 2019: Corsa National Convention, St. Charles, IL,** 20 months.

**Summer 2020: Corsa National Convention, San Diego, CA,** 32 months, 1978 miles.

**BREAK:** Gail Quinn spoiled us once again with **home-made cookies!** What a treat, **THANK YOU!**

**TECH SESSION:** Tonight Fran demonstrated how he replaced his late clock workings with new innards from a Menard's \$5 clock, his re-created clock even has the second hand pulses he desired rather than the smooth movement which would make it appear not period-correct.

Next Fran showed the old and new hockey pucks for the rear suspensions, along with learnings from replacing them.

Gary followed with a collection of unusual tools he has amassed over time. Some have proven very useful, others not so much. These generated a lot of discussion and others are encouraged to bring any unusual tools as they run across them while working on their Corvairs this winter.

Meeting was adjourned at 9:50.

Respectfully submitted,

*Chuck Johnson*



## When Jake went “fishing” for a new Corvair engine

It's funny how life works with these cars and how small this Corvair world is. This is a story of a learning experience and a Corvair powered fish house.

It was a few years ago when I heard a very strange noise coming from my engine.....sounded like a lower end sound. It was the original engine for my car, built on April 1, 1965, April fool's day engine. The noise I heard was in addition to a nasty lifter tick that wouldn't go away so I came to the conclusion that I needed to think about getting a new engine. I didn't drive the car most of 2016 as a result of thinking it was shot. After a quick craigslist search I found an engine with a powerglide attached about 40 miles from me for \$250. After many e-mails to assess the engine condition/negotiate a price I managed to get just the engine for \$100 based on the assurances of the owner that it was rebuilt as far as he knew. Well, as we all know this isn't always the case but it was a screaming deal none the less. The owner told me a story about the engine being in a Corvair powered fish house he bought at an auction. Apparently the guy had taken the power pack out, welded bigger tires to the stock rims and built a fish house around it so he could drive it onto the ice... more on the twist in this story later.



So I get this engine home and start working on it. I learned how to rebuild the carburetors, get it cleaned up and ready for a trip to Jim Brandberg's to run it on the test stand. We start the engine and it smokes like no one's business, we then try his test carbs and it runs better but the smoke is unbelievable. After a leak down and compression test we find that cylinder #5 is dead, no compression. We also found a bent and broken push rod on cylinder #5. So being on an extreme budget I decide to re-ring that cylinder and use a used piston I had lying around. Jim came over and helped me get the head off and after a few weeks of work and learning how to take the head off and torque it, many parts from Clarks and an uneasy sense of accomplishment back to the test stand at Jim's I go. It is still smoking like crazy but #5 has compression. Jim suggests that I could re-ring the other two pistons on the same side and try again. I decide I will do this and try again but as we're taking the engine off the stand my hand slipped off the wrench while taking the torque converter bolts out and slammed into the fresh air vent housing. Immediately I knew there was something wrong as a

# Early horse-collar rubber parts.

OR as the Manual calls them, 'Rear Suspension Mounts – Early and FC'.

Here's a sketch of one end of the Early's Rear Mounts, shown in Clark's catalog.

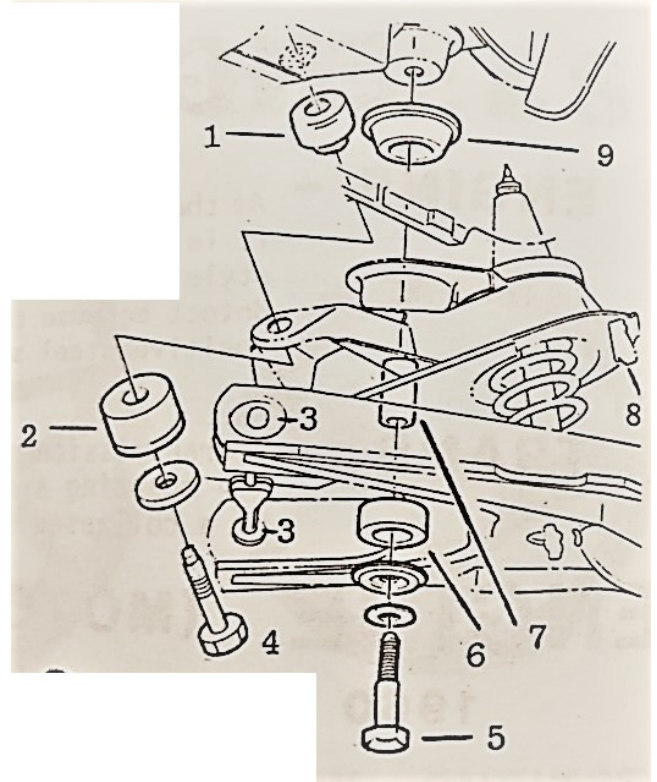
Pay special note to parts 1, 2 and 4 including the washer between 2 and 4.

Also note parts 5, 6, 7, and 9 along with the washer between 5 and 6.

Part #s 1, 2, 5, and 7 are molded "rubber" blocks that shield or keep-out both the engine and road noise. Sort of keeping it out of the body.

The horse-collar is part of the rear suspension. It holds the drivetrain up under the body. It also supports the body above the drivetrain. As such it is rarely seen or even mentioned in the CORVAIR literature.

I am mentioning these parts as they are now "all new" on my '64.



For some unknown reason the compound these are made of gives up and turns to mush. Actually runs on the ground as it would if it were hot road tar. Nobody seems to understand how this can happen, but it does. On the left you can see what I took out when I did the job last week, or two. Some of the parts stayed round while others changed. You can see parts # 1 and 2 with bolt #4 that still have some original shape to them. Here, on the right, you see what I used to replace them.



Part #1 has the steel sleeve vulcanized into it. I suppose so we don't get that part in the wrong place. Part #2 has an 1/8" steel washer built into itself and that big washer next to it is 3/16" thick. Bolt #4 is threaded into a captured nut up in the body.

The primary weight of the body rests on #9.

This big fella is 4" across and 2" deep.

Fits on a cone coming down from the body and drops into another matching cone in the horse-collar. We see it shown here along with #5, 6 and 7. The washer between 5 and 6 is a story of its own. Later. The steel sleeve (7) is captured in the same manner as we saw between #1 and 2. The nut is up in the body and the bolt crushes the assembly into one single tight block, again trapping the horse-collar's cone.





# *Corvair Minnesota Holiday Party*

**Saturday, January 6th, 2018 at LATUFF'S PIZZERIA**

**10820 Highway 55, Plymouth – just west of Hwy 169**

**Appetizer Buffet & Social Time - 2:00 pm to 4:30 pm**

**Cash Bar is available**

**Cost is only \$5.00 per person (check payable to CMI)**

## **BUFFET SELECTIONS:**

**Sausage Pizzas**

**Chicken Tenders**

**Stadium Brat Bites**

**Barbeque Meatballs**

**Deep Fried Cheese Raviolis**

**Deep Fried Mozzarella Wedges**

**Non-alcoholic Beverages**

**Questions/directions: call Bill Bertram @ 612-479-5185**

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

**\*\* \$20.00 dues for 2017 are payable at the Party or mail check to \*\***

**Lee Knauf**

**401 West Street**

**New Ulm, MN 55073-1527**

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

**Name \_\_\_\_\_ Name \_\_\_\_\_**

**Name \_\_\_\_\_ Name \_\_\_\_\_**

**Cost: \$5.00 per person (make your check payable to CMI)**

**Mail your reservation to the Party no later than December 29th to:**

**CMI Holiday Party**

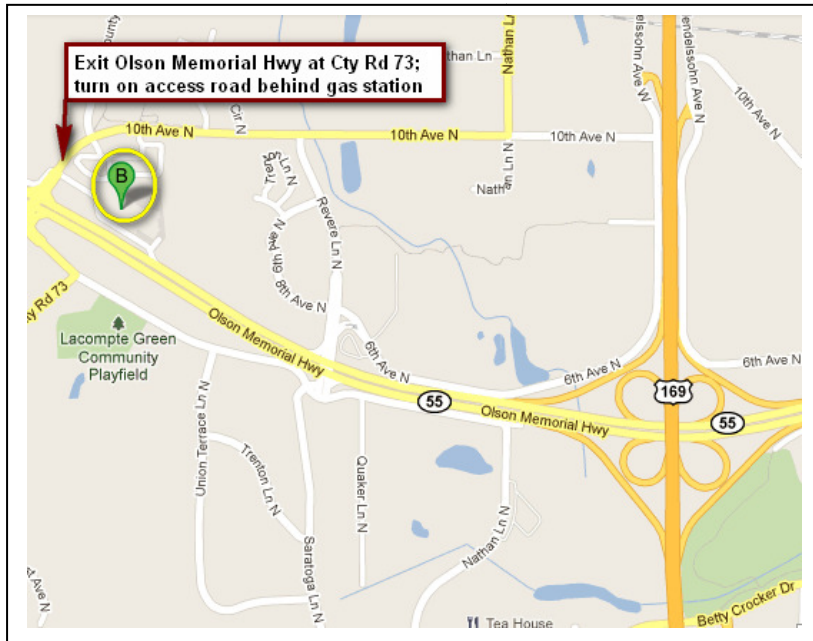
**Bill Bertram**

**15150 Cherokee Dr**

**Rogers, MN. 55374-9038**

**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.
- \* STEP is always short of Men's clothing. From "work to dress" they need them all.

If you wish to Purchase gifts:

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

Questions? Call **Mary Schmit** at 952.929.9174



river of blood poured out of my finger. I had a seriously deep cut on my finger, blood spilling onto the garage floor. Jim calmly used his saw dust bucket he uses to clean up oil to clean up the blood instead. Who says we don't bleed for our hobby? I manage to get the engine home and the next few weeks are spent getting more piston rings and reringing cylinders #3 and #1. I found that one piston ring set broke into pieces when I removed it and the other was stuck. Problem solved. By this point I want to junk the engine, am at my wits end and stretching my budget more than I hoped. But I load the engine up head back to Jim's.



Jim Brandberg disassembling the engine



Bent push rod on #5 cylinder

I was nervous as we got it all set up and I avoided the fresh air vent housing to prevent further injury, my finger not yet fully healed (I actually think I had a war flashback just looking at it). We start it up and victory! No smoke and the engine runs great.

What a journey and what a learning experience. I learned how to re-ring cylinders, torque a head, do push rod seals and that I was more capable a mechanic than I knew. Before all this the engine was a mystery to me. Later that spring we installed the engine and it ran like a charm, still in the car now. Fast forward a few months and I heard of a guy in Otsego getting rid of his Corvair stash so I stopped in, we got to talking and I mentioned my engine being in a Corvair fish house. His eyes lit up and he told me he was at the auction and was outbid on it. The Corvair world really is a small one. A few weeks later Jim met with the guy and he sent some pictures along of the fish house for me he took at the auction. They now reside in my garage to remind me of a strange engine history, a learning experience and that Corvair people are the best. It was a "Vairy" good experience.

P.S. my lower end engine noise from original engine ended up being the muffler hitting the body of the car so it didn't need to be replaced but oh well, live and learn. Keep driving those Corvairs!

- **Jake** (Callahan)

**Horse Collar, continued from page 4**

Access to these parts is no small task but is do-able by an old man if he has enough time. What I did was jackstand'd the body with the hanging tires about 6" off the floor. I know Gary will say, "Fran, get a hoist!" and he might be right but that's for the younger set, perhaps. There certainly are some affordable hoists available today.

Anyway, the two sets of bolts (#4 and 5) on each side hold the drivetrain to the body and they must be removed to gain access to the pockets holding Bushings #1 and 9. This means dropping the drivetrain, which I did not want to do.

I left the rear motor mount attached so just the front of the drivetrain could come down and let loose of the perimeter seals so the flaps would not be torn off. I left one screw in the end of the metal bracket, so it would be easier to re-attach.



On one side I was missing the big washer between #5 and 6 so I asked Clark's for one. They said sorry – don't have them. This washer is shaped to hold #6 in proper position, so I had to make a shaped washer out of heavy stock. It



needed to be cup-like and thick. I used some 5/32" stock and cut the edges so I could bend them "cup-like". Not pretty but I think it will work. Someday if I'm parting out an FC or another Early maybe I'll find another real one and replace this. It would be relatively simple, with the other bolts still holding, to just change it out. Maybe next time on Gary's Hoist!

A funny/sad part of the story is that that big horse-collar is a long-curved-box and if you accidentally drop a round rubber part into one end of that box the rubber part tends to want to go down into the box where you can't get at it! While I was wiggling my ugly duckling big-fat-washer into place for the umpteenth time, #6 departed down into the black hole. Sure! if you had the whole mess out on the bench you could just turn it over and it would fall out – that was not my case. Since it was not a ball it did not roll too far – but far enough to give me lots of grief! Just thought you should keep this in mind if you are ever inclined to tackle such a project as this.

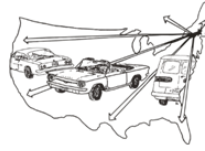
It's back on the ground now and standing a little taller and stiffer than before. It might be too late this year for a true "road hop" – depends on the weather – open car in 30 degree air is OK with the heater on, but road surfaces tend to get slimy. Perhaps, if the weather holds we can have a nice "open car" Sunday drive around a frozen lake!



# CMI Classifieds

## Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints.



Check us out at [www.corvair.com](http://www.corvair.com) or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your Corvair needs. Clark's - More than Parts!

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(413)625-9776 [www.corvair.com](http://www.corvair.com) email: [clarks@corvair.com](mailto:clarks@corvair.com)

**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 612-644-1258

\*\*\*\*\*

**1963 Monza** 110 Engine 4 speed, was running when put in storage, we have title, need to have key made. The car is located in Rogers, MN. \$2,000 obo. Ron Lucas 763-242-4090; 763-226-8440; 763-420-2569 [lorrynelucas7@gmail.com](mailto:lorrynelucas7@gmail.com)



\*\*\*\*\*

Part Cleaning  
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Powder coating

Vince Rohr  
[vincerohr@hotmail.com](mailto:vincerohr@hotmail.com)

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763-444-9334 [jimbrandberg@aol.com](mailto:jimbrandberg@aol.com)

\*\*\*\*\*

**1967 Monza** coupe, family owned for almost 50 years. Stored inside all seasons and I do not drive it on wet roads or chemically treated roads. The odometer says about 117,000. New carpet and seat covers and repainted. Documentation from original purchase to current. Asking \$12,000. Greg Helm [helmster@integra.net](mailto:helmster@integra.net) or my home phone 952-447-6495 Savage

\*\*\*\*\*

**1969 Monza** coupe with a 2.7 liter, 164 cubic inch engine, automatic transmission, royal blue exterior and interior. It is in very good condition with 33,491 miles on the odometer. \$14,500 or best offer. Gary H. Olson 3610 90th Avenue N Moorhead, MN 56560 e-mail: [garyholson@702com.net](mailto:garyholson@702com.net) cell: 218-790-5130 office/home: 218-233-5130



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

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**OFFICERS:**

**PRESIDENT**

Jack Bacon  
195 Mallard Lane  
Loretto, MN 55357-9523  
763.479.6214  
jackchrisbacon@hotmail.com

**TREASURER**

Lee Knauf  
401 West Street  
New Ulm, MN 56073-1527  
952.448.6983  
vairy69@comcast.net

**VICE-PRESIDENT**

Jim Becker  
12930 37th ST  
Clear Lake, MN 55319-1101  
320-743-2889  
mr.jebecker@gmail.com

**SECRETARY**

Chuck Johnson  
9632 Wyoming Terrace  
Bloomington, MN 55438-1640  
952.240-0414  
cljohnson99@gmail.com

**MEMBER COORDINATOR**

Jack Bacon  
195 Mallard Lane  
Loretto, MN 55357-9523  
763.479.6214  
jackchrisbacon@hotmail.co

**COORDINATORS:**

**TECHNICAL EDITOR**

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

**CLUB WEAR**

Bill Cook  
600 10<sup>th</sup> St S  
Buffalo, MN 55313-5025  
612.940-9179  
wdcacook@yahoo.com

**HISTORIAN**

Cara Knauf  
401 West Street  
New Ulm, MN 56073-1527  
952.448.6983

**EDITOR**

John Herkenratt  
408 7th St S  
Hopkins, MN 55343-7722  
Jherken1@netzero.net



<http://www.corvairpittsburgh.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 Seal", 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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**TEMP – RETURN SERVICE REQUESTED**



*Have you signed up for the Holiday Dues party (& sent in your dues)?*