

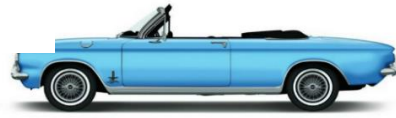


Leaky Seal

Corvair



March 2025



Corvair Minnesota Newsletter

President's message

Last month we visited the Chrysler Museum in Isanti.

It houses a private collection of cars from the 20's, 30's and 50's, we had a good turnout of 20 members.

Our next event is on Saturday March 22nd at 9am.

We will be visiting the Guthrie Theatre in Minneapolis for a back of the house tour. We will tour the prop department and stage area.

We will head over to Elsie's Restaurant in Northeast Minneapolis after our tour.

Don't forget the Chili Cook-Off Saturday April 5th.

Steve Eckman will be our host this year at his farm in Maple Plain.

3250 County Road 92 N

Maple Plain, MN 55359

We will get together at 12pm with food at 1pm

Here are some future events to mark on your calendars:

- **May 10th, Saturday:** Our Spring Car show/breakfast. RSVP by May 2nd
- **May 20-23:** Corsa Convention
- **June 1st, Sunday:** GMCCA car show
- **June 18-20, Saturday:** Back to the 50s Car show

The next monthly meeting is Tuesday, March 11th.

- Board meeting at 5pm
- Food and beverage is available from 5:30 to 6:30
- Meeting starts at 7pm.

See you at our next meeting.

Dave Pedersen

CMI President



CMI Meeting Minutes

February 2025

Meeting started at 7:00pm SHARP

David Quinn opened by reading our creed-
YEAH!

The meeting was called to order at 7pm
21 were in attendance, Fran won the \$5.00

Reading of the minutes from January was moved
to be waived – motion was passed

February birthdays were read

Gary Nelson and Chuck Johnson attended
(after not seeing them for a long time)- it was
sure good to have them back!

Clinton Olson (Heidi's son and owner of a station
wagon) has joined the Club, Welcome Clinton!

Heidi talked about the clothes inventory, and
Coffee cups are now available for purchase, great
size! There is a new Corvair shirt, Heidi is waiting
for it to be available .

***(Greg Peters, you forgot your Corvair
cup after the January meeting, Tom Quinn will
bring it in March.)***

Field trip to Wintergreen Country club and the
Chrysler museum private Collection and lunch
was held on February 22; many beautiful cars
were viewed – a successful trip on a beautiful
day.

A field trip is planned to the Guthrie theater on
March 23 at 9am. Lunch at Elsie's
restaurant following.

Steve Eckman will be hosting our Chili lunch on
April 5th at his farm. Information to follow. Kay
McDaniel will be in charge of who is bringing
what foods

June 20, 21, 22 will be Back to the 50s
Registration is on line, which is something new
this year

A few items were put up for bid - a poster and a
clock, Heidi Olson and John Herkenratt were the
lucky recipients

Gary Nelson held the tech session on Pistons and
Tools.

Delicious desserts followed the end of the
Meeting

Gail Quinn, substituting for

Amber Leah, CMI Secretary



March Birthdays:

- **Jerry Audorff**
- **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



I Got A # # Psst Steam Heat

For the February Tech Session I had asked Gary Nelson if he could bring some tools to show, I especially had in mind the thing he described one time for loosening bleeder screws where you can turn it at the same time you hit it with a hammer. Now I know what I can be looking for. As Fran explained when you hit it the shock goes into the cast iron wheel cylinder itself, not the fragile bleeder screw. While I brought some stuff as well I was happy to have Gary do the whole session as he's got different things than I have and it was very interesting. It's like we have the same stuff only different. I can still bring my tool stuff some other time, maybe February can be I Love My Tools month.

I get worried about having 24 Tech Sessions in me for a 2 year term and I'm really happy other folks are stepping up to help. About 20 years ago Jerry Berge and Ron Lucas had a tag team effort to provide Tech Sessions. They had a guy come and demonstrate paintless dent removal which I found fascinating. If you know someone who does this please let me know if you think we might be able to talk them into coming on a Tuesday. I always think of Floyd Ackley's '60 that was in an Iowa hail storm many years ago. A great 4-door with 100 little teeny dents to add character.

When I consider the Corvair parts and tools I have one thing keeps coming to mind, I really have to keep working on them as long as I can. My focus lately has been making useable engines out of the good stuff I've squirreled away. The easy somewhat cheap ones have been easy to sell. As they get more expensive it becomes an experiment in how much the market will bear. It's so hard to estimate what the bottom line will be so I've got a few engines with buyers in mind but I've taken no money down, then when it comes time they can take it or leave it. So far so good. One bottleneck is how much I can force feed through my Machine Shop guy. I've looked elsewhere a bit without success and he does things the way I like it so I'm just going to be patient and wait for him, it's not like I ever run out of things to do. A squeaky clean aluminum crankcase in a plastic bag ready to be assembled is a joy to behold. I suppose one day I'll go from doing Corvair stuff for a profit and have a paradigm shift into giving it away. I figure if John D Rockefeller and Andrew Carnegie can do it I can too. Not today.

In early April we're having the Chili Party at Swede Farmer Steve Eckman's shop. It went real good in Mike Bednarchuk's shop last year and a garage is a place where I feel right at home. Steve talked about having a steam engine or two running in the cold side of his barn for something to see and I've realized I don't have much of an idea how they work. He's graciously agreed to do a Tech Session about how steam engines work at the March meeting. One of my favorite things at the Nowthen Threshing Show is the Steam Room with the machines revolving and it's practically silent. I find myself watching tractor shows on TV these days as well. I'll never have something like that but they are fascinating. Hit and miss engines too. I read a little Wikipedia on steam engines but still don't really get it, like where does the steam go? I was talking to my neighbor about locomotives and his contention is the steam ones were more powerful but the diesel generators were more convenient with the manpower and all. I do have a stove that burned coal to heat a Great Northern caboose back in the day.

All this has me listening to the Pointer Sisters singing "Steam Heat" lately and wonder what they know about freezing, they're from Oakland. I hear Jada's coming home in the Volvo.

Jim Brandberg

Corvair Minnesota, Vice President

A Tech Tip

I had decided to do a routine - every 40 years - replacement of my '67's front end bushings.

The uppers went pretty much as planned - - then I got to taking off that lower-inner pivot. Let me diverge for a second to remind the reader of the construction details of many CORVAIR pivots. Two metal tubes are vulcanized together. The outer tube is accurately sized to be pressed into a structure that moves. The inner/center tube is a piece of flat stock rolled into a tube but the split is not welded. This center tube has serrated ends so that it will grip - endwise- tightly when a structural bolt is sent through and then tightened. Once tightened, the bolt and the center tube do not move. The part that moves is held in position by the "rubber" that is centered on the bolt. The reason that I am pointing out the split tube is because that split saved the day for me, today.

Since most assemblers never intend these units to be on the road for 40+ years they don't put grease inside of that center tube. Since the center tube is typically not greased on assembly any possibility of rusting can/will take place inside of this dark and hidden place. Rust is something like 35 times bigger than the iron it came from so as the bolt surface rusts - and the inner wall of the tube rusts as well - the two become ONE!.

Today as I was attempting to remove the bolt from the center tube I met with gargantuan resistance. I was able to finally extract the first of the bolts with much brute force. The second bolt was 'married' to the center tube.....and would not budge. I used some more brute force and turned the bolt and its tube inside of the "rubber" - twisting and twisting - - thinking that magically the heat of my efforts would persuade the bolt and tube to separate.....NOT! I was getting ready to take off the crossmember so that I could torch that sucker....and then I remembered the split in that center tube.

Here's how I got them apart.

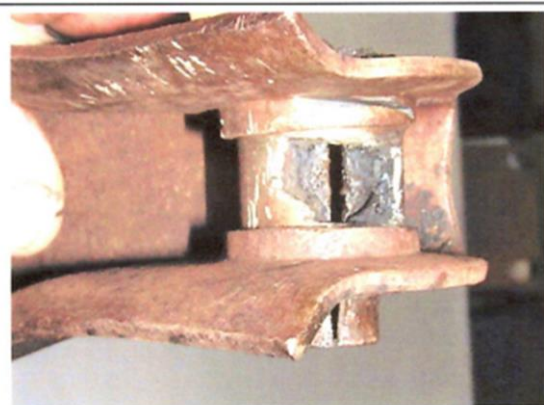
A small portion of the outer tube is accessible from below. I used a Sawzall to cut a few slits in the outer tube. When I broke out the slits I had exposed about a square half inch of "rubber", which I cut away. There was my center tube! I rotated the bolt/tube assembly till the split was in line with the hole I had made. Application of more brute force put the tip of a sacrificial screwdriver into the split. Once the split was compromised the 'marriage' soon fell apart and I was able to remove the bolt. Here's a view of that camber adjuster bushing after the battle was won.

You better believe that bolt will be bathed in heavy lube upon re-assembly.

Fran



Center tube is split.



Exposed control arm bushing



Breakfast and Corvairs

May 10, 2025

8:00AM – Noon

Location: TCT Ideal Hall

1494 Dale St. N, St. Paul, MN 55117

Beverages available 8:00 – 10:30

Food served 9:00 – 10:30

Cost: \$20.00 per person (\$10.00 for Kids, 10 and under)

Meal includes: Eggs, Potatoes, Bacon, Fruit, French Toast Bake, Juice & Coffee

Please RSVP no later than May 2nd

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 @ \$20.00 (10.00/child) = _____ (List Names below)

We will be collecting donations for "We Can" www.wecanmn.org
Check out a list of suggestions on the reverse side.

If you are planning on helping families at a food bank this season, here are some things you probably don't know.

1. Everyone donates Kraft Mac and Cheese in the box. They can rarely use it because it needs milk and butter which is hard to get from regular food banks.
2. Boxed milk is a treasure, as kids need it for cereal which they also get a lot of.
3. Everyone donates pasta sauce and spaghetti noodles.
4. They cannot eat all the awesome canned veggies and soup unless you put a can opener in too or buy pop tops.
5. Oil is a luxury but needed for Rice-a-Roni which they also get a lot of.
6. Spices or salt and pepper would be a special gift.
7. Tea bags and coffee make them feel like you care.
8. Sugar and flour are treats.
9. Recipients and food banks fawn over fresh produce donated by farmers and grocery stores.
10. Seeds are cool in Spring and Summer because growing can be easy for some.
11. Food banks rarely get fresh meat.
12. Tuna and crackers make a good lunch.
13. Hamburger Helper goes nowhere without ground beef.
14. Recipients and food banks get lots of peanut butter and jelly but usually not sandwich bread.
15. Butter or margarine is nice too.
16. Eggs are a real commodity.
17. Cake mix and frosting makes it possible to make a child's birthday cake.
18. Dishwashing detergent is very expensive and is always appreciated.
19. Feminine hygiene products are a luxury and women will cry over that.
20. Everyone loves Stove Top Stuffing.
21. Don't forget – there is always a need for paper towels and toilet tissue

In all the years I have donated food at the food banks, I bought what I thought they wanted but have never asked. I am glad I did.

Join CORSA

To join CORSA for the first time, fill out the **electronic form below** --or-- if you prefer hardcopy forms, download this **hardcopy membership form**, fill it out and mail it in with your check.

Already a CORSA Member? **Then log-in and CLICK HERE to renew!**

"Paper" option gives you online and mailed versions of our CORSA Communique magazine, access to the members-only area of our website, and the right to attend our Annual International Convention. There may be a four-to-six-week delay before you receive your first magazine by mail.

"eMember" option gives you all the benefits of the Paper option except the CORSA Communique is available online only.

Act Now. Dues Increase Coming in June. In consideration of the increasing cost of doing business, the CORSA Board of Directors voted to raise membership dues for the first time in fifteen years. The new dues schedule, which is posted on our [Headlines web page](#), will become effective June 1, 2025. Until then, you can extend your membership or join CORSA at the current rates shown below.

Membership Options

- ☐ CORSA 6 month eMember Option - \$ 20.00
- ☐ CORSA 12 month eMember Option - \$ 37.00
- ☐ CORSA 26 month eMember Option - \$ 74.00
- ☐ CORSA 12 month Paper Option (USA) - \$ 45.00
- ☐ CORSA 26 month Paper Option (USA) - \$ 90.00
- ☐ CORSA 12 month Paper Option (Canada) - \$ 49.00
- ☐ CORSA 26 month Paper Option (Canada) - \$ 98.00
- ☐ CORSA 12 month Paper Option (Outside US & Canada) - \$ 59.00
- ☐ CORSA 26 month Print (Outside US & Canada) - \$ 118.00

2025 CORSA International Convention

San Luis Obispo, California

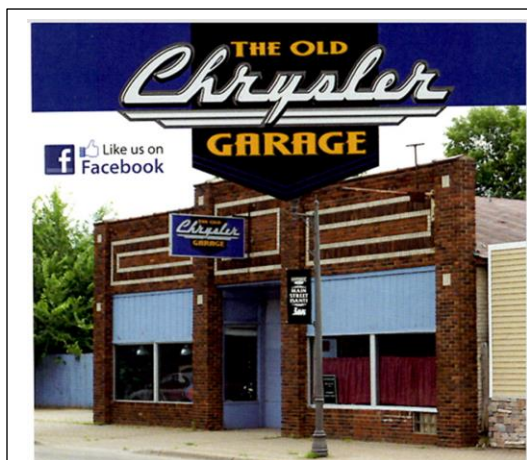
Dates: May 20th, 2025 to May 23rd, 2025.

[Click HERE to download a flyer with descriptions of the events.](#)

[Click HERE to download a copy of the daily event schedule.](#)

Members Only! Participation in the CORSA International Convention is *limited to CORSA Members*.

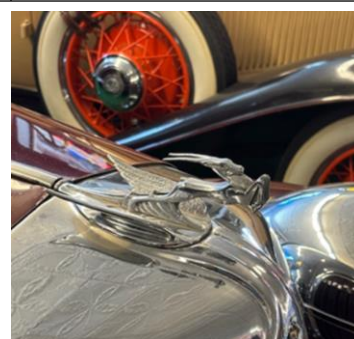
Saturday, March 22nd: After meeting at Wintergreen's Golf and Grill in Isanti, 20-some CMI'ers visited The Old Chrysler Garage, just down the street for a tour of "The only all-Chrysler museum of cars & memorabilia in the United States" owned by Greg Biskey.



ISANTI, MINNESOTA

The only all-Chrysler museum of cars & memorabilia in the United States

- See a stunning collection of classic Chrysler automobiles and memorabilia, and learn the history of founder Walter P. Chrysler
- Free admission...donations welcome!
- Unique venue for events, meetings, seminars & private parties



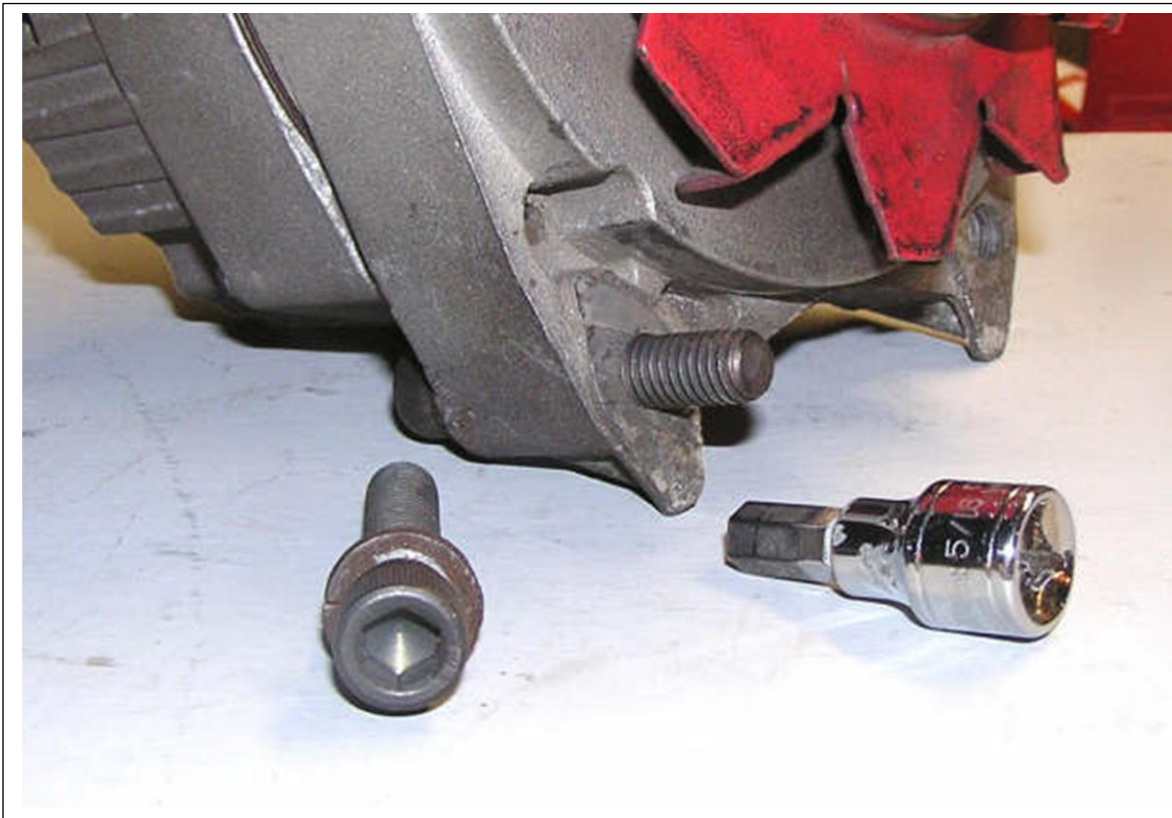
Solution to an OLD problem

Many of us have modified our CORVAIR'S generators to be the Late version. Some of us have Late model cars with the FACTORY CORVAIR GEN mounted on this same Late model Delcotron Adapter.

ALL of these installations have the same problem; the 9/16" socket is too big to get between the housing of the GEN and the turkey roaster. The use of a thin-walled socket makes it a little easier but it's still a hog-rassle to change-out the GEN, when it should be such a simple task. Knowing there has got to be a better way, I did a search for factory-made Flange head bolts. Turns out I could not find exactly what I wanted, so I went to my local hardware store guy and asked him - - no go. Dang!

I looked further and went through an assortment of bolts only to run across what is called a Socket Head Screw. When I saw it I thought it would be perfect. My hardware guy had some 2" long 3/8" - 16 bolts (Socket Head Screws) in stock.....for a buck a piece. The Internal Hex 'socket' in the end was 5/16" so I bought a 5/16" Allen wrench and cut off a short piece and made a tool for this special job.

This photo shows one of the GEN's bolt holes with a socket head screw in it and one screw lying out for the viewer. Also shown is the tool which I assembled for making this job go so much easier.



I searched for an "appropriate" washer and finally settled on a nice thick 3/8" ID lock washer - - so I polished off the sharp edges of the lock washer and mounted the Socket Headed Screws through my Late-Late GEN . The installation was a dream. This new Screw fits snugly on the end of the 5/16" tool and becomes an extension of the wrench so you can just "stick it in there" Spins in with ease as there is no binding or even snug fitting between the wrench and the bottom of the GEN. The Allen wrench that I bought was about 4" long so I have plenty left over if someone else wants to build their own tool when converting to a Socket Head Screw to mount a Late model CORVAIR GEN. **Fran**

Check us out...



For more information on
Corvair Minnesota,
visit our website:
www.corvairminnesota.com

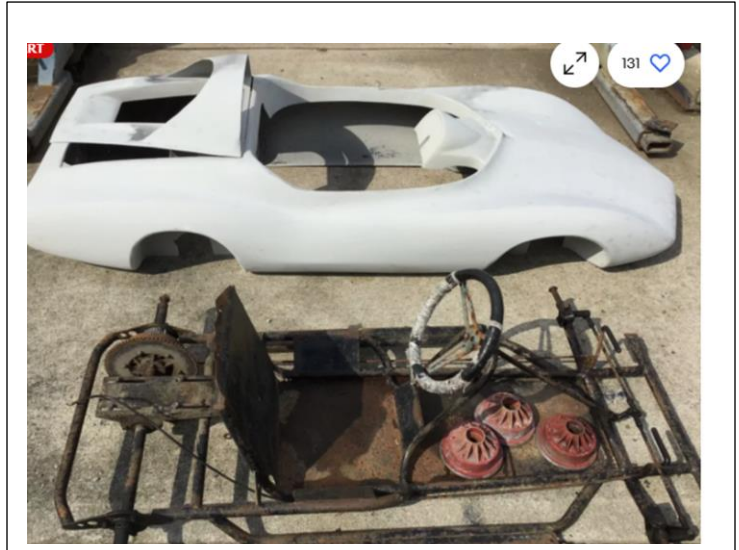
Follow us on
Facebook:
Corvair Minnesota



· 711 members

(as of 03/28/2025)

Spot a 'Vair!



Rupp Monza Jr. Go Kart. For sale on
eBay Marketplace- \$1500 (no engine)

CMI is a non-profit corporation, chartered with the CORVAIR Society of America. Send CORVAIR Minnesota's \$20.00 annual dues, payable by **January 1st**, 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 7th St S

Hopkins, MN 55343-7722

TEMP – RETURN SERVICE REQUESTED



The next CMI meeting will be held on the
11th of March at Ideal Hall in St. Paul