

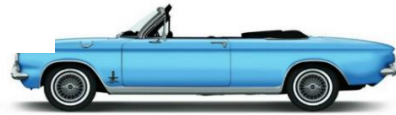


Leeky Seal

Corvair



April 2025



Corvair Minnesota Newsletter

President's message

Last month we took a tour of the Guthrie Theater. We were able to tour both stages and the back of the house.

We finished our day with lunch at Elsie's Restaurant in Northeast Mpls. We had 22 participants on the outing overall and attending lunch. It was a good day.

I would like to thank Dan Fritche and Jim Brandberg for making the arrangements.

Mark your calendar for Saturday, April 5th! It's time for our annual Chili Cook-Off!

- Our host this year is Steve Eckman who has offered up his farm in Maple Plain.
3250 County Road 92 N
Maple Plain, MN 55359
- Please bring a food donation as we will be collecting for the We Can organization.
 - Tip: See the April edition of the Leeky Seal for some unique donation considerations
- Let's get together at 12pm with food at 1pm
- **RSVP** to Kay McDaniel via email or phone:
nrm.otis@yahoo.com [651-303-6410](tel:651-303-6410)

Looking ahead here are some future events coming up:

- **May 10th, Saturday:** Our Spring Car show/breakfast.
 - **RSVP by May 2nd**
- **May 20-23:** Corsa Convention (California)
- **June 1st, Sunday:** GMCCA car show
- **June 20-22, Friday-Sunday:** Back to the 50th Car show

The next monthly meeting is Tuesday, April 8th

- 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

March 11, 2025

President Pederson called the meeting to order @ 7pm.

David Quinn read the creed.

No Corvairs in attendance!

23 Members in attendance!

Gail read the birthdays!

President Pederson sent a few forms around; attendance, sign up for GMCCA, as well as the Guthrie (if you plan on going, and if someone is going with you).

Yearly memberships are due, everyone in attendance is paid up.

Events: April 5th Chili Party @ 1pm at Steve Eckman's farm. Please RSVP with KayAnn by April 1st.

During certain events there will be an option for individuals to donate food to the WeCan food bank. Corsa Convention will be on May 3rd.

CMI Breakfast; May 10th... the price is \$20, \$10 for the kids.

GMCCA: Sunday, June 1st.

Dan Quinn GMCCA: This year there might be changes, the fair might change the pricing up by about \$1000, there is no guarantee yet. The price would be approximately \$100 each group. The more people that we have volunteering, the better. Setup will be Saturday, May 31st. Herkenratt will bring the tent. Back to the 50's coming up and Chuck suggested collecting pop tops for the Ronald McDonald house.

Veit Construction has a museum. Pederson is looking at July 19th visit, Pederson will ask Ali to reach out.

Brandberg: April meeting the tech session will be wheel alignment with Jim. May tech session will be electric cars with Ross.

Heidi Olson: Received a new order in, with new designs. In the inventory in the past you need to suggest embroidery or silk screen. embroidery is \$12 - \$15. Silk screen is probably going to be \$25 in the future. Embroidery was voted to \$15. Embroidery there can be individual orders, compared to silk screen needs to be a large order.

#15 Greg Peters won the lottery.

Brandberg: Napa has the oil filters for sale right now. Gary Nelson: has a couple of tools that he wanted to auction off.

3/8 swivel ratchet wrench... made by GM

Goodwrench. \$18 Herkenratt

1/2 deep impact driver. \$18 Dan Quinn, also paid his dues.

Steve Eckman did a tech session on Steam Engines.

Meeting Ended (in time for treats! – ed)

Amber Leah, CMI Secretary



April Birthdays:

- **Brian Carlson**
- **Steve Eckman**
- **Gregg Peters**
- **Bob Prokolb**
- **Dave Steffens**



As always, let me know if I have missed your name on the Birthday list - Thanks!

Gail Quinn, Director of Treats

Gailquinn263@msn.com



A Feeling Of Alignment

I hope everyone had a good time learning about steam power from Steve Eckman at the March meeting. I know I sure did and I look forward to seeing a steam engine in action at the Chili Party. He did a great job explaining things but I'm sorta thick and needed an additional tutorial on how you fill a boiler with water while it's in action. I think I got it now. For my interest it's right up there with the radial engines I learned about last year at the Aviation Museum. One of these days I'd like to learn more about hit and miss engines, I love to watch them run.

At our April meeting Jim Becker has volunteered to talk about Corvair wheel alignment. I'm familiar with checking things and making adjustments on my own but at the end I usually go to the Alignment Shop. I'm fortunate that my local guy is reasonably priced and lets me "help" which mainly consists of making risk vs. reward decisions. He really hates old cars with parts that are rusted and stuck. He appreciates that I will bring him cars where the parts for the most part are free to turn and adjust. That can be a real struggle at home ahead of time, thank you very much. Penetrating oil and patience are key. Torch heat can help but you need to be careful around rubber. Some of these parts maybe haven't been workable since Nixon was President.

For the short story in the front we have Caster, Camber and Toe. Caster is via the brake reaction rods which can have bad threads and bad rubber bushings. Camber in the Early cars is by shims behind the upper control arm which are hard to get to; in Late cars there's an eccentric bolt for the lower control arm inner pivot which can be rusted stuck. Toe is adjusted by the tie rod ends and the threads can be rusted stuck, also the steering wheel position on its shaft comes into play as it's a function of the steering gearbox center. There's also Ackerman angle but that's engineered in and usually only a factor if you change to quick steering arms.

In the rear we have Camber and Toe. Camber in the Early cars is a function of coil spring height; in Late cars there's an eccentric bolt that's the outer pivot for the lower control arm at the trailing arm. That eccentric bolt can either be rusted stuck or unable to tighten enough to hold the adjustment. Toe with Early cars is a function of how the powertrain is situated fore and aft within the confines of the "motor mounts" and there's shims at the front of the transmission for adjustment. Toe with Late cars is adjusted at the front of the trailing arms where they are slotted and bolted to the chassis, if you break off a 3/8 Grade 8 bolt it will break your heart. Generally speaking FCs are adjusted like Early cars.

Rear camber is a bugger since you have loaded and unloaded weight conditions to contend with when figuring coil spring height. Quoting IA sticks in my craw but "Alignment, whether in a personal or car context, feels like a sense of harmony, balance, and effortless movement. It's a state where things are in sync, whether your thoughts, feelings, and actions are congruent, or your car's wheels are correctly positioned".

Our Corvair wheel alignment is the sort of thing we can take for granted when it's okay but it can give an uneasy feeling when it's not right. Road grooves or undulations can have a spooky feeling, sort of a momentary unintended sashay in the seat of the pants. Proper wheel alignment can make a difference between a car you blissfully guide with two fingers on the wheel or a car where you feel like you always have to be on your toes, just in case. Exhausting. There's no use trying to align worn out parts that have play. Wrestling with this stuff may be a bit much for an old guy (person) but a young guy might not know what he's doing, perhaps there's some videos available for viewing on the cursed cell phone.

Jim Brandberg

Corvair Minnesota, Vice President

This page was originally published in the LEEKY SEEL, February, 1984

The Birth of a Classic: The Corvair Is Dead, Long Live the Corvair

... WSJ
Buffs Sing Praises of Flop,
Say Its Price Will Increase;
Ralph Nader Called Villain

By CHARLES B. CAMP
Staff Reporter of THE WALL STREET JOURNAL

DETROIT—Heard about the fabulous auto that antique and classic car buffs are scrambling to get hold of? Probably you haven't, because there aren't many around. But it's a racy little thing, with lots of zip, classic lines and all that. Occasionally, you see one on the road.

It's called a Corvair.

And that's the way life goes in the wonderful world of automobiles. One day a car is a drug on the market. So it's killed off, and, presto, it's a classic. That, at any rate, is what's happening to the Corvair, the little rear-engine automobile that General Motors pronounced dead earlier this week.

The last Corvair, a two-door hardtop painted "Olympic gold," will ease off the assembly line at Willow Run at about 1:30 o'clock this afternoon and will be unceremoniously whisked away by GM to be saved for posterity. If the company wanted to sell it—as it desperately wanted to sell its 1.7 million predecessors—it could find thousands of buyers.

"GM just made the Corvair the hottest thing on the market by doing this," says Russell J. Parisi, a vice president of a Chevrolet dealership in Mount Vernon, N.Y. "I've got customers right now asking me to find them used ones—and they're hard to find." Another dealer predicts that prices of used Corvairs will start to rise before too long and will keep rising for several years.

Some persons suggest that the car may eventually become as valuable as other classics. Like, say, the Edsel.

"These things are going to be worth their weight in gold some day," says Douglas Bard, an official of a Chevy dealership in Newburgh, N.Y. That wouldn't be a bad profit for someone who brought a new Corvair for around \$2,500, or \$1 a pound. If it were worth its weight in gold, the Corvair would be worth \$1,050,000 (unless, of course, the price of gold goes up).

That Mean Old Ralph Nader

Mr. Bard's dealership has two of the 1,900 new Corvairs that are still unsold, and he has just asked GM to get him a third. He figures they'll be hot sellers. Dick Bailey of Royal Oak, Mich., agrees. He owns two Corvairs and "wouldn't part with them for anything," which could prove embarrassing.

Mr. Bailey is the chauffeur of Edward Cole. Mr. Cole is the president of General Motors.



Although the car hasn't sold well—only 2,000 have been sold this calendar year—it apparently has worked its way into the hearts of Americans. "Chevy doesn't realize the tremendous loyalty" of people who have owned Corvairs, says Mr. Bard of Newburgh. "It may be sorry it did this." Phil Kitchens, a 24-year-old Huntsville, Ala., man who now is on his second Corvair, says, "I bitterly resent what they've done." And in a pointed remark, he adds that the killing of the Corvair "leaves me no choice" but to buy a foreign car the next time he's in the market.

Corvair fans are so proud of their autos that they even have a Classic Corvair Club, said to be 100,000 strong nationwide. Sentiments of owners are summed up by Terry R. Kitson, a 19-year-old Newark, Del., college student. Says he: "I love my Corvair."

If the Corvair evoked such love, why, then, didn't it sell? Probably because it became the symbol of the unsafe American car. It was singled out for attack by Ralph Nader, the auto critic, in 1965, and it never recovered. Nearly 320,000 Corvairs were sold in 1961, but by 1967 the total had fallen to 24,000, and it skidded to 13,000 in 1968.

Corvair fans still are mad at Mr. Nader for his attack, which they considered unjustified. "Nader did it in," says Mr. Bard. Some Corvair buffs have stenciled "Ralph Nader Racing Team" on their jackets, and a Corvair club in California has a "Ralph Nader Challenge Cup." "They've driven the needle in pretty far," Mr. Nader says. What does he think of the killing of the Corvair? "At last the Edsel has a colleague."

Mr. Randall Buys a New One

Talk like that isn't funny to Muri (Pinkie) Randall, 41-year-old supermarket owner in Houghton Lake, Mich. Mr. Randall likes cars, and to show his devotion to the Corvair he went out a few months back and bought a new one. He had been charting the weekly production figures, and he calculated GM would kill the Corvair about May 15. That's tomorrow. So he bought one, hustled over to Willow Run to see it built and will soon take delivery.

"I'm not going to drive it," he confides. "I am just going to admire it."

That doesn't set so well with Mrs. Pinkie Randall. "Not that I object to a Corvair," she says. "But I don't like the idea of shelling out money for a brand-new car that we won't drive." Even so, the Randalls won't be without transportation. Mr. Randall is kind of a car nut, and he always has a couple around his place. At the moment, says his wife, he has 60 or 70.

Thanks to Burt Gavin for submitting the this article from the Wall Street Journal dated May 14, 1969! Thanks again Burt!

U.S.-Make Auto Sales Up 1.8% During May 1-10

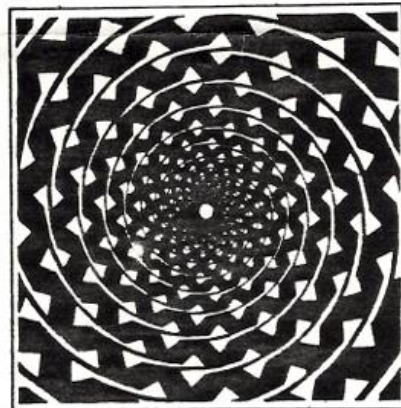
By a WALL STREET JOURNAL Staff Reporter

DETROIT—Sales of U.S.-make autos in the May 1-10 selling period totaled 257,490, in line with expectations, and 1.8% ahead of 252,848 in the year-earlier period.

Here's how each auto maker did in the early May period:

	May 1-10-'69	May 1-10-'68	Chng
GENERAL MOTORS CORP.:			
Chevrolet Div.	62,295	65,038	- 4.2
Pontiac Div.	36,283	41,011	-11.5
Oldsmobile Div.	17,862	17,114	+ 4.3
Buick Div.	25,054	20,524	-22.1
Cadillac Div.	6,385	6,465	- 1.2
Total Cars	147,869	150,152	- 1.5
FORD MOTOR CO.:			
Ford Div.	52,271	47,373	+10.3
Lincoln-Mercury Div.	11,420	11,506	+ 0.8
Total Cars	63,891	58,879	+ 8.5
CHRYSLER CORP.:			
Chry-Plym Div.	23,954	22,961	+ 4.3
Dodge Div.	15,126	13,453	+12.4
Total Cars	39,080	36,414	+ 7.3
AMERICAN MOTORS CORP.:			
Total Cars	6,650	7,403	-10.2
INDUSTRY:			
U.S.-make total	257,490	252,848	+ 1.8
x-There were 9 selling days in the period this year and 9 last year.			
Market shares:	This year's period	Last year's period	
GM	57.4%	59.4%	
Ford	24.8%	23.3%	
Chrysler	15.2%	14.4%	
AMC	2.6%	2.9%	

Circle or Spiral?



REMOVE TUBE PATCHES which leak edges by holding portion of tube covered by patch against hot exhaust manifold. When patch becomes heated, it can easily be peeled off, and new and larger patch applied.



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.

BIG Shocks For FCs And The Early's Rear

I have decided after many years of experience that no shocks listed/sold for the Early's rear or the FCs are adequate. There is a big enough shock listed for a Dodge D100 Truck - - a Monroe Gas Magnum that does DO THE JOB! I put them on all my FCs and Early's rears. Monroe's part #34831

Recently I noticed the rubber - holding the cross-pin at the bottom of all four shocks on my Rampside - was wiggling out of the assembly and the rubber around the pin was cracking. See photo at right. I bought two new Gas Magnums but they were not as robust as the old ones I had on my Rampside (different part number but same application)....but my old shocks were just fine!!

Except for the little problem with the rubber. (See same cracked-up photo)

I asked around for repairs and was told about pieces of rubber hose that could be shoved in there. I agreed that they probably went in that way in the first place, but I didn't have the hose or the tools. I looked some more. I was thinking if I could find an elastomer like that in the CORVAIR's "front end" pivots - that would be great. No luck. I did find something worth pursuing, it seems to me.



Eastwood sells an elastomer - almost like epoxy - only this is for repairing the plastic car bumpers on modern cars. See Eastwood photo. I bought some - mixed it up - tested the final product.....IT'S CLOSE! It is strong; I think it will take the abuse down there by the spring. It is slightly flexible - about like Pine rather than Oak! It sticks very well but can be made to slip on a polished/smooth shaft like the cross-pin of the Gas Magnum. Eastwood sells an elastomer - almost like epoxy - only this is for repairing the plastic car bumpers on modern cars. See Eastwood photo. I bought some - mixed it up - tested the final product.....IT'S CLOSE! It is strong; I think it will take the abuse down there by the spring. It is slightly flexible - about like Pine rather than Oak! It sticks very well but can be made to slip on a polished/smooth shaft like the cross-pin of the Gas Magnum.

So, I cleaned up a pair of my dysfunctional Monroes, and made a fixture to hold Shock and Cross-Pin in the right position - during the cure. The job was a bit messy (See messy photo) so I used a power wire brush to eat away some of the excess elastomer. See photo - cleaned up.



Messy!

I plan to mount these repaired shocks and do a test run - with bumping and bouncing. I figure the cross-pin might break loose from the elastomer and rotate (slightly) during operation. I anticipate good results in the short run but don't know about longevity, especially if the pin tries to move axially. Of course, the factory's method didn't last forever, either. Check back with me in a few years!

Fran Schmit



Repaired

Officers			Cell Phone	Email	Cars
President	Pedersen	Dave	612-385-2241	dave14957@gmail.com	65 Coupe (Green), Corvino (Gray)
Vice President	Brandberg	Jim	763-444-9334	jimbrandberg@aol.com	Several Early,Late & FC
Treasurer	Schuler	Paul	612-327-9085	schuler3wef1@embarqmail.com	64 Monza Coupe (WH/Orange)
Secretary	Leah	Amber	612-251-9498	amber.81.leah@gmail.com	61 Monza (Red)
Activities Director	Long	Ali	763-742-6194	corvairali@gmail.com	63 Corvair Monza (Turq)
Directors					
	Becker	Jim	214-616-0256	mr.jebecker@gmail.com	67 Coupe (White), '64 Coupe (Brn)
	Quinn	Tom	612-670-9224	tquinn1979@msn.com	63 Convertable (Red)
Coordinators					
Technical Editor	Schmit	Fran	952-288-3041	schmfran@hotmail.com	Several Early,Late & FC (thru the years)
Membership	Jenkins	Mike	763-355-0168	rockinracer@hotmail.com	66 Coupe (Yellow)
Apparel	Olson	Heidi	763-318-5670	lholson@msn.com	61 Rampside(Black)
SEEL Editor	Herkenratt	John	612-719-4580	jherken1@netzero.net	61 Rampside(WH) '66 Conv (Beige)
Treats	Quinn	Gail	612-670-9224	tquinn1979@msn.com	63 Convertable (Red)

Some Up-Coming events

April 5th - Chili Cook-off – Steve Eckman’s farm, Maple Plain

May 10th – Spring Car Show/ Breakfast – 8: a.m. – Noon CMI event: see Flyer.

May 18th – Historic Hastings Car Show (every 3rd Sunday through September) 11 a.m. – 4 p.m.

May 20-23 – CORSA convention, San Luis Obispo, CA

June 1st – GMCCA, State Fair Grounds 8 a.m. – 2 p.m. CMI event: see Flyer

June 11th – Classic Car Nights, Victoria (Wednesdays, 6/11, 6/25, 7/9, 7/23, 8/13, 8/27) 5 p.m. – 8 p.m.

June 20-22 – Back to the 50’s, State Fair Grounds

June 29 – New Ulm AutoFest, Brown County Fairgrounds

July 25,26,27 – Little Log House Pioneer Power Show, Hastings 8:00 a.m. – 5:00 p.m.

August 15,16,17 – NowThen Threshing Show, NowThen 7:00 a.m. each day

September 14 – 10,000 Lakes Concours d’ Elegance, Canterbury Downs 10:00 a.m. – 4:00 p.m.

October 11 – Frankensteiners Ball 19, Isanti County Fairgrounds 9:00 a.m. – 3:00 p.m.

Classified Ads

For Sale

1965 Corvair Monza 110 Convertible

Solid body and mechanicals, perfect for restore
58,000 miles
Less than 500 miles on a rebuilt engine
Less than 500 miles on a rebuilt transmission
The car is currently not running has been in storage for 12 years.
Asking \$4,200

Contact - Mike Mesarchik, (612) 865-0553,
mmesarchik@hotmail.com
13545 Elkwood Drive
Apple Vallev. MN 55124



\$19,000



1966 Corvair Monza 2 door hardtop 4-speed - dual exhaust - 110HP.
Bucket seats, air conditioning (not working) , wire wheel hub caps,
five tires - 205 x 75 x 14 with less then 500 miles on them.
Many new and updated parts from Clarks Corvair parts. Excellent condition.
47,285 miles b6c65b90b1823d48925e00ff652f469b@sale.craigslist.org or (952) 220-2993

Wanted: Garage storage for 3-6 collector cars preferably in east Washington County (Lake Elmo area?)

I live in St. Paul and I now have cars stored at Rock Creek and this is too far for me to enjoy them. Willing to lease or even build on your land – everything negotiable.

Norb Johnson 612-218-1940

Check us out...

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

Follow us on
Facebook:
Corvair Minnesota



718 members

(as of 03/28/2025)

Spot a 'Vair!



These are a few of
my favorite things!

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 April at Ideal Hall in St. Paul