



Leaky Seal

Corvair

July 2025



Corvair Minnesota Newsletter

President's message

The summer is off to a good start.

We attended 2 events last month.

- GMCCA was the first event, 21 members brought their Corvairs out and 3 other Corvairs joined us.
- Back to the 50's was a 3 day event at the State fairgrounds. It was a scorcher! Thanks to everyone who showed up. Day 1 we had a strong showing - a loadside with air suspension, 6 Rampsides, 2 coupes and the El Corvino parked together on the west end of the Fairgrounds. Tom Quinn and Jim Brandberg parked on the East side. There were plenty of other Corvairs throughout the fair and our Corvair corner had many visitors.
 - CMI donated 42.5 lbs of aluminum can tabs to the Ronald McDonald house, a big thanks goes out to Chuck Johnson for donating the majority of the tops.

Looking ahead here are some future events coming up:

- **June 29th, Sunday:** New Ulm Autofest
- **August 16th, Saturday:** Nowthen Threshing Show

The next monthly meeting is Tuesday, July 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

June 10, 2025

President Pederson

called the meeting to order at 7pm.

David Quinn read the creed.

Gail read the birthdays.

Corvairs in attendance: 3 Early Models, 2 Late Models, 1 Greenbrier

23 members/2 new members in attendance:

Welcome to CMI:

Chris Good, 64 Convertible

Ron Hohm, 65 Convertible

Pederson: Gary is moving to Illinois, so he had a garage sale a couple of weeks ago. Pederson arrived at 9:30 and it was almost like a Corvair meeting with how many Corvair Members were there.

Pederson: GMCCA Over 21 members cars at GMCCA, and 4 non-members.

Back to the 50's is coming up June 20th - 22nd!

Chuck Johnson discussed the New Ulm ride that will be on June 29th. There is a good scenic route. The route takes a little over an hour. They will have a small swap meet.

Tom Quinn will be collecting Ronald McDonald pop tops and delivering them at Back to the 50's.

The old Corvair banner is up for auction... won for \$50 by **Tom Quinn**

Brandberg: July tech session will be about suspension bushings.

Ali: all is good.

Paul: We've got money.

Tom Quinn: nothing to report!

Jim Becker: Brought a book, Assassination of the Corvair.

Heidi: for the new members, she has a stock of inventory if they are interested.

#4 **John Herkenratt** won the lottery, but donated it back to the club.

Pederson: Does anyone have a project that they wanted to talk about.

Someone mentioned where can you take your Corvair to get an alignment... Samaritan Tire Company 3224 Southdale Cir, Edina MN 55435 has done numerous alignments for Gary and is definitely a place that knows Corvairs.

Kay and Ross McDaniel brought treats.

Brandberg: Tech session regarding rust. When he was jacking up his 1960 Corvair, there was a lot of crunchy noise and rust flakes falling down.

At one time, he had a 61 4 door, it was passing fair. He had sold it. 10 years later he had bought it back and from there the condition of the car went downhill. Rust is something that we should take into consideration before we even buy a car. One of the most important places to check for rust is the grill on the windshield where the water comes down into the rocker panel. Leaves and dirt goes down through the cowl and then down into the rocker panel and the front fenders. There is a oval hole under the front fender where the leaves and dirt gather, which traps water/moisture.

Early FC's tend to rust under the battery. He doesn't know if there is a steel replacement, but there are fiberglass. The late models tend to get it along the bottom of the windshield where the chrome trim goes. The van, under the front seat, there's a raised portion that rusts out as well as the floor pans... Clark has floor pans.

Everyone then proceeded to adjourn to outside where Brandberg continued doing the tech session.

Meeting adjourned 8ish.

Amber Leah,

CMI Secretary



Boy Am I Bushed

A few months ago Jim Becker was kind enough to put on a Tech Session considering Corvair wheel alignment. It used to be that the average Joe working in an alignment shop wasn't familiar with four wheel independent suspension but nowadays the concept is much more familiar. The big trouble these days is that most alignment shops just don't want to work on old cars in general. If something breaks it can be a hassle getting parts while the car sits outside. I'm fortunate to have a relationship with an Alignment Shop and an alignment guy where they let me "help". I don't actually touch anything but they let me be under the car to point things out and make risk vs. reward decisions. They trust that I will bring them a car that has been pre-screened for adjustability or has new parts. Sometimes it helps to just to get a reading and take an educated guess later at home if or when you get the adjusters loosened up. With other people's Corvairs I don't always have carte blanche for spending money and replacing suspension components can run into a great deal of time so there can be a compromise factor.

A lot of what we have to deal with uses rubber bushings where one part revolves compared to or within another part. Often the outer metal shell of the bushing is a press fit in one part, the inner sleeve of the bushing tightens to another part and the rubber in-between flexes between the two. As such you want to wait until the parts are installed and in normal position with the weight on the wheels before you do a final tightening. A lot of times there are replacement bushings available in other materials like nylon but you have to be sure that the fit is good for no play and that there is provision for the parts to turn freely one against the other. They are stiffer and harsher without the dampening characteristic of the rubber, that's what some people want and others not so much. In some places if you remove the compliance of the rubber the metal pieces receive undue stress and can crack or break with fatigue over time.

Another thing we need to be able to adjust is the tie rod ends on the steering arms. On each side of the car the two tie rod ends screw into a coupler. One end is right hand thread and the other end is left hand thread so when you turn the coupler one way it makes the assembly longer and the other way makes it shorter. It's like a turnbuckle for taking the sag out of the old wooden screen door on the back porch. With the tie rods they often need some oil and time and heat to get them turning again. Sometimes but not always they can also get some play in the ball joint part of them and they should be replaced. We also have ball joints in the outer ends of our front upper and lower control arms. While they are not adjustable, if they get excessive play it makes other adjustments impossible. There are also brake reaction rods that go at an angle to brace the front lower control arms. They have large threads for adjustment which are often worn right where you need them the most. These have bushings that are more about dampening impact than an ability to turn, the same theory as the bushings on the top of a shock absorber.

With all this potential for stuck things penetrating oil is your friend. Torch heat can be too but not near rubber components unless you've already decided to replace them. Many parts need to be removed to the bench and hydraulic press for replacement. With much force one needs to be mindful of backing everything up in the press and operating in a manner that will not bend or break suspension arms and such. I plan to have some disassembled components to show and tell about dealing with them. Getting this stuff apart can take a lot of time and it often feels a lot like all star wrestling, perhaps one could apply the full or half Nelson?

Jim Brandberg

Corvair Minnesota, Vice President

GMCCA 2025 June 1st



GMCCA continued on page 7

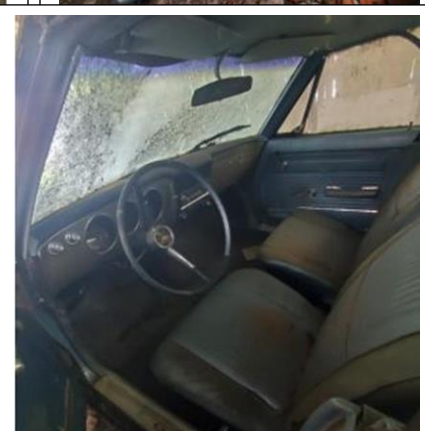
CMI at Back to the 50's



1967 4-Door, 110, power glide, completely redone, new paint and bodywork, new tires and rims. Request for more pictures, too many things to list (**no A/C**). Call Bill Gautsche @ (715)828-9001 with questions \$13,500



For Sale. Blue 4 door, 110, Automatic, have title and hub caps. Been in barn for years. Best offer. Located in McIntosh, MN. Contact: Shelley Hansen, shellhans3@gmail.com or (612) 532-6741



GMCCA continued from page 4



Corvair Minnesota Birthdays

July Birthdays:



- *Mike Bednarchuk*
- *Brian Lawrence*
- *Lorne Olson*
- *C. J. Pappas*
- *Steve Peterson*
- *Richard Prokolb*
- *Bob Rowe*



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

Gail Quinn, Director of Treats
Gailquinn263@msn.com

Some Up-Coming events

Tuesdays thru September – Henderson 5:00 p.m. – 8:00 p.m.

July 12 – Whiz Bang Days Car Show, Robin Center, Robbinsdale, 10 a.m. – 3:00 p.m.

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

August 21st (Thursday) – Jeff Belzer’s Lakeville Anniversary, 5:00 p.m. – 8:00 p.m.

August 29 – 36th Annual Summer Spectacular, Buck Hill, 9:00 a.m. – 2:00 p.m.

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

Hello! My name is Teresa Keifer (<tkeifer72@gmail.com>) and I'm reaching out to you regarding my 1965 Chevrolet Corvair Convertible (Monza). My Corvair is looking for a good home - whether to restore, revive, or use for parts. This 1965 Corvair Convertible Monza has been in my family since 1970. It's a project car with potential for the right Corvair enthusiast.

Details: **Model:** 1965 Corvair Convertible Monza
Mileage: 81,000 miles
Engine & Gas Tank: Repaired in 2017
Interior: All original (dash, seats, interior panels)
Exterior: Original paint & trim (shows significant rust & wear)
Convertible Top: Original but broken and in poor condition
Convertible Motor: Original, but not functioning
Collector License Plate
Original Owner's Manual included

Condition Overview:

This Corvair is a true survivor but needs a full restoration. The body has visible rust (especially around the wheel wells and rocker panels), interior wear, and the convertible top requires replacement. Mechanically, the engine and gas tank were serviced in 2017 but should be re-evaluated before driving.

Ideal for:

A passionate Corvair collector seeking a restoration project looking for authentic parts for another build or a vintage car enthusiast who appreciates its history

If you think someone in your group may be interested, please let me know! I have a few photos and can take more if needed. Located in Tyler, MN.

If there are any questions you may have, or more info I can provide, please let me know. Thank you!



\$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

Check us out...

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


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Corvair Minnesota



761 members

(as of 06/28/2025)

Spot a 'Vair!

Did a little mechanic work
today. 
Put a rear end in a recliner...



"Spell check is the enema of many writing;
if we don't correct spelling mistakes, the
errorists win!"

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
8th of July at Ideal Hall in St. Paul