

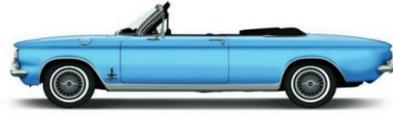


Leaky Seal

Corvair



**March
2026**



Corvair Minnesota Newsletter

President's message

Car season will be here before we know it!

Hopefully April will be warm enough for us to start getting our cars out of their winter hibernation and ready for the car show season.

Heidi Olsen will be sending out more information as details become available but here are some future events to mark on your calendars:

- Firemen's Museum, NE Mpls Saturday, March 28th 9am -4pm \$8
- Chili cook off-April 25th Lions Park, Clearwater, MN
- CMI Spring Breakfast-Saturday, May 9th
- GMCCA-Sunday, May 31st
- BACK TO THE 50's - June 19th -21st
- Corsa Convention, Monday, June 22nd- Friday, June 26th, Gettysburg, PA Registration & hotel reservations opening early 2026

Our next monthly meeting is Tuesday, March 10th

- 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 club news

CMI Meeting February 10, 2026

President Pederson called the meeting to order at 7pm.

David Quinn read the Creed.

Gail Quinn read the birthdays.

Members in attendance: 25 people
No Corvairs in attendance (too cold)!

CMI is still looking for a clothing director.

We are also looking for volunteers to do tech session. Please let **Vice President Pappas** know!

Today **Brandberg** is talking about different tools that are used on Corvairs.

March: **Brandberg** will be talking about rear axle wheel bearings.

April: I will be talking about detailing cars.

May: **Chuck Johnson** will be talking about buffing cars.

Reports:

Vice President Pappas: talked about future tech session's.

Secretary Amber: CMI Facebook is doing great; people are engaging. At the current membership there are 816 CMI Facebook members.

Heidi Olson Activities Director: she sent out emails regarding March a possibility for a fireman's museum. Veit in Buffalo, she had contacted them multiple times. July 11th was the date that CMI was looking for, but she is still waiting for confirmation. Still waiting for someone to host for the chili cook off. There's a possible place in Clearwater!

Tom Quinn Director: During the board meeting, it was discussed regarding the paperwork in the bylaws regarding the budget.

#17 **Chris Hefty** won the \$5 lottery.

John Herkenratt brought 2 Late Model hot wheels in for auction ... **Tim Reilly** \$6, **Chris Rea** \$6

I brought in a model 1969 Corvair... **Brian Carlson** \$25.

Brandberg Tech Session: Everyone should have a timing light. A multimeter is also a useful tool. It has different settings for amps and volts. Fuel pressure gauge because some fuel pumps give off too much pressure. 4.5 pounds is the max pressure on a Corvair.

A compression tester: if the compression test is bad, then you will need a leak tester. Just a reminder to have to the piston at the top dead center. The leak tester has 2 pressure gauges, 1 pressure going in, which is approximately 90 lbs. A torque wrench is a necessity; that way you know that you are torquing your bolts to spec. Brandberg also showed us a tool for push rod tubes. A 13/16 socket for rocker studs. He removed the bevel so it's easier to use. A mirror can come in use, for example, the left carburetor is a bit more difficult to see behind, so having a mirror makes things easier. A extendable magnet, which you will be grateful for when the bolt/socket falls where you can't reach.

Meeting ended???

Amber Leah (Amber Leah, CMI Secretary)

Corvair Minnesota Birthdays



<u>March Birthdays</u>
• Norbert Johnson
• Bob Kaczke
• Jim Olson
• Bruce Silseth
• Larry Sklaney



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 Problem Like Maria

The other day I was putting away socks and wondered whether I should order some more. You may not know it to look at me but I require 100% cotton Italian socks. This got me thinking about having too much stuff and I considered when folks say something is a good problem to have. A song came to mind "what do you do with a problem like Maria". I was thinking maybe it was from West Side Story but it's a Rodgers and Hammerstein song from The Sound Of Music and it's the nuns singing "how do you solve a problem like Maria". There is a Maria song in West Side Story but he's not thinking she could be a problem at all. Trust me when I say if I'm singing out loud about Maria it sounds more like Walter Matthau in the movie Grumpier Old Men.

I've been trying to diminish my Corvair stuff for a few years now. I take two steps forward and one step back but I am making progress. The trick is to use it or lose it just about when I run out of useful lifetime if I can just figure out when that will be. I can see my kin selling this place to a fixer-upper company and just walking away which helps quite a bit with my feeling of urgency. One way to solve a problem like Maria is to not see her as a problem or at all or at least as a good problem to have.

Perhaps I can be content with moving in the right direction. At the very least in the end my Corvair hopes and dreams may have some value by the pound. Well maybe not the gaskets, or the tires, or the glass. I'd like to identify someone to take and use it by then. I've been advancing Gary's Fiat 850 with a Corvair drivetrain project somewhat. As part of that I'm having LM stub axles modified to accept Fiat wheels. Besides that pair I need two more pairs for other projects, one for Elias and another for my soon to be Silver car so I might as well do all of them at once.

I'm here to tell you that LM rear suspension assemblies that have been outside on a pallet for 10 years are hard to get apart but penetrating oil, heat, shock and patience can prevail. I ended up with 7 hubs disassembled without even knowing that my 65 PG had consumed a bearing on the way home from the January Corvair meeting. That 7th one I put back together with just new grease in good looking bearings, check the freeplay and new seals. It's sort of a long story that maybe 3 of you would be interested in but I'm also modifying EM axles for the Fiat. I know I'm not the Tech Session guy anymore but with all these axles laid bare I thought it might be a good time for us to consider them. Even if you're not thinking of a do-it-yourself project it might help to have some understanding of why rear wheel bearings are such an expensive job, why they are so important and why so many Corvairs are running around with this piece undone. Early and Late are quite different with the exception of being expensive to address.

FCs are like EM for practical purposes but a different size. It takes some doing just to get the axles removed to the bench. We can talk about some of those struggles especially how not to do it as you don't want to ruin things. Once at the bench you need a hydraulic press or other means to get them apart and back together. You also need a dial indicator or other means to choose the proper shim for correct freeplay. EM bearings are a unique design. LM bearings are commonly available tapered roller bearings. They both can be a hard press to get apart. Doing EMs was ruining my 20 ton press until I welded on some gussets for reinforcement. As a tool for LMs I made an axle as a slip fit for checking freeplay which transfers to the real axle surprisingly well. I've got a big bearing splitter tool and a host of pipes and such made over the years but these are common things most folks with a press accumulate. I'm happy to hear of other methods for an easier softer way.

Jim Brandberg

Early Glove box Door Fix.

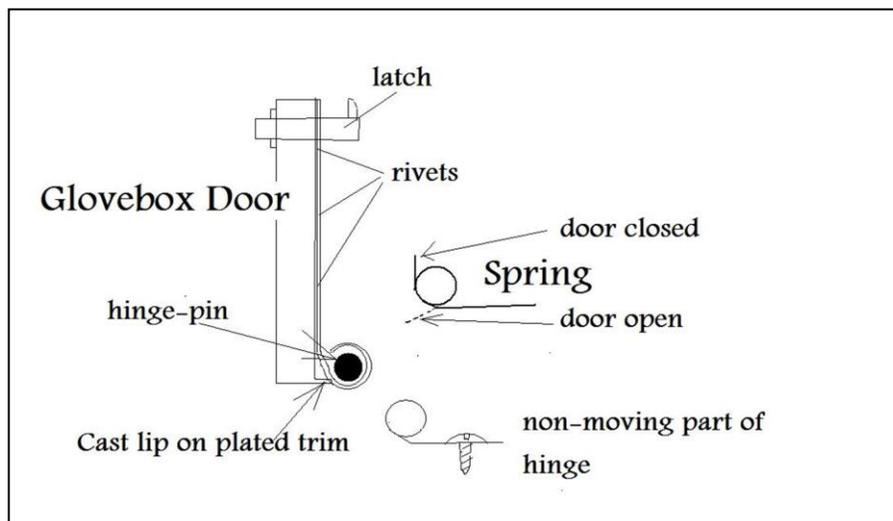
The Early Glove box Door developed a couple problems as the years went by. One of those problems was: it was easy enough to close the door but almost impossible to open it, as the pressure from your finger (to release the latch) was more than sufficient to hold the door in the



closed position. It took more pressure to push the release button than it did to close the door...so, as soon as you released the latch (and tried to let the door open) the latch would function and the door would still be closed!....and there was no way to grab hold of the door to pull it open.

Another related problem was the bend in the chrome trim that went around the door. It was not obvious that the two problems were related.

I have sketched a breakdown of the Glovebox Door assembly so we can talk about these problems.



At the bottom of the door there is a spring. The spring opens the door by pushing down on a tab that is cast into the chrome-plated trim of the door. With age and experience that tab is bent away from its original position. The rivets that secure the trim piece to the steel back of the door – break off -- allowing the trim piece to bend even more. The result of the bent trim is that it relaxes the pressure from the spring - that is supposed to open the door. So, if your latch works but the door won't follow your finger back – look at the trim straight below the latch – if it has an unsightly swoop to it you know how to fix the problem, as soon as you follow this suggestion.

First remove the door from the vehicle. The hardest part is pulling out the hinge pin – it is simply a foot long wire shoved in from the end – some resist mightily when you try to pull them out, others seem to fall out. You have to get it out so you can modify the way the spring pushes on the door, so keep at it till you have your first success.

Glovebox door continued on page 7

For Sale in the Area:



1967 Chevrolet Corvair Monza \$4,000

2.7L RWD very good condition Driven 63,871 miles manual transmission, engine good drive, 4 new tires, Exterior color: Black · Interior color: Blue No problems, it may need a new paint, it is in original condition. Clean title. On Facebook Marketplace: Ahmed Adb, Minneapolis



Michael Tracy in River Falls, WI (FB Marketplace):

1963 Chevrolet Corvair Monza 900 \$1,800

145 ci. 102 hp heads. 4 speed. About 30,000 mile on rebuild(1988) not currently running, engine is NOT seized. Has 62 front grill trim, Spider instrument cluster and glove box door (engine is NOT turbo) original glass. Extra parts include 2 alternators, 2 distributors, shift tube, 2 sets wheel trim rings. 63 grill trim, extra rear air vent(under bumper) misc trim pcs. Tail light lenses. And maybe more that I haven't found yet. 3 extra 13 x 4 rims. Rear plastic window is bad. Will need a trailer. Unfortunately I need to sell ASAP. Clean title.



Currently For Sale on Bring a Trailer and eBay

1963 Chevrolet Corvair 95 Rampside Pickup 4-Speed Project

This 1963 Chevrolet Corvair 95 is a Rampside pickup is a non-running project that is equipped with a 145ci flat-six and a four-speed manual transaxle. It is finished in burgundy and white over gray upholstery, and additional features include quad headlights, a rear tailgate, and lap belts. Acquired by the selling dealer in 2021, this Corvair 95 pickup is offered at no reserve in Florida with a clean Tennessee title.



[No Reserve: 1963 Chevrolet Corvair 95 Rampside Pickup 4-Speed Project for sale on BaT Auctions - ending March 7 \(Lot #232,507\) | Bring a Trailer](#)

Current Bid: **USD \$2,100** | Ends in **6 days** |  **7 Comments**

Yellow 1961 Chevrolet Lakewood 2.4 Liter Flat Six 3 Speed Manual
13,713 miles \$24000.

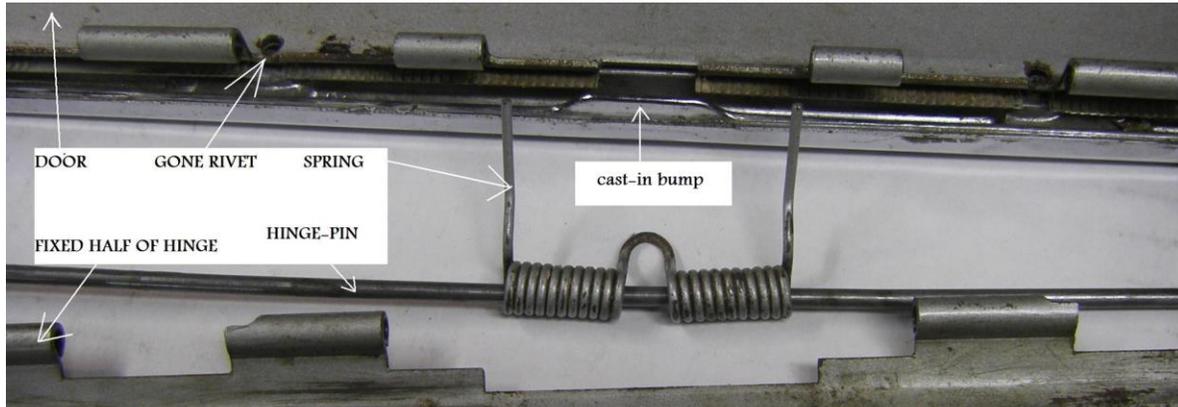
[1961 Chevrolet Lakewood | eBay](#)



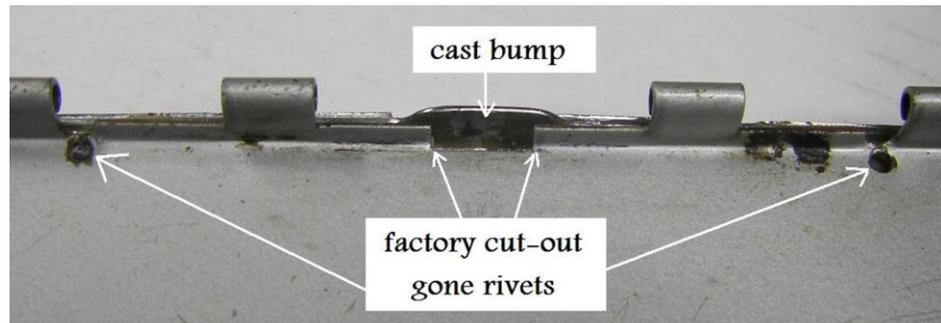
Gateway Classic Cars of Scottsdale



Glovebox door continued from page 4



Here's a photo (above) of the disassembled door spring mechanism. See how the long hinge pin also secures the spring to push on the cast-in bump. Here's an additional view (below) of that same area showing the factory cut-out where the spring passes by the steel door so it can access the cast-in bump. This is the area that needs to be **FIXed**.



Secure a two inch long piece of wire, similar to the hinge-pin or a piece of a clothes hanger.

Place the new 2"er across the factory cut-out and secure it in place with some glue or epoxy - use something that you can finesse at a later date to smooth over (hide) your modification and even paint, for pretty. Once the new short guy is installed, slide the old hinge pin half way across the hinge and position the spring so it will push down on both the new pin on the door and the stationary part of the hinge....finish sliding in the hinge-pin for a final success. See final photo. The broken rivets can be replaced by carefully drilling /screwing with very small screws (#s 2 and 4 come to mind) or using discreet dabs of epoxy. The function of the rivets is now only to hold the shiny trim on to the door as the spring's function has been eliminated.



After re-installing the Glovebox Door you will find a satisfactory increase in the spring force pushing the door open....against your latch-releasing finger. And your trim will look good, too!

Fran

Tire Date Codes – Are your tires too old?

Did you know that your tires have a “born on” date, similar to your food products, or as made famous by recent beer commercials?

Every DOT approved tire – which should be the only tires you ever would consider for your car – has some letters and numbers molded into the sidewall that actually have some meaning, other than the pretty letters that tell everyone else what brand you purchased.

Just where do you find this date code? Look for the letters “DOT” on the sidewall – usually by the bead. The letters should be followed by a 10 or 12 letters / numbers. The numbers you are interested in are the last 3 or 4 (keep reading). The other letters and numbers determine the factory, and internal tire codes for the manufacturer. The date code is usually only on 1 sidewall of each tire – even though both have the DOT lettering.

In 2000, NHTSA (National Highway Traffic Safety Administration) changed the date code rules, and expanded the requirement to include 4 digits – 2 for the week, and 2 for the year.

Post 2000 date code example:

5002 would be the 50th week of 2002

3610 would be the 36th week of 2010

(which hasn't occurred yet)

Date codes on tires manufactured prior to the year 2000 used a 3 digit number, where the first 2 digits are the week number of the year, and the last digit is the last digit of the year.

For Example:

038 would be the 3rd week of 1998

(or is that 88, or 78, or 68??)



Well, as you can see from my comment above, it becomes increasingly more difficult to identify tires from the 90's, or earlier. So, how can you tell? Its not that easy – some companies used a small triangle as a decade marker after the date code. In the 90's the triangle was present, absent in the 80's, present in the 70's, etc, but not all manufacturers followed that process, and are unable to be determined.

The best rule of thumb on how long tires should last, in the Midwest, is 10 years of tire age, and less in warmer climates. Basically, that means if you have a 3 digit date code, your last digit should be 9, or you should have a 4 digit code. While there are many factors that degrade the condition of a tire (ozone exposure, storage conditions, usage, rubber compound composition, etc), most manufactures and experts agree that tires older than 10 years are probably not going to provide the same performance, or be able to withstand day to day usage, without failure.

In these days of decreasing ability to get 13" or 14" tires, please check the date codes on tires before you purchase them – especially if they are used.

I won't say that I am not an offender – on my Greenbrier, the tires are dated 1996, and I also have a set of 13" tires from 1988, or so. Looks like I should keep my eyes open for a new set!

Eric Prosis
Iowa Corvair Enthusiasts

Classified Ads

All are as seen in the pics-dual exhaust pipes-\$25 each 110 exhaust pipes, \$25-hangers-\$12, donuts, \$2 each-exhaust man studs \$2- exhaust manifolds \$25 -chrome door lock knobs-\$2 each, NOS hastings piston rings(for 145 cube) \$75- nos battery tray for late, \$15- nos front strut rod bushing kit(62-69)- \$12 nos rear strut rod assembly for late, \$30 for both sides-140 carb air tube & air cleaner cover \$35-complete set of 140 donuts \$20-140 carb linkage rods \$5 each. Craigslist contact:

[corvair parts - auto parts - by owner - vehicle automotive sale - craigslist](#)



1962 Monza convertible, asking \$2999

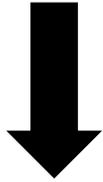
Seagren's Power Sports in Two Harbors, 218-834-2222

Took it on trade for a 4 wheeler. Said it was long time owner who passed away, couple relatives were going to restore and then lost interest, he pulled it out of a barn.

Has 2 new carbs on it, runs rough. He said the carbs were not synched.



Check us out...



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

Follow us on
Facebook:
Corvair Minnesota



826 members
(as of 02/28/2026)

Spot a 'Vair!



There isn't much to see, but every time I drive an old car on my favorite route between Michigan and Kansas, I end up at this old Sinclair station. It's been shutdown for years, and now the old service trucks aren't even there anymore. Regardless, it makes for fun photos and a great excuse to get out of the car and pretend to be in a different time for a few minutes. — Kyle Smith

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
10th of March at Ideal Hall in St. Paul