



Leaky Seal

Mustang



**April (Fools)
2026**



~~Corvair~~ Minnesota Newsletter



Dave Pedersen
CMI President

See you at our next meeting.

- Our next monthly meeting is Tuesday, April 14th
- Board meeting at 5pm
- Food and beverage is available from 5:30 to 6:30
- Meeting starts at 7pm. A

- 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

Mark these additional upcoming events on your calendars:

Please RSVP before April 18th

We will be having our annual chili party this month on the 25th at the Lions Park in Clearwater MN. Heidi will be sending out an email with the details,

Hopefully we had a good turnout and everyone enjoyed themselves.

I'm sitting here today helping watch my 8 year old grandson as our Club is touring the fireman's Museum in Northeast Mpls and then going to lunch at a Mexican restaurant.

President's message

CMI club news

CMI Meeting March 10, 2026

President Pederson called the meeting to order at 7 pm.

Tom Quinn read the creed!

Members in attendance: 31

CMI would like to welcome a new member: **Eric Ross**, who owns a 1965 Coupe and a 1964 Spyder Convertible!

2 Late Model Corvairs in attendance.

Vice President Pappas read the birthdays!

President Pederson: Looking for a clothing coordinator, please talk to **Heidi (Olson)**.

Vice President Pappas: Looking for volunteers to do tech sessions. **Brandberg** will be doing wheel bearings tonight. April, I will be doing a tech session regarding interior detailing. May, **Chuck Johnson** will be doing a tech session regarding exterior detailing.

Treasurer **Paul Schuler**: Money is good!

Secretary Amber: Regarding Facebook, how can we spice up the CMI page? It was suggested possible before and after pictures of people that had restored their Corvairs. **Ali Long** suggested we do a Corvair trivia of the week.

Activities Director **Heidi Olson**: March 28th in NE Minneapolis, there will be a self-tour at the Fire Museum. The arrival time would be 9:30 am. The address is 664 22nd Ave Minneapolis, MN 55415. The tour is approximately 1 1/2 - 2 hours.

Afterwards, there will be a meet up at La Casita restaurant in Columbia Heights at 11:45 am.

Regarding the chili cook off, it will be at the Lions pavilion park in Clearwater on April 25th. **Heidi** will be taking care of tablecloths, while **Pederson** will get the bowls and silverware for the chili cook off; this will be a contest. Veit's is closed for the season. May 9th will be the Breakfast Club. May 31st is GMCCA.

Director Quinn: Talked about the chili cook off.

Bill Cook donated a T-shirt for auction; it went back to **Paul Schuler** who won the winning bid for \$20.

Ann Hefty won the \$5 lottery!

Director Quinn: Members need to sign up! If you don't, he will attempt to reach you.

Brandberg did a tech session regarding Corvair rear axle wheel bearings. The rear wheel bearings barely see any maintenance; they were only supposed to last 80k miles. It is possible to grease them. **Brandberg** then proceeded to explain the different methods of how to grease the wheel bearings. Just remember, the job will be a lot easier of you pull the axle out for clearance.

One way is to put a Zerk fitting, which he has seen during his time as a Corvair Mechanic.

Clark's used to have new wheel bearings, but all they carry now is used.

Meeting ended???

Amber Leah (Amber Leah, CMI Secretary)

Corvair Minnesota Birthdays



April Birthdays

- Brian Carlson
- Steve Eckman
- Greg 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

Different Strokes for Different Folks

Given the title your mind may incline toward Early or Late Corvair crankshafts, 1980s B Sitcoms, the Oddfellows Society or who knows what. We are a mixed bag and we come to Corvair Minnesota for different reasons. Sometimes folks are around for a season and fade away, other times it turns into a lifetime habit. The reasons people stay may be entirely different than the reasons they came. I tend to talk to people about working on Corvairs but how your kinfolk are doing, trees in the yard, A1C levels and more are interesting topics as well. I've always enjoyed our habit of Corvair Tech Sessions about building or repairing Corvairs but that's just me. I tend to see things as I am rather than seeing things as they are. I'm sort of a sponge when it comes to things Corvair technical, for me that's largely what the Internet is for. If I have an inlet and no outlet I'm afraid I'll be a dead sea. I know some folks enjoy coming to Corvair Minnesota meetings for Tech Sessions but then that's the people I tend to associate with. Some of us are more interested in the social aspect which I almost understand. But, even with tri-focals it's hard for me to see that not all of you have a desire to work on Corvairs.

As Corvair Minnesota is ushering in an era of member driven Programs at the meetings that may or may not be Tech Sessions, I'm interested to see what's coming. Detailing and paint polishing are the next two and I've got a lot to learn. I wouldn't mind learning more about railroad service cars or Kaisers. I wish I knew more about wheels and tires that will fit, I just sort of fake it. I've always liked Mini Coopers, with sideways engines and front wheel drive they were a different stab at innovation in our same era. Mid-engine Fieros are interesting. I never thought I'd have an affinity for Fiats of all things but some had rear and mid-engines. Someone once said a Camaro is akin to a third generation Corvair but they were probably just a styling geek. Of course Corvair technical topics not presented by me would be refreshing. See VP CJ Pappas.

In March the discussion on rear axle bearings just sort of came up because I currently have some apart. I have my methods for dealing with them but I'm largely self-taught which leaves a lot to be desired. Ross brought Kent-Moore tools for dealing with Late bearings without removing them to the bench. I could hardly discuss them because I didn't understand them but learned more later. They are very nifty tools but would be hard to duplicate from stuff at the hardware store. Maybe I can be in his in his Will except he'll probably outlive me. Mike has a nifty tool he purchased for Early bearings but the aluminum didn't hold up when he and Nathan put the screws to it. It's possible they just don't realize their own strength like the Hulk times two.

I don't know if I agree with everything Richard Finch has to say in his books but he's spot on about giving your Corvair an annual exam. Run it in on a clean floor, jack it up and remove the wheels. Remove the brake drums for a look at the brake linings and hardware then feel your rear wheel bearings for excessive play or rumbly. Go through everything under the car and make sure the bolts are tight. See if any drips develop. A little oil on things you may want to loosen someday is good. Adjusting ignition points in the garage is way better than out in a parking lot somewhere with a screwdriver that doesn't fit when the car won't start and everyone is watching. Look at your engine running in the dark and feel along the spark plug wires for leaking electricity. Repair the interior. Bleed your brakes to change the fluid. Check the gear oil level. Adjust the emergency brake cable. Push on the brake pedal as hard as you can. Try to be thankful for an automotive failure occurring in your own garage or driveway.

Jim Brandberg

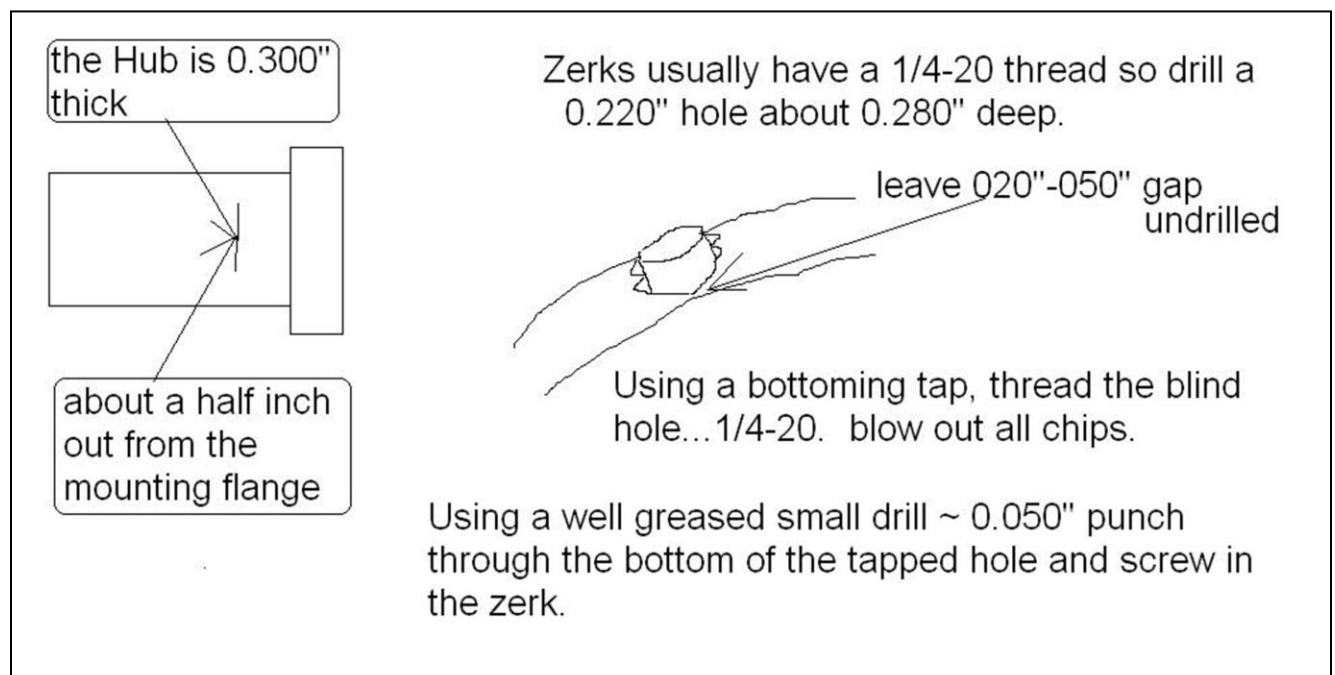
Late rear axle grease zerk

The other day my son Peter was getting his totally awesome 1964 Greenbrier ready for the road –finally. He noted that the grease in the front wheel bearings was almost hard with age. That made me think that the car I'm working on which hasn't been on the road in 25+ years probably had "hard" grease in those sealed-in back axles. So here's what I did.

I measured the thickness of the wall of the hub to be 0.300" about a half inch out from the mounting flange. That's an easy spot to get at, too. I measured the thickness by using an open hub to experiment on. I felt the thinnest section and drilled a hole through that area. A depth caliper said 300. So I experimented with another hole to see if I could drill near to 300. Easy, if you stop every few seconds and stick the caliper down the hole.....280 was an easy target. See the sketch for details. I had to find a bottoming tap, which I didn't have but I did have a broken 1/4-20 tap which I reshaped and it worked quite well. Turns out the zerks were 6mm and I had to scramble to come up with such a small metric wrench. The new zerks fit nicely on the side of the hubs.

I recall from many years ago having pumped an axle full to find its volume and it took over 100 grease gun pumps to fill a Late rear housing/w axle. So today, I put in 50.

Fran





June 22-26, 2026

Gettysburg, Pennsylvania

2026 CORSA International Convention

Location: Wyndham Gettysburg, 95 Presidential Circle, Gettysburg, PA 17325-8397.

Reservations: Phone the hotel at 717-339-0020 and use the name CORSA National Convention for the convention rate.

Tentative schedule of events: Monday June 22: Concours Meetings, Cole Participant Meetings, Model Car Set up, Convention Kickoff, Car Show, Valve Cover Builder Workshop + Racing. Tuesday June 23: Concours d'Elegance, Battlefield Tour Bus with Guide, Rally Participants Meeting. Wednesday June 24: Rally, Pre-Auto Cross Tech Inspection. Thursday June 25: Autocross, Banquet Table Assignments. **Friday June 26:** Econo Run, Driving Tour, Battlefield Tour Bus with Guide, Banquet. Information: Please refer to upcoming issues of the Communique for convention previews and also check our website, www.corvair.org for further updates and online hotel reservation links.

January

Engine Latch Conundrum
 Food Bank Needs
 Corvair Christmas
 Officers - 2025

February

Kumquat
 SMART Bulb
 40 Years Ago January 1984
 Obituary Elisabeth Peterson

March

1967 Front End Bushing Replacement
 Food Bank Needs
 Chrysler Museum
 Socket Heads

April

February Page From 1984 SEEL
 Shock Repair for FCs and Earlyies

May

2025 CMI Chili Party
 Winning Chili Recipe
 Food Shelf Needs

June

Early Glovebox Repair
 Electrolytic Rust Removal

July

GMCCA
 CMI at Back to the 50's

August

Corvair in the 2025 Great Race
 The History of Powder coating

September

Misc Club News

October

Officers and Misc
 Visit to Jerry Berge

November

Rear Engine Cars

December

A Canadian Corvair

eSEEL Xtras (available only thru Email Subscription or by special request)

Corvair Room 1969 – January
 Mike Gaynor Funeral – January
 RIP Jean Lindamood Jennings – January
 Air Tank Filler Adapter – February
 Why Cops Tap Your Taillight – February
 Battery Chargers and Maintainers – March
 Guide to MicroFiber Towels – March
 Dirt Cheap – April
 RIP Gene Winfield – April
 Uncovering the Myth of St Urho's Day – April
 First American Turbocharged 6 – May
 9 Old Tools – June
 All Original Yenko Stinger – July
 4th Quarter Apparel List – August
 The Chevrolet Corvair Story – September
 Headlight Warning and Signal Alert – October
 Big Loss in the Corvair Community – November
 Corsa Letter – December
 How to Remove a Stuck Oil Plug – December
 Letter From a Corvanatics Board Member – Dec
 Time vs Miles – December



Air Conditioning

Here is something you car buffs probably didn't know.

The 3 Goldberg brothers, Norman, Hiram, and Maxwell invented and developed the first automobile air-conditioner. Didn't know that, did ya...

On July 17th, 1946, the temperature in Detroit was 97. The 3 brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that 3 gentlemen were there with the most exciting innovation in the auto industry since the electric starter.

Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car.

They persuaded him to get into the car which was about 130 - turned on the air-conditioner and cooled the car off immediately.

The old man got very excited and invited them back to the office, where he offered them 3 million dollars for the patent.

The brothers refused, saying they would settle for 2 million but they wanted the recognition by having a label 'The Goldberg Air-Conditioner' on the dashboard of each car that it was installed in.

Now old man Ford was more than just a little bit Anti-Semitic, and there was no way he was going to put the Goldbergs' name on 2 million Ford cars.

They haggled back and forth for about 2 hours and finally agreed on 4 million dollars and that just their first names would be shown.

And so, even today, all Ford air-conditioners show on the controls the names 'Norm, Hi, & Max'.

There, now ya know it.... See, you're never too old to learn. So keep cool!!!

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.



Check us out...



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

Follow us on
Facebook:
Corvair Minnesota



838 members

(as of 04/28/2026)

Spot a 'Vair!



1960 Pre-pre- production Corvair. Original concept economy car with minimum accessories: mid-engine, manual steering, manual brakes and manual transmission!

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! send dues to: Paul Schuler, 23350 Wood Lane, Rogers, MN 55374

Notice anything unusual in this issue? 5th party to respond will be entitled to 1 year membership in CMI. Write your editor (John) at: Jherken1@netzero.net).

THE LEEKY SEEL

408 7th St S
Hopkins, MN 55343-7722

TEMP – RETURN SERVICE REQUESTED



The next CMI meeting will be held on the
14th of April at Ideal Hall in St. Paul