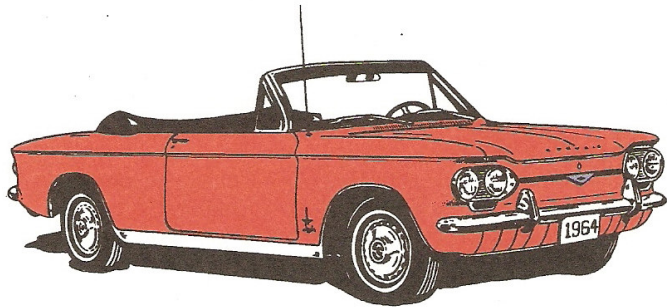


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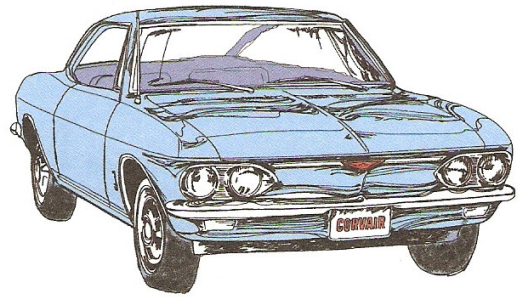


PRESIDENT'S PAGE

The number to beat is now 32. That is how many Corvairs we had at GMCCA on Sunday, June 5th at the fairgrounds. What a fantastic turnout and everything worked out. During set up on Saturday, Fran had informed us that the Cadillac group was going to be on the other side of the display area and we would have the entire corner as well as part of the street to show our cars. Needless to say I was concerned because that was a pretty big area to fill with small little Chevys. As the last few cars showed up, however, I started thinking that we might have to overflow into the Sale Car Corral. In any event, we all had a great time and just about every style of Corvair was represented. The only ones missing were a Greenbrier and a wagon. Thanks to everyone who came out.

That event was sort of a coming out for my '69 as well. I've had the car five years and had never done anything about the rust spots and chipped off paint. I finally found the time to do some work on it this spring. Given that the weather didn't cooperate, my garage isn't a dust free environment, and I don't have proper painting equipment, I think it turned out pretty good. I did discover that the fender edges had been repaired before (clouds of Bondo dust) but there was only one rust out hole on the back right rocker panel. Everything else was still solid. I have to redo the hood due to not ordering enough paint but am very happy with the results. Somewhere down the road I'll treat it to a full restoration or use the money to buy one or two more Corvairs (Cara loves Lee Noke's '63 Monza Sedan).

Another reason not to make the yellow car too nice is that I like to drive it to work, which means it sits in a parking lot of a retail shopping center most of the day. And you always are at the mercy of other drivers when you are on the road. Cara and I went to *Back to the Fifties* between rain storms. As we were turning into the fairgrounds, there was a police car with the lights flashing and a '59 or '60 black Corvette on the side of



SEEL

CORVAIR MINNESOTA NEWSLETTER

July 2011

the road with a caved in left front tire and a rather large gash on the front left fender. Across the lanes was a ratty looking Dodge Avenger with a younger driver looking very contrite. Obviously the Avenger hit the Corvair as the Corvair was pulling out. No matter whose fault it was, the owner of the Corvair now has an undrivable car and some hefty repair bills coming. I would be very upset if that happened to my Corvair but at least I don't have a gazillion dollars invested in it. Drive safe out there.

I would like to take the opportunity to thank Don and Ann Marie Schaefer and Fran for arranging the Redwood Falls trip. We had four cars in the Friday night parade (two early convertibles and two late coupes) and had a great time. We also enjoyed the Inventor's Congress and the tour Don had put together that afternoon.

Let's see if we can get 32 Corvairs together for the Edina Fourth of July Parade, We see everyone there.

Stay tuned,
Lee Knauf
CMI President



Corvair Minnesota Business Page June 2011



We had a very short, very wet June 14th member meeting at Wagner's in Brooklyn Park. The meeting was called to order by President Lee Knauf about 7:00pm. We had one new member, Bill Von Hassel, who recently acquired a 1962 White Monza Coupe. Welcome to the club, Bill. We also had two guests, John Herkenratt brought his friend, Cori, and CJ Schmit brought his friend, Andrew, to the meeting.

The treasurer's report was phoned in by Ray Alexander. Our current balance is \$2047.20. The previous meeting minutes were not read in the interest of time (and the fact that I forgot them).

Old business included a wrap up of GMCCA, where we had 32 cars (some say 33) at the event, which must be some sort of record. Trophy winners appear elsewhere in the SEEL. We then talked about Redwood Falls and the Inventors Congress. We had four cars in the parade Friday evening, Fran drove his convertible, Chuck Johnson drove his blue convertible, Don Schaefer drove his Corsa coupe, and Lee and Cara drove their '69 coupe. We also talked about the battlefield and park tour we took on Saturday after the Inventor's Congress. Lee also mentioned that there was a '64 Spyder convertible in New Ulm, Minnesota that someone had left a note about.

New business included the July 4th Parade in Edina and the post picnic at Bruce and Donna Hubbard's house. Directions and times are elsewhere in the SEEL. We also discussed the American Legion Parade in August. We currently have 18 convertibles committed and 21 drivers. Fran and Lee have a list of drivers and about eight people we have to contact. Dave Peterson has proposed that we manufacture about 25 of the front bumper flag holders at his shop for the parades. More details to come.

Bill Cook asked who was going to Iola and it looks as though about four members are going (hopefully more). Rich Storlie also mentioned that the Pan-O-Prog cruise is the Friday after the Fourth of July though Southern Cruisers is not involved. They are still hosting the Summer Spectacular in Farmington in August.

With that, Fran motioned and someone else seconded that the meeting adjourn. By the way, we also had three Corvairs out in the rain.

President Lee

General Membership meeting: July 12th at the Minnetonka Drive In (Really!) 6:30

CORSA National Convention – Denver: July 26–30

Little Log House: This show is in Hastings **July 29-31** and is recommended as being very wife-friendly. Friday is a perfect day to attend; Saturday tends to be a zoo so plan according to your preferences. One free admission with your Corvair

Corn-on-the-Cob Days: August 19-21 in Plainview (look for a flyer in the August SEEL). The summer picnic for CMI is being held in Southeastern MN on August 21 this year and CMI is sending an open invitation to ICE (Iowa Corvair Enthusiasts) to attend - - to be with us. Plainview MN is exactly 100 miles straight North of Cresco IA. Plainview celebrates what they call "Corn on the Cob Days" where they have a Tractor show and Tractor games and free Corn on the Cob - - on the Curb! and a PARADE. It would be fun to wave the flag and rev the engines and chew the kernels in a great show of CORVAIR solidarity.

American Legion National Convention Parade: This is the largest parade in Minneapolis this summer and will be held Sunday, August 28. We are committed for 25 convertibles. . .and drivers. **Please notify Lee Knauf ASAP if your car is available OR if you are available to drive someone else's to ensure we meet our 25 unit requirement.**

GMCCA General Motors Car Club Association 2011

Every Spring, Corvair Minnesota – along with 11 other General Motors clubs – hosts a car show and swap meet. The show is Corvair Minnesota's main source of operating funds for the year.

This was a banner year in that 32 (some of us say 33) Corvairs were in attendance! All the shifts at the pedestrian gate were ably manned and the weather could not have been nicer.



Some of the diligent CMI gate keepers:
Tom, John, Abby and CJ

¡WOW! Did we have a fun evening at Dave Peterson's Garage!

Dave has a gadget on the front bumper of his Late convert to hold three flags – in parades. He figured out a way that we could all use that technology and offered his shop for us to build a few dozen of them. Since we plan to do parades in several locations this summer - - and NEXT! It sounded like a really GOOD idea. Some planning was involved in exactly how to do it and when and whom , etc. Dave obtained some pipe – cheap – for us to use and he had some flat stock for the base plate. Fran brought his welder – thanks to his Rampside it is easy to move about. Along with Dave's shop welder we did a lot of welding in short order. The plan was to weld three lengths of pipe (accurately cut and trimmed) to a piece of flat stock that can easily be mounted to the license plate holder of Earlies and Lates.

Wed evening – starting at 5 – a bunch of us arrived and after shifting around a bit – to determine who might like to cut, grind, weld, sand, deburr, paint; we commenced. Vince and Dave got together to lay out the base stock and cut twenty pieces at a time. Gary and Fran started cutting lengths of pipe at a 30 degree angle – and then later changed that to 90 degrees – so that we had two angled pieces and a straight piece for our device. The Quinn boys did grinding and deburring and later Dan did the bulk of the accurate welding. John was wire brushing while Dave and Chuck went for a Grill to do some burgers for the workers. Using my universally adaptable Rampside to do the “grill-getting”. Dave not only furnished us with shop supplies but he also popped for the burgers and drove to borrow the grill from a neighbor of his!! What a guy!

It took a few hours to get things clicking along, but once the assembly line got going we were cutting grinding, welding, deburring, welding the other side, deburring, and finally cleaning and painting; finishing 27 of them by 10:30.

I got some neat pics of the crew doing their jobs that I will send to the Editor. He can distribute them around the page as he sees fit as it is pretty obvious what's going on and what we came to, in the end [**editor's note: the pics are on page 7**]. It was a great event. It was great fun. It could have been done by any crew anywhere – in Iowa or Connecticut. We just needed a great sparkplug like Dave to get us off our dead-butts with a great idea and then crack the whip! We even made some for FC's so all CMIers can enjoy the fruits of our labors. Actually it was John – who drives his pretty Rampside in parades – who thought we could modify the design for FCs. I said, “ lay it out and we'll cut/weld up a few”.....he laid-it out and we just added them into the production line and at the end painted them along with the rest of the CORVAIR Flag holders. I purchased six dozen US flags – made in the USA - for about a buck apiece. Plan is the have the holders and flags at the Fourth of July parade site and mount them on whoever's car wants them. We'd certainly like to have each of our American Legion Parade vehicles sport one of these in August (Sunday the 28th) when we do the parade for their National Convention, here in Minnesota. We have more than 20 CMI converts signed up for parade duty that day with several backup drivers available if somebody can't make it but their CORVAIR convertible can.

See y'all on July 4 for the Edina parade and Post-Parade-Potluck-Picnic at Hubbard's.

Fran



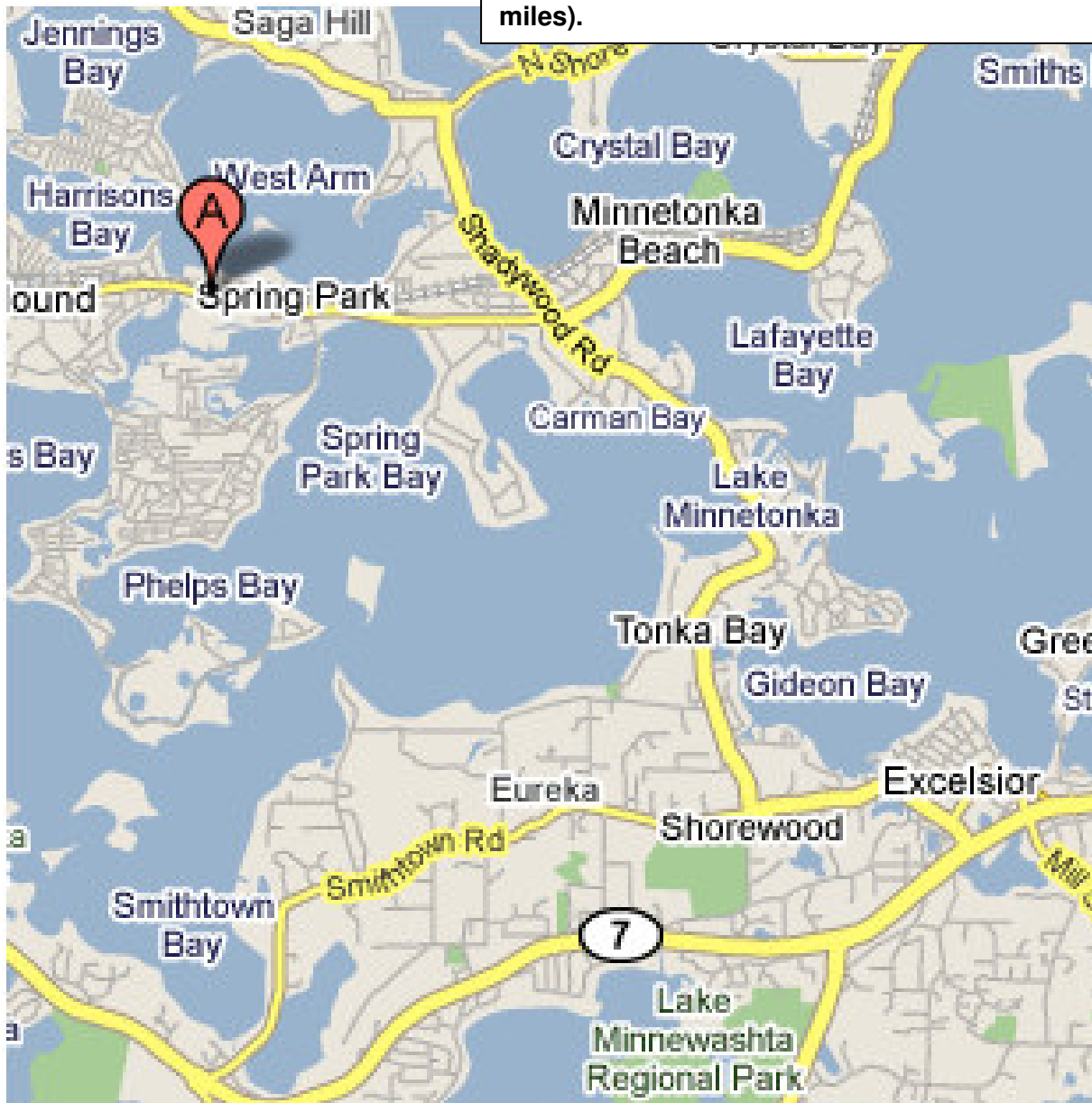


The **July CMI membership meeting** will be at the Minnetonka Drive In, Spring Park at 6:30 p.m. on the 12th.

(4658 Shoreline Dr, Spring Park, MN - (952) 471-9383)

Directions: From Highway 7 West in Excelsior, turn North on Oak Street (which turns into Smithtown Rd). Turn Right on Manitou Road (which turns into Shadywood Rd), then left on Shoreline Drive (Co Rd 15) to the Drive In (which will be on the right).

Or: From Highway 394/12, take Co Rd 15 (Shoreline Drive) South to the Drive In (on the right) (about 7½ miles).



Check out the Minnetonka Drive-In story in the Lakeshore Weekly News at:

<http://www.weeklynews.com/main.asp?Search=1&ArticleID=7327&SectionID=49&SubSectionID=110&S=1>

WANTED: CONVERTIBLES!

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**WE NEED YOUR CONVERTIBLES FOR THE
AMERICAN LEGION PARADE ON
SUNDAY, AUGUST 28TH
AT
4:00PM
IN DOWNTOWN MINNEAPOLIS**

**PLEASE CONTACT LEE KNAUF VIA E-MAIL AT
vairy69@comcast.net
ASAP (AS SOON AS POSSIBLE)!**

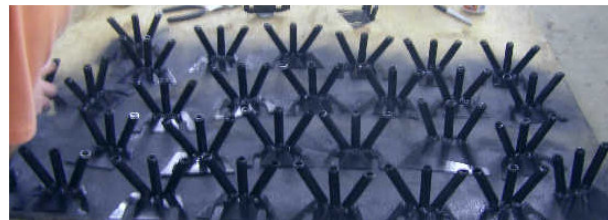
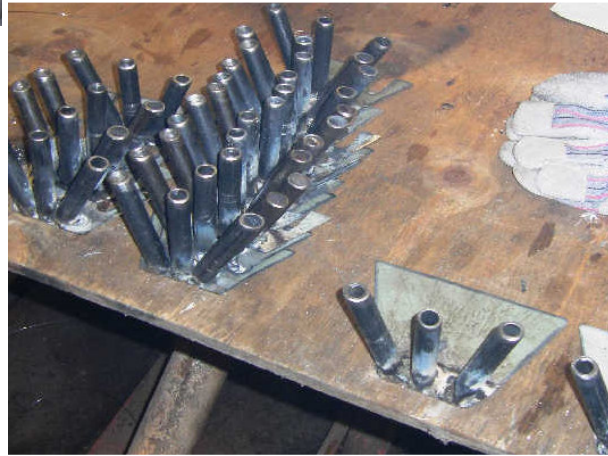
**IF YOU CANNOT DRIVE IN THE PARADE
PLEASE VOLUNTEER YOUR CAR AND IT WILL
BE DRIVEN CAREFULLY BY A RESPONSIBLE
CMI MEMBER.**

**WE NEED 30 CARS AND DRIVERS TO DRIVE THE
LEGION DIGNITARIES IN THE PARADE.**

PARADE ROUTE MAP AVAILABLE AT

http://www.legion.org/documents/legion/pdf/convention_parade.pdf

The flag holder design/ construction assembly line



THE FLAG HOLDER CREW

(From L to R)
Dave Peterson
Tom Quinn
Gary Nelson
Fran Schmitt
Dan Quinn
John Herkenratt
Vince Rohr
Chuck Johnson



CORVAIR Gas Gauge: (all testing is with the Key ON,)

Usual gas gauge problems are: the Dash Gauge (on a Late) has an open ground or the Tank's ground wire (on an Early) is open. This means that the gauge is not grounded or the tank is not grounded. Ground is just a convenient way to make a wire out of the frame/body. If either the Dash Gauge or the Tank (Sender) is not grounded (meaning not connected to each other) – the system can't work. The 'ground' of the car body does this connecting, so if either one is "open" the system fails. Years ago we came up with an acronym called EGAD - - for a diagnostic tool. "Empty Gauge (EG) means the problem is At the Dash (AD).....EGAD". Obviously if the Gauge always reads Full the problem is at the other end, namely the Tank. Recent discoveries with our aging vehicles have given that acronym an F, namely there is another way that the gauge can be stuck on Empty. This is caused by a perfectly functioning electrical Fuel Gauge system reading Empty when there is gas in the tank.

The float in the tank is a very thin brass bulb that over a very long time – like fifty years!!! - - leaks and sinks. A pinhole can rust through its thin skin and the float will sink – to the bottom – where it will obviously read MT - - - all the time!

EGAD tells you to look for the problem at the DASH. Apparently this can be misleading.....so,"EGAD or F"

If your problem is an indication of always Empty...read on. An always empty reading should mean the tank is empty and you are out of gas! OR - - you are driving around in a car with a good gauge, but the float in the tank has simply sunk. If the sensor is sitting on the bottom of the tank a good gauge has to point to the big 'E'.

To see if your sensing system is OK in the always 'E' situation.....(this is the "or F" of the above comment), you will need to check the continuity of the tank unit using an LED test lamp or an ohmmeter. Pull the sensor wire off the tank's connector and measure the resistance from that brass post sticking out - to ground. Use the tank's ground wire.

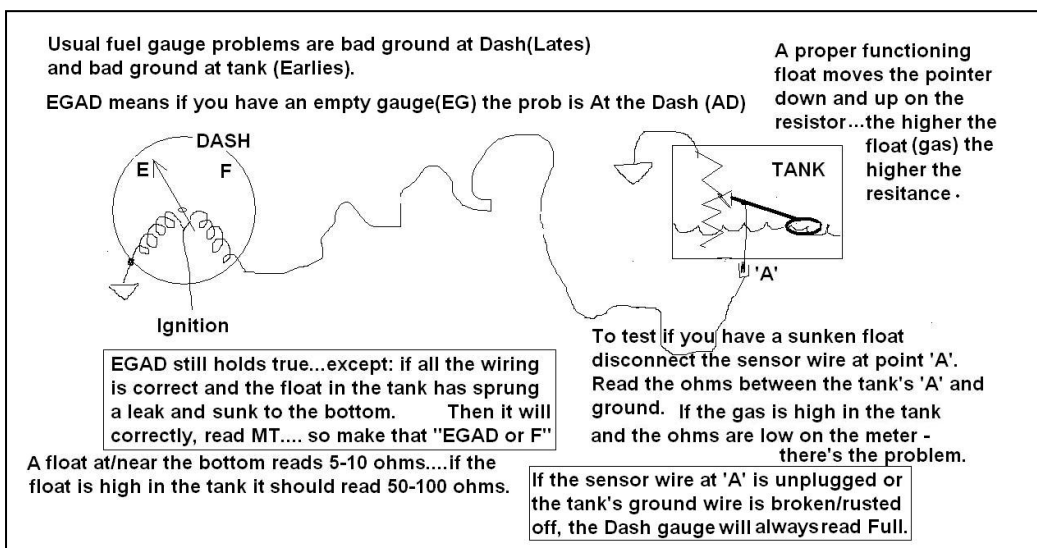
If your test shows continuity through the sensor and the resistance is a few ohms (like 5-10), then you can be assured the circuit is good and the float has sunk. Clark's sells a new float for \$10.

If the float has not sunk but the gauge still reads 'E' when there's gas in the tank....then you go back to EGAD and look for a loose ground connection at the Dash. Earlies have a metal dash so it's unlikely to be a bad Dash ground, on an Early. Lates have a weak design feature which causes moisture to settle on the grounding bus bar (rusting it completely off) - making Lates more susceptible to the permanent 'E'.

So, if you have the "always 'E' syndrome" first; check the continuity of the tank's sender, as above. If that is good go after the ground condition of the Dash Gauge (which must be to the vehicle's ground).

On the other hand, if the Dash Gauge is always at 'F' the sensor wire from the gauge to the tank can be open - - check that by putting the tank end of that wire to ground. Grounding that wire will give you the big 'E'....telling you that wire is good. If the ground wire (from tank to ground) is open you will also get the big 'F'. Reattach that ground wire to get your gauge back working. If you still have FULL written all over your face then the sender inside the tank is corroded and you will need to remove the sensor from the tank and service it.

Same story with the sunken float – remove the sensor unit and service the float.



CMI Classifieds

FOR SALE

- '64 - steering box (core value \$145.00) rebuilt \$185.00
- '62 - 3 piece front trim NOS \$250.00
- '65 - front grill - very good \$100.00
- '63 - 700 rocker trim (narrow) NOS
- '62 - 500/700 (narrow) rocker trim NOS
- '61 - '64 headlight bezels Pair NOS \$150.00
- '61 - '63 car steering box - used (core value \$125.00)
\$125.00
- '65 - '66 steering box - used (core value \$125.00)
\$125.00
- '65 - '69 headlight bezels NOS (1 right, 2 left)
- '64 rear exhaust air grill NOS

Jerry Berge 480-250-8816

1) 4 nice Rally wheels. Complete with Chevrolet Motor division center caps and beauty rings. These are 14 inch and include a nice set of Bridgestone SF475 205 75 SR14. (see picture in April SEEL) Asking \$420 for everything.

2) White convertible top and boot for late. Top is new and does not have a window. Boot fits well and is padded. \$100 EACH \$150 takes both, Kenny. 507-269-4909

1966 Corvair Monza for sale This car is in its original paint job Aztec Bronze and is a nice solid car with some small dents and dings. A lot of mechanical work has been done on this car and it is a survivor driver with new tires, new brakes, new clutch, new push rod orings, new fuel system, and a rebuilt dash. This Monza has the 110 hp engine with a 4 speed trans and shows 47850 miles. This car could use some interior work but is drivable as is with the factory am radio and an fm converter. I have moved into a Monza convertible so this car could use a good home. If you are looking for a solid Corvair that doesn't need floor pans come and take a look at this car. Questions call 320 363 4540 (St. Joseph, MN)



- * Brand New AC Delco coil (Clark's #C142 @ \$61.40) – will sell for \$40.00
- * Used early arm rest bases (no cracks) - 2 for \$10.00
- * Used early steering wheel (blue) - \$5.00
- * Used '62 full wheel covers (very good condition) - 4 for \$20.00
- * Used early "baby moon" style wheel covers (very good condition) - 4 for \$20.00

BILL COOK 612-940-9179 or 763-682-4094

New: Engine electrical harness, ball joints, Pertronix ignition; headers (110 and 140); custom exhaust; Wallen rebuilt starters generators and alternators; mufflers; rebuilt flywheels; new belly pan for late; crank and rod bearings.

Used parts: complete engines, transmissions, differentials: call for parts – I have a large inventory.

I also offer full time Corvair repair


Gary Nelson 612-866-3247 or cell: 612-644-1258

Wanted

Black steel 15 x 7" wheels. GM: '80's Chevy Caprice, e.g. Tony Berbig (952) 955-2848

<p>Part Cleaning Soda Blasting, Sand Blasting Powder coating</p> <p>Vince Rohr vincerohr@hotmail.com</p>
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<p>Corvair Repair In Minnesota</p> <p>Your Place or Mine Part Time Casual, Off Season Is Best Mobile Service, Trailing Service, Reasonable Rates CORSA, Corvair Minnesota and SCCA Member</p> <p>Jim Brandberg 2214 - 293 1/2 Av. NW, Isanti, MN 55040 763-444-9334 jimbrandberg@aol.com</p>
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 <p>Mark McKee 952-925-3314 fax: 952-925-3316 7004 Oxford Street, St Louis Park MN 55426</p>

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As seen at Back to The 50s:
1964 Monza coupe
owned by Steve Warnke of Minneapolis



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CMI is a non-profit corporation, chartered with The CORVAIR Society of America. Send CORVAIR Minnesota's \$20.00 annual dues, payable by Jan 01, 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

3370 Library Lane St. Louis Park, MN
55426-4224 Ph: 763.475.0350
TEMP – RETURN SERVICE REQUESTED

Lots of activities coming up – get that car out!