

LEEKY



PRESIDENT'S PAGE

Cara and I made an important discovery; time goes faster as you get older. I say that because we are approaching Spring already. Maybe it just seems like we got to March quicker because we didn't have much of a winter. There were days when I even wondered why I stored the '69 in October.

In any event, March is here and that means Auto Show time. We'll be having our March meeting at the Minneapolis Auto Show at the Convention Center on Tuesday the 13th. The show opens at 4pm and \$2 discount tickets are available on-line (<http://www.gmada.com/autoshow.php>). Plan on getting there early to beat the traffic and get a parking spot in the ramp next to the center. The meeting will be at 7pm on the second floor courtesy of Chuck Johnson and his vast connections with GM. Our tech session will probably be at the Buick Display as Fran recently acquired a LaCrosse with E-assist. I hope the Buick reps know their stuff.

We're also one step closer to adopting a highway. Cliff Picht informed us at the last meeting that a stretch of HWY 55 near Rockford is available. The application has been submitted and we'll discuss this project further at the April meeting. Look for clean up dates in late April and mid October. This is something new for us and will get our club name out in the public. I can still picture the Metropolitan Car Club signs on HWY 52 going to Rochester.

We've discussed old tires at length in previous tech sessions and meetings. In the Star Tribune February 18th, Tom and Ray Magliozzi (aka Click and Clack) had a reader submit a question on tires.



SEEL

CORVAIR MINNESOTA NEWSLETTER

March 2012

The reader wrote that the owner's manual of his new Jeep stated to replace all tires, including the spare, after six years regardless of condition or usage to avoid a sudden failure. The Magliozzi confirmed what we had discussed about driving on old tires and making sure to check the date at the tire store when purchasing new tires. They felt the six year time frame was somewhat arbitrary. I also checked the owner's manual of my '09 HHR. There is a short message in it about tire degradation but no specific time frame.

I hope to have a list of car shows and cruise nights soon. As discussed previously, sometimes an impromptu get together with our cars is just as much fun as scheduled meetings and events. We may even recruit a few new members. If nothing else, it gives us an opportunity to show off our Corvairs

Stay Tuned,
Lee Knaut



CORVAIR MINNESOTA

February 14, 2012

President Lee Knauf called this Valentine’s Day meeting to order at 7:07, read our creed, and greeted 12 members to the MUM.

January Minutes: The minutes were read and approved.

Treasurer’s Report: We have \$3514 in our treasury.

Upcoming Events:

Adopt-A-Highway: Cliff Picht reported two sites are available. First is Hwy 212 west of Cologne and the second is Hwy 55 just west of hwy 19. After some discussion, the feeling seemed to be that we were unlikely to get better choices for a starter area. A motion by John Herkenratt, seconded by Leigh Knauf, was approved to undertake the Hwy 55 site for the two year minimum.

“Everybody Loves Opal” is slated for February 26. You can participate in dinner and a show for \$42.50 (12:30) or just the show for less at 2 p.m.

March 13 meeting. Again this year, we will be meeting at the Minneapolis/St. Paul Auto Show. We will have our meeting on the 2nd floor at 7 p.m. If you want to beat traffic, the show opens at 4 p.m.

March 24: Train from Bloomington to Big Lake. . .or the opposite. Details at the March meeting. We are going while the trees are bare so we can do our own version of American Pickers free styling.

April 28: Annual pancake breakfast at the MUM from 9 – 11, with clean-up and evacuation before noon.

June 10: GMCCA – Mark your calendars as it is the 2nd Sunday in June this year, we are accustomed to it being the first.

Redwood Falls Inventors’ Congress: The same weekend as GMCCA, Fran may still attend early.

Summer Parades: A national letter carriers convention is slated for the Twin Cities next year and may want parade cars similar to the 2011 Legion Parade. Tom Quinn is investigating.

Fall Run: Tentative plans are for a Duluth trip, including a tour of the Commemorative Air Force Museum one day, followed by the Glensheen and Prudden estates the next day. Details will be forthcoming.

2013 National CORSA Convention: Kalamazoo, Michigan won the competition to host this event. This is a drivable distance, so you now have only **15** months to complete your projects for display! There are a number of great car museums in the area so plan on attending.

Other Events/Activities: Please be on the lookout for other shows and events we can participate in. While we have a number of planned events, people are open to spur of the moment trips and events. Also, watch for club projects like last year’s parade flag holders.

CORVAIR MINNESOTA ROSTERS: Distributed by John Herkenratt, welcomed by all present. Thank you, John

BREAK: Treats by Cliff Picht

TECH SESSION: Vice President Gary Nelson taught us all about brakes. This included a discussion of boring vs. replacing cylinders, dual master cylinders, maintaining bleeder valves, etc. Fran then presented repair tips for wire wheels covers on one he had just completed.

The meeting was adjourned at 9:15.

Respectfully submitted,
Chuck Johnson

Treasurer’s Report February, 2012

By **Ray Alexander**, CMI Treasurer

January 10, 2012 Balance	<u>\$3718.75</u>
Income:	
Dues received	\$80.00
Total Income:	\$80.00
Expenses:	
BOD Dinner	\$25.00
“Lecky Seel” Printing	\$78.91
“Lecky Seel” Postage	\$25.65
Roster Printing	\$142.44
Total Expenses:	-\$272.00
February 14, 2012 Balance	<u>\$3526.75</u>

Slot Car Racing – 2 reports

Mike Jenkins hosted the 2nd annual Corvair Minnesota Slot Car Tournament at his home in Ramsey January 28th. We were on the track in the workshop which houses 5 project cars and a large track with tons of space around it.

Members racing were Fran & CJ Schmit, Gary Nelson, Bill Bertram, and Chuck Johnson. Guests were Lee, Eli, and Ben. Eli was our only youth entry as the Jenkins and Knauf sons apparently felt outgunned last year so they hid like girls this year.

Time trials determined the starting lineups and elimination races using all four lanes were held with a lot of skill being exhibited. As host, Mike organized the timing and acted as a corner worker, and if need be, medic.

For a break before the grand finale, we adjourned to the house (double garage only holds the '61 Olds) basement where another track and Mike's slot car collection reside so we could try a different course.

The final race was close with more bumping than a hockey match, with Chuck Johnson being declared "CMI Slot Car Racer of the Year". While not the fastest, he understood the truism that you cannot win if you don't finish the race!

Mike was a great host and everyone had a good time, maybe this summer we will be back for some fun on his 3 acre dirt course! *Chuck (Johnson)*

Mike Jenkins hosted CMI at his place - where he has TWO slot-car setups. One "track" can race four cars - at the same time - so it makes for great competition. The one a lot of us liked was called "crash and burn"...every car starts together for a one minute run. If you wipeout you are out of the race and your counter only records your completed number of laps.....the car(s) that can stay on the track to the end accumulate more laps. Each driver gets to run each car so after four races there is a possible accumulation of about ~70laps. Chuck won the big competition with 62 laps...young Eli did a lot of crashing, I think he had 31 laps total. The other track that Mike has is built for only two cars at a time but he had a couple dozen really neat cars....which led to lots of playing around. Mike's cat got in the action once in a while and did the old "straight up in the air" bit when a car caught him unawares. *Fran (Schmit)*



Mike and Bill



Mike's cat

Chuck, Chuck and Eli

In the February issue Fran inquired about the possibility of putting a 4 door roof on a coupe.

I did this back in the early 80's, although I consider it more of an addition than replacement as I left the coupes roof rails and quarter windows undisturbed. The only major prep work to the coupe was the removal of the rear portion of the roof and cross braces between the roof rails. I think I removed about an 18 inch section and was necessary to eliminate the downward slope of the roof which would interfere with the headliner installation. The sedans head liner was used as a pattern with additional material in the quarter window area to account for the shallower curve of the roof rail.

I used 2 sedan donor vehicles, one for the roof skin and the other for the frame work. At the time I had the parts cars in inventory and found it easier to torch and grind off the unneeded parts than drill out the spot welds. It was done more for convenience than need.

I eventually used only a little more than half of the sedan roof skin. I was doing it by myself and found using the entire roof skin unmanageable for the numerous trial kits. The roof panel lap weld was done just forward from where the door glass meets the quarter window glass. The sides of the sedan roof panels were trimmed just short of the drip rails for ease of mig welding.

The sedans ¼ panel includes the sail panel or vertical portion of the roof as manufactured. The roof panel, sail panel are welded together and to the framework. The sail panel was left attached to the roof panel during the entire process. I took enough of the sail panel to allow for a lap weld on the horizontal surface of the coupe's quarter panel.

The roof addition also required the use of the sedans air intake grill and rear window mounting base panel which was grafted in. The 3 inch wide gap between the coupes glass mounting base and the sedans was covered in sheet metal and welded, probably best visualized as an additional mini package shelf. This became part of the coupes rear firewall and made any additional modifications to the air intake rain trough area unnecessary. It also allowed me to use the coupes interior package area cardboard without modification.

I have little memory of adding the sedans frame work to the coupes. I do know it has to be precise to allow for correct headliner bow placement.

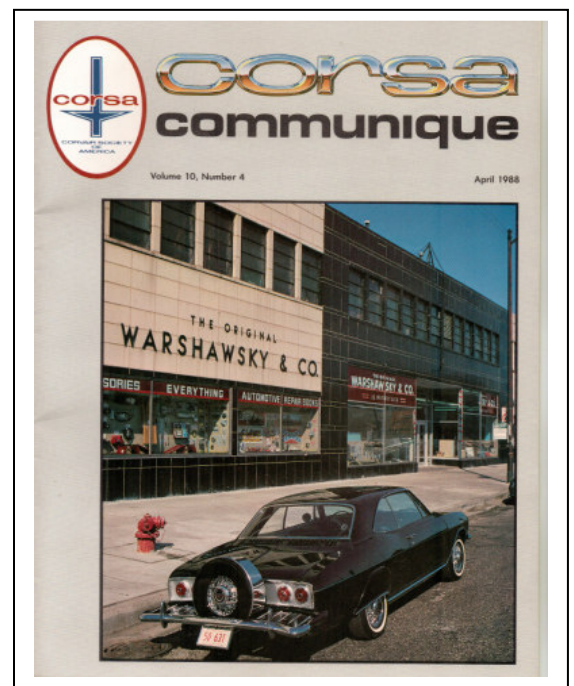
For the most part it wasn't a difficult build but did require a great deal of planning, time and patience. The car was completed in 1984 and shown at 3 or 4 CORSA Midwest Mini and National Conventions the rest of the decade. It pulled 93+ points and its fate was that of a Senior Division Trailer Queen. The build was a Father and Son project with Dad helping with assembly and creating the Continental Kit. He passed away in 1994 and I sold the car to a collector in Ohio a couple years later. To the best of my knowledge it has never been shown again at a CORSA event.

I would like to thank Fran as his request allowed me a few minutes of reflection in a hectic world. Looking at photographs brought back memories of the Old Man and I mirror glazing the black paint one last time before CORSA judging starts. Our reward was 2 lawn chairs, a cooler and a chance to shoot the breeze with passer-bys on a warm summer day.

Frank Regal
CORSA Treasurer



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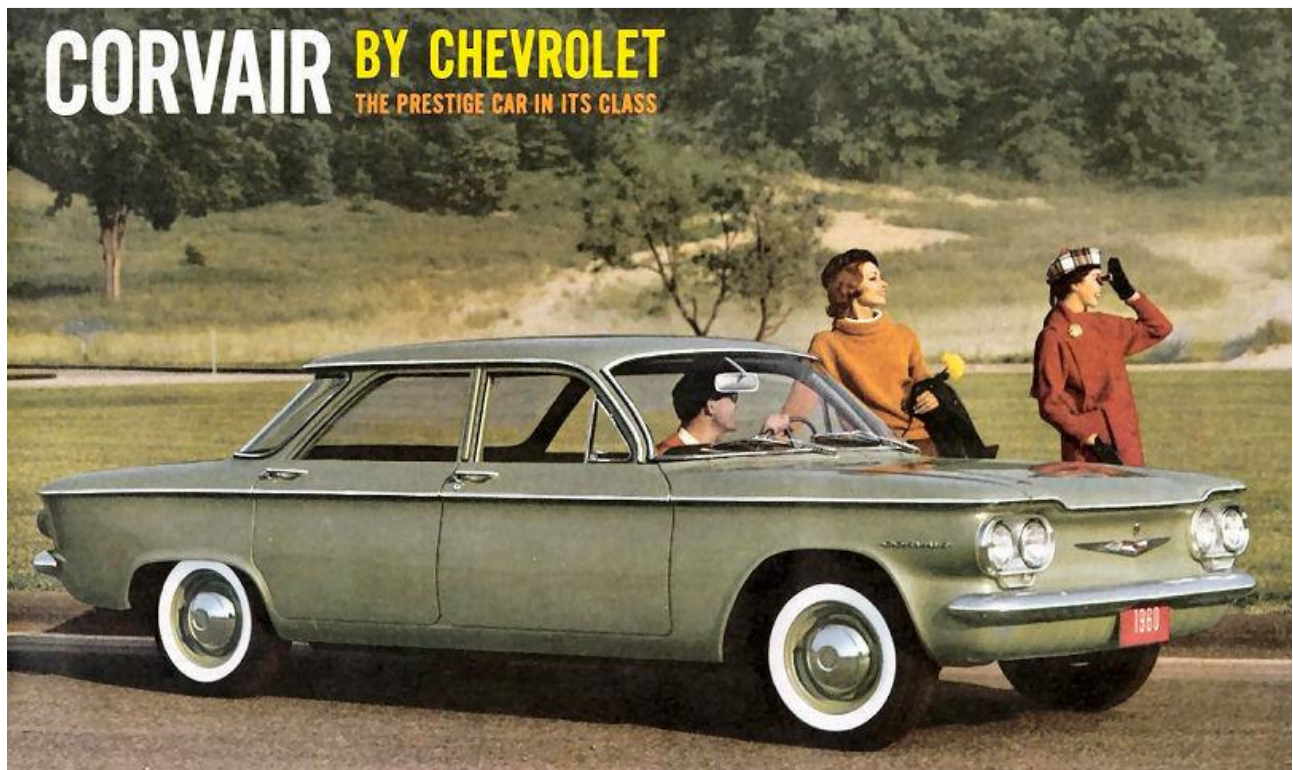
CMI 2012 Schedule



- January 10 Membership meeting – **MUM**
 26 Board of Directors – Schmit Residence
 28 CMI Slot Car Challenge – Mike Jenkin's residence
- February 14 Membership meeting – **MUM**
 23 Board of Directors
- March 10-18 Twin Cities Auto Show, Mps Auditorium (<http://www.tcautoshow.com/>) \$2 off coupon
 13 Membership meeting – @ Twin Cities Auto Show – 2nd floor meeting room, 7 p.m.
 24 Big Lake Train Ride - Details are still being worked out
 29 Board of Directors
- April 10 Membership meeting MUM – 7 p.m. (HWY 55 Adopt a Highway video)
 14-15 GSTA, Coliseum, State Fair Grounds (www.gstarod-custom.com)
 26 Board of Directors
 28 Pancake breakfast – MUM
- May 06 Spring Extravaganza Car Show and Swap Meet, Machinery Hill, State Fairgrounds
 (www.gopherstatebuick.org)
 08 Membership meeting - Red Lodge Grille in Waverly, 6:30pm
 19 Park Tavern Breakfast and Tech Session. Time to be announced
 20 First Fifty Auto Parts Sale & Swap Meet, State Fairgrounds
 24 Board of Directors
- June 08-09 Inventor's Congress in Redwood Falls (also parade Friday night and car show (?) Saturday
 10 GMCCA – State Fairgrounds
 12 Membership meeting - Wagners' in Brooklyn Park (6:30)
 22-24 Back to the 50's, State Fairgrounds (www.msra.com)
 28 Board of Directors
- July 04 Fourth of July Parade, Edina – Post Parade Picnic TBD
 10 Membership meeting - Minnetonka Drive-in in Spring Park, 6:30
 20 Car Craft Summer Nationals Car show, State Fairgrounds
 (<http://www.familyevents.com/event/233>)
 25-28 CORSA National Convention Sturbridge, MA
 (<http://www.corvair.org/chapters/necc/convention/>)
 26 Board of Directors
 27-29 Little Log House show, Hastings (<http://www.littleloghouseshow.com>)
 27-29 Kolacky Days, Montgomery, MN

CMI 2012 Schedule, cont.

- August 14 Membership meeting - Peppermint Twist in Delano, 6:30
 17-19 Corn-on-the-Cob Days, Plainview, MN
 30 Board of Directors
- Sept 08 Classics by the Lake, Buffalo, MN 10am – 2pm (<http://www.buffalo-mn.org/events.htm>)
 11 Membership meeting - Tin Shed in Savage, 6:30
 27 Board of Directors
 xx Fall cruise to Duluth is in the works
- Oct 02 pending weather, we may get together for the 53rd anniversary
 09 Membership meeting – MUM
 14 Roadsters Swap Meet, State Fairgrounds (<http://roadsterstwincities.com/>)
 25 Board of Directors
- Nov 06 Membership meeting – MUM (voter's meeting)
 TBD Board of Directors
- Dec 02 Holiday Dues Party – Latuff's
 27 Board of Directors



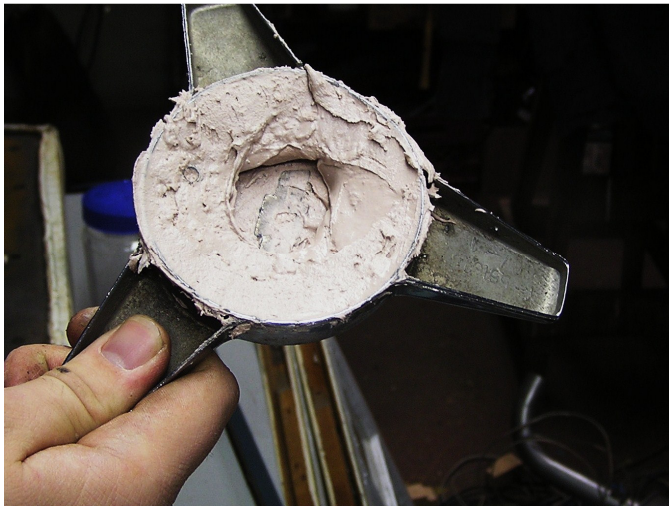
Spinner Repair

Last week end we went Slot-Car racing at Mike Jenkin's place.

As we were leaving Mike's, CJ drove his '62 too close to Mike's car trailer and clipped off one of his three prong spinners (from the right rear of the '62). We all know they stick out enough to have been deemed a hazard back in the 60's, so GM quit selling them. Well, we all said "shucks" and CJ picked up the remnants and brought them home.

Yesterday we picked up his trash bag and sorted through it....turns out he left two of the long spokes in the snow at Mike's....Mike – take a look by that trailer to see if you can find them, thanks.

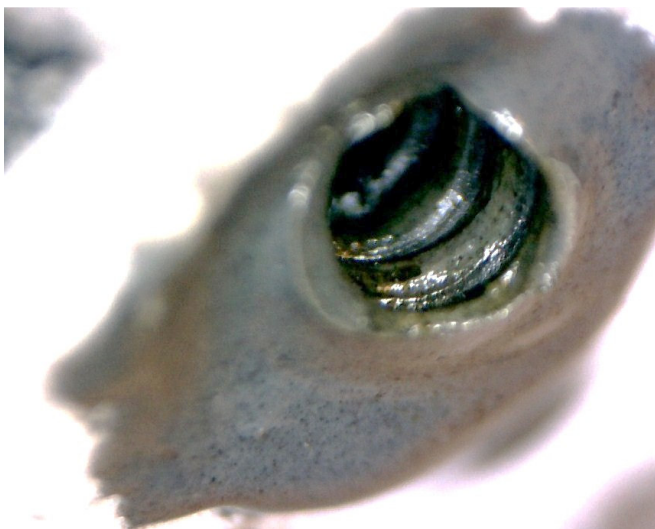
When you break off the spinner and it is still three pronged then you look inside and see that you have removed all or most of the posts that are cast into the underside of the three prong part. So, I said, let's fix it!



Fill to entire bucket with Bondo. Leave a large central cavity as the top of the spoke assy. fits way up inside of the spinner.



Carve away the unwanted bondo. Not a simple task as you need to leave as much strength material as possible.



Drill 1/4"holes in the Bondo where the "posts" used to be. Fill these holes with JBWeld. Invert the assembly so the soft epoxy can be molded...properly. Greasing the screws prevents the epoxy from adhering to them and setting the screws in their final position makes a casting of the threads that is solidly embedded in the attaching Bondo.

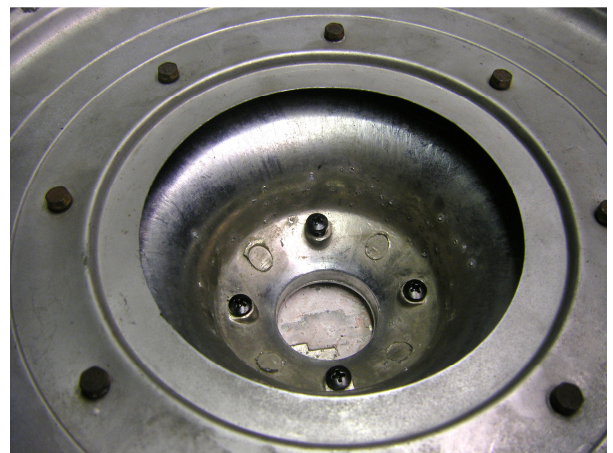


Photo shows spinner sitting in a good position and screws that have been lightly greased sitting quietly in "molding" position.

Next time you see CJ's '62 try to guess which one(s) have been repaired. *Fran*

A few thoughts from the prez:

In February's issue of the SEEL, Fran speculated on what a two door late coupe would look like with four door late roofline. After doing minutes of exhausting research, I could not find any photos of a conversion and I don't have Photoshop. However I speculate that the results may look similar to a late convertible, as shown in the photos below.



I would think that if one were going to put a four door roof on a two door car, they may start with a convertible and graft a four door roof on. They would also have to fabricate some kind of rear passenger window. An interesting project if it's even possible to perform. We could call it the *Corvair Monza Towne Coupe*, a prequel to the mid seventies version.



For Your Consideration:

*1969 Corvair Monza Coupe (Erroneously listed as a '500' Monza)
Up for Auction on March 3rd in Smithville, Texas
110 with what appears to be a 4 speed 14.7 actual miles
Watch the SEEL for the final selling price*



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 - '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

1966 Monza Convertible, 140/Powerglide, rust free, excellent condition, turquoise w/white interior. \$8500.
Dennis Carney 952-941-0732

To All, The time has come to sell Two of my Corvairs, Which two depends on the interest of possible buyers, currently I have '64 Spyder Coupe, '63 Spyder cvt. and "Fred" ('61 flatbed). Most of you are familiar with the cars, because I've had them all for several years. If you have an interest in any or ALL, e-mail me, or call 763-427-7331, Cell # 612-418-3636 Thanks, Wally Couture

Compliment your collection for the next Convention, a very rare **1965 Huffy Corvair bike**, won 1st place 2011 World of Wheels "Bicycle category". You will not find another one of these; give this Corvair a nice home! I need a car to get to work, make me your best offer, I'm willing to trade for a working winter beater (car)! Thanks, Edwin 612-910-5162



Wanted: 16" wheels for late model.
Tony Berbig (952) 955-2848

1964 Monza Convertible, silver blue metallic with medium blue interior, 110 automatic, excellent condition throughout, trophy winner, new white top, new carpet, newer paint, new radials on real knock-off wire wheels, electronic ignition, electric fuel pump, AM/FM/Cassette, tissue dispenser. Asking \$9000.00 or best offer - Bill Cook 612-940-9179.

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.

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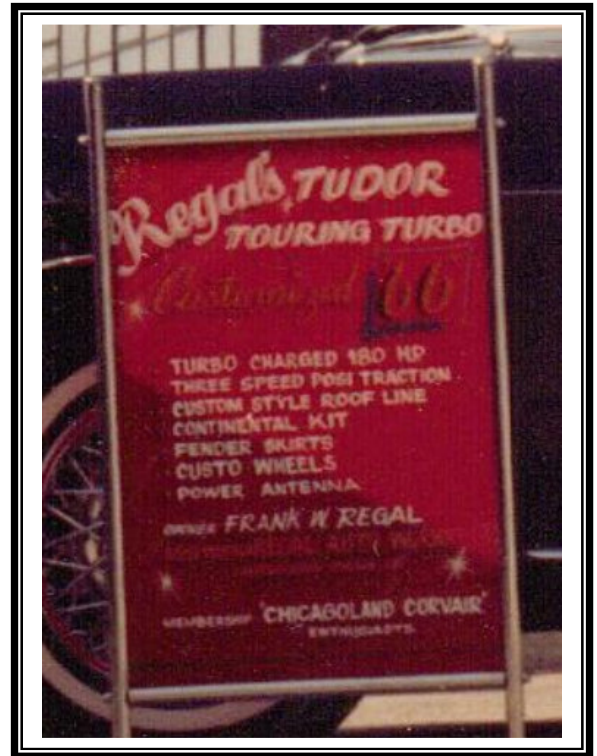
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