

LEEKY



SEEL

CORVAIR MINNESOTA NEWSLETTER

November 2012

PRESIDENT'S PAGE

With the 2013 cars now on sale it occurred to me that the car that got me interested in Corvairs in the first place would have been 50 years old had it survived. I'm referring to my parent's 1963 Monza coupe. Forgive me while I reminisce about the car my dad dubbed "doodlebug".

It was a white coupe with red interior and Powerglide transmission. Unlike the car pictured, it had the standard Monza wheel covers. This car served as my mom's grocery getter and kid transporter from 1964, when my dad purchased it on bank repossession until 1984, when it was replaced by a 1982 Buick Regal four door. The little white car continued another three or so years more as my sister's means of transportation to college and job. It finally went to the scrap yard in a probably unceremonious way to disappear forever except for memories and the permanent oil stain in the garage.

In all the time mom's Corvair was in service, it rarely left Eau Claire. It made a trip to Marshfield, Wisconsin with mom, my siblings, and me after my Grandfather died (dad drove ahead). Dad would also take the Corvair on his sales routes through northwestern Wisconsin on occasion, probably when he was having some sort of mid-life crisis from driving full size Chevy Impalas. Otherwise it stayed close to home.

The white Monza was a very reliable car. Soon after the Chevy dealer in Eau Claire stopped working on them, dad tracked down the mechanic who had specialized on them working for a construction firm. He kept mom's Corvair running well, even late in the car's life with some ingenious modifications that would make Fran and Gary proud. Body maintenance was performed by dad with Bondo, spray paint, and white bathtub caulk (seriously).

I have some fun memories of that car. Once the neighbor's giant black lab decided she wanted to go for a ride with mom and us kids. To say mom doesn't like dogs is an understatement and she was especially displeased when Daisy jumped in the car, especially since Daisy was almost as big as mom. The sight of all sights, though, had to be when I bought my first car, a '68 Monza coupe. We could get the car started, but couldn't keep it running (what do you want for \$250). Ironically, the '63 had a trailer hitch on it so in the middle of November, a white '63 Corvair could be seen towing a turquoise '68 Corvair through the streets of Eau Claire. The only thing that would have made that scene better would have been if I bought a Mustang.

As most of you know, I prefer later to earlier. However if I were to purchase an early, it would have to be a '63. I think the front trim styling is the cleanest and the tail lights seem nicer. I also like the '63 wheel covers the best. Given the memories, it would probably have to be white with red interior as well.

See everyone at the MUM November 13th. Don't forget nominations and elections are that night so let's have a great turnout.



Stay tuned,
Lee Knauf
CMI President



CORVAIR MINNESOTA

General Membership Meeting October 9, 2012

President Lee Knauf called the meeting to order at 7:12 in Mike Jenkins' "extra" garage in Ramsey, welcoming 13 members.

September Minutes: Approved as read.

Treasurer's Report: CMI now has a balance of \$3331.

Recent Events:

Oct 2: Corvair Birthday at Cuzzy's in Chaska at 6:15. It was a perfect evening and 16 people enjoyed a good meal and great company. Being a public venue, we did not sing Happy Birthday to Corvairs.

Upcoming Events:

Oct 13: ICE once again has the Marshalltown track contracted.

Oct 27: Adopt-A-Highway. .meet at Dobo's restaurant, breakfast at 8, work begins at 9. 16 members are needed, 15 have signed up to date. Rain date will be following Saturday or during the week, we'll determine on the 27th, if necessary.

Nov 13: CMI returns to the MUM. This meeting will be election of 2013 officers. **NOMINATIONS ARE NOW OPEN!**

Dec Holiday Dues Party: SUNDAY, December 9 Sunday evening at Latuff's, we will have the entire restaurant.

July 16 -20: 2013 National CORSA Convention: Kalamazoo, Michigan won the competition to host this event. This is a drivable distance, so you now have only **8** months to complete your projects for display!

New Business: Fran proposed a bus trip to House on the Rock in Wisconsin in May. He will get details on costs and an itinerary so we can assess interest.

Tech Session: Mike volunteered to test our gasoline samples for water. This went smoothly as no one brought a sample, therefore we found no water in our gasoline. We then raced slot cars, the airline captain won. .which is probably a very good thing when you consider the larger picture.

Meeting was adjourned about 9 p.m.

Respectfully submitted,

Chuck Johnson

Treasurer's Report October, 2012

By *Ray Alexander*, CMI Treasurer

September 11, 2012 Balance: (corrected)

\$3417.00

Income:

Clothing sales	\$15.00
Dues Party (Chuck Johnson)	\$20.00
Dues receipts (partial year)	\$5.00

Total Income:

\$40.00

Expenses:

"Leaky Seel" printing	\$79.73
"Leaky Seel" postage	\$25.20
Adopt-a-Highway tools (Cliff Picht)	\$21.32

Total Expenses:

-\$126.25

October 11, 2012 Balance:

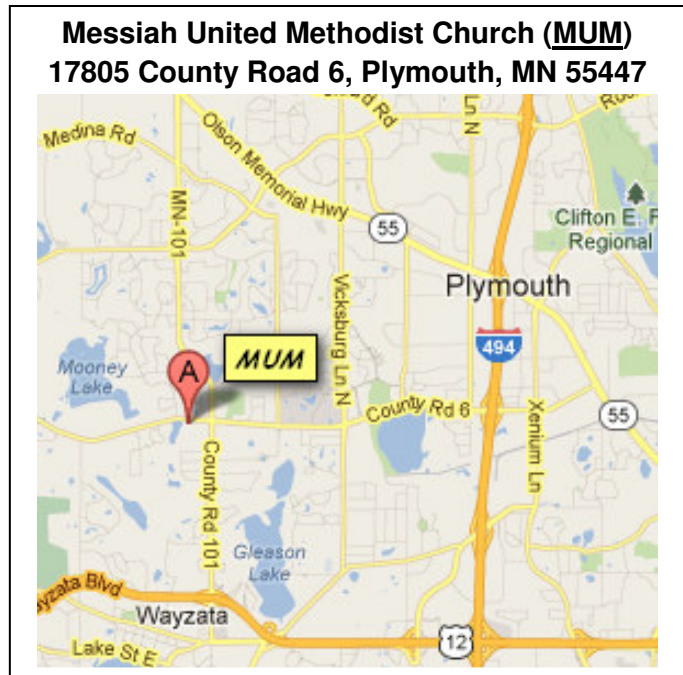
\$3330.75



Corvair Minnesota Upcoming Events



As seen in Arizona (Rich?!)



- Nov 06** Membership meeting – MUM (Messiah United Methodist, Plymouth (voter's meeting) – 7:00 pm
TBD Board of Directors
- Dec 09** CMI Annual Holiday Dues Party – Latuff's (in Plymouth) Happy hour – 5:30 p.m.
TBD Board of Directors

Next year's Great Race to rally down the Mississippi
Add a comment

Photo by Tommy Lee Byrd, courtesy Coker Tire Company.

Sticking with the bodies-of-water theme that took the Great Race around the Great Lakes this year, the organizers of the Great Race have decided to trace the great Mississippi River for the 2013 edition.

Starting from the Minnesota Street Rod Association's [Back to the '50s](#) car show in St. Paul, Minnesota, the Great Race will then head south along the Mighty Mississippi', crossing the river several times to visit states on both sides, winding up eight days later in Mobile, Alabama. According to Jeff Stumb, director of the Great Race, the route will stop for lunch on the banks of the river or its tributaries about five times and provide for overnights in river cities another six times.

The 2013 Great Race, which is open to vehicles from 1969 and earlier, will take place June 22-30. At stake will be \$150,000 in prize money, and anybody who submits their entry before September 30 (this Sunday) will [get a discount on their entry fee](#). For more information, visit [GreatRace.com](#).

Vehicles from
1969 and earlier!
Coincidence?
I think not!



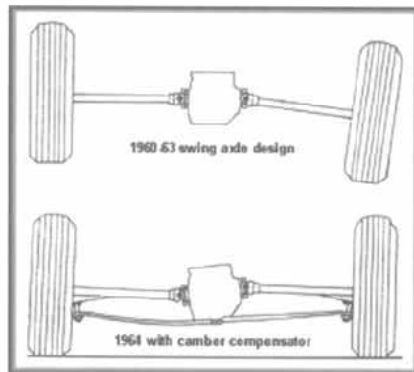
UNCLE SCOTT SAYS

By Scott Aho #L-6808

Earlier this summer, on a wonderful Saturday evening, I grabbed a friend's teenage kid and went to Anoka for their weekly car show. As normal, we had a great time there. We saw a lot of great cars and many great friends. All-in-all, need I say it? We had a great time. Until ... we went over to look at a very nice second generation Corvair.

Now I love Corvairs. Especially the second generation models built from 1965 through 1969. In fact, my love of Corvairs is such that the first major paper I wrote towards my major (my BS degree) in Automotive History was about the history of the Chevrolet Corvair. So I consider myself a bit of an expert on these cars.

As we're looking at this beautiful Corvair and having a very nice chat with its owner, I kept on hearing people walk up and make the comment that this is the car that Ralph Nader killed. False information like this drives me nuts. Ralph Nader had nothing to do with the death of the Corvair. In fact, because GM's blundering in their dealing with Nader, the car may have been kept in Chevy's lineup two years longer than it needed to. Let us look at the facts.



says in the book I disagree with, especially the first chapter of the book dealing with Corvair's handling problems.

Two years after Chevrolet quit building the Corvair, the National Highway Traffic Safety Administration (NHTSA) also did not agree with Mr Nader's opinions, so I'm in pretty good company there. By the way, it is only in his first chapter of *Unsafe At Any Speed* where Nader made any mention of the Corvair. What did he dislike? The tendency for 1960 through 1963 Corvairs with the swing arm rear suspension to lose control at the upper end of their handling. In fact, he condemned all cars with this type of suspension as dangerous. This included VW Beetles, Porsche 956s and several Mercedes-Benz models.

Swing axle cars do handle differently from other cars when pushed to their limit. Talk to anyone who has done any fast driving in a mid-'50s Mercedes 300SL coupe, and it was considered, by many, as one of great cars of all time, despite its quirky handling. Corvair buyers tended to buy

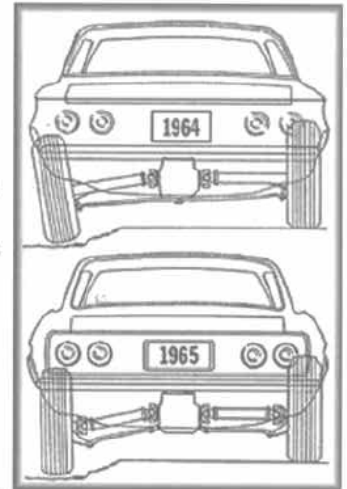


and use their cars in a sportier manner than other compact car owners or Chevrolet expected at the introduction of the car. Plan on doing a little sporty driving in your Corvair? Chevrolet and most enthusiasts' magazines would tell you to start by buying your new Corvair, starting in 1962, with the heavy-duty suspension or the Spyder package. In 1964, to make Corvair handle even better, Chevrolet added an extra transverse leaf spring to the rear suspension, and finally they went to a fully independent rear suspension on the 1965 and later Corvairs.

According to Nader all of these improvements showed that Chevrolet knew all along the Corvair was a dangerous car from start. He doesn't take into account that a different type of driver was attracted to Corvair than those who bought the other "normal" designed American compact cars. Chevrolet also didn't expect this new type of buyer either. They saw Ford's conventional Falcon walk all over the sales of their early Corvairs. In fact they rushed out their own Falcon clone, the Chevy II to go up against Ford's best selling compact. In the fall of '61 the 1962 Chevy II was ready to be sent out to battle the Falcon in the way Corvair could not.

In the meantime, something strange was happening to Chevrolet's odd little Corvair. Something Chevrolet never seemed to totally understand. Something that others, like Ford's Lee Iacocca, would see clearly. Something that would eventually lead to the Corvair's demise.

Sorry to say, we've run out of time this month for the whole story. We'll have to continue it next month.



This is part one of a three part article originally printed in the Minnesota Street Rod Association's publication the LineChaser in July of 2012



Corvair Minnesota Holiday Party

**Sunday, December 9th, 2012 at LATUFF'S PIZZERIA
10820 Highway 55, Plymouth – just west of Hwy 169**

Social Hour: 5:30 pm Dinner: 7:00 pm

Cash Bar with Pizza Appetizers

Cost is only \$20.00 per person (check payable to CMI)

MENU CHOICES:

Baked Meat Lasagna

Chicken Parmesan

Golden Fried Jumbo Shrimp

Italian Sampler (Rigatoni, Ravioli, Spaghetti & Meatballs)

Dinners include: Salad, Beverage & Dessert

Chicken & Shrimp Dinners also include Pasta

Questions/directions: call Bill Cook @ 612-940-9179

Remember to bring your donation for the STEP Program

(See details elsewhere in the SEEL)

**** \$20.00 dues for 2013 are payable at the Party or mail check to ****

Ray Alexander

901- Woodlawn Court

Burnsville, MN. 55337-3627

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***** Annual CMI Holiday Party Response *****

Name _____ Lasagna ___ Chicken ___ Shrimp ___ Sampler ___

Name _____ Lasagna ___ Chicken ___ Shrimp ___ Sampler ___

Cost: \$20.00 per person (make your check payable to CMI)

Mail this response with your check for the Party no later than November 30th to:

CMI Holiday Party

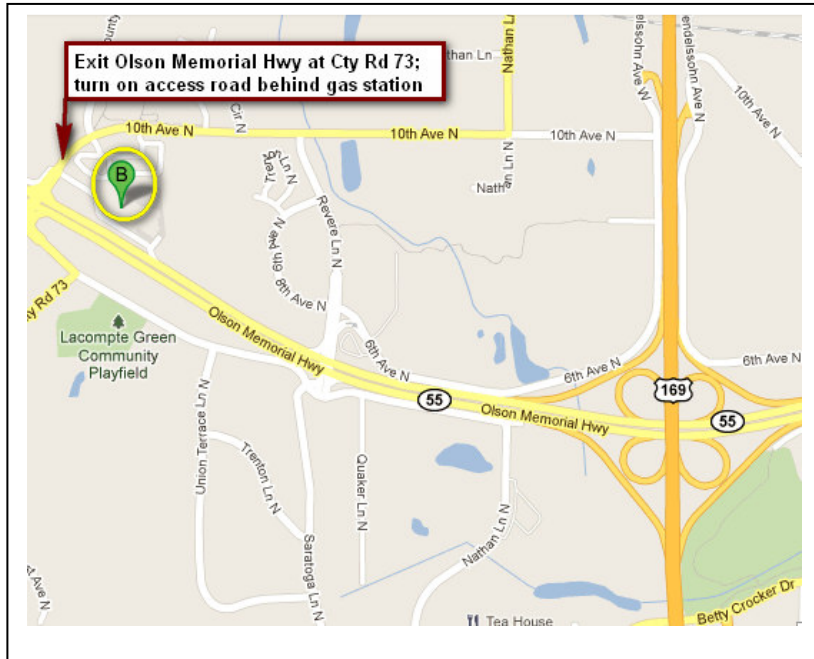
Bill & Carol Cook

1106 - 33rd St SE

Buffalo, MN 55313

Latuff's Pizzeria 10820 Highway 55, Plymouth, MN
(763) 545-2914

Corvair Minnesota's Annual Holiday/ Dues Party



S.T.E.P. will again be our Holiday/Dues Party charity this year. The people at S.T.E.P. have informed us that these items are needed....

- * CASH - STEP can get a better deal on food than an individual can.
- * CUB gift cards.
- * Personal care items: Toothpaste/brushes, Deodorant, Hand lotion/ bar soap, Perfume etc.

As with Susan's charities, "Hotel shampoo and Soap" are always welcome. If you wish to Purchase Christmas gifts:

- * Toys and games for younger children (please no \$-store toys)
- * \$15 - \$30 gift cards for older children - like from Target, are great.

Questions? Call **Mary Schmit** at 952.929.9174



An Early with a modified rebound bumper

I put BIG wheels on my '64. With BIG tires! When I hit a bump, while turning - - the tires rub on the bottom edge of my fender. I don't want to tear off the beauty strip - or the fender - so I thought about smaller wheels - - for just a second! Then my brother Chuck gave me a suggestion: Why not extend the rebound pad in the front suspension so the wheel can't go up so high into the wheel-well, especially while turning? That way the tire will not hit the fender because the lower control arm will stop when it hits the lowered rubber bumper. So I took off the normal rubber bumper that is mounted on the outside of the spring tower. It is right above the place on the lower control arm where the brake reaction rod is bolted....the bumper would ordinarily hit on the reaction rod in a "rebound" condition. I intend to hit it more often, now! It turns out that the rebound bumper needs to be curved to avoid the spring, so I had to curve my extension. Chuck is the guy who suggested OAK as a good material in this application.



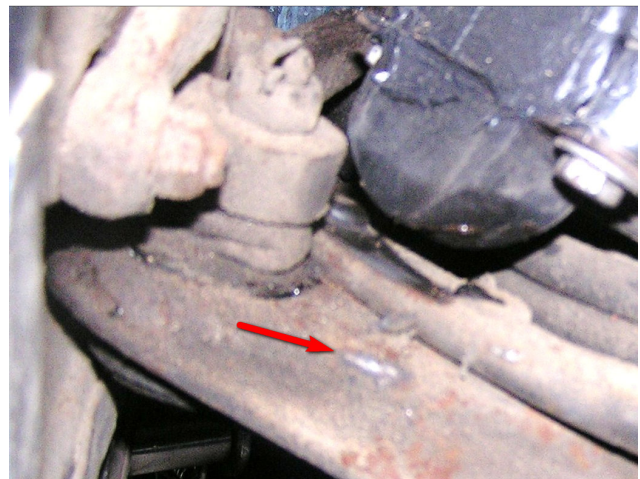
Here's a view of my old "Snubber" with its new curved OAK block to take the hits, along with some steel parts to hold the bolts.



This second photo shows how it looks installed – pointing down – at the lower control arm. See how the curved OAK just clears the spring in its tower.



This third photo shows an overall view of the extended Rebound bumper directly above the brake reaction rod on the lower control arm. The Lower Ball joint is to the left and the sway bar's left end is visible on the lower right corner of the picture. This is the 'empty car' position for these parts.



To see how this new part fits "like, in action" I have jacked up one wheel - alone - to put max lift on one tire. This has brought the lower control arm up to nearly touch the 'snubber'. Note the shined up part (looks like a shadow) right under the bumper – shows it's been working!

Driving is now smooth and has no grinding of the tire against the bottom of the fender-well, under any condition – that's number one! I do hit that rubber part quite often now, but it helps me corner flatter, so it's not all that bad, either. Anyone who wants to see/drive it can stop in any time. **Fran**

October 2nd

So what's so special about October 2nd? Why it's the anniversary of the introduction of the Corvair! This year CMI celebrated the event by meeting at Cuzzy's in Chaska (next to Lenzen Chevrolet).



The 1960 Corvair on display in Paris, October 1959



CMI Classifieds

- '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

- | | | |
|-----|------------------------------------|------------|
| 65 | Rocker panel trim | \$150.00 |
| 64 | NOS Rear Grill | \$150.00 |
| all | 2 Speed Wiper Motor w/wire harness | \$ 20.00 |
| | Used distributor | \$ 25.00 |
| 65 | Good Used Hub Caps (4) | \$ 40.00 |
| all | License Plates, 62-64 w/tabs, 65 | \$10.00/pr |
| all | Rear Engine Comp. Rubber seal | \$ 10.00 |
| all | Oil Filter Adapter w Bolt | \$ 20.00 |
| | Late front Spoiler, repairable | \$ 10.00 |
| | Late dash Shifter Lever | \$ 5.00 |

Assorted Tune up Parts price on each item

Rich Buratto 612-743-6706

Restorable **Rampside** plus parts and three engine (one a180 Turbo) \$1800 OBO. Harry @ 320-594-3011 (Fran has some pictures)

Wanted: 1963 Monza convertible

I am helping one of my fellow writers at Sports Car Market look for a 1963 Monza convert. He's specifically looking for black with a red interior, as that was his first car. No projects; he's looking for a well restored car (think Rich Buratto's Trophy Magnet as a '63) or exceptional original. He's not so fussy about power train, and may even consider a Spyder if it's in good enough condition. Need not be local, as he's in California, so it would be shipped. Contact me with details.

Brian Carlson

bmitchellc@juno.com (best)

651-955-2290 (cell, better)

651-739-1608 (home, not so bad)

1960-69 (including FC) **Steering Stabilizer**. Clark's part number C1460 (see on page 138 & 152) – new in box. Catalog price - \$98.70 (+ 8 lbs shipping). \$65. John Herkenratt (952) 935-4596

To all the CMI'ers, It has come time to sell my **1964** Corvaire Monza Convertible (aka Trophy Magnet) I have owned this car for 23 years. I wanted to let CMI know that the car was up for sale before I put it on Craigslist, etc. Most of you know the car from GMCCA, Stone Arch Show, Edina Parade, etc. This car got a Bronze at the Cedar Rapids 2010 CORSA National Convention. I recently sold my yellow 65 and red 63 Spyder. The black 64 is the last to go. No I'm not abandoning CMI, just doing some other things, and need to be able to get all my vehicles in the garage. Thanks Rich Buratto 612-743-6706



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 Corvaire repair

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

Zip printing & copy shop

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WEBSITE: <http://www.corvairstminnesota.com/>

OFFICERS:

PRESIDENT

Lee Knauf
1340 Broadview Ave
Chaska, MN 55318-1704
952.448.6983
vairy69@comcast.net

TREASURER

Ray Alexander
901 Woodlawn Ct
Burnsville, MN 55337-3627
651.334.8473
fleetcap@aol.com

VICE-PRESIDENT

Gary Nelson
6916 Russell Ave S
Richfield, MN 55423-2024
612.866.3247

SECRETARY

Chuck Johnson
9632 Wyoming Terrace
Bloomington MN 55438-1640
952.947.9106
cljohnson99@gmail.com

EDITOR

John Herkenratt
952-935-4596
Jherken1@netzero.net

COORDINATORS:

TECHNICAL EDITOR

Fran Schmit
3370 Library Lane
St. Louis Park, MN
55426-4224
952.929.9174
schmfran@hotmail.com

GMCCA

Bob Rowe
1266 Halper Place
White Bear Lake, MN
55110-2204
651-407-0017
rarthurrowe@comcast.net

CLUB WEAR

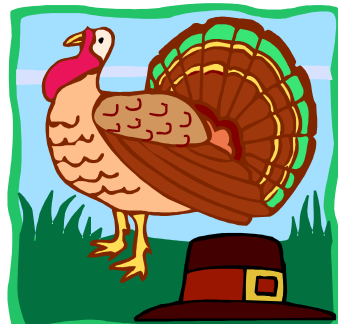
Bill Cook
1106 33rd St SE
Buffalo, MN 55313-5341
612.940-9179
wdcacook@yahoo.com

HISTORIAN

Cara Knauf
952.448.6983



1955 GMC L'Universelle
(was this the forerunner of the Greenbrier?)



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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!

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THE LEEKY SEEL

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

Remember: for November we meet at the MUM