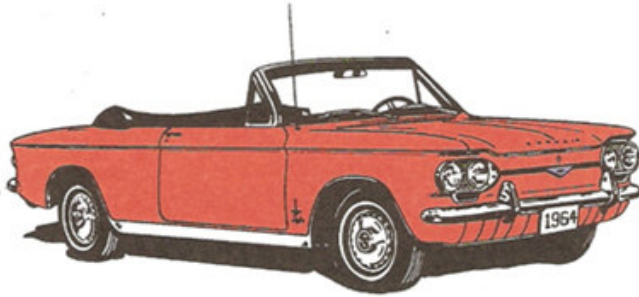


# LEEKY



# SEEL

CORVAIR MINNESOTA NEWSLETTER

## President's Page

## June 2013

*We* may be looking at an abbreviated Corvair season this year. Only in Minnesota can you have ice on most of the major lakes up north for the fishing opener and record 98 plus degrees two days later for the May Members Meeting. I think we've had maybe two days without rain since. Maybe we'll get lucky and fall will last into November.

Speaking of the May Members Meeting, we had a pretty decent turnout at the Fishtale Grill in New Prague. There were several Corvairs, two Corvettes, and a Mini Cooper, garnering one suggestion that we change our club name to "CMI etc". Our next meeting will be at one of our usual haunts, Wagner's Drive-in in Brooklyn Park. Here's hoping for sunny skies.

We are always on the lookout for new venues and events to do. One event has to do with Hemmings Great Race, which leaves from St. Paul and "Back to the Fifties" on Saturday, June 22<sup>nd</sup>. The first stop for the race is in Eau Claire, Wisconsin and I think it would be fun to watch the cars either leave from St. Paul or catch them as they cross from Minnesota into Wisconsin. I haven't found which bridge they are crossing but it would either be Stillwater or Hudson. Once I find out I say road trip to where they are going to cross and watch them drive by. We are also looking at doing something similar for the New London to New Brighton race in August, which passes through Buffalo, MN.

Before all that, however, we have GMCCA on June 9<sup>th</sup>. We've had a great turnout the last few years and this year should be no exception. We've also included our participation in this event in the CORSA Communiqué so we'll be doing a follow up article with photos, so bring your Corvairs out on June 9<sup>th</sup> and let's impress the hell out of the other Corvair chapters. We're also manning the front gate as well as the Car Corral, which provides some very nice income for the club.

We'll see everyone at GMCCA and Wagner's in June. And if anyone has an event or idea they'd like to see the club do, let me know. As much fun as the tried and true events are, new things to do keep the club fresh

Stay Tuned,

*Lee Knauf*  
President



# CORVAIR MINNESOTA General Membership Meeting

**May 14, 2013**

This month's meeting was held at the Fishtale Restaurant in New Prague, the food and service were exceptional. After eating, President Lee Knauf called the meeting to order at 7:39, welcoming about 20 people, including numerous spouses.

**April Minutes:** Approved.

**Treasurer's Report:** We have \$3714 in our treasury currently.

**Recent Events:** CMI had 15 members last Saturday for our Adopt-a-Highway event along highway 55. It was windy but we compensated by eating well before AND after the work.

## Upcoming Events:

**June 9:** GMCCA Car Show at the State Fair Grounds. This year CMI will be in charge of the car corral in addition to our usual gate, and we still have one hour work slots needing volunteers to fill. This is our largest fund raising event each year, so participate with your cars, trucks, and work assignments. Any ideas for improving our display are welcome; we will be featured in "Corsa Communique" this year.

**June 11:** Monthly meeting at Wagner's Drive-In North in Brooklyn Park.

**June 16:** Wright County Car Club show at the Buffalo Airport in conjunction with Buffalo Days. Show is in conjunction with a "Fly-In Air Show", along with a craft show, so it should be interesting and interesting day. Car show is from 9 - 2.

**July 4:** July 4 parade in Delano, our first time at this event. Bill Cook will have more details next month.

**July 9:** Monthly meeting at Minnetonka Drive-In.

**July 16 -20: 2013 National CORSA Convention:** Kalamazoo, Michigan, only 2 months remain to

complete your projects! Rooms are scarce, but Fran has a room available at a good rate for any members in need.

**October 12-13:** Fall drive to Winona. Another well planned Bill & Carol Cook event. As described in the flyer and our meeting, a full agenda is planned. **Make your reservation** for the hotel in Winona @ 507.452.0606, refer to Corvair MN rate.

## Other Events/Activities:

**Story Boards:** Bill Cook brought an example of car story boards members may order for their displaying their Corvairs. Text and Pictures are tailored by you for your car or truck. Cost will average \$95, depending on number of pictures, etc., vs. \$160 elsewhere. This will elevate the level of showmanship for our vehicles, contact Bill for more information.

**Auction:** Bill donated a reprint of the launch training video on Corvair Powerglides. CJ Schmit had the winning bid of \$6.

The meeting was adjourned to the auditorium floor at 8:23.

Respectfully submitted,

Chuck Johnson



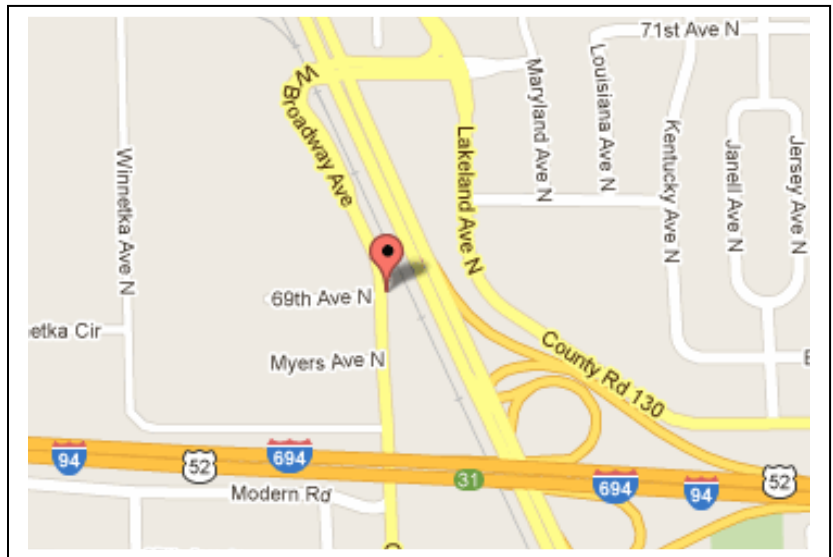
## Additional opportunities to show off our cars:

**Fairview Church Vintage Car Show**, Minnetrista, 1175 Co Rd 19; June 8, 10am - 2 pm Contact: Brian and Marnie Peterson ~ [B4ZIGGY@aol.com](mailto:B4ZIGGY@aol.com)

**Farmington Dew Days**, Friday, June 14. Line up begins at 4 pm, cruise begins at 7 pm. \$5 call Bruce Matzdorff @ 612.298.0094 or visit the website @ [www.farmingtondewdays.com](http://www.farmingtondewdays.com)

## Upcoming Corvair Minnesota Events:

CMI's June drive-in meeting,  
June 11<sup>th</sup>, will be at **Wagner's Drive In**  
7000 West Broadway Avenue,  
Brooklyn Park (@ 6:30 p.m.)



- June**
- 02 10,000 Lakes Concours d'Elegance, Excelsior, MN, **10:00 a.m.** ([www.10000lakesconcours.com](http://www.10000lakesconcours.com))
  - 09 **GMCCA** – State Fairgrounds, **9 a.m. - 3 p.m.** (set up prior to 9 a.m.)
  - 11 Membership meeting - Wagners' in Brooklyn Park, **6:30 p.m.**
  - 16 Buffalo Car Show/Wright County Car Club - Buffalo Municipal Airport. 9 a.m. – 2 p.m.
  - 15-16 StoneArch Bridge Festival – 11am to 5pm contact: Steve, 612-869-1032 or email [k0tsh@q.com](mailto:k0tsh@q.com)
  - 21-23 Back to the 50's, State Fairgrounds ([www.msra.com](http://www.msra.com))  
(Start of Great American Race June 22<sup>nd</sup>)
  - 27 Board of Directors
- July**
- 04 Fourth of July Parade, Delano – Post Parade Picnic Peppermint Twist
  - 10 Membership meeting - Minnetonka Drive-in in Spring Park, **6:30 p.m.**
  - 20-22 Car Craft Summer Nationals Car show, State Fairgrounds  
(<http://www.familyevents.com/event/233>)
  - 16-20 CORSA National Convention Kalamazoo, MI
  - 25 Board of Directors
  - 26-28 Little Log House show, Hastings (<http://www.littleloghouseshow.com>)
  - 26-28 Kolacky Days, Montgomery, MN (Classic car show 7/27)  
(<http://www.montgomerymn.org/kdaycar.html>)
- August**
- 12 Membership meeting - Peppermint Twist in Delano, 6:30
  - 16-18 Corn-on-the-Cob Days, Plainview, MN
  - TBD** Annual CMI picnic
  - 24 Christ's Cross Car and Craft Show, Ham Lake, MN ([www.christscrosscarclub.org](http://www.christscrosscarclub.org))
  - 29 Board of Directors – **To Be Announced**

**To All Club Members:** Here is a partial list of area Cruise Nights and Drive In events. This is a great way to show off our cars, meet some non-CMI Corvair owners (there are a few), and just have an enjoyable night out. More information and additional car shows, cruise nights and drive in events can be found on [www.autoswalk.com](http://www.autoswalk.com):

**Wednesdays:** Every 3<sup>rd</sup> Wednesday at Lookout Bar and Grill – 8672 Pineview Lane N, Maple Grove. 6pm to ? Hosted by Chevy's Best Car Club. May 15<sup>th</sup>, June 19<sup>th</sup>, July 17<sup>th</sup>, Aug. 21<sup>st</sup>, Sept. 18<sup>th</sup>, Oct. 16<sup>th</sup>

**Thursdays:** Every 3<sup>rd</sup> Thursday at Culver's in Anoka (800 W Main St.) May 16<sup>th</sup>, June 20<sup>th</sup>, July 18<sup>th</sup>, Aug. 15<sup>th</sup>, Sept 19<sup>th</sup>. 5:30pm to dusk.

**Saturdays:** Saturday night Cruise Nights Every other Saturday Downtown Hastings. 5-9pm (June 1<sup>st</sup>, 15<sup>th</sup>, and 29<sup>th</sup>. July 13<sup>th</sup> and 27<sup>th</sup>, Aug. 10<sup>th</sup> and 24<sup>th</sup>, Sept. 7<sup>th</sup> and 21<sup>st</sup>, Oct. 5<sup>th</sup>).

Anoka Classic Car Show Every Saturday May 11<sup>th</sup> to Sept 14<sup>th</sup> (except 5/25, 6/22, 7/13). 5pm to dusk.

## Adopt A Highway, Spring 2013

A foto is worth a thousand words, right? After a diligent session of picking up Highway 55 (and flying home from Florida for the event) this is the reward that Ray Alexander got .....TaDa! Apple pie (the diet version...see, no Ice cream!).

We had four teams to do our four one mile segments and all went well. The wind was a bit too strong for some of us oldsters but the younger stuff stood us back up and we continued 'ditching' along. Hour and a half to two hours was our pace - - so we were back at DOBO's by 11AM for coffee and rolls! A great day for both CMI and Hiway 55. See y'all in the Fall!

Fran



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## 1962 Chevrolet Corvair Greenbrier Ambulance



1962 Corvair Amblewagon for sale, 62,000 miles, manual trans. Special orders were taken from dealers only in 1962. All accessories are included: gurney, fire extinguisher (charged), Resuscitator, buddy seat. I will include the fun accessories with it; fireman's blanket, light up skeleton doctor, doctor bag, mannequin lady (detached fingers in bedpan), etc. I have the original paperwork from Chevrolet Motor Division. The serial # is 2R125F-100001. I purchased this from Mecum auction in 2008 from Bob McDorman Chevrolet near Columbus Ohio. I used it for my Daughters wedding and a couple of local car shows. I don't know the mechanical details like engine size, etc. Everything is original that I know of. I have an appraisal from 2010 for \$47,500.00. Serious inquiries only please. She runs GREAT! Location: Amanda, Ohio 43102

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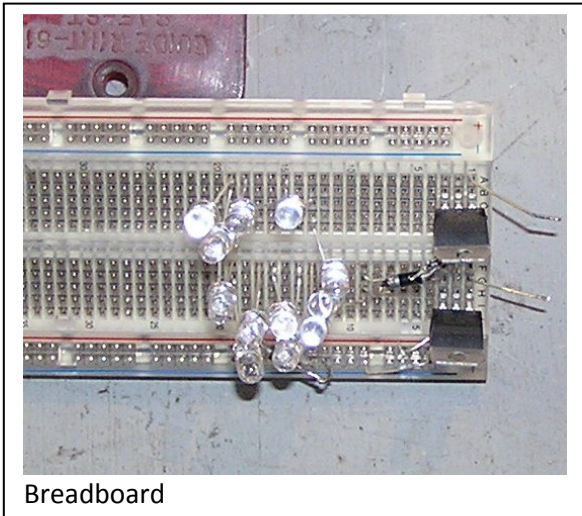
**Price: \$29,500**

## Wiring my LEDs

LEDs are not light bulbs. They require precise control over the applied voltage. A small reduction in the Voltage – like from 12V to 11 Volts and they will go dark....an increase from 12V to 13V and they will burn out! Bright Red LEDs today, are relatively cheap, but it's no fun to pop them a dozen at a time!

My plan was to build a circuit that could run the LEDs at a constant 12V and not be subject to the Voltage Regulator going up and down as the engine would run/idle. Also sometimes people ask to see the display but then I have to start the engine to bring the voltage up to 14.5V...anyway I thought it would be a simple matter. HA! Like drilling ten holes in a straight line!!

I got a breadboard from an electronics supply house and plugged in some Digital Voltage Regulators and a dozen bright-red LEDs. All seemed to be going well till I said, "OK, let's put this baby on a light fixture". I have lots of spare parts that make good test beds.

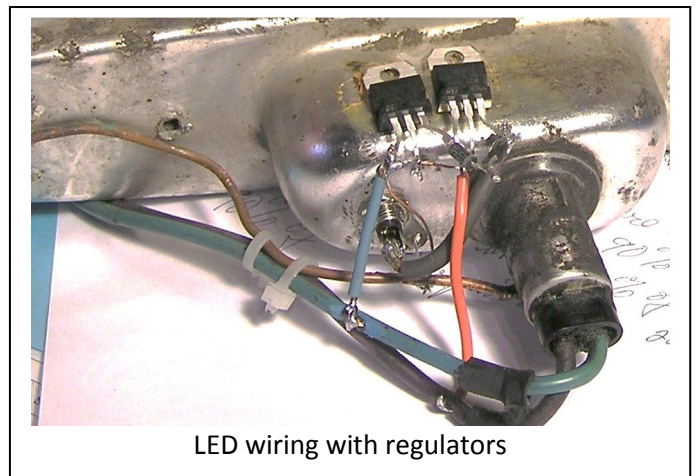


Breadboard

When I assembled my Regulators and Si diodes onto the FC taillight it looked neat and clean. When I tested my wiring all was well. Then I said, "OK, now let's put in the 1157 bulb that this assy. uses all the time". KaBlooney! The regulators went up in smoke! After much self incrimination, etc. I decided I was stuck. I sent out two E-mails. Butch Strand is a club member who has a good sense of where to look in these matters....so he got a note. Dave Peterson is a very well connected member who knows all sorts of Technical people and I thought he would also respond to my request. WOW! In one day I had very good solid advice on what, when, where could be the problem and what I should try first, etc.

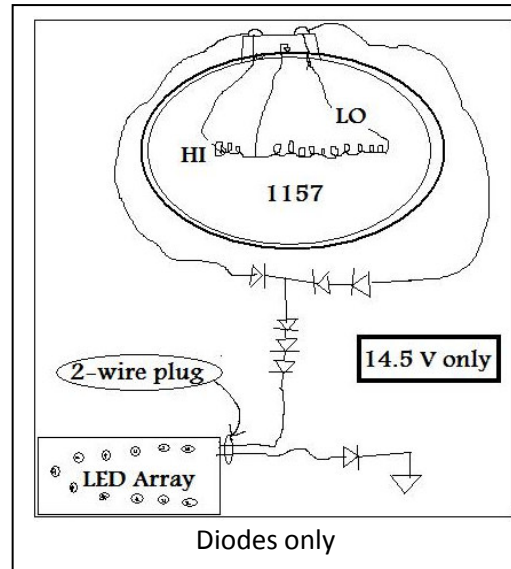
Remember when I said an LED is not a light bulb? That 1157 we use for a taillight is a REAL light bulb that takes a whole lot of power. LEDs take about 20ma for MAX illumination...the signal bulb side of an 1157 takes 2000ma to light it up. Yes, that's 100 times as much current...if you are talking power (as in Watts) that's 100 squared or 10,000 times as much electrical power!!! Anyway, when mixing the two, you have to PROTECT the LEDs from their BIG-brute-force cousins, or else.

Using my new-found education (Thanks again, to Dave and Butch) I built a circuit onto the taillight assy. with enough protection on it for the Voltage regulators, etc. It worked, but was a real 'kluge'. Take a look! Needless to say, I didn't like the idea of hanging all of that hardware onto the back of my taillight assy., even though it is technically 'inside' the box of the Rampside. In a Greenbrier it would be a little more protected but still, I did have an alternative design.

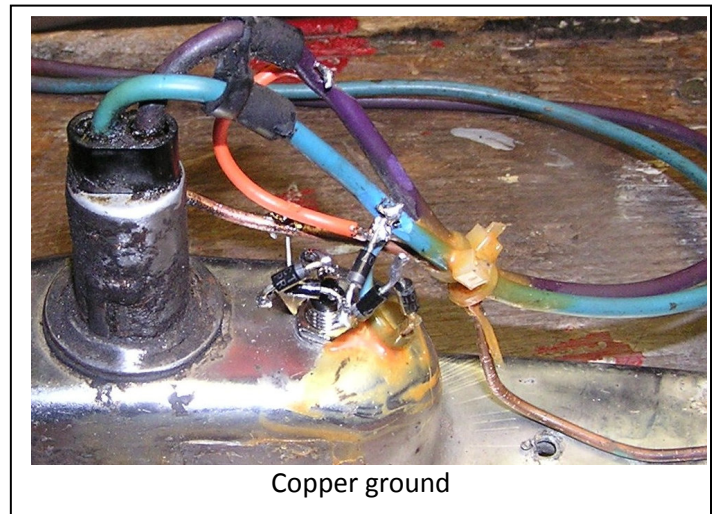
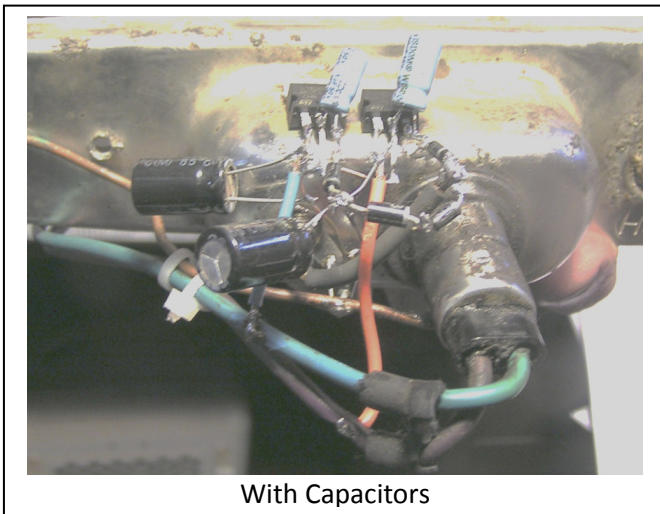


LED wiring with regulators

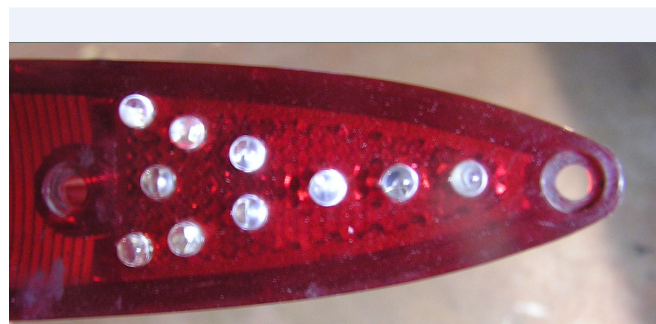
Recall my aversion to having to start the engine to show off my stuff?...well, I can swallow that and go with a design that works only at 14.5V. It involves using the same bank of a dozen LEDs powered by the 1157's circuitry by using only a handful of Si diodes. A sketch of this simple circuit looks like this.



Notice that the HI side of the LED supply has only one fewer diodes than the LO side. When the 1157 is running at 14.5V the LEDs are about the same brilliance as the "signal" light - - as they flash along with the 1157 they will make a presentable show for themselves. By adding one Si diode to the LED's supply the current through the LED array is dropped sufficiently so that the array is about as bright as the LO side of the 1157. They can run all day long, side-by-side. My original intention was to have more than one taillight per side.....If/when the 1157 craps out there will still be a taillight on that side.



Fran



## NEW Pertronix

I popped my old Pertronix the other day (will have to figure out what I did WRONG) and went to change it out for the newer version...Pertronix II. All went well till I tried to install the magnet ring. I couldn't get it to slide down on the rubbing block of my CORVAIR Distributor. I could slide the old magnet back on easily. So I grabbed an old beat up Distr and they both slid on easily - - but I did notice the old magnet slid on to the worn Distrib and felt a bit sloppy, but the new magnet assy did actually go on to that old rubbing block OK. No way could I get the new magnet on my Distrib....I figured the manufacturer had adjusted for worn rubbing blocks by building the new one just a bit tighter (like some folks do with re-lined brake shoes) so I scraped a bit of the phenolic out of the new magnet assy and it went on just a bit - - I scraped some more and it went on a little bit further. I could look down in to the mag-assy and see where it was scraping so I thought I should tell (show) y'all about it.

Here's a pic so you recognize what I'm talking about. You can see my fingers holding the magnet assy, and you can see most of three of the flats - scratched!



Now I will ZOOM in on one of the flats to show you the pile of scraped up material I made when I forced the assy on to the rubbing block.



Obviously I could use the old magnet-assy on my big unworn rubbing block but now I think it should have some filler under it - like maybe a dab of RTV. I never thought of the magnet assy being loose on the rubbing block - if it bounces back and forth that would confound the timing. I will write a letter to Pertronix to see what they say. In the meantime, please be aware of this possibility.

**Fran**

**Update** (May 21, 2013): Got a nice answer from Pertronix, Customer Service. Their opinion is 'manufacturing tolerances' allow for some variations. They suggest a file or a knife to scrape away excess material...and....the scraping will not affect performance.

**Fran**

# The Sprag Clutch

CORVAIR starter motors use what is called a Bendix system. In this system there is a Sprag clutch built into the gear that drives the flywheel – to ‘START’. When the electrical motor turns the Sprag, and the gear is engaged with the flywheel, the Sprag is locked and the gas engine is rotated. Once the gas engine fires up and begins to spin its large flywheel gear past the small nine toothed gear on the Starter Drive – the Sprag, “let’s go”. This guarantees the starter motor is not spun to death by his big 6 –cylinder Brother. The Sprag will hold tightly going one way and will immediately “let slide past” in the opposite direction.

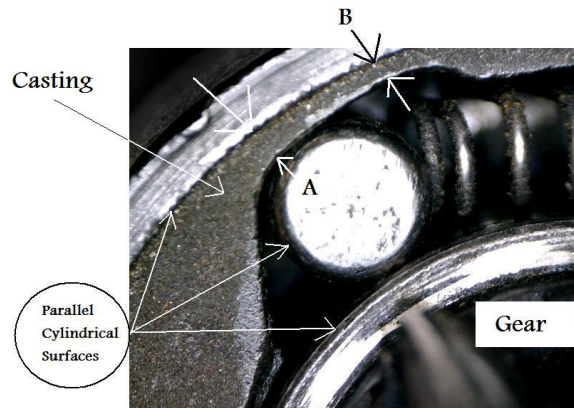
Most of us know this device when it fails. You turn the key and the engine begins to crank – just for a second – and then BUZZZZZZ - - WHIR – WHINE - - - the starter is running free as a bird and is not cranking the engine. The sprag has “let loose” and is no longer locked. Sometimes it sticks and you get started and it works for a week or so and then the WHINING happens again only this time it takes a few tries to get started. Eventually you replace the Starter Drive and all is well.



Here’s how it looks, inside. I cut open a failed one to see and it was broken! You can see three of the four ‘clutches’ still engaged. The fourth is missing in action! If/when the engine backfires during start and the engine gives a reverse pulse against the starter - - this DRIVE is the guy in between those two powerhouses. You can see by the quality of the gear in the photo this was a young ‘drive’ as there is virtually no wear on the teeth. I have seen some very well worn gears on old-old engines showing the starter has survived many thousands of starts – successfully.

Let’s look a little closer at the function of the Sprag to see what a marvelous invention this is.

few places within one of the Sprag-shiny circle in the center is the end (looks like a roller bearing) about a is pushing the rod to our left. The around the small gear in the that hold the spring and our short casting ‘A’ and ‘B’ in two places. NOT the same dimension...the spring’s end, labeled ‘B’. Not only the spring is trying to push the rod - the casting is thicker there....wait a Drum roll please! .....the pocket the rod. This means the rod can moving up into the larger end of the pocket but it cannot – even for a fraction of a millimeter – move deeper into the pocket, on the ‘A’ end. Rotation of the casting around the gear is prevented because the rod is jammed in between. The harder you twist, the tighter is the jamming - - - but no turning!



I have labeled the photo in a clutches for clarity. The of a half inch long drill rod quarter inch ID. The spring casting, which moves center, has pockets built-in rod. I have labeled the Notice that A and B are pocket is larger on the is the pocket at ‘A’ - - where - smaller than at ‘B’ because minute, here it comes / / at ‘A’ is even smaller than roll against the spring by

The allowed rotation between the ‘drive’ and the ‘gear’ is easy in one direction and absolutely ZERO in the other. When holding a Starter Drive in your hand you can turn the gear smoothly in one direction - - where you can feel a slight – hardly noticeable –drag. To stop and turn it the other way is not allowed. Your fingers can’t believe it – there is not the slightest hint of backward motion....forward is smooth and efficient and reverse just doesn’t happen. The little rods are sliding along - possibly turning a bit - just waiting for you to go the other way – if/when you do **BANG** they’ve got you dead to rights and any motion is totally blocked.

Apparently the Sprag clutch was invented during WWII by the Formsprag Company. Dana Corp bought them but now someone else owns Dana – last we heard the Colfax Power Transmission Group is in charge.



# CMI Classifieds

**1965 Monza Convertible** - 2nd owner, 42,000 miles, new gas tank, battery, tires and brakes - a beautiful car that runs great and it's all original. The red upholstery and carpet are in good shape with no tears or scrapes. It also has the original radio that is operational. The engine is 110 H. P. with a manual 4 speed transmission on the floor. Michael Braun (Edina) 952-925-9175 Cell 612-644-3023 \$9,500 or best offer



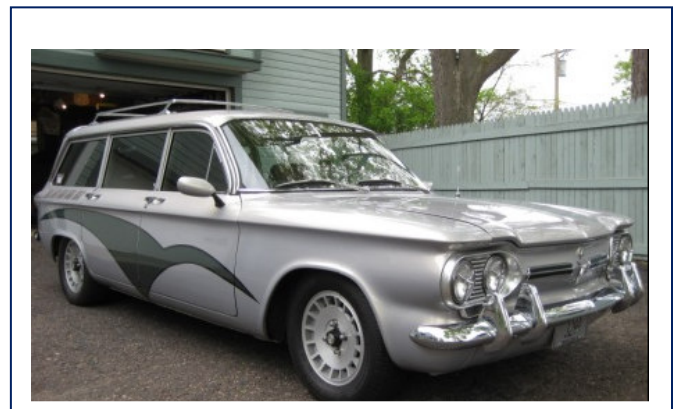
**1962 Monza Coupe**- Slightly over 42,000 miles, runs well, no rust, in very good condition. Automatic transmission, four new tires. White with black interior. \$5200 Fun to drive but at my age it's getting tougher to get in and out!  
Bill Von Hassel 952-946-2245 or VonH9700@aol.com

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**1967 Monza convertible**, over \$16K worth of receipts/ spent on restoration in the 1990's and still in respectable condition. The car was gold/ gold but now is Nantucket Blue with a white interior and top. The top and interior are mint. Automatic trans. Inquiries welcome. \$5000 OBO. Phil 218-634-2882 (eves) or [psjohn@mncable.net](mailto:psjohn@mncable.net) BEAUTIFUL BAUDETTE, MN (CANADIAN BORDER)



**1962 Corvair 700 Wagon.** Very clean, well maintained, needs some TLC. Owned for 13 years. Starting new late model project. I drive it locally and down to Iowa's national a few years ago and up north to Duluth and two harbors last year. (MSRA fall picnic). I always take it to St.Pauls Back to the Fifties. Shipping I don't know much about. But have some one that knows a lot about that. Call Gouch ( Bill Gautsche) Asking: \$5,800. (715) 828 - 9001

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**1964 Greenbrier Deluxe** – pretty nice. \$15000. Peter Schmit; [Schmitpm@gmail.com](mailto:Schmitpm@gmail.com) 952-935-5166

\*\*\*\*\*

62 - 64 Black Convert. New in box w/ inside Pads, \$300.  
65 NOS Rocker Mouldings pair) \$150.  
Rich Buratto, 612-743-6706

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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!*

.....



*Happy Father's Day!*

**THE LEEKY SEEL**

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55426-4224 Ph: 763.475.0350

**TEMP – RETURN SERVICE REQUESTED**

*Will we see you at the GMCCA show?*