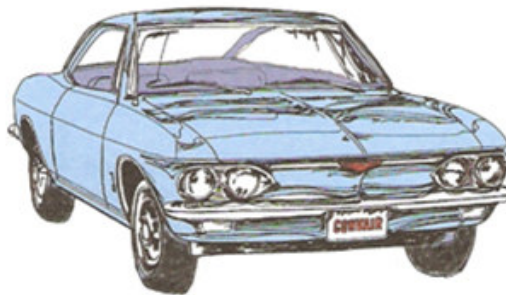


LEEKY



SEEL

CORVAIR MINNESOTA NEWSLETTER

July 2013

President's Page

I've been making a lot of trips to Eau Claire lately as my mom has been having some medical issues. On one of the trips I drove my Corvair but wanted to avoid the semi trucks and road construction on I-94 so I took HWY 12, which runs parallel to the interstate from Hudson to Eau Claire. What a relaxing drive that was. You get to see so much more when you drive through the rural areas and small towns. I discovered Knapp, Wisconsin is a haven for rusty Chrysler products and the stereotype of Wisconsin small towns is still true. Each town has a church and two bars. We Wisconsinites have our priorities.

Cruising through the countryside is a great way to relax, especially if you stay off the interstates. Bill and Carol Cook have a great cruise planned for October to Winona and I encourage everyone who doesn't have other plans to make your reservations and go. Not only will we be stopping at some great locations on the way, but the fall color should be peaking right about the time we cruise down the river.

I spent last Friday in downtown Shakopee at that city's cruise in. Until Rich Storlie showed up in his Freeway, I had the only rear engine car on the street. I can't count the half Pontiac Fiero, half motorcycle chopper as the Fiero was a mid-engine design (and the front half was gone. People I talked to had some kind of Corvair story to share. Kids thought the engine in the back was cool, and only one or two people referenced Ralph Nader. I think that part of Corvair history is diminishing with time and more people are seeing the Corvair for the great car it is.

I've also received a lot of compliments lately from just driving my '69 to work or around town. Someone left their business card on my windshield one day with "nice car" written on it and several have stopped me to ask me about the car and compliment me on the condition of it. Not bad for a daily driver that's showing its age. As I've written in previous SEELs, cars are meant to be driven and enjoyed rather than squirreled away in a garage.

I saw a lot of cars being driven and enjoyed on my way to Eau Claire. These were the cars going to Back to the Fifties at the fairgrounds, which is where I'm about to head to. And yes, Cara's imposed ban on the auction is still in place. Though she would like a fifties Chevy Pick-up and several are up for auction so we'll just see...

Stay Tuned,

Lee Knauf
President



Dear CMI'ers -- Just a reminder, if you would like to participate in this years 4th of July parade in Delano and haven't already signed up, please let me know as soon as possible. We will be in the middle of the parade and we'll have a special place to park our cars after the parade is finished. Also, all the food and activities are right where our cars will be parked so there won't be too much walking involved. We meet at 9:00am just north of Delano. I'll give you additional information as I receive it. You can also go to www.delano4th.com for more information. When you respond please give me your cell phone number. If you have any questions you can call me at 612-940-9179. Thanks -- Billy

CORVAIR MINNESOTA General Membership Meeting

June 11, 2013

Our first true drive-in meeting was held at Wagner's North in Brooklyn Park. We had 34 members and 1 guest present when President Lee Knauf called the meeting to order at 7:26.

May Minutes: Approved.

Treasurer's Report: We have \$3489 in our treasury currently.

Recent Events: GMCCA was severely hampered by the cold, rainy weather so attendance of displayers and spectators was disappointing, but not surprising. We officially had 11 corvairs and one extra engine in our area. CMI will likely have to contribute seed money to be ready for next year's show, but remember, we can't have bad weather two years in a row.

Bruce Hubbard and Don Shaefer won first place in open and closed divisions, respectively.

Upcoming Events:

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 an 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. They are excited to have us and have arranged for us to detour to a portion of their city park.

July 9: Monthly meeting at Minnetonka Drive-In in Spring Park.

July 16 -20: 2013 National CORSA Convention: Kalamazoo, Michigan, only 1 month remains to complete your projects!

August 3: Annual picnic at Mike Jenkins' home.

August 10: 27th New London – New Brighton run. We are tentatively planning to intercept at the Buffalo High School where they will take their lunch break.. ANOTHER Bill & Carol Cook production.

August 13: Peppermint Twist in Delano.

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 & Misc: Bill Cook again displayed his car story boards for members to consider for 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.

Bill also discussed having more t-shirts and license plates made and seeks input.

Auction:

The meeting was adjourned at 7:51.

Respectfully submitted,

Chuck Johnson



Problem flywheel

I recently traveled to California to help my brother repair his '63 CORVAIR. It does have a Late drive train in it so it has a stepped flywheel. On that flywheel is the Pressure Plate that houses the drive gear for starting the engine. A while back he was starting the engine and his hand slipped a bit, causing the starter to disengage just for an instantthen re-engage. Not a good idea as the starter came in under adverse conditions and a tooth was removed from the big ring gear.

(See photo of gear minus one tooth)

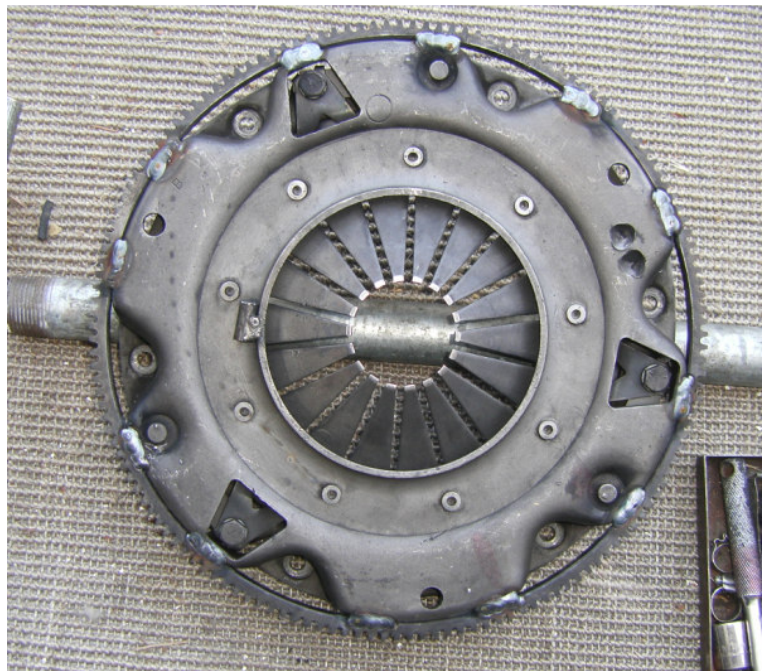


We took the drive-train out on the day after I arrived at his house - - - after a sumptuous breakfast of bacon, eggs, waffles and fresh ground coffee.....we got a late start! Anyway after removing the drive-train and then taking the Pressure Plate (PP) off the flywheel (changed out the pilot shaft bushing as a matter of policy) we cut the broken gear off the PP with a 3" disc grinder. That hard iron sure makes nice sparks!

In the time leading up to my trip he had purchased a new ring gear from Clark's. We fitted the new gear down onto the nude PP and it had to be tapped just a bit to get it on, but it was a nice fit and felt as if it could not go on any other way so all it needed was to be welded back on.

On that first day we took the PP/ring gear over the mountain to the shop where his Grandson Zack works - - so Zack could weld them together. Zack's boss was there too and commented on Zack's welding ability when the job was finished. The boss went around all the joints and said most of these are excellent but a couple are a little bumpy but I see, "you did a three second weld on each one....good"! I didn't **get** the three second comment till the next day when someone asked about balancing - - OH! I thought - that's what keeps the balance the same - and even all around!

Take a look at a dozen nice welds - all the way around.

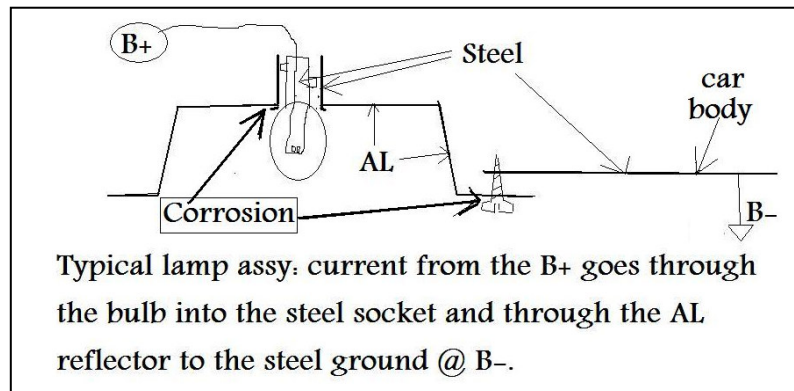


Aluminum and Steel

CORVAIR light assemblies are usually made with an Aluminum (AL) body screwed to the steel car, for grounding. The light bulb is secured to the AL light 'reflector', by pushing and turning, into a steel socket crimped onto the shiny AL part. This is all fine and dandy for the lighting part as the AL stays shiny for at least 60 years and the bulbs can be replaced from time to time. There is a problem, however, in the electro/chemical part of this story.

I'm not talking about getting the bulb out of an old socket – grease would have been a good idea 60 years ago, but once the bulb has rotted down into that socket hole the game is pretty much over. The game, that is, that could have been prevented by a liberal coating of grease (from Vaseline to silicone or just plain axle grease) all over the metal end of the bulb - - doing it now might not be too late - - if you have good lights, today.

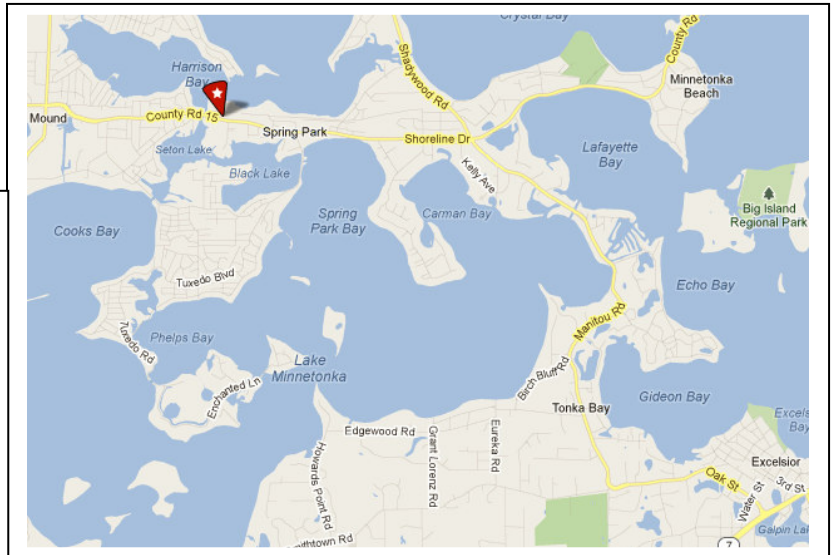
The problem I'm talking about is putting steel next to AL.....and then running an electrical current through that contact point. How many of us have taken out a lamp assembly only to find the hole in the AL where a screw had been is a huge rotten mess with the screw standing – unconnected – in the middle of the hole. The reason we were taking it apart was the light didn't work anymore and now we see the problem - - - only we don't see the problem we only see "a solution". We see the rotten hole and assume the light isn't connected because the lamp assembly has 'rusted' loose....so we fix it with another steel screw through a different part of the AL into the car body - - and IT WORKS! Done! Not so fast....you simply continued the problem, by kicking the can down the road.



First off, putting steel and AL together is not a good idea because they make a "battery" of sorts and given half-a-chance will make unnecessary electricity and consume each other in the process. Most old cars, that are still around, have avoided this first problem by being kept in dry storage and not driving in the rain on salted streets. Others have been protected by lubing all of their assorted parts with liberal doses of oil and grease to keep the parts dry, so you don't make these 'batteries' that kill themselves. That leaves the rest of us to deal with our problem caused by running current through an AL/steel contact. Let's look at a normal lamp assy. where the current passes from the light switch to the bulb and then through a series of connections to ground. This series of connections in our CORVAIRs is almost always through an AL/Steel junction or two. The corrosive activity at one of these junctions is similar to leaving your car battery on the charger for a month or two and boiling the poor thing to death. The chemistry involved in the corrosion from rain/salt is always there but if you put a charger on that battery it will quickly eat itself to pieces. In the "olden days" we used to put copper wires and AL wires together – till we had some very expensive problems - - then we figured out the 'battery' problem.

Upcoming Corvair Minnesota Events:

CMI's June drive-in meeting, July 9th, will be at **Minnetonka Drive In**
4658 Shoreline Dr,
Spring Park, MN (@ 6:30 p.m.)



- July**
- 04 Fourth of July Parade, Delano – Post Parade Picnic Peppermint Twist
 - 09 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**
- 03 Annual CMI picnic; Mike Jenkins' residence
 - 10 New London – New Brighton run
 - 13 Membership meeting - Peppermint Twist in Delano, 6:30
 - 16-18 Corn-on-the-Cob Days, Plainview, MN
 - 24 Christ's Cross Car and Craft Show, Ham Lake, MN (www.christscrosscarclub.org)
 - 29 Board of Directors – **To Be Announced**
- Sept**
- 07 Classics by the Lake, Buffalo, MN 10am – 2pm
 - 10 Membership meeting – Cuzzy's in Chaska, 6:30
 - 26 Board of Directors – **To Be Announced**

To All Club Members:

As a member of both Corvair Minnesota and Gopher State Chevys, I would like to invite you to bring your Corvairs to the East Bethel Booster Days Car and Truck Show. July 20th, 2013, 8:00 AM to 3:00 PM.

All makes and models are welcome. \$5:00 entry fee.

Cash drawing, dash plaques and trophies awarded at 3:00 PM.

Located in East Bethel, MN, 1 mile East of Hwy 65 on 221 Ave NE. Next to the Senior Building.

Activities included: Parade at 11:00 AM, Mini tractor pull, food available at concessions and senior center [pancake breakfast at 7:00 AM and lunch served at 11:00 AM]

Hosted by Gopher State Chevys and Route 65 Pub and Grub, 18407 Hwy 65 NE, East Bethel.

I hope to see you there, *Tom Masso* ('66 Corsa). 651-492-9713

General Motors Car Club Association

Minnesota State Fairgrounds, June 9th, 2013

The all GM show at the Minnesota State Fairgrounds is a swap meet and car show hosted by 12 General Motors car clubs including Corvair Minnesota. After good weather on Saturday the 8th of June for tent and grounds preparation many of us were greeted by cold, rainy weather on the day of the show and swap meet – June 9th... and yet the show must go on! CMI was represented by 10 Corvairs plus one FC. We also featured an operable engine on a stand (which provided some nice heat). The winners of the two Corvair classes were: Corvair, open class - **Bruce Hubbard** and Corvair, closed class - **Don Schaefer**.



John, Chuck Jim & Peter at the gate



Bruce, Peter and Jerry admire the 140 hp space heater



Three soggy 'vairs



Bill – trying to stay warm in the car corral
(by the way his '62 Monza is for sale).



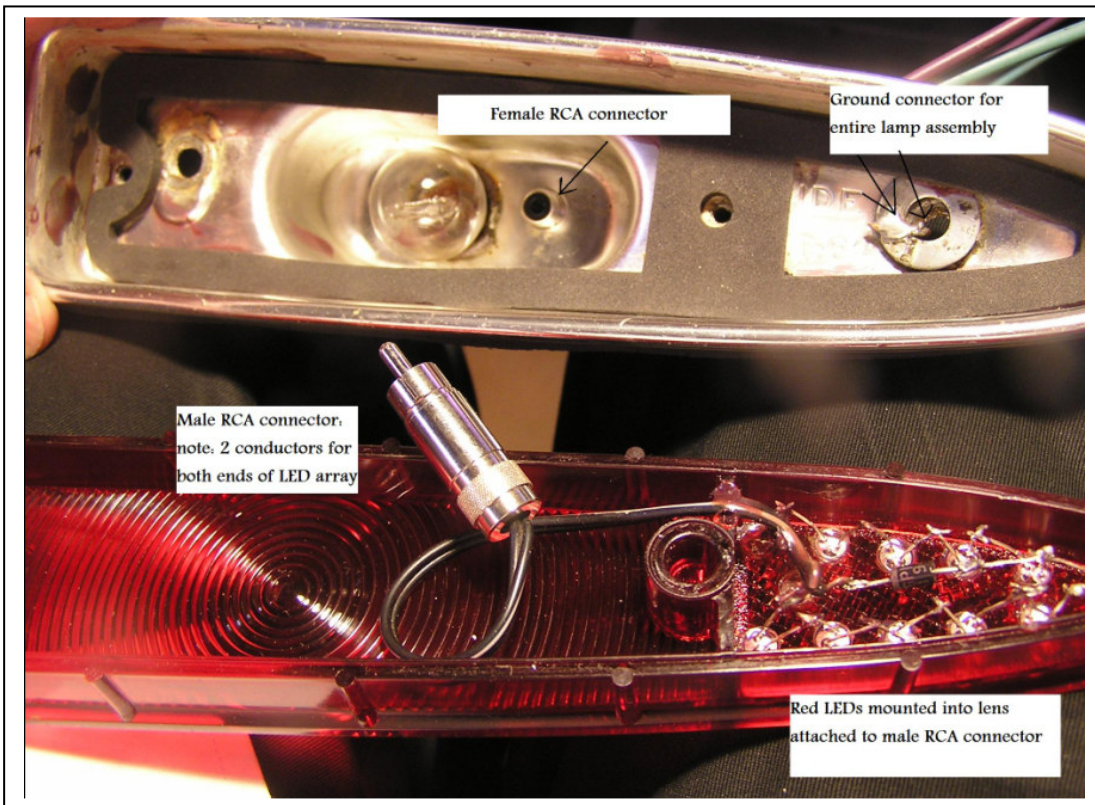
The rampside's on the wrong side of the tent!

I guess we're now the Land of 10,000 and one lakes!

John Herkenratt

CORVAIR SOLUTION:

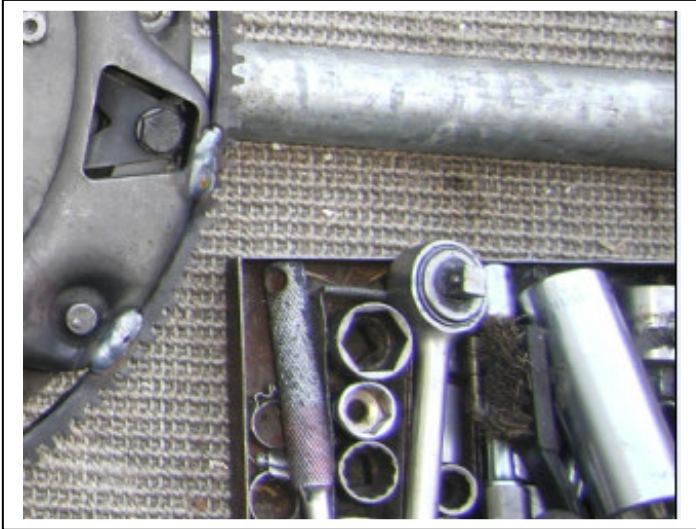
BYPASS the AL altogether. Make an electrical connection to the steel bulb socket by polishing the outer surface of the socket and then soldering a large copper wire to that socket. The wire can be solid, #12 if you like, as this is not required to move/bend once it is installed. Select a nice thick steel washer and solder that same copper wire to the steel washer. Put the mounting screw through that washer and mount the lamp assy. to the vehicle. The screw will make a nice steel to steel to steel connection for the bulb's current to go to ground. The AL will stay nice and shiny as the current goes whizzing by from bulb to ground – with no corrosive activity. Don't forget to grease the bulb in the socket.



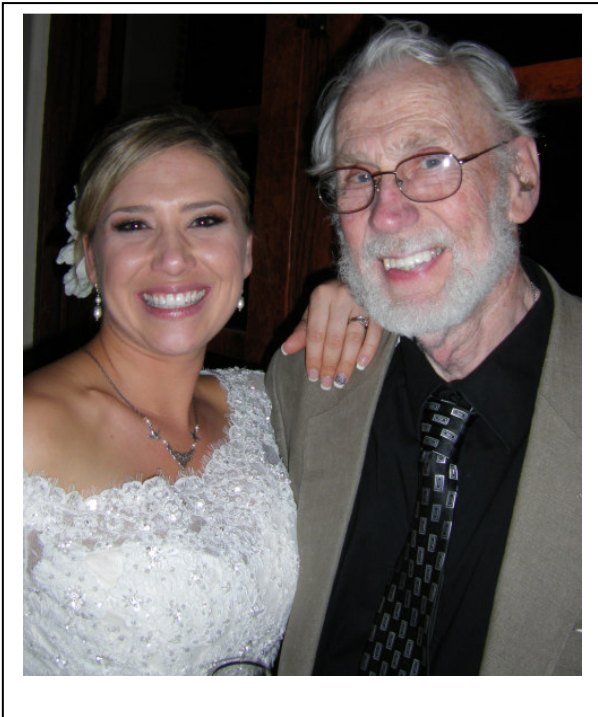
If you are adding some LEDs to your lamp assy. See colorful photo showing ground-wire-washer in mounting hole. Note the LED circuit uses the new ground wire, exclusively. It is very helpful to have this nice reliable ground wire available for both the normal Taillights and some extra stuff.

Fran

On the second day we reinstalled the whole shootin'-match, but left the mess of all his tools lying on the garage floor - - for later cleanup. That day too had started with a good breakfast so we did get a late start again....which resulted in a late finish!! Hence the tool mess.



We were a bit under the gun on the next day as we were scheduled to drive in his 1953 MG TD all the way up to the Napa Valley for his youngest daughter's wedding. Here's a shot of Chuck and his TD and a shot of the Bride and her GodFather (me) and If the Editor wants to include yet another pic - - - here's a good one of chuck and his other three daughters. [editor's note: **How could I resist?!**]



CMI Classifieds

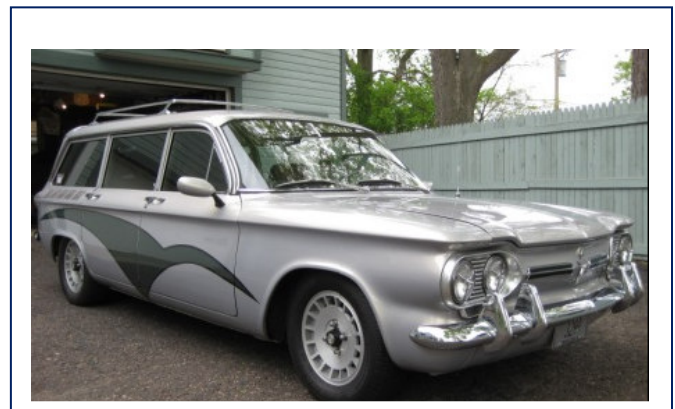
1965 Monza Convertible - 2nd owner, 42,000 miles, new gas tank, battery, tires and brakes - a beautiful car that runs great and it's all original. The red upholstery and carpet are in good shape with no tears or scrapes. It also has the original radio that is operational. The engine is 110 H. P. with 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



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 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



1964 Greenbrier Deluxe – pretty nice. \$15000. Peter Schmit; 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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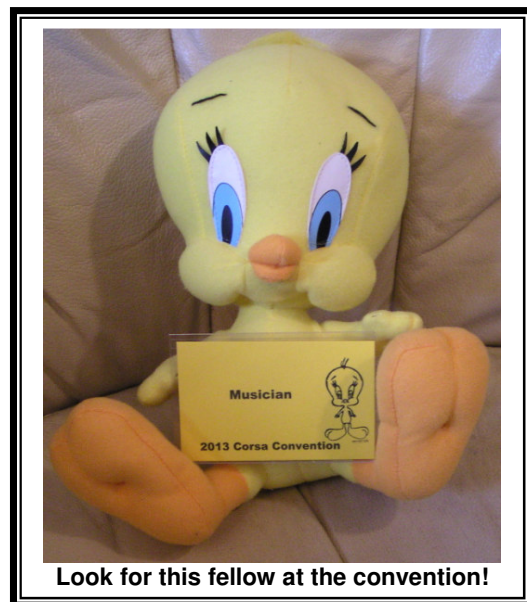
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Look for this fellow at the convention!

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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

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TEMP - RETURN SERVICE REQUESTED

Watch for upcoming events (and the CORSA convention!)