

LEEKY



SEEL

CORVAIR MINNESOTA NEWSLETTER

President's Page

I cannot tell you all how great it was to see everyone at Cuzzy's for our September meeting. I really missed all the Corvair activities the last three months and everyone in the club. Thankfully home and work life has realigned and no more trips to North Dakota are in the future.

Our next trip is the end of September to Pierce, Nebraska to the Lambrecht Chevrolet auto auction. I had no idea how big this event was becoming until Paul Sergeant contacted me to ask if he could give my name to a History Channel production company. The History Channel will be filming the auction and want to interview car enthusiasts, buyers, and people who know about some of the models. I was asked by one of the producers if they could interview me while the white '63 was being auctioned so I *may* be on the show Saturday night for my 15 minutes of fame. The History Channel is also sending out two of the stars from Top Gear. We're still taking Cara's Jeep but it's a fair bet that we won't buy anything that will require a trailer. There will be a full report in November's SEEL and lots of pictures at the November meeting.

The cruise to Winona is two weeks after the auction trip. We are looking forward to that even if we're doing the trip sans Corvair. We came close to buying a '65 convertible last week in Grantsburg, WI but the fuel filler neck being held up with wire to the outer fender made us a little nervous (there was no inner fender). I reminded myself that Fran's red sedan was now at Jim's shop, which means my '69 is one step closer to an engine transplant so there was no need to buy, especially another Butternut Yellow car, though I think in 1965 Chevy called that shade of yellow Crocus.

October 2013

We're back at our fall digs for the October meeting (i.e. the MUM). I'll bring the October treats but we will be asking for volunteers for November through March or April. If you or your significant other has a great dessert to make, please sign up or volunteer your significant other. If nothing else, we like to eat. We'll also be looking for events and ideas for 2014. We had a great year this year and want to keep the enthusiasm up.

Stay tuned,

Lee Knauf

CMI President.



CORVAIR MINNESOTA
General Membership Meeting Minutes
September 10, 2013

President Lee Knauf, fresh from North Dakota, called our meeting to order at 8:02 at Cuzzy's in Chaska after our meal.

About 25 people were in attendance. New members Jack & Doreen Murphy from Cologne were welcomed. They have a '66 coupe which they have owned for 15 years, along with a '60 Olds Holiday sedan, 2 '66 Toronados, and a '68 Cutlass "S".

August Minutes: Approved as written.

Treasurer's Report: We have \$2677 in our treasury currently.

Recent Events:

CMI Summer Picnic – Jenkins home.: A good turnout and good time for everyone as evidenced by the pictures.

Classics by the Lakes Car Show - buffalo: CMI members had 5 out of 550 cars in this show. Bruce Hubbard won a trophy, a Corvair first at this event

St. John's Church - buffalo: One Corvair in attendance.

Upcoming Events:

September 28: Celebration of the Corvair's birthday by visiting the Schwanke Museum in Willmar, followed by a cookout at Shaeffers' home.

September 28 weekend: Lambrecht Chevrolet auction in Nebraska. Several members are attending. The rest of us can view on the History channel.

October 8: Monthly meeting at the MUM

October 12-13: Fall drive to Winona. Another well planned Bill & Carol Cook event with 14 rooms reserved.

October 19: Cliff has scheduled our Adopt-A-Highway clean up for this date, with the following Saturday as rain date. Cliff is also looking for a volunteer to head this project next year.

July 21-25, 2014: National CORSA Convention: Tacoma, Washington at the new LeMay Automobile Museum, only **10** months remains to complete your projects! .

We adjourned efficiently at 8:25.

Respectfully submitted,

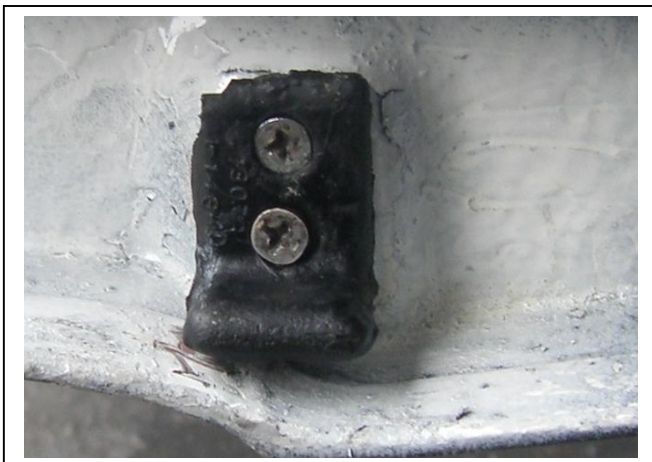
Chuck Johnson

52 years old!

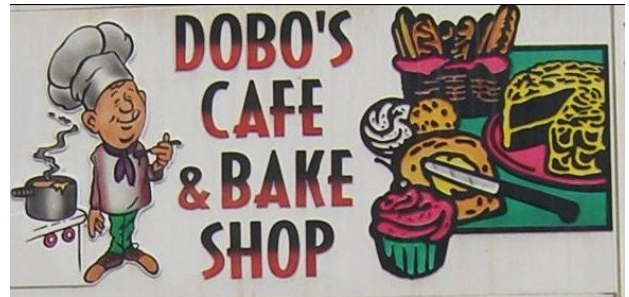
I am working on the body of my '61 Rampside and decided to remove the latches/hardware, etc. There are some little rubber covered bumpers on the rear gate (not the Ramp but the little tail-gate in back). These bumpers have been painted over many times and I was reluctant to remove and clean them as I figured they had never –ever- been out of there. I scratched to see what sort of screw was used to hold them in and found what appeared to be a Philips Plus-sign screw so I got a big hammer thingy and was going to pound on them to see what happened. Well, they were dainty little screws and my big jobbers wouldn't fit in there. I hunted up a little – probably #1 or #0 Phillips – and wiggled it into one of the screws and it simply turned out with no effort. I thought WOW! Only seven more to go!! Each and every one of them turned out as if they had only been in there for a day. I couldn't believe it. So, I got my camera to show y'all that it is true! I'll show you a crummy photo just to tell you why a picture does not always tell what you want to say. Here's what I first wanted to show you.



All black and tarry with no information whatsoever, right? So I took out the rubber bumper and shot some white paint on the gate and some black paint of the bumper....and scratched the crap off the little shiny screws. Then I took some pictures that showed what I wanted. Take a look at my cute little 50 year old bumpers. Ready to go back on when the body work is completed and the paint job is done. *Fran*



ADOPT A HIGHWAY



To all CMI members, our final Adopt A Highway cleanup of this year is scheduled for Saturday, October 19th, with a rain date for the following Saturday, October 26th. As before, let's plan to meet at Dobo's Cafe for breakfast around 8:00 a.m., so we can get the cleanup going by around 9:00. If we can get between 12 and 16 people, we should be done by 11:00. This will give everyone time in the afternoon to take care of needed tasks at home. Plus, it gives those of us who choose, time for coffee and pie back at Dobo's! :-). If you can spend the morning with us, please let me know either by e-mail or telephone. To those of you who have helped in the past, thank you. To those of you who haven't yet volunteered for this, please feel free to do so. It is a very worthwhile project. With a little effort from us, we can clean up the environment and make that area just a little nicer, while getting some recognition for CMI.

More information will follow, but for potential first time volunteers, Dobo's is located at the intersection of Hwy 55 and Cnty Rd 19, west of I494 approximately 10 miles. Our section of highway starts about 1/4 mile west and runs for 2 miles.

I have coordinated this project for the past two years, and am looking for a volunteer for next year. Think about it!

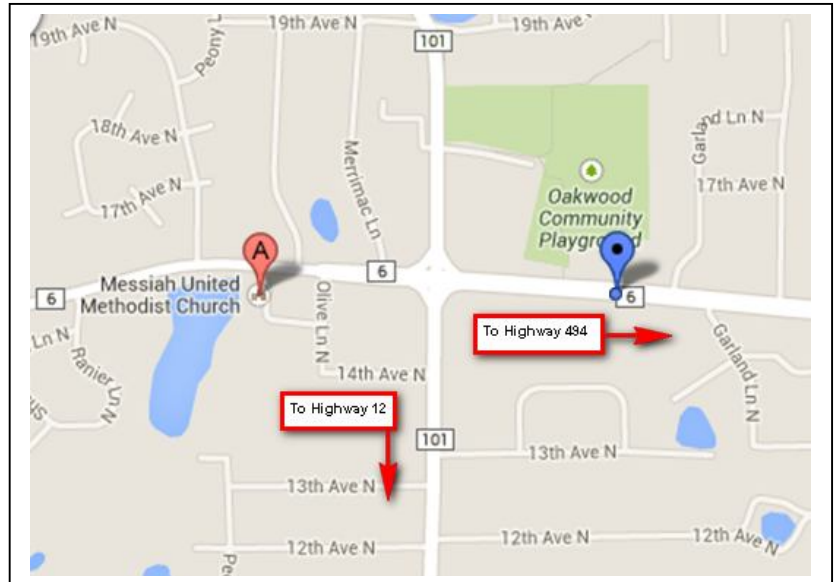
If you have any questions, please let me know.

Thanks for volunteering!

Cliff Picht
cap_minn@yahoo.com
612-599-1328

Upcoming Corvair Minnesota Events:

CMI's next meeting,
October 8th, will be at MUM:
Messiah United Methodist Church
17805 County Road 6
Plymouth, MN 55447 (@ 7:00 p.m.)



- Oct** 08 Membership meeting – MUM
 12-13 Fall trip to Winona
 13 Roadsters Swap Meet, State Fairgrounds (<http://roadsterstwincities.com/>)
 13 Tenth annual Drive for Kids - 8 a.m. start (<http://bolderoptions.org/events/drive-4-kids/>)
 24 Board of Directors – **TBD**
- Nov** 12 Membership meeting – MUM (voter's meeting)
 TBD Board of Directors
- Dec** 10 Membership meeting – MUM
 note: The Holiday/ Dues party will be held on January 12th, 2014
 TBD Board of Directors – **TBD**

My 2 Cents - a "for what it's worth" Editorial

One of the items on the agenda for the upcoming Membership meeting on October 8th is nominations for the positions of President, Vice-President, Secretary and Treasurer. Admittedly, on the surface it would seem that the pay for these positions is pretty poor. I would argue that that just is not true. The executive committee does the planning for the upcoming year's events as far as "what", "where", and "when" and the "why" is because they care about the "who" (that is YOU) that make up the membership. The pay for these folks is the pride in making Corvair Minnesota a club worth joining, participating in, bragging about, and recruiting friends to join. But, guess what? As much as the current officers enjoy their elected positions, they shouldn't have to count on this as a lifetime commitment (unless, of course, they want to). Others should step forward and participate. We have plenty of folks that step forward for an event or two and then "disappear" around election time. Let's see some interest in where this club is going and surviving – nominate or run for office. (Actually, if you want to edit the SEEL, we can arrange that, too!) Time commitment really is not much and the rewards can be great! And ladies, I'm not just talking to the guys here – this is you club, too.

Thanks for readin' my ramlin's, *John*

Classics By The Lake

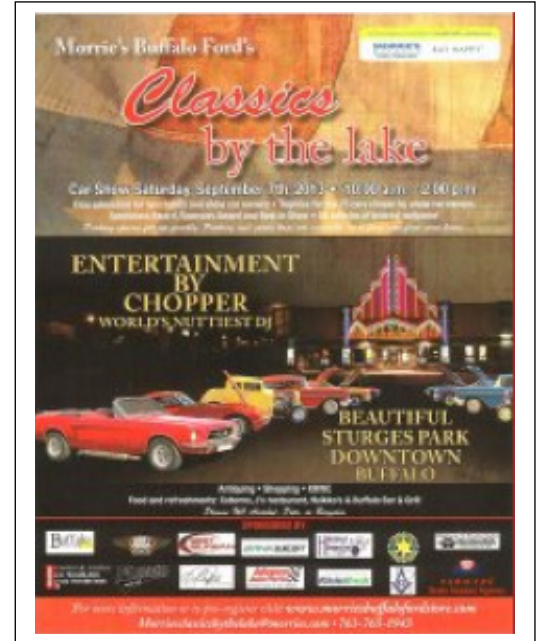
September 7, 2013

The Fifth Annual Classics by the Lake Car Show was held on Saturday, September 7th, in Buffalo. An estimated 550 collectible cars were on display in Sturges Park on the shores of Buffalo Lake. The weather was warm and beautiful, and we had a great parking spot in the shade. There were several food vendors in the park serving breakfast sandwiches and lunch items. There was also a DJ with music, and games for the kids. Having the awards ceremony in the band shell was an improvement over previous years. There were a dozen club members at the show, and we all had a very relaxing day. There was, in fact, a Corvair winner this year. Bruce Hubbard won with his '66 convertible. Congratulations Bruce! Everything considered, this is still one of the best car shows to attend!

Billy



I know, I know – this is from 2012
(I didn't have any 2013 pictures from the event)



St. John's Family Fun Fest

September 8, 2013

This show was at Bill/Carol's (Cooks) St. John's church.

They added a tasty morsel this year - - a chunk of sausage injected with cream cheese/wrapped in bacon/sprinkled with herbs/and smoked! 2 for a buck!!! Also their famous pies were even thicker this year - - really 2" thick and the pecan pie had pecans all the way to the bottom!!! and they were only 2\$ a piece. There were seven cars at the show - - the one I voted for was a black firebird '400'.

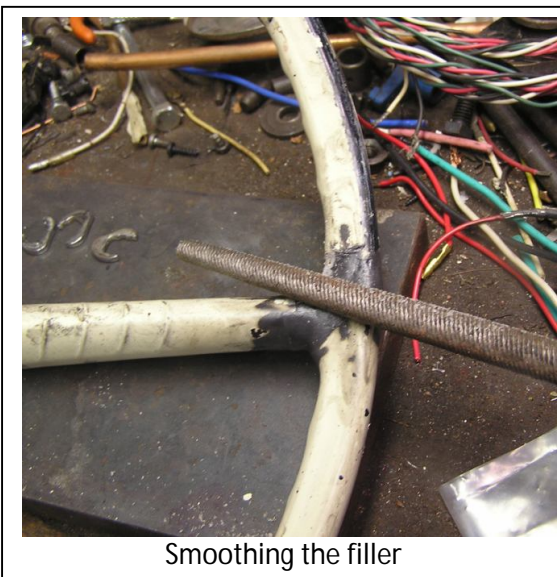
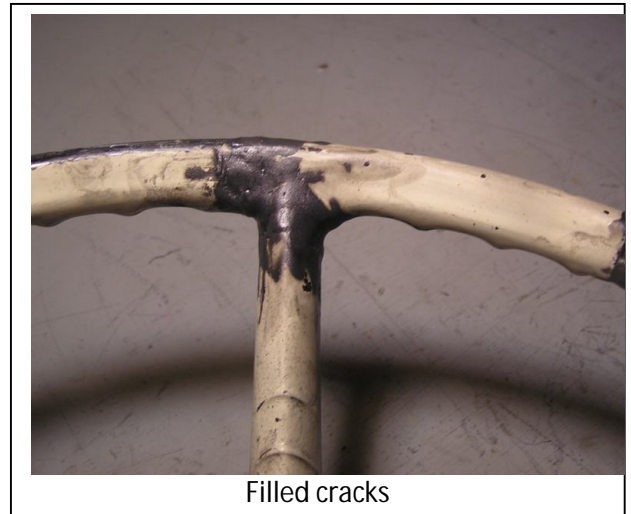
And we even got some rain - in Buffalo, that is. Fran



Steering Wheel

The steering wheel on my Rampside had many cracks.....about a dozen. I ordered a wheel repair kit from Eastwood. It came with some simple directions and a whole lot of Epoxy. I sawed each crack all the way down to the steel core. Then took a very coarse wood file and cut the grooves back to make a V-notch wherever it had been broken. First pic shows a really hacked up wheel. I wasn't too certain exactly how wide to grind the "V" but I know from welding that it has to be noticeable....so I made the 'V' a generous one. Putting in the epoxy was funny because I had to hold the wheel in one hand and smear – rub- poke – wipe the very sticky goo down into the groove and try not to get it all over everything....with the other hand. It did not work to set the wheel on the bench as the epoxy was tough and need to be pushed in/around. After smearing up the whole wheel, I let it sit while we went out of town for a few days. No problem there as it was a 24-hour type of epoxy so it needed to be properly cured. Here's an unhealthy view of the smeared-up wheel! I then attacked it with a coarse round file and sandpaper ~200 grit. See photo. After much fooling around with sanding and priming and filling scratches and more sanding....etc, etc. I got to the point where I sort of 'liked' it and decided to paint it the colors of my dash. . . . Satin black dash with white around the gauges. Last photo seems glorious!!!

Fran



2013 Summer Spectacular

So what can be said? The weather was beautiful – 89 degrees, with a nice summer breeze; the 4-H'ers were serving a delicious (and inexpensive) pancake breakfast; over three hundred and forty cars were present representing every era and a multitude of manufacturers; there was a great swap meet and adjoining craft building; lots of food vendors; music from the '50s and '60s and a fun, live, bluegrass show; and **2 Corvairs!**

The Summer Spectacular show is put on by the Southern Cruzers and is used as a charitable fund raiser. Last year's recipients included: Robert Lewis House (a "safe house" for battered & abused women and children), Lakeville Food Shelf, Dakota City Heritage Village, The Alzheimer's Assn. of MN, Last Hope, Inc (an animal shelter) as well as scholarships for Dakota County Technical College and the MSRA Scholarship fund.



Rich Storlie helped park cars (Renee worked registration)



Larry Ahrens vended this year



1/2 of the Corvairs in attendance – thanks Dennis Carney!



The other 1/2 of the corvairs! Yes, it is John Herkenratt's Rampside

Maybe we'll see you out there next year!?

John

CMI Classifieds

Parts 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 bezel NOS (1 left)
 '64 rear exhaust air grill NOS

JERRY BERGE 480-250-8816

FOR SALE ---- (25) 1965 WHEEL COVERS - (2) WITH
 CORSA INSERTS ONE OR ALL - - REASONABLE
 JERRY BERGE 480-250-8816

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)

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.

Also: 1969 110hp engine (runs great, sealed & pretty) Rare - aftermarket tube style early air grill

- Solid flywheel **I also offer full time Corvair repair**

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

Part Cleaning
 Soda Blasting, Sand Blasting
 Powder coating

Vince Rohr
vincerohr@hotmail.com

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



Mack's Auto Body
 7004 Oxford St
 St Louis Park, MN 55426
Phone:
 (952) 657-5138

Corvair Repair In Minnesota

Your Place or Mine

Part Time Casual, Off Season Is Best

Mobile Service, Trailing Service, Reasonable Rates

CORSA, Corvair Minnesota and SCCA Member

Jim Brandberg

2214 - 293 1/2 Av. NW, Isanti, MN 55040

763-444-9334

jimbrandberg@aol.com

Our 40th Year!

Get the New 2013-2018 Catalog

March 1 - December 24, 2013

When you place your first order over

\$40.00 you get a FREE Catalog as a

40th Anniversary Thank You

(additional catalogs \$3 with an order)



Clark's Corvair Parts®

400 Mohawk Trail, Shelburne Falls, MA 01370

(413)625-9776 www.corvair.com

WEBSITE: <http://www.corvairminnesota.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/ GMCCA Rep

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

COORDINATORS:

TECHNICAL EDITOR

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

CLUB WEAR

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

HISTORIAN

Cara Knauf
1106 33rd St SE
952.448.6983

EDITOR

John Herkenratt
408 7th St S
Hopkins, MN 55343-7722
Jherken1@netzero.net



Early "Electro-Vair" - notice the short range!

.....

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

Watch for upcoming events – there's a lot of summer left!

MUSTANG - BARRACUDA – CORVAIR

Making the inevitable comparison ...

by David E. Davis, Jr.

Car and Driver, October 1964

After testing the Corvair, the Mustang fastback, and the Barracuda, we would be craven cowards indeed if we didn't try to draw some comparative conclusions. The reader who entertains any thoughts of buying one of the three is bound to want us to make a choice. So we'll try - with as little equivocation as possible - to give you our opinion, based upon our personal reactions to the three products involved.

The basic Mustang, without any performance equipment, is a kind of bargain Thunderbird. It has no particular vices, but it has no great charm either except that, like the Thunderbird, it has original and unique styling with enormous appeal to the general public. With the addition of heavy-duty suspension and a hotter engine, it becomes very fast and very exciting to drive. Unfortunately, part of this excitement stems from Ford's antique Hotchkiss-drive rear suspension (abandoned on the big Ford line this year), which allows the back end to slide at a furious rate. Our test car could best be described as a lightweight, extremely responsive Super-Stock, for it more nearly resembles a potential drag winner than a true GT car.

The standard Barracuda is a very disappointing car, in that it really isn't as nice to drive as the other cars in the Valiant line from which it is derived. It also suffers from a styling treatment that lacks the distinction of the new Corvairs and Mustangs. However, it fairly blooms with the addition of better suspension and a more powerful engine. It is not as powerful as the Mustang, nor as sophisticated a handling package as the Corvair, but it strikes a nearly perfect compromise between the two. In its most sporting form - like our test car - it is a delight to the enthusiast-driver. It goes fast enough, and it handles the way a man who's had some time in European GT cars would like it to handle. We were very impressed by the Barracuda, as we tested it.

The Corvair, in its most basic form, is a far better car than either of the competitors (also in standard trim) we're discussing here. The regular Corvair handles beautifully and needs no heavy-duty suspension. The car's only flaw is the limited potential of its air-cooled, six-cylinder engine - in its most powerful form it is no faster than the "cooking" versions of the Mustang's 289 V-8 or the Valiant's 273 V-8. In its favor, it has a styling treatment that is one full cycle ahead of its competition, and this will surely offset its moderate performance. Now that we've discussed the cars in both their most basic and most exotic forms, how about the ones that lie in that middle ground - the ones that most people will buy?

Considered in that light, their performance begins to equalize. The most popular versions of the three will probably be within fractions of seconds of one another in most normal accelerating situations, and their comfortable cruising ranges are nearly identical. It is here, when we evaluate the three from the typical moderately-enthusiastic driver's point-of-view, that the Corvair wins.

And it is here too, that we have to go on record and say that the Corvair is - in our opinion - the most important new car of the entire crop of '65 models, and the most beautiful car to appear in this country since before World War II. When the first Corvair Monza appeared, it caught the fancy of hot-rodders and sports car enthusiasts alike. Big, successful businesses were built to

supply the demands of the quarter mile crowd - Eelco, Ieco, Bill Thomas - on one hand, and the sports car people - John Fitch, EMPI - on the other. Nobody seemed to mind that it would never go very fast, no matter how much speed equipment they loaded on it: they just plain loved the car. This new Corvair will kick off a second phase for that accessory business.

The Mustang and the Barracuda are both supposed to be something very fresh and very special - unique new concepts - and they aren't. The Corvair is. And what's more, the Corvair isn't a one-of-a-kind sporty-cum-personal car, it's a whole line of cars including a four-door sedan! When the pictures of the '65 Corvair arrived in our offices, the man who opened the envelope actually let out a great shout of delight and amazement on first seeing the car, and in thirty seconds the whole staff was charging around, each wanting to be the first to show somebody else, each wanting the vicarious kick of hearing that characteristic war-whoop from the first-time viewer.

Our ardor had cooled a little by the time we got to drive the cars - then we went nuts all over again. The new rear suspension, the new softer spring rates in front, the bigger brakes, the addition of some more horsepower, all these factors had us driving around like idiots - zooming around the handling loop dragging with each other, standing on the brakes - until we had to reluctantly turn the car over to some other impatient journalist. We were actually annoyed about having to drive the new Sting Ray and the new Impala SS with a great, storming 409 to propel it.

We said we'd give you a comparative opinion, and there it is. We liked both the Mustang and the Barracuda - for different reasons - and they're very good cars. They have speed and handling and they're the right size - excepting the Corvairs, they're the best of their kind.

