

LEEKY



SEEL

CORVAIR MINNESOTA NEWSLETTER

President's Page

May 2014

We added another vehicle to our fleet, a Chrysler Town and Country van. Please note that I said *added* to the fleet. Our original plan was to trade in Cara's 2004 Jeep Grand Cherokee and that is exactly what we did on Wednesday when we got the Chrysler. However, Cara started missing her Jeep...a lot! So she called Friday and found out Ryan Auto Mall hadn't done anything with her Jeep as yet. Todd, our sales person, told her to let him know if she wanted to buy it back.

The following Monday, we were on our way back to Buffalo to rescue Cara's Jeep, the first *new* vehicle she had ever purchased, from the auto auction.

Needless to say I didn't quite grasp the emotional attachment Cara had for her baby until I returned home from work Friday night. There in the garage, was my own baby. Jim Brandberg had finished the engine swap on our '69 Corvair and trailered it to our house on his way out of town. After nine long months, she was finally home again and I was ecstatic. Saturday I took her to the car wash and drove her to work.

It is very busy at my store on Saturdays so I have to park quite a ways from the store. The first chance I got, I moved my Corvair closer to the building so I could catch glimpses of her when I walked past the front windows. Like Cara and her Jeep, I missed my Corvair...a lot! There is no logical reason for two people to own four cars. A Malibu and a Town and Country should be more than enough to meet our transportation needs. There is no logical reason to give up air conditioning, satellite radio, and all the other gadgets on a modern car to drive an old car.

It's the emotional attachments and memories we have with our old cars that drive us (no pun intended) to keep them.

Very few people, like Cara, are lucky to be the original owner of their classic car. Some, like me, have found a car like the first one we owned. Some have even

repurchased their special car years later. Others have purchased the classic cars they've always wanted "just because." Whatever the reason you have a Corvair (or Corvette, Camaro, Mustang, Cadillac...) enjoy driving it and showing it off.

I am reminded of an e-mail I received last summer while musing whether to fix or part out my '69. Peter Schmit, who had just sold his Greenbrier, encouraged me to fix my car because once it's gone, it's gone. The same advice applies to white Jeeps. Several cars have come and gone over the years with more to come, but there will always be a Butternut Yellow Corvair and a Stone White Grand Cherokee in our garage.

Our first drive in meeting will be held at Cuzzy's in Chaska (next to Lenzen Chevrolet/Buick). It is an indoor restaurant so weather won't be a factor, but bring your Corvair if it's nice. Hope to see everyone there. We also have our spring Adopt-a-Highway clean up on Saturday, May 10th. If you haven't signed up, e-mail Cliff Picht and let him know you can volunteer. Cliff promises good weather (maybe the snow will be gone by then) and a great breakfast at Dobo's.

Stay Tuned,

Lee Knauf

President



CORVAIR MINNESOTA

The May 13th membership meeting will be at **Cuzzy's** in Chaska (on Chaska Blvd, behind Lenzen Chevrolet in Chaska) at 6:30 p.m.



IN MEMORIAM

Louis Richard Van Kuiken

- b. 5/13/2014
- d. 3/3/2014

No service, no visitation (Louis passed away in TX)

Internment will be at 1 pm 5/30/2014 @ Ft. Snelling
Contact: Peter (Louis' son) @ (214) 949-0064

Coming up on May 10th (rain date May 17th):

Adopt a Highway Spring Clean-up.

Meet at Dobo's Restaurant at 8:00 a.m. for a hearty breakfast, work a little bit, and meet back in Dobo's for dessert!

Dobo's is on the Southwest corner of State Hwy 55 and County Road 19 in Loretto.

Info/ sign up: Cliff Picht @ 612-599-1328 or cap_minn@yahoo.com

Meet your candidate:

My name is Jack Bacon and I live in Loretto, Minnesota with my wife Chris. I would like your consideration to join the Corsa Board of Directors Central Division to help carry on the great work they are doing. I will work hard to retain and then grow the club membership; establish lending libraries for books, racing & technical videos and tools. Also would like to establish a mentorship program for new members.

I am a member of Corvaair Minnesota, Iowa Corvaair Enthusiasts and Corvanatics. Besides my 1965 Corvaair Corsa convertible, I am also interested in finding a Rampside

I have been active in the Sunbeam Alpine Owners Club of America (SAOCA) where I was a national officer, formed and was president of the Upper Midwest Chapter of SAOCA and put together our national convention here in Minnesota a few years ago. I also did a lot of detective work finding past Alpine owners and getting them to renew their interest. I also have an interest in racing, antique motorcycles, petroliana and all classic cars.

I will see you at the International Convention in Tacoma, Washington and also Branson, Missouri in September.

Best regards,

Jack Bacon
jackchrisbacon@hotmail.com
763-479-6214 home
612-490-8024

Remember – the CMI annual pancake breakfast will be at Maxx's on Central Avenue in Ham Lake. Since CMI will be saving money on both rental of the church facilities and the cost of donated food products, the board has authorized two \$25 door prizes: One chosen from those who drive a Corvaair to the event and the second from all those present.

Happy Spring!



Upcoming Corvair Minnesota Events:

CMI's first drive-in (non-MUM) meeting, May 13th, will be at Cuzzy's in Chaska, (at **6:30 p.m.**).

CMI's annual breakfast. Bring your wives/husbands and significant others (and hopefully your 'Vairs) to share good food and good friends on Saturday, **April 26th** from 9:00 – 11:00 a.m. at Maxx Bar & Grill in Ham Lake at 17646 Central Ave NE

A word of explanation:

The pancake breakfast. We may have to call it the Spring Kick-Off Breakfast as we will be meeting at Maxx Bar & Grill in Ham Lake. We have their care reserved for Saturday, April 26th from 9am to 11am. They have plenty of parking and will have the west side of the lot sectioned off for our Corvairs.

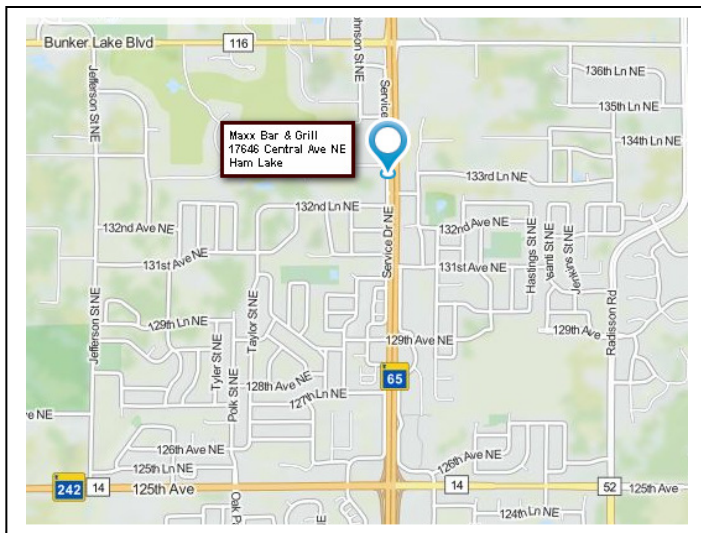
People will have to pay for their own meals, but the board decided to sweeten the pot by having two \$25 drawings. Each person is eligible for the first \$25 drawing and anyone who drives a Corvair to the breakfast is eligible for the second \$25 drawing. Why did we pick Maxx in Ham Lake? Well, it's about a mile south of Route 65 Classics, which is hosting the Second Annual Tomahawk Car Show from 9am to 3pm on the 26th. CMI members who want to (are encouraged to?) drive up after breakfast and enjoy the show and maybe even enter their car.

- May**
- 02-03 Inventor's Congress Invention Expo, 10a.m – 6p.m. Minneapolis Convention Center (<http://www.minnesotainventorscongress.org/>) **note: this is a Friday and Saturday event**
 - 04 Spring Extravaganza Car Show and Swap Meet, State Fairgrounds
 - 10 Adopt-A-Highway (clean-up) Dobo's at 8:00 a.m. (make-up date: May 17)
 - 13 Membership meeting – **Cuzzy's – 6:30 p.m.**
First Fifty Auto Parts Sale & Swap Meet, State Fairgrounds
 - 29 Board of Directors – **TBD**

- June**
- 01 10,000 Lakes Concours d'Elegance
 - 08 GMCCA – State Fairgrounds (sign up to volunteer!!)**
 - 10 Membership meeting - Wagners' in Brooklyn Park, 6:30 p.m.
 - 20-22 Back to the 50's, State Fairgrounds (www.msra.com)
 - 26 Board of Directors – **TBD**

- July**
- 04 Fourth of July Parade, Delano – Post Parade Picnic @ Peppermint Twist
 - 08 Membership meeting - Minnetonka Drive-in in Spring Park, 6:30 p.m.
 - 11-14 Iola Old Car Show and Swap Meet (Car club day – Sunday)
 - 18-20 Car Craft Summer Nationals Car show, State Fairgrounds
 - 21-25 CORSA National Convention Tacoma, WA
 - 31 Board of Directors – **TBD**
 - 25-27 Little Log House show, Hastings (<http://www.littleloghouseshow.com>)
 - 25 Kolacky Days, Montgomery, MN (Classic car show 7/27)

- August**
- 09 New London – New Brighton Antique Auto
 - 12 Membership meeting - Peppermint Twist 6:30 p.m.
 - 17 Corn-on-the-Cob Days, Plainview, MN (not a CMI event)
 - 18 Pantowners Car Show, Benton County Fairgrounds (<http://www.pantowners.org/carshow.html>)
 - 24 Christ's Cross Car and Craft Show, Ham Lake, MN (www.christscrosscarclub.org)
 - 28 Board of Directors - TBD
 - ?? Annual CMI picnic (?)



An Institution

Fran Schmit's red 67 4-door Corvair has passed away. In a socially responsible fashion, it was an organ donor so all was not in vain, but it was a sad occasion all the same.

I've been faithfully reading the Leeky Seel for 20 years or so and many indeed are the technical articles I've read about experiments carried out on this Corvair. It was shall we say "interesting at the least" to disassemble. It felt a little like tearing down a shrine. It drove in. It had about double the wiring of a regular Corvair with more relays and switches than you could shake a stick at, most of them still in use but I think a few were abandoned. Among the interesting features were a solid "Pitman Arm" bushing; air horn; dual master cylinder; aftermarket washer pump; wiper delay; cruise control; Powerglide Corsa dash; power seat; electric fuel pump with priming available by turning on the lights; relayed heater blower; six tail lights; windows flush with body and no trim; and torque convertor with higher stall speed. When I removed the lower control arm bracket from the differential, it peed gear oil on my clean floor – not sure if that was an added drain feature or maybe just last revenge. I love the smell of hypoid in the morning.

The chassis was an experiment with oil sprayed on for preservation. It came apart easier than usual but I sure had some dirty hands. I think the experiment was successful since this Corvair saw many years of winter use while remaining solid with the exception of the driver's side rocker panel.

The 110 engine is continuing on in Lee's 69. The tail lights went to Indiana, steering wheel to Florida; dash, air cleaner and luggage rack to California; trim to the Michigan U.P. and front suspension to a local Model A to name a few of the organ recipients. I always grow weary of tearing them apart before everything is harvested so I'm sure I missed a few goodies.

You know it almost seems like the end of an era but I know Fran has a host of new things he's working on with his remaining 3 Corvairs. Things like 5 bolt Early; power brakes and more LEDs than you can shake a stick at so I'm anxious for lots more technical articles.

Jim Brandberg



32nd ALL GM CAR / TRUCK SHOW & SWAP MEET

SUNDAY, JUNE 8, 2014 • 9 AM - 3 PM

Sponsored by

GENERAL MOTORS CAR CLUBS ASSOCIATION

MINNESOTA STATE FAIRGROUNDS - MACHINERY HILL

- GMCCA**
- GM Show cars & trucks enter from Larpenteur
 - Swappers enter from Snelling Main Gate
 - Spectators enter from Snelling or Larpenteur
- SWAPPERS: ALL MAKES AUTO PARTS WELCOME**

SPECTATORS

*General Admission: \$5.00/Adult

*Children under 12: FREE

PARTICIPANTS AWARDS FOR ...

BUICK • CADILLAC • CHEVROLET
CORVAIR • CORVETTE • CAMARO
CHEVELLE & NOVA • OLDSMOBILE
CHEVROLET & GMC TRUCKS
PONTIAC • SATURN /OTHER GM

***STATE FAIR RULES PROHIBIT:**

**OPEN FIRES, BBQ's AND
ALCOHOLIC BEVERAGES.
PETS ON LEASHES ONLY.**

**PREREGISTER FOR: GUARANTEED SPACE (until 10AM)-
REDUCED RATES FOR SHOW VEHICLES - DASH PLAQUE**

SHOW VEHICLES & SWAPPERS: GATES OPEN AT 7 AM

**Make checks payable to and send pre-registration form to:
GMCCA, 9632 Wyoming Terrace, Bloomington, MN 55438**

REGISTRATION FORM

GM SHOW VEHICLE

Make _____ Year _____

Model _____

Preregister before May 15th - \$10, after May 15 - \$15
Car, driver & one passenger per admission

Name _____

Street _____

City _____ State _____ Zip _____

Phone () _____

Car Club Affiliations (if any) _____

SWAP SPACE - 15'x 20' Space
\$10 each preregistered before 5/15
\$15 each after 5/15

NEW PRODUCT VENDORS
\$20 (In Display Area)

FOR SALE AREA (All Makes)
\$15 per vehicle preregistered before 5/15
\$20 per vehicle after 5/15

NO 'For Sale' signs allowed in the show area
Maps, Show Changes, Flyers available at

WWW.GMCCA.COM

Show season is coming up and a number of you (probably most of you) like to make a good impression when you display your vehicle.

The folks that do the printing (Precision Printing in Buffalo, MN) for CMI's club-wear – t-shirts, hats, sweatshirts, etc. – can also produce presentation displays representing our vehicles with the features we wish to highlight.

Here is a board that was produced by Precision for Billy and Carol Cook (I know it's not for a Corvair).

An 18" x 24" weatherproof board can be made for your car for \$95.00. If you are interested, contact Billy Cook at 612.940-9179, or e-mail him at: wdcacook@yahoo.com

2002 CORVETTE
ROADSTER
Owners: Bill & Carol Cook

- Quicksilver Metallic Clearcoat with Black Leather Interior
- LS-1, 5.7L, V8, 350HP with Sequential Fuel Injection
- 4-speed Automatic Transmission, Top Speed 171 mph
- Active Handling Package with Traction Control
- ABS, Head-Up Display and Twilight Sentinel Package
- Performance Driver Monitoring System

- 6-Way Power Seats with Memory Package
- Power Telescoping Steering Wheel
- Dual-Zone Air Conditioning
- Body Side Moldings
- Power Locks & Windows, Fog Lamps
- Dual Electric, Heated Mirrors
- AM/FM/CD Bose Stereo with 12-Disc Changer
- High Polished Forged Aluminum Wheels with Goodyear Performance Radials, Tire Pressure Monitoring System
- Built in Bowling Green Kentucky

LED Q and A

Letter to the Editor: January 2014, from Peter Schmit.....

I found Fran's LED "bulb" tech report in the January Seel very informative. I've worked on many CORVAIRs over the years and have run across lots of "smoked" wires in a variety of locations. While not a replacement for poor maintenance, ways of reducing electrical load without sacrificing performance like swapping out old-school bulbs for LEDs makes a lot of sense. I do, however, have a question for Fran:

While reading your article I was reminded of my experience with mismatched (different brands) of 1157 bulbs in my Greenbrier. Here's the backstory: Upon reassembly after restoration I had installed new 1157s in all four turn signal sockets. However, they were not the same brand; one side was GE, the other Sylvania. When I tested the signals I found one side flashed faster than the other. I puzzled for a while and decided to make sure all the bulbs matched. I replaced the GEs with Sylvania's and that fixed the problem. I decided that the GE side pulled a different level of current than the Sylvania side and that was the reason the flasher "blinked" at a different rate. Bulb current draw and resistance is part of the flasher equation.

Back story complete, here's the question: How do the LED bulbs successfully integrate with the mechanical turn signal flasher given they pull so little current?

Thanks John for considering this Q and A in the Seel.

Peter

Note to the Editor from Fran Schmit in answer to Peter's question.....

LED signal lights

A regular 1157 takes about 2 Amps for each 'signal' element. I tested a few and found some were as little as 1.8A.....for comparison a headlight takes 2.6Amps! So we are talking serious power. The 1157's 'Signal' element is a 50 Watt bulb! Hold one in your hand for a few seconds...50 Watts is 50 Watts and it will warm you quickly!

The "LED" 1157 has two speeds just like the Big brother with the HOT wire. The LED's HIGH position takes one tenth the current (0.16A) in Watts that is 0.3Watts. Yes - -that's not 1/10th the power it is 1/100th the power. That's not going to burn your hand or the new lens you just bought for \$30 each!

The clicker (a normal standard issue clicker) will blink two old fashioned 1157s at about 12 flashes in 10 seconds. If the old fashioned 1157 is one of those that uses a little less power, then the clicker will flash about 8 times in 10 seconds....so, yes the size (Brand) of the bulb makes a difference in the clicker-speed.

I went to the store to buy a Sylvania and a GE bulb...I got China, Mexico and Brazil. I even bought a 3157 just for comparison and since it too was made in China it had the same rating as the 1157 from China.

Since not all the bulbs draw the same current. They make an "electronic flasher" that essentially runs the same with two or even three bulbs. I tested an 'electronic' and got 13 flashes in 10 sec with one bulb and the same flash rate with two bulbs whether the bulbs were the 2.0Amp version or the 1.8Amps version. So, yes you can resolve the clicker speed by buying an electronic "flasher".

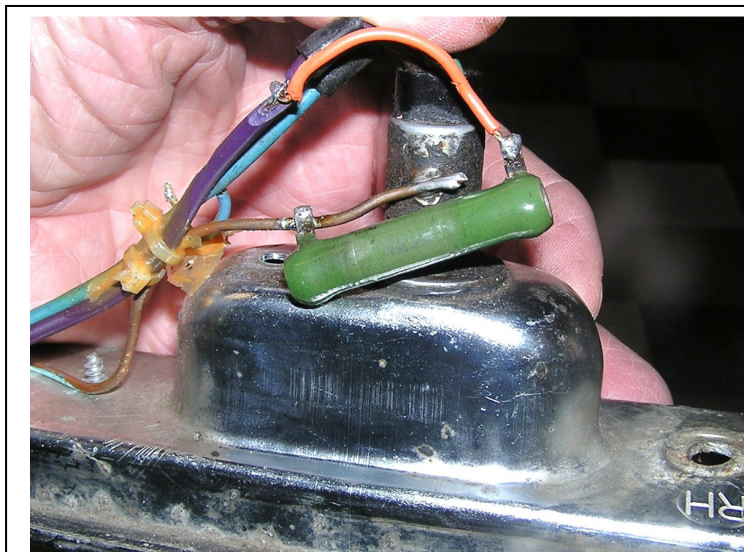
If you don't want to do the "electronic" version of Flashers and you do want to use the LEDs....then you have to simulate the load of an old-fashioned 1157 by putting a high wattage resistor on the Signal light's wire.....from that wire to ground! (See photo of a big green resistor hooked between the 'Signal' wire and ground) You will be sending out the same 50Watts of power to your taillight box and just heating up the air as you blink away.

On the other hand, if you really want to change to LED Signal lights, remember your old clicker will not even know they are there, so.....change the clicker to an "Electronic Flasher". The one I tested (see the 1157 "LED" in my hand) flashed at 11 pulses/10 seconds.

The other half of the 1157 is called the taillight or PARK or running lights and they are all four on together. Each one draws about a half an Amp, so 2 AMPS for all four. The "LED"1157 draws 50ma so all four pull a whopping 0.2 Amps. NOTE: There is no difference in the visibility between these lamps - - hot wire or LED. On a slightly different note you not only don't need a red filter on your rear lights because the LED makes RED light - - you also don't need an amber lens on the front as the "LED" 1157 comes in AMBER, as well.

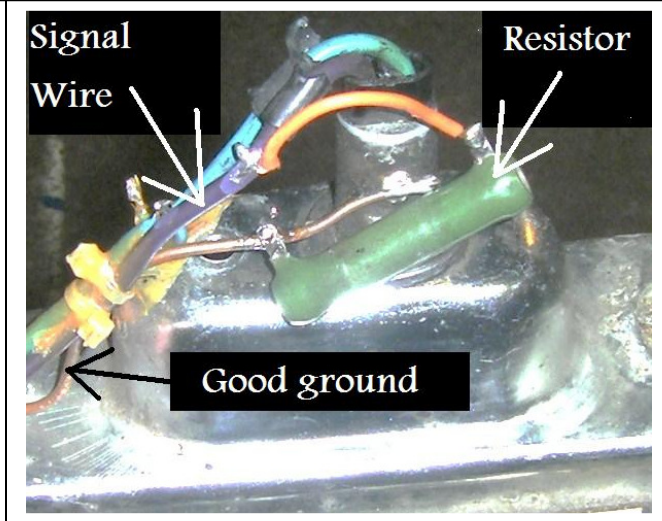


Flasher



Resistor

Fran



CMI Classifieds

FOR SALE. \$5.00 (plus \$1 postage) 1963 Corvair owners guide. Front cover was written on by the original owner who sold a 1964 Corvair to me in about 1986. :) some underlining inside and it's a bit worn. Hence the \$5 price!

FOR SALE. \$10.00 (plus \$1 postage) 1964 Corvair Owner's Guide. Slightly worn on the edges, a bit of underlining inside but otherwise in really good shape for something 50 years old!

Carole Isakson isakson@kwgc-law.com 612-308-2123

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

1964 CORVAIR MONZA CONVERTIBLE. (Top is manual) 110 HP, AUTOMATIC. Interior and paint are Aqua; same owner for last 43 years; in good shape. [Gary Nelson a long time club member has done almost all the work on it. (612-866-3247)] Mileage is about 118,000. Engine was rebuilt at about 90k. Make offer Bob Elliot 612-866-1872



Give Away - a perfectly good cellphone, with chargers. Works great, has lots of modern bells and whistles...cost me \$18/mo when I was using it. Call/write: Fran Schmit. (952.929.9174) schmfran@hotmail.com

I have two corvairs and would like to sell one.
Car one is a **1964 Monza two door**, 110 HP PowerGlide; No rust, repainted red by MAACO.
Car two is a **1966 Monza four door**, 110 HP PowerGlide; No rust, repainted red by MAACO.
Howard (Bud) Brady 952-891-4790 Cell 952-303-2340





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

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

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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



Nice weather is finally here – is your 'Vair ready?