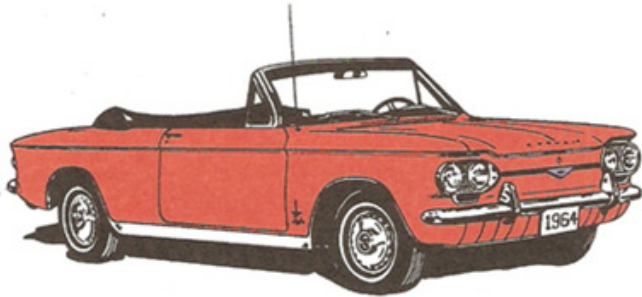


# LEEKY



# SEEL

CORVAIR MINNESOTA NEWSLETTER

## President's Page

## January 2018

*A* big thank you to Gail Quinn for baking very delicious cookies for the December membership meeting. They were very much appreciated by the 20 members in attendance. Our January membership meeting will be January 9 at Messiah United Methodist Church (the MUM). Before the membership meeting, some of us meet for dinner at Culver's Hwy 55 & Peony Lane in Plymouth around 5:30 to 6:00 pm.

The CMI Holiday party will be Saturday January 6, 2:00 to 4:30pm at Latuff's Pizzeria in Plymouth with an appetizer buffet, social time and a cash bar, all for \$5! You can still bring donations to S.T.E.P., our Holiday charity, so they can use them to brighten other's Holidays. Some items they can use are cash, Target gift cards, personal care items and men's clothing.

The Corvair Preservation Museum is now open at the Chevrolet Hall of Fame Museum in Decatur, IL. Please use the link to see a local news video about the museums and a visit with CORSA and CPF President Mike Hall-

[http://www.illinoishomepage.net/ciliving/chevrolet-hall-of-fame-museum-in-decatur/87486774\\_0](http://www.illinoishomepage.net/ciliving/chevrolet-hall-of-fame-museum-in-decatur/87486774_0)

I will look forward to seeing more CMI Corvairs out at all the upcoming events in 2018.

Wrench, Drive, Repeat!

**Jack Bacon**



The new CMI flag (it's 14' tall!)  
→



**CORVAIR MINNESOTA  
December 12, 2017**

Treasurer Lee Kauf called the meeting to order at 7:10 at the MUM in Plymouth. 20 members were in attendance.

Following the creed:

**Treasurer's Report:**

Previous balance	\$2797
Income	\$395
Expenses	<u>(\$216)</u>
Current Balance	<u>\$2976</u>

**Secretary's Report:** Approved without reading.

**NEW BUSINESS:**

VP Jim Becker took over and we admired CMI's new feather flag which was displayed for the first time.

**Upcoming Activities:**

**Holiday Dues Party: Saturday, January 6.** 2:00 – 4:30. Bill Bertram is promising good weather and a good time! Reserve NOW and remember to bring your STEP donations.

**January 9:** Membership meeting at the MUM.

**January 21: "Life is But a Dream"** at the Old Log Theatre. Bill Cook will be sending out more information for a Sunday matinee this week.

**February 13:** Membership meeting at the MUM.

**March 13:** Membership meeting at the Minneapolis/St. Paul Auto Show.

**June 3: GMCCA Car Show & Swap Meet.** It will be here before you know it!

**July 23-28, 2018: Corsa National Convention, Pittsburgh, PA,** 7 months to prepare!

**August 26, 2018: American Legion National Convention Parade, Minneapolis, MN.** Just as several years ago, they have requested our vehicles for this event.

**Summer 2019: Corsa National Convention, St. Charles, IL,** 19 months.

**Summer 2020: Corsa National Convention, San Diego, CA,** 31 months, 1978 miles.

**North St. Paul Cruise-ins:** No dates yet but Tom Quinn asked for interest if we would like a second featured night, should one become available. The answer was YES!

**Wearables:** Bill Cook brought a portion of his inventory to display. We plan to do this each month to whittle down our inventory and replenish with some new designs.

**Opel GT:** Bill Bertram gave an overview of the Opel GT race car he is tackling as his latest project. He plans a Camaro 3.4 engine/5 speed and rebuilding the car to be street legal. . .and quick!

**BREAK:** Gail Quinn spoiled us once again with **home-made cookies!** It was an early Christmas present, **THANK YOU!**

**TECH SESSION:** Tonight Gary presented Part II of "Strange Tools I have purchased" which made for interesting discussions. Next he showed how he greases rear wheel bearings—"Sealed for Life didn't really mean 50 Years!" Next Fran showed the old and new hockey pucks for the rear suspensions, along with learnings from replacing them.

Meeting was adjourned at 9:50.

Respectfully submitted,

*Chuck Johnson*



CHEAP!!!

## Late Model clock that goes Tick-Tock

Now that I have your attention I'd like to continue to tell you a wonderful idea that was given to me.



I was showing my son, Peter, my Late Model clock that I had built into an addition to the dash of my '64.

All of the stories about how hard it is to repair the old electro-mechanical units and even the cost of the Quartz movement that Clark's sells, makes for some grim story-telling. Of course, the beauty of the Analog display doesn't miss anyone, but some miss the tick tick of the old unit. The story usually goes south from there.

Peter said "why don't you put one of those \$4 clock movements inside of that big can – it looks as if there would be enough room. I told him I'd think about it but there is always the crap about making the hands fit and the second hand jerking along with the tick-tock...and stuff like that. I happened to have one of those 1.5V battery clocks on my desk that had a loose 'something' in it so I didn't use it, but I also didn't throw it away. So, I took it out of the 'clock' and observed that it might just fit. Looks like this.



The trick with this Tech-Tip is you have to have a dead Late Model clock to start with – for all the parts. Sort of like a PARTS car.

Getting the hands separate from the face and separate from the tick-tock mechanism is straight forward rip 'n tear action. It turns out the 1.5V clock movement fits neatly down inside the box that housed the LM clock. With room to spare! The center post that drives the hands fits right through the hole in the clock face.



I took some glue and pasted the 'machine' up against the "back of the face". Now doesn't that sound crude, the BACK of a FACE!

I cut up the hands from the 1.5V clock and pasted them together with some other ones I had lying around. Then I slopped some paint on them to see how it might appear. "good enough for openers" I figured. When I plugged in a battery it clicked, right away!



# CMI 2018 Schedule

Membership meetings are on the 2<sup>nd</sup> Tuesday of each month (unless otherwise announced)

Board of Directors' meetings are on the last Thursday of each month (unless otherwise announced)

- January**      **06 Holiday/ Dues Party – Latuff's 2 - 4:30 p.m.**  
**09 Membership meeting – Messiah United Methodist (MUM) – 7 p.m.**  
25 Directors' meeting
- February**     **13 Membership meeting – Messiah United Methodist (MUM) – 7 p.m.**  
22 Directors' meeting
- March**        **13 Membership meeting – (@ Twin Cities Auto Show, 7 p.m.?)**  
10-18 Twin Cities Auto Show, Mps Auditorium ( <http://www.tcautoshow.com/> )  
29 Directors' meeting
- April**         14-15 GSTA, Coliseum, State Fair Grounds ( <http://www.gstarod-custom.com> )  
**10 Membership meeting – tbd**  
26 Directors' meeting  
XX Pancake breakfast – Gabe's in the Park (?), 9-11:00
- May**            06 Spring Extravaganza Car Show and Swap Meet, State Fairgrounds, 7:00 – 3:00  
( [www.gopherstatebuick.org](http://www.gopherstatebuick.org) )  
**08 Membership meeting – tbd**  
31 Directors' meeting
- June**           **03 GMCCA – State Fairgrounds**  
**12 Membership meeting – tbd**  
22-24 Back to the 50's, State Fairgrounds ( [www.msra.com](http://www.msra.com) )  
28 Directors' meeting
- July**            04 Fourth of July Parade, Delano – Post Parade Picnic @ the park  
**10 Membership meeting – tbd**  
12-14 Iola Old Car Show and Swap Meet  
**23-28 CORSA convention, Pittsburgh, PA**  
26 Directors' meeting  
27-29 Little Log House show, Hastings ( <http://www.littleloghouseshow.com> )  
28 Kolacky Days, Montgomery, MN (Classic car show 7/23; 9 am-3 pm)  
( <http://www.montgomerymn.org/> )  
22 10,000 Lakes Concours d'Elegance, Excelsior ( <http://10000lakesconcours.com/> ) 9:00-4:00
- August**        **14 Membership meeting – tbd**  
11 New London – New Brighton Antique Auto Run ( <http://www.anticquearrun.org/> )  
19 Pantowners Car Show, Benton County Fairgrounds ( <http://www.pantowners.org/carshow.html> )  
XX Christ's Cross Car and Craft Show, Ham Lake, MN ( [www.christscrosscarclub.org](http://www.christscrosscarclub.org) )  
30 Director's meeting
- Watch for:**    **Classic Car Nights, Victoria; North St. Paul; 7 Hi Cruisers, Minnetonka; etc.**



*This* is my GMCMI club//CORSA/COPO Yenko Stinger display with Cris Shade's white 66 COPO Yenko Stinger, my blue 67 COPO Yenko Stinger on the trailer, And Ed Cummeen's red 67 COPO Yenko Stinger. The display was to represent a day at the track with a GMC motor home. Cris got a Gold (well deserved), Ed got a Silver, and I got a Silver. Getting invited or even getting a Bronze at an event like this is a huge honor/accomplishment. This show is part of the Corvette Triple Crown that only the very best are invited. Many cars don't even have oil or fluids in them. The cost of having your car judge by professional judges is \$250. These judges are the ones that do events like Pebble Beach. There were 457 show cars from 38 states, and Canada. About 67,000 people came to this indoor show in the Chicago area. CORSA got some great exposure. CORSA probable got some members from this display. But more importantly, a lot of seeds got planted in peoples' minds on the performance side of Corvairs. Much like what guys like Rick Norris are doing at tracks events. This has been covered a lot. BUT, get your Corvair out to any gatherings in your area. I do that with my GMC. Both these get a lot of interest. And bring a few CORSA info sheets that you can get from CORSA.

I signed up 4 new members to GMCMI. 5 others have contacted our main office to sign up for our Finding/Buying program. Plus, more importantly, it's back to the seeds that got planted. I paid for this GMCMI promo for GMCMI as a gift to the club. I also paid the expenses in having the CORSA display being there. And I'm not a CORSA member anymore since I chaired the 2010 CORSA Convention. But, I believe the club has great value to the collector car hobby. So I try to help provide additional exposure to CORSA. But CORSA needs its members doing shows/events - big, and small. Thus I do support CORSA. I hope that this display will help CORSA, and the Corvair community in its exposure to the automotive enthusiast. Plus my hats off to Mike Hall for his tremendous efforts he does for CORSA. So as CORSA members, support YOUR club by being out there with your cars.

In closing, there is also a person that I need to mention that I love deeply. That's my wife Linda. When we got married on June 3rd of 1967 – WOW - 50 years ago, we made a pact that she could get anything that she wanted, and I could do the same for me. So to start this plan off, she didn't want to live in an apartment. So just before we got married, I bought a 3 bedroom house with all new furnishings, and the new '67 SS Chevelle convertible she wanted. It's been a wonderful 50 years in so many ways. And in one of those ways, my thanks to her for letting me make up that car collection that we have today: the Corvairs, COPO Yenkos, Impalas, Chevelles, and the two GMC Motorhomes. That collection started on November 2nd of 1967 with a 1964 Spyder convertible that we still have. I'm a very happy/lucky person. It's been a great ride. And now we're putting between 10 to 15,000 miles a year on our 78 GMC. We're heading to the gulf in late January, then Tucson in late March. Then turn right to BC Canada. **Bob Dunahugh**



**From the Washington DC group's newsletter:**

**Replacing Pushrod Tube O-rings?** Or are you overhauling an engine? This would be a good time to make sure the insides of those pushrod tubes are clean and shiny. Did you know that a 12 gauge shotgun brush is just the right size to scrub out those tubes? Just add some carburetor cleaner and scrub away. And if you don't already have the appropriate shotgun cleaning brush handy, consider buying a "Universal Gun Cleaning Kit"; they typically have brushes ranging from 0.177" on up to 12 gauge so you can use them to clean oil galleries and other passages in the engine. (Based upon a tip from Lewis Graham Jr., Dec 1987 **CORSA Communiqué.**)

**Visible house numbers**

How many of you have ever had a Pizza delivery guy not be able to read your house number?

I made this number display out of a 3 foot (1 x 6) board in which I had drilled 75 holes in the shape of my house numbers. \$10 worth of LEDs filled the holes. The wires are all on the back side. The board won't burn up because the LEDs are so 'cool'. If your number needs fewer LEDs (like 1111) then you just buy fewer LEDs, and the drilling would be easier!

I made this one for the alley men to see when they leave me nice notes on those long-cold winter nights.



You could use one on the front of your house, if you like...or at the entrance to your long curving driveway!

Make your own and plug it into any 110V AC.

Use any color you like, it might be fun to get an assortment of Christmas colored LEDs and see how that comes out.

It's easy, colorful and useful... especially during the winter months.

Electric costs could be about 2 cents a month if you leave it on 24/7.

Try it - - you'll like it.

CORVAIRingly yours, **Fran Schmit**

Dear CMI'ers,

If you are interested in ordering one of these novelty t-shirts, they are available at \$20.00 each – a limited number are available at this time.

We also have a good stock of other CMI wear – stock up now in anticipation of the summer show season!

Contact Bill Cook at [wdcacook@yahoo.com](mailto:wdcacook@yahoo.com) for selection and prices



## Fuel Gauge Float

Two years ago, I wrote to you about my installation of a 'Holey' gas tank in my FC. I included Sketches and Photos of the shifting mechanism that is used with that 'Holey' gas tank. Including the addition of my invention of how to one-up the original design they used on every stick shift mechanism used in the CORVAIR.

A few months later I wrote about how the sending unit for my gas gauge was hitting the HOLE in my 'Holey' gas tank. I showed how I R&R'd the sending unit without removing the tank.

A few months after that I wrote about the leak that was in my 'Holey' gas tank and how I had the tank welded and resin coated.

I also wrote about the reasoning behind the "dents" on top of all the FC gas tanks.

Later, I mentioned purchasing the correct sending unit, from Clark's, for the 'Holey' gas tank. This sending unit is installed about 90 degrees CCW from the other FC sending units - - supposedly so the float could miss the HOLE in the 'Holey' gas tank.

Now I am writing to you, again, about having removed - - for the umpteenth time - - my float unit. This sending unit with the float attached is mounted from the top of the tank (on all FCs). On the 'Holey' gas tanks the sending unit is mounted so the arc of the float's swing is fore and aft not side to side. Fore and aft to swing parallel to the HOLE.

As it turns out when I did this R&R operation a month ago I had the float mounted on its wire hanger on the wrong side. Gauge said ¼ tank but no more...so, not believing there could be anything amiss with MY install I figured the float got stuck on its wire bale so I opened it up, once again, and the float popped right up to the top. I figured I finally had it right, and reinstalled it.

Till the fuel level fell to ¼ tank and stuck there - - as if it were sitting on top of the HOLE - - again!

Chances were that the float was mounted on the wire towards the HOLE and that the float was hitting.

So, I removed the sender one more time and saw the float was indeed, on the side towards the HOLE. I turned it around. Drove till the tank was nearly empty (went down smoothly past ¼ tank) with the needle wiggling all the way. [Causing waves in the gas makes the needle wiggle showing me that the float is loose and NOT stuck.]

Went to the station to carefully watch the gauge move as I filled the tank.



**From bottom to top it was smooth as silk!!**

Here's how the float hangs on its wire bale. Obviously, the photo on the left put the brass float too close to the HOLE whereas moving the float to the other side gave it adequate clearance.

I'm so used to doing this that it took me about one hour to do the entire procedure – for this last time!

Keep CORVAIRing...happily! *Fran*



So, I figured I had better take apart a 'good looking' clock and see what I can do with a real CORVAIR clock - nice hands and face. Also, the battery's being inside seemed like it would turn off anyone who knows where the clock is on a Late! So, I put wires on a 1.5V battery and strung the wires in the hole in the back of the original clock box. That looked do-able. Now there is the other thing about clocks and that is "Daylight Savings time" - - meaning you must be able to re-set the clock with relative ease. What I came up with is even easier than the way you adjust the regular 1.5V clock. I glued on a threaded shaft which could have a knob put on it after the shaft went out through the hole.



On the left is the glued-on stick and on the right it is "external". Very easy to turn!

This way the mechanism can be on the BACK of the FACE and the adjustment knob can be outside of the box. There's also a lot of extra room in there if you want to invent something...hint.

I ruined one clock by getting glue for the stick too far down into the clock. It just so happens that the setting knob is attached directly to the guts of the clock and it turns as the clock turns. My excess glue made the clock stop at five minutes past any hour... got another clock! I figured some fast setting epoxy type stuff would work so I whipped up a little gob of Bondo and stuck another 2" bolt on

yet another clock. These clocks are only \$4 at Target and each one comes with a new set of hands!

The thought then occurred to me that some folks might not want to be under the dash changing the battery ever year or two, so I stuck a couple resistors together and made a 1.5V DC power supply that will run off the normal dash clock wiring. This little PS could easily fit inside "the box".

If your 'Late' came with a clock it has an orange clock wire in the harness. If it did not come so equipped then you have to add a "HOT at all times" wire to power this jerking blade, Tick-Tock clock, in your LM dash.

I have yet to figure out what to do with that little hole in the front - where the setting stem used to be.

Maybe a Concours minded person will have a suggestion. The cutoff winder from your donor clock would be a good start, just don't make your sweep second hand as long as I did (above).

HEY! Keep on CORVAIRing, *Fran*

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## ERRATUM

In the Horsecollar article, (December 2017) right on the first page, in the fifth sentence, I list four parts that are molded rubber. I listed #1, 2, 5, and 7, but that was wrong, as #1, 2, 6 and 9 are the rubber parts. Not actually rubber but some elastomeric compound the formula for which only some exotic chemists seem to know.

Anyway, my mistake, and thank you to the reader who found it and pointed it out to me.

All of you who save your SEELs should find that page and mark it up - corrected.

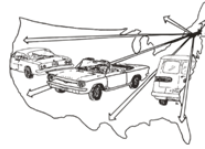
*Fran Schmit*



# CMI Classifieds

## Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints.



Check us out at [www.corvair.com](http://www.corvair.com) or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your Corvair needs. Clark's - More than Parts!

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**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

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\*\*\*\*\*

## Part Cleaning Soda Blasting, Sand Blasting Powder coating

Vince Rohr

[vincerohr@hotmail.com](mailto:vincerohr@hotmail.com)

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**1963 Monza** 110 Engine 4 speed, was running when put in storage, we have title, need to have key made. The car is located in Rogers, MN. \$2,000 obo. Ron Lucas 763-242-4090; 763-226-8440; 763-420-2569 [lorrainelucas7@gmail.com](mailto:lorrainelucas7@gmail.com)



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**CARB THROTTLE RETURN SPRING** (exc turbo) Our regular carb return springs (main cat pg. 58) help the accelerator linkage & carbs return to the closed position, but due to linkage wear & looseness, the carbs do not always return to a fully closed position. These 4 oz. springs are easy to install on all 1960-69 primary carb shafts & help the carbs return to fully closed. You will **not** notice an increased pressure at the accelerator pedal. If the main carb return spring should ever break (check every 2-3 years) these will help the carb close. **Note:** These can **NOT** be used with our shaft o-ring seal kits. We suggest a new throttle shaft if there is wear. **C1916** 2 oz.



“Invented by Fran Schmit, available from Clark’s”



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

← Check out our website!!

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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!**



**Have you signed up for the Holiday Dues party (& sent in your dues)?**