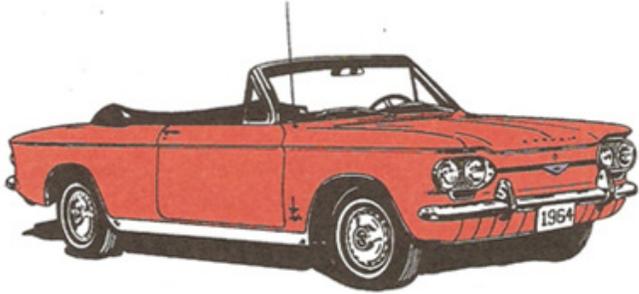


LEEKY



SEEL

CORVAIR MINNESOTA NEWSLETTER

President's Page

May 2018

Sau it ain't SNOW! This has been the longest winter I can remember and hopefully by the time you read this it will all be gone.

Chris and I decided to downsize and build a townhouse that will be ready the end of May. Our house sold before it was listed and had to be out in three weeks, so we moved in with my sister and our entire household is in three PODS. I will be looking forward to getting the new garage and workshop organized this spring.

There are some great events coming up starting with our membership meeting May 8 7 pm at Messiah United Methodist Church (MUM). Before the meeting we meet about 5:30 - 6 pm for dinner at Culvers, Hwy 55 & Peony Lane in Plymouth. May 12 we will meet at Dobo's Restaurant Hwy 55 & Cty Rd 19 at 8 am for breakfast followed by highway cleanup along our section of Highway 55 then back to Dobo's for pie. Contact Jim Becker for more information.

GMCCA car show and swap meet is right around the corner June 3 8am to 2pm at the Minnesota State Fairgrounds. General Motors Car Club Association is comprised of 12 car clubs based in the the Twin Cities. <http://gmcca.com/Default.asp> This year let's try to have fifty Corvairs lined up in front of our tent, we can do it!!

Please consider attending the grand opening of the new Corvair Museum the weekend of May 18,19,20. There will be a huge car show, ribbon cutting, food, tech sessions. Registration is \$35 and includes catered dinner, car show, awards ceremony and more.

<https://www.corvair.org/images/attachments/RegistrationOpeningV2.pdf>. The Corvair Museum is located at the Chevrolet Hall of Fame 3635 US Highway 36 Decatur, IL.

Everyone, we need your help!! John Herkenratt has decided to retire as editor and this will be his last issue of the Leeky Seel. The club now has a real need for someone to take over this very important position. The Leeky Seel keeps the membership informed of club events, share technical information, want ads and more. If we can't find a new editor, we still have our website to keep you updated but that would make more work for our webmaster. We could email blast the members for everything but that would need someone to manage. Please consider this opportunity to become the new editor of the Leeky Seel.

A very big THANK YOU to John Herkenratt for your many years of service as editor of the Leeky Seel, it is so very much appreciated!

Wrench, drive, repeat, *Jack Bacon*

CORVAIR MINNESOTA

General Membership Meeting

April 10, 2018

Vice-President Jim Becker called the meeting to order at 7:10 and the group recited the CMI creed. 14 members were present, including Jerry Berge back from his final winter in AZ. (He might be rethinking that decision after the following weekend's blizzard). We went around the room with everyone relating what Corvair projects they completed over the winter.

Treasurer's Report:

Previous balance	\$2895
Income	\$20
Expenses	<u>(\$219)</u>
Current Balance	<u>\$2696</u>

Paid Members for 2018: 60

Secretary's Report: Approved as written.

NEW BUSINESS:

Newsletter Editor Needed ASAP: John Herkenratt communicated that he needs to step down as editor after this issue of the Leeky Seel. John has been an outstanding editor for a very long time. Please contact any Board member if you are interested or contact John directly if you have questions. Elsewhere in this issue John will detail what the job entails.

This position is a vital link in keeping our club active.

Summer Meeting Plans: At this time, we are planning only 1 drive-in meeting this summer: Minnetonka Drive-In in July. The balance of the meetings will be at the MUM. The thinking is we would like to make the meetings more Corvair vehicle focused and get back to the parking lots sessions of old. In addition, we were short of convenient restaurants and drive-ins to use. This should be a good experiment!

American Legion National Convention Parade: Joe Schwert has no new information as he is waiting for the Legion to firm up their plans.

GMCCA Car Show & Swap Meet: Get your Corvairs detailed, it will be here before you know it. Signup sheets for working the gate will be at our next meeting.

We also expect information on changes due to Machinery Hill remodeling next meeting.

Recent Activities: Just snow blowing!!

Upcoming Activities:

April 28: Pancake Breakfast at the Moose Bar & Grille in NE Minneapolis, 10 a.m.

April 29: Pontiac Club Car Show: Route 65 Classics in Ham Lake.

May 6: Buick Club Car Show & Swap Meet: Minnesota State Fairgrounds.

May 8: Membership meeting at the MUM, 7 P.M.

May 12: Adopt-a-Highway, 8 a.m. @ Dobo's.

May 18-19: Corvair Museum Opening: Decatur, IL. John & Vince are attending!

May 19: Adopt-a-Highway Back-up Date, same time, same place.

June 3: GMCCA Car Show & Swap Meet. It will be here before you know it, complete your Corvair winter projects!

July 4: Delano Parade, details to follow.

July 23-28, 2018: Corsa National Convention, Pittsburgh, PA, 687 miles, 2 months to prepare!

North St. Paul Cruise-ins: No dates issued yet!

August 26, 2018: American Legion National Convention Parade, Minneapolis, MN.

Summer 2019: Corsa National Convention, St. Charles, IL, 14 months.

Summer 2020: Corsa National Convention, San Diego, CA, 26 months, 1978 miles.

BREAK: Gail Quinn, well rested after her month off, overcompensated with fresh chocolate chip cookies!

Tech Session: Jim Becker led a discussion on evaluating and replacing seat belts as all of the factory installed ones are now around 50 years old. Several new ones were available for people to assess.

Chuck Johnson gave tips on replacing carpeting in tandem with replacing your seat belts. For anyone with an early convertible, Dave Pedersen has an NOS new front carpet, very, very helpful as a pattern for making cuts in your new carpeting, they aren't pre-cut as NOS ones were.

We adjourned at 8:40.

Respectfully submitted,

Chuck Johnson



CMI 2018 Schedule

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

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

- May**
- 04 May the fourth be with you!
 - 06 Spring Extravaganza Car Show and Swap Meet, State Fairgrounds, 7:00 – 3:00
(www.gopherstatebuick.org)
 - 08 Membership meeting – MUM 7:00 p.m.** (Culver's for pre-meeting @ 6 p.m.)
 - 12 Adopt a Highway – meet at Dobo's, 8 a.m.**
 - 12 Stamp Out Hunger – USPS Food Drive
 - 19 Adopt a Highway – rain date
 - 31 Directors' meeting
- June**
- 03 GMCCA – State Fairgrounds**
 - 11-15 All Chevy Show, Worthington (sponsored by VCCA)
 - 12 Membership meeting – tbd**
 - 16 Hutchinson Water Carnival Car show; 10am-3pm
(<https://www.watercarnival.org/events/#sat2>)
 - 17 Buffalo Days (at the airport)
 - 22-24 Back to the 50's, State Fairgrounds (www.msra.com)
 - 28 Directors' meeting
- July**
- 04 Fourth of July Parade, Delano – Post Parade Picnic @ the park
 - 10 Membership meeting – tbd**
 - 11-15 Maple Grove Days
 - 12-14 Iola Old Car Show and Swap Meet
 - 23-28 CORSA convention, Pittsburgh, PA** <http://corvairpittsburgh.com/>
 - 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.anticquecarrun.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)
 - 26 American Legion National Convention Parade, Minneapolis
 - 30 Director's meeting
- Sept**
- 12 Membership meeting**
 - 08 Classics by the Lake, Buffalo, MN 10am – 2pm
 - 28 Directors' meeting
- Watch for:**
- Bent Brewery Tour and Car Show;**
 - Classic Car Nights, Victoria;**
 - North St. Paul;**
 - 7 Hi Cruisers, Buster's in Mankato**



'64 dash clock



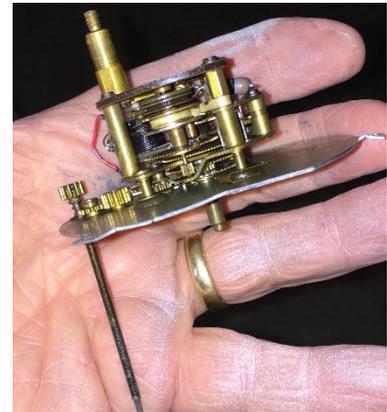
Remember this guy? The Late Model clock with the heart made from a \$4 quartz movement? Note the lack of an adjuster shaft.

I wrote about how to build this last year because I thought it was a good idea. An after thought was to power it from 12Volts which was doable. Then another afterthought – there seems to be a lot of afterthoughts floating around here – it seemed that the hole in the front of the clock, where the winder used to be, which was replaced by the adjuster shaft...that hole ... was empty. AND I remembered how nice it is to set the clock -- easily -- from the front.



So, says I, the original clock had a shaft there – how did that work? I checked out how. Here's what I did.

Start with this original clock, shown on the left with its own adjuster shaft sticking straight out. It's a long stem as the Late Model has a plastic window way out in front of the clock.



On the right we see the innards of that original clock that usually has a burned up winding mechanism, which put a lot of smoke and tar onto the clock works, so the tick-tock went south. What we see, nestled under the clock works, is the set of gears I am going to use to do the 'time setting' on the \$4 clock.

To get at the gears, I had to get rid of the clock parts but leave the posts that move the hands. This is how my bench looked after I cut off all the extra parts! My idea was to use the "hands driving" parts to turn the adjustment knob on the \$4 clock. As most of us know, you set those little battery-operated clocks by pressing your finger onto a flat knob in the back and spinning the hands, from the rear. That means my new idea has to turn the motion of the front knob into one that comes at the \$4 clock from the rear.



On the left you see the little guys that accomplish that 'turn around'. The long shaft, from the front, drives the top gear in the photo. Obviously turning all the others and carrying the 'turning' towards the center hole. The clock mechanism used to drive the hands through the center hole in this plate.

Now let's also attach what's left of the clock to this mounting plate.

This then, on the right, is going to be the new "adjuster".



36th Annual General Motors Car Clubs Association

ALL GM CAR / TRUCK SHOW AND SWAP MEET



Live DJ playing music
Food vendors on site
Dash plaques to first 500 show vehicles

SUNDAY, JUNE 3, 2018 • 8 AM - 2 PM
MINNESOTA STATE FAIRGROUNDS - MACHINERY HILL

SPECTATORS

*General Admission: \$5.00/Adult
*Children under 12: FREE

EVENT INFORMATION

www.gmcca.com
www.facebook.com/GMCCAssociation

***STATE FAIR RULES PROHIBIT:
OPEN FIRES, BBQ's AND
ALCOHOLIC BEVERAGES.
PETS ON LEASHES ONLY**

PARTICIPANT AWARDS FOR

**BUICK • CADILLAC • CAMARO • CHEVELLE • CHEVROLET • CHEVROLET/GMC TRUCKS • CORVAIR • CORVETTE
EL CAMINO • GMC/CHEVROLET MINI-TRUCKS • NOVA • OLDSMOBILE • PONTIAC • SATURN /OTHER GM**

Show Vehicles: Gates open at 7am - Enter at intersection of Larpenteur Ave & Underwood.

For Sale Vehicles: Gates open at 7am - Enter at intersection of Larpenteur Ave & Underwood.

Pre-register for guaranteed space (until 10AM) & reduced entry fee.

Swappers: Gates open at 6am - Enter at Snelling Avenue main gate - All makes of auto parts are welcome!

Spectators: Gates open at 7am to the show/swap area.

Please print legibly or use address label

REGISTRATION FORM

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

[ST-19 Required](#)

FOR SALE AREA VEHICLES (All Makes)

\$15 per vehicle preregistered before 5/15

\$20 per vehicle after 5/15

NO 'For Sale' signs allowed in the show area

GM SHOW VEHICLE

Make _____ Year _____

Model _____

Preregister before May 15th - **\$10** per vehicle

Register after May 15th - **\$15** per vehicle

Includes Car, driver & one passenger per admission.

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

Corvair Preservation Foundation

Corvair Museum Grand Opening



May 18-19, 2018
Decatur, Illinois

hosted by:
Corvair Preservation Foundation
and Prairie Capital Corvair Assn.

Registration Form

Please fill out the following information and return to PCCA, P.O. Box 954, Springfield, IL 62705 by May 10, 2018. After that date, please register on site – on-site fees go up \$10, so please pre-register. Preregistration helps hosts properly plan for your attendance. Make checks payable to PCCA.

Name(s): _____

Address: _____

City, State, Zip: _____

Phone#: _____ Club Affiliation: _____

Vehicles: Year ____ Model _____

Year ____ Model _____

Event Admission, \$35 per person. Includes Admission to the Corvair Museum, Friday night meal featuring BBQ and fixings, Saturday evening banquet meal featuring Burgers, Brats, Potato Salad and more. Plus entry, per person, to the Car Show using CORSA's Car Display rules (people's choice for top 3 in 7 Corvair categories). Additional activities are being planned and will be included in this one price admission. Remember after May 10, on-site registration is \$45 per person and t-shirts will be first come first served.

Friday dinner will be at the host hotel (Hampton Inn), Saturday dinner at the Corvair Museum location.

	Number	pre-regis.	on-site	Amount
Event Registration	_____	\$35	\$45	_____
Swap space size is one (1) parking spot. Swap Space	_____	\$5	\$10	_____
Event T-Shirts S, M, L, XL	_____	\$20	\$25	_____
Event T-Shirts XXL, XXXL	_____	\$23	\$28	_____

Please make checks payable to PCCA (payable in US funds) Total _____

Hotel Information:

The host hotel is the Hampton Inn, 4855 E. Evergreen Ct, Mt Zion IL 62521. Phone (217) 864-3297.

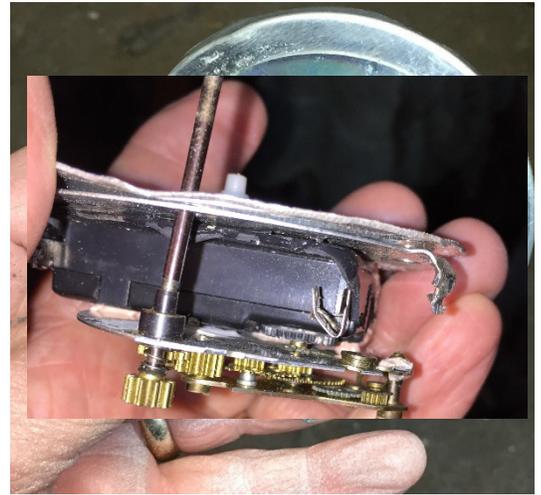
Room rate: Queen or King \$129/night. Reservation code: COR

Additional Information: Ribbon cutting ceremony Noon, Saturday May 19, 2018

Corvair Museum Grand Opening Celebration. Chevrolet Hall of Fame, 3635 US-36, Decatur, IL 62521

Clock, continued from page 4

Here comes the part where 'Crazy Glue' really shines. When the \$4 clock mechanism is attached to the backside of the clock face there are just two flat surfaces together, with the post for the hands sticking out the other side. This special glue allows the parts to be held in just the right spot for a second, or so, and then they are locked. That glue is quite an invention. Obviously, in the photo on the right, the battery has been removed from the \$4 clock.



When the set of brass gears and its long steel extension is assembled, sandwiching the \$4 clock, the final alignment takes place. Swinging the adjuster back and forth allows positioning the long steel rod exactly through the 6 o'clock hole in the clock's face.

Here are two views of the assembly after all the glue has set. The view on the left shows the adjuster flat across the back of the \$4 unit. The right-side view shows all the shiny gears and the steel adjustment shaft. Notice the adjuster shaft has the original spring under its brass drive gear. The spring allows the stem to be disconnected from the adjustment mechanism, by sliding the gear into neutral, during normal operation. Since all this extra brass is moved by the clock mechanism there is no sense in adding too much additional drag to the system.

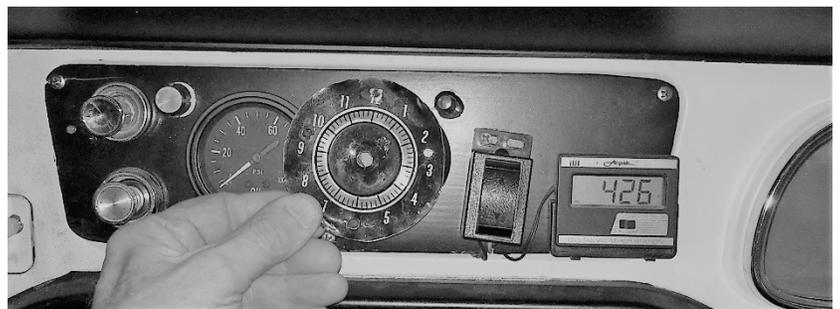


On the left is a view of the 'new design' (DC powered quartz clock with pulsing second hand) **including** the front-mounted adjuster stem – exactly at 6 o'clock. Ready to be reinstalled in any LATE or more realistically back on the dash of Fran's '64.

In the process of getting rid of the battery and going to a "12V to 1.5V" conversion, I burned out the clock. So, I put in another \$4 setup. The replacement did not have enough 'stuff' to push the additional adjusting gears. I tried two other \$4 guts but none of them could do the job. I went on line to find a Hi-Torque movement that cost \$10 – Wow! Hi-Torque movements are required in clocks with larger Hands. That one did the job – well! The unit looks exactly as shown, without the battery. Same little

hands and face, as before, so the Hi-Torque is used to throw those extra gears.

Teensy side note: I'm certain this machine could be fitted to the dash of my FC, as well. Here's a shot of the face of one of these LM clocks held up where the ashtray was in the olden days. Some folks have kept their ashtrays and I probably would have kept mine as well; however, someone before me had hacked a huge hole in that spot for a Tachometer. I, in turn, needed a place for some instruments when I switched to a Spyder dash. All mounted together on a panel shaped to fit the indent of the FC dash.



MAKE THIS TOOL!



Let's say you have saved some spare carbs because you were not able to change the Jets in your CORVAIR carburetors and so you would just label all your carbs with whatever Jet size they came with and then you could use whichever one you wanted.



Nuff said. I made a tool, that works every time, to remove those pesky

brass boys from way down in the hole. An IMPACT driver, that I have, uses a 5/16" hex drive. So I took a four inch piece of 5/16" hex and ground it round so it would fit down into that special area that hides the Main Metering Jet in our favorite carb.



The tool has to be small enough to go straight down to the jet or you won't sit on the jet squarely – the tool MUST MATE with the Jet , like they say “nearly perfect”. It also has to be long enough to fit easily into the impactor that mounts on its top end.

Here's a large view of the tool and a close-up

of the business end of the tool. I used the fine cutting disc on my Dremel tool to shape that leading edge. Anybody could do this if they have a Jet in their hand as a model, I think.



Here's also a shot of a JET that fits well onto the tool.

Keep on CORVAIRing, *Fran*

CMI Classifieds

1964 Corvair Convertible 2nd owner, 43K miles, four speed, 110HP Exterior: Maroon, Interior: Black, no rips/tears. Top & rear window in excellent condition. Dual exhaust, spinner hub caps. \$7,900. Curt Robinson 952 934-6069 or Curtnanrob@aol.com

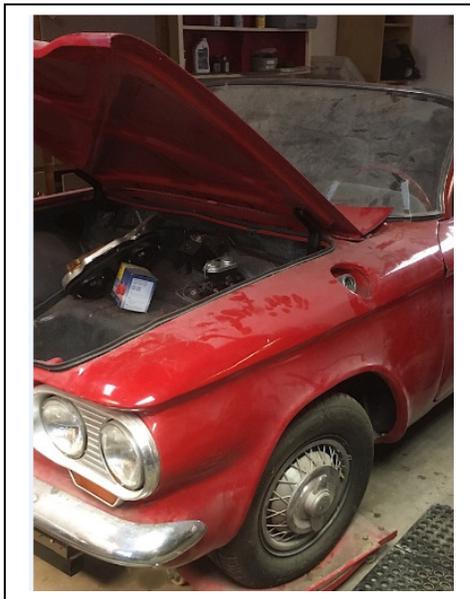


WANTED

I have a client that is in search of a good driver quality, reasonable priced coupe (early or late); needs to have a powerglide.

Please contact Gary Nelson at 612-644-1258

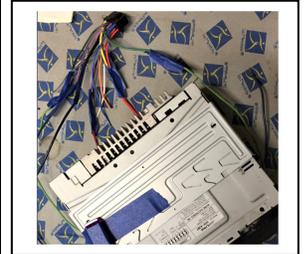
Thanks!



1963 Corvair Monza convertible; body and suspension restored; engine is not assembled. Aftermarket seats, fuel injection (still in box), many other new parts.

Dave Pugh pugh.dave@gmail.com 507-285-3384

Pair of 12" woofers that go well into the mid-range, in a trapezoidal speaker cabinet. Cabinet does not have the fiberglass in it so it is best to hear it (them) at moderate power levels for now. A 'moderate' radio receiver, with clamp on wiring for DEMO, goes with the speakers. If you set this cabinet on the back seat of your CORVAIR, please bolt it or seat belt it firmly, as it is heavy. Price is very negotiable. See or call or text or Email anytime before 10 PM. Fran schmit 952 288 3041, schmfran@hotmail.com 3370 Library Lane 55426-4224



1962 Corvair 700 Monza Station Wagon. Second owner selling in order to finish another project car. 66,000 miles with two-speed powerglide transmission. Body work and paint (original white) about 6 years ago, along with new fuel pump, battery, rebuilt carbs, aftermarket belt tensioner, brakes, and tires with about 2000 miles. Blue interior with cloth inserts, but both front & rear seats need to be recovered. Transmission leaks after sitting for a long time. Cooling fan bearing is starting to wear & makes a little noise at low idle. Flywheel is missing a few teeth and once in a while the starter doesn't catch right away, but it never fails to start.

This is not a show car, but a fun and very reliable driver for weekend cruises and runs to the DQ. Gets a lot of attention. Asking \$6000 obo. Contact Alan at aplantikow@msn.com for more pictures or with any questions.

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 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 other Corvair needs. Clark's - More than Parts!

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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!

THE LEEKY SEEL

3370 Library Lane
St. Louis Park, MN 55426-4224
TEMP - RETURN SERVICE REQUESTED



Next meeting is at the MUM!