



# Leaky Seal

Corvair

June 2021



## Corvair Minnesota Newsletter

### *President's message:*

June is only a few days away, this year is moving so quickly!

On May 15th we had our Breakfast and Cars. The food was great, we had a great turnout, 18 vehicles, 36 people! The sun was out, beautiful weather for all to enjoy. If you missed it, you missed a good time. We hope we can do this again later in the year.

Our next meeting is June 8th at Ideal Hall. Social hour starts at 5:30, business meeting is at 7pm. Tuesdays are Taco night.....

GMCCA is coming up real quick, Sunday June 6<sup>th</sup> - have you volunteered yet? If you haven't, please do so, as we will need the help, especially for the early shifts. Remember this is our biggest fundraiser, so I hope you all can get involved.

**Dan Quinn** is our representative for the show, and he has the list for workers. His number is **763-670-0179**. Email is [dquinnjeep@msn.com](mailto:dquinnjeep@msn.com). Please call him, and volunteer for shifts. Leave a message and he will get back to you. Let's hope for a beautiful day for this show!

I am looking forward to seeing all of you at GMCCA, and then our monthly meeting will be held on June 8th.

**Amber's** birthday was May 26th.

**President Tom's** birthday is June 2nd,

**Gary Nelson's** is June 9th.

When is **your** birthday? Let us know, and we will add your name to our birthday list. We don't need to know the year, just the date....

I'll be passing a list around at the next meeting. This would be nice, as we need to acknowledge everyone's special day.

President Tom

*Tom Quinn*

**President**



## Corvair Minnesota, Club Information

May 11, 2021

### Meeting Minutes

President Tom Quinn called the meeting to order at 7:00 pm.

Let's Welcome CMI's Newest Members:

- \*Steve and Vickie Peterson -  
1969 Convertible 'Sweet Pea'
- \*Lori June -  
1960 4â€• Door 'Lady Blue'

Tech Session given by Vice President Gary Nelson.

Gary put up a pair of Harley Davidson gloves for auction, as well as Corvair parts. Blower bearings are getting 60 years old. So they are due for a change. Gary came up with a solution of cutting the baffle plate out, due to the fact that the gaskets are layered. Aluminum, steel, then aluminum with the steel expanding from the heat.

Gary mentioned that the Idler arm bearings are getting bad as well, so if they haven't been changed, than they are about due.

From Gary's auction...

- \$5• Bob Krueger
- \$1 Tom Quinn
- \$1 Amber Leah

Upcoming Car show reminder. June 9th, Victoria is having their car show.

Financial Report:  
Dues Collected - \$60  
MCCA Dues - \$25  
Balance - \$5088.97

Dan Quinn from GMCCA discussed the upcoming car show for GMCCA.

June 6th 8am - 2pm

Everyone is required to wear masks outside. No pre-registration.

\$15 Show car which will be 1 driver and 1 passenger. \$5 for spectator.

Eating and drinking while walking is not allowed. Please eat and drink only in the designated areas.

To receive your Corvair dash card, you must get it from the designated Corvair area.

Number 18, Corey Cowden was called... being that he was not in attendance, \$35 will be for the next drawing.

The meeting concluded at... yep, forgot to write the time down, but it was definitely after 8 pm.

*Amber Leah*

CMI Secretary

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## Here We Go

I'm happy to report Corvair Minnesota has fun activities underway after a slow 2020, you know with the plague and all. We had 27 in attendance at the May meeting. A lot of folks came to eat so we had the Ideal Hall staff up on their toes, don't forget the tip, they had a slow year too.

We had 18 Corvairs and 36 people at the Breakfast Show, I love when the statistics line up like that. Preregistration was slow getting underway but we had a very nice turnout on a day with perfect weather. It was like our traditional Pancake Breakfast but less work. All hoods seemed to be open at some point, we must be motor heads or something. I laid down a time or two for a better look at an undercarriage, something accomplished with much less aplomb these days.

We met some new members this month. Steve and Vicky Peterson have a very nice frost green 69 convertible. After a year or two looking, Lorie Kale settled on a 60 sedan. I haven't seen it yet but I love 60 4-doors, the original Corvair. These 2 cars form nice bookends for Corvair production. We also got to see Bill Lawson's 140 mid-engine sandrail with many interesting engineering features. I started to write about a few but had to back out because I was quickly filling the page, I'm easily carried away with that sort of stuff.

If you see this before GMCCA please help us staff the gate. It's easy and fun especially when many workers make the burden light. Dan Quinn has the list or just ask when you get there.

We're up to 87 members, there's not much attrition in a unique year with no dues to renew.

Speaking of dues, our Treasurer Lee Knauf is a volunteering champion. Besides the money thing, he keeps a wonderful Membership Roster and somehow manages to be on hand when we need an e-mail blast with late breaking news. He's been Treasurer for I think 3 years now, was President for 5 years before that and Secretary for 2 years before that. He's another one who got into Corvairs because his parents had one. In 1964 his father came across a good deal on a '63 coupe that had been repossessed. They got their money's worth by keeping it in service until 1987. It was sufficiently worn out by then after slogging through the Eau Claire winters and teenage drivers. White with a red interior and Powerglide. Mother loved that Corvair and used it mainly around town. Father would take it out on sales trips sometimes to blow out the carbon a bit. In the 60s many Chevrolet dealers had a Corvair guy to handle repairs. Such was Ron Grille who continued working on Corvairs on the side after Chevrolet was done with them and was instrumental in keeping the Knauf '63 alive and well. Lee was a college lad in 1982 when he got his own '68 Corvair for \$250. He fixed it up and got a year or two out of it before going on to other cars and a career and a family and all that. Fast forward to April 2006 when Lee and Cara went past a Shakopee car lot and Lee said "hey look a Corvair let's stop". One of those life changing moments, if Cara had to get home to pee or something they may have had a different life. That was the yellow '69 which they still have, running good with a transplanted engine from Fran Schmit's 67 4-door, I'll bet you could still find some red paint on the engine bits with scrutiny. They've also got a turquoise 66 4-door 140 that Lee heard about on a radio ad for an auction in Lafayette. You gotta love small town radio and in another twist of fate it rained that day so bidders were few. They've also got a blue 66 coupe with 28,000 miles purchased from the widow of CMI member Jack Murphy. When Lee went to look at it Chuck Johnson came along and wisely said something like "you know one of us really needs to have it". After all, what are friends for?

*Jim Brandberg*

## Coil check needs a Capacitor

At the January meeting Jerry Berge asked if there was some way to check a coil. Either at home going through his inventory or to actually check a coil when there is a suspicion it may have failed... like on the road when the engine craps out - right out there in front of God and everybody!

The answer is, not only YES, but it's not too hard to make a little gadget to carry with you as you drive along that road.

All you need is a couple wires and a spare capacitor. I'll draw a picture and then snap a

photo... everyone is free to jump in on this if they can do it better, quicker, faster, cheaper because Jerry's problem is still 'hanging fire' after several years of trying to tease out his elusive cut-out.

So, please comment or suggest: to help CMI come to Jerry's aid.

Here's my device:

Take a capacitor out of a Distributor or buy a new one. They usually have just one wire on them with the case grounded. Bring or get a clamp, too. So, use the factory clamp to make contact - around the middle. Attach a wire to the outside sleeve of the Capacitor using the clamp and put a foot-long wire on the factory wire that comes out of the Capacitor. Now you have a capacitor of the correct size, with two wires on it.



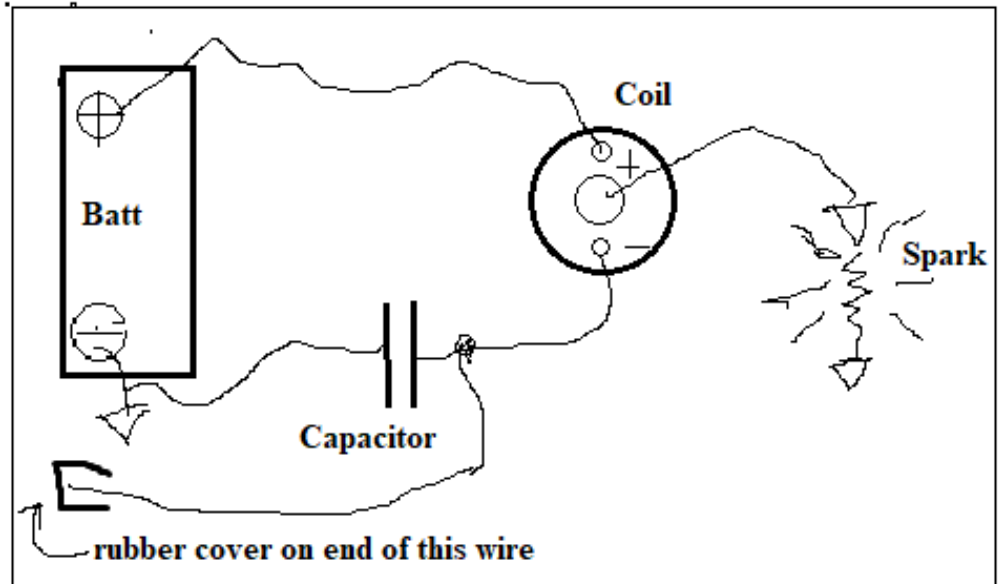
If you are doing this on your bench, at home, you will have to have a wire to bring PLUS to the + terminal of the coil. Half of this setup is bringing + to the coil, so get that part right! The second part of this is a 'manual' Neg terminal connection.

On your bench setup just clip one wire from the Capacitor to the minus terminal (-) of your test coil and the other Capacitor-wire back to the battery's negative (-) terminal. See sketch, above. Also check the outside of your coil for cleanliness, see foto of a dirty coil.

Now you have a loop, from Batt + to the coil's +...through the coil to one of the Capacitor's wires... through the Capacitor and back to the Batt's negative (-) post. Just make your wires long enough so that, later on, you can reach down into your CMI vehicle-with ease.

OK, you're getting close to some snapping time (!) Ready?!?!?

On your bench...take another wire and connect it to the coil's (-) terminal wire, maybe where it connects the Capacitor's factory wire. Make this wire long enough to reach ground over by the battery. Cover the exposed end of this wire. CAUTION! Anytime you are working with an old-time car battery, especially a battery with 6 screw caps in a row along the top, don't make even small sparks near the battery - - let's say within a foot! On the bench you can use a battery charger.



39th 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 6, 2021 • 8 AM - 2 PM**  
**MINNESOTA STATE FAIRGROUNDS - MACHINERY HILL**

**ALL GM CARS/TRUCK WELCOME INCLUDING**

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

**PARTICIPANTS**

- Show Vehicles \$15 Day of Show (includes one passenger)
- For Sale Vehicles \$25 Day of Show (all makes welcome)
- Swap Space \$25 Day of Show per 15' x 20' space - ST-19 Required

**SPECTATORS**

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

**Show Vehicles:** Gates open at 7am - Enter at Show Vehicle Gate at Larpenteur Ave & Underwood.

**For Sale Vehicles:** Gates open at 7am - Enter at Show Vehicle Gate at Larpenteur Ave & Underwood.

**Swappers:** Sunday swap gate opens 6am - Enter Randall & Dan Elmer Way

All makes of parts are welcome! Optional Saturday swap setup available from 9am - 12 pm

**Spectators:** Spectator gate for swap meet opens at 7 am.

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

**COVID 19 INFORMATION (as of 4/7/2021)**

To limit/reduce possibility of COVID 19 spread there will be no balloting or awards this year. This event is subject to Federal, State, and Minnesota State Fairgrounds COVID 19 mandates/requirements. Should a COVID 19 surge occur close to event date this event may be cancelled. Requirements planned to be enforced at the event by State Fairgrounds security include but are not limited to:

- Face masks must be worn at all times within the event area unless eating food or drinking beverages
- Food and beverages must be consumed in a stationary position (no walking around when eating/drinking)
- Social distancing of six feet

These requirements are subject to change. We hope many can be lifted prior to show. Prior to attending this event please visit websites below to obtain updated event information such as cancellation or requirement changes.

[www.gmcca.com](http://www.gmcca.com)

[www.facebook.com/GMCCAssociation](https://www.facebook.com/GMCCAssociation)



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**Calendar**  
Every Friday, July 2 - September 24, 2021  
6:00pm - 10:00pm  
Dates subject to change according to COVID Restrictions

***Corvair Minnesota will be featured on July 23rd***



[Your Guide to Minnesota Car Shows, Roll-Ins & Cruises | Explore Minnesota](#)



Classic cars on Main Street of New Ulm

OK! Hang-on now, you're getting close! Take the high voltage Coil-wire or any spare plug wire, and plug one end into the coil's tower and loop the rest of it around to be positioned where you can see if/when you get a SPARK!

After all that's what we're doing here, right? Trying to make SPARKS!?! A 10,000 Volt spark is going to happen, so just be prepared.

You've got your Capacitor and Coil in the loop, as shown, and the sparker is away from your hands, right?

Now, take that other ground wire that is lying there - loose - the one with the rubber cap (piece of tape will do) on it, that is attached on one end to the (-) coil wire {attached between the Capacitor and the coil}... and (after removing the rubber cap) strike the end of the wire on something connected to the Neg batt terminal. AWAY FROM THE COIL,

so if you get a spark you will only look at it, not taste it! When you are setting this up, try to do it on a metal bench or something like that, so the coil can be sitting on the 'ground' - - simulating the engine block that also holds the spark plug. This lets the spark go all the way around from the high end of the coil through the sparkplug and back to the low end of the coil - to close the loop.

Do not lay that 'control' wire down or drop it on the bench - just quickly touch and release, or maybe scratch it along a ground wire across by the Batt cable. The point is to make lots of quick touches' so you will make lot of sparks out the end of your plug wire - - over there, where your fingers are not holding on to anything. On the bench you can check all these connections and practice not getting Zapped.

Now, let's talk about OUTSIDE!

Let's say you now have your CMI vehicle out on the road and it falters and stops - - let's also say you suspect your coil may be crapping out because it got too hot or something, and now you want to check that coil, on the road. If you have a coil that you suspect, do this test on that car, at home, before you set out on the test run. So, you will know how it sounds and looks - - and maybe FEELS!

We are assuming you took along the harness you made from the drawing above!

To test your coil on the road you'll have to disconnect the Distributor to Coil wire (that little black wire that often gets stiff and breaks) before testing that HOT coil. Then repeat your bench setup. If you originally put clip leads on the ends of these wires - that would help. Clip your (+) lead to the (+) Battery Post and your long Capacitor wire can be clipped onto the (-) Battery cable. If you have an Electronic Ignition system you "have to" take off both its (+) and (-) connections before doing this test - on your vehicle. In the engine compartment it is probably easiest to pull the Big Coil wire out of the Distributor cap and dangle the loose Distributor-End near some metal engine part. Remember your bench setup, and give the spark about a half inch of space to jump. OK, you are now ready to check that suspect coil. Scratch the uncovered end of your 'control' wire on some engine metal and observe!

You should look for the same sparking you got while working on the bench. When you are outside in the sunlight it may not look the same, so measure the distance it jumps - a half inch is good.

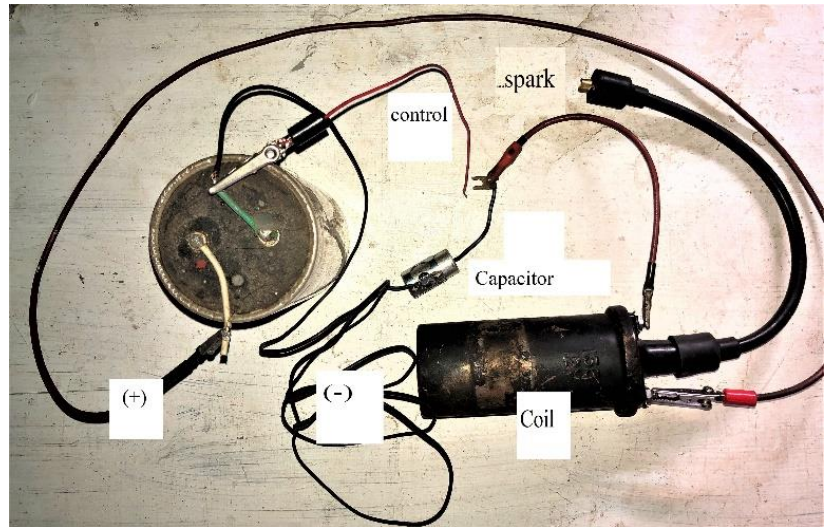
If there is no spark (!), you may have discovered a bad coil! Change it out with a cold coil and see if you can make it back home!

Enjoy!!!

Whatever you are doing, remember to have fun and,

Enjoy!!!

Whatever you are doing, remember to have fun and,



## A Late Model Trap!



Let's say you want to take off your front emblem, the shiny unit with the keyslot in it. Turns out there are five nuts in the trunk holding that emblem onto the front of your LM. Four of them are easy to see, find, remove. The fifth nut is hidden under the lock mechanism, accessible through a hole punched in that mechanism, and accessible through that hole! The Frunk-lock is mounted up in the air and supported by an elaborate stamping that appears benign enough, until you fool with it.

It's a TRAP!

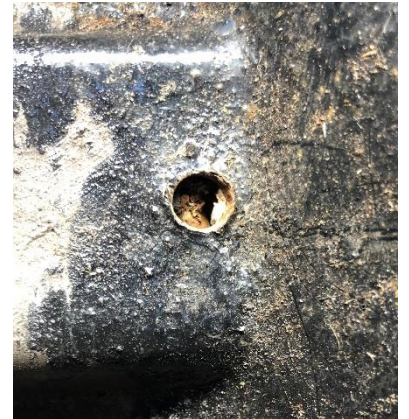
Take a look, down into the throat of that trap. By looking straight down between the lock and the front of the body you can see – now that you are looking at it – the evil monster lurking within! The top of the trap is visible only half way down, the rest of its innards are hidden around that corner - in the inner sanctum!

When you remove the fifth nut – unless you have read and believed this note – you will never see that nut again.



The nut is in a hole so you have to use a socket to turn it and it's just a sheet metal nut, totally rounded to prevent scratching you, but also making it not stick in your socket wrench. When you have the nut loose and begin to pull it out of that punched hole – the nut drops - - into the throat of the trap and goes down and around the corners into the bottom of never-never land! There is a drain hole cut into the

bottom end of the Trap, in



case you let it rain in your trunk, or somebody filled it with ice to hold a beer keg, but the drain hole will not work for you to blow out the nut that you just dropped in there. That nut is GONE!

However; there is a scenario that could save you from having to replace that lost nut. Put a sock in the mouth of the trap -NOW! Before you need it, not after!

It took some doing to photo down in the hole but what you see is a scratch-pad stuffed in there that will allow liquids to pass through but will catch that wayward nut, for sure! The blade from the key has been removed for the photo.

Never fear, we are all in this to have fun, so, let's Keep-On-CORVAIRing... *Fran*





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**CMI Classifieds**

**1966 Chevrolet Corvair 500**

110 HP, 3 speed,  
Bought new in Ashtabula, OH,  
Unrestored with 4,911 miles,  
Matching numbers engine,  
Garage kept,  
Extensive historical information  
including protecto plate, original  
owner's manual, maintenance records,  
invoices, pictures, spare keys, etc.  
Braking and fuel system has been  
replaced- purchased from Clarks,  
All original parts that have been  
replaced have been saved and come  
with the vehicle,  
Original tires still on vehicle!



**\$19,900**

Contact us for more details Belmont Classic Car (888) 246-5420

**For Sale**

1960, 1961, 1962 & 1963 New and Very Good Rocker Panel  
Trim (3 sets)

Also:

- 1960-69 rebuilt starter, includes drive & housing
- Two early FC headlight bezels, very good condition.  
\$50 each
- 1964 aluminum air grill, new, also fits thru '63. \$150
- Relined late front brake shoes \$30

Contact Jerry Berge at 480-250-8816

(June 2021)

**For Sale?  
Wanted?  
Lost?  
What have you got?**

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**Leaky Seel Classified ads**

Do you have a Corvair related item you would like to sell  
or are in search of? Send your request for an ad in the  
**Leaky Seel** to: [corvairmleekyseel@hotmail.com](mailto:corvairmleekyseel@hotmail.com).  
Deadline is the 25<sup>th</sup> of the preceding month.

# Check us out...



For more information on  
Corvair Minnesota,  
visit our website:  
[www.corvairminnesota.com](http://www.corvairminnesota.com)

Follow us on  
Facebook:  
Corvair Minnesota



# Spot a Vair!



**For Sale:** Wayne 100 17ft boat

<https://losangeles.craigslist.org/.../par.../7324872642.html>

*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

408 7<sup>th</sup> St S  
Hopkins, MN 55343-7722

TEMP – RETURN SERVICE REQUESTED



*The June membership meeting is scheduled for the 8<sup>th</sup> at Ideal Hall – social hour at 5:30 and meeting beginning at 7:00 p.m.*