



Leeky Seel

Corvair

October 2021



Corvair Minnesota Newsletter

President's message:

Hi everyone. The fall weather is here, and it's great. I've got a cold, NOT COVID.

I had planned on driving down to Mankato today with my son David, and the group, but this cold has got me down. I was sorry to miss it.

I would like to thank Lee and Chuck for planning the excursion, both David and I were looking forward to the trip. Next time we will make it happen.

Our meeting last month was good, about 23 or so attended. We have elections coming up, state your candidates and be prepared to vote. Any questions or comments, contact Dave Pederson.

If anyone has ideas or activities for the club please let us know.

See you on October 12 at Ideal Hall

Birthdays for October
Dave Pederson
Lee Knauf
Ray Alexander



If you would like to add your name to the birthday list, please contact gailquinn263@msn.com

Thanks,

President Tom
Tom Quinn



Corvair Minnesota, Club Information

September 14, 2021

President Tom Quinn called the meeting to order at 7:01 pm.

There were 23 members present at the meeting.

New Members:

Ray Willett
Ray Alexander
Brent Krause
Jerry Audorf - '63 Rampside

Tech Session was given separately by Gary and Amber (me)!

Gary talked about pushrods and lifters and speedo gears.

I on the other hand, spoke about the importance of tires and the proper PSI.

Financial Report:

Previous Month: \$4,983.94
Dues Collected: + \$20
Other Income: + \$59
Ideal Hall: - \$250.00
Total: \$4,733.94

Lee Knauf discussed the Unique Motor Car Show and the trip advisory.

Dan from GMCCA - State Fair has yet to send a check. ã, ã

The Frankenstein Car Show in Cambridge was mentioned.

New Web Master is Bob Krueger, whom I will need to collaborate with to ensure that Facebook and the CMI web page coincide.

Clothing Coordinator is Bob Kaczke.

#56 Dick Mickelson's name was called for \$50. He was not in attendance, so for the month of October, the drawing will be for \$55.

Meeting was adjourned at 7:56 pm.

Amber Leah

Amber Leah

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Heat Delete

Before the September meeting Dave Pedersen and I were lamenting that we don't seem to be enjoying the parking lot and Corvairs like we used to at the MUM. I suppose it's the dinner thing, once we get inside and settled we tend to just stay in. When folks show up who are not having dinner they tend to go inside since there aren't many people outside. It's self-perpetuating unless we disrupt the cycle. We did have a chance after dinner to step out and see Jerry Audorff's recently completed Rampside, white with a maroon stripe. It really came out nice, I especially like the lowered stance while still maintaining good camber in the rear. It was a perfect evening, about 10 degrees warmer than last September's meeting in the MUM parking lot when we had no choice but to stay outside. It was a little disappointing that we only had 5 or so Corvairs outside. Some of them had to park in the back of the lot because the spots up front were full of regular cars. It's sort of a moot point now with fewer Corvairs expected in upcoming months but Corvair parking up front might be a good practice.

I was thinking today about the reasons we seem to have a short Corvair motoring season. One thing for us rural folks is deer around sunset and sunrise. I had to brake hard and swerve to miss one just this morning. Another thing is crazy drivers on the freeways, they seem to have little regard for someone slow or tentative, especially at 5:00 on a Tuesday. I try to keep my foot in it for a good offense.

Another thing is Corvair heaters. A lot more folks these days at repair time will forego the expense of getting the heater going. With thermostats running \$70 and heater hoses \$30 plus shipping a heater can be a big commitment but it sure makes Spring and Fall motoring more pleasurable. Something to think about when considering heat delete.

I really wanted to help spearhead a Corvair presence at The Frankensteiners Ball in Cambridge on Oct 9 but I can't make it this year. It was huge last year so it's best to get there early. I had hoped to help get us to a few other shows like Blacksmiths in Hugo but never quite got around to it. It's good that I'm not Activities Director because I stink at it.

Long time member Ray Alexander sold his last Corvair recently. It's a 66 Artesian Turquoise Corsa convertible 140 that he bought new. Short story is he joined CMI about 30 years ago hoping to sell it but found another path. I'm hoping to get the long version of the story soon. Good news is that the Corvair is staying local in Corvair Minnesota.

I had a young lady at church say she just loves my blue Corvair Van, when she sees it driving through town it just makes her smile. What a nice thing to say, it made my day.

I recently acquired a Cameo Beige and White 66 Monza convertible 140 PG. It needs some work and I certainly don't need another project but the terms were favorable. I have a pipe dream involving a mid-engine LM roadster but the Cameo is probably a little too nice to cut up. I believe it's the car that Ken Anderson had in CMI about 20 years ago, I remember I mentioned it on the President's page when he sold it to a guy in Champlin. It's really quite lovely but my Corvairs have usually been a little more on the gritty side. I guess I'll get it running and see if it grows on me. I did just buy some khaki slacks and have been coveting Panama hats of late. Maybe I could pull it off except my hands always seem to get dirty somehow. I sure could use some of your Corvair stories so I don't have to ramble on about my own stuff.

Jim Brandberg

Adjustable points in a CORVAIR distributor: How To!

If you want adjustable points in your CORVAIR distributor; this is a way to do just that. They work fine and the dwell can be adjusted on the running engine. OK, Take out the breaker plate of your Distributor. Grind off the rivet holding the Pivot Pin so you can remove and discard that Pin...save the springs – both the leaf



spring that grounds and centers the breaker plate and the coil spring that holds the moving

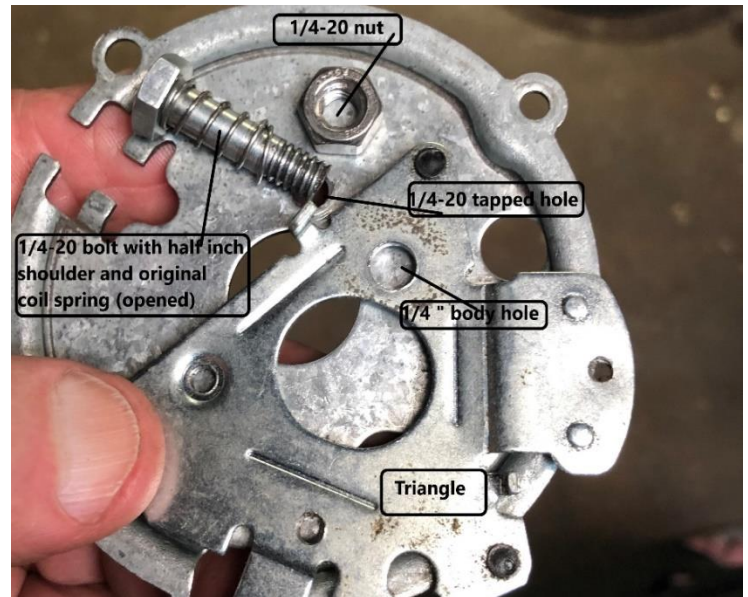
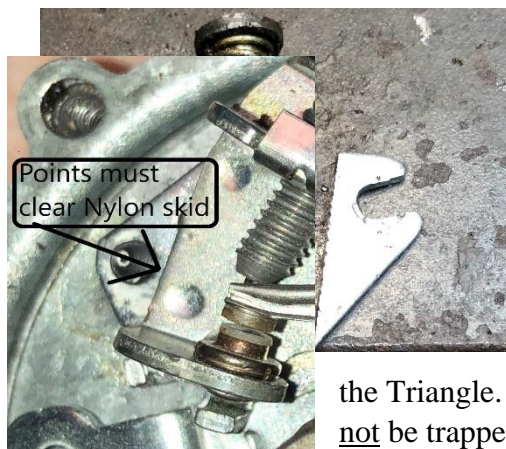


plate down when the Vac Advance moves the "Triangle". Tap the rivet's hole to 1/4-20. Drill out the pivot hole in the Triangle to a full 1/4". Thread a smooth shouldered 1/4-20 bolt so the smooth part is 1/2" of smooth bolt and unwind the coil spring enough for it to clear the 1/4" bolt, smoothly. Photo above shows nut, bolt, spring, drilled hole in the Triangle and tapped

hole in the base plate.



Purchase a set of Chevy V-8 points from ~1970. Cut off the ends that are used to attach those points to the V-8's breaker plate. The photo shows the parts to be 'removed'. Check to see that you have shaved the base of the new points to clear the Nylon skids of the Triangle. There are two Nylon skids that must not be trapped under the points, so you have-to stay clear of them.



Take a 6-32 screw and cut it down to ~5/16" of thread. Then shave down the screw-head so that it will clear the moveable parts of the V-8 points, see photo where the clearance has to be, just enough.



CPF WINDOW CLINGS

NOW AVAILABLE FOR THE FIRST TIME!



**The Corvair Preservation Foundation is pleased to release our all-new
CPF Window Clings!**

A CPF window cling doesn't just look great in your Corvair. It shows that you care enough to support our 501c3 non-profit efforts to preserve and promote the rich history of the Chevy Corvair and the operation of the CPF's Corvair Museum along historic Route 66 near Springfield, IL. Your donation also supports other ongoing CPF initiatives including the CPF Scholarship Fund, Corvair restorations, traveling display vehicles & exhibits, and much, much more.

Becoming a CPF Museum Member is easy! Just visit corvairmuseum.com www.corvairmuseum.com, click "CPF FOUNDATION AND MUSEUM" in the left column menu, then click "MUSEUM MEMBERSHIPS" in the next menu box to find our Membership Page. All members receive a CPF Membership Card and our official year-stamped CPF Window Cling. Members also enjoy FREE ADMISSION to the CPF Corvair Museum throughout their membership year!

Join our CPF family and/or renew your 12-mo Museum Membership by November 30, 2021 and get your 2022 CPF Window Cling in time for the entire 2022 driving season.

Help us continue our mission. Thank You for supporting the Corvair Preservation Foundation.
Your donation is tax-deductible and greatly appreciated!

All major credit cards and Paypal accepted.

Additional clings available for ALL your vehicles for just \$5/ea.
AND DON'T FORGET A CPF MUSEUM MEMBERSHIP MAKES A GREAT GIFT TO GIVE AND/OR RECEIVE!
Contact Executive Secretary Paul Bergstrom @ 630-403-5010 for details.

Some upcoming car show opportunities:

[Caffeine and Octane: October 2021](#)

Saturday, October 9, 2021 9:00 AM 12:00 PM

Our monthly free car show. Parking on site for show cars, spectators can park at Loram, just north of the AutoMotorPlex Medina.

3600 Arrowhead Dr, Medina, MN 55340

Ongoing Event/Dates

[Classic Vehicles ROLL-IN Thursdays @The Little Market That Could™ Weekly](#)
June 3, 2021 - October 14, 2021

Coordinator [Location](#)

Rosemary
Frank
6122148770
Prior Lake

Upcoming Event/Dates

[Classic Vehicles Roll-In October The Little Market That Could™](#)
October 7, 2021 - October 14, 2021

Coordinator [Location](#)

Rosemary
Frank
6122148770
Prior Lake

[Frankensteiners Ball 16](#)
October 9, 2021 - October 9, 2021

Craig Lankki
612-237-4671
Cambridge

[Cancer Cruise of Sibley County, MN](#)
June 4, 2022 - June 4, 2022

Felicia
Brockoff
507-964-5603
Arlington

[FERGUS FALLS CLASSIC CAR CLUB](#)
August 7, 2022 - August 7, 2022

TEDD
STEENBOCK
218-736-7070/218-849-2060
Fergus Falls



Sunday - Oct 10th

9am - 1pm

Setup begins at 7:30

KJ'S Refuge

26211 184th St

Orrock, MN

\$10.00 per "car size" space to sell

(No Pre-registration)

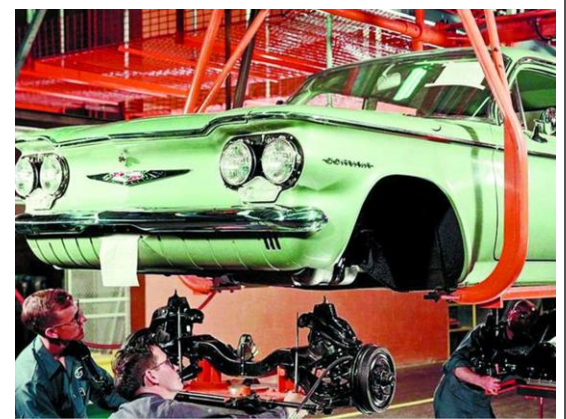
Buyers FREE

Questions? Bob Malarkey 763-442-0045 Keith Steies 763-439-6517
Hosted by



October 2nd is the anniversary of the introduction of our favorite collector car (the Corvair, of course!)

The rarest of the rare. That's what's so special about the particular Corvair depicted in this Chevrolet-issued public relations photograph. When the photo was taken, however, it was just a typical production-line image of a new car being assembled. But due to early production changes, modifications were made to the Corvair shortly after it was released to the public that rendered early production models—as this Cascade Green sedan—much sought-after. And it's all because of those three little slots on the front valance.



Shown hanging from the assembly-line body cradles at the Willow Run factory, this Fisher-bodied Corvair Model 700 is what's known in the Corvair community as a "hornslot" car; it's what many Corvair collectors and enthusiasts consider the Holy Grail of early production models.

Leaky Seal

(Continued from page 04)

October 2021

factory points – where there was a stamped depression to clear the rivet of the original point’s pivot. You have to make that depression larger so just use a 1/2” drill and cut into the triangle to make a broader depression. The harder drilling to do, is below the adjustable-point’s slider. This photo shows a 9/16” hole drilled and then filed out. Also shown is the 6-32 hole that held the original points – for 50



years! On the left we see how the point set fits into these three places. The wafer spring drops into your 9/16” hole. The 6-32 screw that holds this new guy in place, is there in the middle. The larger depression for the rivet of the adjustable points set is seen down near the Nylon skid that we tried to avoid on the last page.

When you do this procedure, please turn things over and look to see that you have made proper clearance for all of these things, as sometimes a person doesn’t always get things in right. Right?

Putting it all together and testing to see that it will indeed spark the coil, is always fun to do. When I tried this, it didn’t work (!), and I was grumbling around til I noticed I had



forgotten to put back the capacitor. After doing my job – correctly , you should have seen the fire fly – WOW!

Of course you don’t need the cap to fire a test rig but when you want to adjust the dwell for 32-34° it has to be on the vehicle and so you need access to the adjuster. Hence the hole in the cap. I cover the hole with a piece of tape. Red or Black tape - both work well.

All in all, it takes a couple hours to make one of these “Adjustable-Points-Distributors, but you only need one (for each).



I’m thinking that this COVID summer will see lots of CORVAIRs running around, although from the Rave comments I get - you would think I was the only one out there!

Let’s Keep-On-CORVAIRing, **Fran**

Mankato Run Sept 2021

Chuck Johnson coordinated a nice little trip for CMI drivers on Saturday Sept 24. He took us down to Mankato on a circuitous route that was idyllic, picturesque and fun to drive. Some of the Roundabouts we encountered made me remember driving the Autocross! We think there are a lot of traffic circles here in the Metro but they are around the state – all over. They do speed up traffic through them even though things seem to be ‘whizzing’ as they perform their magic.

7 or 8 CMI cars formed the entourage as we wended our way around countless lakes and farm fields and any number of small towns to arrive at Classic Car Sales. A HUGE building (looked like a Shopping Mall) that was filled with classic cars FOR SALE!

Lots of wonderful Makes and Models – all with stickers on them – Just like Morrie’s! Some were really old cars – nicely done, of course, but cars from the 30’s on up, to pretty modern stuff. There was a 34 Ford Convert that was modified to look like a street rod that my wife thought was really a nice-looking car!

Here’s some nice looking cars that were in attendance!

Inside the Classic Car Mall was a wall of “information”.



I’d like to copy a couple notes from there, for your amusement:

In 1902 Henry Ford went broke! His company was liquidated and the bankers who were there to pick up the pieces, hired an engineering company exec to assess the situation. This guy, Leland, convinced the guys who had backed Henry Ford to keep the machines, etc. and make their own car with his company’s help. They took his advice and using a single cylinder engine, from Leland’s company, formed a new company on August 22, 1902. It was named after the fellow that founded Detroit in 1701, by the name of Cadillac!

ANND... the next year!

The Ford Motor company was launched (1903!) Henry must have been quite a promoter as he had two big investors that helped him get going that YEAR – The Dodge Brothers, John and Horace, who later on formed their own car company. A month after the new company was formed, they had assembled their first Model A. The Model A we all know came after the Famous Model T. You can look up how they went through one whole alphabet in a dozen years!

Another fascinating piece of Classic car stuff, to me, is this: in 1910 the Oldsmobile Touring car had 42” wheels! Yes, a full Meter! I can’t imagine the ground clearance and or the pothole absorbing qualities that 42” wheels would make but that’s not only the Biggest thing in a it – the Inline Six engine was 707 Cubic Inches!!! This is mind blowing info! Here’s a snap of a 1910 Olds.



OLDSMOBILE 1910

Well, the next time Chuck takes us on a Tour we can read about whatever happened there, can’t we...
in the meantime let’s Keep-On-CORVAIRing, Fran

PS: Both of those Dodge Brothers died in the Flu epidemic around 1920.

CMI Classifieds

Wanted: Suburu X90 also Corvair 4- door Sedan



Contact:

Gary Nelson
(612) 644-1258

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

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

FREE Seats: Fabric VW Jetta seats adapted to fit front and rear of Late 4 door.

Seats are light beige with black stripes. Front seats can be adapted to other Corvairs, not sure about back seat.

Contact: Chris Hefty @ chefty@usfamily.net
(I can send pictures) July 2021



Here's a pair of metal moldings- I think they might be for an Early Sedan, maybe, but they look like something a person would want: If anyone wants them, ask me. Fran

For Sale

Four late model wheels with mounted BF Goodrich P185/70R13 Redline tires in good condition with 8/32" of wear remaining. Tire date code is 0818. I took these off my '66 when I installed oversized wheels. They were on the car when I bought it last spring. \$20 for each wheel/tire OBO. Call Bob at 651-587-7312 or email engineheat@gmail.com

Sept 2021

Leeky 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

Leeky Seel to: corvairmleekyseel@hotmail.com.

Deadline is the 25th of the preceding month.

Check us out...

For more information on
Corvair Minnesota,
visit our website:
www.corvairminnesota.com

Follow us on
Facebook:
Corvair Minnesota



Public group · 156 members

(as of 8/28/2021)

*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

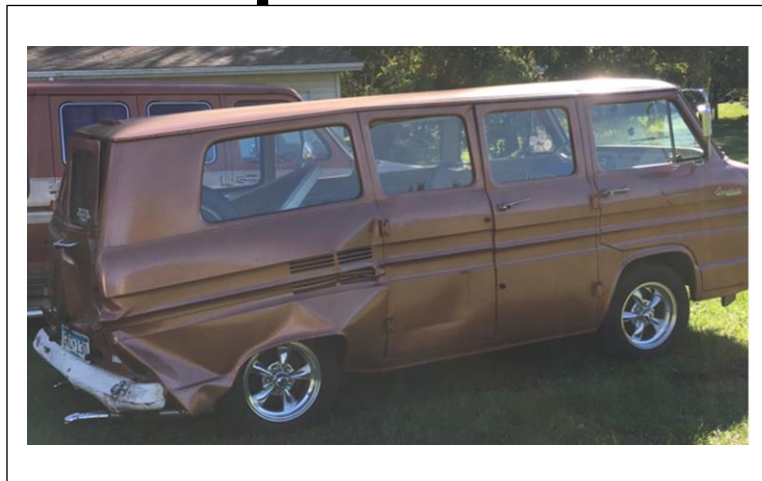
408 7th St S
Hopkins, MN 55343-7722

TEMP – RETURN SERVICE REQUESTED



The October membership meeting is scheduled for the 12th at Ideal Hall – social hour at 5:30 and meeting beginning at 7:00

Spot a Vair!



**Ignomious end to a nice 1963 Greenbrier
belonging to Floyd Ackley
(it probably won't just buff out?!)**