



Leaky Seal

Corvair

July 2024



Corvair Minnesota Newsletter

President's message:

July 2024 Presidents page

This past month we attended the GMCCA car show at the Minnesota fairgrounds, we had 29 Corvairs in our area with 24 CMI club members cars. A special thanks goes out to all the club members that volunteered for a shift at the gate.

We had a good turnout for the Back to the 50s car show, there were a couple of wet days, but Sunday turned out great.

Note: This month we have a special guest writing the President page.

Dave Pedersen

CMI President

Hello ladies and gentlemen, this is David Quinn assistant to the president writing for July.

I hope everyone had their cars up and running, I also hope you've been taking them to different car shows around the Twin Cities.

July 10 we are going to Victoria for a car show.

July 21-25 we have the Corsa convention in Dayton Ohio.

Our next meeting is July 9th, food is available from 5:30 to 6:30 with our meeting starting at 7 PM.

See everyone at Ideal Hall.

Let's have a great turnout with a lot of Corvairs and great weather.

David Quinn

Assistant to the CMI President

As always, let me know if I have missed your name on the Birthday list - Thanks!

July Birthdays:

- Mike Bednarchuk
- Brian Lawrence
- Lorne Olson
- CJ Pappas
- Steve Peterson
- Richard Prokolb
- John Rodriguez
- Bob Rowe



Gail Quinn, Director of Treats

Gailquinn263@msn.com

Happy Birthday to you!



CMI Meeting Minutes

June 11th, 2024

President **Pedersen** called the meeting promptly at 7 pm, while we watched the seconds go by.

David Quinn read the creed.

(Talking about discounts... Parts, **Brandberg** and **Gary** have parts if you're ever in need!)

25 people in attendance! With: 3 Early Models, 4 Late Models and 1 Rampside

Pedersen asked if everyone is getting the Leaky Seel. **Gail** (Queen of Treats) read the birthday's for the month! **GMCCA**: there were 29 cars in attendance, 25 that are members of CMI. **Dan Quinn** mentioned that there was roughly 580 total cars at GMCCA this year.

There was a white convertible and a hot rod that are not members.

Dan Quinn, GMCCA: First he would like to thank everyone for volunteering their time, all the help was greatly appreciated. CMI had 14 members at the spectator gates. The show over all, GMCCA had just shy of 100 swappers 97... 580 cars, the weather was amazing. GMCCA is getting lucky the past couple of years due to the weather! Communication was great in between. **Ali** went above and beyond to help a guy from another club. Thank you **Ali** for stepping up. It was good for the Corvair club that we stepped up, next year let's step up and do the same and volunteer!

Pedersen: Last month we had the Breakfast Club, 35 members 16 cars. GMCCA is a good fundraiser for CMI, it helps supplementing our cost.

Bob Kazcke has decided to step down as clothing coordinator beginning in the new year. He has done an amazing job, organizing and putting the prices on the website. He willingly said that he would train the next person who takes his place. The embroider that we work with is in Buffalo, so if you are in the west please consider this role!

Back to the '50's... is coming up!

Board Member Reports:

Brandberg : Nothing to report.

Paul: We are doing good!

Ali: New Ulm on June 30th. Meeting at 8:30am at the Chaska/Carver Fleet Farm, off of the NW corner of Hwy 212 and Jonathan Pkwy. **Chuck Johnson** finalizing the route, and either Ali or he will distribute information soon.

Victoria on July 10th from 5-8 pm, we are going to try to group together. If anyone is planning on attending and can take the lead on this, it would be appreciated.

The Corsa convention will be July 22-25, in Dayton, OH

If there is any interest in a fall cruise... we would get together a group of us out in October. We would like to meet up, admire the fall leaves, and make a stop for lunch. If you are interested in this event, please let us know.

Minnetonka Drive-Inn , we still think it would be good as a get together as an event but not a monthly meeting. This activity would be on a Saturday or Sunday possibly in September. Date TBD.

We won't have a Corvair at the Guthrie due to the lack of room on the stage, but we are still considering as an activity to the tour in early winter.

Tom Quinn: Nothing to report.

Jim Becker: If anyone is planning on going to the Victoria car show (06/12), they are still debating whether to have it due to the weather.

Dave Pedersen has a suprise for **John Herkenratt** for the next edition of the Leaky Seel.

Bob Kazcke: Brought the clothes, if you're interested just let him know.

Mike Jenkins: Brought stickers and pens, he's got old Corsa literature, and business cards.

Greg Peters commented regarding the previous tech session about seat belts. He changed up the old belts in his car, it took him an evening and afternoon to get them out. The instructions for the 3 points came included. The three point seatbelts run \$344 from Morris.

A couple of auction items. Silver hot wheels V-8 Corvair... **Gail** got it for \$6.

Dan Quinn helped to sell auction signs. We have 2 signs that say Corvar Parking Only (these, are from GMCCA)

Jerry Audorff purchased 1 sign for \$50, and the 2nd sign sold to **Gregg Peters** for \$40.

Tech session: **Brandberg**: a couple people were having oil pressure trouble, there's a oil pressure sender... Before you start your car, the temperature and oil pressure light comes on.

Lottery winner for the evening was **Chuck Johnson**.

Meeting ended somewhere around 8:20ish!

(A special thanks to **Ali Long** who took time to go over my notes and edit while everyone was outside watching **Brandberg's** tech session on the difference between 60's set-up to 61-64 set-up)

Amber Leah

Amber Leah, CMI Secretary



Let There Be Lights

Last month I talked about oil pressure. I know two people who were having trouble, one locally and one through the Internet. The local fellow figured out one of the pipe plugs that are in the crankcase for cleaning out the lifter gallery had been left out. It's interesting to learn that the 2 holes in a stock cam gear allow access to these plugs so it wasn't as bad as it could have been. It still required pulling the powertrain from the chassis to remove the bell housing. With a Failsafe cam gear one would have to disassemble everything to split the crankcase. I left those plugs out myself one time and fortunately I wasn't very far along in the assembly process. The Internet fellow hasn't resolved his issue yet as he's been sidelined due to an injury. He has a local connection by being the former owner of the Ackley blue and white '64 Greenbrier.

It's funny these days with the Internet to have good friends that you've never met. I wish I would've thought more about that before attending the CORSA Convention, there are a few people I've developed a real affinity with that I could have looked up. Kindred spirits if you will. I think of the Internet as a device at home, I don't have access with my phone. I did extend it to the garage via pods for an EFI project but haven't used it since. In the technology pool I dipped my toe in about 2008 and I'm maybe up past my knees now. I've submerged a few times but quickly withdraw to the safety at the shallow end of the pool. I don't like being over my head.

I was one of the last people to leave the Fairgrounds at GMCCA, I can't seem to get enough. While watching Corvairs leave someone mentioned that more than a few had lights not working properly and perhaps that would be a good Tech Session topic, we could even go outside and check lights on the Corvairs in the lot. My knee jerk reaction was that I may not like someone finding fault with my car. Then I mulled over some things like my approachability and foolish pride. I wonder if I avoid having a perfect Corvair because if I gave it my best shot and folks still found fault would I be able to take it.

I think about a lot of things driving around without a radio for distraction. Perhaps the radio was the first "device" culminating in the cell phone of today. Yes I have now come to believe that lights would be a good Tech Session topic. We could talk about common problems like grounds and bulbs. I could show what I've been using for replacement sockets which are different between Early and Late. Specific load flashers are a fun topic, about all you can find today are Heavy Duty which don't let you know if you have a lamp out. Many times you have to smash and crush a bulb to get it out of there, maybe don't do it with your fingers. You know everyone and everything needs to be well grounded.

Lights fully functioning dovetails nicely with our safe driving discussion in May. If you see a truck with a light out the chances are good that CDL driver filled out a Pre-trip inspection report without a walk around. Post-trip inspection is annoying to do because you're glad to be home but it does give you an opportunity to get something fixed before hopping in next time rarin' to go on to the next big thing. Refueling is a good time to walk around and "kick the tires", maybe feel the wheels to see if something's getting hot or loose. If nothing else it gets you away from the ads playing at the pumps these days. How's your fan belt? Do you know the proper tension? How about tire pressure? Tire age is something expensive we may rather not think about. I'm thinking we can go over some things indoors and then go out in the lot to look at some lights and things with permission, no pressure in a judgment free zone!


Jim Brandberg


Corvair Minnesota, Vice President

A bit of NCCA (and thus CMI) history provided by Fran:

THE LEEKY SEEL

MARCH '83





NORTH CENTRAL CORVAIR CLUB NEWSLETTER

A LITTLE NCCA HISTORY

RECENTLY BOB JOHNSTON, ONE OF NCCA'S FOUNDERS WAS ASKED TO JOT DOWN HIS RECOLLECTIONS OF THE EARLY DAYS OF OUR CLUB. HERE'S HIS REPLY TO JERRY BERGE:

DEAR JERRY,
ENCLOSED IS A CHECK FOR MY NCCA DUES. I WAS DUE IN NOVEMBER. I SENT MY CORSA DUES IN AND FORGOT NCCA. I MUST BE GUILTY OF DEEPLY INHALING WHILE DRIVING MY 'VAIR.

I THOUGHT I WOULD PUT IN A FEW LINES OF NCCA HISTORY, SEEING AS WE ARE RAPIDLY APPROACHING OUR 10TH ANNIVERSARY AND I AM THE FOUNDER. THE INITIAL MEETING OF NCCA WAS HELD AT MIDWAY CHEV IN THE SALESMEN'S MEETING ROOM ON FEB. 1, 1972.

THIS WAS THE CULMINATION OF SIX MONTHS PHONE TALKING AND ADDRESS GATHERING BY MYSELF, KEITH JOHNSON, AND MIKE GILBERTSON. WHEN I FIRST JOINED CORSA IN JULY OF 1972, I NOTICED THAT THERE WAS NO CHAPTER IN THE TWIN CITIES, BUT THAT THE ENTIRE AREA OF MN, ND, SD AND IOWA WAS A CORSA "ZONE" AND THAT THE ONLY CLUB IN THAT ZONE WAS THE "NORTH CENTRAL CORVAIR NUTS" IN FARGO, ND. CONSEQUENTLY, THE PRESIDENT OF THAT GROUP WAS LISTED AS "ZONE MANAGER" AND RULED OVER THE 4 STATE ZONE.

I WROTE TO HIM (HIS NAME IS DON HOMUTH) AND HE SUGGESTED I START A TWIN CITIES CHAPTER AND GAVE ME CORSA'S MAILING LIST FOR MINNESOTA (VERY SMALL). TWO OF THE PEOPLE ON THAT LIST WERE KEITH JOHNSON AND MIKE GILBERTSON. WE SPENT A LOT OF TIME ON THE PHONE TALKING CORVAIRS AND WHAT WE SHOULD DO TO GET A CLUB GOING. WE DECIDED TO GET IT GOING AFTER CHRISTMAS '72 AND WENT OUT AND BLANKETED TWIN CITY CORVAIRS WITH NOTE CARDS.

I WENT AND TALKED TO THE OWNER OF MIDWAY CHEV AND HE VERY HEARTILY GAVE US HIS BLESSING AND THE SALESMEN'S MEETING ROOM. WE STAYED AT MIDWAY ONLY FOR A COUPLE MEETINGS BECAUSE THE ATTENDANCE GREW TOO FAST AND THE SMALL ROOM WAS OVER-CROWDED ON THE SECOND MEETING. ALSO, WE HAD TO LEAVE AT 9 PM BECAUSE THEY LOCKED THE BUILDING UP. WHO EVER HEARD OF A MEETING OF NCCA LASTING ONLY 1-1/2 HOURS? WE WOULD CONTINUE THE B.S. SESSIONS ACROSS THE STREET IN THE LOUNGE OF THE BOWLING ALLEY IN THE MIDWAY SHOPPING CENTER. WE HAD ONE MEETING IN FEB. OF '72 AT ROSEDALE CHEV WHERE SKIP REINEKE WORKED, BECAUSE ART HERSCHBERGER OF THE NOW DEFUNCT


"SOLAR AUTOMOTIVE" WAS COMING TO SHOW US HIS PRODUCTS. HE BROUGHT TWO BEAUTIFUL SOLAR CAVALIERS AND ROSEDALE GAVE US SPACE IN THEIR SERVICE AREA TO CLEAN AND DISPLAY THE CARS. BY MARCH THE SPACE CRUNCH CAUSED TO GO LOOKING FOR LARGER QUARTERS. I MET MR. JERRY PELEAUX, WHO WAS AT THE TIME, CHEVY PARTS ZONE MANAGER. I WAS REFERRED TO HIM BY J.B. PIKE, WHO AT THE TIME WAS GM'S NATIONAL CORVETTE PARTS MANAGER. I HAD WRITTEN TO MR. PIKE TO COMPLAIN ABOUT SHODDY TREATMENT OF CORVAIR OWNERS BY LOCAL PARTS MEN AND THE RAPIDLY DISAPPEARING ACT OF CORVAIR PARTS. (IF I COULD ONLY HAVE SEEN WHAT WAS TO BE AVAILABLE 10 YEARS LATER). ANYHOW, MR. PELEAUX LISTENED AND BECAME INTERESTED IN 'VAIRS, JOINED OUR CLUB, AND ARRANGED FOR US TO MEET AT THE GM TRAINING CENTER. HE WAS SO INTRIGUED BY MY STORIES OF ONLY 521 CONVERTIBLES IN 1969 THAT HE WENT OUT AND BOUGHT TWO OF THEM, ONE SILVER AND ONE BURGUNDY. HE HAD SKIP REINEKE OF MONZA AUTOMOTIVE RESTORE THE SILVER CAR AND ENTERED IT IN THE 1975 CONCOURS AT THE SEATTLE CORSA CONVENTION WHERE IT TOOK 1ST IN "LATE OPEN".

THE FIRST OFFICERS: BOB JOHNSTON-PRESIDENT, SKIP REINEKE-V.P., MIKE MANTHE-TREASURER, KEITH JOHNSON-EDITOR, MIKE GILBERTSON-ASST EDITOR. THE NEWS LETTER WAS ORIGINALLY TITLED "NCCA NEWSLETTER", BUT LATER THAT YEAR IT WAS CHANGED TO THE "LEEKY SEEL". JUNE 11TH OF THAT YEAR (1973) ALSO MARKED THE FIRST ANNUAL NCCA SWAP MEET AT THE GM TRAINING CENTER. OUR FIRST CARAVAN-PICNIC WAS HELD ON MAY 6, 1973 AND WAS FOLLOWED BY ONE IN JULY.


THE FIRST SEVERAL NEWSLETTERS WERE ONE SIDE OF A SHEET OF PAPER AND WERE MAILED FOR 8 CENTS! THE FIRST TWO FEATURED THE INFAMOUS BACKWARD BOW-TIE WE ARE SO FAMOUS FOR. I AM PREPARING COPIES OF THE FIRST TWO FOR SKIP TO BRING DOWN TO A MEETING. MY IN-ATTENDANCE AT MONTHLY NCCA FUNCTIONS IS DUE TO MY DEEP INVOLVEMENT IN LOCAL BOY SCOUTING. ALL MY TUESDAY AND THURSDAY EVENINGS ARE TAKEN UP BY SCOUTING. I HAVE ALWAYS HAD EARLIES AND CURRENTLY HAVE A SEMI-RESTORED '63 RED SPYDER CONVERT AND RECENTLY BOUGHT A '65 CORSA COUPE FOR A DAILY WORK BEATER. I'LL HAVE TO ADMIT IT IS FUN TO DRIVE, EVEN THOUGH IT LACKS THE "CLASSIC" LINES" OF THE EARLY.

WELL, JERRY, I'VE BENT YOUR EAR LONG ENOUGH. THE REASON I WAS SO WORDY WAS BECAUSE I PROMISED ED HILL I WOULD WRITE THIS FOR THE "SEEL". COULD YOU PASS IT ON TO THE EDITOR?

CORVAIRINGLY, BOB JOHNSTON



52ND ANNUAL



IOLA
CAR SHOW
AND SWAP MEET


iolaoldcarshow.com
715.445.4000


IOLA '24


THE MEETING OF THE MUSCLE


JULY 11, 12, 13
IOLA, WI


4,000 SWAP SPACES
2,500 SHOW CARS
1,600 CAMP SITES
400 CAR CORRAL SPACES









HENRY WINKLER
HAPPY DAYS



DONNY MOST
HAPPY DAYS



ANSON WILLIAMS
HAPPY DAYS



JON PROVOST
TY'S "LASSIE"



STAN LIVINGSTON
MY THREE SONS



DEREK BIERI
VICE GRIP GARAGE
AND ROADWORTHY RESCUES


EMILY REEVES
FLYING SPARKS GARAGE


VON HOT ROD
PINSTRIPER


JO CODDINGTON
AMERICAN HOT ROD


GREG AND LEAH STELZE
GREG'S SPEED SHOP


BILL "ELVIS" STULL
KUZIN'S KUSTOM

1964 Pontiac GTO owned by Keith and Bonnie Weyers of Navarino, WI
1970 Plymouth Superbird owned by Rick Stoltz & Patti Kolesar Stoltz of Nekoosa, WI
1969 Ford Mustang Boss 429 owned by Allen Matson of Earlville, IL

*Together, we leverage the power of vehicles
to create memories and transform lives.*



Photo by John Hartman - johnhartmanlightpainting.com - Graphic Design by Clay Miller
Photo location: Historic Downtown Stevens Point, WI. Details subject to change without notice.
Iola Old Car Show, Inc. is a non-profit organization that has given back more than \$9 million.

Iola 2024

July 11th-13th

[Car Show Event | Iola Car Show | Wisconsin Car Show \(iolaoldcarshow.com\)](#)

Schedule:

[Navigate the Iola Car Show | Wisconsin \(iolaoldcarshow.com\)](#)

\$20 for 1-day Admission

Cash & Credit Card
Accepted at All Gates

\$30 for 3-day Admission

Gates open at 7 AM
Show ends after Concerts

Antique Car Run

NEW LONDON
TO
NEW BRIGHTON
USA

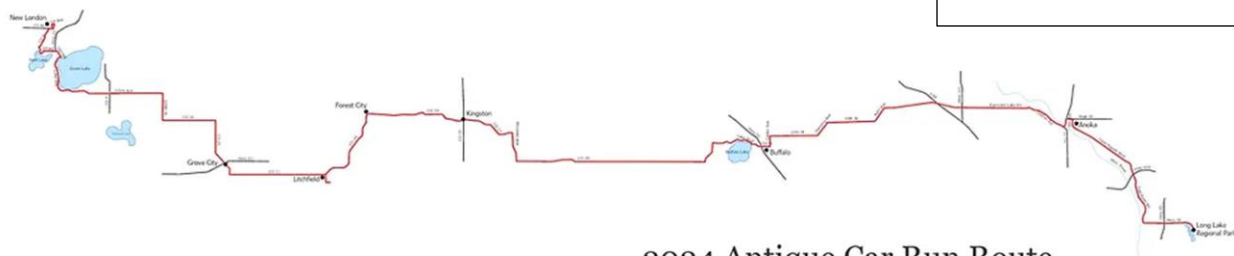


THE 38TH RUN

A
Tradition
SINCE
1987

1908
NORTHERN

August 10
Lunch stop at Buffalo Legion
about 11:45 a.m. – 1:00 p.m.



2024 Antique Car Run Route

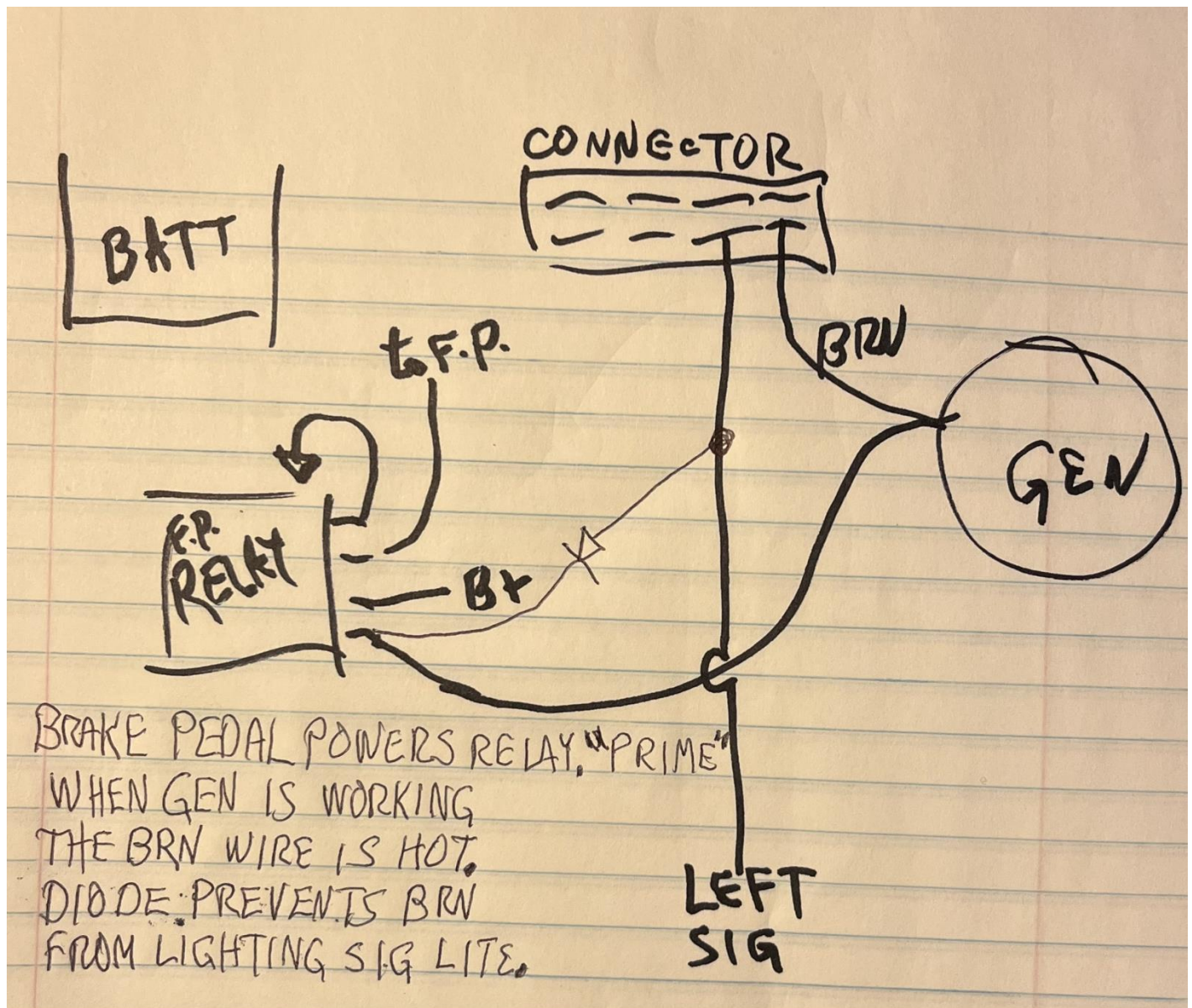
Brake Pedal Primes Carbs

Before starting your engine, it's a convenient procedure to fill your Carbs to the top before hitting the key.

A diode between the Electric Fuel Pump's Relay and the Signal Light Wire closest to the Fuel Pump Relay will let you prime the carbs by stepping on the Brake Pedal.

A person might wonder why the BRN wire (from the Dash's GEN light) doesn't keep that Signal Light shining while the Engine is running but it can be demonstrated that the Diode placed between the Signal Light Wire and the BRN Wire will prevent any current from going from the GEN, back to the Brake Light.

Happy CORVAIRing, *Fran*



Officers			Cell Phone	Email	Cars
President	Pedersen	Dave	612-385-2241	dave14957@gmail.com	65 Coupe (Green), Corvino (Gray)
Vice President	Brandberg	Jim	763-444-9334	jimbrandberg@aol.com	Several Early, Late & FC
Treasurer	Schuler	Paul	612-327-9085	schuler3wef1@embarqmail.com	64 Monza Coupe (WH/Orange)
Secretary	Leah	Amber	612-251-9498	amber.81.leah@gmail.com	61 Monza (Red)
Activities Director	Long	Ali	763-742-6194	corvairali@gmail.com	63 Corvair Monza (Turq)
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	Quinn	Tom	612-670-9224	tquinn1979@msn.com	63 Convertable (Red)
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Treats	Quinn	Gail	612-670-9224	tquinn1979@msn.com	63 Convertable (Red)

Some Up-Coming events

July 11-13

IOLA Car Show, Iola WI

July 22-25

CORSA convention, Dayton OH

July 26,27,28

Little Log House Pioneer Power Show, Hastings 8:00 a.m. – 5:00 p.m.

August 10

38th Annual New London to New Brighton Antique Car Run,
lunch stop at Buffalo Legion 11:45 a.m. – 1:00 p.m.

August 16,17,18

NowThen Threshing Show, NowThen 7:00 a.m. each day

September 07

Classics by the Lake, Buffalo, 10:00 a.m. – 2:00 p.m.

September 15

10,000 Lakes Concurs d' Elegance, Canterbury Downs 10:00 a.m. – 4:00 p.m.

October 12

Frankensteiners Ball 19, Isanti County Fairgrounds 9:00 a.m. – 3:00 p.m.

CMI Classifieds

WANTED

Garage storage for 3-6 collector cars preferably in east Washington County (Lake Elmo area?)

I live in St. Paul and I now have cars stored at Rock Creek and this is too far for me to enjoy them. Willing to lease or even build on your land – everything negotiable.

Norb Johnson 612-218-1940

For sale: (All for Late model):

Sedan Rear Glass

Sedan Rear Door Glass

Trunk floor

Front Cowl Cover

Misc Hub Caps

Contact Mike:

rockinracer@hotmail.com

For Sale

1961 Rampside

Tahitian Coral

Engine mileage is 12,000.

The Saginaw Transmission has new Synchronizers in it and the 3.27 Differential is out of a LM inside an Early case. (The FC axles are bolted through the Diff – to the other side, with appropriate shims)

This truck has many mechanical and electrical upgrades.



Contact Fran: schmfran@hotmail.com or (952) 288-3041

\$20,000

Check us out...



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

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Corvair Minnesota



546 members
(as of 06/28/2024)

Spot a 'Vair!



Chinesium, the weakest metal
in the entire world

CMI is a non-profit corporation, chartered with the CORVAIR Society of America. Send CORVAIR Minnesota's \$20.00 annual dues, payable by **January 1st**, 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 next CMI meeting will be held on the
9th of July at Ideal Hall in St. Paul