



Leaky Seal

Corvair



August 2024



Corvair Minnesota Newsletter

President's message:

I can't believe it's already the middle of summer, where has the time gone? I hope everyone has been able to get their Corvairs out to local car shows.

Back to the 50s with the El Corvino was a great time but as a lot of you know I don't have side windows nor wipers so the rain made it a bit difficult. Being a bit cautious about more rain I didn't drive a car to our last meeting and a certain someone (Brandberg) gave me a hard time for not driving a Corvair. More motivation to get something ready to drive when the weather doesn't cooperate.

As of the time I am writing this I haven't heard how the Victoria car show went but I hope the people that went had a good time. I am also looking forward to hearing from members who attended the Corsa Convention the last week in July.

I really enjoyed last month's tech session, it was nice going outside to check the lights on members cars. We did find a few cars that had a light or two out. More incentive to drive a Corvair to meetings if you can.

Here are the events in August:

- New London to New Brighton Antique car run August 10th.
 - We will meet in Buffalo at the American Legion and watch the cars arrive.
 - Details will come out in an email from Ali Long.
- Nowthen Trashing Show. August 17th
 - Always a good time with the tractors and steam engines.
 - The show is free for people who drive their collector cars to the show. They have an area reserved for Corvairs.

We are still looking for someone to take over the role of Clothing Director to help with our merchandising. Our clothing company is located in Buffalo. It may be a great opportunity for someone who lives in the western suburbs.

Reminder- our next monthly meeting is **Tuesday, Aug 13th** with a Board meeting at 5pm. Food and beverage is available from 5:30 to 6:30 with the meeting starting at 7pm.

See you at our next meeting.

Dave Pedersen

CMI President



CMI Meeting Minutes

July 9th, 2024

Dave Pedersen called the meeting at 7pm.

David Quinn read the creed (YEAH!) and said a special thank you to Dave P.

Motion to accept the minutes from June as they are printed in the Leeky Seel.

Our Director of Treats, **Gail Quinn**, wished all our CMI members a very happy birthday!

We had a returning club member that came tonight. **Dave Moberg** was a member when the club met at the MUM and was able to join tonight. A big welcome to **Dave**!

Back to the 50s was a great event this year, despite all the rain. We had a fantastic CMI presence at the show.

A caravan of Corvairs went down to New Ulm for AutoFest on June 30th. Report says there were over 600 cars in attendance, with 9 CMI Corvairs!

The club is still looking for someone to take over the clothing position as **Bob** will be stepping down at the end of the year. Our embroider is located in the west metro, so if you are in this area, please consider volunteering for this role. If you would like any clothing connect with **Bob**.

Director Reports:

VP Jim Brandberg: nothing to report this month.

Treasurer Paul: not present tonight but he let **Dave P** know we are doing well for funds.

Activity Director Ali: Upcoming Events:

July 10th- Downtown Victoria Show
August 10th- New London to New Brighton
August 17th – NowThen Threshing show
September 7th- Osceola Wheels and Wings and
Buffalo's Classics By The Lake
Fall Cruise date TBD!

Tom Quinn: nothing to report

Jim Becker: nothing to report

John Herkenratt: The Seel is going well, but postage is going up. Stock up on Forever stamps everyone.

Our \$5 drawing for the month was won by **Heidi Olson**!!

Auctioned off a Hot Wheels donated to the club. **Gail** was victorious and won, with \$8 going to the good of the club.

Jim gave a tech session in issues with taillights and turn signals. The group went out to do light checks on Corvairs in attendance.

Meeting adjourned around 8:15 and we shared treats **Gail** brought.

Thank you to all who joined and we will see you next month!

Ali Long- stepped in as Secretary for this month's meeting.

Amber Leah

Amber Leah, CMI Secretary



Happy Birthday

to you!



August Birthdays:

- Jim Bankston
- Don Fricke
- Chuck Johnson
- Becky Lawrence
- Royce Long
- Dave Moberg
- Vickie Peterson
- David Quinn



Facing My Fears

The President seems to like having a Tech Session that goes outside so I'm trying to indulge him. It worked out pretty good with lights, folks just naturally split up into small groups for little test sessions. My '60 had a tail light out which responded to a whack on the housing with the palm of my hand. "Nothing up my sleeve, Presto"! It's been a little pesky, it had a new socket in 2022 with a ground wire and in 2023 it had a new bulb where I was a little miffed that the old one didn't want to come out easily already.

Someone at the meeting mentioned dielectric grease; I have some and should use it more. Another fellow had no tail lights but they came on when someone fiddled with the switch in the dash. That switch can be a bugger because you need to push a little button way up in there on top to get the knob stalk out. It can put a dent in your finger and I've been meaning to buy a thimble although taping a dime to my finger didn't work because I couldn't feel anything. Maybe I just need to quit being such a baby, a finger dent will probably heal. Another fellow had no dash lights which turned out to be the instrument panel ground screw. Don't tell anyone but we goofed that up here when installing electric fuel pump switches. We put a new turn signal switch in a '65 this week which wasn't too bad although it took a few tries to figure out the plastic needed some grinding to fit down on the column properly.

It's like that a lot these days with aftermarket parts that are just a little off. I've been told that we should be grateful that we can get anything and I'm trying to embrace that concept. I've been trying to think of another topic that would work outside. I keep coming back to carburetors but I don't think I'm very good with them. I've read everything I can find and I've asked everyone I know but I still struggle with Rochester HVs more than I would care to admit. They often feel like the bane of my existence. I take them apart to clean and poke and measure and fret. Then after trying them I do it again. And then again.

A most frustrating thing for me is raw gas dripping from the venturi cluster arms at part throttle. Believe you me I've tried many different things and sometimes they work, other times not so much. One of my Corvair buddies was kind enough to come out the other day to help me reason through a pesky pair. It took some time. On the one hand it was good to know that maybe I'm not a complete idiot and they do have hard to resolve issues. On the other hand I was hoping for something simple that I was overlooking. I did learn some stuff. When we did have success we sort of reasoned back from "what did we do?" because it was not readily apparent. No "AHA" moment that I've longed for.

So, I intend to face my fears to host a Tech Session on something that is not my strong suit. Many of you folks know a lot more than I do. Come let us reason together. I read about Corvair stuff a lot but I don't have classic training so I lack understanding of many basic principles. Being self-taught certainly has its disadvantages. I've long attended the school of hard knocks but have yet to graduate. Some people just seem to have the knack for knowing what's wrong and I don't seem to have that either. I do have the desire to strive for those things so at least for today I will persevere. I used to volunteer for hosting programs with a captive audience at the County Jail. The best part of doing that was the things I learned while studying up beforehand so perhaps that concept will work here. Weather permitting maybe we can venture outside with a Uni-Syn gauge and a screwdriver for a little tweaking on a running engine or two. I intend to discuss Carter YH carburetors as well. They are some of the best technology of 1950. You can address some of the usual problems with them in place on the engine.

Jim Brandberg

Corvair Minnesota, Vice President



The Batt Cable is for the high current to the starter, right? The little wire on that same terminal feeds ALL other circuits in your CORVAIR. There are a few inches of that wire purposefully made of a smaller gauge wire. Usually you can see the splices where the little wire has been added in.

This is very much like a fuse, in that the wire itself will burn off- in a safe part of the vehicle- rather than starting a fire under your dash or wherever.

So when you look at your Battery cable and see the smaller wire next to it- be aware that the short piece of smaller wire is not an accident-it is there for an emergency that hopefully you will never have to use- - like this one was!

Keep on CORVAIRing,

Fran

ALL CORVAIRS ARE.WHITE???

2024 Cruise to New Ulm

Typically at shows, we get asked if Corvairs were only produced as red convertibles. In New Ulm, 4 of the 6 Corvairs were WHITE!

We met in Carver and had a peaceful Sunday morning drive to New Ulm, orchestrated a seamless meet with **Jim Becker** in Norwood Young America, and arrived in New Ulm at 9:45 which was fortunate – the turnout was over 500 cars so **Lee** was almost out of room to park us all together – but, as usual, he came through. Only problem enroute was a broken fan belt on **John Steiner's** Yenko clone which was soon repaired.

Making the trek:

Jim Becker -- White '67 Monza Coupe

Mike Bednarchuk, his Mother **Phyllis**, and prospective son-in-law **Mark** in Mike's Red convertible.

Chuck Johnson, non-Corvair

Gary Nelson in his White Roadster

Paul & Joyce Schuler in their White '64 Monza Coupe

Ron Scott & Karen in Yellow '65 Monza Coupe

John Steiner in his White Yenko clone

Lee Knauf was parked in HOSTS with: Bronze '66 Monza convertible, Silver Blue '66 Monza coupe, Blue '65 Monza sport sedan and His Maroon Saturn Skye

The show had cars ranging from an '03 Cadillac to Rat Rods to new Corvettes. In addition, being rural, there were a lot of pickups displayed as survivors, resto-rods, or full restorations.

The swap meet was larger this year, the food was good, and there were a lot of giveaways and raffle prizes. T-shirts were good quality, only \$18, and featured an AMX, a Chevy Pickup, and a Harley. Maybe **Lee** can use his influence to get a Corvair featured one year!

All in all, this was a perfect Corvair Cruise Event as the distance and weather were just right, and the show had vehicles we seldom see in the Metro shows.

Join us next time we attend!

Chuck Johnson

Frankensteiners Ball 19

Isanti County Fairgrounds

October 12th 2024

Here are the particulars:

Pre-registration - \$15 by mail. All pre-registered cars WILL get a dash plaque. Registration forms must be received by September 12th. Any received after this date WILL be returned.

Pay at the gate admission is \$20. Sorry NO dash plaques (we will have limited supply that can be purchased.)

We will also have Family Pathways on site again collecting food and cash donations in support of the local food shelf.

Don't forget to bring treats for Trick or Treating by the kids.

FOOD VENDORS GENERAL VENDORS

More information will be on our Facebook page & website as it comes in, so check there for up to date info.

Don't forget to pre-order/pre-pay t-shirts

If you would like to order a t-shirt for this year's ball, please fill out the quantity and sizes on this form below. Include cost of the t-shirts WITH your pre-registration.

Complete the form below. Write legibly,
if we can't read it we will return it to you.

Make checks payable to:
Frankensteiners Car Club

*As in the past, this is a rain OR shine show

Neither the Frankensteiners nor Isanti County Fairgrounds are responsible for damaged,
lost OR stolen items... especially parts of your car that we may want ;0)

----- Cut Here -----
Mail in Pre-registration Form

Name: _____ Phone: _____

Address: _____ City: _____ State: _____ Zip: _____

Car Year: _____ Make: _____ Model: _____

Club: _____ Email: _____

S___ M___ L___ XL___ 2X___ 3X___ 4X___

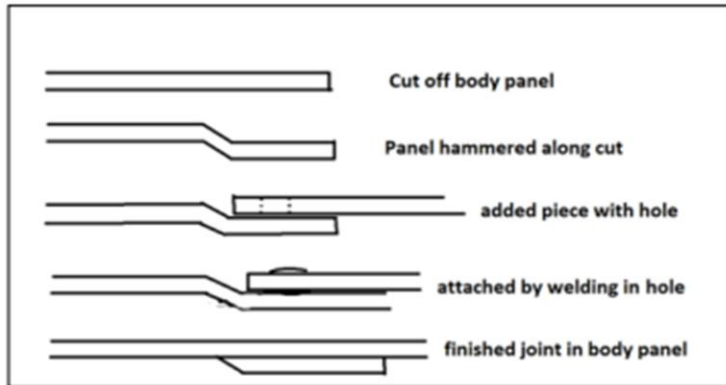
Small to XL \$20, 2X - \$20, 3X - \$20, 4X - \$20

Cut and mail this form along with your
Check or Money Order to:
Frankensteiners Car Club
PO BOX 48024
MPLS., MN 55448

Rampside repair – Body work!

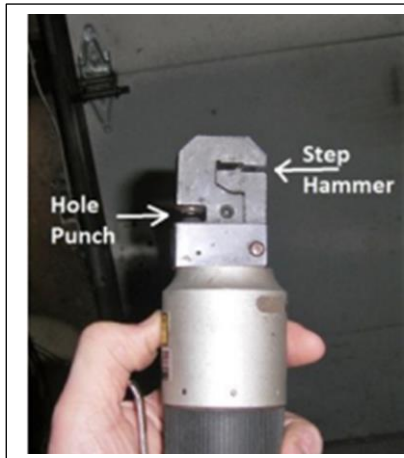
By Fran Schmidt

I showed you how I removed the Ramp from my FC and cut out the bad patch. Here's my plan to repair (fix) that piece. The steel that made up the Ramp's skin is 0.039" (20 gauge) thick. Dave Peterson loaned me a tool which will press a step into 20 gauge steel for just such a repair. Here's a sketch of what I intend to do:



Make a nice long clean cut across the bottom of the sheet metal. Full length of the Ramp. Then use the special tool to hammer the step all along that straight edge. Using new flat steel cut to size – punch holes all along the edge of the new steel. Using “gas–wire feed welding” fill each hole with ‘weld’. Causing the two pieces to be secured at that point. Grinding off the bump from that welded spot will prove that the top of the new piece is even with the top of the old panel. When you see these

two surfaces lined up you can feel confident that the job is going well. With a couple dozen welded holes, rather weld filled holes, rather former holes now welded full... the new panel will be smoothly secured to the existing body piece. That little ditch between the old and new must now be welded all along the 48" junction.



To see if this scheme has any chance of working I cut off a piece of my Ramp's skin and hammered in a few inches of step. Tool works great, exactly as advertised. I did a test punch with that same tool (it does both hammering and punching on the same end of the machine), see pic. I did wonder why the hole was so large (1/4") but it needs to be large enough to allow the molten steel to puddle on the bottom piece - to really ‘weld’ them together. The hole is exactly centered on the step! I then punched a hole in another piece of 20 gauge and clamped the ‘hole’ over the ‘step’...and welded in the hole. See the test punch and the test weld...also look for penetration through to the backside (by flipping it over). Grinding off the bump of weld showed me that the surface of each piece was in line with the other. I am convinced that these tools and actions will get my new section

safely and accurately and smoothly and strongly in place on the ramp of my 1961 CORVAIR Rampside pickup.

Stay tuned!
Fran



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Some Up-Coming events

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



Must move: Nice gears - see photo. 3.55 ratio. 42 Ring teeth and 9 on the Pinion; With Torque Converter. A steal at half the price! Anybody? Fran

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

\$15,000 obo

Check us out...



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

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Facebook:
Corvair Minnesota



572 members
(as of 07/28/2024)

Spot a 'Vair!



Two of Fran's sons (Paul and Peter) are shown loading Paul's truck for a long haul to Boise, ID.

After Paul took the '64 Convert home to Boise, last year, he found out he needed a lot of CORVAIR tools!

This summer he came back with an empty truck- and FILLED it. He actually said " I didn't believe it would happen, but I haven't got any room left". I guess CMI can have the rest.

Fran won't need them anymore as he and Mary are retiring - to an Apartment!

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
13th of August at Ideal Hall in St. Paul