

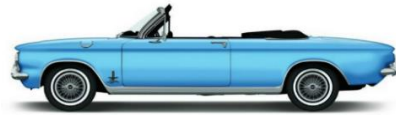


Leaky Seal

Corvair



**February
2026**



Corvair Minnesota Newsletter

President's message

I hope everyone is staying warm, I'm writing this during the coldest week of 2026, with a temperature of -22. Just think -Spring will be here before we know it.

Our next scheduled event isn't until our breakfast on May 9th.

If you have any ideas for club events please talk with our new Activities Director Heidi Olson. We are still looking for someone to host for our annual chili party in April. If you are interested, please reach out to Heidi.

*****Please note:** We are still in need of someone to fill the Clothing Coordinator position. If you're willing to help please reach out to myself, CJ, Heidi, Paul, Tom or Jim Becker.

Tech sessions are a big part of our meetings. If there are topics you would like to see covered please reach out to CJ, our VP.

Reminder: Annual club dues of \$20 were due January 1st.

Please be sure to pay at the February meeting or mail a check to our treasurer:

Paul Schuler
23350 Wood LN
Rogers, MN 55347

Our next monthly meeting is Tuesday, February 10th

- Board meeting at 5pm
- Food and beverage is available from 5:30 to 6:30
- Meeting starts at 7pm.
- Jim Brandberg will be doing a tech session on tools for working on your Corvair.

See you at our next meeting!

Dave Pedersen
CMI President



CMI club news

January 13, 2026

President Pederson called the meeting to order at 7 pm.

David read the creed as well as the birthdays!

1 Late Model in attendance drove by Brandberg!
27 people were in attendance, with several new members!

New Members: Welcome to the club!

Dexter Clarke
Tim Riley
Rick Verner

Paul Schuler was the only one that turned in his participation, so he won! Remember that if you attend car shows and support CMI, you have the chance to win the participation award at the end of the year! Just make sure to turn it in.

We also have a new **Vice President**, thank you **CJ** for taking up the post and supporting the club. Vice President is in charge of tech sessions, if someone has an idea or would like to do a tech session, please let him know. **Chris Hefty** will be doing a tech session on Fire Extinguishers. (I personally want to thank **Brandberg** for the time and effort that he spent as the previous VP)

Pederson then proceeded to request that each board member to say something about themselves or anything regarding CMI for the new members.

CJ (Vice President): If you want to do a tech session, let him know. He has a 8 door 1961 van from his Grandpa. 33,000 original miles.

Paul (Treasurer): Dues are paid to him asap.

Amber (Secretary): CMI Facebook is doing great, we are up to 813 members.

Heidi Olson (Activities Director): Chili cook off will be in April, if you know a host please let her know.

May will be spring breakfast; the date is unknown.
GMCCA will be on May 31st. Back to the 50's will be June 19th - 21st. The Corsa Convention will be in Gettysburg, PA this year June 22nd - 26th.

Quinn (Director): He's been in the club for many years, if you need information feel free to ask members, if they don't know someone will know.

Jim Becker (Director): Regarding Corsa Membership: we have more CMI members than Corsa Members. He feels like we should be a member, it is not

mandatory. The one thing that you do get is the Corsa magazine. Membership is \$60 a year, where you get a physical copy of the magazine; virtual is \$40, where the magazine would be online. As well being a member of Corsa would give you insurance. For instance, if someone brought in a part and accidentally dropped it on someone's foot, the person will be covered. If you have more questions, feel free to ask him about it.

David Quinn (Assistant to the President)

Gail Quinn Director of Treats (Not in attendance)

Kay McDaniel (Co-Director of Treats)

Mike Jenkins (Member Facilitator)

John Herkenratt (Leeky Seel)

#25 **John Steiner** won the \$5

Pederson proceeded to do Auction's **Bob Rowe** brought speakers and a fire extinguisher. **Richard Prokop** donated items for auction as well, such as carburetors, steering wheel and other items! Thank you for your donation's gentlemen!

Brandberg had laid out some free Corvair material/maintenance books. (Thank you for your donation)

Umm: Meeting ended at ?

Amber Leah (Amber Leah, CMI Secretary)

Corvair Minnesota Birthdays

February Birthdays:

- **Ashlet Ackley**
- **Sue Edwardy**
- **Mike Jenkins**
- **Mike Manthe**
- **Clinton Olson**
- **Sandy Rea**
- **Vince Rohr**



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

Gail Quinn, Director of Treats Gailquinn263@msn.com

SPINNERS

The other day (Christmas 2008) was a nice warm day. Nearly melting! So I thought I'd take the Convert out for a small cruise. I had it parked in pretty tightly in the garage as I didn't really intend to drive it much during the winter. As it turned out I had it in a little tighter than I figured and I got very close to the garage door on the way out. So close that I heard a crunch and a clatter.....and I knew just what it was. I rolled forward and went to look at my spinner lying on the floor (Fig 1) with much ruination upon it.



I readjusted my aim and went for a drive – it was scrumptious out – so I stopped for a little photo-op and popped this nice gentle view of my Convert and the white stuff. (Fig 2)



Fig 2

When I returned from the road trip– the mess awaited me – and I picked up all the pieces for assessment. To get a better feel for what had happened I took a wide piece of string – for photo purposes – and made a plumb-bob. (Fig 3)



Fig 3

Out beyond the fender. I have been told by experts that this is why GM had to cease production of the spinner – because it could catch clothing or whatever, on a non-passenger, and seriously grab them. I have caught my drop light cord on these on more than one occasion, so I know that's true. This photo just shows how much sticks out – I'd say almost an inch.

I looked through my pile of used stuff and found a couple spinners that might do. Sometimes the choices aren't so good! Fig 4 shows two of my better choices so I took the shiny bumpy one rather than the one that was smooth and pitted....I might have to call Clark's yet.



Fig 4

Charging

I considered that the word charge has more than one meaning. I was surprised to find Webster's showing at least half a dozen definitions as a noun and just as many as a verb. I'll just be relating a few automotive electrical stories in a general 12 volt battery sort of a way. I had a couple of odd charging system occurrences lately. After I put my '65 PG into service for a few days one cold morning it turned over too slow to start. My first thought was the battery went bad, it was down somewhat below 11 volts. The car has a stock alternator with remote voltage regulator. The Gen/Fan light seemed to be operating correctly, coming on with the key and going off with the engine running.

A battery charger got it back to something above 13 volts as it should be. As I drove the car around the voltage continued to drop but without the Gen/Fan light giving warning. The voltage number didn't go up with the engine running. I tested the alternator with a jumper wire and the voltage went to 16 in a hurry. I replaced the old mechanical voltage regulator with another old one and all is well.

Another recent occurrence was in my '97 Chevrolet pick-up. I put a new battery and a new (rebuilt) starter in it last year and lately it had been turning over slowly. I had them test the battery at the auto parts store and they said it was bad. Their tester doesn't say what's bad about it but they gave me a new battery. The voltage gauge in the dash is a little vague but the new battery is about 1 volt higher both before starting the engine and after its running. Both occurrences were odd and I was well served by testing rather than jumping to conclusions. On both my road racing car and an airboat I used a tail light as a Gen/Fan warning and they did not light up. The LM Corvair has a wire parallel to the warning light wire with a resistor that helps. Using a LED tail light was probably the real culprit. They say sometimes with a EM conversion to alternator you need to rev the engine to get the light to go out at start up.

At the January meeting Chris Hefty did a nice presentation on fire extinguishers. He mentioned SCCA Club Racing requires a readily accessible master switch for electrical shut off. At Annual Tech Inspection you need to show that it actually shuts the engine off because, in layman's terms, sometimes the alternator can turn into a motor and the engine can continue to run when you shut it off. Some time back I got a Corvair with fuel injection running but not well including inability to idle. I had a guy in Oregon come into a laptop in the car for tuning. In one session we got it to idle and I went outside so I could hear him on the phone with the engine running and after some "have a nice weekend" chat I got in the car, turned the key off and the engine continued running. I removed both battery cables and it continued running. Only removing the wires to the alternator got it to stop. I'm happy the engine wasn't racing. A diode in the wiring fixed the problem, it's sort of like an electrical one way valve. This charging system glitch didn't have anything to do with the fuel injection ignition system, I just threw that in for color.

This year I'd really like to have an interesting performance oriented Corvair for the Street Machine event at the Fairgrounds in July. I've never been, except to work at the Autocross with SCCA. The soon to be Silver '66 is out of my hands at the moment and it can't go to Back to the 50s. The 850 Fiat with a Corvair powertrain can't go to GMCCA or Back to the 50s. The '64 Spyder can go to all events but it's not especially out of the ordinary. I like seeing a work in progress but I believe the key word when returning each year is progress. I've begun an effort but I feel like I can't really tell you people because you might hold me to it!

Jim Brandberg



About CORSA



The Corvair Society of America (**CORSA**) is a world-wide organization with 3,200 members and 110 local chapters worldwide. Founded in 1969, it is a large and enthusiastic group of automobile enthusiasts and one of the best single marque clubs in the world. CORSA, a non-profit organization, was incorporated to satisfy the common needs of individuals interested in the preservation, restoration, and operation of the Corvair. CORSA's long range goal is to promote reproduction of parts and render technical assistance to increase your enjoyment of the Corvair, and to further the general public's appreciation of the car.

We have one of the highest quality publications issued by any single marque automobile club. The CORSA Communique is a professionally edited, high quality magazine published monthly. For more information about our publications, [CLICK or TAP HERE](#). For a free sample of the CORSA Communique magazine, [CLICK or TAP HERE](#).

CORSA is governed by a member-elected Board of Directors with selected committees in charge of such varied activities as Parts and Repair, CORSA Chapters, Concours, Competition, Museum, and a host of other activities. A full time business office and staff serves as a clearinghouse for world-wide CORSA and Corvair information.

CORSA has about 120 local chapters in the major metropolitan areas. These chapters have monthly meetings and host events throughout the country. For a list of CORSA chapters and their locations, [CLICK or TAP HERE](#).

Need someone to work on your Corvair? There may be one of our Parts and Repair Specialists in your area. [CLICK or TAP HERE for a list](#). Also, for the benefit of CORSA members, we also publish books and manuals with tips on buying a Corvair and working it. Log on with your username and password. Then, using the navigation menu, click on "Merchandise".

We also get together once a year at our International Convention. Convention sites are rotated around the country, so all of our members can attend.

If you share our enthusiasm for these superbly engineered and styled cars, why not join our Society today? For an online membership applications, [CLICK or TAP HERE](#). Don't want to do it on-line? [CLICK or TAP HERE](#) for an Acrobat file to print and mail.



Spinners, continued from page 3



Fig 5

Fig 5 shows how the backside of a spinner looks when there is no place to screw into because I broke off all the mounts. I think that I have found a way to make a broken spinner useable again by filling the back of the spinner with plastic and then using the plastic to screw into. What I did was to cut two discs of $\frac{1}{4}$ " plexiglass to fit inside the spinner and glued them in with PVC solvent/cement. It took a couple days sitting by the furnace for most of the stinky solvent to go away, but then I could machine the plastic to fit.



Fig 6



Fig 7

Fig 6 shows the plastic filled spinner and Fig 7 shows it ready to be installed. It would certainly have been handy to have some sort of milling machines around because that plexiglass is hard to work with. I used my drill-press with some modified bits to hack my way to the end of the job. Good thing that part doesn't show!

One part that does show is the paint on the customer side of the disc. There's an area that is painted black that is on the flat shiny surface and then the black goes down into the area where the tire valve is located – all behind the spokes. This area should all be spray painted to get it as smooth and shiny as possible. It's winter here so I'm working in the house, where spraying ain't so good. I tried to brush paint some nice shiny black paint on the shiny disc. All I got was shiny brush marks. I asked my wife for advice, as she uses paints in her projects. She said If I wanted the paint to flow smooth and flat before it cured then I had better thin it – a lot. I did thin it – a little, then some more, till it was runny. I laid the disc flat and chased a flat puddle of black liquid around the disc.

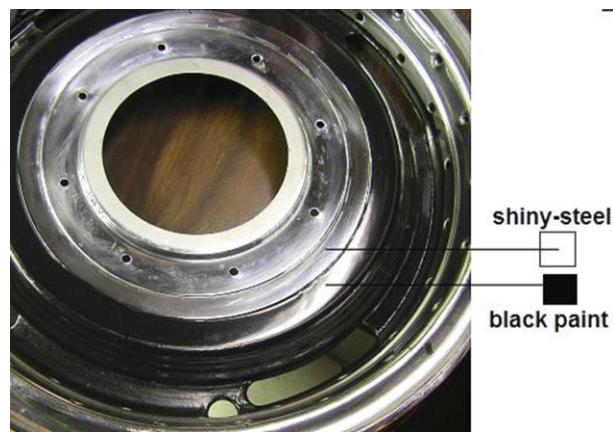


Fig 8

Fig 8 shows that I was remarkably successful in laying down a smooth and shiny slab of black paint. Can't say if it is a thick, tough and durable paint job, but it looks good now.

Well, there was a good lesson in driving, choosing, sawing-filing-drilling, painting all because I thought I could be a smart-alek and show how nice a Convert looks in the snow. Fran

It's Tool Time

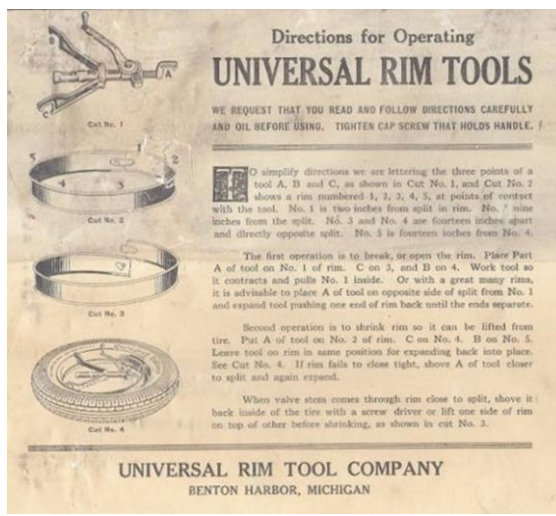
I thought maybe you could use a break from my Programs but I've been drafted again already. Last year in February I brought some of my special Corvair tools but Gary Nelson had enough of his to fill the time. This was fine with me and if you folks bring enough of your tools to fill the time again I'll be just as pleased as punch like Hubert Humphrey used to say. We can maybe start a February tradition of show and tell cool tool month. A lot of our special tools seem to be something we've made rather than bought. Half the time I just make it up as I go so it's interesting to see how other folks do it. Last year or so I got several Kent-Moore tools for doing hydraulic press work from Brian Carlson but found most of them were things I'd already made. I folded them in my collection anyway since you can never have too much of that sort of stuff and the light blue paint is really quite fetching. It seems like anytime I paint a tool red so I don't throw it away it wears off in just a short time, like 5 years. I'm sorry we were in such a hurry to load Fran's stuff up, I'm sure I missed out on some pearls and the tools it takes to extract them. See I can stop without filling a whole page.

Jim Brandberg

Spark-plug gap tool



Split rim tire tools



Dwell Meter



Distributor wrench



Classified Ads

1965 Corvair Monza 140 it is in great shape. Driven 32,024 miles. Auto Trans. I drove it in to storage 4 years ago for my dad not thinking it was going to stay there. It will need the gas drained and regular maintenance done on it. Car is in storage in Siren Wisconsin. Any questions or want to see it let me know? **Mike Gaynor (contact through Facebook.**



1962 Monza convertible, asking \$2999

Seagren's Power Sports in Two Harbors, 218-834-2222

Took it on trade for a 4 wheeler. Said it was long time owner who passed away, couple relatives were going to restore and then lost interest, he pulled it out of a barn.

Has 2 new carbs on it, runs rough. He said the carbs were not synched.



Check us out...



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

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Facebook:
Corvair Minnesota



814 members

(as of 01/28/2026)

Spot a 'Vair!



"I spotted this on a recent Tonight Show. They were doing a "road trip" bit. Before the additions of the comically raised windshield frame and the added fake grill, it was pretty obviously a '65 Corvair" – Jim Becker

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
10th of February at Ideal Hall in St. Paul