



# Leaky Seel

*Corvair*



**June 2026**



## Corvair Minnesota Newsletter

It's hard to believe we've started another car season. As I type this my thoughts wander to the El Corvino. It's been six years since I started driving it to shows and I realize I haven't made many changes to it since I started driving it and it's starting to look a bit tired. I think many of us hit that point with projects as we know there are people who follow us at shows year after year to see what's changed. I feel bad about that but know I'll get to it someday.

We had a good turnout this past month for our spring car show breakfast. A big THANK YOU to everyone that donated food to the food shelf.

I do need to make a correction to last month's SEEL and the first and second place winners of the chili contest.

- Paul Schuler actually came in as our first place winner
- Jim Bankston was in second place

Here is the list of our upcoming events:

- GMCCA-Sunday, May 31st
  - Many thanks to those who volunteered to help!
- BACK TO THE 50's-June 19th -21st
- Corsa Convention, Monday, June 22nd- Friday, June 26th, Gettysburg, PA
  - Registration & hotel reservations opening early 2026

Our next monthly meeting is Tuesday, June 9th

- Board meeting at 5pm
- Food and beverage is available from 5:30 to 6:30
- Meeting starts at 7pm.
- We have rescheduled Chuck Johnson for this month tech session. He will give a demo on buffing out worn and dull paint.
- Chuck Johnson is doing a tech session on buffing out worn and dull paint.

See you at our next meeting.

*Dave Pedersen*

CMI President



## CMI club news

CMI Meeting Minutes

**May 12, 2026**

**President Pederson** called the meeting exactly at 7pm!

**David Quinn** read the creed!

I did a semi-read of the minutes (still don't like public speaking)

**Gail** read the birthdays!

President Pederson; CMI is still looking for a clothing director. Please contact **Heidi Olson** if you are interested. There are 2 main vendors that you would be working with.

There have been some recent concerns regarding why some people are not attending the Breakfast Club, or the Holiday dinner. Some people have mentioned that the food is repetitive.

25 people in attendance!

Corvairs in attendance: 1 FC Camper, 3 Early Model, 3 Late Model.

GMCCA is coming up! May 31st

Early birds at GMCCA need to arrive at the south side, this will be the Cadillac area.

After you park, you need to pay and register as well as get your bracelet.

**Vice President Pappas**, unfortunately got called into work so he couldn't do the tech session.

**Fran Schmit** did a tech session on how to make the push button to work on the glove box. As well as something else I believe.

The month of June, **Chuck Johnson** should be doing a tech session on exterior detailing. As for July, **Vice President Pappas** will be doing a tech session regarding headlights.

**Treasurer Paul Schuler**: everything is great.

**Secretary Amber**: CMI Facebook is currently at 880 members.

**Heidi Activities Director**:

May 31<sup>st</sup> GMCCA

June 22<sup>nd</sup> - 25<sup>th</sup> will be the Corsa convention at Gettysburg, PA. Back to the 50's will be

June 19<sup>th</sup> - 21<sup>st</sup> (early models only).

If it's possible to find a car show that CMI would like to attend.

Heidi suggested July 18<sup>th</sup> at Grandpa Joe's in Spring Lake Park. It's an old-fashioned ice cream place and candy shop. On August 8 will be the New London to New Brighton run. August 14<sup>th</sup> - 16<sup>th</sup> will be the Nowthen threshing show.

September 5<sup>th</sup> will be Classic Cars by the Lake in Buffalo. September 12<sup>th</sup> will be Wheels and Wings.

**Board of Director Tom Quinn**: CMI is currently at 81 members. Quinn wanted to mention that he is proud of our members; proud of the members that do and don't drive the Corvairs.

**Board of Director: Jim Becker**: There are Corvair parts for sale as well as some freebies located on the table at the entrance. This is something that we can continuously do. Feel free to bring them to a meeting and set them on a table. **Ross** brought in a nice set of hubcaps from a 1965.

**Jim Bankston** won the lottery (#15).

Auction item: **John Herkenratt** donated a Corvair clock, which I gladly purchased for \$25.

Meeting concluded at unknown time, due to the fact that I left .

*. Amber Leah* (Amber Leah, CMI Secretary)

## Corvair Minnesota Birthdays



### June Birthdays

- Linda Ackley
- Kevin Martin
- Kay McDaniel
- Ross McDaniel
- Gary Nelson
- Tom Quinn
- Nathan Rood

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



## Driving Impressions

I'm no Tom McCahill or Denise McCluggage when it comes to evaluating cars but I did have some thoughts recently when switching between my '60 and '65 PG Corvairs. They are both stock right down to the wheelcovers and running reasonably well. I had someone say they're "okay for drivers" which struck me as a tad derogatory at the time. Them's fightin' words!

The first thing I noticed going back to the EM is the brakes when a light turned at 65 MPH. I had a cartoon bubble over my head of the little brake shoes as I stopped with some additional effort. As I ran my errands I had 4 women interested in my '60 Corvair, 2 young ones and 2 old ones. I laughed later when I realized "the old ones" were about my age. The other day my wife Chris and I were driving and saw a guy who looked a lot like Morty Seinfeld. I said something like "get a load of that old duffer" and she said "you're an old duffer". One of these days Alice!

The '65 seems to draw more attention from the young dudes; I was told that it's sick the other day. The LM brakes and suspension are better but one quickly adapts to the limitations of the EMs. There's a new roundabout in my town with a smaller side I like to take at 30 without lifting, like a chicane. Both cars will do it with quicker steering coming to mind. The LM feels a little bigger even though the wheelbase is the same and the additional track is minimal, maybe the body is more bulgy. The LM engine has a little more power but the sporty appearance almost demands it. The EM appears somewhat quaint so it's easier to stun folks with an overachiever.

Any FC is satisfying to drive if you like a lot of attention; everybody wants to talk about them. It often takes some doing with the suspension to get the overall stance decent with the sort of load you usually carry but it's worth the effort. The brakes are reasonably adequate without a big load but I've got some better plans for my next one. You'll want your steering components well sorted for driving in a crosswind and while that's true of any Corvair the FC is especially an aerodynamic brick. Sitting up front you need some different thinking about geometry when maneuvering and if the rear wheels break loose in the Winter you're the last one to know. My personal FC experiences have been very much as a Truck, I hauled a lot of lumber in a Rampside and enjoyed the versatility of a Shop Truck Van so much I'd like to get back to it.

I worked on an Ultra Van once and drove that around. It's hard to get a sense of how wide it is except by looking in the side view mirrors. It's like planning where you're going by looking at where you've been. There's very few that were made with Manual transmissions but it would seem prudent when climbing or descending in the mountains. We saw some well refined examples at the UV gathering in Rochester but they're certainly a few years in the making. I'm just not real hip to the whole motor coach camping scene, although maybe at a racetrack. A UV with LM suspension drives pretty good but improvements would be tempting and doable.

I'm sometimes asked what my favorite sort of Corvair is and usually respond with whatever I'm driving now. They all have their charms in different ways and my affection tends to cloud my reason. An Early 4-door harkens back to something like a 1959 Impala and a Late 2-door looks ahead to something like a 1967 Camaro. The Greenbrier is the original American Mini-Van, not that Dodge K-car thing. It's interesting that my driving impressions are all wrapped up in the people I meet but I have had Fran as a major social influencer. I can usually tell in the first ten seconds if someone is angling towards an unfavorable Corvair opinion.

*Jim Brandberg*

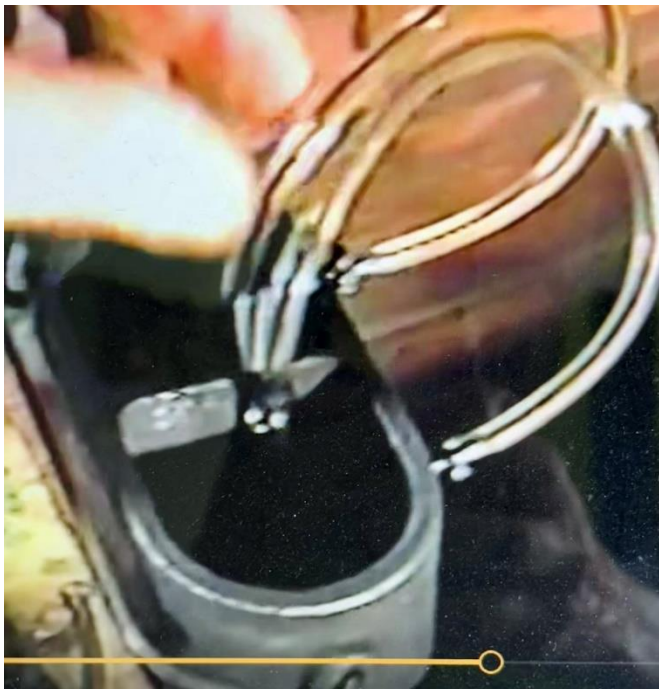
## Last Minute April Tech Session:

We had a change of Plans for the Tech Session last month as the scheduled Chuck and the Backup CJ each had conflicts. So, Fran was asked if he had something in his pocket...namely a video of one of his old Tech Sessions. So, we watched a pair of CMLers named Fran and Vince do a Dual Master Cylinder in an FC.



Key features of the Session showed where the M/C is mounted...backwards and how to route the brake lines to miss the frame. Quick mention was made as to the price of replacements parts...when the video was made (1990's) \$50 would get you practically everything you needed. On of the members, at the April meeting – just ordered The-Parts for his FC and said the cost today is about \$500. Times change, but the job is the same.

When you mount the new Dual M/C... Absolutely use new lines! Nowadays there is



the new copper colored brake line material called...NiCopp... which not only doesn't rust but is a little bit easier to bend and also easier to flare – even double Flare! Hoorah!

As always when installing any M/C: Take great care in flushing all of the air out of the M/C before you install it, On a Dual there seems to be extra air. There are an untold number of bubbles in there that will plague you forever if you try to cheat on this part of the project. Once a bubble gets into the brake line it can only be removed by bleeding the brakes. BEWARE! Be careful...enjoy! **Fran**

A note from Ken Hand, President of Corvanatics to Fran Schmit, our own "Member for Life":



Fran,

I know you have been a Corvanatics member for a long time and you have also sent in many tech tips. Way more than we have been able to publish at one time; we are still working through the list of tips.

The club has initiated a chapter appreciation award, and I am very pleased to be able to award one of these to you for your tireless endeavor to promote the FC.

Please accept this from Corvanatics as a friend in addition to being Prez.

Ken Hand

Prez, Corvanatics

*(See next page)*

Awarded by Ken Hand, President of Corvanatics to Fran Schmit, our own "Member for Life":



This is a shot of an oil cooler.

Mice had chewed the fiberglass cover and the fan blew fuzz down into/across/through the cooler- just for our photo-op!

Failure to do proper maintenance- is apparent.

It was in a car that I had which had an engine cooling problem.

You could show it as a Mystery photo. No one would believe what it really is!

*Fran*



Officers			Cell Phone	Email	Cars
President	Pedersen	Dave	612-385-2241	dave14957@gmail.com	65 Coupe (Green), Corvino (Gray)
Vice President	Pappas	CJ	612-508-5875	cooltrainguy@gmail.com	61 Greenbrier 8- Door
Treasurer	Schuler	Paul	612-327-9085	schuler3wef1@embarqmail.com	64 Monza Coupe (WH/Orange)
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Treats	Quinn	Gail	612-670-9224	tquinn1979@msn.com	63 Convertable (Red)

## Some Up-Coming events

May 17<sup>th</sup> – Historic Hastings Car Show (every 3<sup>rd</sup> Sunday through September ) 11 a.m. – 4 p.m.

May 31<sup>st</sup> – GMCCA, State Fair Grounds 8 a.m. – 2 p.m. CMI event: see Flyer

June 11<sup>th</sup> – Classic Car Nights, Victoria (2<sup>nd</sup> and 4<sup>th</sup> Wednesdays, 6/10 through 8/26) 5 p.m. – 8 p.m.

June 22-26 – CORSA convention, Gettysburg PA

June 19-21 – Back to the 50's, State Fair Grounds

June 28 – New Ulm AutoFest, Brown County Fairgrounds 9 a.m. – 3:00 p.m.

July 24, 25, 26 – Little Log House Pioneer Power Show, Hastings 8:00 a.m. – 5:00 p.m.

August 8 – Buffalo, Legion, lunch break ~ 11:00 a.m. (leave at 1:00 p.m.)

August 14, 15, 16 – NowThen Threshing Show, NowThen 7:00 a.m. each day

September 6 – Classics by the Lake, Buffalo MN, Noon – 2:00 p.m.

September – Osceola Wheels and Wings, Osceola WI,

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

October 11 – Frankensteiners Ball 19, Isanti County Fairgrounds 9:00 a.m. – 3:00 p.m.

*For Sale in the Area:*



**1962 Corvair Rampside Pickup**

clean Minnesota title will run with some attention. Driven 17,000 miles.  
Automatic transmission  
Exterior color: Blue · New tires.

**call or text Tim (763)482-3073**



**1963 Chevrolet Corvair Monza 900 convertible**

**\$16,500**

Meet Jolene. She is all original, including the 35,713 miles on the odometer. I am the fourth owner, and I know all three previous owners. Beautiful red paint with white interior and black top. She has new brakes, and electronic ignition. She started up on the first try after being stored for the winter. Great turn key running car!

[Marketplace - 1963 Chevrolet Corvair Monza 900 Convertible | Facebook](#) Sue Bauman Marusic

**Check us out...**



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

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Corvair Minnesota



· 893 members

(as of 05/28/2026)

**Spot a 'Vair!**



**1962 Chevrolet corvair \$350**

Driven 112,233 miles Automatic transmission Exterior color:  
Green · Interior color: Green Fuel type: Plug-in hybrid  
[\(2\) Marketplace - 1962 Chevrolet Corvair | Facebook](#)

***CMI is a non-profit corporation, chartered with the CORVAIR Society of America. Send CORVAIR Minnesota's \$20.00 annual dues, payable by January 1<sup>st</sup>, 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! send dues to: Paul Schuler, 23350 Wood Lane, Rogers, MN 55374***

## **THE LEEKY SEEL**

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

**TEMP – RETURN SERVICE REQUESTED**



*The next CMI meeting will be held on the  
9<sup>th</sup> of June at Ideal Hall in St. Paul*