



Leaky Seal

Corvair



July 2026



Corvair Minnesota Newsletter

Car show season is here.

We attended Back to the 50's, a 3 day event at the State fairgrounds. The weather was cooler than last year although we did get some rain on Friday and avoided the hail that fell on Machinery Hill.

We had a good showing of Corvairs on Friday and Saturday. There was a good mix of vehicles with the El Corvino parked on its normal corner. Tom Quinn and Jim Brandberg parked together on the East side of the Fairgrounds and made a few trips over to visit. There are always plenty of other Corvairs to see throughout the fairgrounds.

Here is the list of our upcoming events:

- Grandpa Joe's ice cream social at 2pm then cruise to Anoka Classic Car Show. July 18th 4.00 entry fee
- New London to New Brighton car cruise. Aug 8th
- Nowthen Threshing Show Aug 8th

Heidi will send out an Email with details.

Our next monthly meeting is Tuesday, June 14th

- Board meeting 5pm
- Food and beverage is available from 5:30 to 6:30
- Meeting starts at 7pm
- Tech session at 7:30
- CJ will have a demonstration on removing the haze on headlights.

See you at our next meeting.

Dave Pedersen

CMI President



CMI club news

CMI Meeting Minutes

May 12, 2026

Meeting called to order at 7pm.

David Quinn read the creed, **Gail** read the birthdays.

Still looking for a clothing director. No vehicle count, (forgot).

Tech session outside done by **Chuck Johnson**, demonstrating different options for buffing and polishing cars, very good presentation, he did a great job.

Treasurer Paul Schuler said we are solvent.

Heidi gave a list of activities we can attend, I didn't list them, I got interested in the meeting and forgot about the minutes, Board of directors had nothing to say, forgot who won the lottery (daydreaming).

Meeting ended approximately 7:45.

Tom Quinn for

Amber Leah

(Amber Leah, CMI Secretary)



Corvair Minnesota Birthdays



July Birthdays

- Mike Bednarchuk
- Brian Lawrence
- Loren Olson
- C.J Pappas
- Steve Peterson
- Richard Prokolb
- Bob Rowe



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

Gail Quinn, Director of Treats Gailquinn263@msn.com

Corvairs at the White Bear Marketfest Show 6/25/2026



These Are A Few Of My Favorite Things

With thousands of cars to consider at Back To The 50s it can be a tad overwhelming. Last year was my first time doing all day for all 3 days and I did it again this year. For the 4th year now I've been picking my favorite car and I find my choices vary widely. 4 years ago it was a nice Morris Minor with a turbocharged 4 cylinder late model Ford Eco-Boost. Next year was a really nice El Camino sort of a thing fashioned from a '59 Cadillac. Last year was a '29 Willys-Overland open touring car, sort of ratty looking but good '50s era mechanicals. This year on Cooper Street I fell for a black '31 Buick two seat roadster made from a sedan. He's had it for 50 years and hand made many of the metal body panels and mechanicals. At first you can't see the twin turbos or Jaguar suspension. The lines of it caught my eye and the closer I looked the better it got.

Some of my runners-up have been a '49 Singer right hand drive, a Volvo 544 with a Ford 289 not a SBC, I also liked the 122S next to it with P1800 bits. There was a ratty '54 Chevrolet pick-up with the cab cut down somehow but not a chop of the roof and the hood was nosed, it seemed sort of like a Studebaker pick-up somehow. There's many many cars to choose from and I have no idea how I make my picks, there's usually just a certain something that's unusual.

Driving around the grounds in my rusty '60 survivor I can hear the word "Corvair" a lot in many different tones. It's easy to shed the negative connotations since I'm not trying very hard. I love the positive comments often associated with good memories. I'm very much looking forward to assembling a nice Corvair of my own, the survivor thing is good but maybe wearing a little thin.

Shifting gears, I always try to be happy when my Corvair breaks down at home rather than out on the road somewhere. Just going to town one day my '65 started normally, went about 100 feet and quit. It would not restart. There was gas from the accelerator pumps and spark from the coil wire held near ground when cranking but it was hard to see the intensity in the sun. A test light showed current on and off through the points at coil – while turning with a wrench. The electric fuel pump showed good volume into a can. I noticed it would fire some with the key in the start position but quit in the on position. I put in a test distributor and it started right up. Backtracking I replaced just the condenser in the original distributor and it's running good again.

In recent years on my own cars I've taken to just replacing the points when they're corroded or worn. My thinking is my supply of NOS condensers is getting thin and the new ones available are not as good a quality. Perhaps there is wisdom in the old adage of replacing points and condenser. I found some NOS AC-Delco points on Ebay a few years ago so I suppose NOS condensers might be around as well. I've got some points to coil lead wires, they can get thin and break where they go through the distributor body. I'm flush with distributor caps and rotors.

A while back my trusty '60 was having a bit of a miss after a while when idling in Drive at a stop light. At home I found the points had no discernable opening and I remember getting to the end of the adjustment last year. With the '60-61 distributor it's much easier to remove it to the bench for service. I think those same points may have been in there since 2022.

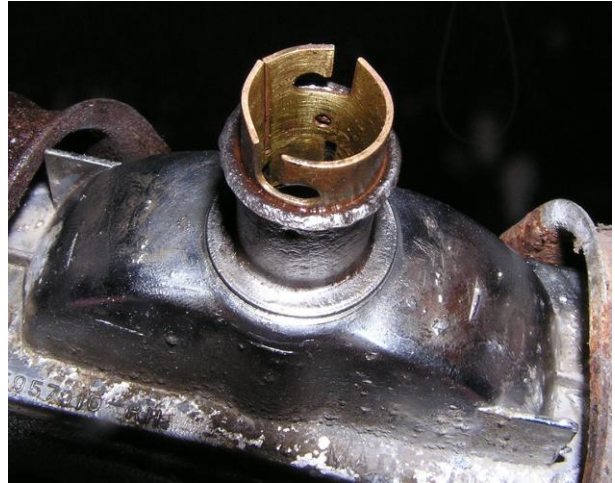
I'm certainly hip to the whole converting to Pertronix way of thinking but they can come with their own problems which is perhaps another discussion for another day. It often works really good until it doesn't. I'm not anti-Pertronix and they are more forgiving of a loose bushing on the distributor shaft. Most of the time for my cars I do just fine with points and condenser. I don't find they need an undue amount of fiddling. I'm not trusting my Dwell Meter of 50 years but I know there's another one I got from Ray Alexander around here somewhere... *Jim Brandberg*

A unique connector

The Late Model front parking light electrical connector

I recently repainted my RED car and in the process removed the front parking lights. When I went to replace them - both of those assemblies had gone missing - - and I still haven't found them....!!!

So I dug in my pile and came up with a left and right sample - certainly not as nice as the ones I lost, but do-able. In the process of cleaning up the old scuzzy ones I had to marvel at the unique way they are made, As you know the two element bulb (Signal/Tail) has two metaltabs on the side of the bulb so that you get "SIGNAL and Running" elements where and when you need them. This is accomplished by having the tabs high/low on opposite sides of the bulb. As I was cleaning the socket of old crusty bulb residue....it struck me that the connector on the inside of this lamp assembly (in the trunk) does not have HIGH/LOW Tabs as the bulbs do.



A closer look shows a very complex plastic connector for the two wires coming to the bulb. This connector has two tabs on it but they are the same distance down the side - like the single element (backup) bulb - - BUT the tabs are not opposite each other. The tabs are at 6 o'clock and 1 o'clock (not 6 and 12) so they can't go in reversed.

OK, so now we know it has to go in a certain way, but remember when the bulb goes in there is some sort of spring you have to push against. The spring(s) behind the bulb are built into this amazing connector.

One of the plastic assys I cleaned up was so rusted that I felt it was OK to cut it open to look inside....and measure and photograph.

In order for the two electrical contacts to be spring loaded there has to be two separate springs.....and if you have springs that means something has to move with the spring when you compress the spring and something has to hold the other end of the spring. Here's where it gets really interesting (see accompanying photos).

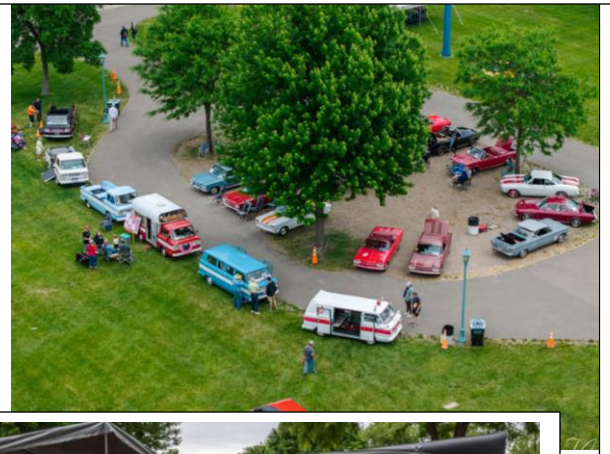
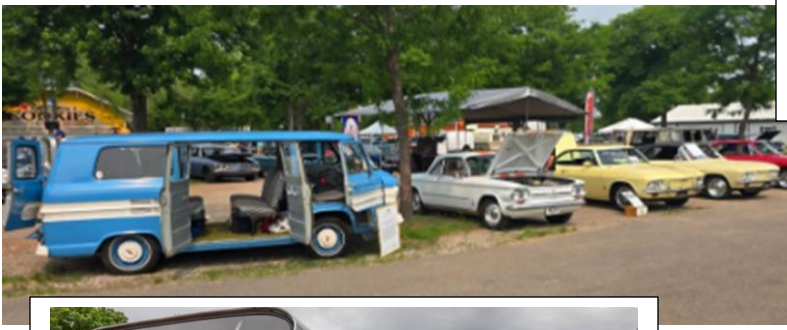
A closed-end hollow copper tube (looks a lot like a .22 cartridge) has a coil spring around it - that you compress when you push in the bulb.



Corvair Minnesota at the 2026 Back to The 50's



Corvair Minnesota at the 2026 All GM Show (GMCCA)

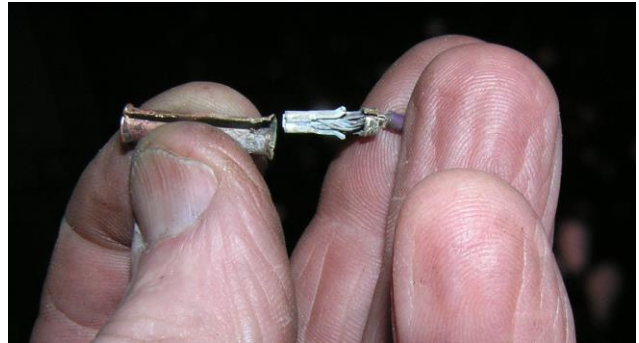


Light connector continued from page 4

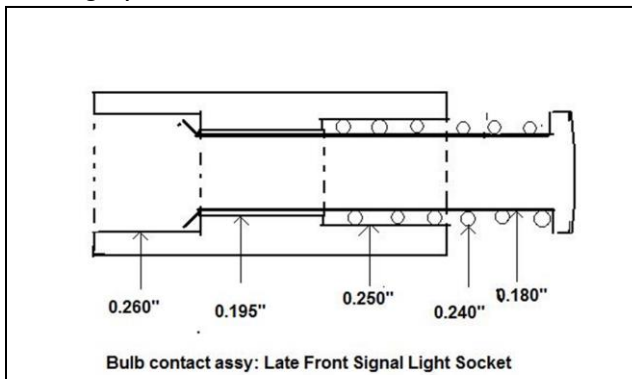


The spring fits inside one end of our plastic connector and rests on a shoulder down in its hole. The .22 shell barely fits through the spring and fits nicely through the spring's shoulder hole. Tolerances on these parts are less than 0.005". Obviously this copper tube has to go in the spring end and then not come back out of the assembly when the spring is released.

Hold on now, as it is going to get messy'r !!!



To prevent the copper tube from leaving the assy (from the spring's pressure) the 'other' end (where the wire is attached) is flared out - mechanically. Since this connector is plastic they couldn't solder the wire to the copper tube while it was inside the plastic so they made a barbed spear-like contraption (It appears to me to be silver coated brass - crimped onto the wire) that is shoved in the open end (of the .22 shell) and - at the same time - the mechanical flaring operation is consummated.



The drawing gives the dimensions of one of the holes and the tube/spring assy.



This is a photo of a complete assy with one spring finger-compressed to show how deftly the spring/tube is received by the plastic socket.



Here is a microphotograph of the silver spear that was lodged inside the copper tube.

All of this fantastic engineering just to make it easier for me to change the bulb or the bulb socket or the light assembly or for whatever reason they had to make such a complicated connector. It's admirably beautiful, precision made, long lasting and quite effective. It was my pleasure to find it and take it apart and marvel at it and then to tell you about it.

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)
Secretary	Leah	Amber	612-251-9498	amber.81.leah@gmail.com	61 Monza (Red)
Activities Director	Olson	Heidi	763-318-5670	lholson@msn.com	61 Rampside(Black)
Directors					
	Becker	Jim	214-616-0256	mr.jebecker@gmail.com	67 Coupe (White), '64 Coupe (Brn)
	Quinn	Tom	612-670-9224	tquinn1979@msn.com	63 Convertable (Red)
Coordinators					
Technical Editor	Schmit	Fran	952-288-3041	schmfran@hotmail.com	Several Early, Late & FC (thru the years)
Membership	Jenkins	Mike	763-355-0168	rockinracer@hotmail.com	66 Coupe (Yellow)
Apparel	TBD				
SEEL Editor	Herkenratt	John	612-719-4580	jherken1@netzero.net	61 Rampside(White) '66 Conv (Beige)
Webmaster	Bankston	Jim	715-410-0902	jbankston48@gmail.com	60Monza64Monza65Corsa65Monza
Treats	Quinn	Gail	612-670-9224	tquinn1979@msn.com	63 Convertable (Red)

Some Up-Coming events

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

Beginning June 11th – Classic Car Nights, Victoria (2nd and 4th Wednesdays, 6/10 through 8/26)
5 p.m. – 8 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 for New London/ New Brighton Old Car Race
Approx 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



1967 Chevrolet Corvair Monza \$4,000
2.7L RWD very good condition Driven 63,871 miles manual transmission, engine good drive, 4 new tires, Exterior color: Black · Interior color: Blue No problems, it may need a new paint, it is in original condition. Clean title. On Facebook Marketplace: Ahmed Adb, Minneapolis
[Marketplace - 1967 Chevrolet corvair · Monza | Facebook](#)



1963 Chevrolet Corvair Monza 900 convertible **\$14,950**

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!

Located in Andover

[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

Follow us on
Facebook:
Corvair Minnesota



919 members

(as of 06/28/2026)

Spot a 'Vair!



Selling the farm and moving to town.
'61 Lakewood, Powerglide. Cond. 3. \$6,000
kthques@cltcomm.net for more pictures and
info. Terry Quesnel (715) 263-3132
Located between Amery and Clear Lake, Wis.

*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!**
send dues to: Paul Schuler, 23350 Wood Lane, Rogers, MN 55374*

THE LEEKY SEEL

408 7th St S
Hopkins, MN 55343-7722

TEMP – RETURN SERVICE REQUESTED



The next CMI meeting will be held on the
14th of July at Ideal Hall in St. Paul