Leeky Seel

Corvair

August 2026

Corvair Minnesota Newsletter

As I sit here writing this page I realize the car show season is half over.
We do still have a few CMI shows to attend before we put our cars away for the year.

This past month CMI met at Grandpa Joes Candy Shop and then headed over to the Anoka car show. Check out Facebook page for pictures!

Below is the list of our upcoming events:

- New London to New Brighton car cruise, Aug 8th
- Nowthen Threshing Show, Saturday Aug 15th
- Two separate events on September 12th:
  - Wheels and Wings in Osceola Wisconsin Sept 12th
  - Classics By The Lake in Buffalo
- Frankensteiners car show, Saturday Oct 10th
  - Pre-registration is now open until Sept 1st
- Fall breakfast Oct 17th
  - Last event of our season

Watch for an email from Heidi with event details.

Our next monthly meeting is Tuesday, Aug 11th

- Board meeting 5pm
- Food and beverage is available from 5:30 to 6:30
- Meeting starts at 7pm
- Tech session at 7:30
- Fran will be doing a tech session on glove box door repair.

See you at our next meeting.

Dave Pedersen
CMI President

CMI club news

CMI Meeting Minutes

July 14, 2026

President Pedersen called the meeting to order @ 7pm.
David Quinn read the Creed.
25 Members in attendance.
3 Early Models and 4 Late Model Corvairs in attendance.
Tom Quinn read the previous months meeting minutes that he took due to the fact that I was unable to attend.
President Pedersen, we are still looking for a clothing director.
3 new members; **Russell Walters, Derrick Damm,** and **Bill Wessinger**.
David Quinn read the birthdays.
Activities Director Heidi Olson: This Saturday weekend will be the Ice Cream Social as well as a cruise for up to 10 Corvairs. She is looking for people to sign up for the Anoka classic cruise.
August 8th American Legion in Buffalo New London to New Brighton.
Nowthen Threshing show is August 15th.
She also wants to know if there is any interest in the Stillwater car show. It's every other Wednesday.
Vice President Pappas: will be talking about headlights tonight. At the current moment he doesn't really have any other tech sessions.
Director Quinn: nothing to report, we need people to volunteer for events. Regarding the New London cruise, make sure to get there early. There is a bar and restaurant, they have good food, if you get there early enough you can watch the cars come in.
Director Becker: nothing to report
Secretary Amber: 926 members on Facebook CMI. I was wondering if someone else would be willing to be an admin on CMI Facebook. Thankfully **Heidi Olson** stepped up!
Pedersen spoke about in the future possibly hosting the Corsa Convention, which won't be for a few years!
Heidi Olson reached out to the Corsa people, they are doing it differently compared to the past that they are more involved.
The lottery, items were handed out **and David Quinn** played the role of **Vanna White**
6 **Vanna White**
#10 **Chuck Johnson**
#11 **John Steiner**
Gregg Peters brought in a hub cap for a Monza 900... ***CJ*** grabbed it up.
Brandberg: Spoke about when he brought up an idea, and the fact that he felt like it was ignored. When he read the Leeky Seel, how everything is getting repetitive. He suggested an idea for GMCCA, his thought was that his idea was tabled and ignored, how can it happen.
Thank you to **Ross and KayAnn** for the treats.
Vice President Pappas began the tech session. Plastic likes to oxidize, so this tech session is an extension of **Chuck Johnson** who did the previous month's tech session. Pappas then proceeded to talk about different polishes and how he likes to use a lighter grit. Meguiars is what he uses, you can buy a kit, but the results don't last very long. Make sure to seal it afterwards. He likes to use Perma Seal or a Ceramic Coating. This is something that has to be repeated every year. Everyone then proceeded to go outside as **Pappas** did a demonstration on **Dave Pedersen's** vehicle.

Meeting ended at ???

Amber Leah

Amber Leah

(Amber Leah, CMI Secretary)

The Language

The other day while visiting the church office it was pointed out to me by a non-car guy that we have our own way of communicating. My ’65 Corvair was in the lot which prompted a conversation with a third fellow who wandered in saying he has a ’50 Dodge pick-up. My side of the dialogue was something like “Still got a flathead six? Half ton? 4 speed with a granny first? Maybe do fifty? Had it long?”. My office visit was about my fear of communicating with someone culturally different from me and it seems like there’s a lesson in there for me somewhere.

Another day I was at the mailbox when a car with two fellows pulled up. I knew one guy from a church setting and the other guy from a car setting. We chatted about the Corvair I was working on but how my part didn’t include the trim and polish. One guy saw it fine as shiny and red but the other guy saw what I was talking about. People see things differently.

Also with my worlds colliding I was able to further the lesson about being the same person everywhere I go. We’re not all looking for the same thing at Corvair meetings. It sort of varies for me depending on what sort of a mood I’m in and who I sit down with, but I especially like talking to other folks who know about working on Corvairs. We speak the same language and I’ve still got a lot to learn so I try to soak it up like a sponge. It can also be good when we have different ideas and spirited discussions about tackling a given problem; after all you sharpen tools with an abrasive.

The flip side of communicating with others is being alone for quiet reflection. The daily walk is what does it for me. My “5K a day” practice began in March 2020 with the Covid-19 scare for those with weak heart and lungs. It’s a good time for me to think which can vary a lot. One day it could be something like my place in the world among others and another day it could be something like twin turbos and waste gates. In order to find the time I need to put other things aside and like other good steps I’ve taken in my life I’ve decided that without the walk all those other things may not be possible. For me alone time in the garage is not conducive to quiet reflection. If I get to daydreaming I tend to lose track of something I just had a moment ago.

I raised a bit of a stink at the July Corvair meeting. I don’t intend to further my argument here except to say my contentions were carefully considered and I don’t regret anything I said. On the way to the meeting I had been thinking that I won’t consider another CMI office, by the time the present administration is over next year I’ll be in my 70s. I have no intention of buying a newer car and a 90 mile round trip by an old guy in an old car in all weathers is just not wise. It was good to be thinking it through on a good weather day. For 8 years now in CMI I’ve tried to be a bridge from the old founders to the new guard and now I can see the future is here.

I’ve been a little stalled on 3 of my own Corvair projects waiting on other people to do their part. One of them, the Black 64 Spyder, was freed up recently with the completion of a sleeve in the differential cover in an attempt to cure the Early “yoke slop”. It requires disassembly of the differential on the bench. I’m also switching from 3.55 to 3.27 gears for all my highway driving. I found 3 differentials on the shelf where the left side felt okay for yoke slop but not the right side. The left side has a longer yoke and goes into the carrier where the spider gears live. The right side with the short yoke goes through the cover. The place I went deals mainly in tractor gearboxes, especially the hot rod ones for pulling competitions, and he decided to install a bronze oilite bushing. I’m planning on a triumphant return to Frankensteiners with this car one year after my somewhat spectacular wiring harness fire. Film at Eleven.

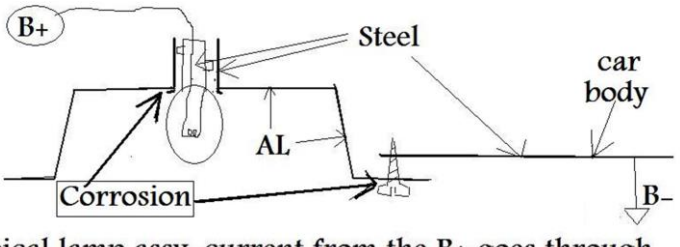
Jim Brandberg

Aluminum and Steel

CORVAIR light assemblies are usually made with an Aluminum (AL) body screwed to the steel car, for grounding. The light bulb is secured to the AL light 'reflector', by pushing and turning, into a steel socket crimped onto the shiny AL part. This is all fine and dandy for the lighting part as the AL stays shiny for at least 60 years and the bulbs can be replaced from time to time. There is a problem, however, in the electro/chemical part of this story.

I'm not talking about getting the bulb out of an old socket – grease would have been a good idea 60 years ago, but once the bulb has rotted down into that socket hole the game is pretty much over. The game, that is, that could have been prevented by a liberal coating of grease (from Vaseline to silicone or just plain axle grease) all over the metal end of the bulb - - doing it now might not be too late - - if you have good lights, today.

The problem I'm talking about is putting steel next to AL…..and then running an electrical current through that contact point. How many of us have taken out a lamp assembly only to find the hole in the AL where a screw had been is a huge rotten mess with the screw standing – unconnected – in the middle of the hole. The reason we were taking it apart was the light didn't work anymore and now we see the problem - - - only we don't see the problem we only see "a solution". We see the rotten hole and assume the light isn't connected because the lamp assembly has 'rusted' loose….so we fix it with another steel screw through a different part of the AL into the car body - - and IT WORKS! Done! Not so fast….you simply continued the problem, by kicking the can down the road.

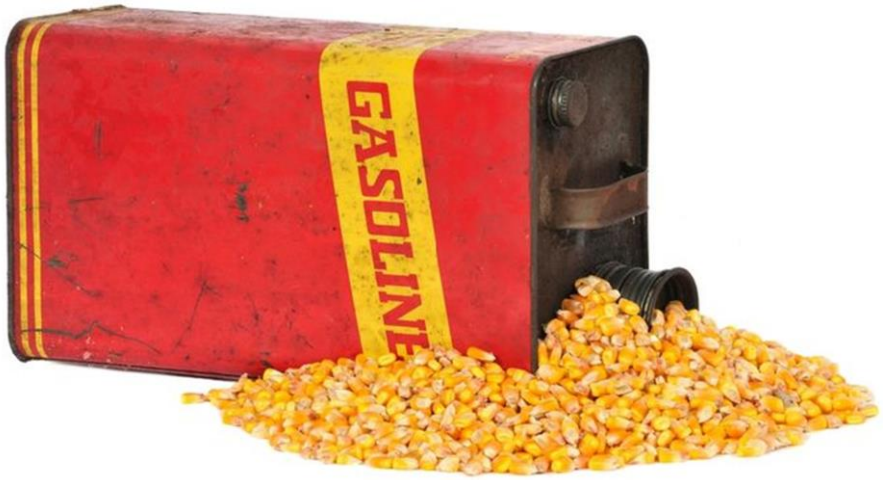


Typical lamp assy: current from the B+ goes through the bulb into the steel socket and through the AL reflector to the steel ground @ B–.

First off, putting steel and AL together is not a good idea because they make a "battery" of sorts and given half-a-chance will make unnecessary electricity and consume each other in the process. Most old cars, that are still around, have avoided this first problem by being kept in dry storage and not driving in the rain on salted streets. Others have been protected by lubing all of their assorted parts with liberal doses of oil and grease to keep the parts dry, so you don't make these 'batteries' that kill themselves. That leaves the rest of us to deal with our problem caused by running current through an AL/steel contact. Let's look at a normal lamp assy. where the current passes from the light switch to the bulb and then through a series of connections to ground. This series of connections in our CORVAIRs is almost always through an AL/Steel junction or two. The corrosive activity at one of these junctions is similar to leaving your car battery on the charger for a month or two and boiling the poor thing to death. The chemistry involved in the corrosion from rain/salt is always there but if you put a charger on that battery it will quickly eat itself to pieces. In the "olden days" we used to put copper wires and AL wires together – till we had some very expensive problems - - then we figured out the 'battery' problem.

AL and Steel, cont. on page 7

Tech 101: Ethanol in gasoline and its effects on collector cars



http://blog.hemmings.com/index.php/2012/11/14/tech-101-ethanol-in-gasoline-and-its-effects-on-collector-cars/ *(ed note: this link is no longer active)*

Editor's Note: Jim O'Clair's recent post on zinc levels in modern oils led to a discussion in the [Hemmings] office about the other fluids we put in our collector cars – particularly how those fluids have changed since the cars were new. In that spirit, we asked him to take a look at the technical aspects of ethanol in modern gasoline and how ethanol effects older cars.

Like it or not, ethanol in gas is here to stay. Although it does reduce pollution in our atmosphere, it can cause problems for many collector cars, boats, and older outdoor power equipment because of some of the side effects related to its use.

When people talk about ethanol in today's pump gas, they're referring to E10, which is a formulation that contains 90 percent gasoline and 10 percent ethanol. Car manufacturers are now building engines that can run on 51 to 83 percent ethanol, which is often called E85 or flex fuel.

Ethanol is refined from grain alcohol; most specifically, corn, here in the United States; but it can also be made from switch grass, manure, willow trees, and even sugar cane in some countries.

The use of ethanol will only increase. Federal law mandates that the U.S. use 36 billion gallons of alternative fuel per year by 2022. By comparison, the United States used only 11 billion gallons in 2010, and the requirement in the law is that we ramp up to 15 billion gallons per year in 2015. The only way we would get there is to buy more gas – which is unlikely to happen, given the cost of a gallon these days – or increase the ethanol content in each gallon. Unless your car's owner's manual states specifically that it is an E85 or Flex Fuel vehicle (if you don't know for sure, check the eighth digit of your VIN), you cannot use E85 fuels.

Pros of ethanol-supplemented fuel:

- Ethanol is clean-burning and is a higher-octane fuel than conventional gas.
- Ethanol is produced from renewable sources.
- Ethanol-powered vehicles produce lower carbon monoxide and carbon dioxide emissions, and lower levels of hydrocarbon and nitrogen oxide emissions.
- Ethanol production keeps American farmers in business and creates new farming and ethanol-processing jobs.
- Because ethanol is produced domestically, it reduces U.S. dependence on foreign oil and increases the nation's energy independence.
- Ethanol needs fewer fossil (coal) and petroleum (gas) fuels to produce more BTU of energy than gasoline (although it does require much more water).

Ethanol – continued next page

Ethanol – continued from page 5

Cons of ethanol-supplemented fuel:

- Ethanol creates 34 percent less energy than unadulterated gasoline per gallon. This equals a loss in fuel economy of up to 3 miles per gallon for E10 fuels. In terms of heat, ethanol produces 76,330 BTU per gallon, whereas diesel fuel produces 128,450 BTU per gallon, gasoline 116,090 BTU per gallon and LP gas 84,950 BTU per gallon. The fuel economy gets even worse with E85, a loss of 7 to 8 miles per gallon with its higher ethanol content. *Consumer Reports,* testing in 2006, verified a loss in fuel economy of up to 30 percent in a Chevy Tahoe designed to run on flex fuel when it was tested with both unleaded gas and E85. Poor fuel economy can also be attributed to improper fuel system calibration based on computer feedback from oxygen sensors because of the temperatures needed to burn ethanol.
- Virtually any grain considered feedstock can be used to make ethanol, but some grains are better for producing ethanol than others. Corn happens to be one of the worst grains for making ethanol but we produce so much more of it than any other grain that it was the ingredient of choice for U.S. ethanol producers. In South America, ethanol is produced from sugar cane, which is easier to refine and gives a higher yield per acre than corn (1,200 gallons per acre vs. 300 gallons per acre of corn). The U.S. government did impose a 55 cents per gallon tariff to prevent the import of sugar cane-based ethanol into the United States, though that tariff has recently expired).
- Ethanol is hygroscopic, which means it absorbs water more easily than gasoline. That leads to water condensation inside fuel tanks, carburetor fuel bowls and fuel lines where air spaces are present. Water content in fuel will also swell up the paper filter media inside fuel filters not specifically designed for flex fuels and can thus restrict fuel flow at the filter.
- Ethanol also erodes fiberglass tanks, rubber hoses and plastic fuel lines. It contributes to rust in fuel systems by creating condensation in the unfilled portion of gas tanks. It will also dissolve varnish and rust in steel fuel components. These dissolved ingredients sit in the bottom of gas tanks until they are removed or they will enter the fuel system if the fuel level in the tank gets too low.

So what is a classic car owner to do? Especially when their car is sitting unused in the garage more than it is on the road? It has been stated that you can counteract the poor fuel mileage by driving at a consistent speed of between 40 and 60 MPH but that doesn't really apply to boats or classic cars that are parked or do not have cruise control in most cases.

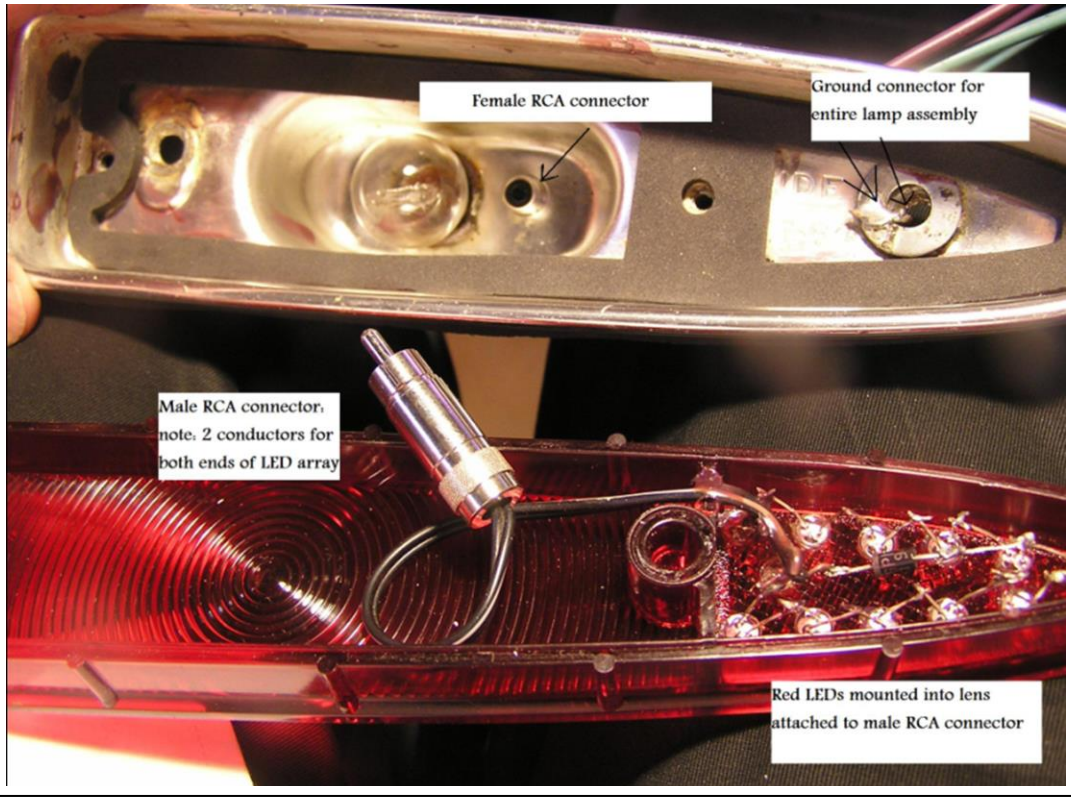
Several recommendations of things you can do that should help come from OE marine manufacturers who have been battling these ethanol-related fuel problems:

- Replace any plastic or rubber fuel lines with ethanol-resistant hose or nylon tubing.
- Install a water separator filter in the fuel line leading to the carburetor. Water collects in the filter and can be removed periodically.
- Replace any fiberglass tanks with steel or aluminum.
- Ensure that any O-rings in the fuel system are also ethanol-compatible.
- Keep your tank as full as possible to prevent air space where condensation can form.
- Use specific ethanol-compatible fuel storage additives. These are normally blue in color. Regular fuel stabilizers will not work unless they are labeled ethanol fuel-compatible.
- Shop around for a marina or service station that does not pump E10 or E85. None of these stations will be affiliated with a major gasoline producer, but there are still some out there, especially in areas around lakes and rivers where boating is popular. You can find a "pure gas" map of many of these stations online at the Historic Vehicle Association website
- Vent your fuel system during storage for extended periods; the moisture your fuel system might absorb from the outside will be less than the moisture created in the air space inside.
- Use a fogging solution in your carburetor during storage to prevent condensation from collecting in fuel bowls.
- Use of isopropyl alcohol-based dry gas will help to absorb system moisture. Regular dry gas is ethanol-based and will only make the problem worse. Isopropyl-based additives actually combine with the water molecules and removing moisture through the combustion chamber.
- Use of a flex fuel-compatible fuel filter where possible will prevent degradation of the paper media in your filter by water in the fuel system.

SEMA has also made ethanol in gasoline one of its legislative priorities, opposing the pending rollout of E15 fuel. For more information on that effort, visit SEMA ethanol - Search

AL and Steel, cont. from page 4

CORVAIR SOLUTION:
BYPASS the AL altogether. Make an electrical connection to the steel bulb socket by polishing the outer surface of the socket and then soldering a large copper wire to that socket. The wire can be solid, #12 if you like, as this is not required to move/bend once it is installed. Select a nice thick steel washer and solder that same copper wire to the steel washer. Put the mounting screw through that washer and mount the lamp assy. to the vehicle. The screw will make a nice steel to steel to steel connection for the bulb's current to go to ground. The AL will stay nice and shiny as the current goes whizzing by from bulb to ground – with no corrosive activity. Don't forget to grease the bulb in the socket.



If you are adding some LEDs to your lamp assy. See colorful photo showing ground-wire-washer in mounting hole. Note the LED circuit uses the new ground wire, exclusively. It is very helpful to have this nice reliable ground wire available for both the normal Taillights and some extra stuff.

Fran

Corvair Minnesota Birthdays

August Birthdays

Jim Bankston
Don Fricke
Bob Jaris
Chuck Johnson
Dave Moberg
Vickie Peterson
David Quinn
Chris Rea

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

Gail Quinn, Director of Treats **Gailquinn263@msn.com**

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.

August 8 – Buffalo, Legion, (lunch break for New London/ New Brighton Old Car Race Approx 11:00 a.m. (racers leave at 1:00 p.m.)

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

September 5 – Classics by the Lake, Buffalo MN, Noon – 2:00 p.m.

September 12 – Osceola Wheels and Wings, Osceola WI, 8:00 a.m. – 1:30 p.m.

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

1961 Chevrolet Corvair $3950

2 door coupe, flat 6 in the rear, Automatic transmission. Original rims & hubs it's not perfect, it attracts attention, fun to drive and ready to go down the road. **Paul Riggs, Bloomington MN**

(1) Marketplace - 1961 Chevrolet Corvair | Facebook

1966 Corvair Corsa $14,750

140. Hp. 4 speed 85,000 miles., modern radio. New tires and wheels. Original 13. In wheels and spoke hubcaps included.

Mike Manthe, Andover MN

(1) Marketplace - 1966 corvair corsa | Facebook

Check us out…

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

Follow us on Facebook: Corvair Minnesota

928 members

(as of 07/28/2026)

Spot a 'Vair!

Selling the farm and moving to town.
'61 Lakewood, Powerglide. Cond. 3. ***$6,000***
ktkques@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 11th of August at Ideal Hall in St. Paul