



Leaky Seal

Corvair



**September
2026**



Corvair Minnesota Newsletter

President's message

Before we know it the show season will be over and the snow will be flying.

This past month we attended two events; the New London to New Brighton car cruise and the Nowthen Threshing Show.

With just two months left in our season, join us at the last few events:

- **September** (two the same day)
 - **September 12th** Saturday: Wheels and Wings in Osceola WI
 - **September 12th** Saturday: Classics by the Lake in Buffalo
- **October:**
 - **October 10th:** The Frankensteiners Car Show
 - Pre-registration is open until Sept 1st
 - **October 17th:** Our annual CMI Fall Breakfast
 - Please RSVP by October 13th

Club elections are in November, please consider running for a position! If you have an interest talk with CJ. Below are the positions that are up for election and the current candidates:

- Director: Jim Becker
- Activities: Open
- Secretary: Amber
- Treasure: Paul Schuler

We are also still looking for a Clothing Coordinator. If you are interested in taking on this position please talk with myself, CJ, Paul, Tom or Jim Becker.

The next monthly meeting is Tuesday, September 8th

- Board meeting at 5pm
- Food and beverage is available from 5:30 to 6:30
- Meeting starts at 7pm.

See you at our next meeting.

Dave Pedersen

CMI President



CMI Meeting Minutes

August 11, 2026

President Pedersen called the meeting to order at 7pm!

David Quinn read the creed.

I (Amber Leah) partially read the meeting minutes!

Gail read the birthdays!

New members in attendance:

Richard Palmer 1966 Corvair Monza

Andrew Bates 1964 Corvair Monza

26 members in attendance.

3 Early Models and 3 Late Models

Pedersen... CMI is still looking for a Clothing Director. CMI is going to have clothing for preorder at the fall/spring breakfast.

Tom Quinn mentioned the previous month; some members did Grandpa Joe's Ice Cream. In all, it was good, we were able to find a spot in the shade. Where was everyone! (Meaning not many members showed up) Plenty of people were interested in the Corvairs.

Heidi Olson regarding the New London to New Brighton car run. There was an informal parking. Approximately 55 antique cars came through.

Vice President Pappas has a tech session regarding glove boxes. I mentioned that possibly a tech session could be about rust prevention, using fluid film for the members that drive their Corvairs late in the season. If you have any ideas regarding tech sessions, please let **Pappas** know.

Elections are coming up in November, and the **Vice President Pappas** got roped into being the chair of it. Positions that are coming up for election are: Treasurer, Director, Clothing Director, Activities Director and Secretary. If anyone is interested in filling one of these positions, please contact Pappas!

I spoke briefly regarding facebook which is at 935 members. If you have a photo of a Corvair that you want to be the picture of the day, feel free to send it to **Heidi, Dave, or myself** who are admins on CMI Facebook.

Activities Director **Heidi Olson**: Activities that are coming up: The NowThen Threshing show is this weekend. September 12th will be Buffalo Classics at the Lakes, as well there will be Osceola Wheels and Wings. October will be the Frankensteiner car show. Registration is open until September 1st.. \$15 for pre-registration or \$20 at the gate. This car show will be organized. Please be there by 6:30am at the Credit Union that way all the Corvairs can go in together. Pre-Registration has to be postmarked by September 1st.

The Breakfast Club will be on October 17th, we need rsvp and payment due by October 13th. Members should receive an email with a flyer as well as one in the next Leeky Seel.

Heidi mentioned that regarding formal activities, that not a lot of members are showing up. We have to have more structure. Some of the activities that we are going to start doing rsvp as well as payment before.

Director Quinn: nothing to add!

Director Becker: nothing to add!

The lottery was drawn, **President Pedersen's** number was called but he graciously declined.

Winning lottery # 5: **Richard Palmer**

Director **Becker** wanted to let us know that he was going to bring his Farmall Tractor to the NowThen Threshing Show.

Bob Rowe brought in 4 Corvair manuals if you are interested.

Fran is doing a tech session regarding glove boxes.

Gail Quinn brought treats!

Meeting adjourned???

Amber Leah

(Amber Leah, CMI Secretary)



Be Kind to Your Ass

I haven't had occasion to read it lately but perhaps my favorite automotive book is "How To Keep Your Volkswagen Alive" by John Muir. It's written and illustrated in a folksy sort of way that may only lend itself to something like a VW Bug and Van. There's a line in there I enjoy, it's sort of written in the Queen's English but a new world translation is something like "be kind to your ass for it bears you". The context is along the lines of proper vehicle maintenance which I'm all for, but it also comes to my mind when I think of car seats and I suppose cycle seats as well. I find myself thinking about alternative Corvair seats a lot lately.

The ratted out but covered up bench seat in my '60 is trying to give me scoliosis, it's okay for an hour or so but more than that I'm thinking about a break. It's not that a bench seat is bad, it's just the poor condition of this one. A major refurbishment is not in the cards and I do have a pair of Blue '64 bucket seats. I would need adapter plates anyway but I'm curious if a '60 pre-Monza has extra provision for bucket seats. One of these days I'll just be giving up on the whole car so we'll see how it goes. I'm very comfortable with the bucket seats in my '64 and '65 Corvairs since they're in passing fair condition. I've had occasion to drive a '69 lately and I feel perched on the narrow "Camaro" style seat rather than settled into it. I'm sure I'd just get used to it.

My new Corvair neighbor has a '66 where the vinyl is good but the foam or whatever underneath is degraded. It would be interesting to see how it goes trying to reuse the vinyl with the hog rings and all. Swapping in used seats from a modern car is tempting, I have Maroon '87 Dodge Daytona seats for my soon to be home Silver '66. I've got a lot of interior decorating plans for a guy who hasn't even mounted them front and rear but I'm confident. With a lot of seat swaps you end up sitting too high once you get past the seat tracks and adapter plates. Besides not being able to wear a Fedora, you end up not looking out a proper place in the windshield or not much room in the space under the steering wheel. Head restraint and lateral support are good things. I have seats from a '90s Toyota FC Van I had in my Rampside. Stock FC seats are very thin on the outer edges over the wheel wells. I had bashed down the wheel wells with a big hammer but I'm sure I can do better welding in a notch area next time.

If I can get to Egil's 8-door Van project I'm also considering drop spindles for disc brakes. It seems like there's plenty of room for wheel travel but it's a good example of one thing leading to another and thinking it through. Since I'm tall any Corvair car of mine has to have seat extenders. The ones from Clarks seem expensive but not if you're figuring in labor time for making them. The usual dimension is 3" further back which is fine for me. You could do more but you have to remember short people being able to reach the pedals. I usually get a 20' length of 3/16 x 2½ or so to do several. I'm looking for Black Miata seats for the Fiat 850 Spider with a Corvair powertrain. You'd think they'd be easy to find but so far not so much in my area. I've got some time and usually if you keep your eyes open something comes along. A different sort of seat might work well too.

I was happy to see that David Clemens borrowing my old EP race car got the Don Yenko Award for fastest Corvair at the CORSA Convention Autocross. In about a 30 second course, a very good V-8 mid-engine car was only 3/10 faster and the owner of "my" car was 2 seconds slower. I don't know how much the car has to do with me anymore, it's maybe like when you coach a kid in high school and they go on to win an award in NCAA.

Jim Brandberg

EARLY MODEL/FC GENERATOR TO LATE MODEL GENERATOR UPGRADE

Why update your Early Model/FC charging system? Well, driving at night with the Lights, Heater and Wipers on takes nearly all the Juice your EM Generator can produce. Tapping the Brakes can turn on the red GEN/FAN tell-tale light. Not a good plan as this indicates that the Generator is not keeping up with the Electrical demands of your system. Also, some of us have added a 'High Volume' Heater Blower Motor which far exceeds the EM GEN's capability. If you never plan to drive at night in cold weather then your EM GEN will do just fine, as is. However, if you want to add more GEN capability to your system, there is a way. The LM uses a generator (some folks call it an alternator) that does not get hot and melt itself like your old EM GEN would.



EM/FC GEN



EM/FC Volts Regulator



Late-Late GEN



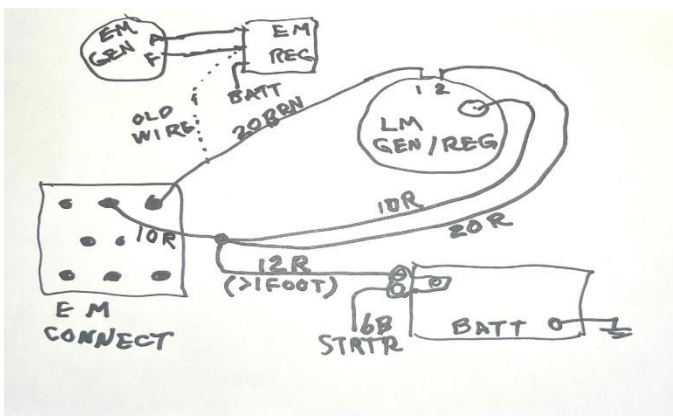
Internal Volts Reg

Changing the wiring for this operation is a simple task as the correct Voltage/Power still goes to the Battery and the Tell-Tale lite on the dash works as before. So, what the drivers see will be normal. However; this changeover is not a simple task, as it involves changing a few mechanical items, along with the new GEN. So, let's talk about changing your EM/FC GEN for a GEN that can easily give you twice the power while increasing your vehicle's reliability and safety.

But Wait! Before you start this project - - remove the old NEG terminal clamp from the Battery, so that you have opened all ground connections. DIS-connect the NEG battery cable.



Now, let's get started with the mechanical changes. First, there's a device called a Delcotron Adapter that all LM engines have bolted onto them. You'll need one of these Adapters along with the LM GEN you're going to swap in (see photos above). Check with your local Vendors or CMI members to locate this part. The Adaptor bolts to the top of the Rear Housing and only needs a new gasket when doing the exchange. This adapter is different from the one you have under your EM/FC GEN because of the way each GEN is mounted. Now, let's assume you have successfully changed your adapter. Let's also assume you have your newly chosen LM GEN mounted on that new adapter and are ready to change the wiring.



Follow the diagram:

When you removed the EM/FC GEN you left the A and F wires dangling where they had been.

- 1.) Remove the A wire from the harness completely.
- 2.) Cut the F wire clear of the small (20BRN) wire that was on the middle terminal of the EM Reg. Leave the 20 BRN wire. You can see in the drawing where it will go.

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Breakfast and Corvairs

October 17, 2026

8:00AM – Noon

Location: TCT Ideal Hall

1494 Dale St. N, St. Paul, MN 55117

Beverages available 8:00 – 10:30

Food served 9:00 – 10:30

Cost: \$20.00 per person (\$10.00 for Kids, 10 and under)

Meal includes: Eggs, Potatoes, Bacon, Fruit, French Toast Bake, Juice & Coffee

Please RSVP no later than October 13th

Send payment (checks made out to CMI) to:

Heidi Olson

35 Willow Dr. W,

Annandale, MN. 55302

(or bring payment to the Membership meeting)

RESERVATIONS are REQUIRED

Total # People @ \$20.00 (10.00/child) = _____ (List Names below)

RECAP OF National Corvair Museum OPEN WEEKEND 8/8 & 8/9

Paul & Stefani Sargeant were our hosts for the weekend, with a mission to get Pauls' 62 Monza sedan out for its new owner. I'll let Paul (Sergeant) pick up the story from here-

First some stats:

10 - Visitors on Saturday

5- Visitors on Sunday

Sold 1-Monza GT print and 1-Racing Champions die cast car.

Also visiting on Saturday to help with car shuffling - **Tryg Tow** from Peoria, IL. and **John DiProva** from Joliet, IL. They were VERY helpful. AND **John Herkenratt** from Hopkins, MN, the new owner of my 62 Monza Sedan. All three gentlemen were instrumental in getting cars and display cabinets (and boxed garage doors - another story) moved around so we could make a path to get the '62 out from its furthest corner spot.

We arrived at the museum on Saturday around 9:30AM. John, the buyer of my 62 Sedan was already there waiting for me. We got all the lights on and opened all the doors to the back garage door. The move went well and all 3-guys pitched in talking to visitors and helping with the move. All 3 said they enjoyed it! With the move made, the help all left before 2:00 and things quieted down. There were no more regular visitors that day.

Once the '62 was outside, we tried to start the car which had been on display for the last 5 years. A new battery was a given, and a new fuel pump was a probability; fortunately I had brought both with. Once both were installed, it fired right up. Due to a logistical issue, John couldn't take the car with him that day, so now verified in drivable condition; it was pushed back inside, right next to the doorway out. John will be back on our next open weekend, August 22nd, with a trailer, to pick up his "new" car. Sunday we arrived closer to 10:00AM. We had two couples visit. One couple from Tips City, OH was traveling. "Stephen" had a 64 Monza coupe as his first car purchased from his Uncle in 1967. After that he had a series of Camaros. Also had a gentleman come through who took a ton of pictures. He is from Indiana on location nearby to build a solar energy farm.

Only 2 more open weekends on the schedule 8-22/23 and 9-26/27. We might try to squeeze in a mid-September date, but no promises yet. We'll announce it here on our FB page if it come to pass.



Continued from page 04

3.) Replace your original PLUS Battery terminal with a new one that allows you to add (bolt on) an additional wire, like this one. Connect the starter wire to one of these new bolts.



4.) Find a piece of #12 BLK wire - at least one foot long. Put a nice cable end on it, too. Attach that #12BLK cable to the new Plus Batt terminal. NOTE: this will be the only Harness wire that touches the battery. Any added device must be connected to the joint in item #8 - not to the Battery.

5.) Here is the only difficult part of this whole procedure: get a #10RED wire long enough to reach from the Plus terminal on the LM GEN down along the frame rail and along the wiring harness to about the Plus end of the Batt. Also secure a piece of #20 RED wire to go to that same place, approximately two feet from the #2 terminal of the LM GEN. This is the control point for the Voltage Regulator, sensed at #2 on the GEN.

6.) Go to the Main Connector. Find the BLK #10 wire that used to go to the Batt. Measure out about a foot from the Main connector and there...cut off the old #10 BLK wire. You should have about a foot of #10BLK wire still connected to the old Plug.

7.) Now make a good shielded-electrical-mechanical joint where those four wires meet. All four together! The LMs have a very nice shielded mechanical joint at the end of their Fusible Link, which you could copy. Otherwise, you can connect, and shield, those four wires in a "knot". I prefer to copy the LM unit.

Things to think about before calling this project complete:

A.) That #12BLK Batt wire is smaller than the GEN wire and is the only Batt connection for all your wiring. Any add-on devices must get their power through your "knot" (above). This #12 BLK wire is called a FUSIBLE LINK and will be a valuable commodity if you ever need it. (hope not). Ask me how I know.

B.) The big #10R wire goes from the LM GEN's output terminal all the way through the vehicle to the horn relay, up front, with no fuses. Making this wire the MOTHER of them all. Now is a good time to examine where this MOTHER wire slides into the main connector that you are working on. This spot is a Prime failure point (smoke and flames sort of a deal) in the GM design. Check that connection on your other vehicles even if you are reading this note just for fun. All CORVAIRS have this failure point and it's easy to check and easy to decide to fix it. Also trace your wiring harness to the other end, under the dash, and examine the quality of that connection as well. This is not an idle warning...these two ends of that wire are very troublesome...EM, FC and LMs. I once had this "front" connection fail, BIG TIME! Doing this fix, when you have found the problem, is a pain but if it needs it...you gotta do it.

C.) While the Late model Generator you are planning to install is a vast improvement- it does have an internal old-school diode rectifier pack. While these rectifiers are good, you can 'pop' a diode through mild abuse. Jumping a dead battery while your engine is running can do them in...be mindful. Think Late-Late GEN!

D.)To preach once again: You have to remove the fuel pump to swap in the Delcotron Adaopter, so now would be a good time to replace it with an electric pump. You're doing this modification to make your CORVAIR more reliable and safer so, also consider throwing out that old fire breathing mechanical fuel pump. You know, the one that pumps raw gas down into your crankcase. I once lit my Greenbrier's engine compartment on fire with one of the original mechanical pumps., I was also carrying my GrandSon (CJ) that day!

Now, put the ground clamp back on the battery and test out your new charging system.

* Don't forget to come to the CMI meeting on Oct 13 to learn more about CORVAIR GENERATORS. **Fran**

Corvair Minnesota Birthdays



September Birthdays

Floyd Ackley
Clarence Day
David Edwardy
Joe Fricke
Chris Hefty
Terry Quesnel
Gail Quin
Paul Schuler
Ray Willett



*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.

September 12 – 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.

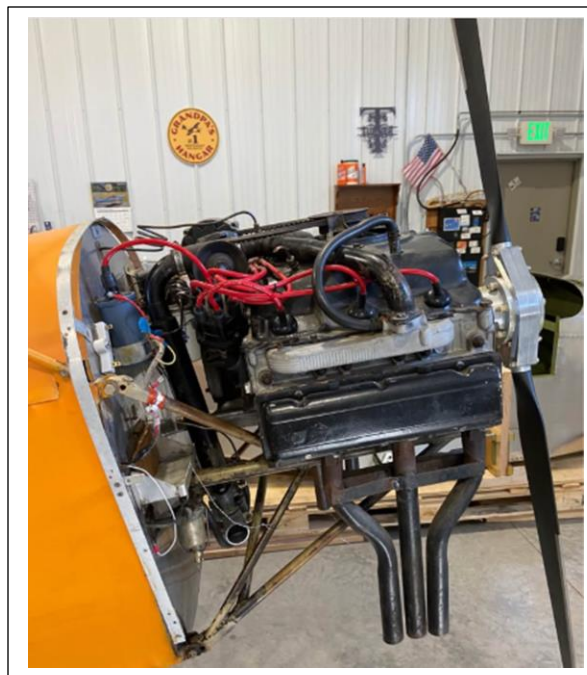
October 11 – Frankensteiners Ball 19, Isanti County Fairgrounds
9:00 a.m. – 3:00 p.m.

For Sale in the Area

Pietenpol Airplane \$6500

Vintage experimental aircraft is a Pietenpol Air Camper design with a Corvair engine conversion. The fuselage has a two-tone orange and tan color scheme with a fabric-covered exterior. It is an open-cockpit, parasol-wing monoplane with a wooden propeller and conventional landing gear.

[\(11\) Marketplace - Pietenpol/grega | Facebook](#)



1966 Corvair Corsa \$15,500/ obo

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

[\(10\) Marketplace - 66 corvair corsa | Facebook](#)



Check us out...



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

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Facebook:
Corvair Minnesota



952 members

(as of 08/28/2026)

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
15th of September at Ideal Hall in St. Paul