



Leaky Seal

Corvair



**October
2026**



Corvair Minnesota Newsletter

President's message

The year is almost over, we have club elections in November and there are only a couple of club events remaining for this year:

- **October 10th:** The Frankensteiners Car Show
 - For members pre-registered we will meet in the MinnCo Bank parking lot at 6am
- **October 17th:** Our annual CMI Fall Breakfast
 - Please RSVP by October 13th

November brings Club elections. We are still looking for nominees across the board with an open Activities Director position. Please reach out to CJ if you have an interest or nominee for any positions. Below are the positions that are up for election and the current candidates:

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

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, October 13th

- 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

September 8, 2026

President Pedersen called the meeting to order at 7pm on the dot!

David Quinn read the Creed.

Members in attendance 25

3 Early Models

4 Late Models

John Herkenratt has a new to him Corvair. YAY!

Gail read birthdays!

Jim Becker; The NowThen threshing show was for 3 days. CMI members planned for Saturday. Approximately 6 to 7 members showed up. Thankfully the weather was great and the ground was dry.

Upcoming events Wheels and Wings as well as The Buffalo car show.

Vice President Pappas; we have the election coming up. Positions available are Activities Director, Clothing Director, Treasurer and Secretary. **Paul Schuler** said he continue his position.

Heidi Olson would like to step down from Activities Director.

Jim Becker said that he wouldn't mind either way.

The month of October; the tech topic will be alternator conversion. If you have a tech session idea or would like to host a tech session please let **Pappas** know.

Facebook is currently at 951 members.

Director Jim Becker: nothing to talk about

Director Quinn: he has a lock for a glove box if anyone is looking for one.

Auction items with **David Quinn** aka Vanna showcasing items. **Chris Hefty** donated a Hotwheel flat bed truck with a Yenko on the back. Purchased by **Tom Quinn** \$28
62-63 shop manual. Purchased by **Pappas** \$1

62 and 65 owners manual. Purchased by **Herkenratt** \$5

Poster of a 65 and 60 Corvair. Purchased by **Pappas** \$3

Poster. Purchased by **Ron Holm** \$1

Activities Director: **Heidi Olson** talked about activities. Breakfast is October 17th. RSVP payment / Sign up before October 13th.

Chris Hefty: there is an auction going on in Redwood Falls and they have a Rampside up for sale.

Now back to Herkie's ride...

John Herkenratt wanted a 4 door, with a white top. This car literally fell in his lap. it was at the museum in Illinois. As well it was on Facebook marketplace in 2 different spots. It's a 62 4 door. 84 hp Power Glide, 36k miles with cloth inserts.

"per Herkenratt: Background info: This car has belonged to Paul Sergeant for a number of years and spent the last 5 years in the National Corvair Museum in Springfield IL. The museum is moving to Ypsilanti MI and Paul didn't have storage space at home."

Ross McDaniel #11 lottery

Amber Leah

Amber Leah, CMI Secretary)



I Like Your Style

I've been thinking about the different Corvair body styles a lot lately. The way they carried off the lines when doing 2-door and 4-door versions with the same platform and wheelbase is interesting. A roofline and window design may be pleasing to some and not to others. I like them all for different reasons and if someone doesn't like one I think I'm probably better off not knowing why, their perspective just might spoil it for me. Ignorance is bliss even with style.

Perhaps these things come to mind more in October with Frankensteiners Ball. That car show attracts an inordinate number of reconstructed automotive design projects using various parts from the bone yard. I was also intrigued by Rob's '60 "My Camino" in the Communique convention issue. He did the roof and doors like I thought it should be done. I like the Early 4-door rear overhang but that window sure does wrap around forward a long ways. He was kind enough to send me pictures of it under construction and he certainly did some nice metal work.

While I was thinking about it I wrote to Terry in Kansas who was doing a 2-door Wagon years ago when I thinking of something similar. Turns out he traded that to a fellow in Nevada but has done a LM 2-door with a 4-door rear roof and is now working on a EM 2-door with a 4-door roof. Back then in a rare moment of clarity I decided I wasn't up to a project of that magnitude and sold the intended '63 2-door and '62 Wagon to Gary for his pick-up project. If I can't see my way through something I'm reluctant to begin. Lewis and Clark would not have had much use for me.

For us Corvair folks the differences are apparent. I'm amazed when casual observers hardly see the difference between Early and Late, much less roof styles. Half of them seem to think someone made a Rampside themselves by cutting up a Van. I suppose these days computers make it easier to see what a cut and weld project might look like but there were designer drawings and clay models back in the day. I might get excited about something different again one of these days but finishing what I've already started will probably use up the available time.

After last month's meeting I was mostly thinking about eating cake but was also a third wheel non-contributing party to a discussion on Powerglides. A contention was made that NOS PG parts may not have much value since they never give you any trouble. On the way home with my '65 PG I thought of plenty of trouble. When I first put the car in service last year it slipped in Low, a band adjustment did the trick but the screw is way in. The shift is harsh under high vacuum conditions and a different modulator didn't help. Sometimes lately it doesn't build enough pressure for Reverse. It leaks a lot, mainly from the pan gasket to begin. With all that I'm just going to replace it with another used refreshed one and hope for the best. For some reason in my head I can hear La Roux singing ... "this time baby I'll be bullet - proof"... I've got a guy whose PG won't stay in High after about 10 miles. My '60 was reluctant to get underway when I first put it in service but came around with some use, although a few times over 4 years it took a minute. Some PGs just won't respond to a linkage and throttle valve adjustment for a nice high RPM shift. I had a guy with a 140 PG that flares when shifting into High unless you operate the lever. His question was "how much is that going to cost" so he went on his way with it still flaring and secondary carburetors unhooked too. I can hear La Roux singing again ... "I'm not turned on by love until it's cheap"... I wonder if low demand for Corvair PG parts is more about not many folks working on the innards anymore.

Jim Brandberg

LEDs by Fran Schmit

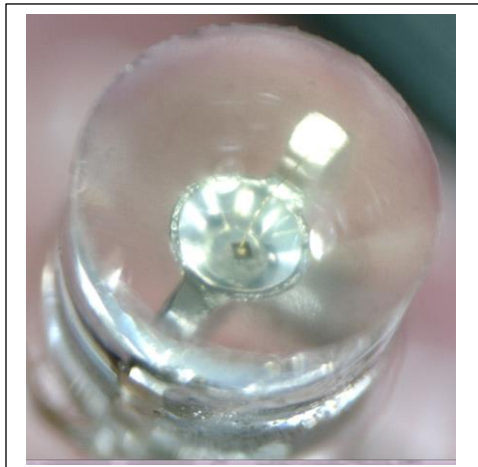
I recently showed the reworking/modifying of my FC taillights using RED LEDs. At an earlier MUM-meeting some questions were asked about the clear lens on the 'red' LED. I thought it might be appropriate to 'splain just a bit more about LEDs and their predecessors..... light-bulbs!

Light-'bulb's give off light because there is a very HOT wire inside - - hot enough to be more than 'red-hot'....even so hot as to be 'white-hot'.like 3000° ! This is no simple task and required a lot of good engineering to get them invented/designed/manufactured, etc. starting back about 100 years ago. Light-bulbs are still very HOT today! The glass envelope (bulb) that surrounds this very HOT wire is there to protect the wire, and you, and to prevent forest fires... also to enclose a pocket of inert gas which surrounds the HOT wire so the wire won't burn up. The gas also conducts the excess heat away from the HOT wire - making the glass bulb quite hot...again so the wire won't burn up. All of this to give us light that looks a lot like sunlight but with a great deal of wasted energy called HEAT! Of course the HEAT from the Sun is not wasted on us, we find it quite beneficial - - most of the time. Almost all of the energy needed to light up a "bulb" is in the form of this excess heat. Some of the energy comes out of the bulb as Ultra-violet light that we can't see but that's a very small portion of the waste. Greater than 80% of the output from a light-bulb is in the form of Infra-red light energy. Easiest way to check that is to cover your eyes and aim the light at your face. You will 'feel' the energy coming from the bulb as radiant "heat".....this is all waste because what you want from a light-bulb is LIGHT, not heat.

When you use a light-bulb to make a taillight you first have to make the HOT wire (light up) and then you put a filter (a red lens) in front of the light so you can only see the RED part of the light you just made. Remember that most of the bulb's energy is INFRA-red (which your eyes cannot detect (see) but your skin can feel. Now the little bit of electric energy that's left as visible light is cut down to a small percentage of that (the red lens absorbs all the light that is not red) so you only get a few percent of your input energy out as useable red light.

An LED, on the other hand, makes virtually no heat and gives you light the color you want.....so 99+% of the electrical energy you put through your taillight wiring comes out as RED light. What a deal! This is why LEDs are rated to have tens of thousands of hours of useable lifetime. They should easily last the life of the car - - even the life of a CORVAIR. Let me show you the inner workings of one of my LEDs. First off we notice the package is made of a clear plastic substance - not red - because we don't need a RED filter since we are only going to make RED light. Inside the package (0.20" diameter) we see two metal structures--- one piece looks something like a hand holding a cup....the other is a post with a fine wire on its top. The wire we see points down into the cup. This next photo takes us topside to look down into that cup.

At the base of the cup is the LED and that little wire makes contact with the top-face of the LED. You can see a small square black 'thing' down in the cup...the LED.



LEDs, continued on page 7



Breakfast and Corvairs

October 17, 2026

8:00AM – Noon

Location: TST 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)

Posted on Facebook

Rose Martin didn't want to leave her beloved car behind.

When the 84-year-old Rhode Island woman passed away in 1998, her unusual final wish was carried out: she was laid to rest inside her 1962 Chevrolet Corvair.

Martin had reportedly bought the white Corvair new for around \$2,500 and kept it for decades, putting roughly 87,000 miles on the car.

Making her request possible required far more space than a traditional burial. Reports said four adjoining plots were used to accommodate the Corvair at Pocasset Hill Cemetery in Tiverton.

The car also had to be prepared beforehand. Because the Corvair's engine sits in the rear, it was reportedly removed to create room for the casket.

A crew then carefully lowered the entire automobile into place while friends and family watched.

For Martin, the Corvair had been part of her life for more than three decades.

In the end, she made sure it stayed with her forever.

Source: Bill Clair Family Mortuary / Associated Press archival reports

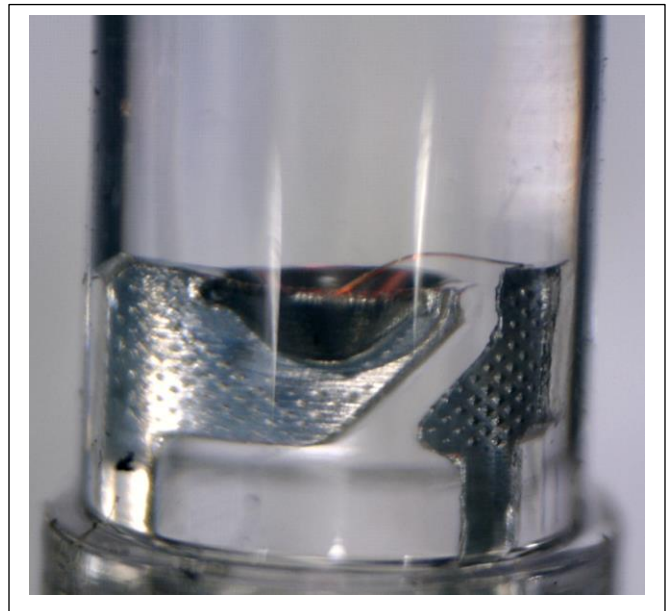
Disclaimer: Details are based on contemporary and archival accounts of Rose Martin's 1998 burial in Tiverton, Rhode Island.



LEDs, continued from page 4

When a very small current is passed from that wire through the surface of the LED....light (in our case red light) comes up out of the surface in every direction. Notice the cup is shiny and acts a reflector to direct the light towards the top of the structure. The dome shape of the LED's package finishes the bending of the light so that most of the light comes straight out the top of the package.

I fudged around a bit and got a nice picture of the LED – then lit it up – just enough that you could see it. Here are two views of that lit-up little (~0.010" on a side) square LED in its cup and the gold wire that feeds it. When I measured the current needed to get it to 'just glow' it was down in the microAmps @ 1.630Volts applied. 1.7V is quite bright, @1.8V – I can't look at it!



Not all LEDs are RED. They come in all the visible colors and the IN-visible colors that make for range finding instruments and automatic water faucets at McDonald's, etc. The white LEDs are simply a combination of red, green and blue LEDs mixed together into one structure. There's a rainbow LED that gradually changes through most of the rainbow's colors...continuously! Note: the same technology that makes LEDs also makes Lasers.....I have a small hand held GREEN laser that is just stupendous. It only cost a few dollars and not many people want one but for some of us oddballs it is out-of-this –world fascinating. Hope you enjoy seeing my LEDs when I signal to carefully change lanes – in front of you!

Fran

Corvair Minnesota Birthdays



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



October Birthdays

- * Ray Alexander
- * Lee Knauf
- * Richard Palmer
- * Dave Pederson
- * Dave Steffens

Gail Quinn, Director of Treats Gailquinn263@msn.com



Some Up-Coming events:

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.

October 17 – CMI annual Fall Breakfast, TST Event Center
1494 Dale St N, St. Paul
Beverages available 8:00 – 10:30; Food served 9:00 – 10:30

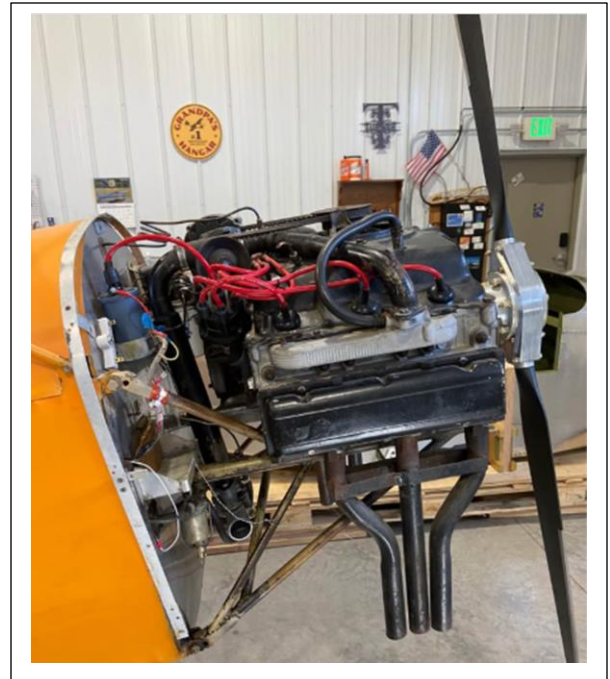
For Sale in the Area

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](#)

Nate Bernstein, Somerset WI



1966 Corvair Corsa \$12,980

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

Druk Auto Sales [Marketplace - 1966 Chevrolet corvair corsa convertible * 164 flat 6 * 4 speed | Facebook](#)



Check us out...



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

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Facebook:
Corvair Minnesota



· 967 members

(as of 08/28/2026)

Spot a 'Vair!



Found on eBay; is this the first model of
President Pedersen's El Corvino?

[ABS Type Resin 3D Printed Corvair Pickup Body | eBay](#)

***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
13th of October at Ideal Hall in St. Paul