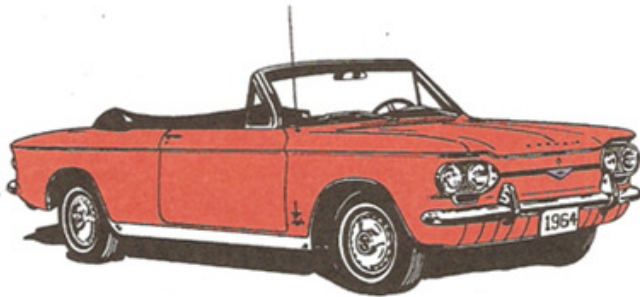


LEEKY



SEEL

CORVAIR MINNESOTA NEWSLETTER

President's Page

2015 is upon us and one thing that means is cars produced in 1990 are now eligible for collector car status, according to the Antique Automobile Club of America. Hemmings Classic Cars had a list of vehicles that can now be considered 'collectible'. Their list included the redesigned Chevy Caprice Classic, the final year Buick Estate Wagon and Buick Reatta Convertible, the Pontiac Trans Sport (the "Dustbuster" shaped mini van), and the Olds Trofeo (aka Toronado). Twenty-five years later all of these model names have been discontinued and Pontiac and Oldsmobile are no longer in assistance.

Most of the cars in the Hemmings article were less than popular or were controversial. The Reatta never really found a niche and was only produced for four years. The Trans Sport was not as popular as its Chevy Lumina APV twin and the styling was, well like a DustBuster. The redesigned Caprice sold well enough but it's styling was polarizing as well. The Toronado Trofeo edition didn't help boost sales and lasted until 1992 with Oldsmobile as a GM division surviving another dozen years.

Of course our Corvairs have been considered collectible, if not classics, for year now. As the years have passed, opinions of the Corvair have become more and more favorable.

January 2015

Perhaps over time people tend forget the negative.

Maybe nobody cares who Ralph Nader is anymore. Or maybe there have been enough positive stories lately that people realize what a great little car the Corvair was. So be proud of your Corvair. If you have one, drive it at every opportunity. If yours doesn't run, get it going. If you don't have one, buy one. Okay, at least wait until spring.

We're revving up for a new year. If anyone has suggestions for events, venues, shows, or cruises, let me or one of the other officers know. We came up with some different things to do last year and it was a lot of fun. The more different things we can do, the more interesting and fresh the club will be.

Stay Tuned,

Lee Knauf
CMI President



CORVAIR MINNESOTA

December 9, 2014

President Lee Knauf called the meeting to order at 7:00 at Messiah Methodist Church (MUM) in Wayzata. 19 members were present.

November Minutes: Approved as written.

Treasurer's Report: We have a current balance of \$2537 in our treasury.

New Business:

Horn Button: George Hedges donated a horn button which was auctioned off for \$5, proceeds to the CMI treasury.

January 4, 2015: Holiday Dues Party: Bill Cook reported everything is in order for our party, so remember to **sign up** and **mark your calendars**. Dinner is \$20 per person, ordering from a choice of 4 menu items. Entertainment this year is a digitized slide show of the 1977 CORSA convention hosted by CMI which Fran has put together. More information is in the Leeky Seal.

Annual Spring Breakfast: Dan Quinn has again volunteered to chair this event and plans to hold it at Gabe's on the EAST side this year, followed by a tour of either than train or model train museums in St. Paul.

Make-A-Wish: Jeff Barrett, a CORSA member from North Carolina, is driving a '66 Corsa across the U.S. raising money for the Make-A-Wish foundation with a goal of raising \$100k. In support of him, it was recommended, moved, and approved to send him \$25 toward his goal.

BREAK: Ray Alexander fed us well!

Remaining Treats for Winter Meetings:

February:	Cliff Picht
March:	Auto show
April:	Tom Quinn

TECH SESSION: Fran brought his FC sun visors which have just been upholstered in the same large plaid pattern as his bench seat. They came out well, appear much better than you might first guess.

He again brought the air cleaner j-hook replacements he has developed. As a change of pace, we will meet at Dave Peterson's garage for our February membership meeting to build a supply of them. A show of hands was taken and parts will be ordered with costs to be split upon completion.

Meeting adjourned: 8:36

Respectfully submitted,

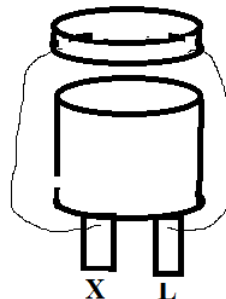
Chuck Johnson

2015 Proposed schedule:

- January**--Holiday Dues Party
--meeting @ MUM
- February**--Dave Peterson's
- March**-- Mpls Auto Show
- April**-- MUM
- May**-- Restaurant TBD
- June**-- Drive-in (Wagners?)
- July**-- Minnetonka Drive in
- August**--Drive-in TBD
- September**--Drive-in TBD
- October**-- MUM
- November**--MUM
- December**--MUM



Tweeter on Your Flasher



**Red lead is plus
Black is the other**

Glue the tweeter to the top of the flasher and solder the leads on the terminals.

The signals light when X is hot and the switch is closed so L gets the current. When the switch opens and X is still hot, the tweeter is grounded by the load and gives out **sound!**

2014 Index of Leaky SEEL Articles

January

Fran dodges YET ANOTHER bullet! TPMs
(Tire Pressure Monitors)
A brief interlude in Stillwater
CMI apparel
2013 Index of Leaky SEEL Articles

February

CMI Holiday Dues Party
CMI 2015 Tentative Schedule
LEDs
CMI Membership Roster

March

Fading Memories and Rusting Metal
A Spring Compressor: Good Tool
Pavek Museum of Broadcasting
eSEEL Xtra: Old Cars Weekly-Rampside

April

A Fun-y wintery tale
Early upper front door hinges
2014 Minneapolis Auto Show
MSRA The Shadow Returns: Tom Quinn

May

Fran Schmit's '67 red 4 door
Presentation Display Board
LED Q & A
CMI Annual Pancake breakfast

June

Adopt A Highway, Spring
Schrader Tire Pressure chart
Letter to the Editor – Mary Schmit
Heard on the internet – wheel bolt patterns

July

GMCCA Car/ Truck show and swap meet
Saginaw back-up switch

August

Corvair in Delano 4th of July Parade
UPONOR Tour
Corvairs at MSRA Back to the 50's
Visit to Ray McMonigal re: Ultravan
Obituary: Clay Wispell
eSEEL Xtra: Ypsilanti Auto Museum

September

The Minnetonka Drive In
New London to New Brighton
Harvest Grill Meeting
eSEEL Xtra: Road America
eSEEL Xtra: Turbo Encablulator

October

2014 Classics by the Lake
Job well done: driveway ball joint repair
The Belleville Washer
Update on visitor from Texas
Good Tranny – No Reverse
eSEEL Xtra: Dollie Ann Cole obituary

November

Adopt A Highway, Fall
CMI Fall Color Tour
New Solution – Air Cleaner Hooks
Fran Extras – Model A; Mtka Cheerleaders

December

Lights On: Daylight running lights
eSEEL Xtra: Alex Becker's Loadside
eSEEL Xtra: Chuck's broken car window
eSEEL Xtra: Dave Keillor: car of the week
eSEEL Xtra: Nader stops in to Clark's
eSEEL Xtra: Rock Auto Rampside
eSEEL Xtra: Tom Magliozzi obituary



Miscellaneous Virtual Vair Notes

12/25/2014

Several years back I bought a 55 chevy with single master cylinder non power brakes.

Got it out and noticed after a good run of 15 minutes the brakes were hard but not stopping. Discovered the drums were hot. Talked to my mechanic buddies. At their suggestion I changed the brake hoses an axle at a time. No help. Then changed the rear block, no help. Rebuilt all the cylinders, no help. I was very puzzled. Went into the master cylinder. It all looked good but, wait, I noticed the small hole in the bottom of the reservoir was not there. Finally took an ice pick and scraped around and finally scraped enough material away to reveal the small hole that was severely plugged up. Got it cleaned up, bench bled it and all was good. The function of the hole is to relieve the pressure after the brake pedal is released. My brakes would build up pressure and not release for a long time. That's why when I'd get into the car after a few hours I had brakes again. This took several weeks and several dollars to discover the answer. You might want to check the master cylinder. Ernie in Louisville epssax@yahoo.com

And a note on a solution for an inaccurate or non-functioning speedometer

The GPS speedometer (or speed display) is sold on Amazon, so very easy to return if not happy. You can switch from MPH to KPH, so good for our Canadian and European friends also. Also has adjustable speed warning buzzer which you can switch on of off. It costs a mere \$61.78 now so down from the \$80.00 that I paid about nine moths ago.

It is a Universal type so can switch from car to car easily plus just plugs into cigarette lighter outlet and I did not bother with adding the glue on visibility aiding pad as is plenty clear for me without it. It fixes all speedometer problems instantly on all cars whether bad speedometer gears, different size tires et al, so highly recommended.

It is made called an IT8012A GPS HUD and is sold on Amazon. A dream and fast fix for all cars.
Cheers and Merry Christmas,

Derek Yates <yatesderek@gmail.com>

12/26/2014

3 Road trips You Need To Take In Your Lifetime: <http://youtu.be/7aN6cbw8R7M>

"This Ad is for the internet from Buzz Feed for ExxonMobil. My son did the sound on it and passed the on the link. I listed the California black tag number earlier, but no one has claimed ownership yet. It was nice to see a "daily driver" shown in a fun way.

My son said the Monza had a flywheel problem the first day of the shoot and couldn't be used, but it returned the next day and they finished the job with it. An actor drove the car, but the real owner was featured as the motorist with the more modern car who was assisted. Looks like the Monza once had a clear coat paint job that is failing. My son got a kick out of wiring it for sound, but said it was hard to isolate the interior engine noise from the mike so it wasn't used for one of the conversations between two passengers."

Happy Holidays, Bob Hallgren hallgrenn@aol.com

Nader stops in at Clark's Corvair



Ralph Nader, who once famously called the Chevrolet Corvair "Unsafe at any speed" meets and talks with Clark Corvair owners Calvin and Joan Clark, who make their living by selling parts for Corvairs in Shelburne on Friday. Recorder/Paul Franz

By DIANE BRONCACCIO
Recorder Staff

Friday, November 7, 2014
(Published in print: Saturday, November 8, 2014)

SHELBURNE FALLS — Ralph Nader, the consumer rights advocate whose first claim to fame was his fight against the “Unsafe at Any Speed” 1960-1964 Corvair, made a pit stop Friday into the heart of “Corvair country” — Clark’s Corvair Auto Parts — the largest supplier of Corvair auto parts in the world.

Although Nader arrived after most employees had already gone home for the weekend, Joan and Calvin Clark Jr. welcomed him like a friend, shook hands and visited briefly.

Nader is spending the weekend at the Rowe Camp and Conference Center, where he is leading discussions on restoring democracy in a time of bitter partisanship. His visit and first face-to-face meeting with the Clarks comes at a time when the highly successful car parts business has celebrated its 40th anniversary of selling car parts that General Motors stopped making in 1969. Their meeting comes just as Nader's first best-seller, "Unsafe at Any Speed," is approaching its 50th anniversary.

"We got a phone call" saying Ralph Nader would like to set up a visit, "some of the girls thought it was a joke," said Joan Clark, while waiting for Nader's arrival.

But it wasn't a joke, and Nader stopped in, en route to Rowe, to meet the Clarks, and to see if they knew where he could get a 1962 Corvair, in reasonably good shape.

The car isn't for Nader to drive, but to be put on display in the future American Museum of Tort Law that Nader is helping to establish in his hometown, near Hartford, Conn. Nader said the car would be put on display, as a symbol of tort law that led to safer car-making. He told the Clarks that the Pinto, asbestos, cigarettes, and other products of class-action lawsuits would be included in the museum.

The Clarks politely bantered with Nader about what they seem to feel was an undeservedly bad rap for the Corvair. Calvin Clark said the Corvair's engineering faults of its earliest years were corrected in the later models, but people wrongly believe the car was flawed throughout its nine years in production.

Nader said he always said the flaws were corrected by the 1964 models. Before the 1966 Recall Law, he said, design flaws weren't publicized and there was no procedure for recalling defective vehicles. He pointed out how the law is still safeguarding people against faulty ignition systems and faulty "exploding" air bags.

The Clarks suggested Nader contact the Corvair Society of America, to find someone who might be willing to donate a Corvair to his museum. Also, the Clarks offered to post a notice that Nader is looking for a Corvair in their next mailing to customers, in January.

Earlier in the day, the Clarks had been looking for their copy of "Unsafe at Any Speed," for Nader to autograph, but they couldn't find it. Nader offered to send them a 40th anniversary commemorative edition of his book.

Meanwhile, he autographed a Clarks Corvair Parts Catalog. After learning that the Clarks mostly sell new custom-made Corvair parts that are stronger than some of the original components, Nader signed their catalog: "To Calvin and Joan Clark for safer Corvairs."

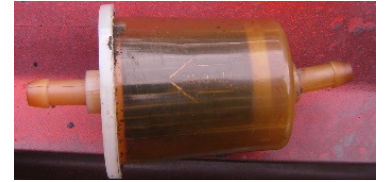
You can reach Diane Broncaccio at: dbroncaccio@recorder.com or 413-772-0261, ext. 277

Pressure monitor/ Filter checker

I recently had occasion to read the fuel pump pressure on my FC. Fortunately Gary Nelson had once found me a nice low pressure gauge, so that I could do this, if I ever needed to – he got one, too. When I test for pressure I simply disconnect one carb's supply line and put the gauge on that pipe. Starting the engine allows a few minutes of idle-time to make the reading.

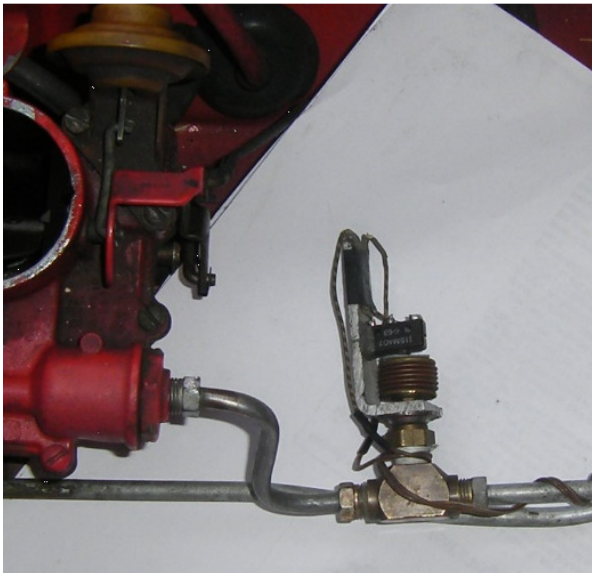
My engine seemed to be low on fuel so I thought I'd check the pressure - - What I saw was confusing as the gauge said nearly ZERO...I couldn't figure how that could be because there was flow enough to fill the carbs - - most of the time.

So I checked the fuel filter to see if maybe it was dirty and dropping a few of my precious pounds. One look told me I was on the right track ... see pic of a very dirty filter. I would guess about ten years, worth of accumulation.



Changed out the filter and got 4 pounds on the gauge!

To head-off a future situation I built a "pressure-Lite"...see pic. I cut out a piece of the fuel line so there was room to install a Tee. On that Tee I mounted a small bellows that expands out to contact a micro switch. The switch is epoxied to a metal "L" bracket. The dimension of bellows movement determines when the switch opens the circuit. I have it set to light the dash LED when the pressure is below 2 psi.



When starting the engine the lite will be on...see LED above (and a bit to the right) of the oil temp gauge... when there is no pressure. I use a green LED to be gentler on my eyes. When the system comes on and there is pressure >2 psi, the lite will go dark and I will know that both pump and filter are working well.

Fran



Short note to CORVAIR mechanics re: Flywheel balancing

The other day Gary and I were balancing a Flywheel and its Pressure Plate. We had changed the wear surface from the BIG heavy one down to the 'skinny' model (about five pounds lighter) and had then bolted the flex plate to the wear surface. Once the two pieces were centered, with the bolts just snugged, we tightened them up and went through a balancing procedure for that half of the Flywheel assembly. It was very close but we lightened one side and added a half a nut to a bolt on the lighter side till we were satisfied.

Here's the interesting part of the story, for those of you who are fascinated, so far...!

When we bolted the Pressure Plate to the wear surface it was out of balance enough to require the additional weight of a quarter inch bolt with a nut ... see pic....

That's how much we would have had to add to balance the unit. However the secret of doing this over and over again is to know that the bolt circle of the holes in the wear surface and the bolt circle of the PP are sometimes not perfectly matched. We removed the PP and rotated it one bolt dimension (60°) and checked the balance – significant improvement (!) – so we removed the PP from the wear surface for one more try - - this time we put it back on 120 degrees from the first try....BINGO! The balance was dead on! The entire 25 pound assembly was very well tuned-in simply by this rotation of the two units. We declared it to be "balanced". In the past when I have balanced units in this 'static' manner and then later-on paid for a Dynamic balance I found the additional expense to be superfluous.

One thing you have to remember when you get this far in such a procedure is to paint a mark on the two pieces so you

One thing you have to remember when you get this far in such a procedure is to paint a mark on the two pieces so you can remember where they fit when it comes time to bolt it on the engine....pin-pricks on the edge don't help as you can't see the edge once it's inside the bell housing. The dynamic balancing is good insurance that the job was done right, but is a needless expense if the home project was done carefully.....in my humble opinion. *Fran*



Remembering the olden days

The other day I was moving the spare tire for my Rampside and noticed, of course, that it is a very old tire from ~50 years ago. In those days the new, modern tires came with letter designation as opposed to saying 6 x 16...which meant a 6" tire on a 16" wheel, this one was an "E" something and then 14" for the rim. I thought that I recalled the letter designation and was moving on when I saw this emblem ...

–see pic –

it shows that this tire was indeed a very modern version and that it was something entirely NEW. Embossed on its side was the advertisement that this tire was a "WIDE" tire, in fact it was so wide that it was a '78'...WOW! Notice in the pic that the symbol is a lot lower profile than 78% but that's advertising, I guess. I find it interesting that few people know how big a tire is today because the size is written on the tire along with a multiplier – like 60 or 80. Maybe it's the metric that gets us. Why is it that we resist going metric when tires have been that way for years now and all the cars are metric everything. Sparkplugs have been 14mm since the times after the Model A, and the 'A' was 18mm.



The symbol on my tire implies that it is so wide as to be about four times as wide as it is high – or 25%. Here's a tire that is a 275/25 ZR24. The 275 is how wide it is and then 25% of that width is how high it is. That's almost 11" wide and less than 3" high. I gotta believe that is a STIFF ride! These two wheels turn almost the same number of revs per mile. The older one turns about 700 Rev/mi and the big-skinny comes in @ 690 Rev/mi. You wouldn't even have to change the speedo gears! I should try some of these 24" wheels on my FC! *Fran*

CMI Classifieds

New: Engine electrical harness, ball joints, Pertronix ignition; headers (110 and 140); custom exhaust; Wallen rebuilt starters generators and alternators; mufflers; rebuilt flywheels; new belly pan for late; crank and rod bearings.
Used parts: complete engines, transmissions, differentials: call for parts – I have a large inventory.
Also: 1969 110hp engine (runs great, sealed & pretty) Rare – aftermarket tube style early air grill – Solid flywheel

I also offer full time Corvair repair

Gary Nelson 612-866-3247 or cell: 612-644-1258

Wanted: Looking for a “fixer – upper” Greenbrier or van. Ken Laursen phone 612-735-8955 or: rockabillyrebel61@yahoo.com

Part Cleaning
 Soda Blasting, Sand Blasting
 Powder coating

Vince Rohr
vincerohr@hotmail.com



1964 Spyder. Low mileage runs & drives excellent. W/ 5 factory orig. knock off wire wheels. interior very nice. rare tissue dispenser. new tire & brakes. tuned up; new silicone wires. some rust on bottom but not through floors. 20 footer could use paint but presentable as a driver. \$4500/ offer (new price) Bruce Alexander 605-996-1039 Mitchell, SD. brucealexander11@yahoo.com

1963 Spyder 22,000 ACTUAL miles. Great shape & we do have all four hubcaps for the vehicle. Very rare Chevrolet It is a classic! Was asking \$10,000 for this vehicle, have decided to drop asking price to \$9,000. We will accept offers, but no less than \$8,000. Call/Text (218)251-3484 Kathy



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763-444-9334

jimbrandberg@aol.com



1962 Monza Coupe- Slightly over 42,000 miles, runs well, no rust, in very good condition. Automatic transmission, four new tires. White with black interior. Fun to drive but at my age it's getting tougher to get in and out! Make offer Bill Von Hassel 952-946-2245 or VonH9700@aol.com

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Spot a 'Vair:



Fran's new trailer hitch

CMI is a non-profit corporation, chartered with The CORVAIR Society of America. Send CORVAIR Minnesota's \$20.00 annual dues, payable by Jan 01, 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!

THE LEEKY SEEL

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TEMP – RETURN SERVICE REQUESTED



Last chance to sign up for the Holiday/ Dues Party!