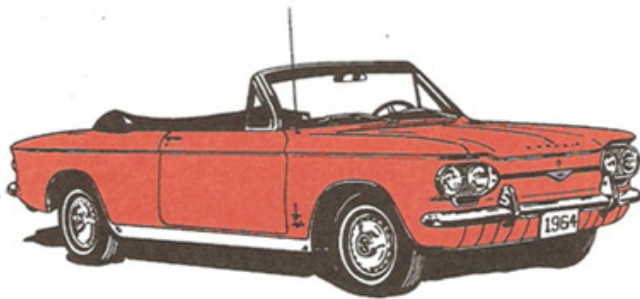


# LEEKY



## President's Page

*The* CMI annual elections took place at the November membership meeting. Jack Bacon, Jim Becker and Chuck Johnson were reelected along with our new Treasurer Lee Knauf, thanks Lee! I want to thank Ray Alexander for his years of service as Treasurer.

We will be having most our meetings at the MUM except for June, July and August when we will probably be at one of the drive-ins. We are now trying to offer more technical membership meetings and they will be a lot of fun with a variety of tech sessions. At the November meeting, Jim Becker did a great job explaining his electrolysis process for rust removal. I hope to see everyone at the next membership meeting December 13.

The CMI Holiday Party is fast approaching on Saturday January 7 from 2-4pm at Latuff's Pizzeria. S.T.E.P. is once again our charity for cash, CUB gift cards and personal care items. For further information, see elsewhere in the SEEL or call Mary Schmit at 952-929-9174.

In CORSA news, in attempts to attract new members we are running digital banner ads in hemmings.com website. Soon, in every order from Clark's Corvair Parts you will receive a CORSA membership brochure. We are also considering \$20 dues for new members for a one year digital membership, more to follow. We continue to have twice a month conference calls for the CORSA Membership Committee and once a month conference calls for the CORSA BOD. If you want anything discussed at these calls please let



# SEEL

CORVAIR MINNESOTA NEWSLETTER

## December 2016

me know. Reservations are now being accepted for the 2017 CORSA Convention June 27 thru July 1 in Independence, MO ([corvair.org/2017hotelreg.html](http://corvair.org/2017hotelreg.html)).

We will have a valve cover racer tech session sometime this winter so you can build your racer in time for the convention.

Wrench, Drive, Repeat!

*Jack Bacon*



# CMI 2017 Schedule/ Upcoming Events



**Membership meetings are on the 2<sup>nd</sup> Tuesday of each month (unless otherwise announced)**  
**Board of Directors' meetings are on the last Thursday of each month (unless otherwise announced)**

- December**
  - 10 CPR Holiday Train – Library Lane, St Louis Park 4:45 – 5:15 p.m.  
<http://www.cpr.ca/holiday-train/schedule-united-states>
  - 13 Membership meeting – Messiah United Methodist (MUM)
  - 29 Directors' meeting
- January**
  - 07 Holiday/ Dues Party – Latuff's 2-4 p.m. (see page 5 & 6)
  - 10 Membership meeting – Messiah United Methodist (MUM)
  - 26 Directors' meeting
- February**
  - 14 Membership meeting – Messiah United Methodist (MUM)
  - 23 Directors' meeting
- March**
  - 14 Membership meeting – (@ Twin Cities Auto Show, 7 p.m.?)
  - 11-19 Twin Cities Auto Show, Mps Auditorium ( <http://twincitiesautoshow.com/> )
  - 30 Directors' meeting

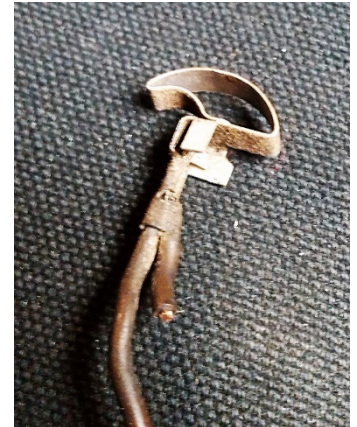


## CORVAIR LIGHT BULB ASSEMBLIES THAT FAIL TO FUNCTION, 'CAUSE THEY'RE OLD

The other day I took my '66 out for a run and noticed one of my six (6) taillights was not working. Well, I thought, what's new? I figured it had an open ground and resolved to rub on it when I got home. What I found was an old problem – one I thought I had resolved many years ago. Evidently not so, right? Here's the deal: when you look down into the Later model taillight socket you see two strips of spring steel (See fig 1). Each one of those strips is a well-engineered contact that will touch an individual bulb contact to give you "run" or "signal" ... if the bulb is pushed in far enough. Figure 2 shows one of those special contacts from the inside of this socket. It's marvelous how the stationary contact allows the place where it touches the bulb to float and bend but always stay in the correct spot.



These wonderful contacts are snapped inside of the black plastic housing. The trouble with our bulb assembly is that this plastic assembly is now close to a hundred years old! And plastic shrinks with age, don't you know. That bulb is placed into a metal sleeve, (see Fig 3). The sleeve has the two grooves (high and low) for those pins on the side of the bulb so that you can't get the greased bulb in wrong ...and the sleeve is secured into the plastic socket by two robust double edged 'swords' which slip down into appropriate slots in the plastic piece...ALL of this is very well thought out



and properly engineered. Look back at fig 1 and see where those two swords fit...one slot is longer than the other. This guarantees the sleeve is placed in the proper orientation to make the lights work correctly. A problem comes about with our older plastic parts when they Age-And-Shrink. Notice in fig 3 that one of those swords has a square tab sticking out to the side. That tab, when shoved down into the longer slot, we saw in figure 1, is grabbed tightly by the sides of its slot to hold it in place and thusly maintain the bulbs contacts with its two wires. Funny thing is that when the bulb doesn't work you think it is a grounding situation – but this time it is NOT the case! When our metal tab is released by the shrinking plastic, the bulb (which is held in the sleeve) moves out and loses contact with its springs. So, what we do today is re-secure the metal sleeve into the plastic socket. Here's how:



First notice there are two sides to the socket. One side has a narrow bump along it and the other bump is much wider, both an inch long. Turns out the wider bump you see on the side of the socket is where the tab goes that we identified above. Shove the metal sleeve deep into the socket and do this to the

wider side. Do what?!? Use a hot blade to melt that plastic and secure the sleeve forever! Melt the old plastic around that square tab. There's a casting mark on the side of the assembly. (see arrow). Make certain to melt in above that mark so you smear in hot plastic above the tab...and the tab won't ever pull out.



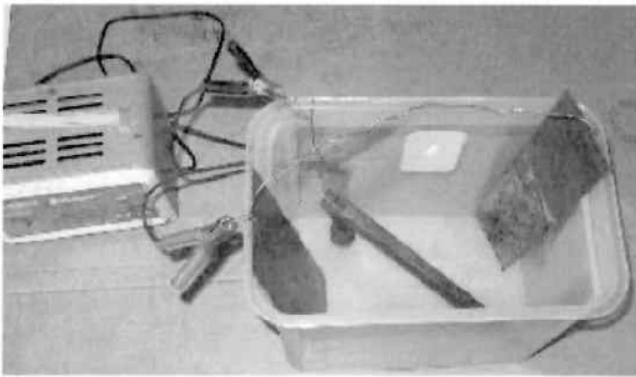


# Electrolytic Rust Removal

Jim Becker, November 2016

Required materials:

- Plastic bucket
- Battery charger with ammeter
- Scrap iron for use as an anode
- Electrolyte of water with washing soda, or Trisodium Phosphate (TSP)
- Rubber gloves
- Scrubbing pads, steel wool or wire brush
- Coating to prevent rust (wax, WD-40 etc.)



The set-up is as illustrated above. The **NEGATIVE** lead of the charger is connected to the part you want to clean. The **POSITIVE** lead is connected to the iron anode. Preferably, the entire part being cleaned will be submerged in the electrolyte at one time. The negative clip from the charger can be submerged. Submerge as much of the anode as possible in the electrolyte. Do not submerge the charger's positive clip.

Mix the electrolyte solution using one tablespoon of washing soda or TSP per gallon of water. Water that is lost to evaporation or electrolysis can be replenished without adding more TSP.

Watch the ammeter to make sure current is flowing. Any adjustments you make to increase the current flow (to the limit of the charger) will make the process go faster. Moving the electrodes closer together or increasing the surface areas will increase the flow. Occasionally cleaning the anodes will help as well.

After the rust is gone, there will be some black residue remaining on the part. Wash any remaining electrolyte off the part. You can then scrub off the black residue with a wire brush etc. Immediately coat the part to prevent rerusting.

Web references:

<http://antique-engines.com/electrol.asp>



# Corvair Minnesota Holiday Party

**Saturday, January 7th, 2017 at LATUFF'S PIZZERIA**

**10820 Highway 55, Plymouth – just west of Hwy 169**

**Appetizer Buffet & Social Time - 2:00 pm to 4:00 pm**

**Cash Bar is available**

**Cost is only \$5.00 per person (check payable to CMI)**

## **BUFFET SELECTIONS:**

**Sausage Pizzas**

**Chicken Tenders**

**Stadium Brat Bites**

**Barbeque Meatballs**

**Deep Fried Cheese Raviolis**

**Deep Fried Mozzarella Wedges**

**Non-alcoholic Beverages**

**Questions/directions: call Bill Cook @ 612-940-9179**

**\*\*Remember to bring your donation for the STEP Program\*\***

**\*\* \$20.00 dues for 2017 are payable at the Party or mail check to \*\***

**Ray Alexander**

**901- Woodlawn Court**

**Burnsville, MN. 55337**

**\*\*\* Annual CMI Holiday Party Response \*\*\***

**Name \_\_\_\_\_ Name \_\_\_\_\_**

**Name \_\_\_\_\_ Name \_\_\_\_\_**

**Cost: \$5.00 per person (make your check payable to CMI)**

**Mail your reservation to the Party no later than December 28th to:**

**CMI Holiday Party**

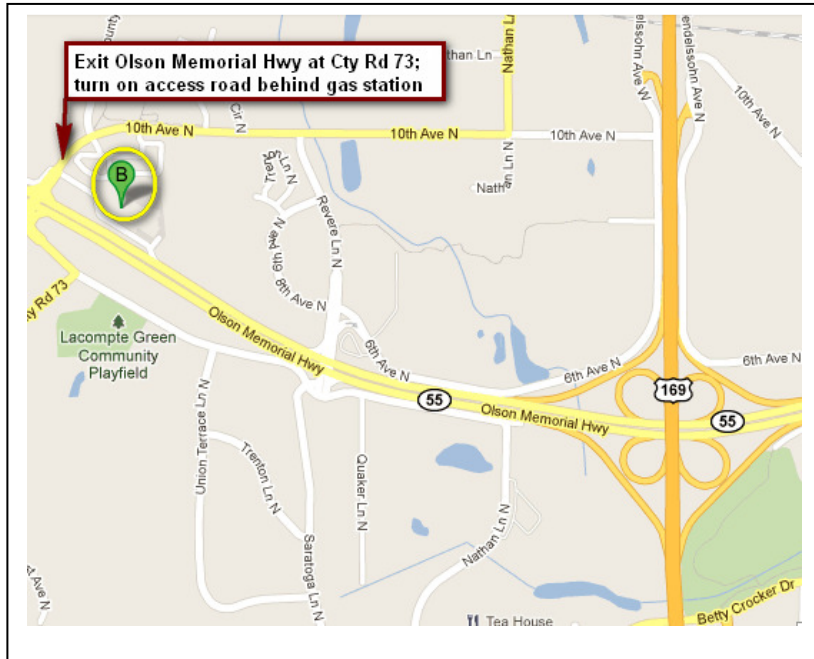
**Bill & Carol Cook**

**600 – 10<sup>th</sup> Street South**

**Buffalo, MN. 55313**

**Latuff's Pizzeria** 10820 Highway 55, Plymouth, MN  
(763) 545-2914

## Corvair Minnesota's Annual Holiday/ Dues Party



**S.T.E.P.** will again be our Holiday/Dues Party charity this year. The people at S.T.E.P. have informed us that these items are needed....

- \* CASH - STEP can get a better deal on food than an individual can.
- \* CUB gift cards.
- \* Personal care items: Toothpaste/brushes, Deodorant, Hand lotion/ bar soap, Perfume etc.

If you wish to Purchase gifts:

- \* Toys and games for younger children (please no \$-store toys)
- \* \$15 - \$30 gift cards for older children - like from Target, are great.

Questions? Call **Mary Schmit** at 952.929.9174



## CORVAIRs in general

I never liked the Late 2dr because the cabin was too far forward. 4dr's are much prettier.

The other day I was waiting to get on the Alignment rack at Samaritan and I looked out the window

and saw that I had fixed the imbalance with a rear mounted rack. It



pulls your eye off center just enough to balance it out...not bad, I say.

Now to the other point I wanted to make.

When I put together my '66, over a period of a couple-three + years, I mounted things where it looked good. The other day I was out squealing the tires and revving it up (4000 RPM was about 90). I did however, notice a little bit of funny wheel alignment. So, I scheduled a "look see" on the laser guided alignment rack at Samaritan Tire in Plymouth.



The car is positioned on the lift - - ID pads are mounted on each wheel - - a reading is recorded of all four wheels, with a click - - then move the car back about a foot and take another reading, turn the front wheels left and right, with readings of each. When that is done, you get a readout of how each wheel is pointing relative to straight ahead.

Cost is \$20.

You can take it home and wrench to your heart's content.

Next summer I will return for another reading, and see how good I got it.

This way you get the fun of doing it, and not paying someone else to play with your machine... and end up with it done correctly.

I highly recommend the procedure. *Fran*

(7)



## Rampsides in Corvair Minnesota

Fran's Rampside sporting a new paint job (Tahitian Coral)



Jack Bacon's new (to him) '62 sporting brand new wheels!



Your erstwhile Editor's '61 at the 2016 CORSA Convention (next To a '54 Kaiser Darrin).





# 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 612-644-1258

\*\*\*\*\*

**1965 CORSA** 4sp, 2dr <SHOW QUALITY – ed.>  
 Complete Restoration, factory A/C ('66 style), Black/black  
 \$18,000 Hill Sweet 952-926-7803



\*\*\*\*\*

**1965 MONZA** convertible  
 Mint condition; 47,000 miles on this beauty. Everything is original except for the convertible top. Professionally repainted (original color). Runs great; mechanically sound. It has its original 140 hp. Automatic transmission. Never driven in the winter. \$15,500. Randy Young 612-219-2688



**1963 Monza** 110 Engine 4 speed, was running when put in storage, we have title, need to have key made. The car is located in Rogers, MN. \$2,000 obo. Ron Lucas 763-242-4090; 763-226-8440; 763-420-2569 [lorrainelucas7@gmail.com](mailto:lorrainelucas7@gmail.com)

\*\*\*\*\*



**1967 Monza** coupe, family owned for almost 50 years. Stored inside all seasons and I do not drive it on wet roads or chemically treated roads. The odometer says about 117,000. New carpet and seat covers and repainted. Documentation from original purchase to current. Asking \$12,000. Greg Helm [helmster@integra.net](mailto:helmster@integra.net) or my home phone 952-447-6495 Savage

\*\*\*\*\*

**1963 Monza** convertible  
 2 door, 102 HP, Powerglide, 47,000 Miles, Fawn on Fawn Car is original or parts have been replaced to original. This is a great driving car. No engine oil leaks. Everything works as it should. There are many Corvairs but few are as nice and solid as this one!

Contact Ron Scott in Coon Rapids, 612-600-0360



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Fall foliage @  
Fran's neighbor

**Spot a 'Vair**



Fall is in the air and a reminder that it's time for all Corvair owners to change to your fall motor oil. This blend will give you 5,000 miles of trouble-free service and last all the way into the New Year!

Suggested by Bruce Shug, Corsa & Virtual Vairs member

.....

**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 Leaky Seal", 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**

3370 Library Lane  
St. Louis Park, MN 55426-4224  
**TEMP - RETURN SERVICE REQUESTED**



*Time for indoor meetings - see you  
at the MUM!*