

LEEKY



President's Page

If you did not make it to the December membership meeting, you missed a great tech session put on by Jim Becker.

The tech session was about generators and was very in depth. we not only learned about generators but also how to troubleshoot voltage regulators. Well done Jim! Don't miss the next membership meeting as Jim has many more tech sessions to present.

The CMI Holiday Party will be here very soon at Latuff's Pizzeria on Saturday January 7 from 2-4pm. S.T.E.P. is our charity of choice and please bring cash, CUB gift cards and personal care items.. For further information, please contact Mary Schmit at 952-929-9174.

In CORSA news, the San Diego Corvair Club has presented a bid for the 2020 CORSA Convention. This will be an excellent choice for a convention with plenty fo opportunities to explore San Diego and surrounding areas. If you would like anything presented to the monthly CORSA Board of Directors conference call, please contact me.

2017 will be another fun year for CMI with many opportunities to enjoy your Corvair along with other club members.

Wrench, Drive, Repeat!

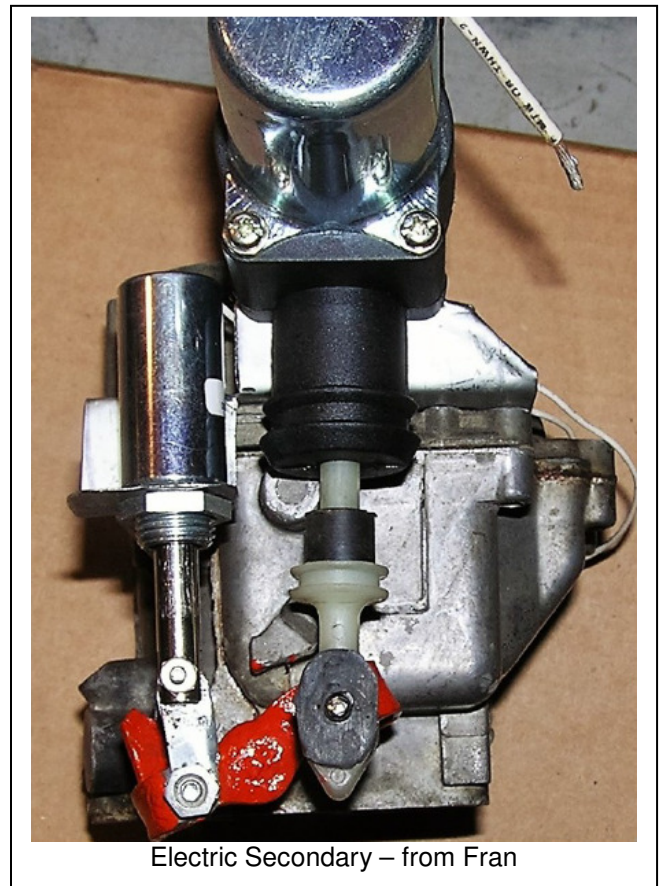
Jack Bacon



SEEL

CORVAIR MINNESOTA NEWSLETTER

January 2017



Electric Secondary – from Fran



CORVAIR MINNESOTA

December 13, 2016

President Jack Bacon called the meeting to order with our creed at 7:13 at Messiah United Methodist Church in Plymouth. 15 members and no guests were in attendance.

November Minutes: None due to the Presidential Election last month.

Treasurer's Report: \$2558 currently resides in our Treasury.

Old Business/Events: None

New Business:

January 7 Holiday Dues Party: Again this year, we are celebrating at Latuff's Pizzeria in Plymouth. Unlike other years, we are meeting SATURDAY from 2 – 4 for hors oeuvres and good cheer. We are fortunate that Bill & Carol Cook have again taken on this responsibility, so please cooperate by responding to them ASAP!

January 10: Membership meeting at the MUM. Some years we have skipped this meeting due to its proximity to the Holiday Party. This year it is on schedule, weather permitting!

February 14: Membership meeting at the MUM. Not to be unromantic, but celebrate Valentine's another day when the crowds are thinner, the food hotter, the service better, and flowers cheaper!

March 14: Membership meeting at the Minneapolis/St. Paul International Auto Show at the Convention Center.

June 4: GMCCA Show at the Minnesota Fair Grounds.

June 27 – 30: CORSA National Convention, Independence, MO. Host hotel rooms are **still available**. Only 5 months remain to complete your Corvair projects!

Summer 2018: CORSA National Convention, Pittsburgh, PA., in just 17 Months.

Summer 2019: CORSA National Convention, St. Charles, IL, in just 29 months.

Summer 2020: CORSA National Convention, San Diego, CA, in 41 months, 1978 miles!

MISC: The high quality selection of CORVAIRS FOR SALE in December's Leeky SEEL was noted. Pass along to anyone interested in becoming involved in the old car hobby or upgrading their current cars.

Break: Christmas came early as Gail Quinn provided her famous homemade CRÈME PUFFS once again!

Tech Session: Jim Becker went back to basics and gave a thorough explanation and hands-on examples of generators, how they are built and how they work, along with learning curve advice and common pitfalls. I gained an appreciation of the engineers in college tearing their hair out studying for Circuits Exams!

FUTURE Tech Sessions: Jim Becker, Fran, Gary, and Jim Brandberg, along with many others, have a wealth of Corvair knowledge and technical experience which they are eager to share. Let Jim know what projects YOU want to know more about or help performing. Operations can be performed during our regular meetings or we can have off-site gatherings at your house or a parking lot. What needs to be fixed or upgraded on your Corvair in order for you to drive it more this summer? The more Corvairs on the road, the more fun we can have!

Respectfully submitted,

Chuck Johnson
CMI Secretary



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Jam Handy takes us inside GM Design in the late 1950s

[Thomas A. DeMauro](#) on Sep 28th, 2016

<https://blog.hemmings.com/index.php/2016/09/28/jam-handy-takes-us-inside-gm-design-in-the-late-1950s/?refer=news>



By now, just about anyone who is into vintage cars and has visited the *Hemmings Daily* knows who Henry Jamison “Jam” Handy was. We’ve frequently featured various selections from his treasury of automotive documentary, educational and marketing films, and Kurt Ernst did a detailed biographical piece on Handy in May of 2014—[Documenting the documentarian: New film project examines the work of Jam Handy](#).

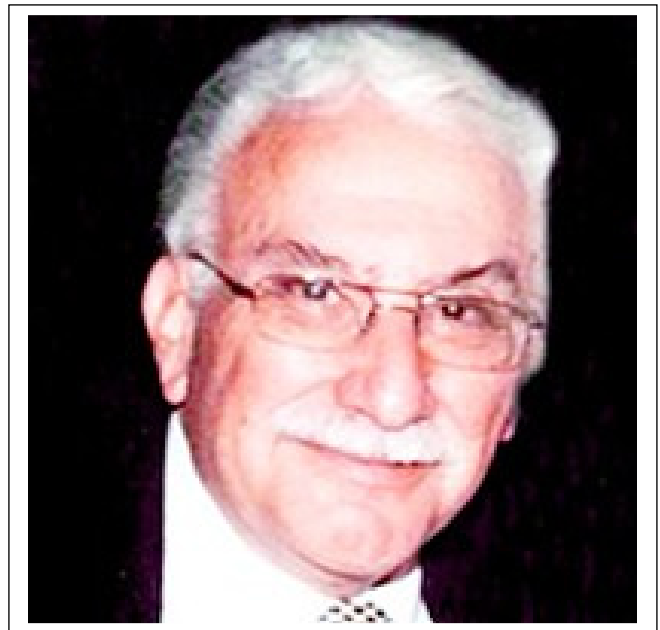
American Look presented by Chevrolet “In appreciation of the stylists of America,” is another Jam Handy gold nugget now in the public domain that can currently be found on the [Internet Archive](#) as part of the Prelinger Archives (https://archive.org/details/American1958_3). Divided into three parts, it’s the third that takes you inside GM’s Design Center, a section of the GM Technical Center campus in Warren, Michigan. The state-of-the-art Tech Center opened in 1956, and this film was completed in 1958.

GM Design, continued on page 7

In Memoriam

George A. 'The Greek' Hades

Hades, George A. "The Greek" at age of 85 of Mtka, MN. passed away on Thursday December 1, 2016. George was born October 8, 1931 in MPLS to George and Pauline Hades. He married his wife Gwen Palmore, July 30, 1955 in Kansas City after which they made their home in Mtka. Preceded in death by his parents, and sister Eleanor Estensen. George is survived by his loving wife of 61 years Gwen; Children, Jeff (Kathy) of Richfield, Michael of Champlin, and Julie (John) of Maple Plain; and 3 granddaughters, Nicole (Bryan) Storms of Chaska, Rachel and Hayley Hades of Richfield. George had a long career as an architect with George Mastny and Associates, Dayton-Hudson and Control Data. George had designed many known landmarks throughout the country. Locally, Calhoun Tower, Ridgedale, Rosedale, the old Naegele building, and many Target stores. George cherished restoring his Corvairs, multiple cruises with his loving wife and friends, his family and grandchildren. Visitation Saturday December 10, 12pm followed by a memorial service at 1pm at the Excelsior United Methodist Church, 881 3rd Ave, Excelsior, MN, reception following. Flowers or memorials to the Excelsior Methodist Church.



More on the Old CORVAIR tick-tock clock

I have been working on the 'transistor in the clock' project. I am attempting to set up a Late model unit from Westclox. I am also looking into a clock that fit in the CORSA dash that has the same dimensions as the Late's but it has no manufacturer listed. I also have an FC clock manufactured in August 1960 (or so it says on the clock itself) which was made by BORG. Don't know if that company turned into Borg-Warner but it is a familiar name. I do not have any samples but I recall my 1949 Olds had a dash clock that was "just like" these units with the pulse winding of a spring and a cutout in the back to make room for a 6 Volt light bulb.

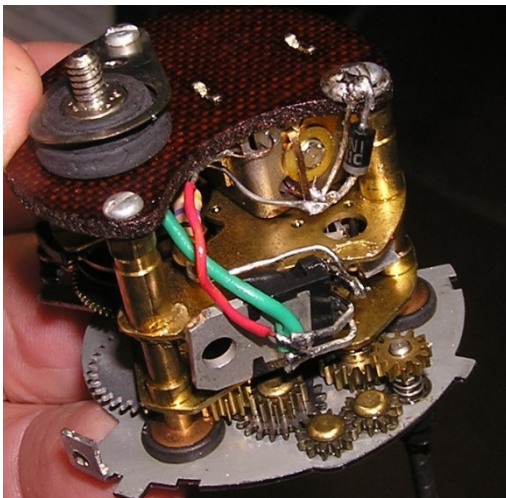
The 3" Late Model unit sits in the dash between the two modules (speedo and cluster) making an almost even sized Dash with the three big circles. The CORSA clock is a little bitty thing (less than 2") that was nearly impossible to see except that it sat directly down in front of the driver. The FC unit is inside of a little pod (could also sometimes be mounted above the dash on an Early, right up by the radio speaker)...looks a lot like an old motorcycle taillight-pod. Of course, the Digital



clock now sold by Clark's is made to be the same 'naked' size and fit any of these packages and sells for less than \$100. I see in their catalog that a rebuilt 'old style' clock tips the scale about \$350! WITHOUT a transistor!

A nice thing about the new digital clock is that you don't have to adjust the display because it is "always right!". BUT, it does not make any sounds...like a real clock does! It does have a 'second' hand but that hand moves smoothly and without any jerking – actually looks odd, because it is so smooth.

Here's the inside view of the BORG clock with room for the bulb. Notice the 'bite' out of the phenolic. It is difficult to follow how the light might get around to the face of the clock with all that machinery in there. See how I tucked the transistor down along the side near the gears used to adjust the time displayed.



The FC clock sits on top of the big steel dash. Sticks out like a 'sore thumb' but , in some folks eyes, it does the job...nicely! The adjusting knob, almost shown under my thumb, can only adjust the time forward (!) I suppose they never figured it would ever get 'ahead"! If you try to set the clock back – as if it somehow went too fast – the knob will simply unscrew. Later models of these clocks used a different type of screw so you could move the hands either way. These later models (advanced design?) also had an ingenious method of changing the "timing" to advance or retard. It would allow you to adjust the timing by a small amount (like changing your ignition timing one degree) when you pulled out the stalk to engage the gears and move the hands. If you had to let go of the knob and get a "new grab" the gears would be disconnected and when you pulled again the timing might again be adjusted - - BUT there was built into the gears a device that would only allow adjusting the timing one time in any 12 hour period. A bump on the side of the 'hour hand gear' would pick up the tab of a spring and reset it into position for an additional 'one-time' adjustment.



Complicated, but absolutely all mechanical. Too bad they didn't have transistors!

Highlighted is the development of the 1959 Chevrolet, and for 10 minutes and 59 seconds, you'll be immersed in all things late 1950s, from the mid-century elements of the Design Center itself, to the timbre of the voice-over and the music of the orchestra.

For those who desire the crib notes, bullet points of the process of designing the Chevrolet—according to this film—are listed below.

- “Basic concepts of the design problem are defined and outlined.”
- A design theme and its limits are established.
- Multiple stylists create renderings that embody the theme, yet adhere to the limits.
- One or two concepts are “chosen that combine the best styling features of all the efforts.”
- The chosen designs are refined into a harmonious actualization of those features.
- Smaller sketches are translated into full-size renderings.
- Full-size renderings are converted to full-bodied forms.
- A clay model is developed and three-dimensional body contours are established.
- Even emblems are added.
- The completed clay model is presented to management for approval.
- Interior themes reflecting complementing colors and patterns are also developed.
- Interior and exterior concepts progress from clay to plaster to fiberglass.”
- “Full-scale components [are] modeled in fiberglass.”
- Finally, the concept is realized “in metal, glass, fibers and fabrics.”

Along with all the intriguing 1959 Chevrolet passenger car designs and components we see, there are also a few other interesting sightings in the film, including a tail lamp rendering at 3:29 that somewhat resembled those of a 1960 Pontiac. At 9:39, GM's Firebird II concept car is shown driving on the road. Also, near the end of the film, what appears to be GM's XP-500 free-piston engine concept car (the nose does look a bit different from the XP-500 we've seen previously, however) is shown parked out in front of the building. The Firebird I parked ahead of it then pulled away.

If you appreciate late-1950s automotive styling, you'll find this film entertaining.



GM Firebird II (no, it's not a Corvair!)

CMI 2017 Schedule

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

- January** **07 Holiday/ Dues Party – Latuff's 2-4 p.m.**
 10 Membership meeting – Messiah United Methodist (MUM) – 7 p.m.
 26 Directors' meeting
- February** **14 Membership meeting – Messiah United Methodist (MUM) – 7 p.m.**
 23 Directors' meeting
- March** **14 Membership meeting – (@ Twin Cities Auto Show, 7 p.m.?)**
 11-19 Twin Cities Auto Show, Mps Auditorium (<http://www.tcautoshow.com/>)
 30 Directors' meeting
- April** XX-XX GSTA, Coliseum, State Fair Grounds (<http://www.gstarod-custom.com>)
 11 Membership meeting – tbd
 27 Directors' meeting
 XX Pancake breakfast – Gabe's in the Park (?), 9-11:00
- May** XX Spring Extravaganza Car Show and Swap Meet, State Fairgrounds,
 (www.gopherstatebuick.org)
 09 Membership meeting – tbd
 25 Directors' meeting
- June** **04 GMCCA – State Fairgrounds**
 13 Membership meeting – tbd
 23-25 Back to the 50's, State Fairgrounds (www.msra.com)
 27- July 01 CORSA convention, Independence, MO
 29 Directors' meeting
- July** 04 Fourth of July Parade, Delano – Post Parade Picnic @ the park
 06-08 Iola Old Car Show and Swap Meet (Featuring Camaro)
 11 Membership meeting – tbd
 27 Directors' meeting
 28-30 Little Log House show, Hastings (<http://www.littleloghouseshow.com>)
 28-30 Kolacky Days, Montgomery, MN (Classic car show 7/23; 9 am-3 pm)
 (<http://www.montgomerymn.org/thursday-july-23/>)
 30 10,000 Lakes Concours d'Elegance, Excelsior (<http://10000lakesconcours.com/>)
- August** **08 Membership meeting – tbd**
 12 New London – New Brighton Antique Auto Run (<http://www.antiquecarrun.org/>)
 20 Pantowners Car Show, Benton County Fairgrounds (<http://www.pantowners.org/carshow.html>)
 XX Christ's Cross Car and Craft Show, Ham Lake, MN (www.christscrosscarclub.org)
 24 Director's meeting



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



1964 MONZA convertible
 Palomar Red/ White top; Powerglide; twin carburetor; original wheel covers; dual mirrors; good interior; bucket seats; new Am/Fm radio/ MP3 Boss audio system; slight valve cover oil leak; everything works except heater.
 608-444-9589 CJQUAGUSNA@gmail.com \$5750.



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 lorrynelucas7@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 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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Spot a 'Vair



Gold Brand Motors in Levittown PA sometime in the 1960s.

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



See you at the Holiday Party and at the MUM!