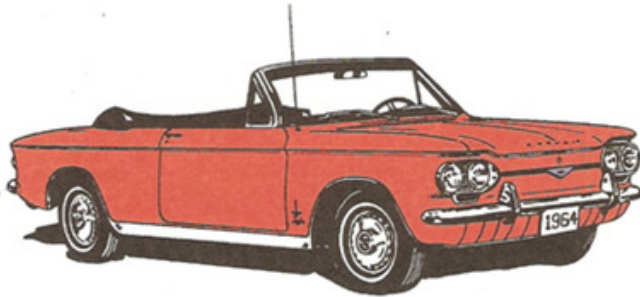


LEEKY



SEEL

CORVAIR MINNESOTA NEWSLETTER

President's Page

February 2018

Our February membership meeting will be Tuesday February 13 - 7:00pm at Messiah United Methodist in Plymouth. Some of us meet for dinner before the meeting at Culver's on Hwy 55 & Peony Lane in Plymouth around 5:30 to 6:00 PM.

Hotel reservations are now open for the 2018 CORSA convention in Pittsburgh, Pennsylvania Monday July 23-Saturday July 30. It's only a 15 hour 867 mile drive from the Twin Cities <http://corvairstpittsburgh.com/> .

I was talking with a fellow member recently about how so many of us were lucky enough to have grown up around Corvairs in the golden days of the sixties. The stories and technical expertise gained then is stored in the memories of many of our members.

Not to put too fine a point to it, but realistically, we can't all stick around forever. We're aging, and one day we will be part of other people's memories. And those who are left behind?

Who will teach them the things they need to know about these great cars and tell them the stories of great racers and track performances? It is up to us, the older members, to pass this information along to another generation. Let's not let those memories fade away when we do; let's inform, teach and entertain a new generation who will love these cars like we do.

Wrench, Drive, Repeat!

Jack Bacon



CORVAIR MINNESOTA

January 9, 2018

President Jack Bacon called the meeting to order promptly at 7:00 at the MUM in Plymouth. 19 members were in attendance.

Following the creed:

Treasurer's Report:

Previous balance	\$2821	
Income		\$735
Expenses		<u>(\$706)</u>
Current Balance	<u>\$2850</u>	

Paid Members for 2018: 51

Secretary's Report: Approved without reading.

NEW BUSINESS:

American Legion National Convention Parade: Fran has been in contact with organizers and they are evaluating the use of FCs in addition to convertibles. Other clubs have had experience with this.

In addition to a few questions regarding insurance, we will be developing a more detailed list of willing vehicles and/or drivers available once Joe Schwert returns from a warmer climate in the spring.

GMCCA Car Show & Swap Meet: Dan Quinn already had the new flyers for registering for this annual event which also happens to be our largest fundraiser of the year. Members were urged to take extra flyers and keep them in your cars to hand out when appropriate.

As in previous years, CMI is responsible for the spectator entrance on the North Side and the Car Corral. Given the growth in the Car Corral the past few years, organizers are looking for ways to build on this.

GMCCA is looking for thoughts on keeping the event fresh and attractive for both participants and attendees. Dan encouraged members to develop ideas for him to take back to the GMCCA board.

We will not be using ticket sellers from MN State Fair as was tested last year.

Recent Activities:

Holiday Dues Party: Saturday, January 6. 2:00 – 4:30. 42 members & guests attended and had a very good time! Bill & Candace had tough shoes to fill and came through with flying colors.

Upcoming Activities:

CANCELLED: January 21: "Life is But a Dream" at the Old Log Theatre. Bill Cook had a good plan but still couldn't pry enough people from in front of their fireplaces!

February 13: Membership meeting at the MUM—7:00 p.m.

February 15: Foundry Tour. Minneapolis at 10 a.m., details to follow. Perfect event for a COLD day!

March 13: Membership meeting at the Minneapolis/St. Paul Auto Show.

April 10: Membership meeting at the MUM, 7 P.M.

May 8: Membership meeting at the MUM, 7 P.M.

May 12: Adopt-a-highway, 8 a.m. @ Dobo's.

May 19: Adopt-a-Highway Back-up Date.

June 3: GMCCA Car Show & Swap Meet. It will be here before you know it, get your Corvair winter projects done!

July 23-28, 2018: Corsa National Convention, Pittsburgh, PA, 687 miles, 6 months to prepare!

North St. Paul Cruise-ins: No dates issued yet!

August 26, 2018: American Legion National Convention Parade, Minneapolis, MN. Just as several years ago, they have requested our vehicles for this event.

Summer 2019: Corsa National Convention, St. Charles, IL, 18 months.

Summer 2020: Corsa National Convention, San Diego, CA, 30 months, 1978 miles.

BREAK: It is like buying a powerball ticket wondering what Gail Quinn will spoil us with each month lately. Once again, **home-made cookies, this time Oatmeal Raisin! THANK YOU!**

TECH SESSION: Looking ahead at the calendar, Jim Becker deemed it an appropriate night to talk about trailering Corvairs. With Pittsburgh being 867 miles away and through Chicago, members will most likely be trailering their Corvairs rather than driving, so planning NOW works! Jim went through the various types of trailers, determining proper weight distribution, and other recommendations. We also got some good anecdotes from the assembled crowd!

Meeting was adjourned at 9:00.

Respectfully submitted,

Chuck Johnson



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eSEEL Xtras (available only thru Email Subscription or by special request)

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GEN-erator

The GEN on my '61 FC was acting up, so I swapped it out with one off the shelf. I'm waiting to see if the symptoms went away or if they stay with the ve-hicle.

Took the bad boy apart to exam and found only some surface dirt, but it did have some connections that were possibly not tight enough. After tightening things up I put it all back together and tested it. Thought you might like to see how easy it is to test a Late-Late-Model GEN.

Background: On the dash is a lite labeled GEN. Turning on the Key lights it up. Recall that it takes current to light up a bulb with a wire inside...and reducing the current makes the wire not so hot - - till you can't see the hot-ness of the wire. Sometimes that GEN lamp seems to glow in the dark - - meaning there is a little current flowing through it. You might also recall that a light bulb can/will light up with current going either way through its wiring. This sometimes happens with the GEN on the Early Model and rarely happens with the GEN on the Later Model.

Back up even more: recall how we used to have to POLARIZE our Early GENs? Tapping a positive lead (a wire from the Plus terminal of the Battery) to the Armature terminal of the Early GEN would send a current pulse through the Armature and the Field of that GEN making weak magnets of the two units. When the engine's belt started to spin the rotating element the two magnets fought each other producing a small GENErated current. This miniscule current went to the REGulator and turned it on. Once the GENEerator and REGulator were turned on everything worked the way we wanted it to, including the operation of turning out the GEN-lite on the dash.



That light did not go dark because it was unplugged. The GEN-lite went dark because both of its wires were hooked to the same power source – namely plus 12V. There is no current flow through the bulb under these conditions.

The GEN on the Late Model uses the current that flows through the GEN-lite, when you turn on the Key, to stimulate the magnetic field in its rotor. That light must light or the GEN won't work. When I test one on my bench I use a little tool I made up that looks like this.

1 and 2 are numbers cast into the back of the GEN so I don't get them mixed up. The clip lead goes to the GEN output terminal and the bulb acts as the GEN-lite. Wire #1 is the brown wire that goes to the bulb on the dash in all CORVAIRs. In this case I have simulated hooking it to the "Key" as shown. Turning on the 'Key' lights the GEN-lite until #1 goes High (when the GEN is "putting out") and the light goes dark.

Early or Late you can operate a relay off that brown wire to fire things up, such as a Fuel

Pump or maybe Automatic Headlights...something to think about. I know people who have boats that power their fuel pump directly off that wire! If/when the engine stops so does the that added device (relay, pump, etc.).

In your CORVAIR you don't connect the GEN's output to #2, this setup is only for testing.

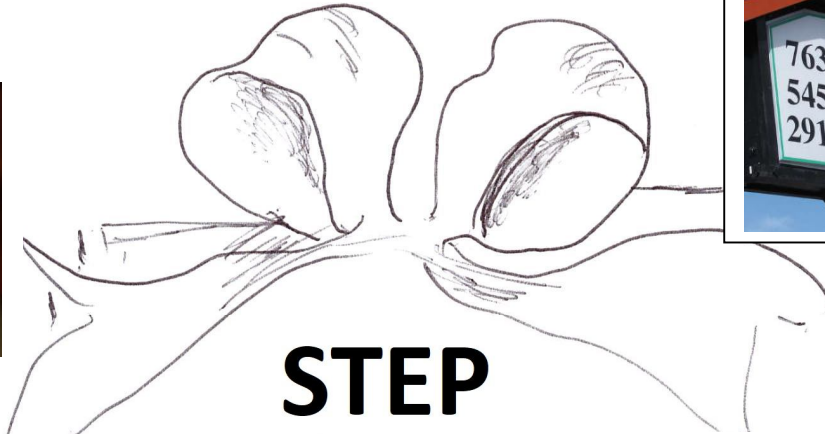
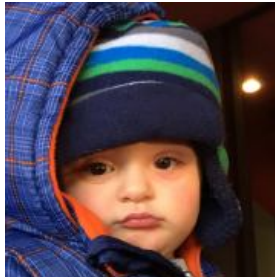
Now you may want to make a tester for yourself. First you will have to find the correct size bakelite connector – there are imposters in the wiring harness that might fool you. Here's a pair to choose from. Choose the 7/8" (smaller) guy.

That bakelite connector has brass connectors inside. I have sketched the innards of a GM connector to show you how to remove the female brass connectors from the bakelite housing.



CMJ Annual Holiday-Dues Party, 2018





STEP

St Louis Park Emergency Program
Contributions from
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- Many Personal-Care products
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- and
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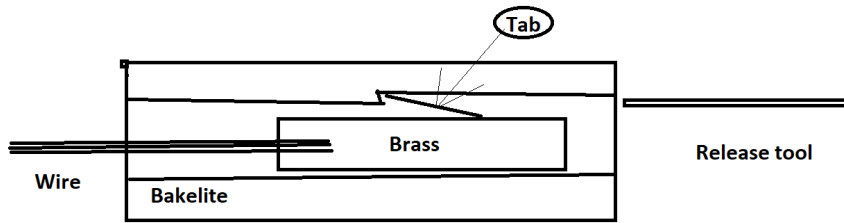


Thanks to all of you who contributed to our favorite charity
STEP
at the Holiday/DUES Party.

Signed: Mary Schmit: Collections Chair



Let's take a look: That Tab on the brass female connector is a spring that snaps into a catch to hold the brass inside. To



remove it you must depress the spring. I have a nice piece of steel, from a windshield wiper blade, that fits right into that slot. That release tool can't be much over 0.050" thick (mine is 0.030") to fit into the release slot.

STANDARD GM CONNECTOR

About 1/8" wide will also be your limit. The springy part of the connector is not that good as a spring so when you replace the newly wired female brass



piece you will have to reposition that Tab. Just lift it up a bit. Caution: you can easily break it off by lifting it too far. I don't think the factory planned on that Tab being used more than once, or possibly twice!

Now that you have made your tool and plugged it into your GEN and turned on the GEN-lite (meaning current is flowing through the rotor) you can spin the GEN to guarantee that it works.



The front hub on the rotor of the Late Model GEN has a female 5/16" hex fitting so you can hold the rotor still while unscrewing the hub-nut. However; you can also use that 5/16" hole for spinning the rotor for testing. A variable speed drill motor lets you watch as you hit the critical speed.

I once had a Late GEN that would not GENERate and I had to take it to an expert (Walsh Electric down on Lake Street). It took him a while to figure it out too, but he was more experienced than I. In my fooling with the rotor I had sent current through it the wrong way and had "polarized" it backwards so it could not function. So, if you try this yourself do what I did (later) and put a BIG bulb in your tester. Like this one here, on the right:

The factory did the same thing by putting a resistor in the wiring - around the little dash lite bulb - to allow more current to flow to the rotor. I'm certain they figured somebody might fool with the GEN somewhere along the way and they wanted to guarantee a good run on the first try.



You can do this bench testing with a '65 GEN too. You just plug in a grounded Regulator attached with a short connector that has a bulb in the brown wire. Early GENs don't have the hex port in the front end of their Armature so you would have to spin that with a belt.

The guys at Walsh had a motor under the table with a belt coming up - - sort of like Gary's infamous chop saw! Not that hard to do. Start with a 2x6, a 1/4 HP motor, a clamp and a belt - maybe even variable speed to slowly watch the lite go out as it kicks in. I'll help you build it...anybody?

CMI 2018 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)

- February** **13 Membership meeting – Messiah United Methodist (MUM) – 7 p.m.**
22 Directors' meeting
- March** **13 Membership meeting – (@ Twin Cities Auto Show, 7 p.m.)**
10-18 Twin Cities Auto Show, Mps Auditorium (<http://www.tcautoshow.com/>)
29 Directors' meeting
- April** 14-15 GSTA, Coliseum, State Fair Grounds (<http://www.gstarod-custom.com>)
10 Membership meeting – tbd
26 Directors' meeting
XX Pancake breakfast – Gabe's in the Park (?), 9-11:00
- May** 06 Spring Extravaganza Car Show and Swap Meet, State Fairgrounds, 7:00 – 3:00
(www.gopherstatebuick.org)
08 Membership meeting – tbd
12 Stamp Out Hunger – USPS Food Drive
31 Directors' meeting
- June** **03 GMCCA – State Fairgrounds**
12 Membership meeting – tbd
22-24 Back to the 50's, State Fairgrounds (www.msra.com)
28 Directors' meeting
- July** 04 Fourth of July Parade, Delano – Post Parade Picnic @ the park
10 Membership meeting – tbd
12-14 Iola Old Car Show and Swap Meet
23-28 CORSA convention, Pittsburgh, PA
26 Directors' meeting
27-29 Little Log House show, Hastings (<http://www.littleloghouseshow.com>)
28 Kolacky Days, Montgomery, MN (Classic car show 7/23; 9 am-3 pm)
(<http://www.montgomerymn.org/>)
22 10,000 Lakes Concours d'Elegance, Excelsior (<http://10000lakesconcours.com/>) 9:00-4:00
- August** **14 Membership meeting – tbd**
11 New London – New Brighton Antique Auto Run (<http://www.anticquecarrun.org/>)
19 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)
26 American Legion National Convention Parade, Minneapolis
30 Director's meeting

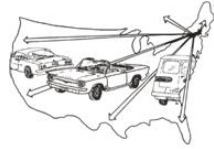


Watch for: **Classic Car Nights, Victoria; North St. Paul; 7 Hi Cruisers, Minnetonka; etc.**

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I live in Rochester, MN, drove a 69 Monza convertible in high school, and have a 1983 Corvair Monza convertible I've been working on for years. Unfortunately, age and health have caught up with me and I am unable to continue the project. I'm trying to figure out the best way to disburse what I have, and hopefully recoup some of the funds I spent.

Here's what I have:

The main body is completely restored, suspension powdercoated, etc. Nice shape, but I know that isn't worth a lot.

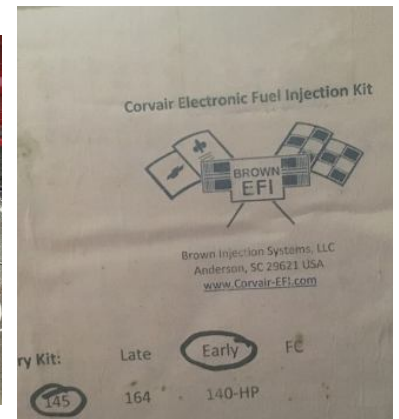
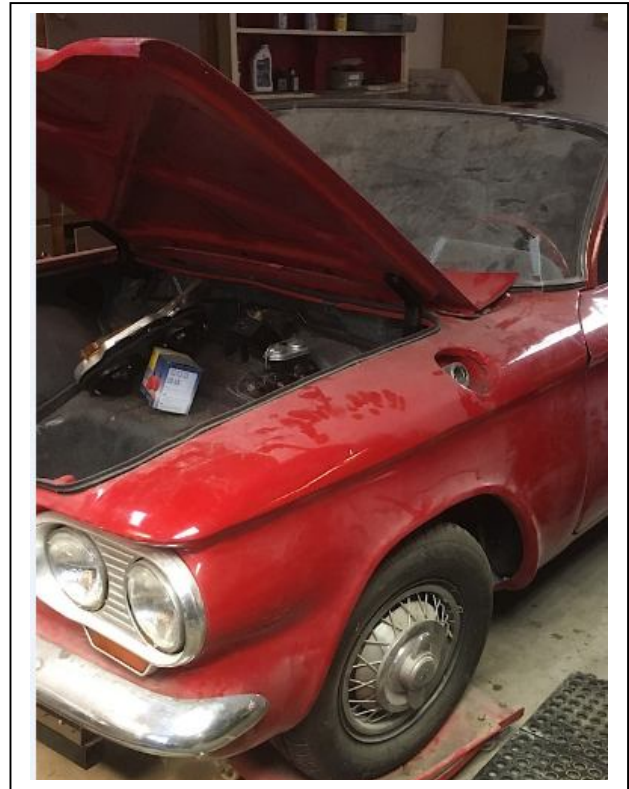
However, my last attempt to finish the project (about 4 years ago) was to complete the drive train. It is not complete, but here's what I have:

- block, crankshaft, camshaft -- new bearings, all shopwork done and ready to put together.
- extra camshaft with no shopwork done
- rebuilt powerglide transmission and torque converter – purchased from Clarks and never used
- rebuilt differential
- weather stripping, fuzzies, window guides, etc -- all purchased from Clarks and not used
- C13102 fuel injection kit -- from Clarks - still in box
- Both heads with shop work done including new valves, guides, and springs
- new kits from Clarks for all brakes

Unused, purchased from Lon at Corvair underground:

- reconditioned barrels, connecting rods
- new pistons, rings, gaskets
- new coil
- new lifters

There are many, many, other things -- brake kits, fuel lines . .



Dave Pugh pugh.dave@gmail.com

WEBSITE: <http://www.corvairminnesota.com/>

← Check out our website!!

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THE LEEKY SEEL

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