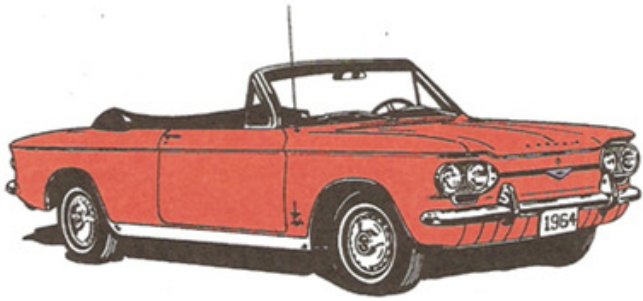


LEEKY



SEEL

CORVAIR MINNESOTA NEWSLETTER

March 2018

A bit of automotive prose, which poet, critic and Pulitzer Prize-winning novelist, James Agee wrote for the September 1934 issue of Fortune.

The characters in our story are five: this American continent; this American people; the automobile; the Great American Road, and the Great American Roadside. As an American, of course, you know these characters.

This continent, an open palm spread frank before the sky against the bulk of the world. This curious people. The automobile you know as well as you know the slouch of the accustomed body at the wheel and the small stench of gas and hot metal. You know the sweat and the steady throes of the motor and the copious and thoughtless silence and the almost lack of hunger and the spreaded swell and swim of the hard highway toward and beneath and behind and gone and the parted roadside swarming past. This great road, too; you know that well. How it is scraggled and twisted along the coast of Maine, high-crowned and weak-shouldered in honor of long winter, how like a blacksnake in the sun it takes the ridges, the green and dim ravines which are the Cumberlands, and lolls loose into the hot Alabama valleys . . . Oh yes, you know this road....All such things you know....God and the conjunction of confused bloods, history and the bullying of this tough continent to heel, did something to the American people -- worked up in their blood a species of restiveness unlike any that any race before has known. Whatever we may think, we move for no better reason than for the plain unvarnished hell of it. And there is no better reason. So God made the American restive. The American in turn and in due Time got into the automobile and found it good. The automobile became a hypnosis, the opium of the American people...



Folks – here it is March and we have some people that have not paid their dues. Dues are payable in January and if we don't receive them we are sending out the SEEL at the expense of folks that have paid their dues. We understand that you may not wish to renew – if that's the case just drop us a note. Thanks. CMI Board of Directors



CORVAIR MINNESOTA

February 14, 2018

Meeting was called to order at 7:10 by Treasurer Lee Knauf. No other officers were present and 14 members were in attendance.

Following the creed:

Treasurer's Report:

Previous Balance	\$2929.51
Income	\$85
Expenses	\$214.80
Current Balance	\$2799.71
Paid Members for 2018: 54	

Secretary's Report: Approved without reading

New Business

Foundry Tour;

Gary Nelson confirmed the Smith Foundry Tour scheduled for February 15 at 10am.

Pancake Breakfast;

Gary Nelson confirmed our Pancake Breakfast will be held at The Moose on Monroe St. in NE Minneapolis on Saturday, April 28th at 10am. Directions will appear in the March SEEL.

American Legion Parade;

Fran is still working with the Legion contacts concerning the inclusion of Rampsides in the parade. Fran stated that the Legion will inform us of their vehicle needs once the parade date gets closer. As mentioned in last month's minutes, we will develop a more detailed list of drivers and vehicles once Joe Schwert returns from parts down south.

Adopt a Highway and GMCCA;

Sign-up sheets for our Adopt a Highway on May 12 and GMCCA on June 3 will be in the next SEEL. Ideally we would like 12 to 15 volunteers for Adopt a Highway.

CMI is responsible for the spectator entrance on the North Side of the Fairgrounds as well as the Car Corral. We'll have a better idea of how many volunteers we need next month.

North St. Paul Cruise Night;

It was decided that CMI would like to be the featured club twice this year. Late June and mid-August were the timeframes suggested. Tom Quinn will coordinate and confirm the dates.

Delano Fourth of July Parade;

Bill Cook was going to approach CJ Schmit about arranging for CMI to be in the parade again this year. Bill said that construction was completed in Delano so the parade would flow more smoothly this year.

Upcoming Activities:

February 15: Foundry Tour.

March 13: Membership meeting at the Twin Cities Auto Show, Convention Center, Downtown Minneapolis.

Note: Free admission for Veterans

April 10: Membership Meeting at the MUM, 7pm

April 28: Pancake Breakfast at The Moose on Monroe St. NE Minneapolis, 10am

May 8: Membership Meeting at the MUM, 7pm

May 12: Adopt a Highway, 8am at Dobo's (May 19th is the back up date)

June 3: GMCCA Car Show and Swap Meet. Less than four months away. Get those Corvairs ready to go!

July 4: Delano Fourth of July Parade. Details to follow.

July 23-28: CORSA National Convention, Pittsburgh, PA. 5 months to prepare!!!

North St. Paul Cruise Nights: Dates pending.

August 26, American Legion National Convention Parade, Minneapolis, MN. They have requested our vehicles for this event. More details to follow.

Summer, 2019: CORSA National Convention, St. Charles, IL. 17 months away.

Summer, 2020: CORSA National Convention, San Diego, CA. 29 months, 1978 miles, and always sunny.

Other Activities Discussed:

Bill Cook talked about Buffalo Days on June 17th. There is a car show, air show, and Pancake and egg breakfast. Price was \$5 per person.

Bill Cook also mentioned Maple Grove Days, which are held in July (no definitive dates).

Tom Quinn brought up the All Chevy Show being held in Worthington, MN June 11-15. This show is sponsored by the Vintage Chevrolet Club of America. This is their 42nd Annual Middle West Meet. More information can be found on their website <http://vcca.org/>

Break: In the spirit of Valentine's Day, Gail Quinn spoiled us again with homemade cookies. This time she baked heart shaped cookies with red, pink, and white M&Ms. Thank you, Gail. Your efforts are very much appreciated.

Tech Session: Fran had a cut out of a late fender/door jamb along with a slide show on how to clean the hidden areas to prevent rust. His information was very informative. It was also very interesting to see how the unseen parts of the car and hidden design flaws adversely affect the visible parts. Gary Nelson also had some parts to share, including an oil cooler. This led to a discussion of the best location for oil coolers and A/C condensers for maximum efficiency.

Meeting was adjourned at 8:50pm

Submitted by *Lee Knauf*

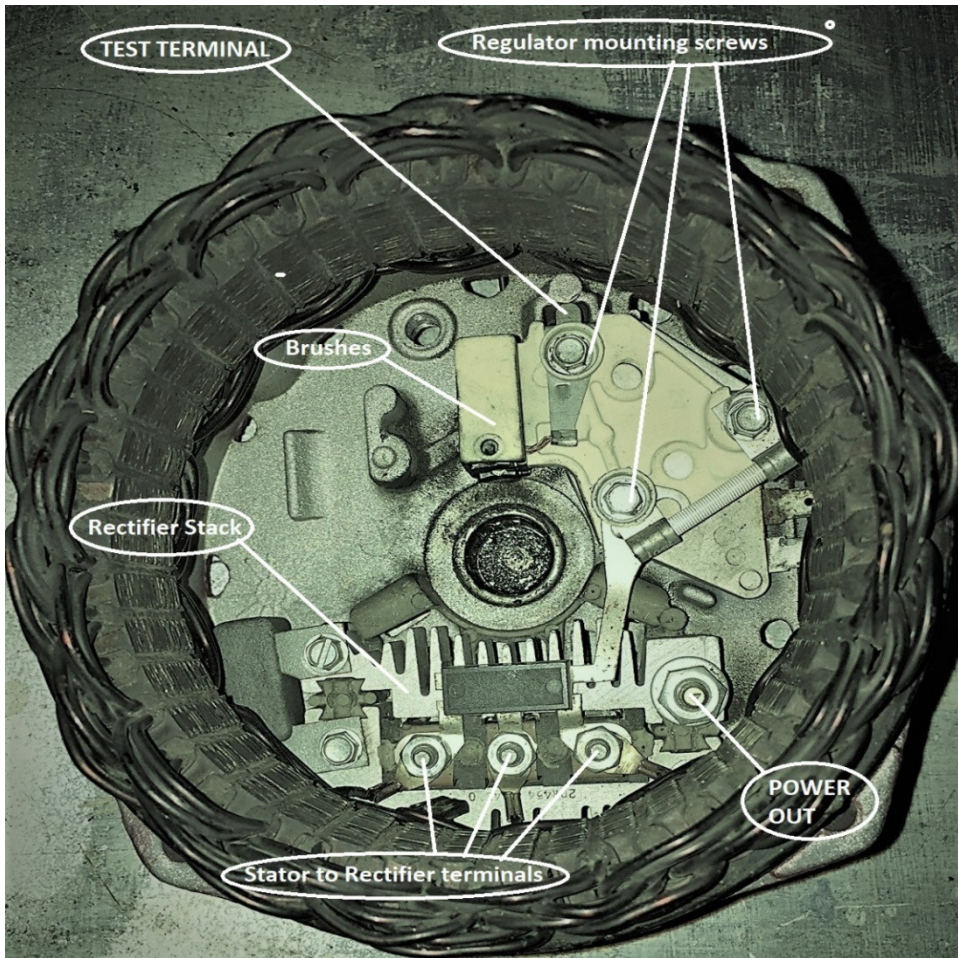


Late Model GEN with built -in REGulator on my FC

I run these in all my CORVAIRs because they have the best available rectifier stack and a built in Solid State Voltage REGulator. They also bolt in directly onto the factory mount.

The last few months I have been observing an odd Voltage in my system...namely the Voltmeter would sometimes be reading 16Volts. Sometimes I could shock it back into normal operation with a honk of the horn, but not always. Since it normally worked fine I sort of wished it away, but then one day, when I had time, I swapped out the GEN with one that was on my shelf.

I figured there was something loose inside. When I popped it open this was my view: A little dust and some smattering of brush carbon but nothing to catch my eye.



I put a wrench on the POWER OUT terminal and it moved! That's not a good sign, but maybe that's where I had screwed up the last time I had this guy apart.

The Stator to Rectifier nuts were rock solid. Notice how clean the fins are on the Rectifier Stack – that allows them to be better cooled by the incoming air. I took a close look at the TEST terminal to see if there was some conductive dirt on it...there was some dirt on it but not very conductive...so I blew it off and continued with on my search. By the way, most people don't realize that you can stick a small screwdriver into a hole in the back -right under the rear bearing – and short that terminal to ground - - bypassing the REGulator! And calling for a MAXimum power output with unregulated Voltage.

This allows you to check if your problem is in the GEN or the REG, as this bypasses the REG completely.

The only thing left to check was the set of three screws that hold the REGulator into the housing. I turned each one of them – just a bit, but that was suspicious. I will have to report to you later, on the success of my screw tightening!

I love the way the Factory does the brush holder...by inserting a wire into the brush holder you can keep the brushes up in the air until the Rotor is installed. Then simply pulling out the wire allows both brushes to drop right into place. I have done this many times in the past but today my old knarled fingers were having a hard time getting the brush (that has a spring behind it) to be pushed sideways into the hole. The back brush is the first one on the wire so it has to go on first and I was having a tough time of it – I think it took five minutes of dinking around before it dropped in – then the outer brush went in without a peep! I suppose somebody could invent a holder for that to sell on the OLD CAR market.

Let's all enjoy our GENerators, so long as we have them with us. Keep on CORVAIRing, Fran

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)

- March** **13 Membership meeting – (@ Twin Cities Auto Show, 7 p.m.)**
10-18 Twin Cities Auto Show, Mpls Auditorium (<http://www.tcautoshow.com/>)
(Free Admisssion for Veterans)
29 Directors' meeting
- April** 14-15 GSTA, Coliseum, State Fair Grounds (<http://www.gstarod-custom.com>)
10 Membership meeting – MUM, 7:00 p.m. (Culver's for pre-meeting @ 6 p.m.)
26 Directors' meeting
28 Pancake breakfast – The Moose (356 Monroe St NE Mpls), 10:00 a.m.
- May** 06 Spring Extravaganza Car Show and Swap Meet, State Fairgrounds, 7:00 – 3:00
(www.gopherstatebuick.org)
08 Membership meeting – MUM 7:00 p.m. (Culver's for pre-meeting @ 6 p.m.)
12 Adopt a Highway – meet at Dobo's, 8 a.m.
12 Stamp Out Hunger – USPS Food Drive
19 Adopt a Highway – rain date
31 Directors' meeting
- June** **03 GMCCA – State Fairgrounds**
11-15 All Chevy Show, Worthington (sponsored by VCCA)
12 Membership meeting – tbd
17 Buffalo Days (at the airport)
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
11-15 Maple Grove Days
12-14 Iola Old Car Show and Swap Meet
23-28 CORSA convention, Pittsburgh, PA <http://corvairstpittsburgh.com/>
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.anticuecarrun.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:** **Bent Brewery Tour and Car Show; Classic Car Nights, Victoria; North St. Paul;**
7 Hi Cruisers, Buster's in Mankato



36th Annual General Motors Car Clubs Association

ALL GM CAR / TRUCK SHOW AND SWAP MEET



Live DJ playing music
Food vendors on site
Dash plaques to first 500 show vehicles

SUNDAY, JUNE 3, 2018 • 8 AM - 2 PM
MINNESOTA STATE FAIRGROUNDS - MACHINERY HILL

SPECTATORS

*General Admission: \$5.00/Adult
*Children under 12: FREE

EVENT INFORMATION

www.gmcca.com
www.facebook.com/GMCCAssociation

***STATE FAIR RULES PROHIBIT:
OPEN FIRES, BBQ's AND
ALCOHOLIC BEVERAGES.
PETS ON LEASHES ONLY**

PARTICIPANT AWARDS FOR

**BUICK • CADILLAC • CAMARO • CHEVELLE • CHEVROLET • CHEVROLET/GMC TRUCKS • CORVAIR • CORVETTE
EL CAMINO • GMC/CHEVROLET MINI-TRUCKS • NOVA • OLDSMOBILE • PONTIAC • SATURN /OTHER GM**

Show Vehicles: Gates open at 7am - Enter at intersection of Larpenteur Ave & Underwood.

For Sale Vehicles: Gates open at 7am - Enter at intersection of Larpenteur Ave & Underwood.

Pre-register for guaranteed space (until 10AM) & reduced entry fee.

Swappers: Gates open at 6am - Enter at Snelling Avenue main gate - All makes of auto parts are welcome!

Spectators: Gates open at 7am to the show/swap area.

Please print legibly or use address label

REGISTRATION FORM

Name _____

Street _____

City _____ State _____ Zip _____

Phone () _____

Car Club Affiliations (if any) _____

SWAP SPACE - 15'x 20' Space

\$10 each preregistered before 5/15

\$15 each after 5/15

[ST-19 Required](#)

FOR SALE AREA VEHICLES (All Makes)

\$15 per vehicle preregistered before 5/15

\$20 per vehicle after 5/15

NO 'For Sale' signs allowed in the show area

GM SHOW VEHICLE

Make _____ Year _____

Model _____

Preregister before May 15th - **\$10** per vehicle

Register after May 15th - **\$15** per vehicle

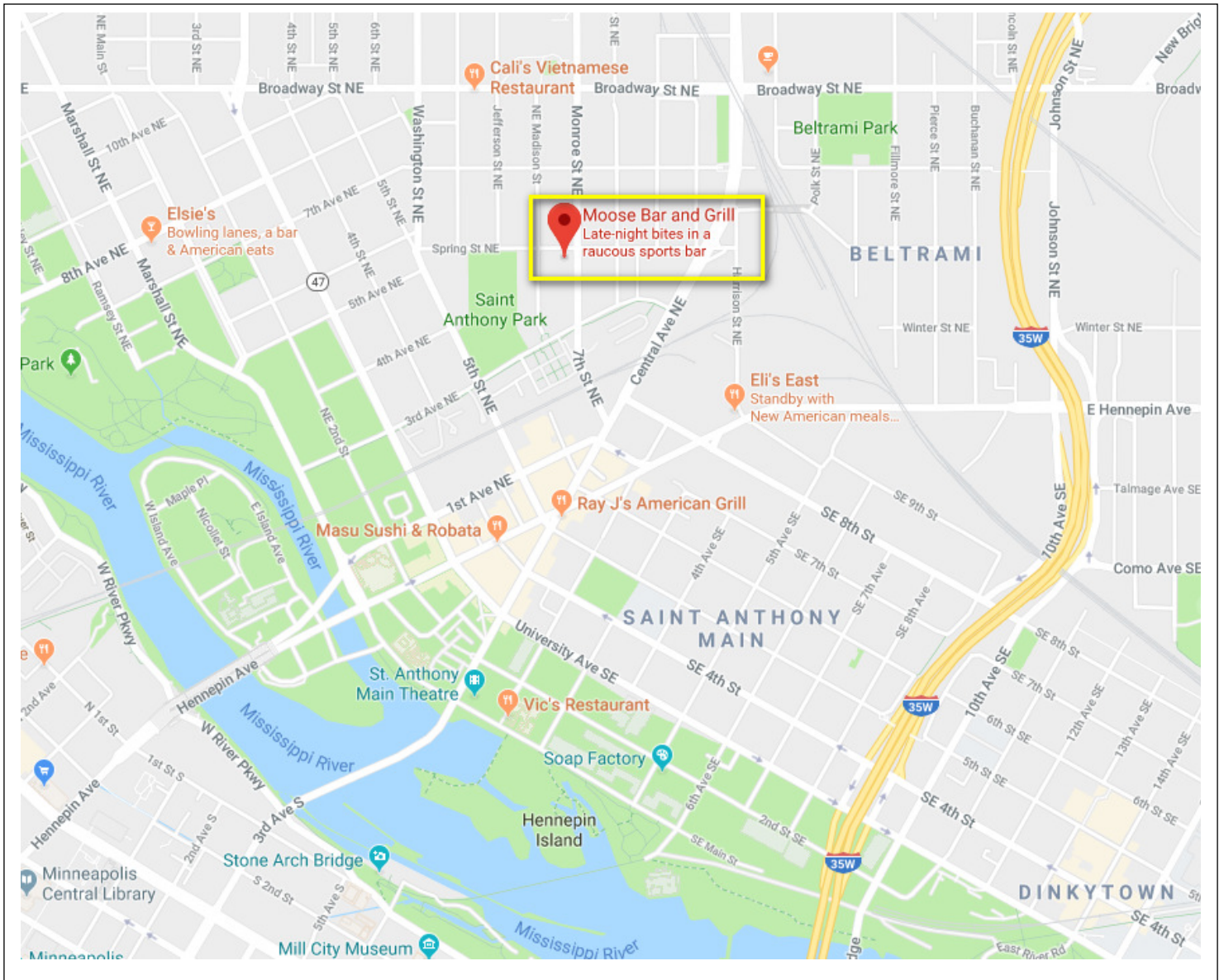
Includes Car, driver & one passenger per admission.

Make checks payable to and send
pre-registration form to: GMCCA
9632 Wyoming Terrace
Bloomington, MN 55438

Annual Corvair Minnesota “Pancake” breakfast

Saturday, April 28th

This year’s breakfast will be at the Moose Bar and Grill
356 Monroe St NE
Minneapolis, MN
at 10 a.m.



Calibrator

The other day I was checking out my Late-Late Generator (with an Internal Reg), on my Rampside, and wanted to see how much current it was putting out. I needed something that I could put 30 Amps into and not get smoked. I looked around for something less than one Ohm and wasn't having much luck. I tried a few resistors and they got REAL HOT - - Real fast! I needed something that was low resistance and LARGE enough to get rid of the heat.



I backed up and cast my eyeball around and said, "let me see, what I can find here". This (see photo) is what was only three feet from me and it turned out to be a very handy tool – just what I needed.

I measured it to be a ~ 30 foot-long piece of #14 copper wire. [10 turns of wire in a circle about 10-11" across gave me about 30 feet] When I put 30 Amps through it there was a 3.3 Volt drop along it - - so about 0.11 ohms. Dissipating a couple kilo-Watts (I^2R) a length of 30 some feet should not get anyone too excited, so it worked out well. It's always good when there's no smoke!

Just to check my work I looked up the resistance of #14 copper wire (0.065" diameter). It should be 2.5 mΩ per foot. [0.11 Ω is 110 mΩ]. Which says I should have had 27 feet of wire. Hmmmm, I better go back and count my turns of wire again. (Also, couldn't find the Omega symbol on my keyboard. Now I found it!)

Counting the turns in the picture shows me 10 of them. If the diameter of that pile of wire averaged 11" then I'd be at 28 feet...close enough.

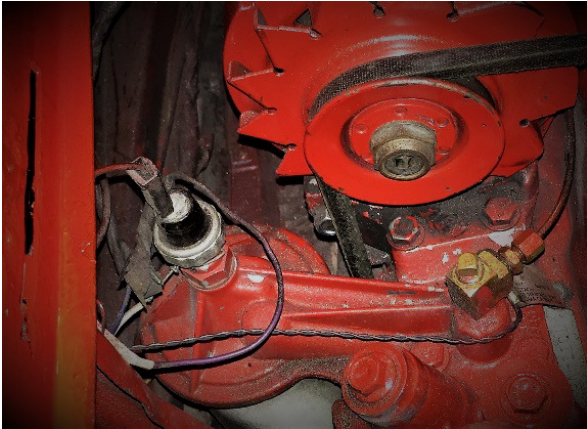
Anyway, what I wanted to share was that a common spool of wire can be a good calibration tool if you are checking out your hand-held Ammeter. This one (on the right) uses a wooden clothes-pin to be an insulated spring-loaded contact to connect to the "always HOT" B+ wire which normally carries the GEN output.

The other wire is shaped into a nice high current swirl to go on the B+ terminal of the GEN, with that nut to hold it in place. This allows the Ammeter to sit high up over the GEN while I do my testing. I needed the spool of wire to verify that an ammeter labeled 30 Amps is reading 30 Amps when 30 Amps is going through it.

Happy CORVAIRing, *Fran*



GENerator mounting bolt



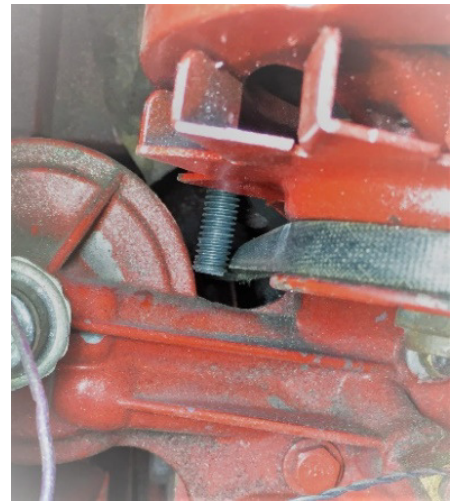
The other day I was changing out my GENERator and one of the bolts did not tighten. I looked down there to notice a couple threads that had not been used by my 2" bolt. I turned it a couple more times just to make certain



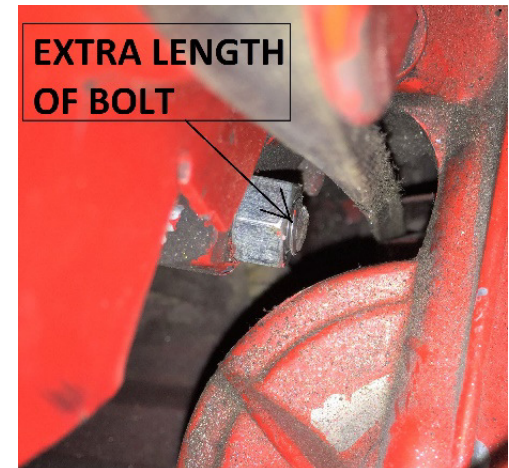
that it was what I thought it was! Bummer. Removed the bolt to see if the threads were full of Aluminum but they were clean! Interesting.

I figured the best approach would be to use a longer bolt with an external steel nut. If the clearance was not acceptable I would have to remove some Aluminum from the housing so the steel nut could be recessed – increasing the distance between the nut and the belt.

The new bolt was a three incher – I figured I would be better off doing some bolt cutting than deciding any other way. Here's how close, all of that stuff comes, when the bolt is too long. I cut off a half inch – 8 threads – so I would still have 6 to work with. (6 threads on an 18 tpi bolt is 3/8" so I am not compromising the bolt/nut strength).



This view shows the cut-off bolt has almost enough clearance. When I added the nut I saw that I was clear but decided that the single thread sticking out was extra. Once the bolt is out of the nut it's not doing any good, so I snipped it just a little bit more and came up with this

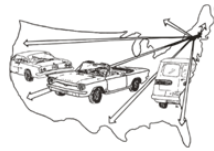


(on the left). Since this portion of the belt is always under tension, there would be no ballooning of the belt as the engine ran. So, I figured this was a good fix for my stripped thread on the GENERator of my 1961 FC.

CMI Classifieds

Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints.



Check us out at www.corvair.com or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your other Corvair needs. Clark's - More than Parts!

Clark's Corvair Parts® 400 Mohawk Trail, Shelburne Falls, MA 0137
(413)625-9776 www.corvair.com email: clarks@corvair.com

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.

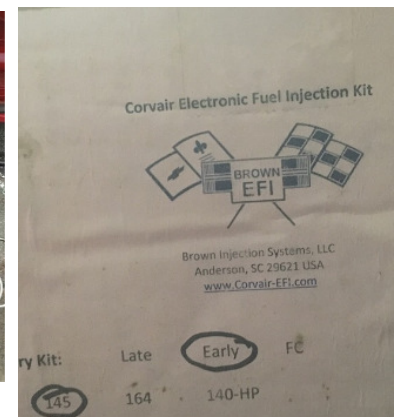
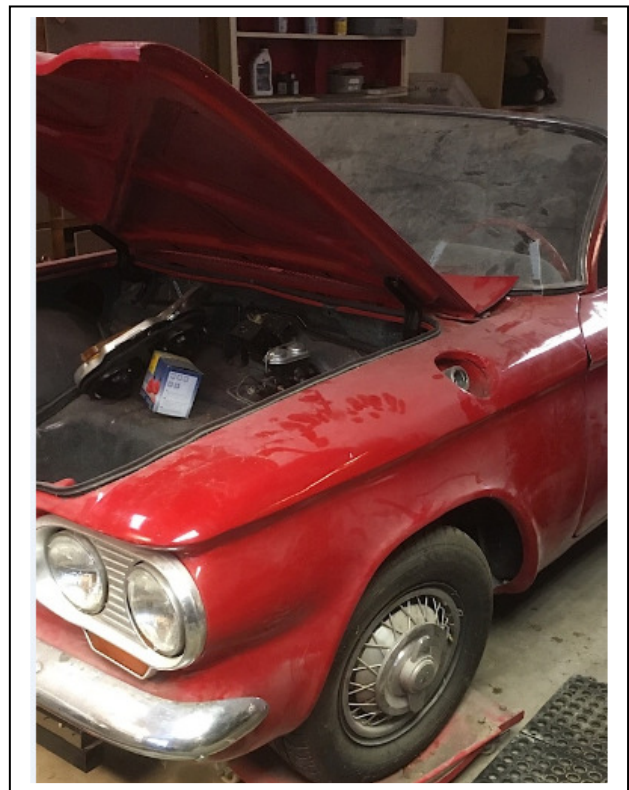
However, my last attempt to finish the project (about 4 years ago) was to complete the drive train. It is not complete, but here's what I have:

- 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, etc.



Dave Pugh pugh.dave@gmail.com
(507) 285-3384

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

← *Check out our website!!*

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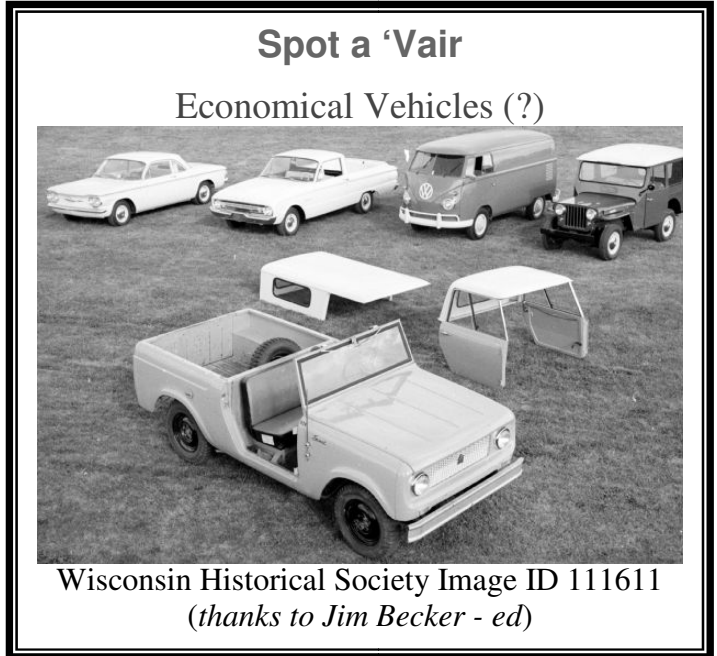
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THE LEEKY SEEL

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TEMP – RETURN SERVICE REQUESTED



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!



Have you sent in your Dues?