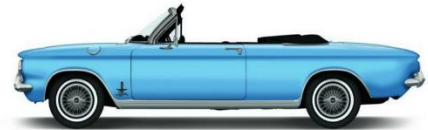




# Leaky Seal

*Corvair*



## Corvair Minnesota Newsletter

November 2018

### President's message...

The Rampy is now in winter storage until next April for the first time since we downsized to a townhouse. I will miss that 3+ car garage. I will be working on a few small projects for the truck over the winter, but the bigger projects will have to wait for the spring.

A special thanks to Chuck Johnson and Tom Masso for organizing our October Fall Tour to Roy Bernick's Car Museum, the Veit Automotive Museum and Jeff Hasslen's Franklin Collection. It was a lot of fun, thanks guys!

I hope everyone will come to our November 13 membership meeting 7pm at Messiah United Methodist Church (the MUM). We will start with our annual meeting and the election of our club officers. If you would like the opportunity to help guide your club into the future, here is your chance. Just let one of the current officers know or come to the meeting.

Following elections, we will continue with our regular membership meeting. Some of us meet for dinner before the meeting at Culvers from 5:30-6:30pm (Hwy 55 & Peony Lane in Plymouth). Hope to see you there!

Our Holiday party will be at Latuff's Restaurant in Plymouth on Saturday, January 5, 2019 from 2:00-4:30pm with heavy appetizers and a cash bar for only \$15 each. Please send in your RSVP form located in this issue. Our charity of choice will be S.T.E.P. Bring your donations of food, personal care items, baby items or CASH to the party.

Enjoy your Thanksgiving with friends and family.

**Wrench, ride, repeat,**

*Jack Bacon*



## GENERAL MEMBERSHIP MEETING MINUTES

October 9, 2018

President Jack Bacon called the meeting to order at Messiah Methodist Church at 7:00 p.m. 23 members were in attendance.

After the club creed, Bill Cook highlighted CMI fall wearables now available for purchase while new business cards were distributed.

### TREASURER'S REPORT:

Previous Balance: \$ 3130  
Income: \$ 87  
Expenses: \$ (106)  
Current Balance: \$ 3111  
Paid Members for 2018: 68

**SECRETARY'S REPORT:** Approved as written.

### OLD BUSINESS:

Adopt-a-Highway was October 6 and 10 members participated. Trash was minimal, and we were done in an hour. A breakfast waitress with a good memory for sharp men knew we would be back for pie, so we pre-ordered to make sure they did not sell out of our favorites.

Classics by the Lake Show in Buffalo drew 6 Corvairs. Another great show which experienced its best weather ever this year.

### NEW BUSINESS:

2019 Officer Elections: Nominations remain open for our election in November. Current officers are willing to run once again, but eagerly encourage substitutions!

October 20 Franklin Tour: Plans were distributed with information and phone numbers for our Fall Color which Tom Masso is orchestrating. We will tour Roy Bernick's 80 car collection in Waite Park, the Veit Hot Rod Collection near Buffalo, and Jeff Hasslen's Franklin Garage in Otsego with a side trip to the Fairhaven Dam.

November 13: Membership Meeting at the MUM! With election of officers. Any special requests for the Tech session??

Enlarging Collection: Lee announced the Knauf Collection of New Ulm is now up to three Corvairs as he purchased a low mile '66 Monza coupe from Jack Murphy's wife Doreen.

Cash Drawing: V.P. Jim Becker's name was drawn but he wasn't present due to his sister visiting. Next month's drawing will be \$10.

BREAK: Gail Quinn spoiled us with home-made cookies once again, thank you!

Tech Session: Fran Schmit led a discussion of ignition systems: OEM vs. Pertronix 1 vs. Pertronix 2 vs. Seth Emerson Performance Systems.

Adjourned: 9:10 pm.

**Respectfully submitted,**

*Chuck Johnson*

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#### MEMBER COORDINATOR

Jack Bacon (see info above)

## Fall Color Tour, October 20, 2018



At 9 a.m., a caravan of about 20 vehicles led by a Franklin departed the McDonald's in Monticello for a day of adventure. Among the caravan in addition to the Franklin were 3 Corvairs, a Citation, '50 Studebaker pickup, '70 C-10 pickup, and a lot of late models driven by those of us who already stored our summer vehicles. Tom Masso, with the assistance of his brother-in-law Jeff Hasslen orchestrated this adventure for the Gopher State Chevy and Corvair Minnesota Clubs.

We took back roads to enjoy the pace and the scenery, our first stop was the Fairhaven Dam to stretch our legs. From there, we journeyed to Waite Park and Roy Bernick's collection of nearly 80 cars, emphasizing Classics and Brass Era Beauties. My favorites: The Auburn Speedsters, another 8 Franklins, several Lincolns, a coffin nosed Cord, a Kaizer Dragon, a Stearns-Knight and the list goes on . . . and on. Each time I would double back, I would see more signs, boxes, parts etc. We could have spent a month there.

After a fast food lunch break, we continued back toward Buffalo and the Veit Auto Collection. Primarily, hot rods from the Golden Era of hotrodding and Tri-5 Chevys, along with tons of collectibles and signs. My favorite was the silver '50 Olds 88 fastback coupe, what a well-done Resto-mod! While most of the hot rods were restored to their original hot rod configuration, several were left in "as discovered" condition, as found either in stock or as first modified before "parked". A novel feature was a number of parts cars scattered among the grove along the driveway. Another building is under construction, so we will return!

From there, we followed caravan leader Jeff Hasslen to his workshop in Otsego. I remain fascinated by his Tatra which was originally a "test and evaluation vehicle" by one of the big 3, so while it has surface rust from being stored outside for years, it is low mileage and complete. Visible progress since our last visit was minimal but is easily explained as he has been sourcing new parts from Czechoslovakia and elsewhere. For something so rare, this alone is a challenge.

Jeff's facility is a Franklin treasure with cars not even in the Franklin Museum we visited at the Gilmore in Hickory Corners, MI. One of two V-12s in existence, for instance! We also got to be up close to the 1904 Franklin we enjoy each year at the New London – New Brighton Road Rally. After the dozen or so Franklins, we were treated to his long wheelbase Graham, some NSUs, 2 Porsches. . .and home-made COOKIES! Jeff showed us his impressive workshop and demonstrated some of the parts he casts for Franklin owners throughout the world.

By now, it was after 5 p.m. and we departed after thanking Tom & Jeff and their wives for a great day.

**If you weren't able to join us today, you missed an opportunity to see some truly great collections!**

We are privileged to be able to experience such unique collections, along with the truly unique for America, New London to New Brighton Tour and the renowned Back to the 50's Show each year.

We will be back, I'm anxious to see the Tatra running!

*Chuck Johnson*

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## Fall Tour, another update!

CMI toured a couple places this weekend and saw some fabulous stuff. Way too many to relate here so I will start off saying, "you had to be there!" Yes, we had Breakfast at McDonalds and lunch at Culvers, OK...now that's done. Let's get to the good stuff. Bernick's in St Cloud, Veit in Monticello and Hasslen's in Otsego. I'll just include a couple pics and then talk about them – slightly, as the few pics are only a hint. We'll start with Mr. Bernick's collection in St Cloud.



This bird's eye view of the rear end of a 1928 Auburn "Boat-tail" roadster is right up there at the top of my list for the most beautiful design feature ever. A person can drool all day just looking at this car and dreaming of driving it. The two-seat cockpit sat down behind a severely raked windshield and implied "speed" to any and all onlookers.



In the same room is a 1915 Oldsmobile with Electric air horns. I thought they were a very modern idea and here they are from

100 years ago!

In the next room was a Model A FORD with a third headlight that could be aimed to shine around the corner! Apparently, there was a shaft running inside the hood and coming out through the top of the Radiator housing to maneuver that light.



Right across the aisle from that Model A was a gorgeous – huge Franklin Touring Sedan that had a V-12 air cooled engine in it.

I checked with Mr. Bernick and he said that it did indeed have an air-cooled V-12 under the hood. Since we were going to Mr. Hasslen's shop later in the day I was really anxious to see what that was going to look like - to my eyes!



(cont. on page 7)

# Convair Minnesota Holiday Party!

**Saturday, January 5, 2019 at LATUFF'S PIZZERIA**

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

**Appetizer buffet & social time – 2:00 pm to 4:30 pm**

**Cost is \$15 per person \* Cash Bar \***

**Questions/directions:**

**call Bill Bertram at 612-479-5185 (until 12/15) or  
Jack Bacon at 763-291-1298**

**\*\*Remember to bring your donation to STEP \*\***

**\*\* \$20 dues for 2019 are payable at the party or mail your check to: \*\***

**Lee Knauf, 401 West Street, New Ulm, MN 55073-1527**

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## **Annual CMI Holiday Party Response**

**Name \_\_\_\_\_ # attending \_\_\_\_\_**

**Cost: \$15 per person (make your check payable to CMI)**

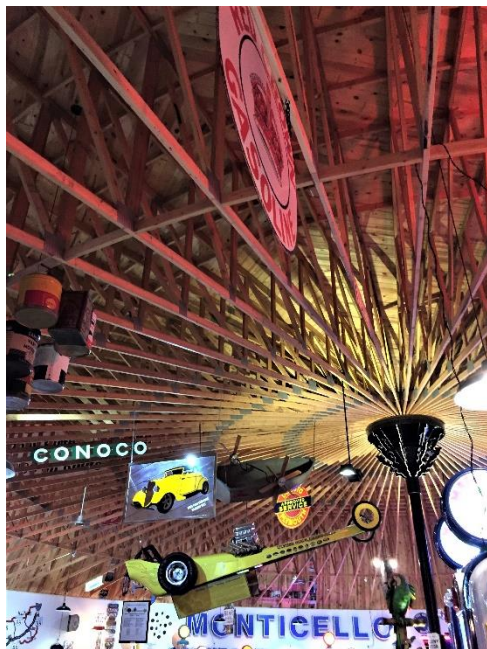
**Mail your reservation with payment no later than December 24<sup>th</sup> to:**

**CMI Holiday Party  
Lee Knauf  
401 West Street  
New Ulm, MN 55073-1527**



Acclaim Images.com

## Fall Tour - another update! (cont.)

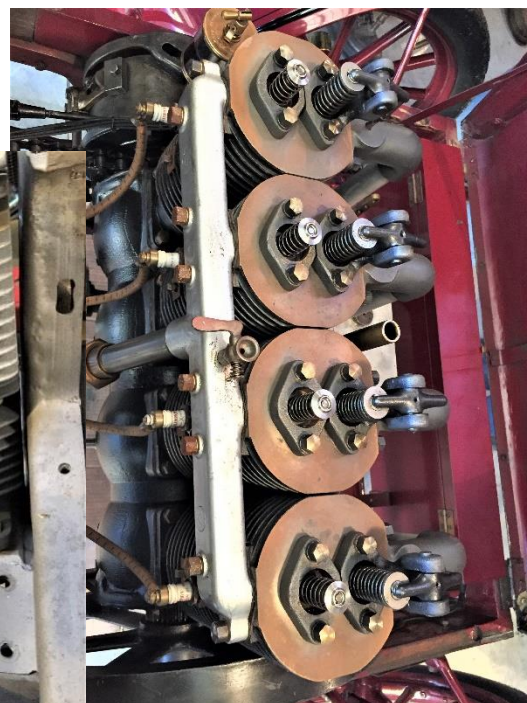


The Veit museum had a 50 Olds fast back 2dr just like the 49 that I had as my first car, Boy! I just had lots of flashbacks while looking over that beautiful car. Veit's had boats and gas pumps and racecars and hotrods in a ROUND building!

When we got to Hasslen's place – which is more a shop than a museum, or maybe a shop and a museum, I wanted to see the innards of some of the Franklin models. There were many different kinds and sizes as the company started back when everyone else was starting and grew into a prestigious line of cars by the 30's. Too big/expensive for the Depression days though and they folded. BUT, take a look at this neat copper finned four-cylinder engine from the early days. The engine sat crosswise – today we call it transverse – so the wind could cool each cylinder the same. I saw a later model where the cylinders were fore/aft and I wondered if the front one wouldn't get all the cooling and Mr. Hasslen told me they put bigger fins on the rear cylinders!

Here's a view that I certainly wanted to see and would like to sit in his shop when he's working on it. This is looking down into the V of the air-cooled Franklin V-12 engine. The crankcase cover is in the center and each iron jug is bolted separately to that. The individual cast aluminum heads were bolted down to the top of each jug with the valves on top of them. I didn't find out how the manifold sat above or between the two banks of cylinders. The fan (mounted solidly on the end of the crankshaft) forced air into this chamber and cooled the fins as it went through.

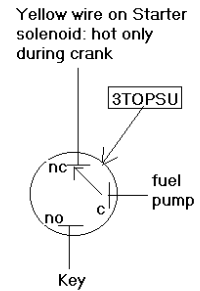
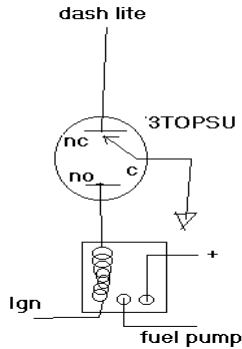
It looks so much like the CORVAIR design that I am surprised GM had such a hard time casting the aluminum when this technology was already there.



Keep on CORVAIRing,  
Fran

### Electric Fuel Pump Controllers:

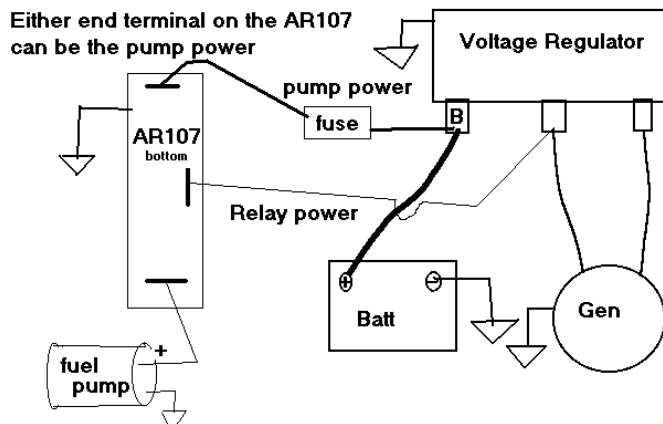
At the meeting on Tuesday I was asked about the three terminal Oil Pressure Sending Unit (3TOPSU). Here are two examples of how I have tried to use them in the past. On the left it is used to ground the dash lite or the Fuel Pump (FP) relay. On the right we see the FP being powered through it from both the yellow wire terminal on the starter or the key.



Fuel Pump runs during crank and when there is oil pressure

Both of these circuits are good designs, but my experience shows the 3TOPSU to be an unreliable switch as it didn't always turn off with the motor, so I dumped it in my designs.

Below, on the left is the wiring for an Electric FP in an Early using the brown wire off the center terminal of the DC Generator's Regulator to control a relay



When the voltage regulator starts to operate it turns off the dash lite. In so doing it powers the relay that turns ON the fuel pump. If the engine stops - the generator stops - and the dash lite comes back on - and the relay opens up shutting OFF the fuel pump.

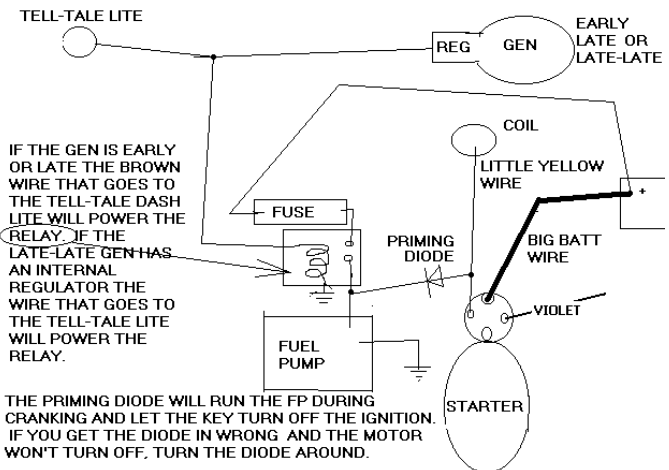
that powers the FP. A good reliable - cheap -functional setup with the relay shown in the area of the Regulator and the wire to the pump goes wherever you put the pump.

Below, on the right, you see the design that I like to use as it taps into the brown wire (goes from the Regulator to the dash lite) anywhere along its length. The priming diode runs the FP during crank for those who have empty carbs in the Spring.

My favorite-favorite design has the Automatic Headlight relay sitting next to the FP relay so that I can instantly prime the carbs – anytime –Spring Summer or Fall by pulling on the Regulal Headlight switch. This 'favorite-design' is not shown here as it uses two relays and most people avoid them.

All of these designs are good for Electric Fuel Pumps in the tank or under the car or wherever you chose to enjoy them!

Keep on CORVAIRing, Fran



## CMI Classifieds



**1964 Corvair Monza**, original engine. 108,000 miles. 164 cu in. 95 hp. Power glide trans. Licensed and running. \$3500. Located in Elk River, MN. **Please contact Georgia Thometz at [gthometz@gmail.com](mailto:gthometz@gmail.com)**

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**1963 Corvair Monza** convertible; body and suspension restored; engine is not assembled. Aftermarket seats, fuel injection (still in box), many other new parts. **Contact Dave Pugh at: [pugh.dave@gmail.com](mailto:pugh.dave@gmail.com) or 507-285-3384.**

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**2-'66 Monza 2drs** Lots of Accessories \$3000. **Contact Rudy at 612-840-9788**



**1964 Corvair**, 18,000 original miles. CA car, super clean inside and out and dry under carriage. New battery and upgraded starter. Runs excellent, needs paint. White with blue interior. No rips, newer carpet. Stored inside. \$4500. **Please email [joshj@lme4me.com](mailto:joshj@lme4me.com) or text 612-804-4145.**

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### Leeky Seel Classified ads

Do you have a Corvair related item you would like to sell or are in search of? Send your request for an ad in the **Leeky Seel** to: [corvairmnleekyseel@hotmail.com](mailto:corvairmnleekyseel@hotmail.com)



## CMI 2018 Schedule

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

Nov 13 ANNUAL meeting, Messiah United Methodist Church, 7pm  
Nov 29 Board of Directors meeting

Dec 11 Membership meeting, Messiah United Methodist Church, 7pm  
Dec 27 Board of Directors meeting

July 23-27, 2019 CORSA CONVENTION, Pheasant Run Resort,  
St. Charles, IL

**SAVE THE DATE!**  
CMI Holiday Party  
Saturday, January 5, 2019  
2:00 pm - 4:30 pm

See details and response form inside this issue.

## Spot a Vair!

I'll get to it sometime. . .



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.

### THE LEEKY SEEL

11078 16<sup>th</sup> St. NE  
St. Michael, MN 55376

**TEMP – RETURN SERVICE REQUESTED**



**November 13th ANNUAL meeting is at  
the MUM. See you there!**