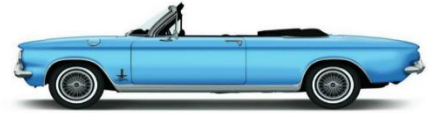




# Leaky Seal

*Corvair*



## Corvair Minnesota Newsletter

October 2019

### President's message...

Thanks everyone for attending our tour of Fagen's Fighters WWII Museum. We had eighteen CMI members meet for breakfast at Perkins in Chaska followed by a short two-hour drive to Granite Falls where we met four more CMI members. The museum is certainly one of Minnesota's hidden gems. See the follow up article elsewhere in this issue.

Our club elections are coming in November, please think about running for one of the positions. Many volunteers make a great running club with many new and fresh ideas.

The next big car show is coming Saturday October 12, located at the county fairgrounds in Cambridge. The Frankensteiner's Ball is a very family-oriented show and has become one of the best in our region. This is not just for Rat Rods but is open to all cars and last year there were 2,000 cars! There are no trophies, just bring the car that makes you proud. Please bring candy for all the kids that dress in their Halloween costumes. There will be food trucks along with burnout, engine revving and flame throwing! I wouldn't miss it.

**Wrench, ride, repeat!**

*Jack Bacon*



## GENERAL MEMBERSHIP MEETING September 10, 2019

A surprisingly nice evening prompted another good parking lot session. We moved indoors and at 7:25, President Jack Bacon called the meeting to order. Tom Quinn read the creed to the 35 members present. Ralph Diers brought his buddy John as a guest. John Steiner had two guests arrive shortly thereafter.

### **Treasurer's Report:**

Previous Balance	\$3239
Income	10
Expenses	<u>(112)</u>
Current Balance:	<u>\$3137</u>

Current Paid Membership: 80  
GMCCA checks have been delayed due to MN State Fair billing problems.

**Secretary's Report:** Approved as written. Motion by John Herkenratt to approve both reports, second by Fran Schmit, carried unanimously.

### **Recent Events Recap:**

**September 7 Classics by the Lake, Buffalo:** This event attracted a record number of vehicles, overflowing the show area. Corvairs included Charlie Kinney's V-8, Jake's late coupe, John Herkenratt's late 4-door and an unknown early convertible. which won an award!

### **OLD BUSINESS:**

**September 20: Fagen Fighters WWII Museum** in Granite Falls: Sign-up sheet was circulated once again and we are up to 15 attendees; still room for more!

**Corvair Preservation Foundation Donation:** While we are in support of this museum and recognize how hard the CPF Board of Directors are working, we decided NOT to donate to the museum on the basis of what was presented at the CORSA convention. Without financials or mid- to long-range business plans, we cannot

evaluate the stability of the organization's pathway.

**E-Seel Update:** All members with a current email address are receiving the electronic version. In addition, 19 members are receiving a printed copy. Chris Bacon is willing to continue as Editor.

**BYLAWS UPDATE:** Jim Becker is compiling final version to be printed in the October Leeky Seel so it may be voted on during the November Elections.

### **NEW BUSINESS:**

**CORSA Update:** Paul Bergstrom reported that next month's CORSA Communique will be the convention issue. Also, raffle tickets for the Corvair Preservation Foundation Raffle are still available for the '65 Monza Sport Coupe to match John Herkenratt's Sport Sedan. Paul reminded us next year's convention is in San Diego.

### **November Election of Officers Slate:**

Tonight's nominations:  
Tom Quinn for President by Gary Nelson, second by Fran Schmit.

Gary Nelson for Vice President by Fran Schmit, second by Peter Schmit.

More nominations are encouraged and will remain open until the election ballots are distributed for each office.

**FALL/WINTER ACTIVITIES:** Suggestions are needed, as are event leaders. October Fall tour is still undefined.

### **OTHER:**

**Auction:** FC ashtray handles and a CORSA belt buckle.

**Lucky Drawing:** '65 Corvair literature was, appropriately enough, by Dick Mickelson.

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## CORVAIR MN

<b>OFFICERS</b>	<b>COORDINATORS</b>
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**Jackpot:** Tonight's lucky draw was Greg Helms who wasn't present, so next month's pot will be \$20.

**BREAK:** Gail Quinn baked chocolate chip cookies which disappeared quickly. **THANK YOU!**

**Tech Session:**

**Distributors:** Fran demonstrated the Corvaire distributor. He also explained and displayed all the various pieces he used to fashion a distributor with externally adjustable points while the engine is running.

**Tech Session: Next Month:** Jim Brandberg will share his insights and experience with EFI for Corvairs.

Meeting adjourned: 8:45

Respectfully submitted,  
*Chuck Johnson*

## CMI 2019 Schedule

- Oct 08 Board of Directors meeting, 6pm
- 08 **Membership meeting, 7pm**

Jim Brandberg will exhibit and discuss Electronic Fuel Injection possibilities for the Corvaire. There are fuel, ignition, sensor, computer and chassis modifications necessary for any system. He's no expert so discussion and input are welcome. Come let us reason together.

- 12 Frankenstein's Car Show, Cambridge, MN Fairgrounds.
- 19 Fall Tour Mark your calendar, this is a club event. Watch for details.
- 29 – Nov 2 Hershey, PA Swap Meet

- Nov 12 Board of Directors meeting, 6pm
- 12 **Membership meeting, 7pm Annual BOD Elections**

- Dec 10 Board of Directors meeting, 6pm
- 10 **Membership meeting, 7pm**

## 59-year-old dimmer switch bites the dust

The other day I was over at Gary's helping him install the 'newer than new', Oil Pan Reinforcement Rail on a customer's car. One of you guys! That Rail is a nice piece of hardware – I like it! The C13374 even comes with a set of longer pan bolts to accommodate the thickness of the new 'Rail', old pan and a new gasket.



As the evening progressed and I began to fade, it was time to go home, after dark! My Headlights didn't come on! Pushing on the '61 FC's dimmer switch lit up the High beams but only as long as my foot was on the button. Difficult to drive a stick if your left foot is already busy. I jumpered the hot lead to the low beams and drove home.

The next day I pulled up the carpet to see what was going on and saw these two Chevrolet Clutch-Head screws staring back at me. WOW! I hadn't seen one of those in a decade, or two. Lucky thing I have a few of those clutch-ends in a toolkit

and was able to screw the old guys out with no problem - I'm guessing they were,



"original". Somebody could easily have changed that switch some time back in the last century but I'm guessing he would have changed out those screws.

Needless to say, I replaced them with 3/8" hex head screws. Once I had the FC

ready for the road, I was curious as to what had gone wrong after 59 years. I had to look inside. The switch has a ratcheting feature which turns a three lobed contact over six terminals. Each time you step on it the three lobed piece rotates just one step. Since four of the terminals (see photo on right) are hot, the rotator puts three of its lobes on two hot and either the high beam bump or the low beam.



The next 'step' continues to rotate the triple-contact, so we again have two hot and a load bump which is now on the other guy.



## Cont. from page 4

A new switch is around ten bucks so there's hardly a reason to fix an old one, but I did take it apart to see what the problem was really. It's an elegant design, clean and robust. When I was looking up the price of a replacement, I couldn't help noticing that a modern car dimmer switch that also does the turn signals is only 25 bucks. Fun to think about, I guess.

Our old fellow probably should have been greased but it did last quite a while dry, didn't it? This photo (below, left) shows the innards and the broken nylon pin at the bottom.

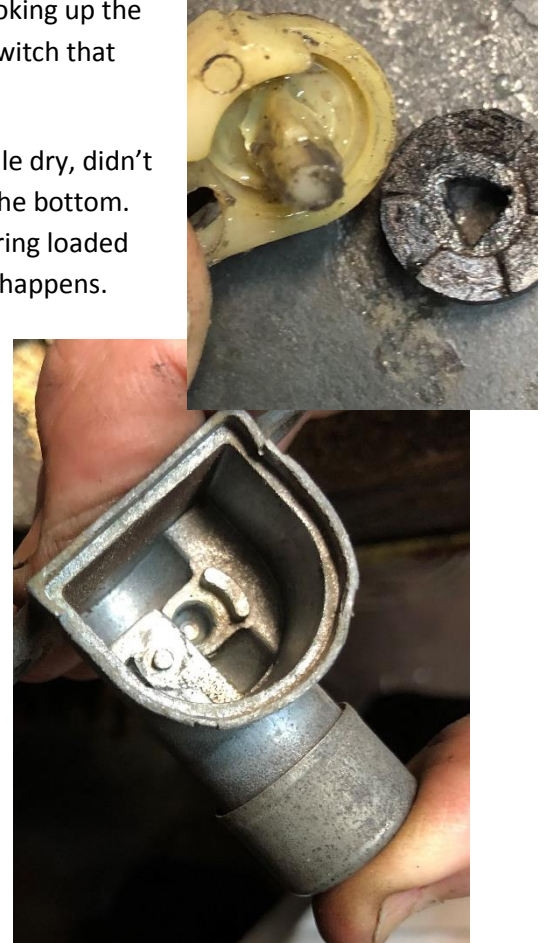
The ratchet that turns the three lobed piece has to float, back and forth [spring loaded on a three-sided shaft] as the rotation happens.



Here, on the right, you see the three lobed ratchet piece that has to turn and slide at the same time. It has grease on it now as I was playing with the possibility of resurgence. BUT! I would say It got a little too hot for the Nylon guide-pin and a slight misalignment came about so the sliding ratchet couldn't go any more and the rotation stopped. There was

also some evidence of arcing, which may have produced that heating, [again, it is a good idea to grease electrical contacts!] so we concluded the time of death to be 2019!

I recorded a video clip of the ratchet changing the contacts with each step. I'll see if Bob can put it on our Website @ [corvairminnesota.com](http://corvairminnesota.com)



As long as we can see at night with both high and low beams, we'll Keep-On-CORVAIRing.

P.S. While I was at Gary's I mentioned I had a drip off my PG filler tube which I was not able to tighten any further. He gave me a one-inch O-ring (with 1/8" wall) that fit exactly inside that port. I tilted my '64 up high, with a jack, (and jack-stands!) so the oil would flow to the other side and opened up the connection. I put in the '1-incher', before a cup of oil could escape. Bingo! No Drip.



**What a life! Let's keep on CORVAIRing,**  
*Fran*



## Activities

As a club we are in a bit of a transformation phase. We started in 1972 which is 47 years ago. A lot of the early roster is gone now. Webster's defines attrition as "the act of wearing down by or as if by friction" or "a reduction in personnel chiefly as a result of resignation, retirement or death". That pretty much nails it. Our roster is in good shape but many of the folks who have been our movers and shakers over the years just can't or won't carry it anymore. From what I gather it sometimes manifests as something along the lines of "this is what we should do or have done in the past, but I can't do it". This is frustrating both to the person wanting to see their good work carried on and to the person who is now in office and can't do it all. If we had been changing a little at a time it would not be as noticeable, or perhaps we have been evolving a little at a time and I didn't notice it. I certainly cut back on my participation for several years. "Ignorance is bliss" seems to be one of my favorite credos.

The best cure is a little participation by a lot of people. Late last year I was a little disgruntled about something small with the club, I was feeling a little of that friction that can lead to attrition. I thought the club was falling short, but I was in no position to complain since I was doing nothing to help, "resting on my laurels" so to speak. I took a look at what I would be comfortable doing, made a pitch to the BOD and they went for it. I'll probably transition into another CMI job in the future but will give up Membership Coordinator if I do. I'm a firm believer in "the more the merrier" and doing two jobs would sabotage that belief.

All that is just the long way around the block getting to a discussion of Club Activities. Tom Quinn recently took on the Activities Director position with the understanding that he didn't have to plan and execute things to do but merely

assist and oversee what others are putting together, sort a left hand knowing what the right hand is doing thing. I don't know if "too many hands" has been a problem so far. The idea is that if someone would like us to do a certain activity or meet in a certain place, they could get the ball rolling.

For instance, a Drive-In on the east side of town or even (gasp) in Wisconsin. It doesn't have to be a big deal, just contact the Drive-In to see what would be a good night, see if they have room for us, pick a date, run it by Tom, make up some directions and send it to Chris a month ahead of time to get in the Leeky Seel. Basically, the same if you have a favorite Car Show, maybe just figure out a place to meet and get there early. Corvair folks have a way of showing up whenever something is featured.

A few years ago, I coordinated a day where we went to Eau Claire and met at Don Colburn's Downtown Auto. We met at Perkins in Oakdale and caravanned there. Corvair folks from other directions met us there. It was well attended and easy to put together. I had an Open Garage once which was also well attended. Several others have hosted picnics in the summer or a chili and soup feed in the winter. Potluck just needs a place and CMI has been known to help finance beverages or a featured item. A simple event can be a great time because when it comes down to it we just like spending time together. Riding the old train in Duluth or Osceola would be a good time, meet somewhere for a meal before and after and it's a day...

*Jim Brandberg*

## Gas cap conundrum

Just the other day I was talking to someone about my vented and unvented gas cap (on my 'FC) when I looked at it from a distance and saw that it was crooked. Usually that sort of thing doesn't bother me, too much, but now I was a little bit annoyed. So, I cut the epoxy loose and remounted the FC horn button back onto the original smooth cap.

The chrome on the cap was a little rough so I looked around for another horn button and found a nicer one to work with. I polished it with some brasso and it looked good. I took the potmetal casting on the grinder to carve out the underside so it wouldn't stick out (away) from the body as much.

Since I have a source for red vinyl that has a sticky back I thought I'd do the red bowtie a little better - instead of dripping red paint down into the raised portion that defines the bowtie. So, if you are going to cut out a pattern you should have a mask to use, right? I got a piece of cardboard, which happened to be white and started to snip away at it. When it got to the right size, I stuck it into the indent and pushed it down in to make a good check on the size. Then I looked at the "horn-button-gas-cap" with a white bowtie and said, "Hey, that's the color of the stripe right above it, let's take a look".



I took it outside to mount it appropriately and saw that I liked it. The white stripe and the white bowtie fit well together. I then made up a better pattern on some sticky-back paper which I painted with thick white paint and only cut it out when it had firmed up.

I mentioned it to a few folks who each had their own opinions, but most agreed the white looked good there. I thought I had made a good move!

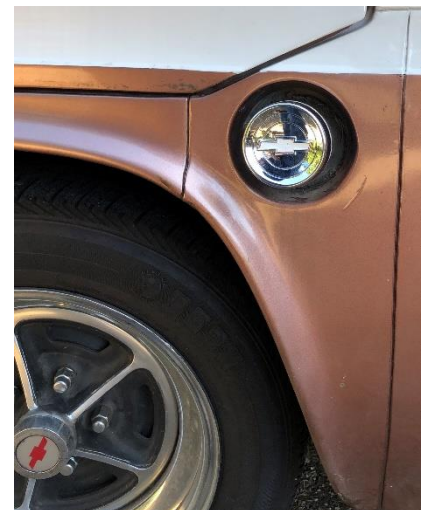
HA! A couple days went by before I noticed something odd.

Maybe the reason I had made the first gas cap with a red bowtie might have been because I had also made red bowties on the wheel's hubcap.

Take a friendly look and my mis-match!

Now I have to live with the conundrum of having different colored bowties only a couple feet apart. How can I stand it?!?!?

Whatever the situation turns out to be I will still...



Keep on CORVAIRing, Fran

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## Fagen's Fighters World War II Museum Tour

by Jack Bacon

After a delicious breakfast at Perkins in Chaska, nineteen CMI members began our short two-hour drive to Granite Falls, the home of Fagen's Fighters WWII Museum.



Ray and Diane Fagen started the museum in 1995 when they purchased their first warbird and then grew into the current five buildings containing warbirds, gliders, vehicles, library and more. There is also the Voices of Valor Theater, one of the original rail cars used during the Holocaust with amazing lifelike wax figures. The hand painted murals on the hangar walls are outstanding. There is a full-

service restoration shop with five full time employees. The current projects are restoring a P40E Tiger and a Helldiver SB2C-5. The B-25 Mitchell Bomber is an incredible restoration down to the insulating blankets on the interior of the fuselage, absolutely perfect in every way! If you are ever in the area, this is a must-see museum.

Ray and Diane own Fagen, Inc. in Granite Falls, an EPC construction company building wind farms, ethanol plants and more. They have just been awarded the largest wind farm project in North America. Aviator Wind Farm will have 191 wind turbines producing 525 Megawatts of power. The Fagen family has been very generous and has built several public facilities in Granite Falls.

I want to thank the 22 CMI members that came out for this special event and the three Corvairs that made the trip. Also, a special thank you to Ann, the museum curator who gave us a great talk about the museum and the Fagen family.

*Jack*





### CMI Classifieds

**For Sale:**

'65 Monza Sport Sedan, dark blue with a blue interior, 110 hp w/ Powerglide and a new windshield, a new battery, new window fuzzies and a driver's seat extender. It also comes with new (uninstalled) gaskets for the trunk and engine lids and a nice cover. Tires, brakes and exhaust are good; the radio is non-op. Less than 55,000 miles. The finish looks better in pictures, but it is a solid, nice running car. \$3750. **Contact John (612)719-4580.**

(Oct 2019)



**Contact Jerry Berge at 480-250-8816**

- Two early FC headlight bezels, very good condition. \$50 each
- 1964 aluminum air grill, new, also fits thru '63. \$150
- Relined late front brake shoes \$30.

(August 2019)

**For Sale:**

Complete set (8 pieces) of Early Beltline SS trim. They need work or I would have installed them. \$80 + shipping (if out of area). **Contact Fran Schmit at 952.929.9174 or email: schmfran@hotmail.com**



**Remember this piece of hardware?**

Someone else wants to use it and would like to play with it but, I didn't write down who took it home. Speak up whomsoever has it!

Fran Schmit

(Oct 19)



**For Sale:**

Black '64 Spyder coupe. Solid California car with a few paint issues. I'm freshening engine then returning it to owner in Eau Claire. I think it's in the \$9000 neighborhood. There's something about a Black Widow Spyder.

**Jim Brandberg 763-444-933**

(Sept 2019)

**Corvair Wanted:**

New member is looking for a late model convertible. Would like to get a car that has been sorted out and running good or not need a lot of work. Manual transmission preferred. #2+ to 3+ condition car.

**Contact Dean Dorholt at 612-803-0836.**

**Corvair Wanted:**

Looking to buy a parts Corvair, early or late model. Doesn't need to run or be complete.

**Contact Dave at: Dave14957@gmail.com**

**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: corvairmleekyseel@hotmail.com.

**Deadline is the 25<sup>th</sup> of the preceding month.**

# Check us out...



For more information on  
Corvair Minnesota,  
visit our website:  
[www.corvairminnesota.com](http://www.corvairminnesota.com)

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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 *Lecky 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

## Spot the Corvair!



October 8<sup>h</sup> membership meeting at the MUM.  
See you there!