



Leaky Seel

Corvair



Corvair Minnesota Newsletter February 2020

President's message:

The year has started out busy for our club. On Saturday the 4th, we had a great turnout for the holiday party at Latuff's in Golden Valley. Thanks to Seel Editor, Chris and her husband Jack Bacon for setting the party up.

We also had good attendance at our monthly meeting on the 14th and were treated to a very informative tech session by Vice President, Gary Nelson and Fran Schmit on the heating systems of both earlies and lates. New member Amber Leah generously contributed her entire heating system (in parts) for the demonstrations.

By the way, I'm getting good response from the members for conducting our tech sessions at the beginning of our meetings. We'll try to start on time. Members can count on action right at 7:00.

By-Law update: The special by-law committee has met four times and has completed its assignment. They transmitted their final draft recommendations to the Board on the 14th, and the Board will be discussing the recommended language during the next few days. Because the committee acted so quickly, I intend to recommend that the Board call a special membership meeting on March 10th for the purpose of discussing and acting on the proposed bylaws. Members will receive formal meeting notice and a copy of the Board's recommended bylaws at the February 11th monthly meeting. Note: For a variety of reasons expressed by members, our March meeting will not include a trip to the Mpls Auto Show this year, and we'll use the date for our special by-law meeting.

Enjoy the winter--it won't be long until spring!

Tom Quinn

President



Membership Meeting Minutes January 14, 2020

President Tom Quinn opened the membership meeting at 7:00 pm.

We started with a tech session covering the complete heating system from the rear to the front of the car. Showing how it all goes together and all its intricacies. Anyone need any late heater parts? My opinion get rid of it and go with a gas heater as I will be retrofitting, a future tech session.

We then had treats provided by treat extraordinaire Gail Quinn.

Treasurer's Report:

Beginning balance	\$4714
Income	121
Expenses	
Current balance	\$4835

The holiday party collected \$570.00 and paid out \$575.78. 38 people attended the party.

The January membership meeting had a good turnout with 18 members attending. Thank you for coming and I'll see you next month.

"HOTROD"
aka *Ken Laursen*
Secretary

CORVAIR MN

OFFICERS

PRESIDENT

Tom Quinn
755 Montana Avenue
St. Paul, MN 55105
tquinn1979@msn.com
(H) 651-489-2657
(C) 612-670-9224

VICE PRESIDENT

Gary Nelson
6916 Russell Ave S
Richfield, MN 55423
corvairnelson@gmail.com
612-644-1258

SECRETARY

Ken Laursen
1729 Avocet Lane,
Mound, MN 55364
rockabillyrebel61@yahoo.com
612-735-8955

TREASURER

Lee Knauf
401 West Street
New Ulm, MN 56073
952-448-6983
vairy69@comcast.net

COORDINATORS

TECHNICAL EDITOR

Fran Schmit
3370 Library Lane
St. Louis Park, MN 55426
952-929-9174
schmfran@hotmail.com

CLUB WEAR

Bill Cook
600 10th St S
Buffalo, MN 55313
612-940-9179
wdcacock@yahoo.com

HISTORIAN

Cara Knauf
401 West Street
New Ulm, MN 56073
952-448-6083

EDITOR

Christine Bacon
11078 16th St NE
St. Michael, MN 55376
612-386-8013
corvairmnleekyseel@hotmail.com

MEMBER COORDINATOR

Jim Brandberg
2214 293¹/₂ Ave NW
Isanti, MN 55040
763-444-9334
jimbrandberg@aol.com

CMI 2020 Schedule

- Feb 11** Board of Directors meeting, 6pm, MUM
11 Membership Meeting 7pm at the MUM
- Mar 10** Board of Directors meeting, 6pm, MUM
10 Membership Meeting 7pm at the MUM
- Apr 4 & 5** Gopher State Timing Association at the State Fair Coliseum. ***Come and see club member Charlie Kinney's modified Corvaair.***

Winter Snow Cancellation Policy: If it is snowing earlier the day of the meeting and traffic snarls are expected, the meeting will be cancelled. Club President will decide and Treasurer will send email blast.

Meet Ken Laursen, CMI Secretary

A fun story, Corvair related to my nickname from my music career

I don't know if you guys remember Mike Gaynor's 1963 Pearl coupe with the purple flame job, but at the time I bought it I was playing with oldies band Teen King and The Princes. We all had nicknames to pay tribute to the 50s so when I pulled up in that Corvair I got from Mike; I instantly got the nickname HOTROD! What is funny is that nickname stuck to the point of if you ask any band I played with "I hear Ken Laursen played with you guys", you would get a dumbfounded look and you would hear "WHO?" As soon as you say HOTROD they go "OH YEAH! I REMEMBER HIM!" and even though arthritis made me retire from full time music, the nickname stuck, thanks to Mike Gaynor and his flame job Corvair. I unfortunately never took a picture of that car, and I sold it due to going to desert storm in 1990. I'm hoping someone, somewhere has a picture of that car!

Ken Laursen



My interest in both Corvairs and playing guitar began in high school. My dad worked with Mike Gaynor at 3M, and I got the itch to have my own Corvair after seeing one of Mike's "funny little Chevys from the 60s with the engine in the wrong end" at company picnics. My first Corvair was a light blue 1969 coupe I got for \$350 from Mrs. McDonald, a customer at Bunny's Service Center where I worked in South St. Paul.

After graduation, I joined the Corvair Club, as well as the Minnesota Air National Guard. I also worked at Lindahl Oldsmobile and played guitar for Teen King and the Princes on weekends when I didn't have drills. In 1984, I joined the regular Air Force and was injured in Desert Storm. After early discharge, I started helping Gary Nelson in his shop, and I have been with the Corvair Club off and on ever since. I love retirement and having time to enjoy the club. It's an indispensable source of both information and parts. While I may not be as seasoned as some of the other members, I hope to do as good a job as Chuck did as secretary, and I'm happy for the opportunity to serve the club in an official capacity.

Ken

!! WIN A CORVAIR !!

The Corvair Preservation Foundation is now selling raffle tickets for a nicely restored 1965 Corvair Monza Coupe. Proceeds to benefit the Corvair Museum in Glenarm, Illinois.

You can buy the tickets online on the CORSA website, or download a ticket purchase order form:

<https://www.corvair.org/index.php/corvair-raffle>

Paul Bergstrom, CORSA Exec. Secretary, plans to attend the February membership meeting and bring tickets to purchase for those interested.



Did You Know?

The **Corvair Society of America** has extended its Corvair Basics book offer another six months! If you have never been a member of CORSA before, this is for you. Visit www.corvair.org and using the navigation menu, click on "Join CORSA".

Between now and June 30, 2020, each new CORSA member will receive a free copy of Corvair Basics - a 190-page technical manual for anyone new to Corvairs or thinking about Corvair ownership. This book is a compendium of articles written by acknowledged experts and covering all aspects of Corvair repair, maintenance and restoration. This is an especially useful resource for anybody who is new to the Corvair hobby. Please allow four weeks for shipping.

We imagine that most of our existing members already have a copy of Corvair Basics, but for those of you who don't, copies are available for purchase at the CORSA website. Visit www.corvair.org and click on the "Merchandise" link for more information.

Special limited time offer!

Corvair Decade, by Tony Fiore. Only \$40 including tax, postage, handling and shipping! Visit our website at www.corvair.org and, using the navigation menu, click on "Merchandise". **Corvair Decade** is the definitive book on the Corvair. It is a hardbound coffee table book; one you can be proud to own and display.

Author Tony Fiore bought his first Corvair in 1960 and became an enthusiast for life. One of the founding members and early Presidents of the Corvair Society of America (CORSA), Tony writes an authoritative and entertaining account about the unique Corvair. His passion is evident in every page of this comprehensive chronology.

Corvair Decade has 144 pages chock full of photos, ads, charts, tables and color plates. It chronicles the history of the Corvair, year by year. It also has plenty of information about the Corvair's early development, including prototypes and Corvair-based show cars. **Corvair Decade** also honors Edward Cole, the father of the Corvair, by explaining Ed's enthusiastic engineering philosophy which ultimately took him to the top of GM. You will be a true Corvair expert after digesting this book and keeping it handy for reference.

Allan Lacki
Secretary
CORSA Board of Directors
redbat01@verizon.net

**CMI 2020
HOLIDAY
PARTY**



**Fun was had by all –
great food too!**

Corvairs in the 2020s

I'm not much for New Year's but it is a new decade, hard to believe 5 of them have come and gone since the Corvair decade. I sat down at the computer on New Year's Day and got to thinking about who will be doing Corvair repairs for hire into this decade and posted on Corvair Center forum to see what folks nationwide might have to say.

There's more folks working on Corvairs than you see on the last page in the CORSA Communique. Most of them are like Gary Nelson and I, a sole proprietorship in a garage behind the house. Most of them have more Corvair work available than they can do, which is supposed to be a good problem, but it doesn't always feel that way.

I'm easy to find with an Internet search so I get calls from distant places that are not practical. In Iowa, Joetown Garage used to do a little Corvair work, but they've got enough with just VWs now. There was a guy in Duluth doing some Corvair work, but I don't know anymore. Someone in Eau Claire should buy out Don Colburn's stuff and go after it. There's a guy near Madison doing a little Corvair work, same with Kansas City. They're not advertising. I think Corvair work will continue firm as the folks currently doing it fade away. It's not like Corvairs are complicated but they are different, and a lot of the mainstream guys just aren't interested. I try to keep my Corvair repair activities separate from my Membership Coordinator activities; I hope it's okay this time since I'm looking for less work rather than more. I'm getting too old to expand.

I find myself doing work for Corvair guys who used to do it themselves. There are also Corvairs being passed down through inheritance, hopefully the enthusiasm will wax rather than wane. There are some young do-it-yourselfers around and hopefully that's where we can help as a club, passing on some of that wisdom before it's gone. We've got some

competition with Facebook and such but a Corvair club can do it better. People usually have enough friends and things to do but they come to us initially because of the Corvairs and we must strive to identify and meet their needs, questions and expectations.

I first came to CMI in 1989 but didn't get regular until '95. Mainly due to my own insecurities I didn't feel like I fit in at first, it seemed like everyone was in groups talking to their old cronies. As such, I think it's really important for us all to help folks feel welcome. I think we've improved considerably in that regard. We want folks to feel comfortable enough to keep coming back.

One thing that comes up from time to time is meeting decorum, maybe not conducting ourselves in a "workplace or better" regard. Bawdy talk probably shouldn't be in a Corvair Minnesota setting. There's the risk of offending other members and also, we are guests in a church basement with other groups nearby. Many of us are Corvair buddies outside of Corvair Minnesota so we are familiar with each other. Our manner in the privacy of our own garage may be a little different and we just sort of forget to tone it down. My wife Chris and I discussed this 20 years ago, probably because of something I said or did. She said to ask myself "what would Ray Alexander do?" I thought maybe I'd heard him engage in some lively discussion at one time or another. To which she replied, "but I never have and I'm pretty sure if you asked the other ladies they haven't either". Touché. The biggest problem with Ray Alexander is that he spends more time in Florida than Minnesota these days, so we hardly ever get to see him. Maybe I should get his Corvair done...

Jim Brandberg

Membership Coordinator

Coil check needs a Capacitor

At the January meeting Jerry Berge asked if there was some way to check a coil. Either at home going through his inventory or to actually check a coil when there is a suspicion it may have failed... like on the road when the engine craps out - right out there in front of God and everybody!

The answer is, not only YES, but it's not too hard to make a little gadget to carry with you as you drive along that road.

All you need is a couple wires and a spare capacitor. I'll draw a picture and then snap a photo... everyone is free to jump in on this if they can do it better, quicker, faster, cheaper because Jerry's problem is still 'hanging fire' after several years of trying to tease out his elusive cut-out.

So, please comment or suggest: to help CMI come to Jerry's aid.

Here's my device:

Take a capacitor out of a Distributor or buy a new one. They usually have just one wire on them with the case grounded. Bring or get a clamp, too. So, use the factory clamp to make contact - around the middle. Attach a wire to the outside sleeve of the Capacitor using the clamp and put a foot-long wire on the factory wire that comes out of the Capacitor. Now you have a capacitor of the correct size, with two wires on it.



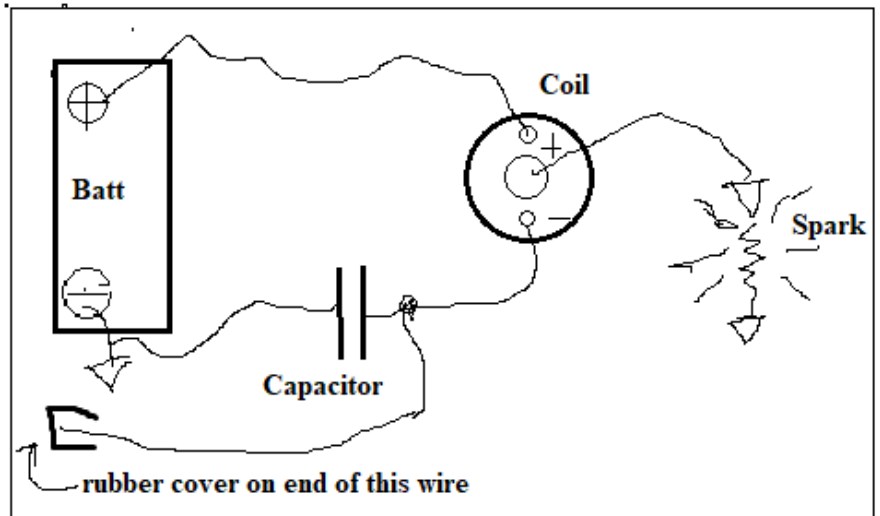
If you are doing this on your bench, at home, you will have to have a wire to bring PLUS to the + terminal of the coil. Half of this setup is bringing + to the coil, so get that part right! The second part of this is a 'manual' Neg terminal connection.

On your bench setup just clip one wire from the Capacitor to the minus terminal (-) of your test coil and the other Capacitor-wire back to the battery's negative (-) terminal. See sketch, above. Also check the outside of your coil for cleanliness, see foto of a dirty coil.

Now you have a loop, from Batt + to the coil's +...through the coil to one of the Capacitor's wires... through the Capacitor and back to the Batt's negative (-) post. Just

make your wires long enough so that, later on, you can reach down into your CMI vehicle- with ease.

OK, you're getting close to some snapping time (!) Ready?!?!? On your bench...take another wire and connect it to the coil's (-) terminal wire, maybe where it connects the Capacitor's factory wire. Make this wire long enough to reach ground over by the battery. Cover the exposed end of this wire. CAUTION! Anytime you are working with an old-time car battery, especially a battery with 6 screw caps in a row along the top, don't make even small sparks near the battery - - let's say within a foot! On the bench you can use a battery charger.



Continued page 9

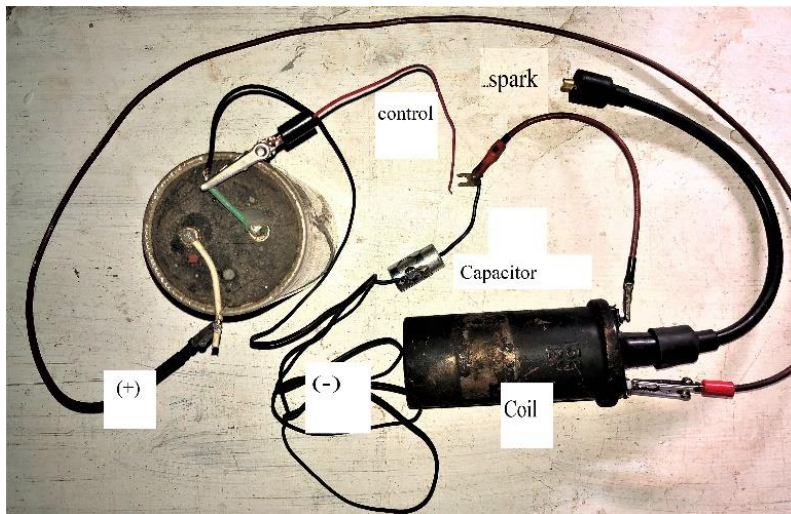
Continued from page 8

OK! Hang-on now, you're getting close! Take the high voltage Coil-wire or any spare plug wire, and plug one end into the coil's tower and loop the rest of it around to be positioned where you can see if/when you get a SPARK!

After all that's what we're doing here, right? Trying to make SPARKS!?!

A 10,000 Volt spark is going to happen, so just be prepared.

You've got your Capacitor and Coil in the loop, as shown, and the sparker is away from your hands, right?



Now, take that other ground wire that is lying there - loose – the one with the rubber cap (piece of tape will do) on it, that is attached on one end to the (-) coil wire {attached between the Capacitor and the coil}... and (after removing the rubber cap) strike the end of the wire on something connected to the Neg batt terminal. AWAY FROM THE COIL, so if you get a spark you will only look at it, not taste it! When you are setting this up, try to do it on a metal bench or something like that, so the coil can be sitting on the 'ground' - - simulating the engine block that also holds the spark plug. This lets the spark go all the way around from the high end of the coil through the sparkplug and back to the low end of the coil – to close the loop.

Do not lay that 'control' wire down or drop it on the bench - just quickly touch and release, or maybe scratch it along a ground wire across by the Batt cable. The point is to make lots of quick touches' so you will make lot of sparks out the end of your plug wire - - over there, where your fingers are not holding on to anything. On the bench you can check all these connections and practice not getting Zapped.

Now, let's talk about OUTSIDE!

Let's say you now have your CMI vehicle out on the road and it falters and stops - - let's also say you suspect your coil may be crapping out because it got too hot or something, and now you want to check that coil, on the road. If you have a coil that you suspect, do this test on that car, at home, before you set out on the test run. So, you will know how it sounds and looks - - and maybe FEELS!

We are assuming you took along the harness you made from the drawing above!

To test your coil on the road you'll have to disconnect the Distributor to Coil wire (that little black wire that often gets stiff and breaks) before testing that HOT coil. Then repeat your bench setup. If you originally put clip leads on the ends of these wires – that would help. Clip your (+) lead to the (+) Battery Post and your long Capacitor wire can be clipped onto the (-) Battery cable. If you have an Electronic Ignition system you "have to" take off both its (+) and (-) connections before doing this test – on your vehicle. In the engine compartment it is probably easiest to pull the Big Coil wire out of the Distributor cap and dangle the loose Distributor-End near some metal engine part. Remember your bench setup, and give the spark about a half inch of space to jump. OK, you are now ready to check that suspect coil. Scratch the uncovered end of your 'control' wire on some engine metal and observe!

You should look for the same sparking you got while working on the bench. When you are outside in the sunlight it may not look the same, so measure the distance it jumps – a half inch is good.

If there is no spark (!) you may have discovered a bad coil! Change it out with a cold coil and see if you can make it back home. Enjoy!!! Whatever you are doing, remember to have fun and,

Keep on CORVAIRing, Fran

CORVAIR Door/Hatch Hinges

These could be the same on all 60's GM products, but I don't know that so I'm sticking with the CORVAIR ones. Here we see a hinge that I took apart to replace the bushings. There are many ways to ruin a hinge and I won't go into them except to say these guys are robust but it is possible to destroy them so when you are thinking of getting a BIGGER hammer, think a little smarter and maybe heat the spline end and just tap the pin around a bit till it comes loose. Also, best to remove the entire hinge from the vehicle before doing this operation. This one was in there for ~60 years so it has a reason for staying put. As you can see in the first photo there are two halves, a pin and a pair of bushings. The Factory bushings were plastic and these aftermarket are bronze. Almost a perfect fit, off a HELPS rack at NAPA.



The second pic shows the bushings fitted into the center section.

This means the bushing tolerance determines the slop in the hinge as the pin is pressed into the outer arms and it doesn't move there. So, the pin turns with the outer portion and the close-in bushings provide the support and control the wiggle. Probably why the re-pops are stronger than the original. Hard to complain about the original as it only lasted 60 years! The 'brim' of the Top-Hat bushing design was a tad thicker than the plastic, so I had to widen the gap of the outer arms by about 0.020". I didn't even use the new

pin that is shown, above, as the new one had a different shaped head on it. The pin shown in the third pic is the original. I then painted them to match and bolted them back in.

The hinges on the Greenbrier had 1/4" pins but this hinge is from the tailgate on my Rampside and it has a bigger 5/16" pin – hard to say why they used a larger pin there. The Chevy truck manual showed the pickups but did not list the Greenbriers, maybe they considered them as Trucks and SportWagons.



Whichever way your hinge swings – Have lots of FUN and **Keep-on-CORVAIRing.....Fran**

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)



For Sale

- 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.

Contact Jerry Berge at 480-250-8816

(August 2019)

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)

Selling some of the Fleet:

'69 (VIN 4184) Monza Coupe--\$4,000. Owned almost 14 years. New white wall tires in 2019 (not shown in photo). Including original wheel covers. 110hp rebuilt by Jim Brandberg several years ago. Auto transmission. Electronic ignition and fuel pump. Yellow with black interior.

'66 Monza Sedan--\$4750. 140hp (not the original engine) rebuilt in 2018. Auto Transmission. Electronic ignition and fuel pump. White wall tires in 2017 (not shown in photo). Turquoise with aqua interior. Neither are show cars but great drivers. Cars are located in New Ulm. **Contact Lee at vairy69@comcast.net if interested in either.** Prices are somewhat negotiable.

(Jan 2020)



For Sale

1964 Corvair Spyder Turbo \$10,950
Listed on Craigslist under a 1965 Shelby AC Cobra located in Yorkville, IL.

(Feb 2020)



<https://rmn.craigslist.org/cto/d/yorkville-1965-shelby-ac-cobra/7051099175.html>

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 25th of the preceding month.**

Check us out...



For more information on
Corvair Minnesota,
visit our website:
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 *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 16th St NE

St. Michael, MN 55376

TEMP – RETURN SERVICE REQUESTED



February 10th Membership Meeting at the MUM.
See you there!

Spot a Vair!



First Corvair out in 2020 – January 5th!