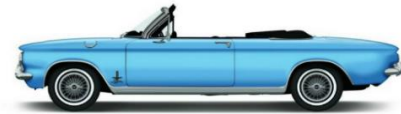




Leeky Seel

Corvair

July 2023



Corvair Minnesota Newsletter

President's message:

It was a great week last week with the Corsa convention and then Back to the Fifties. Quite a few members made both events, and I heard it was well worth it.

Friday at Back to the Fifties started out as a nice day. Then the rains came quickly, and hard. Yes we got wet; I came home and dried myself off and the car. I'm glad I have ceiling fans in the garage; they helped with drying off the interior of the car.....

<If you are reading this in the Seel, John Herkenratt was kind enough to let his publication schedule slide a bit, I got this letter in late. Thank you John 😊 >

Elections are just around the corner, don't forget and think about signing up for a position.

I hope you all have a Happy 4th of July, what are your plans?

The next meeting will be July 11 at Ideal Hall. I hope to see everyone there!

President Tom

Tom Quinn



July Birthdays:

- Mike Bednarchuk
- Brian Lawrence
- Loren Olson
- C. J. Pappas
- Steve Peterson
- John Rodriguez
- Bob Rowe



Happy Birthday to you!



As always, let me know if I have missed your name on the Birthday list
Thanks! Gailquinn263@msn.com (Gail Quinn, Director of Treats)

Corvair Minnesota, Club Information

CMI Meeting Minutes June 13, 2023

Meeting was called to order @ 7 pm.

Members in attendance 26

New Members: Nathan Rood and Mike Bednarchuk

5 LM, 4 EM and 1 Greenbrier

Vice President Gary Nelson gave a tech session regarding starters. Have you ever seen a busted nose on starter, maybe the gears don't mesh or even the ring gear doesn't mesh well... what do you do , put better bushings.

From some years to other years, the manufacturer changed. Some starters are built a little thinner, and some with not as strong aluminum. The ring gear on a pressure plate could possibly not be centered well.

Financial... clothing sales are doing well!

Bob brought the clothing items, if you need anything please let him know.

Dan Quinn with GMCCA: Wanted to thank everybody that was at GMCCA and volunteered.

GMCCA is not a major fundraiser, but it helps get members into the variety of clubs.

As the Corvair club compared to the other club, we brought in a lot of people and volunteers. We had 22 Corvairs at the show.

The Chevy, GMC and E Camino brought in 97. GMCCA had 500 dash plaques, by 10:10 am we ran out of dash plaques. Dan asked if there is anything that you would like to see change... me personally most of the car clubs were very organized and very clean looking, but the trucks were scattered. The music was off. It was mentioned by Brandberg that the grounds for the Corvair parking was not good.

GMCCA is going to discuss about having a designated spot for other GM vehicles.

Quinn: GMCCA Dan and Chuck did a great job.

20th of May there was a Corvair cruise... Quinn wanted to thank Tom Masso and his wife Sue.

In November there will be elections. October or August we will be looking for positions... 3 open positions and that are mandatory... President, Vice President, Board Member.

Convention is next week.

As of now CMI Facebook is at 367 members.

Items up for bid:

Dome light cover purchased by Dan Quinn \$7

Corvair Minnesota sign purchased by Mike Berdnachuk \$20

#11 (John Steiner) drawn for prize

Meeting ended @ 8:21 pm

Next meeting at July 11

Amber Leah

Amber Leah
CMI Secretary

2023: Corvair Minnesota Officers, Directors and Coordinators

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Busy Busy

I don't know about you but I was sure busy with Corvair activities in June. We had a good turnout for GMCCA. My memory is dim but it seems to me we had 22 Corvairs with most of them being CMI members. It's good we had extras for working at the gate because we had a cancellation due to a bad knee, not much fun standing around in pain and it all worked out fine. I worked on the other side where there was a lot of foot traffic to and from the swap meet. I found it easier to give folks a wristband who forgot theirs in the car than to confront them later. I should probably be fired or have my pay reduced for not sticking to the letter of the law. The gravel in our circle was in tough shape, I'd hate to see someone fall against a car. On the one hand it's sad to only see some of my old chums once or twice a year but on the other hand it's good cheer to see the Corvair club alive and well with some new chums.

The CORSA convention in Wisconsin Dells was a good time. I brought my road racing car to try and sell it, there's one guy interested. The Vintage Racers had an event at Indianapolis the weekend before, maybe I should have brought it there. Sounds like they had 17 in a Corvair only race. Things at the convention were sort of spread out but I enjoy walking and caught a ride on a roving golf cart a few times. The Seversin family from Madison were the driving force and they had a lot of help from others in the 3 Wisconsin Corvair clubs.

I had a good time visiting with famous Corvair people from all over the country. There were a lot of good deals on a lot of parts but I practiced pretty good restraint. CMI had a full table at the banquet and many more in attendance through the week. I had 4 children and 4 grandchildren there. They don't care about Corvairs and I don't care about Water Parks but we met in the middle quite a bit including an Upper Dells Boat Tour. There was a wonderful Breakfast Buffet with half price Corvair Breakfast tickets available for the whole family. Our accommodations were great but a few folks reported some problems. The atmosphere around the Resort was vastly different around the weekends. We drove down Sunday a day or two early and drove home on Saturday without visiting the Car Show because my life is not my own and I'm all about compromise, you can ask almost anyone. I did manage to attend Back To The 50s on Sunday in my '60 after just getting back. It rained some so it was a little thin but I may actually like that better. Several Corvairs there that I didn't know, good food and I picked up a few things at the Swap Meet. Apparently we are now registered as a Car Club with a tent spot even though supposedly they don't do that anymore.

Thursday July 20 is Corvair Night at the Smoke Signals Car Show in Prior Lake. It's held in conjunction with The Little Market That Could farmers market so there's something for the whole family to enjoy. Due to commercial construction they've had to move from the old location next to Tractor Supply. They're now at Shepherd Of The Lake Church at 3575 N Berens Road. The time listed is 3:30 – 7:00 which may be a tad early although maybe not to miss the traffic.

We've got some room on the calendar in July and August so let's see if we can muster up another Car Show or other event to meet up at. All we need is someone to be sort of a hub and I can make an announcement with a group e-mail and help coordinate if needed. I'd like to be Vice President next year but I won't abandon Activities Director mid-term or do two jobs. Please consider volunteering for one of these positions. I could present a Tech Session or two if that will help get someone into the VP slot. It would be best if we could convince Amber to not move away and still be Secretary.

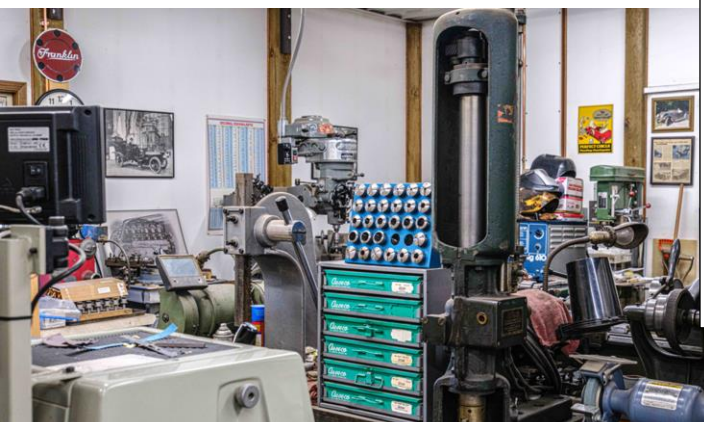
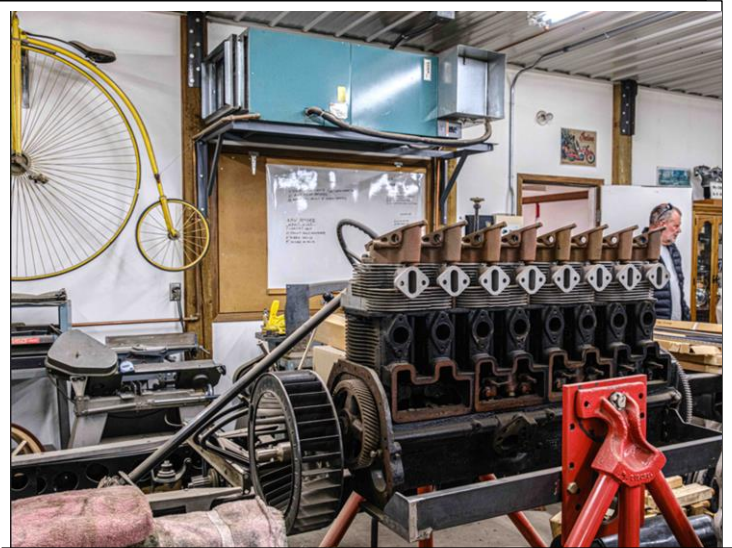
Jim Brandberg

Corvir Minnesota
Activities Director

Jeff Haslen with a Tatra just behind him

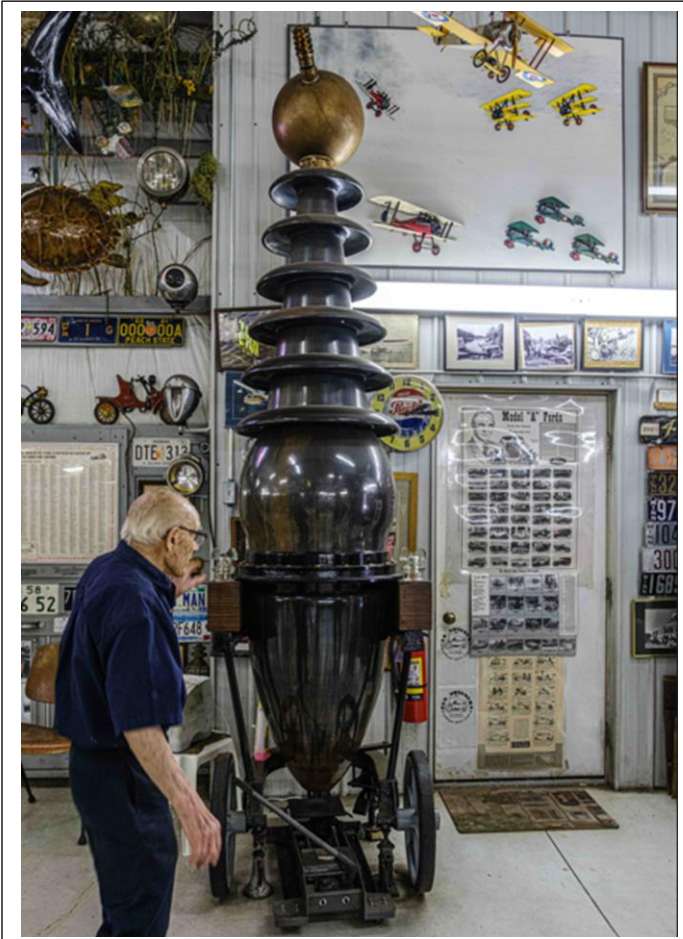


On May 20th, CMI was invited to tour Jeff Haslen's collection of unusual vehicles – Tatras, Franklins, a VW, a Porsche and his fabulous work/machine shop



Continued on page 07

CMI Tour of Roy Bernick's collection
May 20, 2023



Continued on page 6

CMI Tour of Roy Bernick's collection *continued from page 05*

1957 Maisco two-cylinder roadster



Continued from page 04



From Jeff's shop, we rode through many back roads to the Pizza Ranch in Waite Park and then on to Roy Bernick's collection in Waite Park. (see pages 5 & 6)

Yet ANOTHER cautionary Tale

The other day I was driving along in my '64 (topless, of course, for all to see and gloat!) and my engine stopped. Just stopped, no popping or banging or sizzling, just STOP. I got out and flipped up the engine lid to see if anything was obvious and I could see nothing amiss. I started it up and drove home. I looked for a while and found nothing, so I let it ponder in my noodle.

This is the vehicle I am transferring over to my son Paul, to take home with him to Boise next week. So, he's driving it around, to get a feel for it and it stops for him...same story. No symptoms and it fires right up again. Did it again but this time would not restart. Called for a AAA tow, but then again it started right up. Drove to my garage and we set about in an Earnest search for the Cause. Peter came to help.

Some lengthy discussion as to what it was and when does it 'happen'. You know how it goes when a problem is intermittent, and you are looking for the problem when it is not there!

We finally decided it had to be electrical. We ran the engine and started wiggling connectors. Found it!

It was not a poor connection - it was a BAD connection. A poor one is a loose or corroded plug that has come partly loose and when you stop - it sort of, falls back into place and goes again...that's poor.

A BAD connection is not only intermittent but is also unsafe or hazardous and is not nice to have!



I had been sloppy while recently going through the wiring of the Umbilical Connector – in the engine Compartment under the Voltage Regulator. For those of you who don't know the '64, that's in the front left corner of the Compartment – by the Battery. I had used yellow tape to tag each wire and wrote on the tape what wire it was. Like 'LFT SIG' would mean the left turn signal light. The wire that had the BAD connection was labeled IGN, for ignition. All the wires were pulled apart to get the labels on them so instead of a little bundle of taped up wires it was handful of fluff (yellow fluff on colored wires). The wire that was labeled IGN was rubbing on the gas line that feeds the left Carb. It just stood next to the gas line – not ON it, but by it. Apparently this had been going on for some time as the insulation was very gently, smoothly wiped away over a large, inch long area, exposing the wire inside that was facing the steel gas line. Every 'once in a while' the two would decide to touch - which took away ALL of the IGN. If grounding the IGN to the gas-line had caused a huge spark and burned through the gas-line there could have been a hazardous situation developing – in a hurry. Fortunately, that's a small wire a long way from the Battery so you can't do any welding with it. Also the connection was lightly touching, so it gave me the information that something was wrong without blowing me up!

So, conundrum averted. Why tell y'all about it? As a warning or a "Caution", maybe written on a YELLOW card hanging from the mirror! Something like that. Anyway, the symptoms might be good to remember but better yet to be more cautious than I was about taping up your wiring after you go digging for something. There's a TV guy who always signs off with, "Be Careful".

Let's Keep On CORVAIRing, Fran

CMI Classifieds

FOR SALE

1963 Corvair Convertible, 4 speed, black with blue interior, Dual master brakes, new tires, shiny new paint. Good runner. \$9500

Norb Johnson 612-281-1940

Wanted: Late model 4 door with automatic transmission. Must have good body, but need not run. Ross McDaniel - nrm.otis@yahoo.com

Wanted: The El Corvino has been getting attention at car shows and I'm thinking about the next project. I'm looking for a few cars to make another custom Corvair.

I need a station wagon, an early 2 door and an early 4 door, none of which need to run. The wagon needs to have a good body - nothing else matters, I'm going to put in a 64 suspension, different interior and customize the body.

Send me an email with some information and pics. Dave Pedersen dave14957@gmail.com

WANTED

Garage storage for 3-6 collector cars preferably in east Washington County (Lake Elmo area?)

I live in St. Paul and I now have cars stored at Rock Creek and this is too far for me to enjoy them.

Willing to lease or even build on your land – everything negotiable.

Norb Johnson 612-218-1940

GM Signs and Memorabilia Wanted

Seeking original Chevrolet/GM/Pontiac dealership signage and memorabilia. original NOS parts AC Delco, United motors OK used cars sports dept. etc. looking for stuff in good to excellent condition. cash paid and will pick-up

Chad Blomberg (612) 214-1866
cbinthecloud@icloud.com

I have parted out many Corvairs and have a wide variety of parts. I now have good used starters. They have been inspected and cleaned up internally and tested on an engine. \$120 for the ones with a new solenoid, \$100 for the ones with original solenoid. I have a few worn out but not catastrophic failure \$400 core engines for the airplane guys. 65-67. I have about 20 engines that have not been evaluated. I could do so depending on need. I've got many transmissions and differentials. Complete front and rear suspension assemblies.

763-FourFourFour-9334

Check us out...



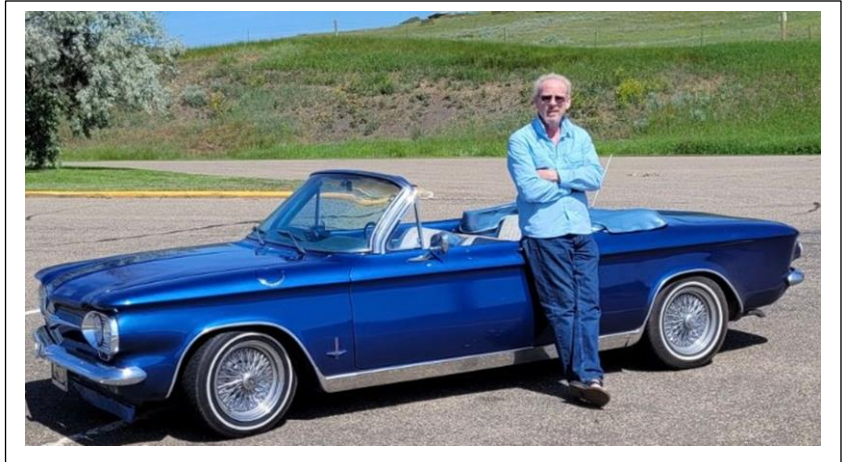
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visit our website:
www.corvairminnesota.com

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Public group · 384 members
(as of 06/29/2023)

Spot a 'Vair!



Paul Schmit of Boise Idaho is the new owner
of this beautiful 1964 Convertible.
Pictured here in Montana - on its way home.

*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!*

THE LEEKY SEEL

408 7th St S
Hopkins, MN 55343-7722

TEMP – RETURN SERVICE REQUESTED



*The next CMI meeting will be held on the 11th of
July at Ideal Hall in St. Paul*