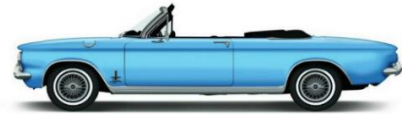




Leeky Seel

Corvair

March 2022



Corvair Minnesota Newsletter

President's message:

Today is really a nice day, 33 degrees bright sunshine and a bit of a wind. I really didn't mind grocery shopping; the weather wasn't the bitter temps that we have had. I hope March will be better for everyone.

We are thinking about a Club breakfast and car show in May. It would be held at Ideal Hall in mid-May. The breakfast was a great turnout last year, so think about it, more information on this later.

Remember to get your dues in by the 1st of March, they can be sent to Lee Knauf. If there is a problem, see me at the meeting. By the way, the meeting will be March 8th at 5:30pm (dinner); membership meeting at 7:00 at Ideal Hall.

March Birthdays
Norbert Johnson
Bob Kaczke
Jim Olson
Bruce Silseth



Happy birthday to all!!

As always, let me know if I have missed your name on the Birthday list:
Gailquinn263@msn.com

Thanks,
President Tom

Tom Quinn



Corvair Minnesota, Club Information

Membership meeting notes

February 8, 2022

President Tom Quinn called the meeting to order at 6:47 pm.

No new members.

16 members attendance.

Tech Session was given by Vice-President Gary Nelson. The tech session was about headlight buckets, how to adjust the headlights. He spoke of how on occasion the buckets need to be removed and cleaned because the buckets will rust and even that rust will bleed on to the paint.

The grounding wire needs a clean contact with metal, which means no paint, otherwise there will be no contact.

For spring removal of the headlights, a carpet hook is very useful.Â

The plastic sockets don't functionÂ properly because it does not allow for a good metal to metal contact for grounding.

Financial Report

Receipts:

Dues Collected: \$455

CMI Merchandise: \$117

Holiday Party: \$400

Paid Out

Visions Embroidery: \$32

Holiday Party: \$1400

Raffle: \$65

Total at the end of January: \$3,922.71

CMI is starting an attendance incentive point system instead of the current raffle. The board members will come up with a list of how points can be earned and what prizes could be won.

There was conversation about possibly switching to an alternate venue for meetings. If anyone has suggestions, please feel free to contact Tom.

North St. Paul car show is coming up.

Membership note:

60 days from the first of the year to pay your membership fee, otherwise you will no longer be a member of CMI. Although, if you show up

at the March meeting with your dues, you will still be considered a member.

Jim Brandberg has been tirelessly helping CMI keep its members. His last count was 87 members, after Christmas it was down to 64 members. He has reached out to the members that had not paid their dues. I'd like to personally thank Jim Brandberg for his dedication to CMI!

Next meeting is on March 8, 2022.

Meeting adjourned at 8:15 pm.

Amber Leah

OFFICERS

President

Tom Quinn

Tquinn1979@msn.com

(H) 651-489-2657

(C) 651-670-9224

Vice-President

Gary Nelson

corvaimelson@gmail.com

(C) 612-644-1258

Secretary

Amber Leah

amber.81.leah@gmail.com

(C) 612-251-9498

Treasurer

Lee Knauf

vairy69@comcast.net

(C) 952-448-6983

COORDINATORS

Technical Editor

Fran Schmit

schmfran@hotmail.com

(C) 952-929-9174

Club Wear Coordinator

Bob Kaczke

bkaczke@gmail.com

(C) 612-916-8769

SEEL Editor

John Herkenratt

jherken1@netzero.net

(H) 952-935-4596

(C) 612-719-4580

Member Coordinator

Jim Brandberg

jimbrandberg@aol.com

(C) 763-444-9334

BOARD OF DIRECTORS

1 year

Ron Scott

rlskls@aol.com

612-600-0360

2 year

Dave Pedersen

dave14957@gmail.com

612-385-2241

Activities

TBD-

(your name here?)



What About Me

Several folks have indicated they will be sending \$20 Dues checks to Treasurer Lee Knauf. We were up to 87, then down to 61, I'm hoping we got back to 75 or so since more is merrier.

We're hoping to have a fuller event schedule this year. Traditionally the Pancake Breakfast was late in April to get folks dusting off the Corvairs early but seems to have slipped into May which is probably for the best to have a better shot at good parking lot weather.

An event where we caravan to Eau Claire is up in the air; not much enthusiasm at the CMI meeting and the host is thinking about it. An event where we meet with the Great Plains Corvair club is up in the air, it sounds like they're sort of spread out, not just in Fargo so picking a venue isn't easy. A lot of you folks don't seem to enjoy driving very far, we've grown somewhat soft in the middle. North Saint Paul wants to charge money for feature clubs now so that's an interesting discussion for the BOD. Hopefully we can pick out some Car Shows to just informally arrive en masse. I'm wondering about St. Francis on a Friday or Anoka on a Saturday or Blacksmiths in Hugo sometime. I hope to make Frankensteiners Ball in Cambridge this year. Victoria and Hastings have come up as possibilities. Our Delano Parade guy has sold his Corvair. We got away from the Picnic and Chili Feed events. Now is the time for us to be planning events, all it takes is one person to arrange things and others will help and come.

I've run through most of the Officers and Volunteers Corvair stories except for me. I started with Corvairs in 1969 when my 2 older brothers started Ice Racing. We had good success with a LM Corvair and Hank Godfredson, a talented driver and mainly Porsche guy. We won the IIRA class championship one year. Peter Kitchak in a Porsche 911 usually finished first and Hank usually finished second but got more season points by traveling to Thunder Bay and Winnipeg races. My brother John drove a EM Corvair but the LM suspension was far superior with the rough track conditions often found on the ice. Ice Racing was a big deal back then with many of today's very collectible sports cars being used up but who knew? The St. Paul Carnival Ice Race was even on TVs Wide World of Sports.

I bought my first Corvair from my brother Larry in 1975 for \$200, an Evening Orchid Corsa coupe 140. The color was a tad lovely for a guy with insecurities so I painted it two-tone flat brown and flat black with spray cans. Next was a green 66 Corsa convertible 140 with a center mount Carter AFB for \$400. You could buy good Corvairs so cheap in the 70s.

I wasted a lot of time drunk and stoned and stupid in the 70s and 80s so my Corvair efforts were addled. As part of my recovery in 1989 I attended a few Corvair meetings looking for new activities to replace old patterns. No one much talked to me so I went away until 1995. The difference then was a warm welcome by the Membership Coordinator who introduced me around. Making folks feel welcome and included is important and everyone's job.

I've always had a few Corvairs. I did some SCCA Road Racing in the 2000s as a way to reconnect with my brothers who had moved on to Hondas in the mid-70s. I had a good time but was never very good at it. Truth be told I'm a bit of a Nervous Nellie at the limit and I probably enjoy working on the car as much or more than driving it. I currently have 14 Corvairs, about 1/3 I'd like to get running and sell, about 1/3 I'd like to get running and keep, about 1/3 are for scrap. I still need to atone for ruining the Evening Orchid and would love to have an Aztec Bronze. So many more Corvair and Corvair people stories but I'm out of space...

Jim Brandberg

THE WONDERFUL ELECTRIC FORWARD CONTROL

An exercise in Perpetual Motion

It all began when Gene Brier was having trouble getting his 1964 8-door Rampside Deluxe started in the mornings. The thing just wouldn't 'catch' with the first round of cranks, and from there on, it was downhill. He'd tried just about everything, for Pete's sake, and was rapidly running out of ideas and batteries.

Now you'd really have to know a thing or two about Gene Brier to appreciate what eventually happened. First off, he's a really creative man. Also, he's one of those people whose brain seems to work an entirely different way than yours or mine; he just automatically cuts across all those lines that seem to hold the rest of us back. Not only that, he doesn't have a whole lot of money, and can't solve every problem simply by dumping it off, at some 'specialist'.

So, there he was with a truck that wouldn't start except when it felt like it, which wasn't very often. Well, Gene had been a 'Ham' radio operator a lot of years back and had a real 'feel' for electricity. Seems like he could just SEE what was happening inside a balky toaster or corroded flashlight! Which got him to thinking about the way starters and generators work in the first place. A couple things had bothered him for a long time. They were the fact that...A STARTER DRAWS LESS AND LESS CURRENT AS IT SPEEDS UP, and the way A GENERATOR'S OUTPUT GOES UP AS THE FIELD EXCITATION IS INCREASED.

He figured if he could just get the cranking speed HIGH enough, maybe the starter wouldn't draw any current, AT ALL! Hey, it might even put a little back, if he REALLLY got the thing winding up!

So that's what got the project off the ground. The way he did it was of course, to remove three of the sparkplugs, 'cause that always made the engine turn faster when he was making a compression check. Not only that, this particular Rampside usually ran on three cylinders even when he could get it started. So, with #2, #4, and #6 out of the picture, that little old 102 spun around like crazy! Try as he might though, he still couldn't get the starter to put electricity back into the battery, even at 700 RPM cranking speed.

Then he remembered that other thing: the mysterious generator. He tried bypassing the voltage-regulating coils in the hopes that full battery voltage at the 'field' would give him a higher output to help crank the starter. (After all the Generator doesn't know it's the starter that's turning it, so it just keeps putting out juice). Now, that worked a little, but still not enough to cure his problem.

What about the 6volt 'hot shot' battery he had bought for his camping lantern? Well, that's what did it. He hooked that battery in SERIES with his 12volt Delco, wired the whole thing straight into the 'F' terminal of the Generator, and MAN – did it ever take off!

With the starter working on only half the compression, and the generator producing somewhere around 35 volts, that thing cranked at 1200 to 1400RPM and he had plenty of electricity LEFT OVER!

That's when the real stroke of genius took over: why, those other three spark plugs were just holding the thing BACK! So, Gene took the other three ACs out, and let 'er rip!

I ran across Gene and his wonderful Electric Forward Control just the other day. There he was, tooling down University Avenue in high gear, doing close to 37 MPH, with the ignition key held to the 'start' position. And all you could hear was the ffft-ffft-ffft of those six empty spark plug holes.

So, as Gene Brier says, Keep-On-CORVAIRing,

This "story" was written by a San Diego member over 30 years ago and I just now ran across it!

His name was Larry Scrivener and I think I met him a couple times, 40-50 years ago. *Fran*

40th Annual General Motors Car Clubs Association

ALL GM CAR / TRUCK SHOW AND SWAP MEET



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

SUNDAY, JUNE 5, 2022 • 8 AM - 2 PM
MINNESOTA STATE FAIRGROUNDS - MACHINERY HILL

ALL GM CARS/TRUCK WELCOME INCLUDING

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

Spectators: Spectator Gates open at 8 am—*New Time!*—

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

Show Vehicles: Show Vehicle Gate open at 8 am—*New Time!*—

- \$15 Day of Show (includes one passenger)
- Show Vehicles must enter show at Larpenteur Ave & Underwood

For Sale Vehicles: For Sale Gate opens at 8 am

- For Sale Vehicles \$25 Day of Show (all makes welcome)
- For Sale vehicles must enter show at Larpenteur Ave & Underwood

Swappers: Swap Gate opens 7 am—*New Time!*—

- Swap Space \$25 Day of Show per 15' x 20' space - **ST-19 Required!**
- Swap vehicles must enter show at Randall & Dan Elmer Way
- All makes of parts are welcome!
- Optional Saturday swap setup available from 9 am - 12 pm on June 4th, 2022



COVID 19 Information:

- This event is subject to Federal, State, and State Fairgrounds COVID 19 mandates/requirements.
- Visit links below for updated Covid-19 requirements and event information

www.gmcca.com

www.facebook.com/GMCCAssociation


STATE FAIR RULES PROHIBIT: OPEN FIRES, BBQs AND ALCOHOLIC BEVERAGES. - PETS ON LEASHES ONLY


Click for more info: [GMCCA](http://www.gmcca.com)

A bit of NCCA history from 39 years ago (thanks Fran):

THE LEEKY SEEL

MARCH '83





NORTH CENTRAL CORVAIR CLUB NEWSLETTER

A LITTLE NCCA HISTORY

RECENTLY BOB JOHNSTON, ONE OF NCCA'S FOUNDERS WAS ASKED TO JOT DOWN HIS RECOLLECTIONS OF THE EARLY DAYS OF OUR CLUB. HERE'S HIS REPLY TO JERRY BEROE

DEAR JERRY,
ENCLOSED IS A CHECK FOR MY NCCA DUES. I WAS DUE IN NOVEMBER. I SENT MY CORSA DUES IN AND FORGOT NCCA. I MUST BE GUILTY OF DEEPLY INHALING WHILE DRIVING MY 'VAIR.

I THOUGHT I WOULD PUT IN A FEW LINES OF NCCA HISTORY. SEEING AS WE ARE RAPIDLY APPROACHING OUR 10TH ANNIVERSARY AND I AM THE FOUNDER. THE INITIAL MEETING OF NCCA WAS HELD AT MIDWAY CHEV IN THE SALESMEN'S MEETING ROOM ON FEB. 1, 1972.

THIS WAS THE CULMINATION OF SIX MONTHS PHONE TALKING AND ADDRESS GATHERING BY MYSELF, KEITH JOHNSON, AND MIKE GILBERTSON. WHEN I FIRST JOINED CORSA IN JULY OF 1972, I NOTICED THAT THERE WAS NO CHAPTER IN THE TWIN CITIES, BUT THAT THE ENTIRE AREA OF MN, ND, SD AND IOWA WAS A CORSA "ZONE" AND THAT THE ONLY CLUB IN THAT ZONE WAS THE "NORTH CENTRAL CORVAIR HUTS" IN FAROO, ND. CONSEQUENTLY, THE PRESIDENT OF THAT GROUP WAS LISTED AS "ZONE MANAGER" AND RULED OVER THE 4 STATE ZONE.

I WROTE TO HIM (HIS NAME IS DON HOMUTH) AND HE SUGGESTED I START A TWIN CITIES CHAPTER AND GAVE ME CORSA'S MAILING LIST FOR MINNESOTA (VERY SMALL). TWO OF THE PEOPLE ON THAT LIST WERE KEITH JOHNSON AND MIKE GILBERTSON. WE SPENT A LOT OF TIME ON THE PHONE TALKING CORVAIRS AND WHAT WE SHOULD DO TO GET A CLUB GOING. WE DECIDED TO GET IT GOING AFTER CHRISTMAS '72 AND WENT OUT AND BLANKETED TWIN CITY CORVAIRS WITH NOTE CARDS.

I WENT AND TALKED TO THE OWNER OF MIDWAY CHEV AND HE VERY HEARTILY GAVE US HIS BLESSING AND THE SALESMEN'S MEETING ROOM. WE STAYED AT MIDWAY ONLY FOR A COUPLE MEETINGS BECAUSE THE ATTENDANCE GREW TOO FAST AND THE SMALL ROOM WAS OVER-CROWDED ON THE SECOND MEETING. ALSO, WE HAD TO LEAVE AT 9 PM BECAUSE THEY LOCKED THE BUILDING UP. WHO EVER HEARD OF A MEETING OF NCCA LASTING ONLY 1-1/2 HOURS? WE WOULD CONTINUE THE B.S. SESSIONS ACROSS THE STREET IN THE LOUNGE OF THE BOWLING ALLEY IN THE MIDWAY SHOPPING CENTER. WE HAD ONE MEETING IN FEB. OF '72 AT ROSEDALE CHEV WHERE SKIP REINEKE WORKED, BECAUSE ART MERSCHBERGER OF THE NOW DEFUNCT


"SOLAR AUTOMOTIVE" WAS COMING TO SHOW US HIS PRODUCTS. HE BROUGHT TWO BEAUTIFUL SOLAR CAVALIERS AND ROSEDALE GAVE US SPACE IN THEIR SERVICE AREA TO CLEAN AND DISPLAY THE CARS. BY MARCH THE SPACE CRUNCH CAUSED TO GO LOOKING FOR LARGER QUARTERS. I MET MR. JERRY PELEKUX, WHO WAS AT THE TIME, CHEVY PARTS ZONE MANAGER. I WAS REFERRED TO HIM BY J.B. PIKE, WHO AT THE TIME WAS GM'S NATIONAL CORVETTE PARTS MANAGER. I HAD WRITTEN TO MR. PIKE TO COMPLAIN ABOUT SHODDY TREATMENT OF CORVAIR OWNERS BY LOCAL PARTS MEN AND THE RAPIDLY DISAPPEARING ACT OF CORVAIR PARTS. (IF I COULD ONLY HAVE SEEN WHAT WAS TO BE AVAILABLE 10 YEARS LATER). ANYHOW, MR. PELEKUX LISTENED AND BECAME INTERESTED IN 'VAIRS. JOINED OUR CLUB, AND ARRANGED FOR US TO MEET AT THE GM TRAINING CENTER. HE WAS SO INTRIGUED BY MY STORIES OF ONLY \$21 CONVERTIBLES IN 1969 THAT HE WENT OUT AND BOUGHT TWO OF THEM, ONE SILVER AND ONE BURGUNDY. HE HAD SKIP REINEKE OF MONZA AUTOMOTIVE RESTORE THE SILVER CAR AND ENTERED IT IN THE 1975 CONOURS AT THE SEATTLE CORSA CONVENTION WHERE IT TOOK 1ST IN "LATE OPEN".

THE FIRST OFFICERS: BOB JOHNSTON-PRESIDENT, SKIP REINEKE-V.P., MIKE MANTHE-TREASURER, KEITH JOHNSON-EDITOR, MIKE GILBERTSON-ASS'T EDITOR. THE NEWS LETTER WAS ORIGINALLY TITLED "NCCA NEWSLETTER", BUT LATER THAT YEAR IT WAS CHANGED TO THE "LEEKY SEEL". JUNE 11TH OF THAT YEAR (1973) ALSO MARKED THE FIRST ANNUAL NCCA SWAP MEET AT THE GM TRAINING CENTER. OUR FIRST CARRIVAN-PICNIC WAS HELD ON MAY 6, 1973 AND WAS FOLLOWED BY ONE IN JULY.

THE FIRST SEVERAL NEWSLETTERS WERE ONE SIDE OF A SHEET OF PAPER AND WERE MAILED FOR 8 CENTS! THE FIRST TWO FEATURED THE INFAMOUS BACKWARD BOW-TIE WE ARE SO FAMOUS FOR. I AM PREPARING COPIES OF THE FIRST TWO FOR SKIP TO BRING DOWN TO A MEETING. MY IN-ATTENDANCE AT MONTHLY NCCA FUNCTIONS IS DUE TO MY DEEP INVOLVEMENT IN LOCAL BOY SCOUTING. ALL MY TUESDAY AND THURSDAY EVENINGS ARE TAKEN UP BY SCOUTING. I HAVE ALWAYS HAD EARLIES AND CURRENTLY HAVE A SEMI-RESTORED '63 RED SPYDER CONVERT AND RECENTLY BOUGHT A '65 CORSA COUPE FOR A DAILY WORK BEATER. I'LL HAVE TO ADMIT IT IS FUN TO DRIVE, EVEN THOUGH IT LACKS THE "CLASSIC" LINES" OF THE EARLY.

WELL, JERRY, I'VE BENT YOUR EAR LONG ENOUGH. THE REASON I WAS SO WORDY WAS BECAUSE I PROMISED ED HILL I WOULD WRITE THIS FOR THE "SEEL". COULD YOU PASS IT ON TO THE EDITOR?

CORVAIRINOLY, BOB JOHNSTON



Air Cleaner Turbulence

When I found out that my air cleaners, both Early and Late, were choking off my intake of air, not the paper, the Tin!, I started to ask around. Most people just said they used different kinds of air cleaners that have an individual stack of a filter material on top of each carb. I allowed that I had seen that in some CORSA pictures

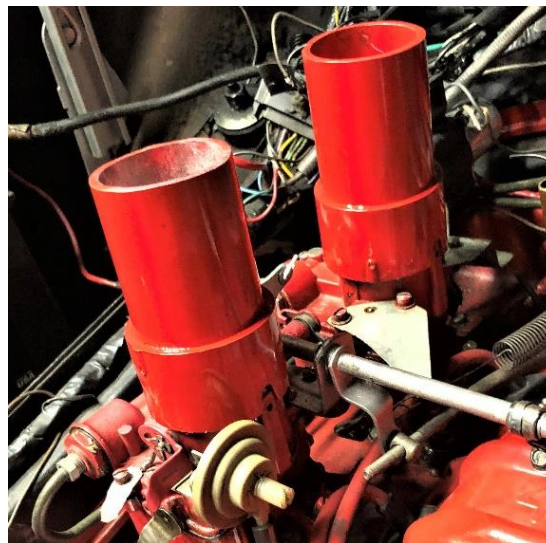
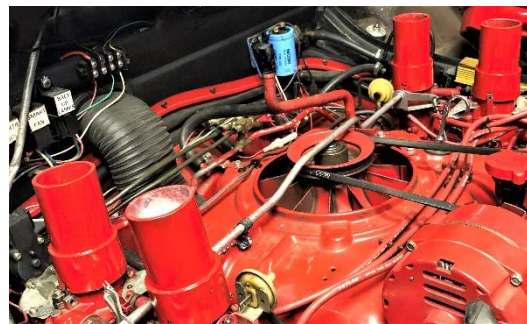


but never paid much attention to that, as those were the highly motivated guys going for top placement. I was sort of upset that my factory unit was not giving me an OK deal. Then the guy who says he knows about this, agreed with my observation that the EM Tin is really bad (!), which is what I saw, I figured he might have some good suggestions.

He said to put a 4" piece of pipe on top of each carb to let the air smooth out after it makes that corner, from the cleaner down into the throat of the carb. I said I could do that. Got some

He said to put a 4" piece of pipe on top of each carb to let the air smooth out after it makes that corner, from the cleaner down into the throat of the carb. I said I could do that. Got some

There are bumps on the carb that receive the EM air cleaner clamp, so I had to fabricate around them. It actually made a nicer fitting mount, with a little Bondo inside, I got a tighter fit. A little Red paint is always a good thing. Here you see four stacks mounted, with a close-up of two of them. The air cleaner, when mounted four inches higher, fits exactly into the fiberglass Engine pad. So, I could not have gone a half-inch higher. When asked, my advisor said 4" is enough and more won't change anything, so I'm good with this shape, for now.



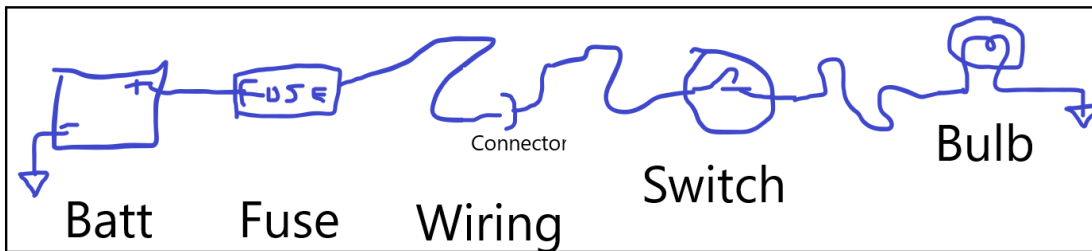
To hold these tall guys down on top of the carbs I had to make looonger "Fran Schmit Spring Loaded J-hooks" - 6 inches long! Turns out I had a nice piece of iron wire that bent when heated and otherwise lent itself to fabrication. With the stacks and the 'Big-X' air cleaner mounted, I can grab the cleaner and shake the car and nothing moves. I think I'm ready to run a test at 6000+RPM and see if they allow the air to turn that corner - smartly! Stay tuned!

Let's all have fun while we Keep-On-CORVAIRing, *Fran*

A quick little education note:

In the olden days circuits were protected by fuses. If you sat a heavy box on a connector and broke the connector's case the inside wire might touch ground and blow that circuit's fuse. You would check the fuse, replace it and the next time you went somewhere the fuse would be out, again! Then you would start to check where the problem was and discover that under the rug – where you sat that case of stuff – is a broken connector. Most CORVAIR wires are simple and well protected, but once in a while you may have added a special light or a speaker or even had a little fender bender and blown a fuse.

Anyway, in the days of such wiring, a circuit would look like this. A Battery was wired to a fuse, and that fuse protected its



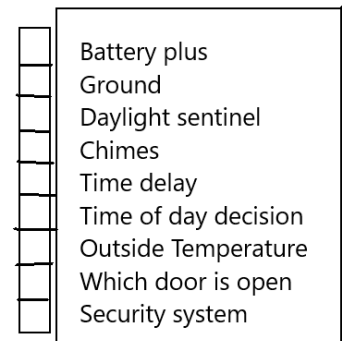
wire all the way through the switch to the Load (a Motor or the Glove Box Light) and eventually to ground. That's what a circuit was like in the old days.

The reason for re-telling

this story is that 'those olden days' were around 60 years ago, and now there's a new Sheriff in town – called Solid State Semi-conductors! Our newer stuff still has the old circuits with fuses and batteries and switches...and Grounds, as well.

We still need to see stuff and listen to the Tunes and use the Smart Phone; and when we open the door now there's a chime and a delay circuit and a fader to dim or brighten the lights – if it's dark out the lights come on, but not if it's daylight - - all of that extra fancy stuff, which we like so well, is in a module full of transistors and integrated circuits... which are downstream from an old fashioned fuse! If we drew a box in that old fashioned wiring above, it could look something like this, with wires coming into (or out of) each one of those ports. Nowadays we say this box is intelligent. It would be built into your wiring right after the fuse. When you open the door, all of these things would come into play and you would remark, "ain't that nice!"

Door Switch Module



Here's where the 'Old Timer' working on 'new' wiring - can make a mistake. In the squiggly drawing above if the fuse were blown, you could bring a hot lead to the bulb's wiring – near the bulb - and see that the bulb works , so you would go back up the line by the switch and see that the switch works (by checking both sides, right?) then you could look further upstream past some connectors till you found the bad one. Repair the problem and replace the fuse and everything would be hunky-dory.

In your CORVAIR that would be OK, but NOT if your Chevrolet was built in the last 20 years, or even 30!

Remembering the old adage about "both ends of the wire are hot" tells us that "checking the bulb (lamp, socket, ground) with a hot lead", should these days, be a RED flag! A "No-No"! All the components inside your Door Switch Module (computer) example above, would be sadly disrupted by such an action. A Solid-State device takes inputs from several points and directs its information down the chain of command to get the programmed result – which we like. Unfortunately, that module does not like to have power applied in "Reverse Bias" by someone lighting a circuit that is downstream! This old way of testing may tell us that the light (in the example above) works but it also makes the other end of that same wire HOT, but from a different direction. Voltages applied in the wrong direction can evaporate the guts of our intelligent module. Replacing the fuse only helps the fused part of our example; threatened badly, our module (see how the wiring looks on just one, today) will become "like your brain on drugs", as seen on TV!



Old Time Circuit testing is great for our old-time cars. Just remember not to take your old technology and apply it to your new car. When working with Solid State components never use anything stronger than a VoltOhmMeter (VOM).

Fran

CMI Classifieds

1966 Chevrolet Corvair Monza - Project - \$7,800 (Woodstock, IL)



Up for sale is this nice '66 Corvair with only 30,000 original miles, equipped with a 3-Speed manual transmission. Original repainted survivor, body and floor pan in good condition, only surface rust on the undercarriage, it does not run but engine turns over, it should need minimal work to make it work. Most likely it has been resprayed before my ownership. Clean/clear title available. VIN #: 105376W175495
Stored indoors in Woodstock, IL. Selling only, no trades considered.
Delivery available within 200 miles from 60098. Contact: 25d674a59be133a5a8d675c7fcc3ebdf@sale.craigslist.org



Here's a pair of metal moldings- I think they might be for an Early Sedan, maybe, but they look like something a person would want: If anyone wants them, ask me. Fran

For Sale

1960, 1961, 1962 & 1963 New and Very Good Rocker Panel Trim (3 sets)

Also:

- 1960-69 rebuilt starter, includes drive & housing
- Two early FC headlight bezels, very good condition. \$50 each
- Relined late front brake shoes \$30

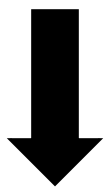
Contact Jerry Berge at 480-250-8816 June 2021

**For Sale?
Wanted?
Lost/ Found?
What have you got?**

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

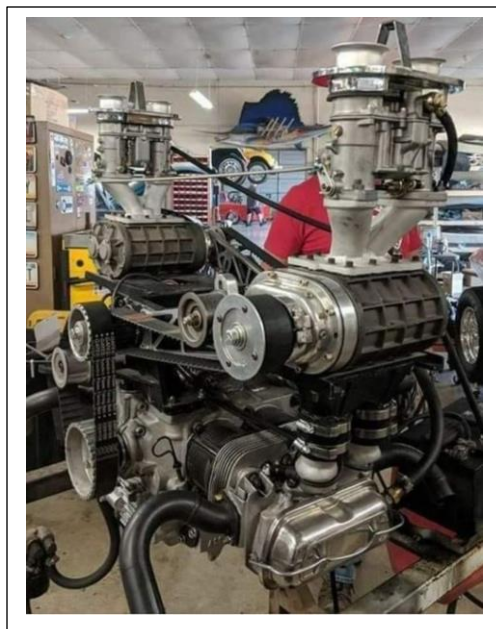
Follow us on
Facebook:
Corvair Minnesota



Public group · 192 members

(as of 02/26/2022)

Spot a Vair!



Posted by Kraig Beale on Facebook
(Corvair Racers group on 2/21)

*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 March membership meeting will be held
on the 8th at Ideal Hall – see you there!*