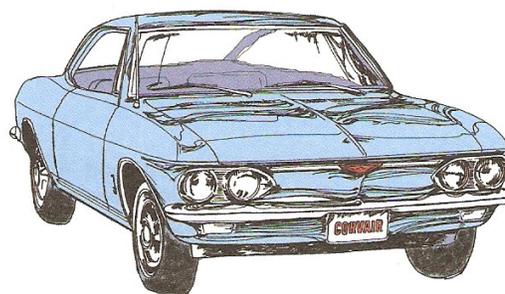
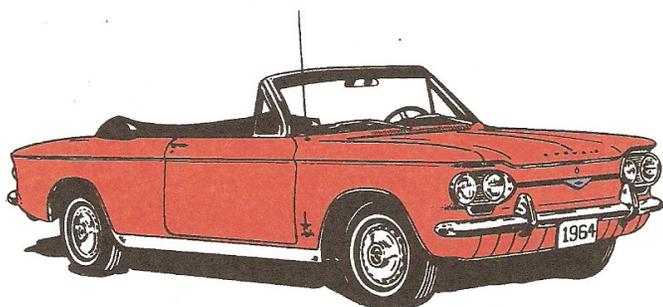


LEEKY



SEEL

CORVAIR MINNESOTA NEWSLETTER

FEBRUARY 2011

PRESIDENT'S PAGE

The latest issue of Car and Driver (Feb. 2011) has two interesting articles. The first concerns the upcoming Ford Taurus Police Car, which is replacing the venerable Crown Victoria. The Crown Vic was in production for over 30 years, so long ago that it was originally named 'LTD' (remember that name) and was the last of the body on frame, live axle, rear wheel drive cars. The Crown Victoria wasn't offered for sale to John Q. Public the last couple years of its existence, being only available to police departments and other fleet outfits. Of course its stable mates, the Mercury Grand Marquis and Lincoln Town Car disappeared as well. Now we will all have to watch for the Ford Police Interceptor (Taurus), the Dodge Charger, and upcoming Chevy Caprice PPV (Holden/GTO) in our rear view mirror as we race towards our Corvair events. It is another passing in the automobile landscape that, while long overdue, is still a little sad and nostalgic.

The other article has to do with the Ford (no I'm not switching to Mustangs) C-Max, a small, by today's standards, mini-van. What intrigues me about this car is its size, which is 2 feet shorter than the Honda Odyssey van. If you remember a previous President's page, I had written about how cars seem to grow over time. Well we seem to have reached that again in the mini-van world as Ford feels there's a nice niche for a smaller mini-van. Compared to the Greenbrier (see, I'd get to Corvairs eventually) the specifications are very interesting. The wheelbase of the Greenbrier is 95 inches while the C-Max is 109.8, which is closer to the Corvair cars. The overall length of the C-Max is 178 inches while the Greenbrier is 179.9 inches. The Ford is powered by a 97 cubic inch turbocharged aluminum block 4 cylinder (148hp) while the Greenbrier was powered (initially) by a 145 cubic inch aluminum block 6 cylinder (80hp).

Obviously technology makes for more efficient engines but it's amazing how close the Ford is to the Greenbrier in size. The Greenbrier is much boxier than the C-Max

so it could seat nine people verses seven for the C-Max. A camper option is not available on the C-Max. As with the Corvair cars, Chevy was on the right track with the Greenbrier, just 50 years too early. Or as Cara just said, "they get it right and then screw it up."

Even more interesting is that GM is planning a Chevrolet Volt Minivan for 2012! It will be a five passenger vehicle and will be similar in size to the Greenbrier (184.1 inches long). If I recall, we had an electric powered Corvair (two actually) back in the '60s as well as an electric van concept (based on the Chevy Van, not the Greenbrier). Again, advances in technology have made all these vehicles more viable.

Electric cars have been around since the inception of the automobile. In fact, they were once preferred over gasoline powered cars. The New York Times stated that "the electric car has long been recognized as "ideal" because it was cleaner, quieter and much more economical than gasoline-powered cars." This quote appeared in 1911! Obviously emphasis was put on developing the internal combustion engine and gasoline refinement rather than battery technology, which minimizes that statement. However, one century later, Motor Trend is naming the Chevy Volt 'plug in hybrid' its Car of the Year. According to GM CEO Dan Akerson, he would like to see at least one plug-in hybrid or EV model at each of GM's four domestic brands (note to financial planner—buy Xcel Energy!)

So we may all be driving Corvair sized cars and minivans powered by electricity in the near future. Its funny what goes around, comes around. Who knows, maybe in the year 2111, someone will be writing about the "modern" body on frame, live axle, rear wheel drive, internal combustion Ford Crown Victoria II.

Stay Tuned
Lee Knauf
CMI President



**Corvair Minnesota
Business Page
January 2011**



**General Membership Meeting
January 11, 2011**

President Lee Knauf called the meeting to order at 7 p.m. at the MUM in Wayzata. 17 members and guests were present. New members include Brevik Tharaldson, an electrician from Savage who owns a '65 Turbo Coupe and a '66 Corsa convertible. Second, one more owner from Lake City, Kenny McEwen who is restoring a late convertible currently in Gary Nelson's garage. WELCOME!

December Minutes: Approved as read.

Treasurer's Report: Our December year end balance was \$2343. CMI invested about \$700 in the Holiday party.

New Business: Tom Schoffenbauer from the American Legion provided details on CMI's participation in the August 28 parade in downtown Minneapolis for their National Convention, the ***largest parade of the summer for Minneapolis.*** Interestingly, the first American Legion National Convention was held in Minneapolis in 1919 in the area which is now Peavey Plaza. In a nutshell, they need 20-25 Corvair convertibles for dignitaries from each state. After discussion, there may be opportunities for Flat Fred and Rampsides, too. We have enough convertibles in the club so you will be hearing more about this unique opportunity for our club.

Bill Cook: The 2011 Holiday Dues Party will be held at Latuff's on Hwy 55 (one mile west of highway 169) on Tuesday, December 13.

The pancake breakfast will be held in Buffalo this year and will feature video of the Iowa Convention, so start prepping your Corvair as details will follow.

2011 Calendar: Lee & Cara invested a lot of time developing a calendar of events for the year, complete with color pictures of our cars and trucks. We went through the calendar in detail, but remain receptive to additions, be they planned well in advance or spur of the moment, so use these cold days to mull over fun day trips, etc. so we can enjoy our Corvairs to the fullest this year.

Treats: Someone forgot to bring any. Luckily, no one in attendance appeared to be wasting away after the Holidays!

Tech Session: Gary gave a very interesting review with many props explaining early, late, and Greenbrier heating systems to show where parts tend to fail and how you can maximize your heater & defroster performance.

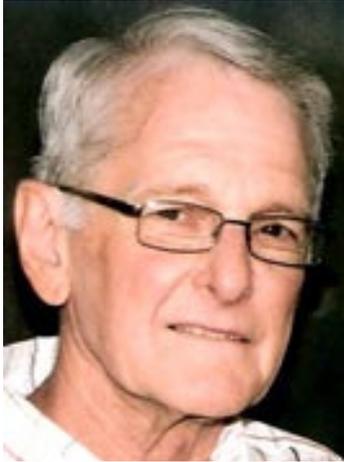
The meeting was adjourned at 9:45.

Respectfully submitted,

Chuck Johnson

Treasurer's Report January 11, 2011	
<i>By Ray Alexander, CMI Treasurer</i>	
November 9, 2010 Balance	<u>\$2609.10</u>
Income:	
Dues from members	\$675.00
Dues Party receipts	\$510.00
Clothing and license plate sales	\$405.00
<u>Total Income</u>	<u>\$1590.00</u>
Expenses:	
Visions Emb. for club clothing	\$158.50
Dues Party expenses (Bill Cook)	\$169.00
CAPS for Dues Party and tip	\$1288.00
DB fees thru 12/31/10 (R Basham)	\$313.95
"Leaky Seel" printing	\$94.40
"Leaky Seel" postage	\$33.88
<u>Total Expenses</u>	<u>-\$2057.73</u>
January 11, 2011 Balance	<u>\$2147.37</u>

In Memoriam



Gerald "Jerry" Nafziger, 75, of Iowa City, died Thursday, Jan. 13, 2011, at Mercy Iowa City from cardiac complications. Funeral services will be 2 p.m. Sunday, Jan. 16, at First Mennonite Church, 405 Myrtle Dr., Iowa City. Visitation was held on Saturday and service was held on Sunday at the church. Yoder-Powell Funeral Home in Kalona was in charge of arrangements.

Jerry is survived by his wife, Doris of Iowa City; a son, Jeff Nafziger of Iowa City; and a daughter; Janelle Chevront of Vienna, W.VA.

All, If you have ever attended Fire and Ice or if you participated in or helped with this year's CORSA Concours you probably came in contact with a charismatic 73 year old named Jerry Nafziger. Jerry passed away early this morning [January 13th] and has left a hole in a lot of people's hearts. If you would like to see a nice tribute to Jerry go to this YouTube address: <http://www.youtube.com/watch?v=TMBTSIhSaTo>
Jerry's passing has reminded me again just how much my Corvair friendships mean to me.

Jamie Reinhart, Corsa President
member: Iowa Corvair Enthusiasts

It is with heavy heart that I mourn the passing of Jerry Nafziger, a member of the Iowa Corvair Enthusiasts and the chairman of the Concour at the CORSA Convention held in Cedar Rapids this past summer. Jerry was an avid Corvair and Model T Ford enthusiast and very active member of the Iowa Corvair Enthusiasts. Jerry was a wonderful man and a good friend. Please keep Jerry and his family in your prayers.

*Chuck Prosis
VP & Treasurer,
Iowa Corvair Enthusiasts*

Attached is a picture of Jerry accepting the last Corvair (#5999) at the Antique Car Museum of Iowa a few weeks before the national convention. The picture with him is Mark Corbin [on right] who hauled the vehicle out there from Ohio. I rode along as CPF Curator. Sorry to hear of his passing.
Clark Hartzel



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A very REAL reason for an interrupt on your electric fuel pump
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CMI spring tour – a ride on the North Star line

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2010 Corsa convention

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Edina Independence Day parade
CMI at the Galaxy Drive In
Fran did a Tech Session in the Parking Lot at the National: one he thought everyone knew!
Hill Sweet says he finally got one over on “Schmit”; turkey roaster for A/C Corvair

October

Corvair Minnesota annual picnic
The 13/16” story – a discussion about some of the “internals” of the Corvair engine
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St. John's Lutheran Church, Buffalo – Fall Festival
Corvair apparel product/ price sheet
Tiny Tech Tip: fuel gauge - EGAD

December

Shocks for a late
A little more discussion on cam gear timing
Gas pedal



Roster removed for this web version of the Seal

Roster removed for this web version of the Seel

An excellent point!

You may think I am settling an argument with that statement but the point is not so much an idea but a fitting on the Late model. It is convenient, sensitive, extremely functional and yet barely visible. I will include a photo and most of you will not recognize it.....yet it is right in front of you whenever you open up the engine cover. The reason I am talking to you about it is this. The other day I was cleaning up my battery compartment and saw that the fusible link's battery connection needed work. There was no connector on its Battery end as the wire was just stuck into the battery post clamp. Let's stop here for a moment and examine that FUSIBLE LINK. Not a lot of ink has been spilled over that baby. I remember the first time I heard that term and simply ignored it - - another one of the General's mistakes, I thought. Who needs a fuse that is a foot long piece of #12 wire.....How in the blazes is that ever going to protect anything?!?

Well, the idea is to put a piece of wire ahead of another piece of wire such that a massive dump of current down those two wires will burn off the littler one in favor of smoking up everybody else - - essentially a fuse. BUT this one is right on the BATT Plus terminal - - everything that comes off the battery has to go through that one single big wire - - how can that be a fuse? As it turns out, our favorite car has an umbilical cable about 15 feet long with a #10 wire to carry all the power needed - up front. This wire has two plug-in bronze connectors, one on each end of the car that are subject to wear and tear and age-related corrosion so they get a lot of words thrown at them. I'm not certain that I've thrown enough yet, but I have tried, right? That wire runs through the length of the vehicle and powers - or burns, as the case may be - everything that can be ignited in the whole car....front or back! That BIG RED wire needs to be protected because if you ask for FULL power - - he will deliver - - just like Scotty on StarTrek used to do. That little piece of smaller gauge wire that connects the BIG RED to the Battery can save the day. I recently had a chance to test it and it delivered with a cloud of stench - burned plastic - and then a separated LINK; but then everything went dead and cold - and there was no fire. This simple little wire that most people think is just any old wire - saved my car. Thanks to the General and what he wisely called a FUSIBLE LINK.

What is the Fusible link connected to on its other end? ¡It's connected at an EXCELLENT POINT!

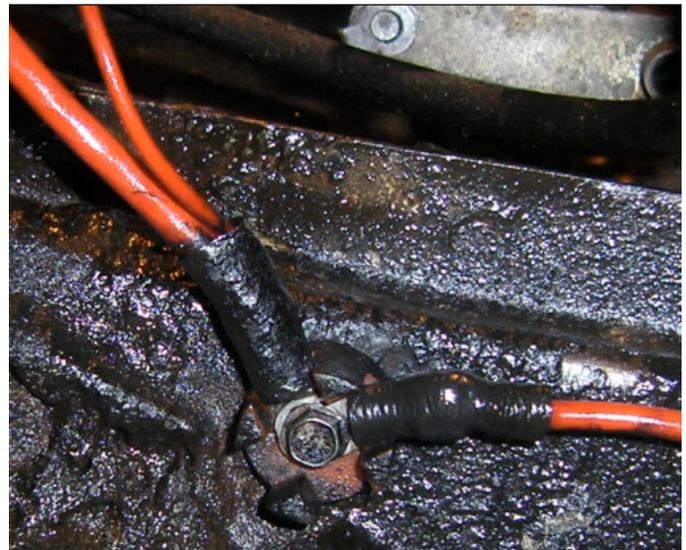
There's a small plastic block (in Clark's they call it C6802 and describe it as "goes on the frame near the Battery - always broken", sells for \$3). That block holds a screw that goes through the end of the fusible link and the end of the BIG RED #10 wire that feeds - everybody. If it is a new/clean block, it is red. The one in my photo is somewhat red with a lot of undercoat on it. I cleaned it a bit so you could see better.

Also, using that same screw and block is a little red wire coming from the GEN. The Late's GEN has a wire connected to the Tell-Tale light up front. The GEN also has a sensor wire that tells the Voltage regulator what to do. The GEN can put out any Voltage it wants - easily to 100 Volts! - but it is designed to put out just enough so that the headlights - - a long ways away - - have their calibrated 12 Volts for good brightness and long life. This Voltage is, of course, dependent on what else you have turned on in your system. Heater fan, wipers and stereo are some biggies that can affect the safety of your night time lighting. The design is to sense the voltage at this "excellent point" and REGULATE accordingly. The little red wire taped on to the BIG RED, in the photo, is this sensor wire for the GEN.

If/when you are thinking of messing with the wiring at this "excellent point" consider how important a connection it really is and wire according to this well thought out design.

Hey General, good idea!

Fran



Miscellanea (and other ramblings)

Corvair Minnesota offers the Leeky SEEL in an electronic format. The eSEEL offers a few advantages to the paper version -

- The eSEEL is published in full color
- The eSEEL is easily stored in digital form for easy retrieval
- The eSEEL weighs virtually nothing!
- The eSEEL saves your club (CMI) postage which can then be used for events such as the pancake breakfast.
- The eSEEL is easily shared with potential new members and other new friends.

Interested? Send your friendly editor an e-mail and he'll add you to the list: Jherken1@netzero.net

Reminder:

The next general membership meeting will be at the MUM (Messiah United Methodist church at the intersection of Highway 101 and County Rd 6 in Plymouth Tuesday February 8th at 7:00 p.m.

Are your dues paid??



Car buffs (no Corvairs – sorry): check out John Staluppi's Cars of Dreams in North Palm Beach Florida on the internet at <http://www.carsofdreams.com/> And on YouTube: http://www.youtube.com/watch_popup?v=WbN_BAn55a4&pop_ads=null

The **2011 Corsa** Convention will be held in Denver Colorado, July 26-30. The host hotel is the Doubletree at 7801 East Orchard Road in Greenwood Village (near I25 and East Orchard Road. To make your reservations call **(303)779-6161** and mention Corsa or the convention to get the \$99 rate. The host hotel is filling fast (but there are other hotels/ motels nearby). Stay tuned for more information on a caravan to the convention.



This was the featured band at the People's choice display, CORSA convention 2010 in Cedar Rapids

CMI Classifieds

FOR SALE

- '64 steering box (core value \$145.00) rebuilt \$185.00
- '62 3 piece front trim NOS \$250.00
- '65 front grill - very good \$100.00
- '63 700 rocker trim (narrow) NOS (9)
- '62 500/700 (narrow) rocker trim NOS
- '61 - '64 headlight bezels Pair NOS \$150.00
- '61 - '63 car steering box - used (core value \$125.00) \$125.00
- '65 - '66 steering box - used (core value \$125.00) \$125.00
- '65 - '69 headlight bezels NOS (2 right, 1 left)
- '64 rear exhaust air grill NOS

Jerry Berge 480-250-8816

1966 corvaire 2 door hard top, automatic, motor bad, have other motor, has 4 - 1 barrel carbs, been in storage for 33 yrs, no room to store must sell, rolling car clean title. Call 218-231-2247 ask for mike (Hibbing) \$1500

Parts For Sale: Too many Corvairs again. Parting out 64 Coupe, 64 Convertible, 63 Van and 61 Wagon. Call soon or they'll be gone.
Jimbrandberg@aol.com; H-763-444-9334; C-763-772-5650

1964 Chevrolet Corvaire Spyder Turbo Conv, 4 speed, Trades/Offers?- \$14900 Unique Specialty & Classic Cars; 1000 South Victory Dr, Mankato MN (507)386-1726





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- * Used early arm rest bases (no cracks) - 2 for \$10.00
- * Used early steering wheel (blue) - \$5.00
- * Used '62 full wheel covers (very good condition) - 4 for \$20.00
- * Used early "baby moon" style wheel covers (very good condition) - 4 for \$20.00

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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.... Yeah!

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