



DAYTON Corvair



CHAPTER 454

CHRONICLE

JANUARY 2018

HAPPY NEW YEAR

Happy New Year to all of the club members and families. As we start off this new year it is a little hard to get pumped up about automotive activities with the current weather situation in the Dayton area. So we are going to pretend that we all are down in Florida with our vice president Steve Kianka.

JANUARY MEETING

The January meeting of the Dayton Corvair Club will be held at our regular place, the Vandalia Justice Center. It will take place on Tuesday January 23rd at 6:30 PM. Note that this is a 5 Tuesday month and we meet on the 4th Tuesday, so don't show up the last Tuesday. We won't be there. Directions to the VJC are on the last page of the newsletter. If you are not the first one there, check the west side exterior door to see if it is open.



JANUARY ACTIVITY

There is no planned club activity for this month. The activity group will be planning the year's activities this month. If anyone has an idea for a club activity let Kevin Clark know.

CLUB CHRISTMAS PARTY



We had a nice turnout. The club had 31 guests for dinner. The weather was good. The food was good as usual. We had some door prizes, in fact more than expected. Every couple received one, but Jack Milliff had to settle for the last item available, a two year old Old Cars Price Guide. Jack, the prices are about the same in the new issue. Don't feel too bad for Jack as he won the 50/50 drawing worth \$33.

...continued on page 3.



Corvair Society of America

Founded in 1969 by and for those who still appreciate the Corvair Automobile - www.corvair.org.
To join contact Jim for an application at 937-429-2291 or jlstuk@juno.com.



DECEMBER MEETING MINUTES



Minutes: Dayton Corvair Club, 12/2/2017 Club Dinner and Meeting, 5:30 P.M.

Location: Christy's Catering, 6488 Chambersburg Road, Huber Heights, Ohio 45424.

Attendees: We had a very nice turnout of about 31 Club members.

Club President, Verle McGillivray, welcomed everyone to the Christmas Dinner meeting. Verle asked Larry Smith's wife Willa if she would offer a dinner prayer. Willa once again shared her feelings with a sincere prayer of thanks for the opportunity for us all to gather and share an evening of friendship and thanks for the staff from Christy's Catering for preparing and providing a wonderful meal. We dined and visited with each other.

Meeting Discussion: After dinner, Verle thanked the staff and we began the business part of the meeting. Verle asked that we have a moment of silence and reflection for Tammie Funkhouser and Jane McGillivray, who both passed away in 2017. Verle asked that we take a few minutes to introduce ourselves, which gave everyone a chance to share Christmas and New Year wishes. Steve was asked if he had any news items and he indicated he and Mary Ann would be heading to Florida again for the winter. Joe said this year was supposed to be an election year but we did not realize this and we did not have a nominating committee formed in September, so this whole activity was delayed.

Treasurer: We did not have a November meeting but Aggie had a report covering October 24 through December 2, 2017. We had income of \$150 from Barbara Gillette for the Club helping to sell her Corvair, 50/50 money of \$13.50 and another \$13.50 from Jennie Dranschak's 50/50 donation for a total income of \$207. We had no expenses for this period so our balance on Dec 2, 2017 was \$1,826.75. The report was accepted as given.

Secretary: Joe had no minutes from November but he did suggest we have a committee of Steve Kianka, Jim Stukenborg and himself to represent the elections nominating committee and they communicate by phone and email to check with members on interest in continuing in Club positions or becoming involved as a new officer or chair. Joe presented this as a motion and it was seconded by Ray Petty and approved.

Activities: Kevin passed around new Club business cards so each member could take a few and share them with potential members. Kevin asked all members to consider possible activities for 2018 and call any officer to share these ideas so they could be discussed at the January 14, 2018 Planning Meeting at Dennis and Betty's Home. There were a few suggestions offered and discussed but no decisions were made. We did decide we would like to have the Christmas Dinner again at Christy's and Aggie reserved Dec. 8th for us. We also talked about the Mid Ohio Meet that we will be hosting this year. After a good deal of discussion Gary motioned we try for Saturday June 16 or 23 and let Verle check on reservations at Buck Creek, where we have been before. Jennie seconded this and it was approved. It was also announced by Kevin that he and Susan are planning a June 23rd marriage date.

Fun Time: With no other general business to discuss, Verle turned the meeting over to Aggie, Bernice and Joe for the annual door prize activities. Aggie conducted a fun-filled drawing and awarding of door prizes for everyone (Joe distributed them around the tables). Aggie continued with the 50/50 drawing for \$33, which was won by Jack Milliff and he donated the winnings to the Club pizza fund. As we concluded the evening, Aggie made sure everyone received a container of her homemade "buckeyes" before they left. Willa Smith thanked Bernice and Aggie for all they do for the Club and we adjourned.



CLUB CHRISTMAS PARTY...continued

However, being the generous person that he is, he donated it to the club pizza fund. Larry Smith again brought some of his brewing company employer wares. Just the thing for football playoffs. We could use club members who work for Jack Daniels or Esther Price. Greg Hanlin, work on that. Jenny Dranschak made another in her long line of hand woven basket donations. Aggie Moyer once again brought "Buckeyes" for the sweet tooth members. Gary Funkhouser was there with his son Shawn. We're glad to see Gary grooming Shawn to follow in his footsteps with Corvair service.



C O R V A I R



WEIRD CORVAIR

I'm not sure why anyone would want to do this to a Corvair pickup but it could be one way to improve the frontal crash rating of the vehicle. Looks like it could move the rating number from a minus five to a plus five. It is certainly different. Like they say, with enough time and money one can do almost anything. This could be a neat tow vehicle for your Corvair race car trailer.



HISTORY HAPPENS – PART II

(continued from our November 2017 newsletter)

This “History Happens” article was split into two sections / two newsletters. One of our members suggested we share this and if by chance you actually were at the 1975 CORSA National Convention you may have heard it straight from Robert P. Benzinger.

Mr. Benzinger was Senior Project Engineer at Chevrolet during the development of the Corvair engine, Design Engineer for the Corvair Engine between 1959 and 1962, and later Staff Engineer and Chief Engineer at Chevrolet until 1970, when he became associated with Arizona State University. The following is the speech he made at the CORSA National Convention in Seattle, Washington, July 26, 1975, which held us all spellbound until late that night. We are indebted to Bob Helt for the transcript of this speech.

Q. Does that also explain why a solution was never found for the seals on the pushrod tubes? Somewhere else I had noticed that you had made the statement that you didn’t realize that it was a problem. I don’t profess to know that much about the Corvair but I would have felt that the problem would have come up at Milford, in all those miles that must have gone on at that track. Those things must have started leaking somewhere there.

A. I guess I can repeat it. That it does kind of mystify me to this day. We didn’t have that much difficulty with the pushrod tube seals. Inorganic parts, rubber parts, these are real touchy. You’re at the mercy, as we were, of the honesty of the parts supplier. There are an innumerable - literally an infinite - number of rubber compounds possible. Some of which do the job, and most of which do not. It’s one of those things we had to watch very carefully in terms of quality in terms of integrity really of the guy who made it. There are an awful lot of people who are selling after market parts. You have to make your own judgment on their individual integrity. I still feel that carefully handled the problem is minimal. Now there is no getting away from it. O-rings are touchy! The bore that receives the things has to be clean. No nicks. No burrs. It only takes a very slight scratch in the surface of the O-ring to spoil the seal. They are also sensitive to being properly lubricated when they are installed, If the things roll or rotate any in the groove, the ball game’s over, It’s going to leak. But with the right material and reasonably careful lubrication and installation, there should be no problem. We had darn little problem with them.

Q. What did you use to lubricate them with when you installed them?

A. Lubriplate. Engine oil is pretty good. But Lubriplate is what we used at Tonawanda.

Q. Due to the similarity of the Pontiac Tempest transaxle and the great deal of similarities in that particular drive train, was it developed to coincide with the Corvair at the same time? And will the ring and pinion fit the different models?

A. I don’t know if the ring and pinion will fit. And as far as things went, at least in those years, General Motors ran its affairs so that the producing divisions were totally independent of each other. They carried on their own engineering at different locations. A totally different group of people. Different leadership. Different policies at the top. That doesn’t say that we were forbidden to speak to each other. But whatever Pontiac did, they did because they wished it that way. They weren’t lead into it by the availability of parts from another division. So you’ll have to ask Pontiac about that one.

Q. A question was asked about why the original turbocharger intake manifold with the six legs was not put into production.

A. You mean with six legs out of a plenum chamber? (Yes) In the development, we had an unbelievable number of manifolding combinations. We had one person in the organization, who I won’t name, but who believed that plenum chambers were right! That the discharge from the compressor should go into a plenum; and then off the plenum, take various combinations to preserve mixture and so on. The plenum chamber just turned out to be a disaster. It was too

CONTINUE ON NEXT PAGE



HISTORY HAPPENS – PART II ...CONTINUED

much surface to begin with. Most of the plenums had some kind of a sump in the bottom. And what happened is that the sump just filled up to the spill over point with liquid. Even on a dynamometer it was unpredictable which way it was going to slosh. It would just destroy any maintenance of uniform mixture. So we fairly rapidly determined that the way to preserve some kind of mixture distribution was that from the blower outlet, from there on, everything had better be down hill. Nothing to pocket, catch or puddle. So it was its own disaster and died for that reason.

Q. One problem that a lot of Corvair owners have had is the problem with valve seats. You have the problem mostly with 140 HP heads.

A. You mean with the seats coming out? (Yes) This of course can happen for such a variety of reasons that it really isn't reasonable to answer "blanket." One of the ways it can happen, and can happen with say the best of hardware, dimensionally, mechanically and metallurgically is after a hard run when everything is good and hot, like mountain driving, you come to a long downgrade which quenches and cools down the valve seat while the cylinder head is still hot. We have seen some cases where the valve seat will play "Ring Around The Rosy" on the valve stem, simply because of that temperature differential that quenches the seat while the head is hot. The rest of them from there - with everything right, dimensionally, metallurgically, and properly installed - should hang in there pretty tight. That's saying a lot I know, to say if everything is right. We put the seats in as tight as they would go. What happens if you try to put them in tighter is that the aluminum or valve seat, or both, will be overstressed and it will relieve back to the interference fits that were specified in the first place. So putting them in overtight really doesn't do anything. Material yields to get it down to that limit anyway.

Thank you very much.

Credits: <http://www.vv.corvair.org/Library/benzinger.htm>

TECH TIPS

Tech Tips are to be used as a guide only. No guarantee is implied that the tech tips will work correctly, nor does the Dayton Corvair Club, the editor, or the author assume any liability.

BATTERY CUTOFF SWITCH

An article in the October 2015 issue of Hemmings Sports and Exotic Car magazine discussed the loss of a home and three cars due to an electrical fire that started in a Triumph Spitfire. The Triumph was out on a drive when smoke started coming out from under the dash. When the driver pulled over the smoke stopped but the car would not run and had to be towed home where it was put into the garage. An examination of the wiring under the dash showed evidence of a short circuit. Since nothing was now happening the owner thought that he could get around to repairing the wiring in several days. Unfortunately a day later he found the garage filled with smoke but before he could do anything the Triumph erupted in flames under the dash. He managed to save a Jag XK-120, but the Triumph, two other cars, and the house were a total loss. The moral of the story is, if you own a vintage car, install a battery cut off switch and use it. *(Ed note: I always disconnect the battery of the cars that I store off site. A cut off switch would make this easier).*

TELESCOPIC STEERING COLUMN PARTS

Per Nate Wolfe, a Corvair Center poster, Corvette telescopic columns use the same parts as the Corvair columns. If you can't get parts from Clark's try one of the Corvette parts suppliers such as Ecklers or Corvette America. Examples of parts available from the Corvette side, but not Corvair side, are a canceling cam and lower bearings.

(Ed note: The other side of this issue is that telescopic columns are very desirable for the Corvette crowd and they look at the Corvair as source for this item).



BUTLER COUNTY WINTER SWAP MEET AND CAR CORRAL

**2nd Annual
Saturday January 20, 2018
8 AM - 4 PM**

**Butler County Fairgrounds
1715 Fairgrove Avenue
Hamilton, Ohio 45011**

Sponsored by:

**Corvair Club of Cincinnati
Butler County Hot Rod Association
Tri-State F-100S**

<http://www.butlercountyswap.com>



THE REVOLUTIONARY
Corvair
BY CHEVROLET



CARS AND PARTS FOR SALE

FOR SALE: 63, 64 Greenbriers, project vehicles. 63 Monza cpe, 900, auto. 64 Monza cpe, 4 spd. 65 turbo convert, low miles, rust free, project vehicle. Tons of parts. Sid Roth 937-596-5106 home or 937-622-0587 cell. Jackson Center, OH.



FOR SALE: Need #89 bulbs or #1034 backup bulbs? Contact Greg Brush - vpd117@aol.com



CLUB WINDOW CLING

Proudly display the Dayton Corvair Club logo. Removable / reusable window stickers. Apply to interior side glass window. \$1 each. Ask Kevin Clark for one at any meeting.

Corvair

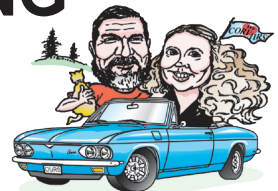
SERVICE & REPAIR

Gary Funkhouser
Shawn Funkhouser
937-836-1471
gary.funkhouser@yahoo.com

DragFree Cross Shafts
Stock Cross Shafts with Bearings

Reconditioned cross shafts for the 21st Century Corvair - now with newly improved bearing mounts. VairFare, LLC Marietta, OH vairfare.webs.com vairfare@gmail.com

CELEBRATING 43 YEARS!



CORVAIR UNDERGROUND IS PROUD TO HAVE BEEN A PART OF YOUR CORVAIR LIVES SINCE 1974.

When we downsized in 2009 we made the decision to zero in on our specialty parts and services. In addition to our famous spring loaded idlers and urethane suspension parts, our acquisition of the Dale line of flywheels and distributors made it complete!



We still offer an extensive line of mechanical parts and specialty products to help make your Corvair even more amazing!

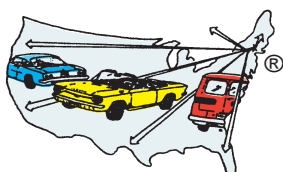


To get the current scoop just visit our website or give us a call. WWW.CORVAIRUNDERGROUND.COM. Make sure to order the current version of our NEWSALOG.

Lon and Linda Wall CORVAIR UNDERGROUND Inc. PO Box 339 Dundee, OR 97115 800-825-8247 www.corvairunderground.com 503-434-1648

650 Page 2013-2018 Catalog

USA \$6 Other Countries - email for rates



Clark's Corvair Parts

400 Mohawk Trail, Shelburne Falls, MA 01370
413-625-9776 • fax: 413-625-8498
www.corvair.com • email: clarks@corvair.com



PARTS AND SERVICE

CORVAIR SERVICE AND REPAIR

Shawn & Gary Funkhouser 937-836-1471 - gary.funkhouser@yahoo.com

Greg Hanlin 937-277-3268

Sid Roth, Jackson Center, Oh, 937-596-5106, Cell 937-622-0587

CLARK'S CORVAIR PARTS INC. 413-625-9776 - www.corvair.com



Corvair Society of America

Founded in 1969 by and for those who still appreciate the Corvair Automobile -

For more information visit www.corvair.org.



*We are on the web! To join the Dayton Corvair Club and CORSA visit:
<http://daytoncorvairclub.wix.com/daytoncorvairclub>*



Find us on Facebook

www.facebook.com/daytoncorvairclub.ohio

CLUB OFFICERS

President	Verle McGillivray PO Box 243 New Carlisle, OH 45344-0243 vtmcgill@gmail.com 937-846-1665 cell: 937-765-1301
Vice President:	Steve Kianka 5354 Fairfield Pike Springfield, OH 45502 937-325-9493 skianka@woh.rr.com
Secretary	Joe Dranschak 1328 Cornish Ave. Vandalia, OH 45377 937-898-6689 jdrans01@aol.com
Treasurer	Agnes Moyer 1693 Meriline Ave. Dayton, OH 45410 937-252-7137 acmoyer@aol.com
Activities	Kevin Clark 4801 Rean Meadows Dr. Kettering, OH 45440 937-439-9694 daytoncorvairclub@gmail.com
Membership	Greg Hanlin 2981 Ridge Ave Dayton, OH 45414 937-277-3268 g.hanlin@earthlink.net
Newsletter Editor:	Jim Stukenborg 2896 Rhett Dr. Beavercreek, OH 45434 937-429-2291 jlstuk@juno.com
Webmaster	Kevin Clark daytoncorvairclub@gmail.com

Directions to the club meeting

Coming from the east the Justice Center is just down the side road from the Wendy's restaurant that is located on Rt-40 just west of the Vandalia exit from I-70. This side road at Wendy's is James Bohanan Dr. The street address of the justice center is 245 Bohanan Dr. From the west turn left at the BP station turn right on J.E. Bohanan Dr. The Justice Center door is on the east side of the building. Go in the side door and through the door to the dispatch center. The meeting room is to the left past the dispatcher. A public parking lot is available at the corner of James E. Bohanon Dr. and Maple St. behind the bank and some street parking is available. The parking lot next to the justice center side door is short term during the day. We don't know about availability in the evening. Note: The room is on the west side of the building. If some of the club members are already there you may be able to enter through the side door to the room. They can let you in or may have the door blocked open.

Send regular mail to:



Aggie Moyer
1693 Meriline Ave.
Dayton, OH 45410

Email articles, pictures, ads to:
daytoncorvairclub@gmail.com