



CHAPTER 454

DAYTON *Corvair* CHRONICLE



NOVEMBER 2021



NOVEMBER MEETING

The November meeting of the Dayton Corvair Club will be held at the Vandalia Justice Center, our regular meeting place. The date is Tuesday November 23. The time is our normal 6:30 PM. If you are not the first one there the west side door should be open. If not, go through the lobby.

DCC CHRISTMAS PARTY

Our yearly Christmas party will take place on Saturday December 11. It will be held at the Vandalia Historical Meeting House at 336 East Alkline Springs Road in Vandalia. We have had several meetings this year at this location. Our caterer will be our former crew from Christy's in Huber Heights. The center will open at 4:30 and we will eat around 5:30.

The menu is Lasagna, Pot Roast, Loaded Baked Potatoes, Green Beans, 7-Layer Salad, Bread, Pie, Iced Tea and Lemon-aide. Price is \$17.00 per person.

We will hold our usual door prize raffle. Bring something to add to the raffle if you desire. It is convenient to add next year's club membership (\$12 for CORSA members,

\$15 for non CORSA members) to your meal cost.

Club Treasurer Jenny has called all our members and those she left messages for, should call her back whether or not they will be attending. So far there will be 26 attending. We have to turn in a definite number by December the 5th. If you haven't done so, give her a call at 937-898-6689, cell: 937-974-5058, email: heavenjld@aol.com

East Alkline Springs Road runs east off of Dixie Drive at the south edge of Vandalia across from the high school. The Meeting House is down about block on the south side of the street along the dark brown wooden fence line. If you pass the wooden fence, you missed the driveway. Once you arrive on the driveway, hang right to drive around to the end of the driveway. We did not have a Christmas party last year due to the Covid-19 virus. It will be nice to see everyone again at this event.

Corvair Society of America

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

To join visit: www.corvair.org.





OCTOBER MEETING MINUTES

Minutes: Dayton Corvair Club, 10/26/21 Monthly Meeting, 6:30 P.M.

Location: Vandalia Justice Center, 245 Bohanan Memorial Drive, Vandalia, Ohio 45377

Attendees: Joe & Jennie Dranschak, Jim Stukenborg, Gary Funkhouser, Shawn Funkhouser, Paul Huelskamp, Greg Hanlin, Angela Chaffins, Jim Schmidt and Verle McGillivray.

Welcome: President Shawn Funkhouser welcomed all and informed us that Wes Bogner recovered from his COVID-19 infection. He said the turnout for the 'Vair Affair was real good and we could talk more about that during the meeting. Greg also asked us all to recognize Gary for his birthday, which we did.

Secretary: Joe reviewed the minutes from the last meeting and asked that they approved as posted in the October newsletter. Motion made by Paul, seconded by Gary and approved.

Treasurer: Jennie reported a balance on September 28, 2021 of \$2,143.10 and we had no income or expenses for the new monthly report so the balance as of October 26, 2021 is still \$2,143.10. Motion made to accept the report by Verle, seconded by Jim Stukenborg and approved.

Membership: No new information from Paul.

Newsletter: Jim had no new information. We did talk about old newsletters and old Club documents that we might use as research information for our 50-year anniversary.

Activities: Kevin brought up our annual planning meeting, we usually have in January, and where we might want to have it in 2022. We discussed it a little and decided to talk more at the Christmas Dinner.

Old Business: Some members attended a 1,000-car event at Austin Landing October 10 and 11. Jim shared a story of how he tried to help out a friend with what they thought was a "out of gas" problem that turned out to be a bad fuel pump. Kevin reported we sold our last new Club hat so they are now all gone.

New Business: We talked a little about the reservation process for reserving the Caesar Creek Shelter for our 2022 Mid Ohio Meet. Greg mentioned this can be done for events in a 6 month time-frame and we might not need to wait to the first of the year. Shawn will check on

this. Gary thought he might be able to get some door prizes from Voss for our Performance Workshop. He will check with them. Verle also mentioned that Clark's Corvair Parts is still a good place to check. CORSA has the Performance Workshop advertised until March 2022. Jennie shared information about the menu and cost for the Christmas Dinner. Verle offered to pay for Bernice Noll's dinner, if she would like to attend. Jennie will call her. Kevin is going to get some cost information for a new Club Banner for our 50-year anniversary. He is also going to do the same for possible new Club T-shirts. Joe had information received from the Dayton Dragons about the 2022 group ticket program (to be discussed further by the members). We talked about getting a list of all the founding members Gary said he thought the very first meeting at Voss might have been in June 1972. Allison Hanlin can use your good T-shirts to make a blanket for the Mid Ohio.

Other Comments: Joe will contact the Vandalia Justice Center about reserving the room for 2022. Joe reminded members that our Bylaws suggest a donation when we have a loss in the Club family so Gary motioned we make a \$50 donation to the family of Buddy Chaffins, seconded by Verle and approved. Jennie will follow up.

50/50: The amount won was \$8 by Jennie and donated to the Club for the next pizza party. The total was \$16, with the other half going to the Club.

Adjourn: Motion to adjourn and we did about 7:31 P.M.

CLUB OFFICERS

With the exception of the Vice-President position all of the other officers have agreed to do another year in their current position.

FROM THE EMAIL BOX

Jim and Kevin,

I can't imagine how you might use this for the newsletter, and I don't know how long it will be available on the web. I found it while scrolling through the stories on my MSN home page. At least you might find it interesting if you don't know about it already.

Jack Milliff

Co-Editor note; Jack, thanks for sending the link. It was useful for the History Happens page. Keep any Corvair stories like these coming. KC

CORVAIR CLUB TENTATIVE CALENDAR OF MEETINGS AND ACTIVITIES

11/23/21	Club monthly meeting - Tuesday at 6:30pm - Vandalia Justice Center
12/11/21	Club Christmas Dinner and Meeting - Historical Society - Saturday at 4:30pm

HISTORY HAPPENS

At our February, 2016 Club meeting we decided we would add a history article to our newsletter under the heading “History Happens.” This was shared by one of our members.

CHEVROLET DIDN'T SET OUT TO DESIGN THE MOST CONTROVERSIAL AMERICAN CAR EVER

When General Motors launched the Corvair project, it wanted to create an entry-level model that rolled value, practicality and performance into a package that looked like nothing else on the road. It was Chevrolet's first rear-engined car, though many believed it wouldn't be its last, and it received an air-cooled flat-six engine that no other mass-produced American car could brag about. The Corvair bridged the automotive gap between Europe and the United States.

Ed Cole, a prominent General Motors engineer and executive, is often considered the father of the Corvair. He had pushed the company to make a rear-engined car for many years before launching the project. He was notably part of a small team that developed a rear-engined Cadillac immediately after World War II. One of the prototypes built was fitted with dual rear wheels for increased stability. While the car never reached production, Cole's interest in the rear-engined layout didn't fade.

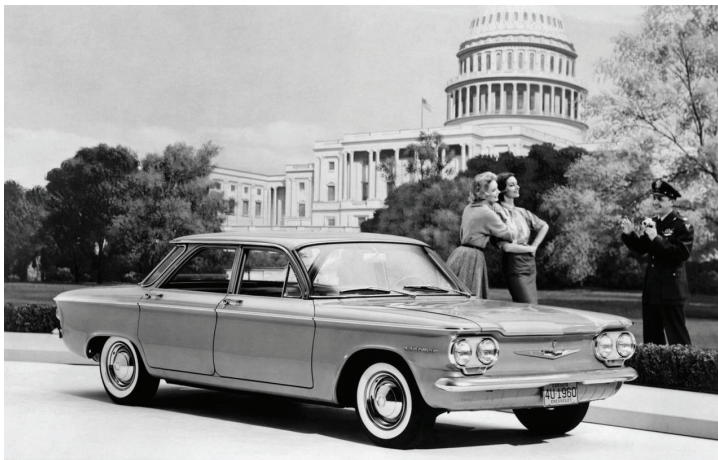
In 1955, while he served as Chevrolet's chief engineer, Ed Cole argued there was a market for a compact, rear-engined car that was lighter, smaller and cheaper than any model in the automaker's range. It was clear he had the Volkswagen Beetle and other European imports in mind but it was also clear he wouldn't settle for copying an existing design. The car he envisioned at the bottom of the Chevrolet line was new and innovative. Instead of waiting for management's approval, Cole became the management. He launched the Corvair project when he took the top job at Chevrolet in 1956. He started by assembling a team of engineers and designers he trusted and had worked with before and he put Kai Hansen in charge of the project.

Kai Hansen's team started from scratch. Moving the engine to the back gave designers the freedom to draw a car that looked like nothing else on the road thanks in part to an elegant, grille-less front end. The Corvair didn't need a bulky transmission tunnel because four-wheel drive certainly wasn't planned so it offered an unusually roomy interior with space for six passengers. And, significantly, Hansen envisioned the Corvair as a full range of models early on in the development process.

The Corvair went on sale across America in the fall of 1959 as a 1960 model. The line-up quickly grew to include three basic trim levels named 500, 700 and 900, respectively, numbers that corresponded to Standard, Deluxe and Monza (essentially entry-level, mid-range and performance) models. Buyers could choose between two- and four-door body styles. The four-door 700-Series outsold its peers by a wide margin; it accounted for about 139,000 of the 250,000 units sold during the 1960 model year.

Chevrolet released the Corvair with an aluminum, air-cooled flat-six engine mounted behind the rear axle. The 2.3-liter six sent 80 hp to the rear wheels through a three-speed manual transmission, though 83.5% of buyers paid \$146 (about \$1300 in today's money) for a two-speed Powerglide automatic transmission. Horsepower was cheap during the 1960s; Chevrolet offered a 95 hp evolution of the flat-six at an extra cost for \$27 (approximately \$230 today). The two-door 500-Series model represented the entry point into the Corvair range. It cost \$1984 (about \$17,000 today) during its inaugural model year. At the other end of the spectrum, the 900-series Corvair Monza started at \$2238 (roughly \$19,000 today).

The Corvair's main rivals were the Ford Falcon and the Valiant that Chrysler briefly sold as a standalone model before slotting it at the bottom of the Plymouth line-up. Both were introduced during the 1960 model year and they adopted a more conventional front-engined, rear-wheel drive layout. *...continued on next page*





Kai Hansen's vision of a full line of Corvair-badged models became a reality during the 1961 model year. Chevrolet released a station wagon called Lakewood with a spacious cargo compartment above the engine and a second one up front. The firm also launched a pair of commercial, cab-over models not unlike the Volkswagen Bus named Corvair 95 in reference to the 95 inch wheelbase.

The Corvair 95 range was split into several models. The Corvan was a panel van, the Greenbrier had windows and up to nine seats while the Loadside and Rampside were pickups. The Rampside featured an innovative folding side panel that made rolling cargo into the bed a breeze. All of the new additions to the Corvair range used the same 80 hp as the two- and four-door models released a year earlier.

Credits:
<http://www.msn.com/en-us/autos/enthusiasts/how-the-chevy-corvair-became-america-s-most-controversial-car/ss-AAQbY4I?ocid=msedgdp&pc=U531>

CORVAIR T-SHIRTS NEEDED

Allison Hanlin is planning to make a Corvair T-shirt blanket for a raffle or door prize at our 50th Anniversary Celebration next summer at the Mid Ohio Meet. She has received 11 shirts so far but can use at least that many more. Clean out your drawers and closets and donate shirts you no longer wear to this project. You can give shirts to Greg at any of the next few meetings or contact him by phone or text at 937-902-7554 to arrange pickup or drop off. Pictured below is a blanket Allison has made using Greg's shirts.



PHOENIX CHARLIE PASSES AWAY

Phoenix Charlie is well known to the older CORSA members for his cryptic ads in the Communique. Charlie's full name is Charlie Dye. Charlie passed away on October 14 at the age 94. Your editor always wanted to meet Charlie in person but never did. Could have as we were both at the CORSA convention at the GM Tech Center in Detroit Michigan around 2007 but I did not know it at the time. I may even had stopped at Charlie's parts for sale site as I was looking for a deep Power Glide pan. He would have been 80 years old in 2007. Here is one of his Corsa Ads. This is not his most humorous. Shown is a picture of Charlie in 2016. Charlie's ads always touted the rust free condition of his parts.



CARS FOR SALE

"In Charlie You Trust" Rust Free Cars & Parts.
2902 N. 60th Drive • Phoenix, AZ 85033

First law thermodynamics: iron turns to rust. Phx Charlie Corvairs still like factory xcept cosmetics owners use neglect abuse. US Postal funds SASE be genuine Corvairs are. All on rubber, some need air, class 'em rollers/shells/sections to be used. As such are in form of '65 coupe cut up on gettin home inquire P26-27 OC Wkly that 08 in mirror comin up quickly. Charlie 2902 N 60 Dr Ariz 85033. (AZ)

RAMPside 95, station wagon, 1960 4-door sedan

1961 CORVAIR RAFFLE CAR

The Corvair Preservation Foundation is giving away a beautifully restored 1961 Corvair Monza Sport Coupe. The all new Corvair has been restored with NOS and Clark's repro parts. With a black exterior and red interior and engine, the Corvair looks stunning. It is a 4 speed with a 102 horsepower engine and it scored 94+ points last May at the mini convention in Springfield, IL. The drawing will be held June 5, 2022 and will benefit the new Corvair Museum at Glenarm, IL. You need not be present to win. Tickets are \$10 each and can be ordered online at the Corsa website; www.corvair.org.



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.

SOUND DEADENING

A post on Corvair Center was discussing the benefits of installing sound deadening insulation inside their cars. The purpose is to cut down on road and engine noise. Some even use it as heat insulator under the headliner. Several of the types mentioned were: Dynamat, Noico, Kilmat, Fat mat, and Hushmat. There are more types available. To see all of the choices just Google Dynamat. Different posters touted the noise reduction of these products. Dynamat is typically the most expensive. A typical compact car would require 106 square feet of the material according to one of the web sites. The typical thickness ranges from 0.050 " to 0.10". Most of these have an adhesive to adhere to the car body. A roller is used to make it contoured to the surface that is being covered. If there is an interest in doing this just Google Dynamat. There is a lot of information available.

DECIPHER THAT BODY TAG

If you want to know what the letters and numbers on your Corvair's body tag means just Google Fisher body tag and scroll down to the Corvair line.



Directions to the club meeting at:

Vandalia Justice Center -

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. 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.

Vandalia Historical Society Meeting House/Shelter -

It is only 2 minutes from the Justice Center. It is located at 336 East Alkaline Springs Road. From the Justice Center (or I-75) drive west on National Road to the Dixie Drive Highway intersection. Turn left (south) onto Dixie Drive and continue on Dixie to the stoplight at Elva Court then continue on Dixie to the next street on your left (just past the Vandalia-Butler High School), and turn left (east) onto East Alkaline Springs Road. You will see the City Art Park on your right and just past the park is a long wood picket fence in front of the Society property. Turn right into the driveway and drive back around the barn to the parking area and the Meeting House / Shelter. There are restrooms in the Meeting House if needed. It would be a good idea to bring your mask for that additional step of protection.

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



Send regular mail to:

**Jennie Dranschak
1328 Cornish Drive
Vandalia, OH 45377**

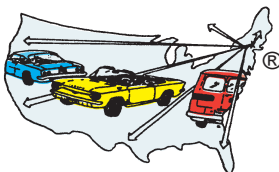
Email articles, pictures, ads to:
daytoncorvairclub@gmail.com

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New 2019-2025 Clark Catalog!

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**Check the new website!
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more coming by June.**

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GEM CITY CORVAIR REPAIR

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