



# DAYTON Corvair



CHAPTER 454

## CHRONICLE

JULY 2019

### JULY MEETING

The July meeting of the Dayton Corvair Club will take place at our normal place, the Vandalia Justice Center. The date is Tuesday July 23rd, our regular fourth Tuesday. Note that this is a five Tuesday month. The meeting will start at 6:30 PM. Directions to the center are on the last page of the newsletter. Drive the Corvair. Don't worry about the heat. It will be cool for the drive home.

### AUGUST ACTIVITY

Our August activity is our yearly "Vair Affair". The event will take place on Saturday August 10th. This year club president Verle McGillivray will be hosting it at his home as his son has moved to Michigan. Verle's address is 10942 Sigler Rd. Head north on RT-235 through New Carlisle for about a mile and half. Just past the golf course turn right on Sigler Road. Verle's place is the first on the left on Sigler Rd.

As in the past, the event will start at 10 AM and last to about 3PM. We will have lunch at noon. The club will furnish the meat, buns and condiments. Everyone is asked to bring their own drinks, table ware, and a covered dish to share. There will be a registration donation of \$5 per family. Bring a folding chair. Let's hope some of the newer members show up.

The club has not been to Verle's for several years. What will his 66 Corsa convertible under restoration look like today? Are the disc brakes installed?

### WELCOME NEW MEMBERS

The club would like to welcome new members Michael and Glenda Bayman from Urbana. They are big into Corvairs with a 1963 Monza convertible, 1963 Corvan,



*50 years ago... We used a rocket to put a man on the moon in 1969; the same year General Motors stopped production of our iconic Chevrolet Corvair.*

1964 Spyder convertible, 1965 Corsa coupe, and a 1967 Amphicar and 1935 Dodge pickup street rod.



## Corvair Society of America

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



## JUNE MEETING MINUTES

**Minutes:** Dayton Corvair Club, 6/25/2019 Club Meeting, 6:30 P.M.

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

**Attendees:** Verle McGillivray, Jennie & Joe Dranschak, Jack Milliff, Paul Huelskamp, Jim Stukenborg, Kevin & Susan Clark, Bernice Noll, Aggie Moyer, Steve Kianka, Greg Hanlin and Ray & Rob Petty.

**Welcome:** We had a very nice turnout for this meeting. Verle welcomed everyone and called the meeting to order about 6:35PM.

**Vice President Comments:** Steve had no updates since the May meeting. We did have a short discussion about access to the newsletter and mailing of copies and Aggie requested we send her a real copy in the mail. We can put a note in the next newsletter about access to Club newsletters.

**Secretary:** Joe reviewed a summary of the May meeting minutes, which were then approved as posted in the June newsletter.

**Treasurer:** Jennie reported a beginning balance of \$2,299.42 with new income of \$39 from dues from Paul Huelskamp and new members Michael Bayman and Russell Carolus; \$15 from Paul Huelskamp and \$15 from Kevin Clark for Dayton Dragon tickets; \$6 from the 50/50 and \$6 from Jack Milliff's donation of his 50/50 winnings. The income total was \$81 and we had no expenses. This left us a balance on June 25, 2019 of \$2,380.42. Paul motioned we accept the report, seconded by Greg and approved.

**Activities:** We talked about the 'Vair Affair, the Mid Ohio Meet, the CORSA National Convention and the Vintage Grand Prix of Mid-Ohio. Some members took part in the Vintage car races and it seemed like that was a well attended event. The National Convention is July 23-27 and our 'Vair Affair is August 10. More info in the newsletter.

**Newsletter:** Jim had no updates but reminded us that July is a 5-Tuesday month. Jim also reminded us of the CORSA national competition for best newsletter and Kevin will check on the cutoff date for participation and what newsletters we might want to submit.

**Membership:** Greg asked that we find a new Membership Chair, as he has done this for several years and he has new activities keeping him busy with work and the family. Jim offered to work with Jennie on a current list of members with dues status. Joe will send Jim the current list he has and we will try to get a new list for the July Club meeting.

**Old Business:** Joe reminded everyone that we approved having the Lebanon Train Ride in the 2020 Planning Meeting so we can put this event on the Club Calendar for 2020.

**New Business:** Steve informed us Maryann is having heart surgery July 3rd. Joe suggested we form the Club Officers nominating committee early so we can work on getting information in the next few newsletters about officers for 2020. Steve, Joe and Jim volunteered to be part of the committee. The committee will start working on contacting members and putting information in the Club Newsletter. We also learned that Sid Roth's mother-in-law Geneva Christine McCoy, age 81, of Jackson Center, recently passed away.

**50/50:** Rob Petty won \$9.50. We adjourned about 7:45 P.M.

## ACCESS TO THE NEWSLETTER

It is our preference to post the newsletter on our website and send an email to members informing them that the latest newsletter is available on our website. If a member really needs a printed copy of the newsletter we can print a non-color copy and mail it but you may not get it in time for the monthly Club meeting or maybe even a Club activity.

## MID OHIO VINTAGE RACES

About thirty Corvairs showed up for the vintage races in Lexington, Ohio and parked in the spectator corral as the featured marque. Club members from Dayton included Kevin Clark and Paul Huelskamp, who camped out for the weekend with Kevin's Corvan. Randy and Denise Kuntz, Duane and Darcy Baker, Mike and son Colin Bayman, Sid Roth, and Jim Stukenborg. Sid's son Mike also was there for the events on Sunday. An additional 15 Corvair racers were on the track for their reunion race. Dayton's Jim Schardt won this Corvair

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**MID OHIO VINTAGE RACES...Continued**

only race with a time of 1:44.447 on the 2.2 mile circuit. Jim says his speed on the long straight was about 125 MPH. Our club's Gary Funkhouser is the main wrench behind Schardt's #17 race car. Gary's son Shawn helped assist in maintaining the Yenko Stinger. Those of us who were at the last Corvair club sponsored cruise-in at the Wilmington Pike McDonald's had a chance to see Jim Schardt's race Corvair in person. They also had a chance to hear a sound off between Jim's racer and a V8 Corvair, sans mufflers, that was there.

Other Corvairs and drivers who participated or are listed in the roster in the Reunion race were:

Logan Dernoschek (57), Norman Latulippe (41), Jeff Rapp (19), Dave Edsinger (18), Scott LeVeque (63), Chris Langley (99), Curtis Wood (13), Russ Rosenberg (83), Robert T. Coffin (48), Michael Levine (362), Ken Hand (22), Michael LeVeque (23), James Reeve Jr. (51), Rick Norris (36), Barry Ellison (32), David Clemens (24) and Spencer Shepard (166).

With your co-editor's Corvair disabled he was able to hitch a ride for the track tour with Sid Roth in his late convertible. A lot of fun with the top down. The ride was like the parade laps in NASCAR. Side to side tire warmups. Opening a little gap with brief acceleration spurts. Drafting the slow guy in front of us. No red flag though. Thanks for the ride Sid.

A lot of nice Corvairs were present in the Corvair corral.

One of those was a Kelmark V8 conversion that has a small block Chevy engine in the back seat bolted to a late Corvair transaxle that has been turned around so that the transmission is facing the rear of the car. This allows the engine to be located a little farther back in the car providing a little more leg room for the driver than a "Crown" conversion with engine bolted to the front of the transmission.



## 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 article is about George Barris and a Corvair-Powered Buggy he built in the '60s.

A California native, George Barris began customizing cars at age 14, alongside his brother Sam in Sacramento, CA. The pair moved to Lynwood in Southern California after World War II and they soon developed a reputation for audacity and craftsmanship. When the brothers weren't building cars, they were racing them on the streets of Los Angeles. And when Hollywood went looking to dramatize street racing as part of the 1958 movie *High School Confidential*, it found George Barris.

Barris was just the sort of hustling entrepreneur that the movie industry thrives upon. He wouldn't just build a car for a film; he made sure the car was in magazines and he hauled it to every show that would let him display it. He was always good for the box office. His creations sometimes were bigger stars than the actors. Among those were the *Munster Koach* from the TV series and the *Golden Sahara* customized Lincoln that became *Cinderfella's* ride to the ball in that Jerry Lewis 1960 comedy.

But all those would be overwhelmed by the popularity of the Batmobile. Barris built the original Batmobile in 1966 for around \$15,000. In 2013, after years of displaying the Batmobile at shows, George auctioned it off with Barrett-Jackson for a modest \$4.2 million to an Arizona collector. The King of the Kustomizers was probably best known for creating the Batmobile but his custom creations have been spotted on America's television and movie screens for decades. From *Jurassic Park* to *Dukes of Hazzard* and beyond, he produced and modified some of Hollywood's most memorable cars.



One of his lesser-known creations was a VW-based, Corvair-powered T-Buggy, which served as a personal prototype for a buggy kit Barris would eventually sell in limited numbers. Barris built the buggy in the '60s to promote his custom-car shop and it was powered by a Chevy Corvair flat-six engine. The Corvair's air-cooled and rear-engined nature is an oddity among General Motors products, but the engine is a natural fit for a VW Beetle-based buggy.

At some point, the Buggy made its way to a shop in Sacramento, California, where it received a full restoration no doubt with some input from Barris himself. On December 1, 2015 the buggy was for sale on eBay. Not only has the car been used by George Barris himself but the vehicle was restored by a shop in California called Advanced Restorations, with guidelines from the original creator of the car. The starting bid for the car was \$48,500, but previous and more famous works by Barris have sold for significant amounts in the past. Bidding ended Dec 16, 2015 at \$42,500 and it was not sold.

George Barris passed away on November 5, 2015 at the age of 89.

Credits: Written by Nicholas Wallace, Dec 1, 2015, <https://www.caranddriver.com/news/a15349906/own-a-piece-of-george-barris-history-with-this-corvair-powered-buggy/>

**CAMPING AT MID OHIO VINTAGE RACES**

Earlier this year when it was announced the Corvairs would be the featured cars at the Mid Ohio Vintage Race in Lexington, club member Paul and your co-editor/webmaster Kevin had decided to attend together. We thought it would be fun to take the Corvan and camp all three days at the track. The plan was to arrive and make camp



on Friday and spend Saturday looking at cars and watch some racing. Sunday was the day all Corvairs present would be the star of the day. Paul did most of the planning with the food and supplying camping gears. When searching in the attic I found an FC specific trailer hitch I had bought on eBay many years ago and decided it's time to install it and we can just load everything in the utility trailer. After realizing there would be plenty of room I decided to sleep in the Corvan instead of in a tent.

The day we hit the road the Corvan drove smoothly pulling the trailer. After about two hours into a 2.5 hour trip, we noticed the Corvan was emitting a strong odor after getting back on the freeway from a rest stop. The clutch had been slipping and the

smell of burnt clutch was quite overwhelming we had to pull over. We tried again taking it easy on the clutch and throttle and without incident we continued on. The Corvan would have a subtle vibration when using too much throttle and when I see a hill ahead of us I would gently speed up past the speed limit and with enough speed we can make it over the hill. Paul thought I should be proud to get a speeding ticket driving such rig.

Arriving at the campground, we were warned with the recent rain they have had they advised us to keep two wheels on the road when parking to avoid getting stuck. The camping area was so wet Paul could not find a dry spot anywhere. There were very few campers and they actually camped on the road. After we set up camp in the swamp we drove around the track and watched a few races from various vantage points. We found one area that provided lots of shade. Getting there required driving down a steep dirt road that was pretty much washed out.



Have you seen a film Daring the Daren? It was about three '60 Corvairs traveling through the Amazon jungle navigating around deep ruts, stones and trees. It was something like that. It wasn't a long way into a jungle but the driving experience certainly was. We thought we were out of the wood when we made it to the bottom. Going back up is another story. It didn't look like there would be any problem for the Corvan to make it out going up on a different road. That exit pathway looked clear to drive up. No ruts or stones to dodge. Nice and smooth looks like no one used it. Remember the slipping clutch? Yea? After gaining some speed to make it over the hill we plowed right into a field of MUD!

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**CAMPING AT MID OHIO VINTAGE RACES...Continued**

It was a wide open field in a no mans land. No wonder why nobody came down from that way! We wiggled our way out of the mud pit. By rocking back and forth in our seats and turning the wheel to the left and right got us on drier ground. Corvairs are awesome! Did anyone see us get out of there? They would have become believers or new members in our club. We headed back to base camp and Paul cooked up a nice meal. We enjoyed the rest of the evening toasting to the first day of summer. Thank goodness we didn't have rain.

Saturday we took the Corvan to a car wash at a nearby town. Instead of plopping in quarters you can use a charge card. That was new to me. What was new to Paul is the use of a giant hair dryer to blow dry the van. As a beta tester it didn't work too well unless you want to max out your card.



We again drove the Corvan around the track. We spotted two Corvairs. A late convertible turbo sitting next to an early maroon with white hard top. Upon closer inspection it had to belong to Sid Roth. I left a card letting him know we are here.

We found the parking area where all the Corvairs should be tomorrow. The Minis and several other car clubs were occupying the same lot putting on their own show. Gradually Corvairs

were arriving coming out from nowhere. Paul and I took a tram to take us to the other side of the track. There we browsed around the paddock where the racers are working and preparing their race cars. You get to really see them up close. We finally found where the Corvair race cars and Yenko Stingers were in the paddock area. Gary

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### CAMPING AT MID OHIO VINTAGE RACES...Continued

and Shawn Funkhouser were taking care of Jim Schardt's #17 Yenko Stinger. Sid Roth and his son Mike found us. We invited them to our campsite. We sat around talking Corvairs for awhile. It was another fun day.

Sunday was the big day. First time we have not had any rain for three consecutive days. It was hard to keep count of the number of Corvairs as they keep arriving at the show. By lunch time we all lined up to drive three parade laps on the track. We ended up doing two for some reason. Probably because the first car was too slow to keep up with the pace car thus creating a traffic jam behind him. After regrouping back at the show area we hurried to the track to watch the Yenko Stingers and race prepped Corvairs compete with one another. I counted 15 racers all at once on the first lap and it was quite a sight.

Afterward Paul and I headed back to dismantle our camp. I had decided to put everything in the Corvan leaving the trailer empty to keep it light. On our way back home the throttle had to be used gently. Jim knows we made it back alright. He had passed us in his Cadillac with about 5 miles to go. After unloading Paul's camping gear at his place I made it back home to avoid the rain just in time. A clutch job is in order.



**LET'S GO *CRUISE-IN*' AND OTHER ACTIVITIES**

Now thru Sep 13	<b>Friday Night Kettering Cuise-In.</b> 5pm to dark. Dorothy Lane and Woodman Drive.
Now thru Sep 27	<b>Friday Night Cuise-In at Lofino's.</b> 5pm to dark. Lofinos Beaver Valley Shopping Center, Seajay Dr. Beavercreek.
Now thru Sep 27	<b>Friday Night Cuise-In at Rip Rap Roadhouse.</b> 4pm to dark. 6024 Rip Rap Rd.
Aug 10	<b>35th Franklin Ohio Downtown Saturday Night Car Show.</b> Downtown Franklin, 3-9:30PM. <a href="http://www.warrencountykustoms.com/">http://www.warrencountykustoms.com/</a>
Aug 24	<b>Bob Pool Orphan Car Show.</b> 10am-3pm. Across the street from Young's Jersey Dairy, Yellow Springs. Registration 10am-noon. \$5 per car.
Sep 7	<b>West Carrollton Pirate Robotics Car &amp; Bike Show.</b> West Carrollton H.S. 10am-3pm. Auction, bake sale, door prizes, dash plaques. \$10 registration benefit WCHS Pirate Robotics Team.
Sep 15	<b>13th annual Dayton Concours d'Elegance at Carillon Park.</b> Preview Party Sat. evening September 14 at Carillon Historical Park. Celebrating the 50th anniversary of the legendary Pontiac Trans-Am. <a href="http://www.daytonconcours.com/">http://www.daytonconcours.com/</a>
Sep 22	<b>Car show at WACO Air Field in Troy.</b> 9:30am-4pm. Register by noon. Judging noon-3pm. 50/50, dash plaque, door prizes. \$15 reg include admittance to flight line and museum.

**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.*

**SPARK PLUGS FOR CORVAIRS**

The following info is from a discussion on Corvair Center and was provided by long time Corvair autocrosser Seth Emerson:

A 46 heat range spark plug is OK for 95 HP or below engines. (Ed note: 46 heat range is too high for higher HP engines)

The original plug for 110, 140 or 180 HP engines was an AN44FF, a fully threaded plug. Long gone but some people still have them on their shelves.

The AC44F is similar but not threaded all the way to the tip.

The ACR44F is the same but has a resistance gap inside the plug.

If you find some AC44FF plugs be sure to use a thread chaser on the heads before installing them if you have been using single F threaded plugs since deposits may have built up on the unused threads at the bottom of the plug hole.

Denso W16FSU plugs work fine in 110 HP and up Corvair engines.

**OK TO USE ANTI SEIZE ON THE THREADS?**

The spark plug manufacturers recommend against using anti seize on spark plug threads because the anti seize makes the threads slippery and this can lead to over torquing with possible damage to the threads in the head or those on the plug itself. AC Delco, NGK, Denso all recommend installing the plugs dry. Denso says if you do use it anyway you must reduce the recommended torque.





**CORVAIR CLUB TENTATIVE CALENDAR OF MEETINGS AND ACTIVITIES**

07/23/19	Club monthly meeting Tuesday at Vandalia Justice Center at 6:30 PM
08/06/19	Vandalia National Night Out
08/10/19	'Vair Affair with August Club meeting and celebration of our 46th anniversary
09/07/19	Gary Funkhouser Tech Session
09/24/19	Club monthly meeting Tuesday at Vandalia Justice Center at 6:30 PM
10/22/19	Marion's Pizza, N. Dixie Dr., Tuesday, 6:30 PM, & Club meeting
11/??/19	Event to be determined
11/26/19	Club monthly meeting Tuesday at Vandalia Justice Center at 6:30 PM
12/14/19	Club Christmas Dinner & Meeting at Christy's in Huber Heights (Sat) 4:30 PM



**CORVAIR PARTS & SERVICE**



Tons of parts and project vehicles. Doors, hoods, engines, drive trains, etc. etc. Call with needs. Sid Roth 937-596-5106 home or 937-622-0587 cell. Jackson Center, OH.

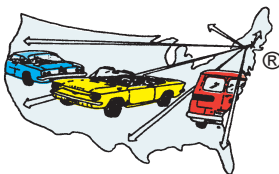
**CLUB WINDOW CLING**

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



**New 2019-2025 Clark Catalog!**

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

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



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**CLUB OFFICERS**

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**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:



**Jennie Dranschak  
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Email articles, pictures, ads to:  
**[daytoncorvairclub@gmail.com](mailto:daytoncorvairclub@gmail.com)**