



DAYTON Corvair



CHAPTER 454

CHRONICLE

MARCH 2021

MARCH MEETING

The March meeting of the Dayton Corvair Club will take place at the Vandalia Justice Center, our old regular place before the Covid-19 virus came on the scene. The meeting will take place on Tuesday March 23 at our usual time of 6:30 PM. If you are not the first one there the west side door should be open. First one there has to come in through the lobby. The directions to the Justice Center are on the last page of the newsletter.

APRIL ACTIVITY

Our April activity will be another tour of D & D Classic Restorations in Covington, Ohio. The date is Saturday April 24 at 10AM. As usual we will meet at the north end of the Meijer lot just south of I-70 on RT-48 for those who want to caravan. Be there around 9AM. We will leave for Covington at 9:15AM. For those who want to go directly to there, D & D is located on 2300 Mote Dr. on the southeast side of Covington. Moat runs in a curve between RT-48 and RT-41. It is only short distance from RT-41. Moat is about the first side road coming into Covington on either route. From the south a right turn and from the east a left turn.

Whether we go to Buffalo Jack's for lunch and a meeting will depend on the Covid-19 situation. We will have this determined by the time the April newsletter comes out.

CLUB DUES RENEWAL

If you haven't already, please renew your dues. Dues for CORSA members is \$12 and for non CORSA members \$15.

Make the check out to Dayton Corvair Club and send the check to: Jenny Dranschak, 1328 Cornish Dr. Vandalia, OH 45377.



NEW CORVAN IN THE FAMILY

Your webmaster posted this picture of his newest Corvan he purchased recently. Kevin stated the Corvan is flawless and is very identical to his other Corvan he already has. For a complete detail on his new toy turn to page 4.

VICE-PRESIDENT STILL NEEDED

With the passing of vice-president Steve Kianka the club is in need of someone to step into this role. Someone please raise their hand and volunteer. We had this notice in the last few months and the position is still open. Someone please fill this position so we can take it out of the newsletter. Are we ever going to fill this vacancy?

BEWARE OF APRIL FOOLS JOKES

April Fools Day is just around the corner. Many are bound to be embarrassed when looking for their dream vehicle only to be laughed at by a bunch of sales people inside a dealership. Don't fall for it. Sharpen your skill and decide which one of the trucks below is real?



Corvair Society of America

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

To join visit: www.corvair.org.





FEBRUARY MEETING MINUTES

Minutes: Dayton Corvair Club, 2/23/2021 Monthly Meeting, 6:30 P.M.

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

Attendees: Joe Dranschak, Jim Stukenborg, Kevin Clark, Wes and Penny Bogner, Gary Funkhouser, Shawn Funkhouser, Paul Huelskamp, Greg Hanlin and Verle McGillivray.

Welcome: President Shawn Funkhouser asked if anyone wished to share any thoughts about the passing of Aggie Moyer. Several members did attend the viewing or the mass and several stories were shared about Aggie, her husband Bob and the many things that Aggie did over her 30 years as Treasurer. We also talked a little about the Vice President position still being open and Joe offered to call members to see if someone would like to volunteer.

Secretary: Joe read from the newsletter minutes and reviewed several items discussed, action to be taken and general discussion topics. We talked about Marion's being open and what restrictions are still in place. We talked about Gary and Shawn hosting a meeting at their Barn and this had a lot of support. Paul motioned the minutes be accepted as reviewed, second by Greg and approved.

Treasurer: Jennie had a slight reaction to her follow-up vaccine shot so Joe had her report. The year-end summary was first reported with a January 1, 2020 opening balance of \$2,358.54 and a December 31, 2020 closing balance of \$2,199.88, Jennie will have an income/expense summary for the next Club meeting. Joe then reported a balance of \$2,199.88 on December 31, 2020 and income of \$.05 from bank interest with no expenses leaving a balance on February 23, 2021 of \$2,199.93. A motion by Jim, seconded by Gary and approved to accept the reports.

Membership: Paul did not have any new information. It was suggested we make our customary Club donation in memory of Aggie Moyer. A motion was made by Paul, seconded by Gary and approved to make a \$100 donation in recognition of all that Aggie did for us. This was approved with the understanding that Jennie would check Aggie's obituary and make sure we got the right information for the memorial donation. It was also mentioned that we ask Jennie to check our records to make sure we made memorial donations for other members who recently passed away.

Newsletter: Jim did not have any newsletter update.

Activities: Duane Baker emailed us to suggest we consider a tour of the Wright Patterson Air Force Museum when we have our planning meeting. Joe said he would contact D&D Classic to see about a tour for 2021. It was thought that Marion's was open now but we were not sure of the number of guests allowed in a party. We have not heard from the Dayton Dragons about the schedule for 2021 or group tickets. Joe offered to call members to get their input on suggestions for activities for the planning meeting. A suggestion was made that we consider having the 'Vair Affair at Gary's & Shawn's Barn in September. The Mid Ohio is planned for June 12 (more to come).

Old Business: We talked a little about the Wings & Wheels event in Zanesville but we need more information about this.

New Business: There was some talk of a Corvair seen at a Third Street junk yard for sale but not much information about the car. The next meeting is planned for the Vandalia Justice Center. We talked about Kevin McGillivray staying in the Club even though he was out of state now and we all agreed that was fine.

50/50: Shawn won \$8.50 and donated it to the Club for pizza. Total of \$17 for the Club.

Adjourn: Motion to adjourn by Jim Stukenborg and we did about 7:50PM

FROM THE E-MAIL BOX

Kevin,

Hope you have been well. It's been too long since I've seen you and the other club members. Jay Leno has put out videos on the Corvair in the past but under COVID lockdown he has produced some new reviews of his cars with just him doing the videos, no crew to assist. He has revisited the Rampside, and now his 66 Corsa turbo. Attached is a link to the Corsa video that just came out if you haven't seen it. Verle might really like this too but I don't have his email. <https://youtu.be/II1uoBn6whw>

Greg Leingang





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 from "Wikipedia" and discusses the end of the Corvair production and a possible Third Generation Corvair.

While the 1965 Corvair was received as a well-engineered high performance driver's car, that accomplishment was overshadowed by the phenomenal market success of the Ford Mustang. GM saw advantages to the route adopted by Ford with the Mustang, a four-seat semi-coupe body on a standard compact (Falcon) chassis with a small-block V8 motor and four-on-the-floor offered as power options.

The Corvair was not cheap to produce; developing and marketing a Mustang-style model based on the Nova platform had cost advantages. Unlike the Corvair, a derivative model could evolve within GM's standard lines of manufacturing technology. The 1965 publication of Unsafe at Any Speed sullied the reputation of the Corvair line,



although the issues had nothing to do with the current model. Under competition from the Mustang and the publicity hit of Unsafe, Corvair sales plummeted by over half in 1966. GM saw the advantages of developing the Camaro, not the Corvair.

According to GM historian Dave Newell, Chevrolet had planned on ending Corvair production after the 1966 model year. Development and engineering changes were halted in 1966 on the year-old, redesigned second-generation cars with mainly

federally mandated emissions and safety changes made thereafter. An increasing lack of interest from the company, especially from Chevrolet's General Manager John DeLorean, and a complete absence of Corvair advertising after 1967 reflected the company's priorities, including promotion of three redesigned models for 1968—the Corvette, Chevelle, and Chevy II Nova.

The Corvair was referred to as "The Phantom" by Car Life magazine in their 1968 Monza road test, and by 1969 Chevrolet's Corvair four-page brochure was "by request only". During its final year of production, 6,000 cars were produced.

Chevrolet had proposed a third generation (1970-on) Corvair, essentially a re-skin of the 1965–69 model resembling the 1973 GM A Body intermediates, particularly the 1973 Pontiac Grand Am, retaining Corvair proportions. The two designers chosen for this project were GM Designer, David McIntosh, who had more input on the rear end design and Don Wood (2nd designer), did the front end. David stated he never understood why GM wanted this design done knowing the Corvair production was coming to an end. He thought that maybe GM wanted to see what would have been possible for a future Corvair and get ideas for other cars. David himself owned four Corvairs, buying a 1960 red 500 brand new off the dealer lot and a 1965 Corsa convertible. He was thrilled to be chosen for this design project because of his Corvair roots and love for this air-cooled wonder.

Having passed the point of full scale clay models, Chevrolet stopped developing the model in early 1968. Unlike the Turbo Hydramatic 400, the Turbo Hydramatic 350 transmission, introduced in the 1968 Camaro and later adopted by most Chevrolet models had been configured for use in the third generation Corvair.

Credits: https://en.wikipedia.org/wiki/Chevrolet_Corvair

NEW CORVAN IN THE FAMILY...continued

Kevin just realized April Fools Day isn't until a few weeks. What he meant was he has added another Corvair model to his collection. Last month Kevin bought the Corvan in 1/43 scale from Replicarz and he is very impressed with the details. It came in a nice display case.



2021 CORSA CONVENTION CANCELED

In February the CORSA directors had voted to cancel the 2021 CORSA convention in San Diego. The host hotel had been unresponsive to their calls and is still closed. They could not find a suitable site in the same area to host the convention and it was in the best interest and health of the membership and CORSA to cancel. They are adding additional activities and meetings to the Mini-Convention in Springfield, IL.

CORVAIR - THE NEXT GENERATION

The Corvair mini-convention in Springfield, Illinois is May 19 thru 23 and is hosted by Prairie Capital Corvair Association. The Corvair museum is at a new location just south near Glenarm and all proceeds will support the Corvair Preservation Foundation and the CPF Museum.

PCCA has plans in place for a concourse, rally, autocross, car display, indoor and outdoor swap meet. They also will have an award banquet and dinner party at the museum.

The host hotel is the Crown Plaza Springfield IL. To register with the hotel call 1-800-227-6963 before April 18 and use code C95 for special room rates.

To register for the convention, Corsa has an online registration form on the Corsa.org website. To receive an early registration discount you must register by April 19.

SPYDER PARTS FOR SALE

Kettering resident Roger Ruble wanted to build a dune buggy some years ago using 1964 Corvair Spyder components but never got it done. He is now wanting to sell the following parts. A number of the parts were new but that was a long time ago. He lugged the parts with him down south where they were stored outside for a while and got wet so the current condition may not be very good. One will need to look at them. Roger's phone number is 937-272-4373.

- The following is a list of the parts that Roger has for sale:
- Front and rear suspension bolted to a short VW pan
- Rear suspension has a positraction differential
- Turbo engine in pieces. The cylinders and pistons were new factory parts at one time but now may be rusty
- Turbo that has been rebuilt
- Spyder dash

Maybe one could make a Spyder clone with these parts.



CORVAIR RAMPSIDE IN MECOM AUCTION

This really nice Corvair Rampside is going to be for sale March 18-20 at the Mecom auction in Glendale, Arizona. The Rampy has a 140 HP engine. What do you think it will sell for? \$20,000, \$30,000, \$40,000. We will have the answer in next month's newsletter.



CORVAIR CLUB TENTATIVE CALENDAR OF MEETINGS AND ACTIVITIES

3/23/21	Club monthly meeting - Tuesday at 6:30pm - Vandalia Justice Center
4/24/21	D&D Restoration Tour 10AM in Covington, OH
4/24/21	TBD April club meeting at Buffalo Jack's in Covington
6/12/21	Mid-Ohio Meet - Vairforce hosting - More info to follow

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

Apr 17 thru Sep	Saturday Night Kettering Cruise-In. 5pm to dark. Dorothy Lane and Woodman Drive.
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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.

CORVAIR HEATER HOSES

A posting on Corvair Center discussed which type of heater hose to use. The choices are the original style, Clark's part number C386R, or rubber hose, Clark's part number C-4255. The general agreement was to use the rubber hose for durability. For originality go with original style. You do drive your Corvair in cold weather don't you? Also one needs a heater for a fogged up windshield.

CORVAIR PISTON RINGS

A discussion on Corvair Center centered on which type of piston ring to use for a Corvair engine. Most of the members who do work on others cars use cast iron rings for a simple rebuild and regular driving conditions. If the cylinders are new or re-bored then moly rings are the choice for one of the posters. For longest service and high performance engines go with moly but expect to pay more and have a longer break-in period. Our local expert Gary Funkouser is in general agreement. He uses cast iron for regular driving and moly for racing. He says that moly rings will smoke a lot during the extended break-in period. Gary prefers Grant or Hastings rings.

On another note several of the posters on Corvair Center had some negative things to say about Deves rings. One had a ring break and a piece imbeded itself in the cam gear causing a knock in the engine that was only found after looking into everything else that could cause a knock. Another did not like the design of the Deves oil ring.



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**

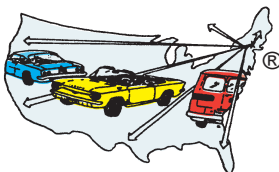
Email articles, pictures, ads to:
daytoncorvairclub@gmail.com

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New 2019-2025 Clark Catalog!

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**Check the new website!
Many improvements with
more coming by June.**

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GEM CITY CORVAIR REPAIR

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