



# DAYTON *Corvair*



CHAPTER 454

CHRONICLE

NOVEMBER 2018

## WINTER BREAK

This will be the last newsletter for 2018. We will not have a regular meeting in December. The officers and newsletter team would like to wish everyone a happy Thanksgiving, a Merry Christmas, and good wishes for the coming 2019 year.

## NOVEMBER MEETING

There will be no meeting of the Dayton Corvair Club for November. Our Christmas party will take place early in December on Saturday the 8th. We will have a short meeting at the Christmas party.

## NOVEMBER ACTIVITY

There will be no club activity for November. We had tentatively scheduled a visit to the Airstream factory but found out it had to be done on a Friday. This would be a problem for those who are still working so this activity was dropped. We have no other plans for a November activity. Get ready for the Christmas Party in early December.



## CHRISTMAS PARTY

The club's annual Christmas party will take place on Sat Dec 8. As in the past it will be held at Christy's banquet room in Huber Heights. The address is 6488 Chambersburg Rd. This address is a half block east of Brandt Pike (Route 201) on the south side of the road. The banquet room will open at 4:30 PM and we will eat around 5:30. We will have the same great menu as in the past which will include both chicken and beef entrees. The cost will be the same as last year at \$19.50 per person. The cost includes coffee, soft drinks and the gratuity. They do not have a liquor license so you may bring your own booze if you wish. Since we pay for all reservations we need to know if you are coming.

Please notify Aggie Moyer by Saturday, November 24th. She can be reached at 937-252-7137.

We are not having a gift exchange, but if you wish, you can bring a wrapped door prize. Everyone is eligible for a door prize whether you bring a gift or not. Plan to add the cost of next year's club membership (\$12 for CORSA members, \$15 for non CORSA members) to your dinner check to Aggie.

## CLUB OFFICER HELP

Our club officer situation has been solved with Verle agreeing to do one more year as president and Jennie Dranschak volunteering to take over the treasury job after the first of the year. All of the other officers have agreed to continue in their positions. Thanks to Verle and Jennie and all the other officers.



*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).

**OCTOBER MEETING MINUTES**

**Minutes:** Dayton Corvair Club, 10/23/2018 Club Pizza Meeting, 6:30 PM

**Location:** Marion's Piazza, 3443 N. Dixie Dr., Dayton, Ohio.

**Attendees:** The attendance for the pizza meetings is always good, as we had 24 members share in the friendly get together this time. We were once again in the Party Room that Verle always reserves for us and this really is like a warm up for family gatherings at Thanksgiving and Christmas holidays. The event was planned for 6:30PM and after we put the order in for pizza, Club President Verle McGillivray called the meeting to order about 6:45PM. This was a somewhat short business meeting but a lot of conversation continued to be shared during the time we ate.

**Vice President Comments:** Steve Kianka had no comments but he is downsizing.

**Secretary:** Joe reviewed the September meeting minutes and asked they be accepted as posted in the October newsletter. Joe reminded members that we were still looking for someone to replace Verle as President and Aggie as Treasurer. Then, Verle offered to continue for 2019 and Jennie Dranschak indicated she would be willing to assume the Treasurer position from Aggie. Motion by Jim, second by Kym Brush and approved to accept the minutes. The Club officers will be approved at the Christmas Dinner meeting.

**Treasurer:** Aggie reported we had income of \$5 from the 50/50 and another \$5 from Jack Milliff's donation from his 50/50 winnings for the pizza fund. The total income was \$10. We had expenses of \$164.79 to Kevin Clark for Mid-Ohio dash plaques, awards and postage for total expenses of \$164.79. This left us a balance of \$1,916.54 on October 23, 2018. A motion by Joe, seconded by Jim and Aggie's report was approved.

**Activities:** Kevin reminded us of the Christmas Dinner on Dec 8th and Aggie will check on the menu with Christy's Restaurant in Huber Heights. We also talked a little about the Activities Planning Meeting we normally hold in January and this will be decided on at the Christmas Dinner. Joe asked that all members think of things they might like to offer as Club activities for 2019 and share their ideas at the Christmas Dinner meeting. Greg Brush had some parts that he wanted to share with other members if they were interested in them.

**Membership:** Greg Hanlin did not have new information but we did have a few guests with us for the pizza and they participated in the general conversation of the evening.

**Newsletter:** Jim Stukenborg reminded members that our Club Newsletter was selected as the best submitted to CORSA for judging consideration and we had the plaque we received from CORSA at the meeting on display.

**Old Business:** We talked about the Tech Session held at Gary Funkhouser's shop. We also had some discussion about if we were going to have a November Club activity. Joe reminded the group that we had thought of having a tour of the Airstream factory but that could only happen on Friday afternoon and this seemed to be too restrictive for many of our members.

**New Business:** Aggie will check on the Christmas Menu and we will try to get this into the next newsletter. We do not have a regular Club meeting in November so our next Club activity will be the Christmas Dinner on Dec 8. Also, we will not have a December Club Newsletter (we usually don't) so the next newsletter will be in January 2019.

**50/50 Drawing:** Ray Petty won the 50/50 for \$10 and donated it towards the next pizza meeting. With no other action we adjourned about 8PM.



## OCTOBER ACTIVITY

Our October activity took place on Saturday October 13 with a tech session at Gary Funkhouser's car barn. The topics covered included: Dave Detricks 66 Corvair 500 street sleeper, carburetor rebuilding details, Corvair input shaft length variations, a Corvair that a customer brought in from California, Shawn's '69 turbo Corvair with A/C, a Corvair automatic transmission, and some discussion about why Jack Milliff's Corvair was running a little rough and stalling on occasion.

We saw Dave Detricks 500 coupe last year. It was on the hoist for the tech session. This car is being set for autocrossing and with the 500 body and a strong engine will also be the proverbial street sleeper. This year a lot of the suspension is done. The mods include a reinforced steering link. According to Gary the slicks that the car will run in autocross have so much traction that hard cornering will bend the horizontal steering link between the front wheels. A steel U channel is welded to the stock steering link. The rear uses Heim joint adjustable rear strut rods and a lower control arm bracket (Clark's part no# C-5118) bolted to the differential. The strut rods bolt to this bracket at the differential end lower than when bolted directly to the differential. Lowering the pivot point of the strut rods keeps the rods parallel under all conditions. This improves the handling and gives better tire life and better tracking on the highway. The car is lowered all around by cutting the stock rear springs and installing springs on the front from a Ford Pinto station wagon with air conditioning. *Continue on next page.*



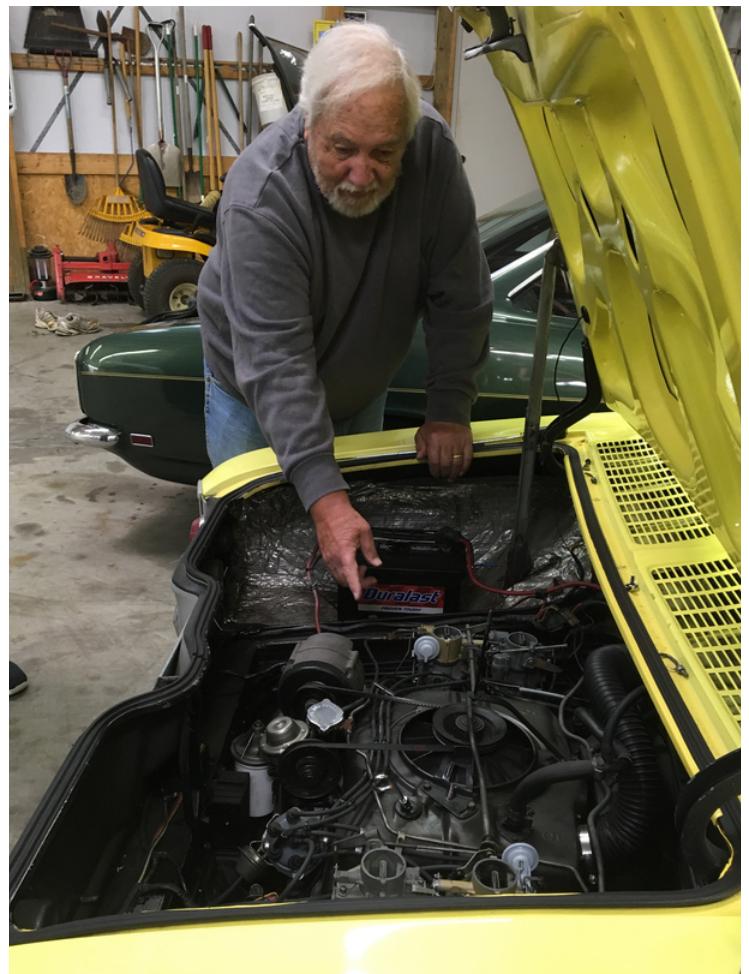
### OCTOBER ACTIVITY ...continued

Gary says these springs are hard to find. No kidding Gary! The car will have disc brakes. A dual master cylinder is installed for safety. Gary showed the group the custom brake lines they made for the dual M/C. Gary was not pleased with the lines from Clark's as they stuck out too far into the trunk area. A high performance engine is being built for the car.

Gary pointed out that only two adjustments can be made to the Corvair primary carburetor. After rebuilding the carb, set the ball park idle speed and idle air screw. Close the throttle, adjust the linkage screw so it just touches and then turn in two and one half turns. Turn the idle air screw on the front of the carburetor facing the rear of the car and near the base of the carb all the way in and then turn out three turns. Turn in gently as the needle is easily damaged. Then start the engine and let it warm up so the chokes open. First set the idle speed. [ED note: Shoot for 500 RPM. Raise it a little if needed]. Then set the idle air. Turn in the screw until the engine slows, then turn it out a little. To really sync the carbs one needs a Unisyn device to measure the airflow. The backyard way is to use a piece of garden hose and listen to the airflow. Secondary carbs on a 140 engine do not have idle circuits or chokes.

One area of concern with the alcohol in today's gas is the accelerating pump cup as they get hard and dry out, especially on cars not driven year around. Clark's sells just the cups, but they are a little tricky to install. Gary slips them over a ball point pen to slide them onto the accelerating pump stem. They also have the complete accelerating pump assembly. For 140 owners, keep in mind that the secondary carbs do not have cups on their accelerating rod but they do use the rod and spring to close the throttle plate.

The late model yellow car in the shop is a 140 HP that a customer in Cincinnati purchased in California and needed some carburetor work done. Gary had rebuilt the carbs and was going to show how he sets them and syncs them with the unisyn. The car had other ideas as a bad selenoid kept the Corvair from starting. Gary did point out that if the car were an automatic trans car it would have the hose for the vacuum modulator attached to a port sticking up on the base of the right side primary carb. The left side carb also has the port but it should be covered to prevent an air leak. *Continue on next page.*



### OCTOBER ACTIVITY ...continued

Shawn's Corvair is interesting because it is equipped with A/C but has the condenser located up front in the trunk. This set up eliminates the disadvantage of feeding hot air to the engine cooling fan when using the A/C. The car also is turbocharged with an upgrade to a 4 bbl Holley 390 carburetor and sounds really strong. One sad note though was observing the damage done to the front and drivers side by some deer crossing the road. Shawn was stopped after tapping one of the deer, but several deer following ran into the side of the Corvair denting it.

Gary had a display of Corvair input shafts. There are a number of different lengths for this part.

Jack Milliff brought his late convertible to get some ideas why his car ran a little rough and sometimes stalled. Jack was given some ideas to pursue. There wasn't time to actually try any of the proposed fixes. Jack is a little perplexed that his Corvair, presented as an original 180 HP Corsa with all of the Corsa components, has a Monza body tag. Could the factory have installed the wrong tag? Even the rear body panel (fender) is the one used with the turbo exhaust outlet. His Corvair has an automatic transmission with a floor shift. Corsas only came from the factory with a manual transmission. The floor shift would probably make the conversion from a manual to an automatic transmission a little easier. It's too bad that Chevrolet did not keep records of the factory build for a specific VIN number.

This was an interesting activity and had your editor lusting over the building space and the car lift. Several of us put our names on the list for future work. Many thanks to Shawn and Gary for hosting the tech session.





**CLOSE CALL**

Jim Stukenborg is wondering if global warming is on hold. This is the scene when he walked out on his driveway Thursday morning after the overnight ice storm. As luck would have it no apparent damage was done to either vehicle. Haven't looked closely under the snow and ice yet.

**2019 MONZA**

GM is introducing a new Monza for 2019. Not here, but in China. It is apparently aimed for their youth market. The vehicle is positioned between the Cavalier and the Cruise.



**CORVAIR CLUB TENTATIVE CALENDAR OF MEETINGS AND ACTIVITIES**  
 12.8.2018 | Club Christmas Party at Christy's in Huber Heights, 4:30 PM

**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 Corvaire Club, the editor, or the author assume any liability.*

**TIRE SPEED RATING**

Ever wonder what speed the tire rating equates to? Here is a list of letters versus the speed rating:  
 Code example: 14" tire with designation P195-70R14 91S; The S is the speed rating.

Tire code	Speed Rating (MPH)	Tire Code	Speed Rating (MPH)	Tire Code	Speed Rating (MPH)
L	75	S	112	W	168
M	81	T	118	X	186
N	87	U	124	Z	149+
P	93	H	130		
R	106	V	149		

**UNFUSED CIGARETTE LIGHTER SOCKET**

Cigarette lighters in Corvairs are not fused so if a short circuit should occur in the lighter socket it could result in a car fire. Installation of a 15 amp inline fuse can eliminate this problem. The cigarette lighter is probably not used much anymore for its originally intended purpose but more recently is used to recharge phones or GPS units increasing the likelihood for wear on the socket. Inline fuse assemblies are readily available at your friendly auto parts store.



## HISTORY HAPPENS

At our February, 2016 Club meeting we decided we would add a history article to our newsletter under the heading "History Happens." Dan Jedlicka created the article "1960-69 Chevrolet Corvair History," which we will share over three newsletters. This is Part 1.

The 1960-69 Chevrolet Corvair has been the last radical mass-produced car from troubled General Motors, although 1,710,018 units of the rear-engine auto were sold. The Corvair was a little costly for its initial economy-car market and too "foreign" for many Americans. It was replaced by conventional Chevy small cars. There were two Corvair design generations: 1960-64 and 1965-69. The first Corvairs were very basic four-door sedans in "500" and slightly more deluxe "700" trim levels with a three-speed floorshift manual transmission standard and a two-speed Powerglide automatic optional.

Two-door 500 and 700 models soon arrived, along with the attention-grabbing new "900" Monza coupe, which had a sportier interior. Ironically, the Monza, with such items as bucket seats and a four-speed manual transmission with a floor shifter, opened up the market for small, affordable U.S. sporty cars--including the blockbuster 1965 Ford Mustang. Major American automakers disliked economy cars because they produced little, if any, profits. So they largely ignored such autos until the late 1950s, when foreign autos from Volkswagen and Renault were getting fairly high sales.

Also, small American Motors' Rambler American and struggling Studebaker's Lark economy cars were doing well because there was a serious recession and many Americans were tiring of large, glitzy fuel-guzzling autos. Detroit's Big Three thus developed small economy cars for 1960. Ford introduced its Falcon and Chrysler its Plymouth Valiant, which were just scaled-down large cars. But General Motors' large Chevrolet division took everyone by surprise by coming up with the Corvair.

The Corvair was highly unusual for a domestic car, with its air-cooled, rear-mounted engine featuring the compact horizontally opposed piston layout of Porsche and VW Beetle engines. It also had an all-independent suspension and unit construction. Some called the Corvair the "poor man's Porsche." A power-boosting turbocharger--a device used years later for production Porsches--was first offered for the Corvair in 1962 and was also unusual for a U.S. auto. The Corvair's six-cylinder engine generated 80-95 horsepower, which was sufficient for the fairly light car. It generated 150 in turbocharged form.

The 1960-63 Corvairs had a swing-axle rear suspension, when the Falcon and Valiant had conventional, liquid-cooled engines up front and an old-fashioned rear suspension. Porsche's popular 356 sports car, Volkswagen Beetles, early Triumph Spitfire sports cars and Renault models had a rear suspension design similar to that of the Corvair's. The 1962 Corvair had optional stiffer springs, shorter rear-axle limit straps and a front sway bar for better handling. A major suspension improvement came with a transverse rear camber-compensator spring for 1964 models.

Credits: [http://www.danjedlicka.com/classic\\_cars/corvair.html](http://www.danjedlicka.com/classic_cars/corvair.html)



THE REVOLUTIONARY  
**Corvair**  
BY CHEVROLET

**1962 CHEVY CORVAIR RAMPSIDE COUCH**

How about a custom Rampside for your living room? Recently on eBay a 1962 Chevy Corvaair Rampside was listed for sale. It was modified into an interior or exterior mobile couch. The pictures will explain better. The seller stated the seat has been reupholstered with boat material so it can be used indoors and outdoors. It is freshly painted and has wheels for easy moving. This would make a great man cave piece or an excellent Christmas gift don't you think? The VIN appears to be intact and is 2R1245113941. We will have to make a note of that with the FC registry knowing what this particular Rampside had become.



**CARS AND PARTS FOR SALE**

**FOR SALE:** Early model hubcaps. 15 in all from 1962-64. \$75. Contact Karl D. Porter. 251-923-6135 kdavid51@yahoo.com. Huber Heights, Ohio.



**FOR SALE: PRICE REDUCED.** 1963 Corvaair 95 Rampside. 77K miles. Runs good, shifts good, good brakes. 4 speed. Chrome bumpers, chrome windshield trim. You really need to look at it. Should be red with white insert. \$5500. Best offer. 937-768-4178. Centerville, Ohio.



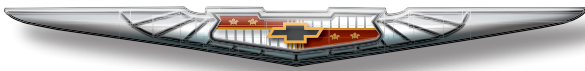
You really need to look at it. Should be red with white insert. \$5500. Best offer. 937-768-4178. Centerville, Ohio.





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.



Corvair

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CLUB WINDOW CLING

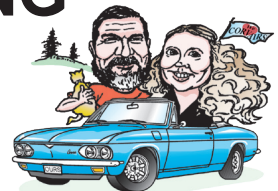
Proudly display the Dayton Corvair Club logo. Removable / reusable window stickers. Apply to interior side of glass window. \$1 each. Ask Kevin Clark for one at any meeting.

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Reconditioned cross shafts for the 21st Century Corvair - now with newly improved bearing mounts.

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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!



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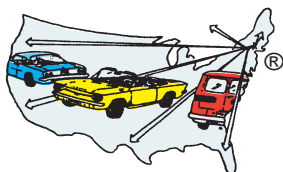


To get the current scoop just visit our website or give us a call. WWW.CORVAIRUNDERGROUND.COM. Make sure to order the current version of our NEWSALOG.

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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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**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:



**New address to be determined soon.**

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