



DAYTON Corvair



CHAPTER 454

CHRONICLE

NOVEMBER 2019

NOVEMBER MEETING

The November meeting of the Dayton Corvair Club will take place at our normal place, the Vandalia Justice Center. The date is Tuesday November 26th, our regular fourth Tuesday. The meeting will start at 6:30 PM. Directions to the center are on the last page of the newsletter.

NOVEMBER ACTIVITY

There is no planned activity for the club in November other than the regular meeting.

DECEMBER ACTIVITY

The club's annual Christmas party will take place on Saturday Dec 14. 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 Jennie Dranschak by Friday, November 22nd. She can be reached at 937-898-6689. 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 Jennie.



NO DECEMBER NEWSLETTER

This is our last newsletter for the year 2019. The officers and newsletter staff would like to wish everyone a happy holiday season, a Merry Christmas, and an enjoyable and prosperous 2020.

HELP WANTED

The Nominating Committee is working on finding a new Club President and Membership Chairperson. All the Officer positions will be presented to the Club members at the December Dinner meeting. The Board Officer positions will be read along with the name being nominated for each position. We will then entertain a motion and second to accept the group on approval by the members present. Below are the duties, described in our Club Bylaws, for the two positions we need to fill on the Board. Please see if you can help the Club by volunteering to serve in one of these positions. The term of office is for two years. If you are interested please call Secretary Joe Dranschak at 937-898-6689 or e-mail him at jdrans01@aol.com

President - The President shall preside at all meetings of the Club and of the Board of Directors. The President shall be a member ex-officio of all committees except the nominating committee and shall perform all other duties usually pertaining to the office.

Membership Chairperson - The Membership Chairperson shall be in charge of maintaining an up to date membership roster and be in charge of notifying members when they owe membership dues and also maintain a supply of Club membership applications and a file of member information.

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, 10/22/2019 Club Pizza Meeting, 6:30 PM

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

Attendees: Once again we had a very good attendance for the pizza meeting – Jim Stukenborg, Jennie & Joe Dranschak, Glenda & Mike Bayman, Darcy & Duane Baker, Allison & Greg Hanlin, Bernice Noll, Allison Chovey, Agnes Moyer, Jack Milliff, Mary Ann & Steve Kianka, Debby & Steve Schumann, Susan & Kevin Clark, Paul Huelskamp, Mary Ann Morris, Verle McGillivray, Dennis Kugler, Rob Petty, Ray Petty and Jennifer Noll. We turned in our pizza order and people were busy talking so we just waited for the pizza and ate. Club President Verle McGillivray called the meeting to order after we ate.

Vice President Comments: Steve Kianka mentioned he has been busy and has not been able to work with the nominating committee.

Secretary: Joe Dranschak reviewed a few items from the September meeting minutes then asked that the minutes be approved as posted in the October Club Newsletter. Motion by Greg Hanlin, second by Dennis Kugler and approved.

Treasurer: Jennie Dranschak reported a beginning balance of \$2,486.81. We had income of \$3.50 from the 50/50 drawing and Bernice Noll donated \$3.50 she won on the 50/50 for the pizza fund. We had expenses of \$78.22 with a balance on October 22, 2019 of \$2,415.59. A motion by Dennis Kugler, seconded by Paul Huelskamp and approved. Jennie also reported she has arrangements with Christy's Restaurant for the December Dinner menu and she is asking that all members let her know by November 22nd if they will be attending (with a count for reservations.)

Activities: Kevin Clark reminded us of the December Christmas Dinner and Gary Funkhouser's Tech

Session. Kevin also reminded us we need to schedule a planning meeting for January to discuss and create a calendar of events for 2020. Joe asked all members to consider activities for 2020 and share their ideas with any of the Club Officers. We will probably have the planning meeting at Marion's Piazza but will confirm this at the Dinner meeting. We discussed having a November Club meeting and decided to have that meeting as scheduled on November 26.



Membership: Greg Hanlin had no new member information but we think May 19, 2020 would be our first choice for Dayton Dragons tickets.

Newsletter: Jim Stukenborg had no new information for the newsletter.

Old Business: We talked a little about a Club hat or shirt and Kevin will get some prices for us. Verle did go to see the Mustang museum in Brandt and we mentioned that we usually make an annual donation at the Christmas Dinner in case anyone wanted to suggest a charity we might help. We asked all the newer members to tell us all a little more about the cars they have – especially their Corvairs.

New Business: We are still in need of a person to take over as Club President and we need a Membership Chair. We will be making some phone calls to members before the next meeting.

50/50 Drawing: Jennifer Noll won \$15 and donated it towards the next pizza meeting.

Closing: With a motion by Greg Hanlin and second by Dennis Kugler we adjourned about 8:30 PM.



CORVAIR CLUB TENTATIVE CALENDAR OF MEETINGS AND ACTIVITIES

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

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 information is from an article by Thom Taylor on the the *Original Parts Group Inc.* (OPGI) website.

Mr. Taylor asks the question "What's So Great About Corvair Spyder Engines?" The pictures and commentary presented explains why some Corvair experts see the Spyder version of the Corvair as a mystery. Since the engine is what makes the Spyder different from everyday Corvairs, it might just be the engine that makes it a mystery.

First, these engines were turbocharged - and in 1962, when they were first introduced, that was a big deal. For American-made cars, only the Olds F85 had a turbo before the Corvair. The TRWsnail, with its three-inch impeller, huffed 10-pounds of boost into the flat-six air-cooled engine. This increased output to 150hp - almost 50hp over a garden variety 'Vair engine, and increased torque by 57-percent, which can stretch lots of components beyond their intended function.

Chevy's solution for the Spyder's first year was to install stronger intake and exhaust valves and valve guides, a forged crankshaft rather than a normal cast unit, a spark advance system that would help control detonation at high boost and lower the 9:1 compression down to 8:1. So drivers could monitor things, a cylinder head temp and manifold pressure gauges were put into the dash.

With the turbo spinning 70,000rpm, a chrome shield was added to spare the spare tire from the turbo's heat. If you're looking for info on the electronics, wastegate, or other common turbo components, forget it. This was 1962 - there were no electronics or wastegates back then.

In 1963, Chevy went about making some further changes to improve the Spyder by incorporating a more aggressive camshaft. Then in 1964, the piston rod stroke was lengthened from 2.60- to 2.94-inches increasing displacement to 164ci, which increased the torque rating. Though the three- and four-speed manual transmissions were stout enough to handle 150hp, the Spyder chassis also got some improvements. See the website for more descriptive pictures.

Credits: <https://www.opgi.com/blog/2018/08/whats-so-great-about-corvair-spyder-engines/> - August 16, 2018 by Thom Taylor



OCTOBER TECH SESSION

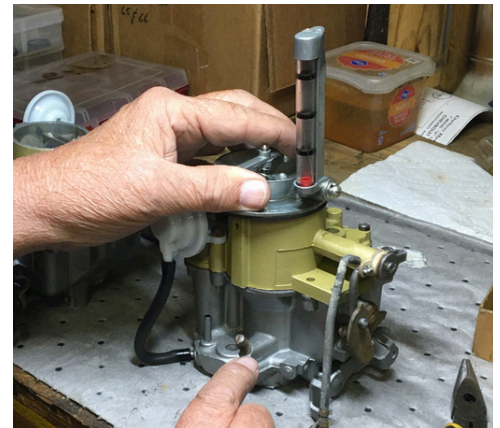
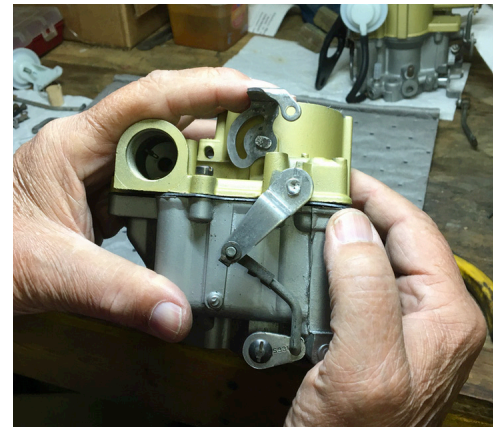
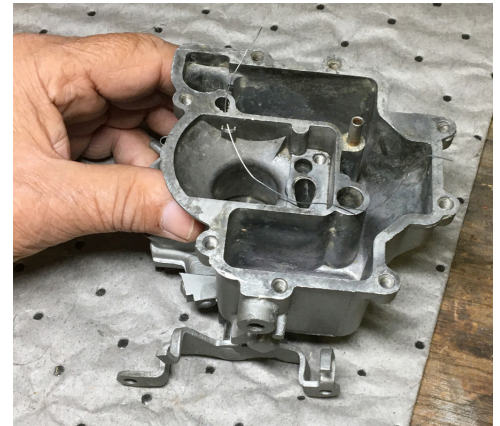
We had a nice turnout of hardcore Corvair enthusiasts at Gary Funkhouser's shop. Attending included: Gary and his son Shawn, his cousin Jeff who owns the property where Gary does his work, Steve Kianka, Jack Milliff, Greg Hanlin, Mike Bowman, Duane Baker, Jim Schmidt, Verle McGillivray, Kevin Clark, and Jim Stukenborg.

Gary assembled a late model carburetor while we all observed. Gary started with a bare carburetor housing that he had soaked in carb cleaner. He does not recommend using any type of blasting medium to clean the outside of the carb as the possibility of residual grit in the carb getting into the engine. Next went in the power valve, accelerator pump, main jets, needle valve, vent cover, and choke pull off. Specific details included using fine tag wire to insure that the tiny accelerator pump vent holes at the top of the carburetor are clear, and making sure the pump operating rod is installed facing the correct direction. Lastly the choke pull off was installed.

After installing the carburetors on the car set the right side carb linkage first. It is advantageous to have a Uni-Syn gauge to adjust both left and right carbs for the same air flow (these are readily available on E-bay). Then set the idle speed. Next adjust the idle mixture screw at the base of the carb. Turn the screw all the way in (gently) and then back out 3 turns to start. Start the car and let it warm up then turn the idle air screw in until the engine slows, then back out a little until the engine picks back up and runs smoothly.

All late model Corvair carbs have a power valve. The purpose of this is to allow more fuel into the engine for hard acceleration without the need for larger main fuel jets and a loss of fuel economy.

We also had the opportunity to look at the unfinished race car that Gary recently purchased and some other cars that are stored there. The other cars included a late model Mercedes Benz hard top convertible that belongs to Jeff Funkhouser's wife, a '79 Pontiac Trans Am that Jeff bought new, a 70's Impala convertible, Gary's white late model Corvair, and Shawn's green turbo late model Corvair coupe sporting a really nice \$11,000 body and paint job. This is the car that a deer ran into last year and did big damage to the door, side and hood of the car.



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 CHOKE SETTING

According to Gary Funkhouser the choke plate for your Corvair should be closed prior to starting and open up to a ¼ inch gap right after start up. If this is not the case, manually compress the choke pull off diaphragm and hold your finger over the pull off tube. If the diaphragm itself is intact it will stay compressed until the finger is removed. If the diaphragm is OK, then it is a matter of adjusting the linkage to get the desired ¼ inch gap.

PLASTIC FUEL LINE FILTER

An interesting side note to the Corvair that was getting the carburetor rebuild is that it came to Gary's shop with a clear plastic fuel filter in the engine compartment. This is a no no. It is questionably useful to see the actual fuel in the filter but the chance of the filter plastic degrading and spilling gas onto the engine doesn't justify using that type of filter especially in a Corvair where it could experience higher operating temperatures with the air cooled engine.

CORVAIR MUSEUM IS MOVING

The Corvair museum has recently been located in Decatur, Illinois but because it could no longer fund the rent at its current location it is going to move to a new location south of Springfield, Illinois. This new location is 10041 Palm Rd. Glenarm, Illinois which parallels I-55. According to Alan Lacki old route 66 followed the same path as Palm Rd. So in one visit one can see the museum and drive on old RT-66.



According to Alan, to get on the post 1930 alignment of RT-66 take I-55 out of Springfield, cross over Lake Springfield and then take exit 88. Make a right onto Palm Rd. The museum's neighbor at 9683 Palm Rd. is the Double J Campground who claims to be located right on RT-66. It is difficult to find RT-66 on the map but

if one looks closely one can find a small stretch of road labeled as RT-66 in the area.

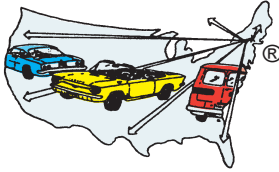
Note that the Museum does not get any funds from CORSA. The Corvair Preservation Foundation is financially separate from CORSA, but they are joined at the hip organizationally. They have separate bank accounts so the CPF is totally dependent on its own donations. One can be a supporter by joining the CPF for \$40/yr. One can also add a side donation for the CPF with your yearly CORSA dues payment.

Now an interesting comparison can be made to the Corvette Museum in Bowling Green, Kentucky. The 1.5 million Corvettes left the assembly line in 2009 so the total production of Corvettes today is very close to the 1.8 million Corvairs made in their 9 years of production. The problem is that there are untold numbers of Corvette supporters and many of them younger and the car is still being made. Our Corvairs have not been made for 50 years and only a fraction of the total production is still on the road. Corvairs are never going to have a museum like Corvette, but we can still build something worth visiting so donate some money to the CPF.



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*We are on the web! To join the Dayton
Corvair Club and CORSA visit:
[http://daytoncorvairclub.wix.com/
daytoncorvairclub](http://daytoncorvairclub.wix.com/daytoncorvairclub)*



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. Bohanan 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.

CLUB OFFICERS

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