



DAYTON *Corvair*



CHAPTER 454

CHRONICLE

OCTOBER 2018

DAYTON CORVAIR CHRONICLE WINS BEST CORSA NEWSLETTER

At the national convention CORSA awarded the Dayton Corvair Chronical the best CORSA newsletter for 2018. This comes on the heels of a second place finish last year. Jim Stukenborg is the lucky member who gets his



name on the trophy but we all know that Kevin Clark and Joe Dranschak deserve a lot of credit. Kevin, most of all, for his great graphics. The "Iron City" trophy is in the form of a Pittsburgh skyline laser cut from a rusty steel plate with a steel late model Corvair convertible superimposed on top of the steel plate.

OCTOBER MEETING

The October meeting of the Dayton Corvair Club will take place at Marion's Piazza on North Dixie Drive on Tuesday October 23rd. Pizza meetings are family night meetings so bring the kids or grand kids. The club springs



for the pizza, but everyone is responsible for their drinks or anything else. Be there at 6:30 PM. We will order the pizza and conduct part of the meeting while it is being prepared. This is a 5 Tuesday month. Our meeting is the 4th Tuesday. Look for us in the party room. Drive the Corvair.

NOVEMBER MEETING

There will be no meeting of the Dayton Corvair Club for November. Our Christmas party will take place early in December 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

Our club Christmas party will take place on Saturday December the 8th. So save the date. It will be held again at Christy's in Huber Heights. More info in the November newsletter.

OCTOBER ACTIVITY

Our October activity took place on Saturday October 13 with a tech session at Gary Funkhouser's car barn. Pictures and details of this event will published in the November newsletter. Gary's carburetor tips are mentioned in this newsletter



Corvair Society of America

Founded in 1969 by and for those who still appreciate the Corvair Automobile - www.corvair.org.

To join contact Jim for an application at 937-429-2291 or jlstuk@juno.com.

**SEPTEMBER MEETING MINUTES**

Minutes: Dayton Corvair Club, 9/25/2018 Club Meeting, 6:30 P.M.

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

Attendees: Joe Dranschak, Kevin McGillivray, Verle McGillivray, Jim Schmidt, Jack Milliff, Jim Stukenborg, Kevin Clark, Bernice Noll, Aggie Moyer and Steve Kianka.

Welcome: Verle welcomed everyone and called the meeting to order at 6:30PM.

Vice President Comments: Steve is downsizing and is deciding what to do with a few of his vehicles and may have a Corvair for sale soon..

Treasurer: Aggie reported we had no changes to last month's report, with no new income or expenses. The balance on September 25, 2018 was \$2,071.33. Jim motioned we accept the report, seconded by Steve and approved.

Secretary: There were no minutes to report on or approve. The normal August monthly meeting was going to be at the 'Vair Affair but Joe was not able to attend and several other members were unable to attend. It was decided to skip the meeting portion of the event so there were no minutes. There also was no 50/50 to report on. Joe did report on a few activities that will be discussed in the rest of these minutes.

Activities: The 'Vair Affair attendance was down this year. Maybe it was a combination of too many other family events. Kevin Clark reported the September 15th attendance at the WACO Museum was good and we have a Tech Session planned for October 13th at 10 A.M. with Gary Funkhouser at 9452 Sheehan Road. We will need to update our newsletter, and any other Club material, that has Aggie's address. Aggie is moving so Kevin will check on this update. Joe is going to prepare an article for the Dayton Daily News "Wheels" section about our Club being selected as the best newsletter by CORSA.

Jim's birthday was September 24th but we did not ask which one he was celebrating. The next event is the October 23rd Pizza Night & Meeting at Marion's Piazza at 6:30 P.M.

Newsletter: Jim had no updates but thought the "Wheels" article about our Newsletter award was a good idea. Kevin had some Dash Plaques left over from the Mid Ohio Meet.

Membership: Greg was not present and we had no updates.

Other Business: Kevin Clark reminded us we need to make an effort to approach our members for volunteers to assume the President and Treasurer positions. Some organizations have trouble getting volunteers. Over the years we have been fortunate that our Club members have offered to volunteer to keep the Club functioning. Since 1972, we still have two active founding members Gary Funkhouser and Dennis Kugler. At the December 7, 2013 Christmas Dinner our Club President, Daryl Smith, completed his second tour (4 years) and turned the gavel over to Verle, as our new president. Verle has provided leadership for five years and is ready to retire. We are very grateful to Verle for assuming this role and for all he has done for us. Likewise we are extremely fortunate to have Aggie as our Treasurer but she too wants someone else to take over her position. Aggie will continue as a member and is able to advise the next treasurer, as needed. Joe and Steve volunteered to act as impromptu nominating committee to call members and find replacements for Verle and Aggie. We will discuss this more at the October Club meeting, while enjoying pizza at Marion's Piazza on October 23rd. We will be calling members to see if we can get volunteers to take over as President and Treasurer. If you want to make our task a little easier you can call either Joe at 937-898-6689 or Steve at 937-215-6844 and ask if you want to be nominated.

50/50: Jack Milliff won \$5 and donated his winnings to the pizza fund.
Motion to adjourn made by Jack and we adjourned about 7:45 P.M.

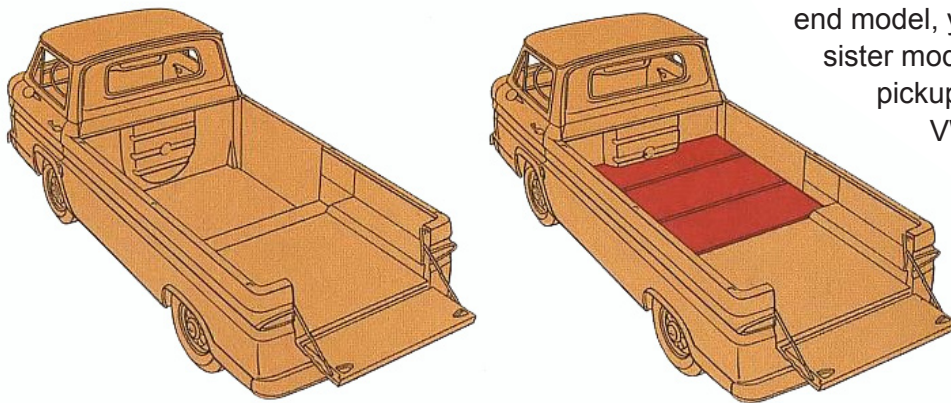
HISTORY HAPPENS

At our February, 2016 Club meeting we decided we would add a history article to our newsletter under the heading "History Happens." The Corvair Loadside is the topic of our newest article.

The Corvair Loadside was the mystery of the Corvair 95 line. The original design called for a large storage compartment in the midsection located below a level floor with access doors on both sides. The intent was a vehicle that would closely resemble the Volkswagen T2 pickup, but without the fold down sides. Ironically, the Loadside's namesake storage area never made it into production, as it was sacrificed as a cost-saving measure. The result was a Rampside-like midship cargo area that could only be accessed by hauling the payload over the elevated rear engine compartment. Loading from the side, possible with the Rampside's side gate, was not possible in the Loadside.



In lieu of an integral sub-floor compartment, optional plywood floor panels were available for those wishing a full-length flat bed. This reduced the cargo space to about 37 cu ft. When these panels were installed in the Rampside, the 23 cu ft storage space, below the panels, was exposed when the side gate was lowered. But, when installed on the Loadside, this space was effectively inaccessible.



Price-wise, the Loadside was the Corvair-95 low-end model, yet it had to compete against its sister model, Chevy's traditional front-engine pickups and FC pickups from Ford and VW. GM didn't intend for the Loadside to replace its traditional front-engine light-duty pickups, but the Loadside held its own. Chevy's 6 1/2' 3/4 ton Stepside pickup had the upper hand in engine HP, but in almost every other way the Loadside seemed superior. The loadside had larger

maximum payload and cargo handling volume. It's small 95" wheelbase, four-wheel independent suspension, and remarkably consistent weight distribution under loaded and unloaded conditions all yielded superior handling characteristics. It also compared favorably to FC pickups from other automakers.

Considering its great styling, capacity and features you would think the Loadside would be a popular vehicle. However, the inconvenient cargo loading, less macho styling than a conventional pickup, unrealized fleet sales, price-undercutting by competitors and a more practical Rampside sister model all orphaned the poor Loadside. Only 2,844 units sold in 1961 and only 369 in 1962 before it was phased out. High quality plus distinctive styling plus low production were features that created a rare and highly collectible vehicle!



ORPHAN CAR SHOW

Held at Young's Dairy on September 22nd the featured car this year was Hudson and there was a nice turnout of them. Some of us remember when back in the fifties the Hudson was the terror of the NASCAR racing circuit.



Yellow 54 Hudson / twin H engine (inset)

Hudson featured a dropped floor and this gave it a lower center of gravity. Their engine was not a V8 but rather a straight 6 with dual carbs, but it was good on the race track for a while before the competitions V8 engines took over.

Only two Corvairs showed up at the 2018 Orphan Car Show. The orange front engine late model coupe of Jeff Hess and Jim Stukenborg's short Rampside were the only ones there. There was a good turnout of other orphans though. Ralph Gubser from the Cincinnati club was there but not with his Corvair but with a very nice American Motors AMX. Ralph was part of the American Motors fans who come to this event as a separate group with a big turnout of all types of AMC cars.

The event is sponsored by the Studebaker and Packard clubs so there was a good turnout of those makes. This event always brings out some unusual cars that are not often seen at the Friday night cruise-ins. This includes a King Midget made in Athens, Ohio, 4 door French Citroen, Crosley convertible, 1923 Auburn, Essex Super Six hot rod, and a Holden (the Australian car that was the basis for the resurrection of the Pontiac GTO that began in 2004 and lasted until GM killed Pontiac).



Joe Hess's Corvair (from the Greene Co. Show)



Studebaker with patina. Rust is in these days



1941 Crosley convertible



Ralph Gubser with his AMX



4 door Citroen French 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 Corvaair Club, the editor, or the author assume any liability.

BASIC CARBURETOR ADJUSTMENTS

These tips were picked up from Gary Funkhouser at the tech session. After rebuilding your carburetor you really have only two adjustments to make. The idle speed and the idle air. Use the following for the initial adjustments and final adjustments.

Idle speed: Close the throttle plate and turn the adjusting screw until it just contacts the arm on the throttle plate. Then turn it in two and one half turns.

Idle air: Turn the screw on the carburetor body in all the way and then back out 3 turns. Be careful not to over tighten the screw as it can be damaged.

Start the car and let it warm up until the chokes are no longer raising the idle speed.

Then adjust the idle speed first

Then turn in the idle air screw until the engine starts to slow down, then turn it out a little.

Do both primary carbs the same way. The use of a Unisyn tool to measure the air flow through each carburetor is a great way to get balanced air flow through each carburetor. No Unisyn? Try to listen through a short piece of garden hose to the air flow through the carburetor.

Note: only the primary carbs of a 140 HP engine have a choke. The secondary carbs do not have a choke or idle air screw.

CARBURETOR ACCELERATOR PUMP

Do you have a momentary hesitation when revving the engine? It may be the accelerator pump in the carburetor. If you remove the air cleaner and rev the engine you should see two small squirts of gas shoot into the carburetor throat from just below the top of the carburetor. If you don't you could have plugged holes or a bad pump cup. Check for plugged holes with a fine wire first. Look close. They are small.

With cars that are stored for long periods the carburetors dry up and so do the cups. They get hard and don't seal well anymore. Clark's sells just the rubber cups if you wish to save a little. It is a little tricky to change just the cup. Gary slides the cup on a ball point pen and onto the pump assembly.

Note: the secondary carburetors of a 140 HP engine have a accelerator pump assembly but there is no rubber cup on it to push gas upon revving as the secondary carburetors do not have the tiny holes or a need for a squirt of gas on revving. However, the spring on the accelerating pump must be there to close the throttle plate since these carburetors are not affected by the foot pedal until closer to wide open throttle and close on their own, not with the spring on the throttle linkage.

CORVAIR CLUB TENTATIVE CALENDAR OF MEETINGS AND ACTIVITIES

10.23.2018	Marion's Pizza, N. Dixie Dr. 6:30 PM & club meeting
11.2018 TBD	Field Trip to Airstream Factory in Jackson Center - CANCELLED
12.8.2018	Club Christmas Party at Christy's in Huber Heights, 4:30 PM

HIDDEN CORVAIR STASH

Here are some close ups of the four Corvairs seen east of Xenia. They don't look too good. Still haven't been able to contact the owner. He didn't answer his phone and now it is out of service. He also doesn't answer a knock on the door. Stay posted while we follow this tale.



Sam, thanks for fixing my oil leaks!



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 Corvair 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.



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

SERVICE & REPAIR

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Shawn Funkhouser
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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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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!



We still offer an extensive line of mechanical parts and specialty products to help make your Corvair even more amazing!

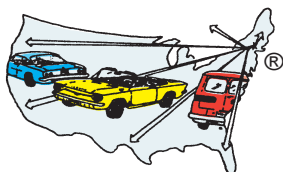


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For more information visit www.corvair.org.



*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:



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Email articles, pictures, ads to:
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