



CHAPTER 454

DAYTON *Corvair* CHRONICLE



JANUARY 2026

JANUARY MEETING - **CANCELED**

The January meeting of the Dayton Corvair Club will be held at our usual place, the Vandalia Justice Center. The date is Tuesday, January 27th. Time is our usual 6:30 PM. The directions to the Justice Center are on the last page of the newsletter. The west side door should be open unless you are the first person there. **Please see last minute notice of cancelation on page 2.**

CLUB ACTIVITIES

There is no planned activity for January or February other than the regular meeting. There is one big activity already planned. This year our club has the responsibility for the Mid Ohio meet which has been scheduled for Saturday August 1. Special activities for the other months will be determined. Suggestions for activities are always welcome.

CHRISTMAS PARTY

Our annual Christmas lunch was well attended at Company 7 BBQ. We all enjoyed a delicious lunch of Beef Brisket or Pulled Pork Sandwiches, Macaroni and Cheese and Green Beans. Dessert included an assortment of cakes. Thank you Glenda Bayman!

The nominating committee retained Darcy Baker as Secretary and Norbert Bir accepted the office of Vice President. Congratulations to all!

Thank you Angie Bannerman for donating several table decorations, so everyone would have a gift to take home! What a fun time to see what everyone received!



2025 TECH TIPS SUMMARY

- | | | | |
|-------|--|-------|--|
| JAN : | The Tech Tips For 2024 | JULY: | Corvair Fresh Air Heater Hose.
Gas Line Sealer. |
| FEB: | Late Modelheadlight Switch Removal.
Slow Turn Signal Flasher. | AUG: | Valvoline Protect And Restore Oil. |
| MAR: | Airtex Electric Fuel Pumps.
Mechanical Fuel Pump. | SEP: | Flywheel Good Or Bad?
FC Steering Box Lash Adjustment Problem |
| APR: | Gen(Alt)/Fan Light Stays On While Running.
J&S Electronic Safeguard Knock Sensor. | OCT: | FC Door Latch Fix.
Corvair Mag Style Hub Caps. |
| MAY | 65-69 Front Suspension Replacement Lower Control.
Arm Bushing Failure Problem. | NOV: | Clark's Dual M/C Bleeding Problem.
Bench Bleeding. |
| JUNE: | Late Model Battery Coil Resistance Wire. | DEC: | No newsletter. |



NOVEMBER MEETING MINUTES



HAPPY NEW YEAR EVERYONE!! Let's hope we're all ready to tackle anything that comes our way in 2026!

Our regular meeting held on November

25, 2025 at 6:30pm with Verle McGillivray, Angie Bannerman, Mike Bayman, Greg Hanlin, Mike McGhee, Mike Gitzinger, Ryan and Carl Lechefeldt, Patrick Kirgan, Cindy and Doug Simon, Paul Huelscamp, Jim Stukenborg, Craig Puthoff, Ed Wolf, John Hubler, Darcy and Duane Baker in attendance. With Thanksgiving just a few days away and such a busy time of year, we thank you all for coming to the meeting!

President: Duane Baker welcomed everyone wishing all a happy Thanksgiving!

Vice President: Craig Puthoff was able to join us just one month after having open heart surgery. We wish you a speedy recovery!

Secretary: Darcy Baker asked the previous minutes be approved: Motion made by Patrick and Greg.

Treasurer: Kevin Funkhouser was not present.

Membership: Angie Bannerman started collecting members dues along with collecting money for the upcoming Christmas lunch. If you have not paid your membership dues please get with Angie or Kevin F this month.

Activities: Kevin Clark was not present. He will be sharing upcoming dates of activities for 2026 soon.

Newsletter: Jim Stukenborg will be continuing his Bio section in the monthly newsletters. See Jim to have your picture taken and give him your Corvair history to share with everyone.

Old Business: Duane has checked with Custom Sportswear in Urbana regarding printing winter hats in Royal Blue for \$15.00 a piece. Motion made by Greg and Verle. We will be ordering 24 to sell.

New Business: Greg Hanlin shared he and Allison attended the breakfast honoring Kevin Clark for his

leadership during our Corvair Convention in 2024. Kevin was given a nice Bomber jacket.

Duane announced the nominating committee: Norbert Bir, Greg Hanlin, Mike Bayman and Shawn Funkhouser.

Duane was able to confirm August 1, 2026 at Caesar Creek for the annual Tri-Meet.

Our 50/50 drawing amounted to \$34.00. The winner was Mike McGhee. He donated his winnings of \$17.00 back to the club.

Mike Bayman announced he had a 1964 110 powerglide motor for sale.

The motion was made to adjourn by Paul and Doug.

Respectfully submitted

Darcy Baker
Secretary



JANUARY MEETING CANCELED

The BIG snowstorm with major snowfall covering two third of the country is no problem for Corvairs. However due to extreme freezing temperature and excessive snow, it was decided the meeting for January be postponed.

For the record, the tip of this orange cone is 19". The snow is nearing 15". Stay safe everyone!



Corvair Society of America

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

To join visit: www.corvair.org.



- NEW MEMBER PROFILE -

Gary Funkhouser - Founding member since 1972. I was born in Dayton in 1943. In 1954 we moved



to Sheehan Road in Centerville at location where we now hold our Tech Sessions. Back then we were surrounded by farmland. I worked at various farms nearby at 11. My grandmother taught me to drive a 1950 Chevrolet three-on-the-tree, a secret kept from my dad. By 14, I learned to drive

John Deere tractors and an old 1951 farm truck. Driving farm equipment on public roads at 14 was thrilling, though today's moms would be horrified. I towed corn, wheat, pickers, and hay wagons. At 16, I got my driver's license in a short, ugly 1960 Nash Rambler.

In high school, I had a 1950 Mercury Flathead V8 stick shift. I graduated from Centerville High School in 1961 and attended Ohio University for a year. After working various jobs in Dayton, including at General Motors Photographic, I bought my first new car, a 1963 Rambler, with my dad's co-sign. I then worked as a mail boy at Delco-Moraine, where I met my wife Tammie. After six months, I was promoted to a technician in the metallurgy and chemistry lab. I spent most of my career there, except for four years as an inspection foreman and an internal auditor.

My first encounter with the Corvair was in 1960 when my dad bought one at Ray Bryan Chevrolet. I didn't think much of them until the 1963 model cars came out. My friend bought one, and it was fun to drive. I bought a 1963 red 2-door coupe 4-speed for \$300. We also had a new red 396 Chevelle SS and had just built our first new house in Englewood. However, we couldn't afford the Chevelle's gas mileage on a single income. We sold the Chevelle

and bought my first Corvair. It ran well. Later, we needed two cars, so we bought a second Corvair, a 1966 green coupe with automatic. We liked it so much that we sold the 63 and bought a 65 Monza convertible. Over the years, I've bought 28 Corvairs and other vehicles. I also own a Corvair 95 van, a Lakewood wagon, and a Loadside.

In 1972, we formed the Dayton Corvair Club since most of us worked at GM plants. Our first meeting was at Voss Chevrolet in Centerville, with a few attendees like Tom Walther, Jay Greenup, Gary Funkhouser, Nick Olson, Wayne Walcott, Howard Watkins, Dennis Kugler, and Howard Walter. Tom Walther became our first president, organizing us into a chapter. After Voss, we moved to White Allen Chevrolet in Dayton, growing our membership to around 60. We drew bylaws and became a charter member of Corsa. In the early 1980s, I became president, serving two terms and editing the newsletter.

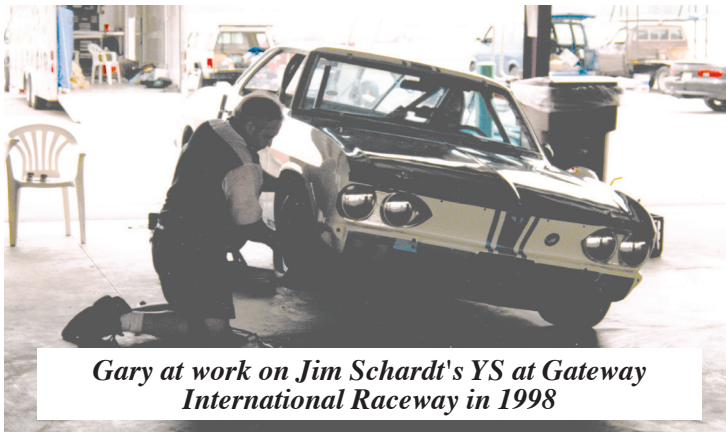


Tammie and I were doing well with two growing boys. I bought a 1967 Monza and turned it into an auto crosser. My neighbor, a retired Corvair drag racer, sold me his 60,000th overbored drag race engine with John's pop-up pistons, a Carter 4-barrel carb, differential, and transmission. I assembled it and competed in my first Greater Dayton auto cross at the Wright State parking lot. My first time, I was lost in the cones and DNF'd two out of three runs.

...continue on next page

The carb died in the corners. I later installed wide wheels, road racing slicks, and a Holley 450 CFM carb. I won the Southwest SCCA championship in DP class. I finished third in the Bellefontaine hill climb, made the front page of our newspaper, and had a big picture of me bringing the Corvair back down the hill. The course was about 3/4 of a mile long, with trees on all sides and no guardrails.

In 1968, I started building race engines for Jim Schardt, the owner of Dayton Wire Wheel Co. Jim campaigned a Stinger from the 1960s to the early 2000s. Sadly, he passed away two years ago. His son Steve now campaigns a car in Vintage Road Racing events. Jim persuaded me to retire from GM and become his full-time race crew chief and engine



Gary at work on Jim Schardt's YS at Gateway International Raceway in 1998

builder. At 50 with 30 years of GM service, I retired and began a new career in Corvair racing. My role was to prepare the Stinger and build competition engines that could reach 7500 RPM and produce 275 horsepower on a dyno. As crew chief, I ensured our trailer was stocked with tools, jacks, spare engine parts, and various rear ends with positive traction

differentials and close-ratio transmissions. We raced at eastern and midwestern tracks, including Miami, Sebring, Road Atlanta, Roebing Road, Virginia International Raceway, Watkins Glen, Lime Rock, and Mid-Ohio. I've driven to various race tracks, including Saint Louis Raceway, Indianapolis 500 Raceway, Pittman Park, Blackhawk Park, and Monterey, CA. I often drove the race rig, unloaded, set up, and prepared the car for the track, sometimes alone, which led to back problems.

During this time, I opened Vintage Motor Sports Service in Kettering, Ohio, restoring old vehicles and custom work on Corvairs. Dan Giannotti and I started a yearly performance workshop for the Corvair Racing community. My crowning accomplishment at VMS was restoring a 1911 Cadillac touring car stored in a barn since the 1920s.

Despite selling my business in 2008, I still work on Corvairs and build engines on a reduced schedule. My sons, Shawn and Kevin, carry on my legacy by repairing and driving Corvairs.



Gary hosting 2022 Corvair Performance Workshop

I've been writing a book about my car-loving history for 10 years, but it's still unfinished. Thanks for the opportunity to share my passion with you.

...there are additional photos on page 7



30 Year Anniversary Yenko Stinger Reunion at Mid-Ohio Raceway in 1996



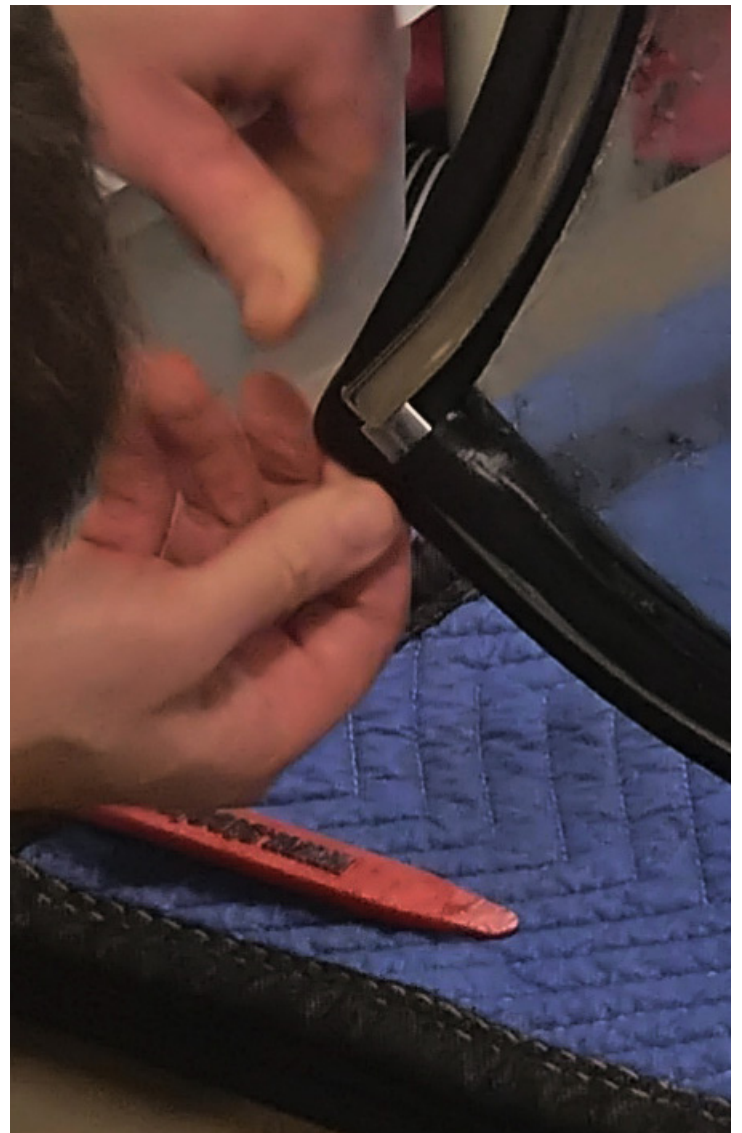
Gary and son Shawn at Mid-Ohio Raceway in 2019

DCC GARAGE SQUAD - EARLY WINDSHIELD WEATHERSTRIP INSTALLATION

Mike Bayman and Duane Baker recently assisted Greg Hanlin with his 1964 windshield weatherstrip installation. These are notoriously difficult to apply, especially without assistance. This install also involves the stainless trim which complicates the fitment. Prior to the day we all viewed the Dave MotoHead YouTube video for an FC installation, which was very enlightening. Application of glycerine is supposed to help the gasket slide onto the glass, but too much can hinder the handling of the glass and rubber material. We also had a variety of tools to install the rubber seal. These include tuck and

hook tools to roll the rubber and allow the glass to slide into the groove of the weatherstrip. Greg had the rubber suction cup handles which really is a necessity too.

The most successful procedure after getting a corner of the glass to set into the gasket was to have a tuck tool on both sides of the glass and slowly work around the perimeter. We also noticed it went easier if the glass was held at an angle similar to the final orientation in the car. It was definitely a three person operation to manipulate the rubber and hold the glass steady. After the gasket was satisfactorily installed, Greg applied the cord necessary to finish the installation into the car. As it was too cold to finish today, we will have to wait until spring to see it finished.



POTENTIAL ATTRACTIONS & ACTIVITIES

Below is a list of attractions and activities we can choose for 2026. This list is derived from Destination Dayton.

- ☐ America's Packard Museum
- ☐ American Veterans Heritage Center
- ☐ Aullwood Audubon Center and Farm
- ☐ Aviation Trail and Parachute Museum
- ☐ Bach Society of Dayton
- ☐ Boonshoft Museum of Discovery
- ☐ British Transportation Museum
- ☐ Brookville Community Theatre
- ☐ Carillon Historical Park
- ☐ Centerville-Washington History
- ☐ The Contemporary Dayton; Art Gallery
- ☐ Dayton Art Institute
- ☐ Dayton Aviation Heritage National Historical Park
- ☐ Dayton Ballet Company
- ☐ Dayton Contemporary Dance Company
- ☐ Dayton Dragons Baseball
- ☐ The International Peace Museum
- ☐ Dayton Opera
- ☐ Dayton Performing Arts Alliance
- ☐ Dayton Philharmonic Orchestra
- ☐ Dayton Playhouse
- ☐ Dayton Theatre Guild

- ☐ Paul Laurence Dunbar House Historical Site
- ☐ Frazee Pavilion
- ☐ Orville Wright Hawthorn Hill
- ☐ Historical Society of Vandalia-Butler
- ☐ Hollywood Gaming at Dayton Raceway
- ☐ Huffman Prairie Flying Field & Interpretive Center
- ☐ Human Race Theatre Company
- ☐ K12 Gallery & TEJAS
- ☐ Levitt Pavilion
- ☐ Miamisburg Mound State Memorial
- ☐ Mound Science and Energy Museum Association
- ☐ Muse Machine
- ☐ Musica, Dayton's Chamber Choir
- ☐ National Aviation Hall of Fame
- ☐ National Museum of the USAF
- ☐ Patterson Homestead Museum
- ☐ Rose Music Center at the Heights
- ☐ 2nd Street Market
- ☐ Benjamin & Marian Schuster Performing Arts Center
- ☐ Sun Watch Indian Village/Archaeological Park
- ☐ Dayton Live: Victoria Theatre
- ☐ Woodland Cemetery and Arboretum
- ☐ Wright Brothers National Museum
- ☐ Wright B Flyer at Dayton Wright Brothers Airport
- ☐ The Wright Cycle Company / Wright-Dunbar Interpretive Center
- ☐ Wright Dunbar Inc's Dayton Region Walk of Fame

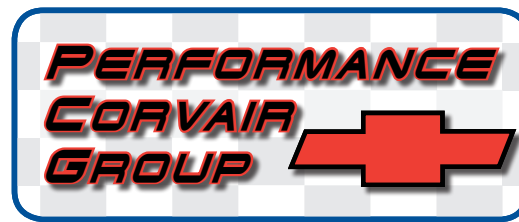
FOUND ON FACEBOOK MARKETPLACE

Your co-editor stumbled upon this cool-looking VW "Short Bus" on Facebook Marketplace. It's a super short VW van, probably shorter than Jim Stukenborg's Rampy. It didn't mention the wheel base, though. Jim's Rampy is 56 inches long. It was converted in the 80s and got a complete makeover recently. It looks really well-built, and you can't tell where the two halves joined together. It's powered by a 1962 Corvair engine, which makes 95 horsepower and has a 2-speed automatic transmission. The worn-out decal shows the conversion kit was Transvair by Otto Parts. Otto Parts made many Corvair performance parts back then.



**2009 Corvair Performance Workshop****2011 Corvair Performance Workshop****Shawn, Kevin, Verle, and Gary at 2017 CPW in Bowling Green, KY**

**Vintage
Motorsports
Services, Inc.**



Welcome to the Corvair Society of America



Since 1969, CORSA is the national club dedicated to the enjoyment of the Chevrolet Corvair. You are now a part of a group with a legacy of expertise and brand identity for the Corvair.

As a member you can:

- Access current and past issues of the club magazine, The Communique, for cars, events and technical information
- Find chapters or other Corvair owners near you
- Check out merchandise, publications and vendor discounts available to members
- Free for members advertising; find + sell parts and cars
- Access the only Corvair Registry available

Special for Members:

- Annual International Corvair Convention
- Hagerty Insurance Discounts, (where state laws allow)
- Online video Meet Ups with Corvair experts

Join the CORSA On-line Community:

- CORSA Corvair Center Forum message board for help by Corvair experts
- Post photos of your car on Instagram and Facebook
- Check out CORSA You Tube Channel

Support the advocacy of Corvairs

- A place and organization to share Corvair events and stories to expand the visibility of these unique cars in the classic car community

Your Guide to CORSA Member Services



corvair.org

Gateway to online member services, news, events and to locate other CORSA members



Mail: CORSA Executive Secretary Paul Bergstrom
P.O. Box 68, Long Lake MN 55356



Email: corsacluboffice@gmail.com



Talk to the club office: 630-403-5010



Show your car and interact with other Corvair owners on Instagram [corsa_corvair_offical](#)



Learn: Videos on Corvair Society of America You Tube Channel

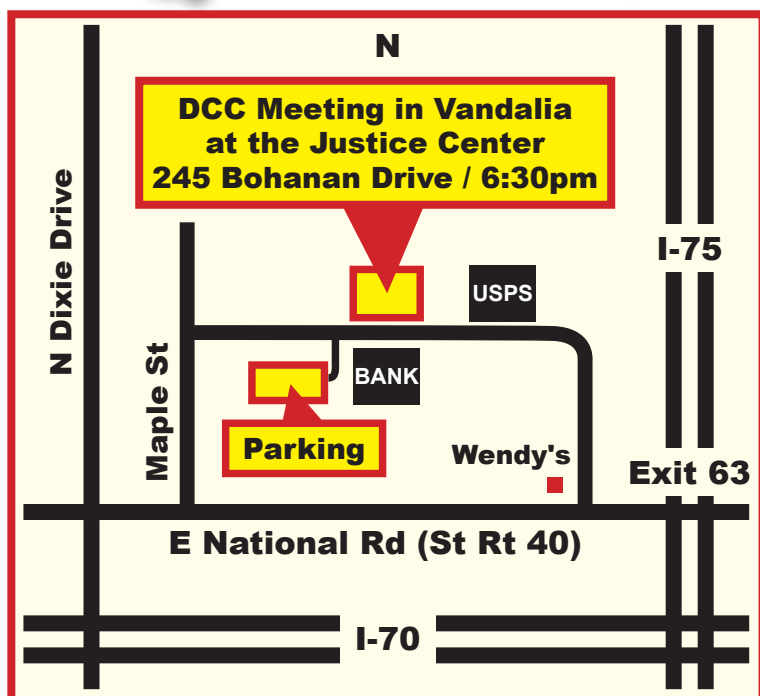


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Learn and Share: Join the CORSA Corvair Center Forum community of Corvair Owners

[Corvair Center](#)

**DCC New Membership Application Form**

Name _____

Address _____

City _____ St _____ Zip _____

Phone _____ Cell _____

Email _____

CORSA Member \$12 / Non-CORSA Member \$15
Make check to *Dayton Corvair Club* and mail to:

Angela Bannerman
6467 W Decker Road
Franklin, OH 45005



Find us on Facebook

www.facebook.com/daytoncorvairclub.ohio

*We are on the web! To join the Dayton
Corvair Club and CORSA visit:
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Send articles, pictures, ads to:
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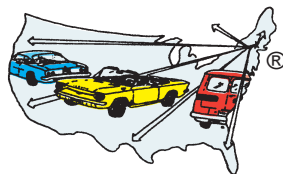
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New 2019-2025 Clark Catalog!

(Order CAT-9 \$8)



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

Clark's Corvair Parts®

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