



DAYTON Corvair



CHAPTER 454

CHRONICLE

AUGUST 2018



Kevin Clark takes home First Place in FC class and Best of Show at the CORSA convention Car Display in Pittsburgh. His story A Trip to Steel City begins on page 3.

AUGUST MEETING

There will be no regular meeting of the Dayton Corvair Club at the Vandalia Justice in August. We will hold the meeting at the Vair Affair that takes place on Saturday August 25th.

AUGUST ACTIVITY

Our August activity is our annual "Vair Affair". The date for this event is Saturday August 25th. As last year, it will be held at Kevin McGillivray's home north of New Carlisle. The fun starts at 10 AM and ends around 3:00 PM. The club will furnish the meat, buns, and condiments. Please bring a covered dish to share, your own drinks, and table ware and maybe a chair. Drive your Corvair.

To get to Kevin's place drive north through New Carlisle on Rt-235 for a mile or so. Just past the golf course turn right on Sigler Rd. Drive east on Sigler for a mile and half or so through a right curve and a left curve and past Funderburg Rd. Kevin's address is 9838 Sigler Rd. on the left, the second or third house just past Funderburg Rd.

SEPTEMBER ACTIVITY - WACO FLY-IN SEPTEMBER 15 AT NOON

On Saturday, September 15 we are planning on a visit to the WACO Museum at Troy, OH. There are extra special activities at the museum and air field for the annual Fly-In, which is a 3-day event but the full schedule is not posted on the WACO website until the first of September. WACO is located at 1865 S. County Road 25A and we will meet when they open at noon. Take I-75 North to exit 69 S. County Road 25A and take a right onto 25A and drive 1.9 miles to the museum on the south side of 25A. The hours on Saturday are Noon - 5:00 PM and admission is: Adult \$6, Military (with ID) \$5, Students \$3, Under 6 FREE.

Some of the things to do/see are: 2 hangers with a total of 7 complete aircraft & 2 glider noses; Mock up of factory with genuine tools & office equipment; WACO simulator to practice your aviation skills; Picture time-line of all WACO's produced; Display of Hartzell propellers; "Brukmobile" and fuel truck; WW II Glider information display; Gift shop with snacks; Civil Air Patrol display; Engines from various models of WACO's; Lots of pictures and other WACO memorabilia; Glider Theatre - allows visitors to view historical footage while sitting in a model glider. The facility is handicap accessible and has 2 wheelchairs on site. There will be a parade and a fly-by of member airplanes. For more information see the WACO website at <http://www.wacoairmuseum.org>. ...continue on page 9



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.



JULY MEETING MINUTES



Minutes: Dayton Corvair Club, 7/24/2018 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, Greg Leingang, Jim Stukenborg, Bernice Noll, Aggie Moyer, Aggie's granddaughter and Steve Kianka.

Welcome: Verle welcomed everyone and called the meeting to order about 6:35PM.

Vice President Comments: It was good to see Steve back and he did share information about his recent health concerns.

Secretary: Joe highlighted a few items from the June minutes then gave a summary of the rest and asked the minutes be approved as posted in the newsletter. Motion by Steve, seconded by Jim Stukenborg and approved.

Treasurer: Aggie reported after 57 years in her home she is downsizing. We acknowledged that we know we need to find another treasurer but nobody has volunteered yet. Aggie reported we had income of \$4 from the 50/50 and another \$4 with the donation from Jim Schmidt of his half of the 50/50 for a total income of \$8. We had expenses of \$54.73 to Jim Stukenborg for Mid Ohio food and \$116.92 to Joe Dranschak for door prize items for a total of \$171.65. This left us a balance on July 24, 2018 of \$2,062.33. Joe motioned we accept the report, seconded by Kevin McGillivray and approved.

Activities: Since Kevin Clark was not at the meeting we felt it best to review the Mid Ohio "To Do" list at the 'Vair Affair meeting. Joe had a 2-page description of what to expect at the WACO tour scheduled for September. We will put information in the August newsletter and discuss more at the 'Vair Affair. Jim Schmidt gave us an update on the Corvairs he has and the extent of restoration being done and what has been done. We had a group discussion about the food for the 'Vair Affair and a motion was made to have hamburger and hot dogs and buns and Jim will get these items. Also, after discussion, a motion was made by Jim Stukenborg, seconded by Kevin McGillivray and approved that we not ask members for any registration fee for this event so the 'Vair Affair is a true Club sponsored event. This motion was approved. Aggie's granddaughter thought she would be able to bring 2 dozen ears of corn for the event. Members can bring door prizes to the event if they would like to but we will not buy any. Lisa and Kevin McGillivray will provide "Ice Boats" with ice for cold dishes that members bring. Joe informed all that the plans for the Vandalia Police National Night Out have changed, as there will not be a car show this year. This might impact the number of members attending the event.

Newsletter: We might need to get newsletter articles in sooner this month because of the CORSA convention in July and our editor planning on attending it in Pittsburgh.

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

Other Business: This was discussed as part of the Activities discussion.

50/50: Joe won \$4.50 and donated his winnings to the pizza fund.

Motion to adjourn made by Joe and we adjourned about 7:30PM.



A TRIP TO STEEL CITY

When we started out on our trip to Pittsburgh I had promised myself to write something every night during the week at the Corsa convention. This would give me an early start on the newsletter. Doing so would have been so much easier than trying to remember the events and the details four weeks ago.



coming and going. We wandered around looking at many different ones. My personal favorite is a flaming Corv 8 with nicely done custom body work.

At the other end of the parking we found the indoor swap meet was inside the inflatable Sports Dome. Patrons must go through a tiny revolving door to enter which maintains constant air pressure. There is another door sealed off warning not to use it or the dome will deflate and you will face 50mph wind.

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So, it's Monday and I do recall quitting for the night early. We drove 260 miles in over five hours and it seems it took just as long to find our room and get settled in.

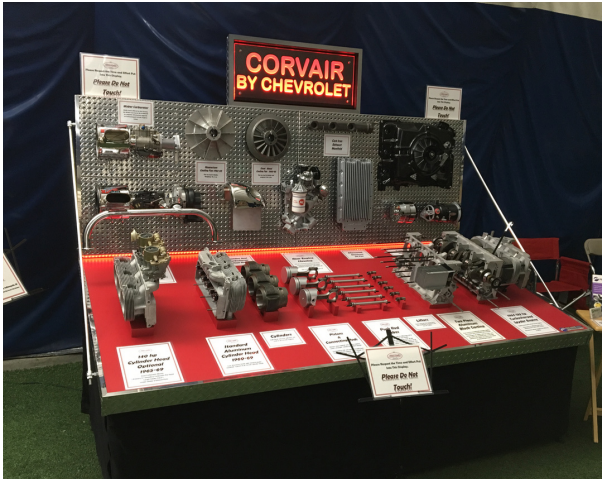
Pittsburgh's hockey mascot Iceburgh the Penguin was on hand greeting everyone at the Welcome Party that evening. The Frost Green Corvair to be raffled off later in the week sat in the same room for everyone to see. Paul Huelskamp arrived a day earlier than we did to watch the Corvair races at the race track.

Tuesday morning was a day of discovery. Paul found me in the parking lot where the Corvairs were sitting,



A TRIP TO STEEL CITY...continued

Among the vendors a fantastic display stood out showing all the engine parts. The parts were neatly mounted on the display board and table. They weren't for sale but each parts were identified and were so clean they looked brand new. Hats off to Jeff Bremer of Circle City Corvairs for this educational kiosk.



The outdoor swap meet was a fun place to browse for Corvair parts and cars. You could buy a late model with a 140 engine located in the back seat in a mid-engine configuration. Or if you are a Steelers fan you could buy a Rampside. Painted

in Pittsburgh Steelers' coat of arm color, it certainly will draw attention or be an easy target if you venture close to Cincinnati.

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My wife Susan and I later took the Corvan into the heart of Pittsburgh for some sight seeing. Pittsburgh is so hilly I was cautious not burn the clutch. At every hill I approach I wait to make sure my lane is all clear for take off. We drove around Heinz Field where the Car Display would be later in the week.



That evening we met up with the gang from the Corvair Club of Cincinnati to go on a dinner cruise on the Gateway Clipper. We sailed the Three Rivers with a nice dinner and plenty of sight seeing. Pittsburgh has over 400 bridges. We certainly didn't see every one of them but the tour was a long one to enjoy.

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A TRIP TO STEEL CITY...continued

Wednesday was another fun day. Paul and I took turns driving the Corvan through the Funkhana course. It was challenging. The course was extremely tight especially for the big van to make a series of three point turn arounds. At one stop you toss a fan belt onto the top engine shroud complete with a cooling fan. The Corvan had a really loud and embarrassing squeaking noise at every turn of the wheel. Paul ran the course twice. With his experience driving trucks from ODOT Paul aced it without knocking any of the cones over.

Another visit to the indoor swap meet we looked at model cars on display. It's amazing some models were created from 3D printers. One such item was a Rampside scooter built for a child to ride. Wes Heiss of Corvair Labs had prototypes on display for slide out cup holders / tray designed to be part of your early style radio housing. He was selling cell phone holders molded to fit in the Corvair ash tray. All done and created using the 3D printer.



Ray Mitchell from the Columbus Vairforce Corvair club had on display a Structco toy Rampside truck rigged up as a tow truck. He won in his class.

And there are dioramas! Later that evening Susan and I enjoyed an outdoor movie in the hotel parking lot.

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A TRIP TO STEEL CITY...continued

The hotel parking lot served as the staging area for the Economy Run and Rally on both days Wednesday and Thursday. The participants were in line and waiting their turn to run the course. Susan and I decided to go on our own rally by intentionally getting lost somewhere in Pittsburgh then use the map app to find our way back.



We ended up climbing the highest peak at Duquesne Climb and captured a breathtaking view of the skyline. After almost everyone was accounted for at the conclusion of the rally, tech inspection was taking place in preparation for autocrossing set for Friday.

The autocross was at Macy's at a shopping mall. Watching the first car

making it's way around the course, I realized a lot of other cars failed to follow the same path. So it doesn't matter how fast you go, you just need to complete the course and you have a shot at winning.



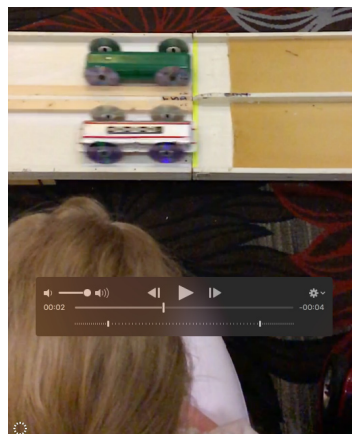
The valve cover race was later that evening. I discovered by standing next to the finish line I used my cell phone to record in slow motion. The very last race was so close. I was able to review the result and the official made the correct call determining the winner. Finally it was time to party at the banquet. After a sit down dinner was served a winning ticket was drawn for the Frost Green Corvair. Someone from New York won it.



Saturday was the Car Display next to Heinz Field. One block was blocked off allowing only Corvairs and the like to park. The tree lined street and perfect weather brought many outsiders to admire our Corvairs in a park like setting.

Out of five FCs, I won first place. Out of around 65 or so Corvairs, I was shocked to learn I had won Best of Show. It brought smiles to my face and it really made my day.

Next year the CORSA convention is west of Chicago. Susan and I will be planning to attend. Will you be ready in your Corvair?



CORVAIR SIGHTING

At a recent car show at Voss Chevrolet in Centerville, a 1966 Corvair Monza was spotted. The registration says it belonged to Joseph Skinner. It sported a Cincinnati Wildcat license plate so it was assumed the owner probably lived in Cincinnati. A DCC card was left with the Monza without seeing the owner.

The very same Monza was spotted again at another car show at a VFW cruise-in in Kettering. Again a DCC card was left with the Monza but as a rainstorm was approaching Kevin Clark was able to catch the owner leaving. It was a very brief conversation as the couple wanted to head back home and beat the rain so they would not have to put up the convertible top. They happened to live in Springboro and just bought the Monza a few months ago. Kevin told them to contact the club if they needed anything.



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.

LATE MODEL HEAD LIGHT SWITCH REMOVAL

To remove the head light switch one must depress a button on top of the switch to pull out the knob. The problem is that the button is very close to the sheet metal that forms the top of the dash. If you have thin fingers you may be able to reach the button with your hand. One trick suggested on Corvair Center is to tape a dime on your finger and depress the button with the dime. The dime is much more rigid than one's finger and will be more effective when pushing the button down.

Another method is to remove the corner post inner cover to expose a hole between the dash and the window frame. Stick a screwdriver through this hole to depress the button. Use caution with the corner cover as they are plastic and crack easily. Credit the Corvair Center posters for both of these ideas.

TEST YOUR HEAD STUDS

Dave Motohead, one of the premo posters on Corvair Center, says that if you are rebuilding your Corvair engine [ED note: or just a head] check the head studs for torque before installing the head. He slips a piece of pipe over the head stud with a washer at each end of the pipe and torques the head nut to 35 foot lbs. If the stud doesn't pullout of the block it passes the test. Then on rebuild the nut is torqued to only 30 foot lbs. If the stud pulls out there was a big discussion about using a "time cert" or "heli coil" to fix the problem. We will cover that in the next newsletter tips.



HISTORY HAPPENS

Last month we shared an article written about a 2-year study conducted in response to accusations by Ralph Nader. This is a follow-up article, with a more in-depth review of the report issued from that study on the date my son was born - July 20 1972.

U.S. government study disputes Nader's charges against Corvair

Results of a two-year study conducted by the National Highway Traffic Administration of the U.S. Department of Transportation are released; the study concludes that 1960-63 Chevrolet Corvair models are at least as safe as comparable models of other cars sold in the same period, directly contradicting charges made by the leading consumer advocate Ralph Nader.

In his bestselling 1965 book "Unsafe at Any Speed: The Designed-In Dangers of the American Automobile," Nader had dedicated an entire chapter, titled "The One-Car Accident," to the Corvair. Upon its debut in 1960, the Corvair won Motor Trend's "Car of the Year" honors and became an immediate sensation thanks to its innovative design and its lightweight, air-cooled, rear-mounted aluminum engine. However, its deficiencies—including its tendency to oversteer and spin out of control in the hands of the average driver—earned almost as much attention. After his niece was seriously injured in a Corvair, the general manager of General Motors himself threatened to resign if the car's suspension was not redesigned (it was, in 1964). By the time the revamped Corvair was released in 1965, Nader had already published "Unsafe at Any Speed," making 1960-63 Corvair models the target of his most outraged criticism. Sales of the Corvair swiftly dwindled, and GM withdrew the car from production in 1969.

At Nader's own urging, the U.S. government began a comparative study of the 1963 Corvair with other comparable vehicles in September 1970. The other cars used were a 1967 Corvair (featuring the newly redesigned suspension), a 1962 Ford Falcon, a 1960 Plymouth Valiant, a 1962 Volkswagen and a 1963 Renault. Nader had specifically criticized the Corvair's handling and stability, as well as its tendency to roll over during sharp turns. In the study's results, released on July 20, 1972, the government stated, among other conclusions, that the Corvair's handling in a sharp turn did not "result in abnormal potential for loss of control" and that the rollover rate for the Corvair was comparable to that of "other light domestic cars."

According to The New York Times, Nader spoke out against the study, calling it "a shoddy, internally contradictory whitewash" and accusing the Highway Traffic Administration of using "biased testing procedures and model selection." He argued against the use of only the 1963 Corvair in the tests, which he said was significantly different from the 1960-62 models—a charge that the government disputed, saying that the first significant changes to the Corvair were made in 1964. Three independent engineers certified the government's findings, calling them "reasonable, appropriate and sound," and General Motors issued a statement stating that the study "confirms our position on the handling and stability characteristics of these cars."

Credits: <https://www.history.com/this-day-in-history/u-s-government-study-disputes-naders-charges-against-corvair>

Table with 2 columns: Date and Activity. Title: CORVAIR CLUB TENTATIVE CALENDAR OF MEETINGS AND ACTIVITIES. Rows include dates from 8.25.2018 to 12.8.2018 with corresponding activities like 'Vair Affair at Kevin McGillivray's' and 'Field Trip to WACO'.



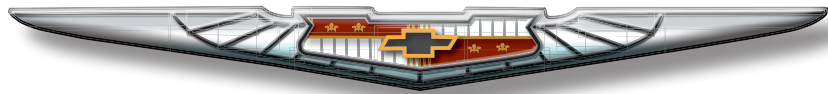
continued from page 1... **SEPTEMBER ACTIVITY - WACO FLY-IN SEPTEMBER 15 AT NOON**

The WACO aircraft [pronounced Wahco, not Wayco] was in existence from 1919-1947. For a period of time it became the Advance aircraft Co. but the citizens of Troy banded together to keep the the company in Troy and it then again became the WACO aircraft company. During WW II Waco built some 600 PT-14 biplane trainers and 1600 CG-4 gliders as their contribution to the war effort. Most of the airplanes that WACO built were biplanes. The older Daytonians remember Harold Johnson who owned the Moraine airport and the WACO biplane that he flew numerous times for the Dayton airshow. He thrilled the crowds with his performance of low and slow loops. He also flew his plane at the Kings Island Amusement Park as part of their attractions.

One side story of Harold and his biplane occurred near Columbus when he had engine failure and landed on a road. He repaired the problem but the state patrol refused to allow him to take off. So he had to dismantle and truck the plane back to Moraine airport. This turned out to be a good fortune for Harold. A closer examination of the plane back at Moraine discovered that several of the engine mounting bolts had come loose and fallen off and if Harold had taken off from the emergency landing at Columbus there is a good chance the engine would have departed the plane and most likely resulted in Harold's death.

UPDATES ON MID OHIO MEET LICENSE PLATE AWARDS

As of this writing, the license plate awards from Mid Ohio Meet is being shipped to Kevin Clark. The shop Kevin had in mind to print the awards had closed. So don't worry, Kevin found another print shop located in St. Louis and they are on the way. Just hang in there, Kevin will get them sent to the winners as soon he receive the awards.



LET'S GO CRUISE-IN' AND OTHER ACTIVITIES

Apr 20 - Sep 28	Beavercreek Friday Night Cruise-In. 5pm to dark. Lofinos Beaver Valley Shopping Center. Seajay Dr. Beavercreek. Same site as last year.
Apr 27 - Sep 14	Kettering Friday Night Cruise-In. 5pm to dark. Kettering Towne Center at Dorothy Lane and Woodman Drive.
First Sunday Cruise-In	May 6 thru September. Noon-4pm. Springfield Antique Center, 1735 Titus Rd., Springfield. DJ, food.
Third Friday Cruise-In	May 18 thru September. AM-VETS Post 1789, 715 Market St., Brookville. Door prizes, music, food, beverages, 50/50. No coolers. 937-231-4641. Norm 937-231-4641.
Sep 1	Mechanicsburg First Responders Car Show. Downtown Mechanicsburg, OH. Registration 1-3pm. Awards at 5pm. Dash plaques to first 40 cars. 30+ trophies. DJ, food, 50/50, raffle. All proceeds going to Mechanicsburg Fire-EMS, and the Police Dept.
Sep 22	16th Xenia Grace Chapel Charity Car Show. 100 Grace Drive. Registration 10-noon. \$10 includes lunch & drink. Dash plaque, DJ, door prizes, awards. Register online after Aug 1 carshow.xeniagracechapel.org . Benefits financial needs in the community.
Oct 13	Lodown Hodown. Rip Rap Road House. 6024 Rip Rap Rd, Dayton. Noon 'til night. Live music, food, drinks, activities for the kids, vendors of all kinds. Free.

CARS AND PARTS FOR SALE

FOR SALE: 1964 Monza Coupe. Setup for 4 speed. Off the road since 1977. Rolling shell. Some rust but NO body rot. No drive train, windshield or interior. Great candidate to swap over your parts off a rusted out salt belt car. \$1000 or make offer to motivated seller. E-mail justsaynotoh20@gmail.com for offers, more pictures and info.



FOR SALE: 150 HP turbocharger and most hardware include carburetor, chrome air-cleaner, intake manifold, exhaust with bracket, lines, gas pump, fuel filter and other odd and ends. Part #3840830. Serial #30753. The turbine turn freely. Make a serious offer. Dave - go47f@fuse.net. St. Bernard in northern Cincinnati.



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.

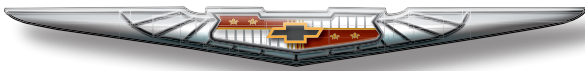


FOR SALE: 1962 Loadside. \$17,000. The rarest Corvair produced, only 369 made. Very solid western truck. GM 110 hp crate engine. Otto parts oil pan & valve covers. Working gas heater. Spyder dash with all working gauges. Genuine wood steering wheel. Quick shift kit. Clark's upholstery and carpet. New Clark's exhaust. AM-FM stereo with Kenwood speakers. New Clark's rear springs and HD shocks. Complete new brake system: New steel lines and hoses, metallic linings, dual master cylinder. Pertronic ignition. Internally regulated alternator. Originally purchased by the U.S Navy. Runs, steers and stops great! Drive anywhere with confidence. (513) 608-7711 cell - (513) 741-8247 home Cincinnati, 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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We still offer an extensive line of mechanical parts and specialty products to help make your Corvair even more amazing!

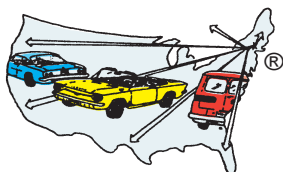


To get the current scoop just visit our website or give us a call. WWW.CORVAIRUNDERGROUND.COM. Make sure to order the current version of our NEWSALOG.

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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:



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Dayton, OH 45410

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