



DAYTON Corvair



CHAPTER 454

CHRONICLE

OCTOBER 2020



TECH IN SESSION... Tech session at Shawn and Gary Funkhouser's Gem City Corvair Repair. Story on page 4.

OCTOBER MEETING

Our October meeting was planned to be a pizza meeting at Marion's. We have been informed that Marion's will not be open in October for inside dining. The Vandalia Justice Center is now available for our use so we will be holding the October meeting of the Corvair club at the Vandalia Justice Center without pizza. The meeting date is Tuesday October 27th. The meeting will start at our usual time of 6:30 PM. The directions to the meeting place are on the last page of the newsletter. Wear your mask and social distance.

Hang in there folks. We are getting close to the yearly Christmas party and hopefully we can get together for this event. Since Christy's has said they will no longer cater at their restaurant as in the past, we are working on an alternate place to have the Christmas party. Two places are under consideration, the Vandalia Historical Society building, and the Vandalia Justice Center with the Christy's crew catering the meal at either place. With the fall approaching and the possibility of a spike in the

virus it is hard to make any predictions on the future. And it is a question of what activity everyone is comfortable with.

NOVEMBER ACTIVITY

Our planned activity for November is a visit to the Mustang Museum located a little north of I-70 on old US-40 near that big wide spot called Brandt, Ohio. This just north of the Huber Heights area. The address is 6476 US-40. The address is a little west of RT-201 (Brandt Pike) on the south side of the road. You are looking for a white barn. The date is Saturday November 14 at 10AM.



Corvair Society of America

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

To join visit www.daytoncorvairclub.wix.com/daytoncorvairclub and select "Join".



SEPTEMBER MEETING MINUTES

Minutes: Dayton Corvair Club, 9/22/2020 Club Meeting, 6:30PM

Location: The Historical Society of Vandalia Butler, 336 East Alkaline Springs Road, Vandalia, OH 45377

Attendees: Shawn Funkhouser, Gary Funkhouser, Verle McGillivray, Rob Petty, Wes Bogner, Duane Baker, Michael Bayman, Joe Dranschak, Jim Stukenborg, Kevin Clark, Jim Schmidt and Paul Huelskamp.

Welcome: Shawn described a little Corvair maintenance problem he had recently that prompted additional stories from Gary and Jim Stukenborg. We probably could have shared many more stories but Shawn got us back to the meeting discussion. We also got a brief update from Jim Stukenborg on how Aggie was doing. We all wish Aggie a quick recovery but her family is still trying to get more complete information on her health.

Vice President Comments: We are still looking for a Vice President. If you are interested just let one of the officers know.

Secretary: Joe reviewed a summary of the August meeting minutes with a motion by Verle, second by Paul and approval for the Secretary's report.

Treasurer: Jennie was not able to attend the meeting but she did have a report ready for Joe to bring to the meeting. We had a beginning balance of \$1,700.21 on August 14, 2020 with income from 3 memberships for \$45, \$20 from our half of the 50/50 and \$320 from the sale of Club hats for total income of \$385. We had no expenses and the new balance on September 22, 2020 was \$2,085.21. Motion made by Gary, seconded by Rob and approved to accept the Treasurer's report. Also, Kevin reported he gave Jennie \$40 for hats that Duane bought and Joe reported that Jennie sent in the request to the Dayton Dragons for our refund of \$300 for 20 tickets we purchased for a 2020 game but were not able to use because of Covid-19 restrictions.

Membership: Paul was present and indicated there was nothing new at this time. Joe indicated Jennie would email Paul information about the 3 memberships referenced in the Treasurer's report.

Activities: Kevin indicated the railroad event was canceled for this year and we will try again for 2021. Kevin gave a reminder about the Tech Session at Gary and Shawn's on Oct. 10. We are still planning on the

Mustang tour for Nov. 14 and we have the annual Christmas Dinner planned for Dec. 12. We discussed having a Club meeting after the Tech Session and maybe having some pizza but then decided we would not do the meeting or pizza. We are still hopeful that Marion's might be open for pizza.



Newsletter: Nothing new to discuss.

Old Business: Kevin showed a video he created in honor and in memory of Ray Petty and we watched it on Kevin's laptop. Kevin did a really nice job on it.

New Business: We will have more discussion about the Christmas Dinner at the October meeting. We only have 8 Club hats left for sale. Joe will check with the City to see if the Justice Center will be open for our October or November Club meeting.

50/50: Jim Schmidt won \$5 and donated it for pizza and we adjourned about 7:24PM.

VICE-PRESIDENT NEEDED

With the passing of vice-president Steve Kianka the club is in need of someone to step into this role. Someone please raise their hand and volunteer. We had this notice in last month and the position is still open. Someone please fill this position so we can take it out of the newsletter.

CORVAIR SHOP HAS NEW NAME

Shawn and Gary Funkhouser has a new name for their Corvair shop in Centerville. When the name The Funkhouser's is mentioned, everyone knows they are talking about their Corvair shop. The official name is Gem City Corvair Repair.

CLUB CAPS AVAILABLE

There are eight club caps remaining to be sold. They are \$20 each and get yours while supply last. Contact Kevin at any club meeting or email him at daytoncorvairclub@gmail.com.





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 10/8/2019 article is from the website www.motorbiscuit.com. The MotorBiscuit mission is to inform and entertain its readers with the latest automotive news, reviews and buying advice. Providing straightforward articles that are engaging and well-informed. This is just a sample of the article they have on the Corvair. Please see the link below for the full article.

The Corvair: The Misunderstood, Revolutionary Chevy by James Derek Sapienzaon

The article indicates, since the last one rolled off the line, the Chevrolet Corvair still has a reputation. Even the most casual gearhead knows about it: the air-cool, rear-engined, weird Chevy. You might think you know all about the Corvair. but chances are, you don't. It was the right car at the wrong time: a groundbreaking model that could've set Detroit on a completely different path had it caught on, which it almost did. The Corvair is still the biggest gamble General Motors ever took on a single car, and for that alone, it deserves its due.

The article describes how the Corvair was a risky, top secret project. In 1956, Ed Cole was chief engineer of the Chevrolet division and saw rear-engined, air-cooled compacts from Europe catching on. He was interested in an air-cooled, rear-engined, rear-wheel drive compact car since at least 1955 and after taking the reins at Chevy, Cole continued to work on the project covertly, working with engineers from GM's European Opel and Australian Holden divisions as cover. By 1958, Cole's running prototype, badged as a Holden, got the green light for production as a 1960 model.

The article informs us the Corvair name was taken from a 1954 Corvette fastback show car and this revolutionary compact was released to the press on October 2, 1959. Starting at just over \$2,000, it was the cheapest Chevy available. The Corvair was radically different from the competition's new for '60 subcompact offerings: the Ford Falcon and Chrysler's Valiant sub-brand and was a lot more car than Volkswagen and Renault could offer. But buyer response wasn't as expected and just three months into production, the Corvair was in trouble.

The article explains how, even in Chevy's moment of panic, the Corvair wasn't exactly a failure. It won Motor Trend's 1960 Car of the Year award, first year sales were a respectable 250,000 cars, and by February 1960, Chevy had introduced the model that would redeem the Corvair: the Monza. In April 1962, the groundbreaking Corvair became the first production car to offer a turbocharged engine.

The article describes, in April 1964, Ford introduced the Mustang, a sporty compact based on the Falcon that blatantly copied the Corvair Monza's sporty pretensions and mile-long options list. The Mustang cost about as much as the Corvair, was available with a V8 and would sell over 1 million units within two years. The Corvair was no match for the Mustang and Chevy began developing its own ponycar. The Camaro was ready by late 1966 and the Corvair would become largely irrelevant in the Chevy lineup. In 1969, the Corvair was unceremoniously axed in May, after finding just 6,000 buyers.

This is only a portion of the complete article and to see more please use the link referenced in the Credits note below. Credits: https://www.motorbiscuit.com/the-corvair-the-misunderstood-revolutionary-chevy/

Table with 2 columns: Date and Activity. Title: CORVAIR CLUB TENTATIVE CALENDAR OF MEETINGS AND ACTIVITIES. Rows include dates like 10/27/20, 11/14/20, 11/24/20, and 12/12/20 with corresponding activities.

OCTOBER ACTIVITY REVIEW

The club had a nice turnout for Shawn and Gary Funkhouser's tech session. Gary had his future race car up on the hoist and Gary detailed what he is going to remove that is not needed for racing. The roll bar already installed does not meet current requirements so it will be updated. We had a chance to see the lower inner strut rod mount attached to a bracket on the bottom of the Corvair differential. Lowering the inner strut attachment point aids handling and cornering. The bracket is available from Clark's. It does cut down on ground clearance by several inches though. Gary has new strut rods for the race setup that are a lot easier to adjust than the factory parts.

The shop also had Cincinnati Club member Spenser Duffy's Corvair engine torn down and the block on an engine stand. It was a good chance to see the inside of the Corvair engine and its parts. The crank looked good but Gary was dismayed by the dirt and corrosion on the inside of the fan mount casting even though a rebuild was performed previously by someone other than Gary. It was at Gary's and Shawn's to solve a spark plug fouling issue. Gary found wrong piston rings and bent valves. The plug fouling is thought to be due to a weak ignition problem.

We also had a chance to look at other cars in the full barn

including a 1969 barn find Corvair coupe, a customer's car that has a bewildering occasional miss that is still unsolved, their cousin Jeff's 1978 Pontiac Trans Am and retractable hardtop MB convertible. Greg Hanlin had his Greenbriar stored there.

Attending the tech session included Gary and Shawn Funkhouser, Duane Baker, Mike Bayman and his son Colin, Joe Dranschak, Kevin Clark, Jack Milliff, Greg Hanlin, and Jim Stukenborg

After the session Jack Milliff was able to get some advice on why his 140 engine was not idling right. Shawn noticed that the left carb had a broken spring on the choke. The choke spring is down on the exhaust manifold under the car and is not visible from the top side of the engine but can be identified by looseness in the choke plate.





1963 MONZA CORVAIR FOR SALE

Yet we find another early convertible for sale only this time it is a '63. Joe found this one in his town and passed along the info found on the car which read; New Viton seals, new push rods, rocker arms and springs. Rebuilt carbs, new starter, oil cooler and fuel pump. New engine wire harness. New fuel tank and lines. Totally new brake assemblies and lines. New tires. Axles regreased and new U-joints. New paint. Has power top and original interior. 937-266-7761. \$9500

SPYDER PARTS FOR SALE

Hi, I live in Toledo and have some parts your members may be interested in. I have a set of 4 Spyder hubcaps in good condition with some small scuff marks. \$160.00 (SOLD). I also have 2 Spyder emblems. 1 is very good, the other has a mounting post missing. \$40.00 for both. I also have Corvair letters. 1 complete set, and the other is missing an "R", and the A"A is missing a mounting post. All in good condition. \$50.00 for both sets. Will not break up sets. Can be picked up in Toledo. Can send pics if you give E-Mail address. Thank You. Bill / srs@toast.net



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.

1969 CORVAIR UPSHIFTS EARLY

"Terrible Ted" on Corvair Center was working on a 1969 110 automatic Corvair that upshifts at 15 mph regardless of the throttle floored. It even does it if the transmission selector is placed in low range. It also will not downshift until about 5 mph. Ted had gone through everything from accelerator linkage/ transmission linkage, to transmission governor. He finally found the solution after removing the valve body in the transmission. There were two problems. The dreaded E-clip was broken and a piece of gasket was missing from the valve body gasket allowing transmission fluid to take a different path. Fixing these items solved the problems. Another poster on CC who goes by the handle "Joelsplace" had suggested that the valve body gasket might be the culprit. Guess Joel has some experience with Corvairs.

Club member Jack Milliff has personal experience with the dreaded Corvair broken E-clip problem. If I remember correctly Jack's Corvair would not upshift with a broken E-clip.

NO. 4 MAIN BEARING IS DIFFERENT

The number 4 main bearing in a Corvair engine is different from the other main bearings. The number 4 bearing halves are thicker by 0.0015" at the top end and that much thinner at the bottom end. This has the effect of lowering the center line of the crankshaft by 0.0015". For this reason do not use main bearing number 4 in positions 2 or 3. Number 4 is marked with brown dye on the edges. Sounds strange but the GM engine guys solved a problem by doing this. Only real serious car people would be splitting the block on a Corvair engine so not too many people might run into a problem with this but keep it in mind should you have someone rebuild your engine. This is detailed on Page 6A-44 of the 1961 service manual and confirmed by Gary Funkhouser that this applies to all Corvair engines not just early production.



Directions to the club meeting at:

Vandalia Justice Center -

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. 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.

Vandalia Historical Society Meeting House/Shelter -

It is only 2 minutes from the Justice Center. It is located at 336 East Alkaline Springs Road. From the Justice Center (or I-75) drive west on National Road to the Dixie Drive Highway intersection. Turn left (south) onto Dixie Drive and continue on Dixie to the stoplight at Elva Court then continue on Dixie to the next street on your left (just past the Vandalia-Butler High School), and turn left (east) onto East Alkaline Springs Road. You will see the City Art Park on your right and just past the park is a long wood picket fence in front of the Society property. Turn right into the driveway and drive back around the barn to the parking area and the Meeting House / Shelter. There are restrooms in the Meeting House if needed. It would be a good idea to bring your mask for that additional step of protection.

We are on the web! To join the Dayton Corvair Club and CORSA visit:
<http://daytoncorvairclub.wix.com/daytoncorvairclub>



Send regular mail to:

**Jennie Dranschak
1328 Cornish Drive
Vandalia, OH 45377**

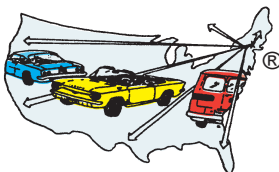
Email articles, pictures, ads to:
daytoncorvairclub@gmail.com

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