



# DAYTON Corvair



CHAPTER 454

CHRONICLE

NOVEMBER 2020



*Christmas presents have arrived.*

## NOVEMBER MEETING

There will be NO November meeting of the Dayton Corvair Club. Since the Vandalia Justice Center has shut down use of the meeting room until December at the earliest, and due to the current explosion of virus cases in Ohio it was decided to cancel the meeting. The Miami Valley board of health is urging people to stay at home for the near future. Hang in there. We hope to see you in January 2021.

## CHRISTMAS PARTY

Due to the Covid-19 virus situation and the negative response from many members about attending our annual party it was decided that the Christmas party will be canceled. In light of the increasing number of recent hospitalizations due to the virus this looks like a real good decision. Lets us hope for a better situation a year from now.

Since this will be our last newsletter for the year, the

newsletter staff would like to wish everyone a safe and happy holiday season and a more normal New Year.

## NOVEMBER ACTIVITY REVIEW

Our November activity was a visit to the Gale Halderman Mustang museum in Brandt, Ohio. The family farm barn was turned into the museum with several rooms added. One room is a deluxe man cave with the requisit big screen TV, comfy chairs, and a poker table. There were only eight cars in the museum but the walls are decorated with hundreds of photographs and showcases with many many artifacts. Also in the museum were several two cylinder, two cycle Marman motorbikes that were built by the Marman Products Co. owned by Herbert Zeppo Marx. Yes, that Zeppo Marx, Harpo's younger brother. The Marman was made in Inglewood, California in 1948-1949. Zeppo was not only a well known comedian, he was a good engineer and his company among other things made a strap clamp that was used to secure the atomic bomb in the B-29. They still make special clamps. The engine was originally used to power drone aircraft during WW-II. A Cushman and a Salsbury motor scooter were also part of the exhibit. The 8 cars included three early Mustangs including a 65 fastback and two 66's, Karen Koenig's (Gale's daughter) ...continue on page 4

*Corvair Society of America*

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

To join visit: [www.corvair.org](http://www.corvair.org).



**CORVAIR 500**



## OCTOBER MEETING MINUTES

**Minutes:** Dayton Corvair Club, 10/27/2020 Club Meeting, 6:30PM

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

**Attendees:** Shawn Funkhouser, Gary Funkhouser, Verle McGillivray, Joe & Jennie Dranschak, Jim Stukenborg, Kevin Clark, Jim Schmidt and Paul Huelskamp.

**Welcome:** Shawn welcomed a little smaller turnout back to the first meeting at the Justice Center since February 25th. He thanked the Historical Society of Vandalia Butler for the use of the Shelter Area and Meeting House for several of our meetings. We shared some update news on how Aggie was doing but the information was not real current. We were going to contact Bernice to see if we could get a better idea of Aggie's status. Shawn also provided an update for those that attended the Tech Session that the '68 Corvair being worked on did have a bad coil.

**Vice President Comments:** We are still looking for a Vice President. It might be time for the Secretary to call members and ask for a volunteer.

**Secretary:** Joe reviewed a summary of the minutes of the September meeting held at the Historical Society with a motion by Shawn, second by Gary and approval of the minutes.

**Treasurer:** Jennie had a short but pleasant report, as there were no income or expense activities for the month. The balance on October 27, 2020 remained \$1,889.21. Motion made by Paul, seconded by Jim and approved to accept the Treasurer's report. Jennie has submitted a request to the Dayton Dragons for our refund of \$300 for 20 tickets we purchased for a 2020 game but could not use because Covid-19 changed the schedule.

**Membership:** Paul indicated there was nothing new at this time but asked that his phone number be corrected. The membership list had 937-256-2758 and the correct number is 937-256-2785. Paul can get a copy of the newsletter for Bernice if she calls him.

**Activities:** Kevin reminded us the November 14th Mustang Tour event is still scheduled but we are not sure of the anticipated turnout. We had a motion by Verle, second by Kevin and approval to give a \$50 donation to the family for hosting the tour. We have given donations like this previously to D&D Classic for the tours they provided. Joe informed us that the Justice Center is available for our November 24th Club meeting and it is

also available for December 12th if we want to use it for our Christmas Dinner instead of the Historical Society. Jennie shared information from Joann of Christy's Catering about the Christmas Dinner. This included information about the menu, the catering setup charge of \$25, the service provided, no drinks, no alcohol and a cost per dinner of \$16 or \$17. We tentatively decided if we are able to have the dinner we will have it catered at the Justice Center.

**Newsletter:** Nothing new to discuss.

**Old Business:** Kevin still has 8 baseball caps left for sale at \$20 each. Sid Roth indicated he wants 2 of them. If we have the Christmas Dinner, members can bring door prize gifts if they would like to and we will raffle them after dinner.

**New Business:** We were contacted by Ron Eifert, of the Dayton Convention Center, about possibly hosting a Corvair regional convention but we probably can't do it with just our Club. In the past, we have had conversation with the Columbus and Cincinnati Clubs about such an event but nothing came of it. We will try to discuss this again before we make any final decisions. Verle is going to ask that his \$100 advance reservation deposit from Marions Pizza be refunded to him. We will make a new reservation in 2021.

**50/50:** Gary won \$5 but donated it to the Club for pizza, whenever we have that party. We adjourned about 7:40PM

## AGGIE MOYER

Our former treasurer Aggie is still at Springhill. However, last Friday the 13th, she had another fall and went to the hospital. This means her 14 day quarantine period restarted before she can have visitors. The facility is also suspending in-person-visits until December 1. Once visits are again allowed they have a limit of ½ hour. The facility must be contacted and a reservation made for the visit. In lieu of a visit a nice gesture would be to send Aggie a Christmas card. She is not happy about her situation and a card and note might help a little. Her address is as follows:

Aggie Moyer  
c/o Spring Hills Singing Woods Assisted Senior Living Center  
Room 151  
140 E Woodbury Dr.  
Dayton, OH 45415  
Main phone number 937-274-1400



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 is a continuation (Part II) of the 10/8/2019 article from the website www.motorbiscuit.com, that we reviewed in our October Newsletter. Please see the link below for the full article.

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

The Mustang changed the automotive landscape in 1965 but Chevy still sold over 230,000 new Corvairs that year. In the fall of 1965, "The Nation" (the oldest continuously published weekly magazine in the United States and founded on July 6, 1865) published "The Corvair Story," which was a scathing critique of the American automotive industry written by Harvard-educated attorney Ralph Nader. In his book "Unsafe at Any Speed," the chapter called "The Sporty Corvair — The One-Car Accident," was based on an interview with George Caramagna, a Chevy engineer who warned of the dangers of removing the anti-roll bar back in 1959. The book described the dangers of everything from interior bright-work, confusing gear selectors, Detroit's indifference to safety and what happens to the human body in a car crash. It painted a grotesque and ghoulish picture of the automotive industry.

"Unsafe at Any Speed" became a best-seller of 1966 and Chevy tried to bury the Corvair in its lineup. Plenty of other cars had the same safety issues as the early Corvairs and a number of other cars are excoriated in Nader's book, but with the Corvair in such a prominent place in Nader's argument, the Corvair became a symbol of everything that was wrong with the automobile industry.

In 1967, President Lyndon Johnson created the Department of Transportation to enforce safety standards on American roads, mandating that features like collapsible steering columns, seat belts and side-marker lights be standardized on all cars sold in the U.S. after 1968. The industry was changing fast and Corvair sales fell to 30,000 in 1967, then 15,000 in 1968 and in May 1969 Corvair sales were unceremoniously discontinued.

In 1972, the newly-created National Highway Safety and Traffic Administration tested a 1963 Corvair model against contemporary rivals like the Ford Falcon and Plymouth Valiant and found the Corvair to be no less safe than its rivals, largely vindicating the car. But the damage had already been done and GM had long abandoned the Corvair.

By the early 1970s, the pony-car boom, that damaged the Corvair, was largely over thanks to safety and emissions standards, with millions of Americans flocking to affordable imports — the very cars the Corvair was designed to compete with. By the end of the decade Detroit was losing ground, as Japanese brands invaded the market, and by the end of the 1980s GM's market share was a shadow of what it was when the Corvair debuted in 1959.

Today, the Corvair is a cult car with a growing following. Parts and aftermarket support have always been strong. At a time when well-optioned early Mustangs can fetch six-figures at auction and with the price of early long-nose Porsche 911s going through the roof, sporty Monza and Corsa models offer spirited 1960s-era flat-six driving at a very modest price.

Imagine a world where the Corvair outsold the Falcon and the Monza spurred Ford to build an air-cooled competitor. Would 20-plus miles per gallon have become the norm by the 1973 oil crisis? Would we have had a world of air-cooled flat-six performance cars to take on the Porsche 911? Would turbocharging have taken off a decade earlier? The Corvair is a tantalizing WHAT-IF? Nader's exposé on the automotive industry ultimately did more harm than good. The Corvair might have been a real winner for GM.

This will complete our review of this article. To see more please use the link referenced in the Credits note below. Credits: https://www.motorbiscuit.com/the-corvair-the-misunderstood-revolutionary-chevy/

CORVAIR CLUB TENTATIVE CALENDAR OF MEETINGS AND ACTIVITIES	
11/24/20	<b>CANCELED</b> - Club monthly meeting Tuesday at 6:30 PM
12/12/20	<b>CANCELED</b> - Annual Club Christmas Dinner & Meeting

**NOVEMBER ACTIVITY REVIEW ...continued**

2019 Mustang, a 1977 Shelby Mustang II T-top coupe, a 1927 Model T, a 1931 Model A, and a 2002 Thunderbird. The museum is a holy grail for many Mustang enthusiasts. They have names in their visitors book from 46 of the 50 states, 9 different countries, and 2 Canadian provinces.

One of the rooms housed what seemed like a sample of every camera ever made. Also part of this collection were camcorders and projectors. This part of the collection belongs to Gale's daughter Karen. Have a unique old camera to donate? Karen may want it for her collection. Call her at 313-363-9156. Don't let the cell number fool you. She has moved back to the family farm to keep the museum going.

Club attendees included, Gary and Shawn Funkhouser, Gary's friend Beverly Teaster, Duane Baker, Kevin Clark, Lois and Don Bigler, and Jim Stukenborg. Looks like the virus kept the total down some. Joe Dranschak had to help his daughter and could not attend. The past year has seen some of the regular attendees of these events like Steve Kianka, and Ray Petty pass away and Aggie Moyer is confined to an assisted living facility.





**1964 CORVAIR MONZA FOR SALE**

As was mentioned in the September newsletter this Corvair, located in Springfield, would eventually get listed for sale once Kevin is able to meet with the seller and gather the needed information. When Kevin inspected the Monza, it needed brakes and a new battery. Now the brakes are working and engine is running, the seller has been enjoying driving it. She states it rides nice. It is a 3 speed. The interior and convertible top looks about 95% "like new" condition and Kevin would rate this car as a daily driver if you don't bother repainting it and ignore the damage to the back end below the bumper. It was restored in the 80's. The asking price is \$4500. Here is

the rundown:

**Body tag;**

Style = 1964 Corvair Monza 900 2 door convertible  
 Built 2nd week of April 1964  
 Interior = Black imitation leather  
 Black Convertible top (has white top)  
 Assembled at Willow Run, MI plant  
 Car #21244 of 31,045 produced (in that style and year)  
 943 = Goldwood Yellow

**Exterior:** Goldwood Yellow

Original color but not original paint  
 Fenders straight with scratches and paint chips  
 Front and rear hoods with plenty of paint chips and some dimples and minor dent on rear deck lid  
 Doors opens and shuts tight, clear windows  
 Both doors has deep surface rust along window fuzzies, scrape around pass door handle  
 Both door jambs looks good with minimal defect or bad paint in weld area  
 Rear panel under bumper has damage with cracks and missing rear insert panel  
 Drivers side rear fender has long scratch  
 Front valance panel under bumper good with some surface rust and crack at one corner  
 Rear bumper appears too low (missing brackets?)

*...continue on page 6*

**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.*

**ULTRASONIC PARTS CLEANING**

Poster RIP 11 (Roger Parent) on Corvair Center was praising the use of an ultrasonic cleaner on a Corvair carb. He used a 50/50 mixture of Simple Green and water and ran the cleaner for 35 minutes with heat. He had to reset the timer five times as it only goes to 8 minutes. The carb came out "clean enough to eat off". He used the 2.5L Central Machinery unit from Harbor Freight. He was so impressed that he is getting a unit big enough to clean a head.

[Ed note: The unit is on sale to 11/25 for \$70 (\$10 off). Do you have one of those 20% off coupons to reduce it even further? The new HF store in Xenia is now open. Located off Rt-35 at the west end of Xenia by Krogers and Rural King.]

**ULTRASONIC CLEANING TIPS**

This tip was posted on Corvair Center by AZ Dave (Dave W.). To save on cleaning solution Dave puts parts in a Zip Loc freezer bag along with cleaning solution. The remainder of the tank is filled with plain water. He also uses Simple Green aviation fluid as it is safe for polished aluminum parts and doesn't dull them. His tank is heated to 110-120 degrees F when cleaning.



1964 MONZA CORVAIR FOR SALE...continued

Interior: Black with seat belts in front and rear
Front seat covers are excellent, back seat excellent with
small area of possible damage from mice
Dash good, custom radio, rear speakers cut in side panels
Carpet good, need refitted
Both fresh air panel has surface damage from mice
Passenger arm rest need recovered
3 speed shifts very smooth with no end play
Steering turns with no end play

Undercarriage: Limited visuals
Does have rear 64 style leaf spring
Appears to have front anti-sway bar

Convertible Top: White in good condition
Good rear window
Black boot cover missing foam insulation

Trunk: Clean, hood shuts tight

Engine / compartment: Engine runs
Solid rear pulley and alternator
Voltage regulator appears new
New battery
Missing studs for spare tire mount
Missing rear shrouds
Compartment looks good

Odo reading over 104733 and counting. Always stored in garage

There you have it folks. If anyone is interested Kevin has lots of photos and can send them to you. Email him at DaytonCorvairClub@gmail.com for the pictures.

Note: Author or the Dayton Corvair Club is not responsible for any mis-representation, error or assume any liability.

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



Send regular mail to:
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1328 Cornish Drive
Vandalia, OH 45377

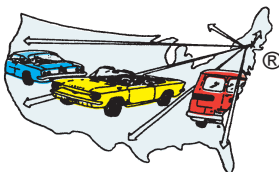
Email articles, pictures, ads to:
daytoncorvairclub@gmail.com

CLUB OFFICERS

Table with 2 columns: Officer Role and Name/Contact Info. Rows include President, Vice President, Secretary, Treasurer, Activities, Membership, Newsletter Editor, and Webmaster.

New 2019-2025 Clark Catalog!

(Order CAT-9 \$8)



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

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