



# DAYTON Corvair



CHAPTER 454

CHRONICLE

MAY 2020

## MAY 2020

At this point in the Covid 19 virus epidemic we have not heard of any Corvair club members being affected by the virus. This is a real blessing. In my neighborhood I have not heard of anyone catching it so it looks like everyone is doing a good job avoiding contact with the virus. Jim Stukenborg's friend Dave has been in the hospital for 9 weeks, most of it in ICU on a breathing tube and a feeding tube. The feeding tube has finally been removed. Not sure about the breathing tube, but a friend of Dave's was able to have a few words with Dave so the breathing tube may also have been removed. It looks like Dave is going to survive but has been in bed so long he can stand but can't walk, so it looks like a period of physical therapy is going to be needed.

## MAY MEETING

We will not be going to Marion's Piazza for the May meeting. Maybe in June. Due to the extended Stay at Home order lasting through the end of May, the Vandalia Justice Center is still not open for meeting use. We will use Skype for our May meeting scheduled for May 26.

## ALTERNATE MEETING SITE

If the Vandalia Justice Center is still not open for meeting use we are going to try to have an outdoor meeting at the Vandalia Historical Society shelter. Joe says that there are four picnic tables at the shelter and everyone can bring a bag chair that we can use for distancing. This of course is dependent somewhat on the weather. There is cover at the shelter good for a little rain but maybe not for heavy rain. We will send everyone a notice if the meeting has to be canceled due to weather. The directions to the shelter will get posted in the next newsletter when we will have our meeting outdoor. It is already post on our website under "About."

## MARY ANN KIANKA

The Dayton Corvair club would like to extend its condolences to the Kianka family due to the death of Steve's wife Mary Ann. Mary Ann passed away on May 5th from natural causes. Her death comes less than two months after Steve's passing. A funeral mass for both will be held on Thursday June 4 at 10 AM at St. Peters Catholic Church in Huber Heights.



It is interesting to note that Steve grew up in New Jersey and Mary Ann in Pennsylvania, but they met at an officers club in Sacramento, California. They were married July 25th, 1959.

Their obituaries can be found on the Adkins funeral home, Enon, Ohio website. There are some really nice memories of Steve posted on his obituary from several former Air Force crew members. Both Steve and Mary Ann were admired by those who knew them. By the time you get the newsletter Mary Ann may have some memories posted to her obit.

Those members of CORSA who read the May issue of the COMMUNIQUE saw that Steve manage to get an entire page for his "In Memoriam". ...see page 6



## Corvair Society of America

Founded in 1969 by and for those who still appreciate the Corvair Automobile - [www.corvair.org](http://www.corvair.org).

To join visit [www.daytoncorvairclub.wix.com/daytoncorvairclub](http://www.daytoncorvairclub.wix.com/daytoncorvairclub) and select "Join".



### MARCH MEETING MINUTES

**Minutes:** Dayton Corvair Club, 4/28/2020 Monthly Meeting, 6:30 P.M.

**Location:** Internet meeting using Skype

**Attendees:** Shawn Funkhouser, Gary Funkhouser, Jennie & Joe Dranschak, Jim Stukenborg, Kevin Clark, Wes and Penny Bogner and Duane Baker

**Welcome:** President Shawn Funkhouser welcomed all to the meeting, as we each joined the online session. We had tried two tests of the connection several days before the real meeting. Shawn acknowledged how different things are with the stay-at-home recommendations and thanked everyone for helping to make this Skype meeting work.

**Secretary:** Since we did not have a March meeting, Joe had no minutes to report on or ask for approval. Joe will check with the City of Vandalia to see when the Justice Center might be available for us to use again. Shawn was also going to see if there might be a location we could meet at in May or June.

**Treasurer:** Jennie reported for both March and April. The beginning balance as of February 25th was \$2,484.87 with no income and expense of a \$50 donation to the Corvair Preservation Foundation, in memory of Steve Kianka, and \$300 for 20 Dayton Dragon tickets. The Balance on March 26th was \$2,143.93 (this is when we would have had our normal Club meeting.) This was also the beginning balance for the next report starting on March 26th with \$2,143.93 with income of \$4.50 from the 50/50 and a donation of \$4.50 that Kevin Clark won on the 50/50 and donated towards the next pizza meeting. Dues of \$12 from Doug Simon, \$12 from Greg Hanlin and \$15 from John Hawkins made the income total \$48. There were no expenses, so the balance on April 28, 2020 was \$2,191.93. A motion by Duane, seconded by Gary and approved to accept both reports.

**Membership:** Paul was not on the Skype meeting but Joe has an up to date membership listing he will send to Kevin and Jim for their review to see if we need to make any changes. Then, Joe will email the membership file

to Paul for him to maintain. Jennie will provide updates to Paul, as she gets membership correspondence and processes dues payments.



**Newsletter:** Jim did not have any newsletter updates.

**Activities:** We need to get a status on the Dayton Dragons to see if we reschedule our game day or get our \$300 refund for our 20 tickets. Obviously, we knew already of the canceled March 24th pizza meeting at Marion's and of the canceled tour of D&D and lunch at Buffalo Jacks for April 25th. D&D says we can reschedule later in the year if we want to. There will be potential changes for the rest of our calendar of activities.

**Old Business:** Kevin had additional information about our Club hat order and we will put more information in the May newsletter. Jim Schmidt was not in the Skype meeting so we need to get more information about the Lebanon Train Ride. We previously approved a motion for a \$50 donation to D&D Classic but since we did not do the April tour we will need to check with them if they are having their annual Wounded Warrior fundraiser.

**New Business:** The Mid-Ohio Meet, that the Columbus Club had scheduled for July 18th, is canceled. We will get more information about this at our next meeting. Gary may be having back surgery later this year but he and Shawn still want to have a tech session in the fall. We thought Clark's Corvair Parts would be closed until May 31st but they re-opened May 11th, with some limitations.

**50/50:** We did not have a 50/50.

**Adjourn:** Motion to adjourn by Gary and we did about 7:30PM

### DRAGONS SEASON

Our club outing to see the Dayton Dragons baseball game may be canceled. According to their website the minor league season is up in the air and chances are slim they will have one this season. Here is the website to keep up to date with the Dragons; <https://redsmminorleagues.com/2020/05/15/dont-expect-a-minor-league-season-in-2020-for-cincinnati-reds/>



## 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 article is an edited version of a Hotrod News article titled

### ***"THE CUSTOM BIKE NORM GRABOWSKI BUILT AFTER THE KOOKIE T."***

For the entire article use the link in the "Credits" below.

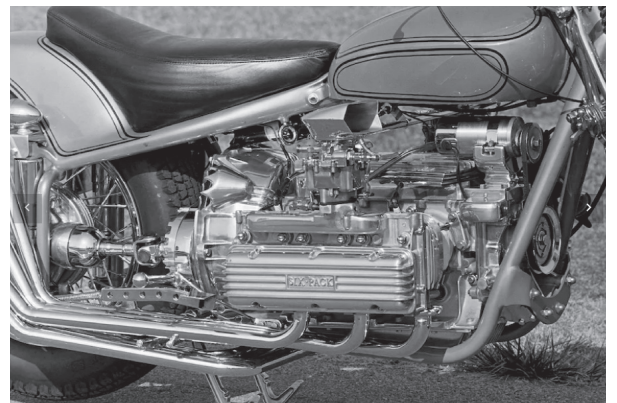
Norm Grabowski was born February 5, 1933, in Maplewood, New Jersey and died on October 12, 2012. In the 1960's,



Norm Grabowski's 1922 Ford T-bucket was probably the most famous hot rod in America. The T-bucket was initially named the Lightnin' Bug, when it appeared on the cover and pages of Hot Rod back in October of 1955. It appeared in the Ford Television Theatre (1952-1957) television series titled Mr. Kagle and the Baby Sitter in 1956. In 1957, it appeared on the cover and inside the April 29th issue of Life magazine and the April issue of Car Craft and in 1959, it appeared on the cover of Rod Builder. Beginning in October of 1958, the Lightnin' Bug would have a recurring appearance on the 77 Sunset Strip television show with Edd "Kookie" Byrnes (died January 8, 2020 at age 87). It was here the name "Kookie T" was born. Fame for both the T-bucket and Grabowski were about to skyrocket. The "Kookie T" may be the car

Norm Grabowski is best known for, but he built quite a few remarkable rods during his lifetime—not to mention a few radical custom motorcycles.

Grabowski's best known bike has to be "Six-Pack," which was built in the mid-'60s. "Six-Pack" was built on a shaft-drive 1941 Indian motorcycle frame, which Grabowski stuffed with a built-up 1961 Corvair Monza flat-six engine. The bike featured a Harley-Davidson Sportster tank and a custom rear fender. The pin-striping was done by legendary customizer Dean Jeffries, who had contributed the flames and striping on the "Kookie T" years before. Jeffries is also credited for designing the headers on "Six-Pack."



Grabowski was riding "Six-Pack" on the street, when he was hit by a car. The accident left him on crutches for a while and tore up the front of the bike. He equipped the repaired bike with a sidecar, built by combining a modified 'glass T-bucket body with a Steib sidehack frame from Germany. Dean Jeffries once again contributed his striping skills. Grabowski used "Six-Pack" with a sidehack to chauffeur his young niece, Mary, to her elementary school.



Although never as famous as the "Kookie T," "Six-Pack" got a fair share of attention from custom motorcycle magazines and from one car magazine. The April 1965 issue of Car Craft included an April Fool's story on Grabowski's bike.

Credits: <https://www.hotrod.com/articles/grabowski-motorcycle/>



GALE HALDERMAN

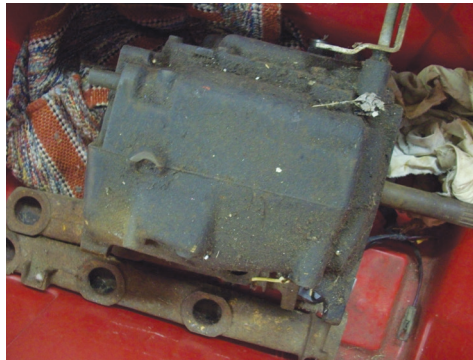
The club has plans to visit the Mustang Museum on old Rt-40 in November. The museum could still be open, but we will not be able to talk to the person who set it up. Gale Halderman the designer of the Ford Mustang and the person who has the museum recently passed away. Gail was born in Brandt, Ohio in 1932. He worked at Ford for 40 years where he was a design executive and the main designer of the Mustang. One report has it that the Ford chief looked at the final two designs for the Mustang and chose Gale's. Gale's family say they are going to keep the museum open. Let us hope that they can do that.



CORVAIR CLUB TENTATIVE CALENDAR OF MEETINGS AND ACTIVITIES	
05/26/20	<b>UPDATED</b> - Club monthly meeting Tuesday using <b>SKYPE</b> at 6:30 PM
06/??/20	Lebanon Mason Monroe Railroad – train ride (date/time TBD)
06/23/20	<b>UPDATED</b> - Club monthly meeting at VJ Center <b>or Marion's Piazza</b> at 6:30 PM
07/06/20	50th CORSA Convention, San Diego Corvair Club, July 6-11, 2270 Hotel Circle North, San Diego, CA. 92108 <a href="http://www.sandiegocorvair.com/2020-convention.html">www.sandiegocorvair.com/2020-convention.html</a>
<b>CANCELED</b>	
07/18/20	<b>CANCELED</b> - 31st Mid Ohio Meet, Columbus host at Buck Creek State Park
07/28/20	Club monthly meeting Tuesday at Vandalia Justice Center at 6:30 PM
08/15/20	'Vair Affair with Club meeting – celebrate our 48th anniversary (founded 1972)
09/20/20	Dayton Concours d'Elegance at Carillon Park – Joe will get more info
09/22/20	Club monthly meeting Tuesday at Vandalia Justice Center at 6:30 PM
10/??/20	Gary Funkhouser Tech Session - Date TBD
10/27/20	Marion's Pizza, N. Dixie Dr., Tuesday, 6:30 PM, & Club meeting
11/??/20	Gale Halderman Mustang Museum – TBD
11/24/20	Club monthly meeting Tuesday at Vandalia Justice Center at 6:30 PM
12/12 /20	Club Christmas Dinner & Meeting, Cristy's in Huber Heights (Sat) 4:30 PM

## CORVAIR MANUAL TRANSMISSIONS

The 1960-65 3 speed manual is identified by a stamped steel top cover and has a cast steel case. Only the 1960 Corvair 3 speed had an aluminum case. The 1961-65 4 speed is identified by its stamped steel 8 bolt side cover. The 1966-69 transmission is identified by its cast 7 bolt side cover. The 66-69 three speed is identical to the 4 speed except the 4 speed has a Welsh plug located at the bottom of the transmission. This Welsh plug is not that large and can be over looked if the trans is dirty. Your co-editor had this dilemma recently when he acquired an unknown Corvair transmission as part of some other Corvair items. The 66-69 transmissions also have six bolts mounting it to the differential. The 61-65 only have four mounting bolts. The pics show the 66-69 7 bolt side plate, the dirty Welsh plug area, and the cleaned Welsh plug. So the transmission turned out to be a 4 speed as evidenced by the presence of the Welsh plug. A question still remains. Does the 3 speed also have the small casting bumps next to the Welsh plug that could be seen or felt even if the plug itself is dirt covered and can't readily be seen?



### 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.*

#### CORVAIR GLOVE BOX DOOR

Do not try to replace your beat up Monza or Corsa glove box door with one from a Corvair 500. It is a little bigger than the more upscale Corvairs. This little nugget of information was posted on Corvair Center by Corvair land speed racer Phil Dally.

#### FC BRAKE LIGHT SWITCH

Your co-editor has been having brake light issues on his short Rampside. On FC's the brake light switch is mounted under the truck and has a 3 inch finger that rides on the brake pedal arm under the floor board. Current was getting to the switch but not through it. I removed it and played with it on the work bench. It was determined that the switch would not pass current until it was moved at least half of its travel. The easy solution was to slip a rubber tube over the end of the finger. The rubber tube which was about 1/2" thick was made up by slipping a piece of heater hose over piece of gas line tubing that just happened to have the proper OD and ID. This shim moved the finger far enough through its travel that the switch was now moving into its working area as the brake pedal is pushed.



DAYTON CORVAIR CLUB CAPS

After much delay due to club meeting cancelations and store closure order, it is finally time to order your club cap. The club will need to know how many to order. If you are interested in a cap or two, contact Kevin at daytoncorvairclub@gmail.com and he will get a list going. It is estimated the cost for each cap is between \$15-\$20 depending on the number of caps we order. The cap is Patriot Blue made by Port Authority. The logo is embroidered with white letters with an Ohio border in red. The back of the cap has a breathable screen mesh for summer comfort and an adjustable snaplock. The



club would like to order a batch of caps after our June meeting. Hopefully the restriction order remain lifted for pizza too!



In Memoriam



Stephen Kianka  
November 5, 1932 - February 15, 2020

The Dayton Corvair Club sadly announces that long time member of our club and CORSA, Steve Kianka, passed away on Feb 15, 2020 at the age of 87. At the time of his passing Steve was the club's vice president, a position that he held for a number of years. He is listed in the 1983 CORSA roster book and became a Dayton club member about the same time.

Steve retired with the rank of major after 20 years in the US Air Force as a navigator/bombardier on B-47, B-57 and B-52 aircraft. After leaving flying he had a second career in the Air Force Logistics Command at Wright-Patterson Air Force Base.

Growing up on a farm Steve learned how to repair tractors and

cars. These skills served him well after his Air Force career with his passion for restoring old tractors and keeping his Corvairs running. While he gave up flying after retirement he maintained an interest in aviation by getting into radio controlled large scale model planes. One automotive side note of interest was an ordinary looking Camaro that his son purchased

while working at a dealer who had taken the car in on trade. When Steve was prepping the car for paint he noticed stripes under the bad paint job the car was sporting. A closer examination of the Camaro's documentation determined that what his son had purchased was actually a real Yenko Camaro without its Yenko motor. This is the same Don Yenko who developed the Corvair Stinger. Steve and his son were able to round up the parts to restore the car to its original Yenko state.

Steve was an active member of the Dayton Corvair Club, and in addition to meetings, he could be found at most of our special events and especially at the local orphan car show with one of his Corvairs. He will be sorely missed by the Dayton area Corvair club members.

Steve leaves behind wife Mary Ann, two sons, two daughters, their spouses, and a number of relatives.

-JIM STUKENBORG  
DAYTON CORVAIR CLUB

Please Donate to the  
Corvair Preservation Foundation  
Details on Private and Corporate  
Sponsorships are available at  
www.corvair.org



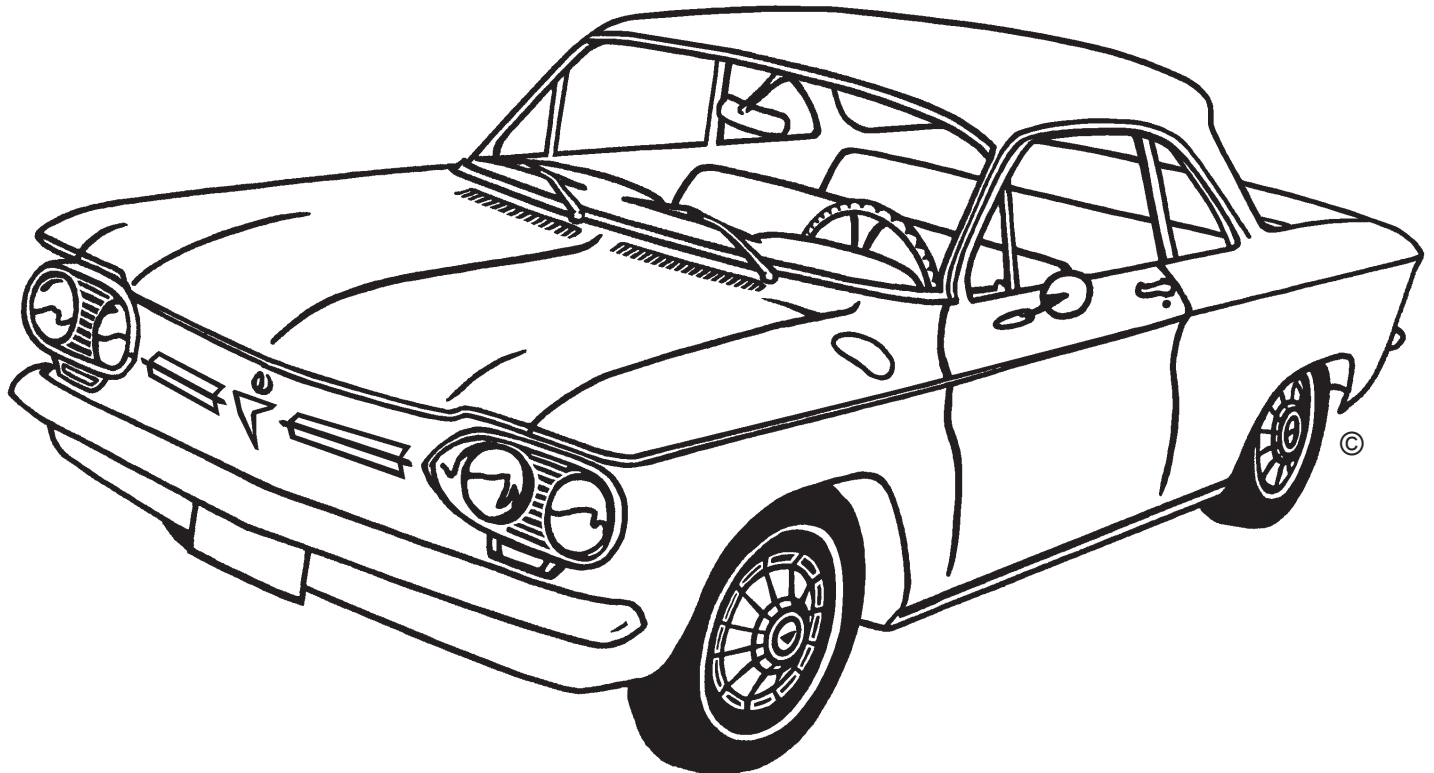
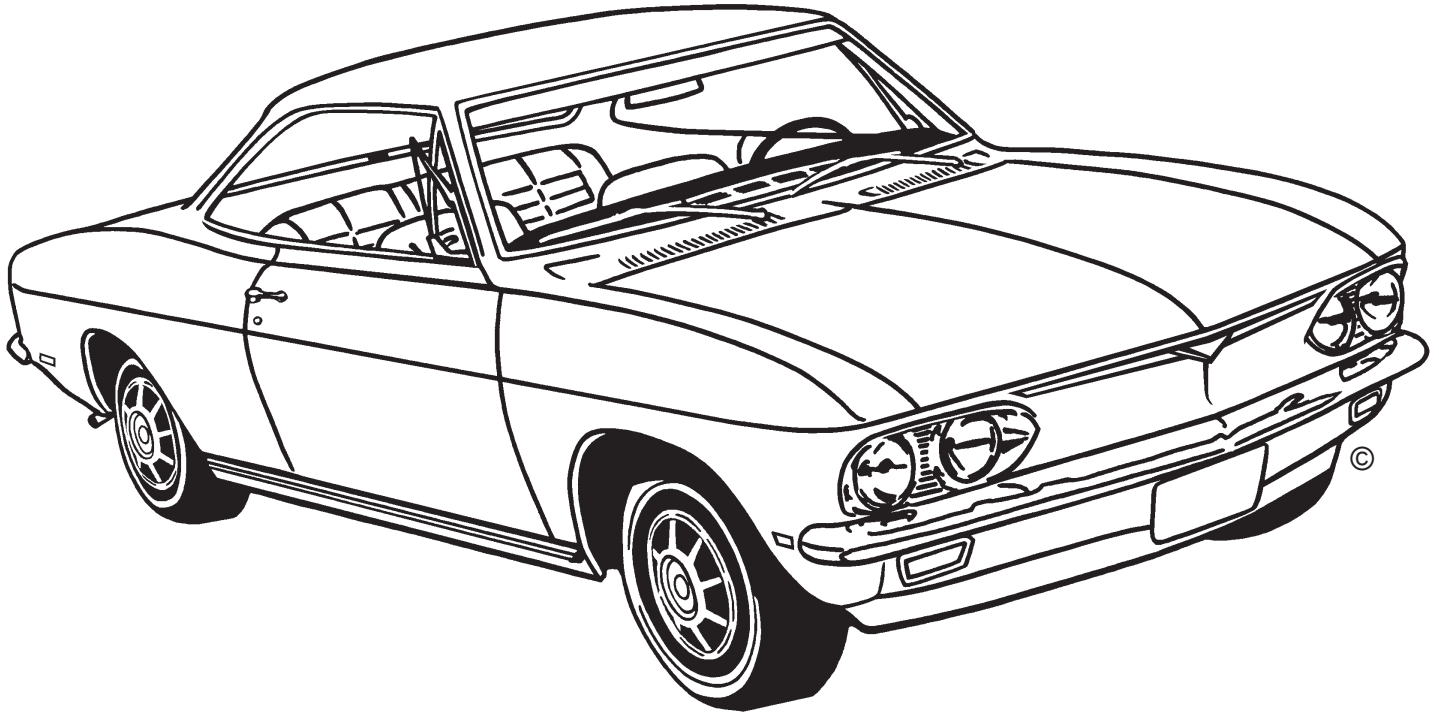
THE REVOLUTIONARY  
Corvair  
BY CHEVROLET





**CORVAIR DAY DREAM**

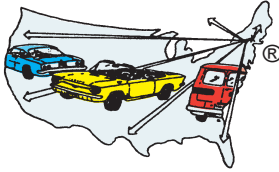
Feeling a little down lately with nothing to do while you wait for better days ahead? Start dreaming of colors you might want to paint your next Corvair here!





**New 2019-2025 Clark Catalog!**

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



**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. Bohanan 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.

**CLUB OFFICERS**

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