



DAYTON Corvair



CHAPTER 454

CHRONICLE

JUNE 2020

JUNE 2020

We will not be going to Marion's Piazza for the June meeting. Maybe in July. We are going to try to have an outdoor June meeting in person. Joe Dranschak has reserved the Vandalia Historical Society shelter for the meeting. The Vandalia Justice Center is still not open for meeting use. Joe says there are four picnic tables at the shelter and everyone can bring a bag chair that we can use for social distancing.

The date is Tuesday June 23 at our regular 6:30 PM. Note that this is a five Tuesday month. Our meeting is the fourth Tuesday. The directions to the shelter are located as follows:

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) you drive on National Road west to the National Road / Dixie 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.

For those coming from the south you could take the Benchwood exit rather than going all the way to Vandalia. Head west at the exit and make a right on North Dixie Dr. Go north past the lights at Little York Rd. and Stone Quarry Rd, and East Alkaline Springs Rd. will be just a little farther on the right.

CLUB ACTIVITIES

At this time our club Dragons game for June is on hold. The season has been delayed and it is not clear when the season will start and how the games will be played. Double headers could get the games played but how would you handle the people? The games are sold out but a number of fans only have a quarter of the season.

I guess you could have an hour or more between games and make all the fans from the first game leave and then the fans from the second game go to their seats. So when will our game be held? When we know you will know.

Our visit to D & D restorations is still on hold until we hear from D & D.

The Mid Ohio Meet has been canceled for this year.

The Vair Affair is still on for August.



KIANKA TRIBUTE

The funeral for Steve and Mary Ann took place on June 4th. Five club members attended the funeral and were given nice tribute to Steve written by his brother Bill. For the benefit of the rest of the club members we are reprinting the tribute here on page 6. Some of the photos added are from their funeral program. An adorable photo above is one of them of Mary Ann on a 1957 Chevy (a car they still have). Note the California plates.



MAY MEETING MINUTES

Minutes: Dayton Corvair Club, 5/26/2020 Monthly Meeting, 6:30 P.M.

Location: Internet meeting using Skype.

Attendees: Shawn Funkhouser, Jennie & Joe Dranschak, Jim Stukenborg, Kevin Clark, Greg Hanlin, Michael Bayman and Duane Baker.

Welcome: President Shawn Funkhouser welcomed all to the meeting. This was our second attempt at Skype and it took a few phone calls to get everyone connected. Shawn again noted the difference in the online meeting versus in-person but we are still trying to keep everyone safe and healthy. Shawn also remembered both Steve and Mary Ann Kianka and the very nice article that CORSA had about Steve.

Secretary: Joe reviewed the minutes from our first Skype meeting and it does get a little harder to pick up a variety of comments that get exchanged on the online meeting. After a review of the minutes Joe motioned for acceptance, seconded by Shawn and approved.

Treasurer: Jennie did not have all the information for the report, as she thought we had not received the latest statement from Monroe Federal. We put the report on hold until the next meeting. However, after the meeting, Jennie did review the latest Monroe Federal statement and it was in fact the most recent and could have been used for the May meeting. This will be reported at the June meeting.

Membership: Joe again indicated he has a current membership computer file that he needs to have Kevin Clark and Jim review before he sends the file to Paul. The intention is to complete this prior to the June meeting (sorry for the delay but we are trying to make sure it is current).

Newsletter: Jim did not have any newsletter updates.

Activities: The Dayton Dragons still have not announced a final decision on their baseball schedule so we are waiting on news from them regarding our 20 tickets and a possible game date. Greg suggested we wait for them to contact us. We talked about having Pizza

at the June meeting at the Historical Society of Vandalia Butler but after more discussion decided this was not a good idea for right now. Unknown weather conditions and being outside versus inside at the Society Shelter area were the main concerns. So the pizza date is still on hold. Joe will check with Verle to see if he has a date reserved with Marions. D&D is still on hold and the Mid-Ohio Meet has officially been canceled for 2020.



Old Business: It was again mentioned that we have an opening for our Vice President position and we will put a note about this in the next newsletter. We will also include this information in any email updates from Kevin to the Club. Kevin indicated he only had Club Hat orders from a few members and this needs to be communicated so we can get a count for the number of hats to order.

New Business: The Corvanatics chapter of the Corvair Society of America was mentioned about a contest they were having and Kevin was asked if he knew about it. The chapter advances preservation, restoration and enjoyment of Corvair Forward Control (FC) vehicles. Wes Bogner's son bought a '62 Corvair so we might have another potential member.. Shawn informed us that Gary will have back surgery on June 22nd. Greg Hanlin shared some video of his 140 Corsa that he has started working on again. Joe will check with Verle to make sure he is still okay with hosting the 'Vair Affair August 15th. We had a motion by Joe, seconded by Jim and approved to make a \$50 donation in memory of Mary Ann Kianka to the charity mentioned in her obituary.

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



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.



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".

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 Popular Mechanics September 1965 article titled

"SPOTLIGHT ON THE WAYNE 100."

For the entire article use the link in the "Credits" below. Also, there is a link to the patent Wayne obtained for his boat and the modified Corvair engine.

The Chevrolet Turbo-Air 6 is an air-cooled automobile engine developed by General Motors in the late 1950s for use



in the rear-engine Chevrolet Corvair of 1960. The engine has six cylinders arranged in a horizontally-opposed boxer configuration. The Turbo-Air 6 was used in the Corvair and all models derived from it, as well as a wide variety of other applications.

The *Wayne 100 inboard marine engine* was a modified version of the Corvair engine adapted to marine use by Wayne F. Horning and his company, Inboard Marine. The engine was installed vertically, flywheel end up, and drove a lower unit that went through the bottom of the boat hull. The Corvair modified engines were first put in 16-foot Glasspar Avalons and later in Tahiti hulls.

The Glasspar boat-building company was started in 1947 by Bill Tritt, when he began building small fiberglass boat hulls in his Costa Mesa, California fiberglass shop. By the mid-1950s, Glasspar was producing 15 to 20 percent of all fiberglass boats sold in the U.S. Glasspar was one of the first companies to build fiberglass-bodied cars, most notably the G2 (Glasspar), including the Woodill Wildfire, the Studebaker-based Ascot and the Volvo Sport. The G2 was a prime influence on the decision for Chevrolet to develop the Corvette. The Glasspar Avalon model was named after an area near Southern California on the island of Catalina.



Tahiti Boats was started in the very early 1960s in Bellflower, CA. Dick Schuster was the founder/owner of Tahiti Boats and

probably the most successful Southern California boat builder in the mid-60s thru the 70s. Schuster was a master at production and developing new models quicker than anyone else in the business. The Schuster "Tahiti" hull had much less free board and was a sportier design than the more common Glasspar Avalon hull.

Wayne Horning was born April 12, 1915 in Fairhope, Alabama to Fred and Emily Horning. He died Sunday, January 29, 2006 at age 90. His father perished in a house fire after saving his family when Wayne was only four. His mother took her two young children across the country by train and settled in Los Angeles, CA. There she married George Coin. Wayne excelled in school and graduated from high school at age 16. He worked for Jerry Volte and Lockheed as an engineer.

After serving in the U.S. Navy, during WWII, he returned home and started his own business. Wayne was well known and admired by many in the business world. His ingenuity in developing 'Wayne' heads in racing is still honored today with an active group called "Inliners International." He had a car entered in speed trails at Bonneville Salt Flats and also entered a car at Indianapolis. He was respected in the manufacturing world for his work on rockets and missiles. His work with the Corvair engine was one of the highlights of his professional career.

Credits: Popular Mechanics September 1965 "Spotlight on the Wayne 100"

<https://patentimages.storage.googleapis.com/71/b5/3f/78247529f0ac36/US3144858.pdf>



NEW CORVAIR BOOK

Richard Lentinello, the executive editor at Hemmings Motor News, has written a book called "CORVAIR STYLE". It is a 9" x 11", soft cover, 196 page collection, of most of the Corvair car models by year with personal stories of the owners and how they came to buy a Corvair. One of the stories features Eva McGuire, "The Corvair Lady". Eva lives in Ypsilanti, Michigan where the Willow Run Corvair factory was located. Eva owns 9 Corvairs. Her white 1965, 500 coupe, is featured in this book. Eva has interviewed 200 former workers at the plant, but that will be another book. This book is about half prose and half great Corvair pictures. Richard is personally signing the 2500 volume printing. Your co-editor has number 367. Cost is \$35 plus \$3 shipping. To order go to www.lentinello.com.



CORVAIR CLUB TENTATIVE CALENDAR OF MEETINGS AND ACTIVITIES

Table with 2 columns: Date and Activity. Rows include: TBD - ON HOLD - Lebanon Mason Monroe Railroad; 06/23/20 - UPDATED - Club monthly meeting; 07/06/20 - CANCELED - 50th CORSA Convention; 07/18/20 - CANCELED - 31st Mid Ohio Meet; 07/28/20 - Club monthly meeting; 08/15/20 - 'Vair Affair with Club meeting; 09/20/20 - Dayton Concours d'Elegance; 09/22/20 - Club monthly meeting; 10/??/20 - Gary Funkhouser Tech Session; 10/27/20 - Marion's Pizza; 11/??/20 - Gale Halderman Mustang Museum; 11/24/20 - Club monthly meeting; 12/12/20 - Club Christmas Dinner & Meeting.



DAYTON CORVAIR CLUB CAPS

We will try and order club caps after the June club meeting. If you are interested in a cap or two, contact Kevin at daytoncorvaairclub@gmail.com and he will put you on the list. We will order a few extra caps and being on the list will guarantee you will get one. It is a nice quality cap from Port Authority. We chose Patriot Blue in color with the club logo embroidered with white letters and red Ohio border. The back of the cap has a breathable screen mesh for summer comfort and an adjustable snap-lock. It is estimated the cost for each cap is between \$15-\$20 depending on the



number of caps we order. Shoot an email to Kevin or come to the June meeting. It will be nice to see faces after a long absence.



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 Corvaair Club, the editor, or the author assume any liability.

DOES YOUR CORVAIR HAVE A MUSTY SMELL FROM WINTER STORAGE?

The back cover of the July 2017 issue of the Auto Restorer had a nice article about an odor killer called "Auto Shocker" from Biocide Systems in Los Angeles. The writer used it in four different cars and had great success with all of them. The odors ranged from musty to cat urine. In one of the situations there was a residual chlorine odor for several weeks. Chlorine dioxide is the main ingredient. The directions involve opening a foil packet, removing a paper bag containing yellow pellets, shaking the bag, placing it in a cup, adding warm water, and placing the cup in the car overnight, indoors, out of the sun.

Biocide Systems claims that their odor killer will eliminate odors caused by cigarettes, spoiled food, pet urine, skunks, trash, mold, mildew, gasoline, paint, fish, sweat, and flooding. It can take from 4 to 24 hours to remove odors. The product is available at www.biocidesystems.com or at 877-792-4524. The cost is about \$25 for a one time use packet.

140 HP ENGINE SWAPS

Corvaair racer and Corvaair mechanic Ken Hand was commenting on Corvaair Center about swapping a 140 HP engine into a 1963 Corvaair. He said that a 140 from an automatic car works well into a manual car, a 140 from a manual car does not work as well when installed in an automatic transmission car. Ken did not elaborate but it is probably the 4 degrees of advance added to the cam installation in an automatic engine trying to get more low end torque.

KIANKA TRIBUTE *written by Bill Kianka*

I had six brothers, and I loved them all and enjoyed all the friendship we shared together from the early years to the later ones. Eileen and I spent many wonderful times together with Joe and Val, Andy and Virginia and Mike and Elsie for which we were very blessed to have had such a loving family.

Each were very blessed to be gifted in their own distinctive way. But the one I probably had the most in common with was Steve. This was because we were very close in age and spent most of our time together growing up during our young ages. Plus the fact as we moved on with our lives we had very similar careers which basically involved flying. I had seven years in the military flying and 25 years with Pan Am while Steve elected to make military flying his career. In addition to flying we both shared a deep interest in cars and tractors. I would have stayed in the Air Force as a career but Eileen was in no way a military wife for which I give high honors to MaryAnn. It is not an easy life to be married to a military officer which meant many moves from place to place and being alone much of the time. MaryAnn had to be a saint to make such sacrifices. On top of all this, it took a lot of patience and love from Steve and Mary Ann to raise such wonderful and loving children. What a Blessing.



Basically, Steve was my mentor in my early years growing up. Right from the beginning, he introduced me to the school principal on my first day of first grade at Pennington Primary school. Steve was two grades ahead of me so he took over as the leader. We attended school in Pennington for the next two years then mom switched us to St. Michael's Orphanage School in Hopewell for the next two years. This meant we had to walk almost three miles through the woods, down through rough fields, over creeks in order to get to school in all kinds of weather. Then it was back to Pennington for the next two years then back to St. Michael's until finishing eighth grade then back to Pennington for high school.

In high school Steve took advantage of the agriculture course offered which was to prepare for a career as a farmer. I think he only

did this because it included classes in farm equipment repair which he loved. So much for his career as a farmer. Actually, not totally true, Steve and I, including Mike and Joe, operated the farm. Pop worked as a welder in Trenton so we were left for farm chores. The

rest of our brothers were off serving our country. Then, while Steve and I were still teenagers, Mike and Joe left to serve our country during WW2. This left total responsibility on Steve and I to run the show. This brings up another important point which I did not realize until later in my life. It finally came to my attention that I was the grunt person in this whole deal. Steve, perhaps since he considered himself older, wiser and the leader, which was

probably true, took advantage of this situation and always drove the tractor when it required two people for any farm operation. When it was time to cut the hay field I was the one who sat on the converted



horse drawn mower in order to raise and lower the sickle bar while Steve drove the tractor. I also had to sit on the dump rake which required one to trip the rake at certain points in order to make straight rows. When it was time to pick up the hay, a hay loader, "in farm terms called an elevator", was hooked behind the wagon. It picked up the loose hay and dumped it onto the wagon so someone had to be on the wagon to spread the hay evenly. Joe and I, until the time that he left to serve our country were the ones one the wagon, sweating, spreading the loose hay as it came off the elevator while Steve sat on the

nice tractor seat pulling the wagon. How Steve arranged this I don't know. Guess who had to unload the hay.

KIANKA TRIBUTE *written by Bill Kianka*

When Steve got involved in a project growing an acre of tomatoes for Campbell Soup, he bought and fixed up a planter and sprayer for which I give him great credit for his talent. He bought these two pieces of almost total junk, took them down to school and during his time at agriculture class made them into fine machines. He had a very special talent for this. But guess who and a friend of his sat on the planter and plunked down the tomato plants as Steve drove the tractor. But some good became of this because as the tomatoes became ripe, we sometimes had tomato battles. Looking back, it was fun but perhaps a waste of good

tomatoes. We picked many, many baskets of tomatoes, loaded them up and took them to a station in Ringoes, NJ to be graded for quality and weighed. From there it was unloaded onto a large tractor trailer to be taken to the Campbell Soup Company in Camden, NJ. Payment was made by the ton so it took a lot of picking to earn a few bucks. Back to driving the tractor, I must point with good reason, as I perceive it, probably not by Steve, that only when it involved only one person to perform a task was I given the pleasure of operating the tractor, such as plowing, disking or harrowing. I reminded Steve of this for years to come that somehow I was elected the position of slave when it involved farming. I think he was beginning to feel guilty and after time I became somewhat sorry for bringing up past history in that area so I and decided to have mercy on him. But we sure had a lot of fun with that one.

While in high school Steve played the trombone with the school band and also played with the Blawenburg Band, which, by the way, is the oldest band in New Jersey. So Steve was part of it in the early stages with just about half a dozen people and now has over seventy five people. His practicing at home was sometimes a little annoying but I must admit he was very persistent and became a good trombone player.

Our house had a very small attic with very little headroom but Steve and I spent much time up there together as he and I built model airplanes even though his were much nicer than mine. These were the ones powered by rubber bands that you flew and then hoped they would land safely and in one piece. That was only the beginning and from there you know the rest of the story that would lead Steve to build a vast, vast multitude of models and be very involved in model flying clubs. He built and stored all his models in their basement which MaryAnn considered a disaster area that should be condemned. I rather admired the disaster area and all the models he built. He was so proud of them and had to explain in detail about each one to me when I had visited in the past.



Back to our early days. I recall Steve making this wooden stick frame about six feet long by two feet wide covered with burlap except for the center so that he could stick his body through it. Well, he held the "wing" level and ran as fast as he could downhill, attempting, I guess, to take off. Unfortunately or perhaps fortunately, he never left the ground. Later in life, both he



and I, while in the air force, would be given an in depth course fully explaining what really makes an airplane fly. Hopefully, this did clarify his fruitless endeavor to fly that day. To this day, I can clearly see him doing this but to no avail. One more incident that I could not help but to remind him of that fateful day.

We had a large barn with open beams on the second floor. When there was enough loose hay stored up Steve decided it might be a good idea to try our skill in parachuting. This led us to make parachutes from old rags and jump from the high beams hoping the chutes would open and soften our landing. Unfortunately this was a

KIANKA TRIBUTE *written by Bill Kianka*

big mistake on our part although we were fortunate to be cushioned by the hay. Another unsuccessful attempt in our flying careers.

On another note, some important things really stick in our minds. I remember seeing mom chasing Steve outside with a broom. Both were going at quite a fast clip. What he did wrong I don't know but it was quite a show. Thankfully Steve was able to out distance mom even though mom could hold a track record. What happened afterwards I don't recall and I never inquired about his misbehavior.

Steve always jumped into whatever needed to be repaired, a talent he claimed he received from Mike. Mike also loved to tinker with anything mechanical and was very good at it. I was very fortunate to follow in Steve's footsteps for which I am thankful. Joe was our expert when it came to electricity, telephones plus other things so we were blessed with many gifts in our family.

There are so many things and times Steve and I shared together in our younger days that I treasure. Many times he took me along with him visiting his friends. To this day I am very thankful that he was so kind to me. Harry Tinsman and Jerry McAlinden were his very close friends and he really enjoyed their company. Jerry always called me silent Jim because all I did was listen and did not speak. What they did not realize was the fact that each one talked so much I had absolutely no chance to speak. But I got even later in life when Jerry was hired by Pan Am after me so that made him junior to me. He ended up being my co-pilot on quite a few trips on the 747 with Pan Am. We laughed about old times and did enjoy our trips together since I was now in control and was able to speak freely.

Steve tried most everything. We had a very small creek that ran behind our barn. Steve decided it was time to make a dam so that it would store enough water to do some boating. Dam accomplished, Steve built a nice boat from pieces of wood so it was time for sea trials even though there was only enough room on the "lake" to perhaps move forward about four feet. Boat put in the water, boat turned into submarine. Decided Navy was not a good career so back to flying instead.



Steve was very protective of his cars, so much so that he would put a long magnetic strip on the side of the car whenever he parked it in a public area. This was to protect against other very careless drivers who might open their doors and bang against his car. Plus he would always park far away from other cars even though they had to walk a long distance to wherever they were going. Again, very protective. Perhaps to go along with this protective quality, they had a spare car, of which even he admitted, was well past due for the

junk yard, but it ran and was used during any kind of bad weather in order to protect the good ones that were safely parked in the garage at home. This was a comfort for Steve but MaryAnn often complained how she was so embarrassed even to be seen to such a piece of junk



with all its rust holes. Even Steve claimed there was a slight view through the floor but the sacrifice was worth it.

Steve spent much time restoring cars, lawn mowers and even a John Deere tractor. In his collection Steve had a 1957 Chevy which he bought new right from the factory which he treasured and kept up to almost mint condition. He also had other restored cars. He loved working

on them and has acquired many awards for excellence in workmanship which included a 1966 Corvair. But not all were high quality

KIANKA TRIBUTE *written by Bill Kianka*

vehicles since Steve seemed to be in the used vehicle market. Unfortunately, he had much difficulty parting with some of them. One, especially, a Dodge pickup truck which MaryAnn kept insisting he sell, stating it was an eyesore parked in the driveway, but Steve was persistent in his stand and stated that he needed the truck to transport his large models even though he could have easily removed the rear seat from their old but like new Dodge van. Unfortunately, Steve could not bear the thought of doing such a drastic thing that would change the image of the van.

Car shows, airplane shows, tractor shows, Steve took MaryAnn with him hoping she would also enjoy everything he liked. This was in a way very noble on his part with the hopes that in some way she would share his love for machines. This took a great amount of love on her part to keep Steve happy. But, to be fair, they did many other things together, many rides through the country, visiting various museums, parks, friends, dancing and also a tour to Alaska.

Steve loved square dancing and often spoke of how he and MaryAnn would take lessons in order to achieve the highest level of square dancing. I recall him going to square dances as a teenager so it carried through his life. He was very proud of their accomplishments in this activity.

Steve was very proud of MaryAnn, their children and grandchildren. He often spoke in detail of all the activities they were involved in.

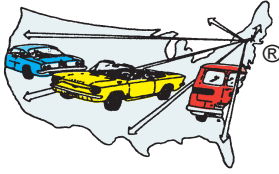
I am very thankful for our lives but will miss Steve and MaryAnn even though we lived far apart in mileage but close in heart. You are both now together again safely in the Loving Hands of the Lord.





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[http://daytoncorvairclub.wix.com/
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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. 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.

Send regular mail to:



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

