

Corvairisation

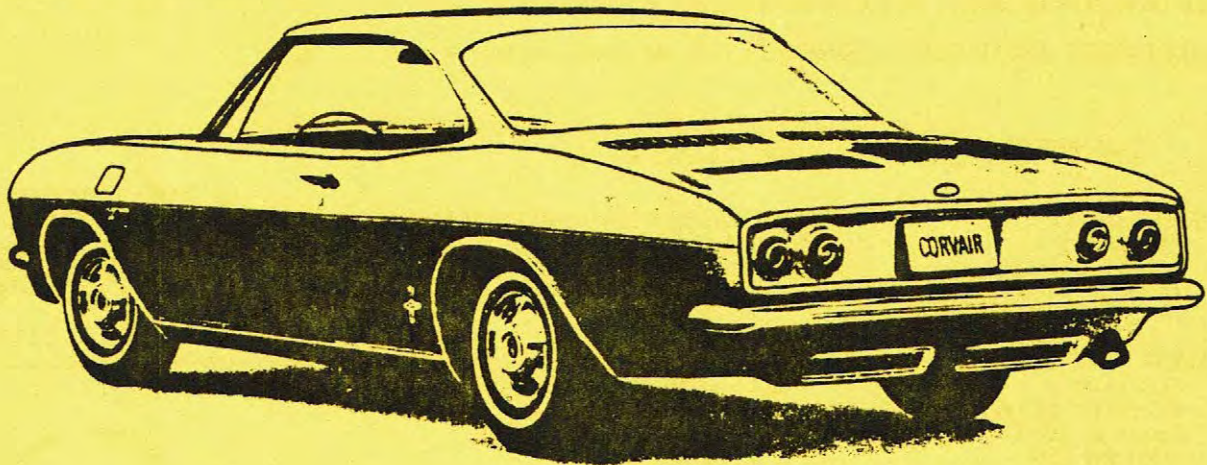
TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

VOLUME 13

NUMBER 11

FEBRUARY 1988



In a word, Turbo-Chaaaaaaarged! '65 CORVAIR by Chevrolet

If you feel guilty about getting a '65 Corvair Corsa for its gorgeous looks, here's what you can tell your friends.

For one thing, there's a lot more engine. Corsa's standard Six—a 4-carb whirlwind—hits 140 hp. Corsa's ace-in-the-hole is another whirlwind with turbo-supercharger added. If you order it you get the massive blast of 180 hp right over the driving wheels. No wonder it feels like a lot more.

You've got some talking points in the suspension department too. Corvair's always been fully inde-

pendently suspended. Now it's fully independent with link-type rear suspension—a little idea we borrowed from Corvette. It does Corvette-type things to road-holding and handling, just as we planned.

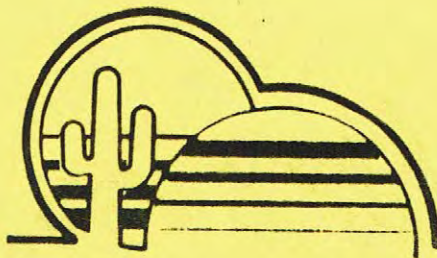
Then there's the Corsa's interior. All the right things—black crinkle-finish instrument panel full of recessed circular instruments, bucket front seats, plentiful room, a quicker and slicker 4-Speed Synchro-Mesh shift if you specify it. An atmosphere only someone who knows his way around sporting cars could create.

If your friends need more proof, mention that you can order a telescopic steering column, Positraction, AM-FM Stereo radio, air conditioning, and even a windshield-mounted compass.

After all this, if you still think they'll say you got a Corsa for its looks, relax . . . it's a compliment.



Chevrolet Division of General Motors, Detroit, Michigan



TUCSON CORVAIR ASSOCIATION

CORVAIRSATION is a monthly publication of the TUCSON CORVAIR ASSOCIATION, which is dedicated to the preservation of the Corvair model of the Chevrolet Motor Division. The Tucson Corvair association is a chartered member of the CORVAIR SOCIETY OF AMERICA (CORSA).

MONTHLY MEETINGS are held on the fourth Wednesday of each month except December. One technical/social event is planned for every month except July and August.

MEMBERSHIP DUES are \$10 per year and are payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairman.

CORSA MEMBERSHIP DUES are \$25 per year and include a subscription to the CORSA Communique, a monthly publication. See a TCA Officer for a membership application.

CLASSIFIED ADS are FREE to a TCA Members and \$1.00 per line to all others. The deadline for materials submitted for publication is the 10th of the month for that month's issue. Mail or deliver all materials to the Corvairsation Editor. Articles are welcome for publication.

BUSINESS MAILING ADDRESS: P.O. Box 50401, Tucson, Arizona 85703.

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NON-MEMBERS:

We would like to invite you to join the Tucson Corvair Association. We will send you three complimentary issues of the Corvairsation and welcome you to attend all of our activities. This is a great chance to get to know us. No matter what your Corvair interests are, you'll find lots of good folks with similar interests in the Tucson Corvair Association. If you decide to join us, the dues are only \$10 per year.

From the President.....

Before I get to club related items, I'd like to stand on my soap box and speak about a controversial topic. Recently on a newscast, I heard that the our legislature was considering a seat belt law for Arizona. I am totally against a manatory seat belt law. Now, I'm not against seat belts; it's just that I feel that government shouldn't be trying to save us from ourselves. What ever happened to being responsible for our own actions? If someone wants to ride a motorcycle without wearing a helmet, that's fine by me. Just don't cry when your head gets split open in an accident.

I've been wearing a seat belt for about 5 or 6 years now; that was when I had to attend a S.T.E.P. program. Before that I'd drive around in my MGB roadster without my seat belt. I always believed that if I rolled my car that I'd be thrown free and land safely. Honest. Fortunately I never had an accident in that car, but it never occured to me that some could rear-end me while sitting at a traffic light. Hey, when you're young you think you're going to live forever.

No one had to force me to start wearing my seat belt, I just started doing it because it made sense. But until I decided for myself to start wearing a belt, no one could have persuaded me to do so. Not consumer groups, not insurance companies; no one could have forced me if I didn't want to. Would you listen to Ralph Nader? So the point of all this is that individuals should be able to decide for themselves whether they want to wear a belt or not.

Now on to regular business. Thanks to Ed Sanford for showing us around the Pima Air Museum last month. That was one of the best tours I've taken; Ed was enthusiastic and knowledgeable about the subject matter. There was lots of reminiscing going on between the members of our tour group and it was interesting to hear Mack Post, Bob Thompson and Don Chastain talk about their experiences. The museum should offer rides on some of the planes they have on display. Over a gunnery range. Well, I can dream can't I?

This month we'll be going on a tour of the R.W. Webb Winery on Saturday, February 27th. Information on the tour can be found elsewhere in this Corvairsation.

Also this month at the monthly meeting we'll be selecting officers for the next term. Please be sure to attend the meeting so that we can have the input of all the club members in this very important process.

It's hard to believe but a year has gone by and my term as President of TCA is winding down (heh, heh, heh)! I want to thank the Club members for their help and support during my term. I also want to thank the following people: Alan Atwood, Beverly and Dave Baker, Milt Evans, Mike Hayden, Frank Held, Vic Howard, Don Robinson and Carole Sanford. A very special thanks to Van Pershing. Van has been very patient with me whenever I miss a deadline, which was often. He would also have to decipher my writing. I'm sure you'll agree he has always made my column look good and the Corvairsation look great. I've enjoyed being your president this past year, let's work together and make next year even better.

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:45 PM by President Al Rivas on January 27, 1988, at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, AZ.

The meetings of the previous meeting were approved as printed in the December Corvairsation.

Under old business, the Christmas party was a hugh success and the club received a letter of thanks for the donations of food from the Community Food Bank. Refunds will be forthcoming for members who paid but could not attend. Don Robinson told of his work with Steve States.

New business - Frank Held announced that he will be taking in glass bottles and cardboard for re-cycling as well as old newspapers and aluminum cans. This will add to the revenue of the organization. The mid-month activity for January will be a tour of the Pima Air Museum on January 30th and our guide will be Ed Sanford. The mid-month activity for February will be a trip to the R. W. Winery, more information later. A letter from Ken Venelle of the Central Virginia Corvair Association was read and discussed about the Devon being made again. Several video tapes about Corvairs are available through this association.

Eric Hemphill, who owns a '68 coupe, was introduced as a new member.

Vic Howard was available to take all dues that were due, and Ray Britton announced that his church is sponsoring a drive for all Campbell and Swanson labels and he would appreciate our help.

After the break, the drawing was held and Betty Chastain won the gift for license plate No. 9290. Other prizes were won by Alan Atwood, Randy Nelson, Bob Thompson, Diane Evans, Don Chastain, Ron Allen, Dave Baker, Mack Post, Allen Elwick, Ingrid Howard, Milt Evans, Carole Sanford, Ray Britton, and another one each for Carole Sanford, Alan Atwood, and Diane Evans. So many drawings were held because of the gifts left over from the Christmas part.

A short tech session followed and for sale item announced.

The meeting adjourned at 9:15 PM.

Respectfully submitted,



DON YENKO DIES IN PLANE CRASH

(Editor's note: Not too much was said in the TCA circles when Don Yenke died almost a year ago. The following article by Paul Hamilton appeared in the April 1987 edition of the Valve Clatter the monthly newsletter of Circle City Corvairs, Indianapolis, Indiana.)

Friends of the Corvair were saddened by the news of the death March 5 of 54-year-old Don Yenke. Yenke was best known as the designer of the Yenke-Stinger, but he also created other performance-oriented Chevrolets including 427 cu in. Camaros, Novas and Chevelles and a turbocharged Vega, known as the Stinger II.

Yenke was killed when the Cessna 210 he was piloting crashed during an attempted landing at Charleston, W. Va. on a flight from Pittsburg. Three passengers in the plane were also killed. Yenke is survived by his wife and two daughters, Terri and Lynn.

Yenke began his racing career in the early '60s, winning the SCCA B Production title in a Corvette in 1962. He later advanced to the professional ranks and won a class victory at Sebring with Dave Morgan. He also won his division at the 1971 24 Hours of Datona co-driving a Corvette with Tony DeLorenzo and John Mahler. Recently, he had competed in the Firehawk Showroom Stock series, driving to a sixth place finish in a GTO Corvette at Sebring in 1986.

Zora-Arkus Duntov, chief designer of the Corvette in the mid-60s remembers Yenke as "a good man, and maybe more importantly, a happy man. At any time that I was with him, there was laughter, there was fun; there were good feelings." He went on to say that, while at first he was unimpressed by Yenke's driving skills, he improved "to the point that I soon began to consider him one of the top Corvette drivers." Yenke's racing record might have been even better had factory-backed, Cobras not shut the Corvette out of SCCA A Production national titles from '62-69.

General Motors had withdrawn factory support from racing programs during the mid-60s. At that time, Don Yenke was a Chevrolet dealer in Cannonsburg, Pa. He realized the potential of the Corvair, but knew that he could expect no help in its racing development. SCCA regulations required that 100 units be manufactured to qualify a car for production class, so Yenke "begged, borrowed and stole" 100 white Corsas, going deeply into debt.

Within one month, he had completed the modifications to the cars, but when an official from the SCCA arrived to certify the cars, only 96 were found. When this was brought to Yenke's attention, he angrily replied that four had already been sold. The official hastily jotted down the serial numbers and left.

Nine days later, a telegram arrived from the SCCA certifying the Stinger for D Production. Yenke had mixed emotions. He was happy to have the car approved, but he had hoped for classification in either E or F Production. D Production had been the exclusive domain of the Triumph TR-4A four consecutive years. He realized that in its current state of development, the Stinger would not be competitive with the factory-supported Triumphs. So Yenke set to work on the Stage III Stinger, the first of the pure racing models.

DON YENKO (continued)

The Stage III version was to produce 220 hp compared with 160 and 175 hp for the Stage I and II street versions respectively. A track test by Car & Driver magazine at that time reported the racing Stinger had handling "somewhere between a racing sedan and a Porsche 904." The article went on to say that the car felt "more like a designed race car than a production car prepared for racing."

The Stage III Stinger was indeed a sophisticated racing machine. Among its features were removal of the rear seat and replacement of the stock front seats with racing buckets. The dash remained stock, but Stewart-Warner oil pressure and oil temperature gauges were added. Spoilers were fitted front and rear, and a huge oil cooler was mounted atop the left rear fender. The rear tires were Firestone Indys mounted on 7-inch rims. Firestone GPs were on the front. The engine and drivetrain were extensively developed including modified cylinder heads, polished and shot-peened cranks and rods, Forged true high-compression pistons, racing cam and valve train, baffled oil pan, dual brake system with pressure bics adjustment, lightened flywheel, modified fan and fanbelt retainer, select-fit main bearings, Magnaflux and Zyglo inspection and thorough balancing.

Among the available options were larger-capacity carbs (\$79.00), racing brake drums with metallic linings (\$99.45), reworked limited-slip differential (\$39.95 exchange), reworked oil pump (\$40.00), roll bar (\$134.00), 7-inch reinforced wheels (\$35.00 each), USAF-type seat belt (\$15.55), and shoulder harness (\$15.55).

Despite the extensive reworking, the Stinger remained a bargain among grand touring and racing cars. The Stage I and II street cars listed for \$3278.53 and \$3722.98 respectively. The Stage III listed for \$4287.57 and with all options cost \$4781.07. By comparison, the price for a standard Corsa was \$2519.00.

Less known were the Stage IV and V versions of the Stinger. Both were illegal for SCCA events. The Stage IV was bored out to 176 cu in. and produced 230 hp, while the Stage V was ram-injected and produced 250 hp. Approximately 200 Stingers of all types were made.

Many of these cars are still active on the road and track today. One is owned by Warren LeVeque of Anderson who uses his car as both a daily driver and as an autocross competitor. The Stinger's only national championship was won in 1966 by Jerry Thompson. Another championship car was disqualified when a post-race inspection revealed that it had been fueled with the "wrong gas."

But Stingers still reap glory. The 1986 SCCA Solo I, C Prepared champion was Charlie Clark in a Stage III. On the way to victory, Clark defeated Z-28s, Javelins, Mustangs and even a Shelby GT-350. Sports Car magazine said of the win: "This year, the class... belonged to the car some misguided consumer advocate once claimed was unsafe at any speed. Just tell that to Charlie Clark or Suzanne Berger (Women's C Prep. winner), either of whom would love to take a Solo II run with Ralph Nader straightjacketed into the right hand seat."

All of us who admire the Corvair owe a debt of gratitude to Don Yenke and his creations. The Stingers were perhaps the finest Corvairs ever produced, and they remain his legacy today and into the future. Not bad for a small-town Chevy dealer and an orphaned car.

LIBRARY INVENTORY
TUCSON CORVAIR ASSOCIATION

Corvair Shop Manuals 1960
 1962-63
 1965 Chassis Shop Manual
 1966
 1967 Supplement
 1968
 1969

The Auto Body Repair
The Auto Repair Book
How to Keep Your Corvair Alive
Chassis and Body Parts Catalog, 1960-1969
Servicing the Corvair - Powerglide Transmissions
Corvair Reference Guide, 1977
American Corvair Parts Catalog, 1978
Clark's Corvair Parts Catalog, 1986-87 and Supplement
Corvair Underground
Cotrofeld Corvair Parts and Accessories
Car Collector Magazine, 1977
Corvair Decade
Corsa Membership Roster, 1980
Windwill, 3-1-71 to 10-1-72
Corsa Commique, 1972 through 1982
Corsa Quarterly, 1971 to Summer Issue 1978
Corvair Affair
Corvairsation from 1978 to present time.
How to Hotrod Corvair Engines
Chilton's Repair and Tune-Up Guide for the Corvair.

TOOLS AVAILABLE

Corvair Tow Bar
Steering Bolt Bushing Replacement Tool
Blower Bearing Greaser

Also in the library is an album with photographs of various affairs concerning the organization. Any additions, photos, programs, etc. will be added to the book..

Vairs 'n Spares

FOR SALE: PARTS: '65 front suspension, 4-speed transmission and rear end, Mark Kenna 745-9209.

FOR SALE: PARTS: Kelmark conversion for '65 Corvaair. Bellhousing, input shaft, shifter and subframe. Mark McKenna 745-9209.

FOR THE DO-IT-YOURSELFER: Mag ignition wires & long rotors, plus all regular ignition items. Wrapped fan belts, air & oil filters plus viton o-rings and oil cooler seals. Call Gordon Cauble 299-1122.

FOR SALE: '66 CORVAIR 500, 4-door, automatic, white, one owner, 50878 miles. \$800 firm. Call 887-3623.

FOR SALE: New and Good Used Parts. Late model NOS gas door guard, \$17.50; Excellent '63 Monza coupe front & rear seats, blue, \$120; NOS upper ball joints for FC, \$10 ea; Used windshields for early & late model cars, ½ price; New main bearing set, std, \$15; New rod bearing set, +.010, \$20; New crankshaft seal, front, \$5 ea; and many other new and good used parts. Call Gordon Cauble @ 299-1122.

FOR SALE: '63 MONZA COUPE, factory air, 102HP, 4-speed w/ new clutch and new transmission, new battery, good tires, needs some interior & exterior work. Driven daily. Best offer. Call Paul Skinner at 296-4549 or 885-8104.

FOR SALE: '66 CORSA Convertible, no title, body rough, interior in good shape, no engine or drive train otherwise mostly all there. Sell parts or all for \$300. Call Van at 743-9185.

FOR SALE: '60 2d COUPE, automatic, radio, heater, green, recent brake job, 70,000 miles, engine rebuilt at 65,000. near new tires. Frank Warren, 1240 E. Moonridge Rd., Tucson 85718, 742-7199.

FOR SALE: '61 RAMPSIDE, 4-speed, 76K original miles. Original motor has \$1000 in paint and machine work, needs to be assembled. 2nd motor in truck. \$1,500. 294-8601 or 889-9901.

FOR SALE: '61 LAKEWOOD, 110/auto, bright yellow, wire wheel covers. Nice inside and out. Asking \$1,500. Call Van at 743-9185.

1961 Rampside W/ Factory Camper. Dbl Bed, Sink, & Water Tabks, Stove & LP Tank, PortaPotty, etc. Only rust is on Rt Rear ¼ Panel. Mechanically Perfect. 1961 Loadside Pickup-No Rust. Repainted in '87. Both Pickups are white. Rebuilt Engines & 4 Speeds & new Steel Radials. Both re-upholstered. Both have rebuilt front ends. Drive them away. Retiring, must sell, moving upstate. Byron Lee Miller, 733 West 2nd St. Mesa Az- 85201, or call (602)- 962-1401 for more info.

FEBRUARY MID-MONTH ACTIVITY

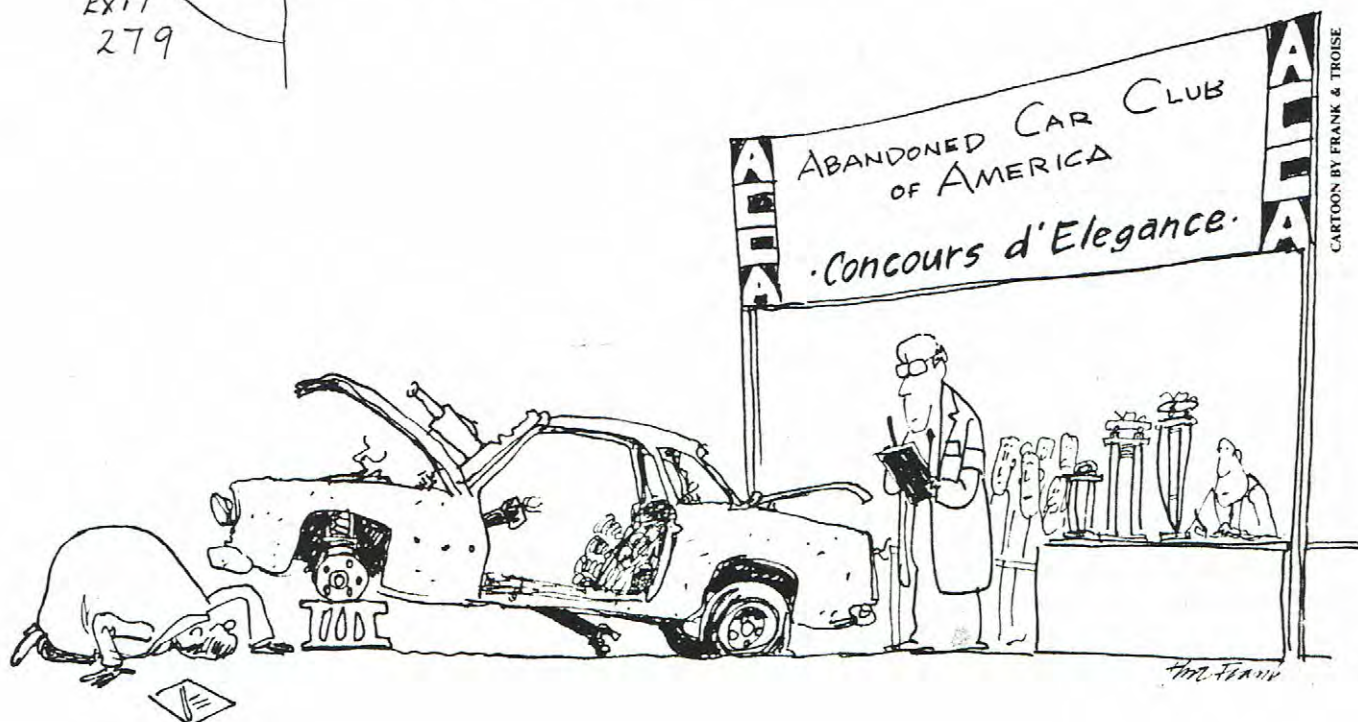
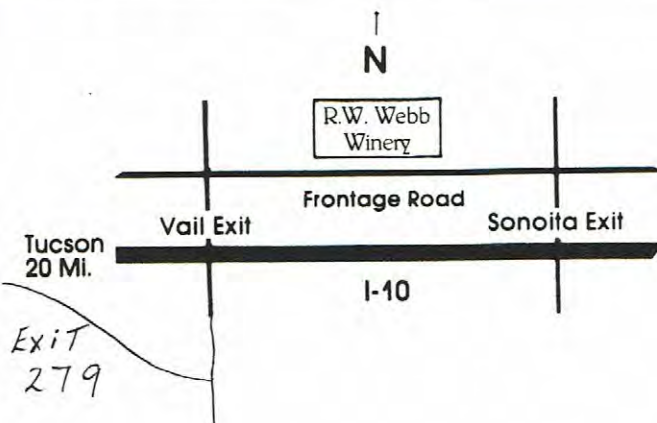
Tour of the R.W. Webb Winery

February 27, 1988, 10:30 to 11:30 am

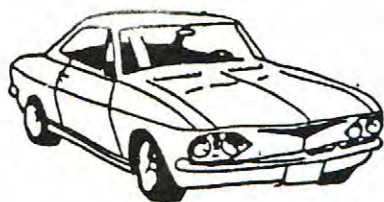
This sounds interesting, going on a winery tour. Of course we'll have to sample the wine, won't we??

A tour and wine tasting will cost \$1.00, if you want to keep tasting, a glass is \$3.50. The tour will take 30 to 45 minutes, the wine tasting about 30 minutes. Afterwards maybe we can all go out and grab a filet mignon or something.

On Saturday morning we can all meet at the **Holiday Inn** at 4550 S. Palo Verde. I'll be in the parking lot at the corner of Palo Verde and Michigan. We'll leave just after 10:00 am. If you're not in our convoy, I've included a map to help you. Get on I-10 and heading east to Benson. Get off at exit 279 (Vail exit). Take a left at the stop sign, go over I-10. You'll see a sign for the frontage road, take a right hand turn and follow the frontage road to the winery. It's a white building on the left hand side. We'll start the tour at 10:30am.



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TREASURER'S REPORT

Balance January 1, 1988.....	\$1,094.33
Income	
Advertising.....	22.50
Total Income.....	\$22.50
Expenses	
Corvairsation.....	192.33
Total Expenses.....	\$192.33
Balance February 1, 1988.....	\$924.50

Mike Hayden

A One-Sided View...

An editorial in New Jersey's *The Record* sang the praises of consumer advocate Ralph Nader on the 20th anniversary of his most memorable deed. The trouble is, the Bergen County newspaper failed to get all its facts straight.

It compared Nader's 1965 book *Unsafe at Any Speed* with reformist works of Charles Dickens, Upton Sinclair, Jacob Riis and Ida Tarbell. Two references were made to the Chevrolet Corvair, which Nader is generally thought to have chased off the market. One mentioned the often contested claim that the rear wheels tended to buckle in sharp turns to a degree that made Corvairs unsafer than contemporary cars.

Nader is credited with auto safety devices including the padded dash, collapsible steering wheel, break-away rear view mirror, strong door latches, improved gas tanks and shoulder harness. It says he "sparked a nationwide change in attitude — an awareness of the dangers around us, and a need to force corporations and sleepy government regulators to clean up after the technological revolution of the postwar age."

As any Corvair collector will tell you, in 1972 the U.S. Department of Transportation (D.O.T.) totally exonerated the Corvair of Nader's charges. D.O.T. tests showed the car was no more dangerous than other compacts on the market at the same time. In fact, the Corvair is the *only* car that's been "proven safe" by the U.S. Government.

Collectors will also note the Corvair remained available long after the book was out. It lasted until 1969. That's 10 years which, even now, is a long time for one model and was more so, back in the '60s, when cars changed a lot annually.

Too, it's wrong to credit Nader with features like the padded dash (which you could get on earlier cars — a '50 Imperial for instance) and collapsible steering wheel. Remember that Ford Motor Co. tried to merchandise safety in the mid-'50s. We, the people, didn't buy it. So crusaders, like Ralph Nader, pressured the government to ram it down our throats.

The part of the editorial that seemed most upsetting patted Nader on the back for contributing "to successful fights for the Environmental Protection Agency." Well, if there are more successes like that, we'll all be walking to work someday. Agencies like the EPA, with rule-making powers having the effect of law, are one step away from dictatorship. They do not represent the wishes of America's people!

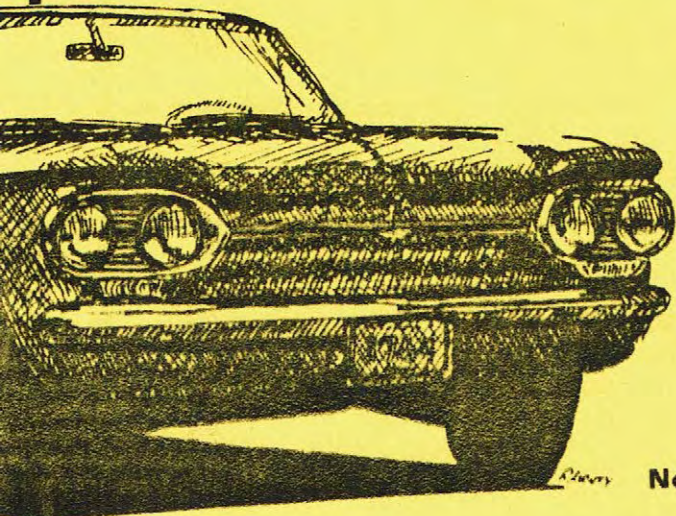
There's one positive item mentioned in the piece; that the Reagan administration isn't backing Nader's latest initiatives. We're glad to hear that. Maybe there's hope yet.

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FOURTH WEDNESDAY of each month
Piccadilly Cafeteria, 6767 E. Broadway, Tucson

6:30 pm: Parking Lot Bull Session
7:00 pm: Dinner (Optional)
7:40 pm: Meeting Starts

COMING EVENTS

FEBRUARY MID-MONTH ACTIVITY:

February 27: TOUR of R.W. WEBB WINERY
Meet at 9:30am at the Holiday Inn
on Palo Verde just north of I-10
(see details inside)

Tucson Corvair Association
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