

Corvairation

www.corvairs.org

Tucson Corvair Association
Volume 26, Number 6

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June 2000



YS-317

IT'S TUCSON CORVAIR ASSOCIATION'S 25TH ANNIVERSARY YEAR

Tucson Corvair Association
Established 1975

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 of General Motors. The Tucson Corvair

Association is a chartered member of the Corvair Society of American (COSA), Chapter 857.

Monthly Meetings are held on the fourth Wednesday of each month, except December. One technical/social event is planned for each month except August.

Membership Dues are \$15 per year for singles and \$18 per year for families. Initial dues are \$15 for singles and \$22 for families (includes name tags). Make checks payable to Tucson Corvair Association.

Change of Address: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Corvairsation Editor.

COSA Membership Dues are \$27 per year and include a subscription to the COSA Communique, a monthly publication. COSA membership is not required for membership in the TCA, but is highly recommended. See any TCA officer for more information.

Classified Ads are free to members and \$2.50 per 4-line ad to all others.

Deadline for all materials submitted for publication in the Corvairsation is the 10th for that month's issue. Mail or deliver all materials to the Corvairsation Editor.

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Préz Says

Happy hot summer to all! It was not hot on Mt. Lemmon at all. In fact it was a little chilly in the shade. It was a very beautiful day for a picnic. We had a wonderful time. Four Corvairs braved the mountain and nine club members had more food than could be eaten. Sorry if you missed it. It was our last mid-month until September. Now is a good time to start preparing your Corvair to be present at the annual Casa de Los Ninos car show. We hope to get many Corvairs together to show in October, so be ready! We do however, have monthly meetings to attend during the summer and I hope to see you all there.

Happy Corvairing, Barry

from the editor.....

Thanks Barry and Tim for organizing that picnic at Rose Canyon. I enjoyed the trip up and back down (it wasn't as hot as it could have been) listening to the purr of that sweet boxer six. It was great comradery, food and that rare shiver factor for a perfect day.

Last chance to obtain raffle tickets on that beautiful 1964 four door being raffled at the Corsa National Convention in Daytona Beach will be at this month's regular meeting.

At this next (June) meeting we will be kicking around ideas for upcoming mid-month activities. We have lots of possibilities, so we need to choose events in which you are most interested.

The front cover of this issue of the Corvairsation is a hint of what is inside. I know you will enjoy this story about one of our club members and his Corvair. Thanks Van for putting it together!

Have you checked our web-site lately?

Minutes of Membership Meeting - 05/24/00

President Barry Cunningham called the meeting to order at 1935 hours.
Treasurer's Report was given by Allen Elvick (contained herein).
Barry outlined plans for the mid-month picnic at Rose Canyon.
Raffle was canceled. Same people will supply prizes at the June meeting.
There was an extended and far-reaching tech session.
Meeting adjourned at approximately 2100 hours.

Don Robinson

MAY 2000 TREASURER'S REPORT

BEGINNING CASH ON HAND.....\$1974.30

INCOME: (ACCOUNTS RECEIVABLE)

Ads.....	00.00
Raffle Tickets	00.00
Merchandise.....	0.00
Name Tag Fines.....	00.00
	<u>00.00</u>

TOTAL INCOME (ACCOUNTS RECEIVABLE).....\$00.00

EXPENSES: (ACCOUNTS PAYABLE)

Stamps	23.10
Name Tag.....	4.20
AZ Corporation Commission Fee.....	<u>10.00</u>

TOTAL EXPENSES: (ACCOUNTS PAYABLE).....37.30

ENDING BALANCE: (CASH ON HAND).....\$1937.00

Respectfully Submitted,

Allen Elvick

Herb Berkman's Yenko Stinger YS-317

To say that Herb Berkman of Tucson, Arizona, is "into" Corvairs is an understatement. He's owned Corvairs since 1962, has been a member of the *Corvair Society of America* (COSA) since 1972, and is both a past director and past president of that organization.

On Memorial Day, 1972, Herb parted with \$676 and took possession of the 1965 Corvair Corsa sport coupe that is the subject of this feature. He would later convert the car into an official Yenko supercar; a Yenko Stinger. After purchasing the Corsa, he immediately started autocrossing with sponsorship from COSA Enterprises.

The following year, in 1973, the coupe was shown for the first time at the 1973 COSA convention concours in Anaheim, CA, where it won first place in the Modified class. It also enjoys the distinction of having won the first nationally awarded Edward N. Cole trophy at San Diego in 1978.

A few months after winning the prestigious Cole award the car was wrecked in a rear-end collision on a Los Angeles freeway in early 1979. Undaunted, Herb embarked on a 13 month restoration, after which his Corvair was promoted to Senior Division at the 1983 COSA convention in Seattle.

Built to Stage II specifications, Herb's Stinger is a perennial contender in Senior Division Concours competitions.

This is a triple duty ride, doing duty on the street, in shows, and the autocross. Herb autocrossed regularly in Southern California local club competition and *Sports Car Club of America* (SCCA) regional competition from 1973 until 1996.

Herb and his (Porsche) *Indian Red* Corvair were also seen participating in both the 1996 and 1999 COSA national events.

The conversion to Yenko Stinger started in 1984, after Herb was able to purchase a Yenko number plate, YS-317, directly from *Yenko Sports Cars*. The car has been autocrossed as a Street Prepared Stinger since the 1986 season, but the final step of the conversion, the addition of the Yenko window panels, was not completed until 1999.

Herb's had a lot of fun with his car. It was used for daily transportation from 1972 until around 1988 and by late 1999, had a total of 211,000 miles on the chassis.

He notes that possibly the only original mechanical parts left in the car are the front and rear sub-frames, the gas tank, the accelerator pedal and the rear portion of the emergency brake cable!

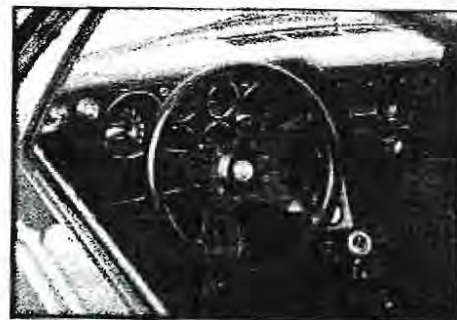
Herb does all his own work on the car with the exception of bodywork and paint, which he prefers to leave to the pros.



A close-up of the add-on Yenko "sail" panel, which mounts over the aft portion of the rear quarter window. The panels not only change the appearance of the car, giving the Stinger a distinctive roofline, they also clean up the aerodynamics by filling in and smoothing the airflow across the area between the window and the drip molding overhang.

The Yenko Stinger decal is positioned as it was on the originals.

A glimpse at Herb's cockpit reveals some extensive updating and upgrading. Gone is the stock diameter steering wheel, replaced by a thickly padded 14-inch diameter unit, assuring quick response and positive grip. Because the new wheel tended to obscure the top outer portion of both the speedometer and tachometer, their positions were reversed to allow better monitoring of the tach's red line area. A secondary gauge cluster over the radio includes VDO oil temp, oil pressure and voltage gauges.



The interior was constructed to provide both the driver and passenger with the ability to stay put in their seats under extreme driving



conditions. A pair of 1982 BMW bucket seats and headrests provide excellent support and head restraint. Both driver and passenger side heel pads and dead pedals are provided, and the passenger has something to hold on to; a grab bar from a '69 Camaro, mounted over the glove box.

The attractive center console is a limited production *Corsa Enterprises* unit. It incorporates a second cylinder head temp gauge, a trip computer, CB radio, and switches for the power antenna, 4-way flashers, and a dome light. The dome light (below) has integrated map lights and was borrowed from an '80s series Chevy Caprice Classic.

The Stinger's door panels were custom designed using door pockets and armrests from 1979 Mazda RX-7. A manual remote control for the 1973 Pinto side view mirror is seen at the extreme right of the photo. Note also the Jensen 4" coaxial speaker installed in the door panel. The stereo is a Kenwood AM/FM Cassette unit and includes Jensen 6 x 9" QuadraX mounted in the rear.

Herb had the stock Corvair folding rear seat reupholstered to match the buckets, but chose not to install it. Instead, the rear seat area provides Yenko Street Stinger style storage of the spare tire. This arrangement eliminates the weight of the seat, and moves the weight of the spare forward from its stock location in the engine compartment, contributing to a slightly more favorable front/rear weight ratio.

Yenko Stingers are typically white with Nassau Blue (a '67 Corvette color) racing stripes or Nassau Blue with white stripes. Herb gets full points for his custom paint scheme and excellent detail touches. The semi-flat black powder coated trim and emblems, one of which is seen at right, blend well with the black centered alloy wheels and black rocker panels. The black accented areas along the sides accentuate the late model Corvair's "Coke bottle" shape.

Under the deck lid of Herb's Corvair we find a modified 140 hp engine built to approximate Yenko Stage II specifications for street operation and to conform to SCCA Solo II Street Prepared category. Output is approximately 180 bhp. Starting at the bottom end, Herb deburred the oil passages in the crankcase, installed oil baffles under the lifter bores and added a high volume oil pump. He retained the highly regarded stock 140 crankshaft, balanced as an assembly with all rotating parts and connecting rods. Bearings are Clevite-77, pistons are +.030", TRW forged, using moly rings. Weights are matched. The cylinder heads were milled to reduce deck height and material was removed to un-shroud the valves and smooth the combustion chambers. The chambers were CC'd to the stock 9.25:1 compression ratio. Deep valve seats were installed and a 3-angle valve grind was performed by Blake Swafford (Otto Parts).

The valve train consists of Otto Parts heavy-duty springs and lifters with pushrods shortened to compensate for milling of the heads and the camshaft is an Otto Parts OT-20.

The ignition system uses a stock 140 distributor modified by DALE (Soon to be converted to Pertronix Ignitor) and a set of yellow ignition wires from Seth Emerson's *Silicon Wire Systems*. The throttle linkage is a Heim joint linkage from Dale, and the air cleaners are K&Ns.



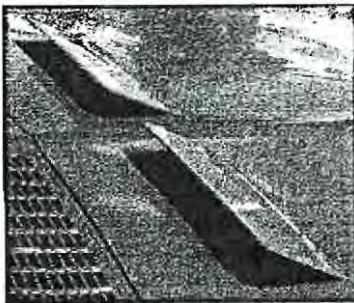
Here's a close-up of the throttle linkage and carbs on one side of the engine.

The intakes on the 140 heads were re-worked with all carb flanges bored out to 1.5" to accept Yenko carburetors. The primaries were Yenko-ized by relocating the jets to the side of the bowl. Then, a set of .053 jets and extended vent tubes were added. The secondaries are the same as the primaries except the venturis are bored and sleeved to 1.25" and the throats to 1.5" (work done by Seth Emerson)

The adapters for the K&N filters were made from exhaust pipe tubing. The photo at right shows how the PCV (smog) tube is mounted into the air cleaner/filter adapter. The T-fitting allows the same setup on the other side.

Other modifications include a reduction in the diameter of the stock cooling fan, which was cut down 1/2". The rear pulley, not seen in the photo, is a stock Corvair 3-spoke cast item, with no harmonic balancer.

Herb subscribes to the theory that a large capacity oiling system (7-quart in this case) is a healthy addition to any high performance Corvair. He uses a cast aluminum pan reworked for increased ground clearance, a windage tray and an extended pickup to match the pan. The oil temperature sending unit on the side of the pan. Cyclone headers are used over the stock system.



The fiberglass Yenko style deck lid with integrated spoiler and fresh air doors sets the Stinger apart from its stock Corvair counterparts. As attractive and functional as the air doors are, the Yenko design requires manual adjustment of door position. This isn't usually a problem at the race track, but isn't the ideal setup when you encounter a sudden cloudburst on the street or highway. To eliminate the hassle of exiting the car and popping the deck lid to make adjustments, Herb constructed a mechanism to allow for remote activation from the driver's seat, using a push/pull cable arrangement. He says the system doesn't always work well and he plans to replace the current setup with a more reliable electric aircraft trim motor. That should be pretty slick!

Taking a closer look at Herb's handiwork, the control cable for the air doors come through the bulkhead and up to a swing arm link mounted to the deck lid's hinge mechanism. This controls the position of the cable when the lid is closed. The cable then loops through a retainer on the underside of the lid and down to the linkage that operates the air doors.

More attention-to-detail is seen in the trunk. Herb replaced the stock 1965 single chamber master cylinder with a dual unit. The hardware left of the windshield washer bottle is a fuel flow sensor for the trip computer, and yes, there are emergency flares on the wheel tub.

Herb uses Crown 3/4" sway bars on both the front and rear of the Stinger. The rear bar is mounted in Delrin blocks with an aluminum channel stiffener. A Zerk fitting, enables lubrication of the pivot point

There it is, riveted to the driver's side door jamb; the official Yenke plate issued by Yenke Chevrolet of Canonsburg, PA. "Yenke-izing" a late model coupe is exciting enough. Having your conversion recognized as "official" is a rare treat, and if my information is correct, is impossible today. As there were only 185 Stingers built by Yenke Chevrolet, and only a handful of Stinger plates sold to qualifying conversions afterward, the value of the originals and recognized conversions has risen over thirty-some years since they were first offered to the public. It's logical to assume that as time passes, their value will continue to escalate.

For street and show, YS-317 is equipped with B.F. Goodrich Comp T/A, 215 R60 -14 tires mounted on 14 x 7" alloy wheels. For the autocross, Herb mounts Hoosier Autocrosser, 235/45-13 bias ply boots, mounted on 13 x 7", widened Corvair wheels with a 3/4" negative offset and double centers

Built-in tow bar brackets are located under the front bumper. The brackets are also used for the quick, temporary mounting of long range driving lights for Monte Carlo style rallies.

SPECS

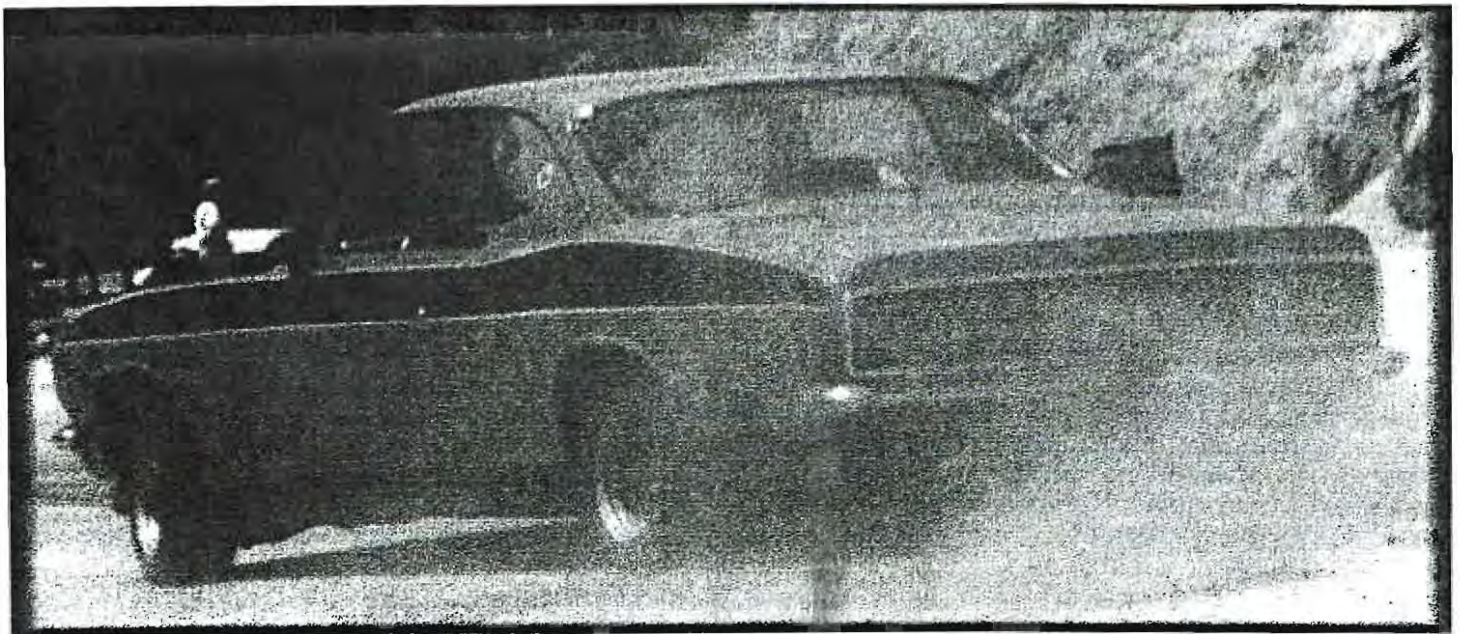
Basic 140 hp modified to approximate Yenke Stage II specs for street operation and conform to SCCA Solo II Street Prepared category. Output is approximately 180 hp. Heads - milled to reduce deck height; material removed to unshroud valves and smooth chambers; CC'd to stock 9.25:1 compression ratio. Deep valve seats and 3-angle valve grind by Blake Swafford, Otto Parts. Valve train - Otto Parts heavy-duty springs and lifters; pushrods shortened to compensate for milling of heads. Camshaft - Otto Parts OT-20. Crank - Stock 140, balanced as assembly with all rotating parts and connecting rods; Clevite-77 bearings. Pistons - TRW forged, +.030"; moly rings; weights matched. Crankcase - Oil passages deburred, oil baffles installed under lifter bores; Hi-volume oil pump. Oil Pan - Cast aluminum, reworked for increased ground clearance; 7-quart capacity; windage tray and extended pickup. Manifolds - All carb flanges bored out to 1.5" to accept Yenke carburetors. Carburetors - Primaries: Yenke-ized by relocating jets to side of bowl; .053 jets; extended vent tubes. - Secondaries: Same as primaries except venturis bored and sleeved to 1.25" and throats to 1.5" (work done by Seth Emerson). Throttle linkage - Heim joint linkage from Dale Air Cleaners - Separate K&Ns on each carb. Ignition - Stock 140 distributor modified by DALE (Soon to be converted to Pertronix Ignitor). Flywheel - Stock Corvair, welded. Rear pulley - Stock Corvair 3-spoke cast, no balancer. Exhaust - Cyclone headers with tri-vane mufflers and rear crossover stinger. Cooling fan - Stock with diameter cut down 1/2". Transmission - Stock '65 Corvair 4-speed. Differential - 3.55:1 Positraction with 4-spider gears. U-joints - Yokes converted to '66 style with larger bolts. Clutch: Stock disc, non-Corsa (without lobes) pressure plate with custom hi-pressure spring; roller bearing pilot bearing. Springs - Stock Heavy-Duty Corvair, reproduced by Clark's Corvair Parts. Shocks - Gabriel Striders, adjustable, set on firm, reproduced by Clark's. Anti-sway bars - Crown 3/4" front and rear, mounted in custom Delrin bushings. Links are custom designed semi-Heim-jointed. Alignment - Front: 0 toe-in, -3/4 degree camber, 3 degree caster. - Rear: 0 toe-in, -3/4 degree camber. Steering - Stock '65 box with EICO aftermarket short arms, 2.5 turns; 14" steering wheel; nylon Pitman arm bushing. Tires/Wheels - For street and show: Goodrich Comp T/A, 215R60-14 mounted on 14x7 alloy wheels. For autocross: Hoosier Autocrosser, 235/45-13 bias ply, mounted on 13x7 widened Corvair wheels, 3/4" negative offset, double centers. Studs - All stock 7/16" lug studs replaced with 1/2" studs. Brakes - Velvetouch type metallic; Manual adjusters. Rear hubs - modified to remove press fit for ease of re-lubrication. Front Seats - 1982 BMW 320i buckets. Rear Seat - Stock Corvair, upholstered to match fronts, but not installed. Rear seat is removed and replaced with carpeted panel. Spare tire mounted in rear seat area as on street Stinger. Door panels - Custom designed using door pockets and armrests from 1979 Mazda RX-7. Console - Limited production from CORSA Enterprises. Incorporates 2nd head temp gauge plus fog light, courtesy light and antenna switches, CB radio. Interior lights - Dome light from 1980s Caprice Classic with built-in map lights; Corvair convertible under-dash lights added. Carpet - Custom red cut pile with added heel pads and dead pedals for driver and passenger. Mirrors - Streamlined remote control units from 1973 Pinto. Computer - Zemco; indicates miles, time, speed, gallons, average mileage and instant mileage. Dash - Stock Corsa with tach and speedometer reversed. VDO oil temp, oil pressure and voltage gauges above radio. Stereo - Kenwood AM/FM Cassette; Jensen 4" front coaxial in doors, Jensen 6x9 rear QuadraX mounted in raised rear deck. Antenna - Hirada electric retractable. Outside trim - Emblems, nose bar, door handles, etc., semi-flat black powder coat. Front Spoiler - CORSA Enterprises fiberglass. Rear Deck - Yenke fiberglass, reproduced by Garvin. Air doors operate from inside by custom designed cable linkage.



YS-317 as it appeared on display at the 1999 CORSA national convention at Lake Tahoe. Herb's Corvair has come a long way since he bought it for \$676 in 1972, and is an outstanding example of what can be done when you commit to excellence and turn your plans into reality. Herb may be contacted by e-mail at: hjberkmn@flash.net

All photos courtesy of Herb Berkman

This entire article complete with many more photos than shown here (and in living color) can be seen on Gary Aube's site at <http://magi.com/~gaube/corvair/intro.html>. Click on "Extra!" to get to Herb's YS-317.



YS-317

Vairs & Spares

For Sale: 1962 4-Door Monza, Automatic, Factory air conditioning, 85K original miles. \$3250. Call Dick (520) 299-4723.

For Sale: Corvair parts- Large outdoor yard full of Corvairs and Parts, Call Barry Cunningham at (520) 747-9028.

LOCAL CORVAIR PARTS

from

TUCSON CORVAIR ASSOCIATION

TCA has a large stock of new and used parts for all models of Corvairs.

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Member of Corsa and Tucson Corvair Association

TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETINGS

FOURTH WEDNESDAY of each month (except December)

DENNY'S RESTAURANT 6484 E.BROADWAY, Tucson,Az.

6:00 pm: Parking Lot Bull Session

6:30 pm: Dinner (optional)

7:30 pm: Meeting starts

COMING EVENTS

PLEASE CONTACT A

BOARD MEMBER WITH

ANY SUGGESTIONS

July no mid-month activity

Aug no mid-month activity

Regular Monthly Meeting, Wednesday June 28,2000

TCA Executive Board Meeting: Wednesday, July 12, 2000

DENNY'S RESTAURANT 6484 E.BROADWAY



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