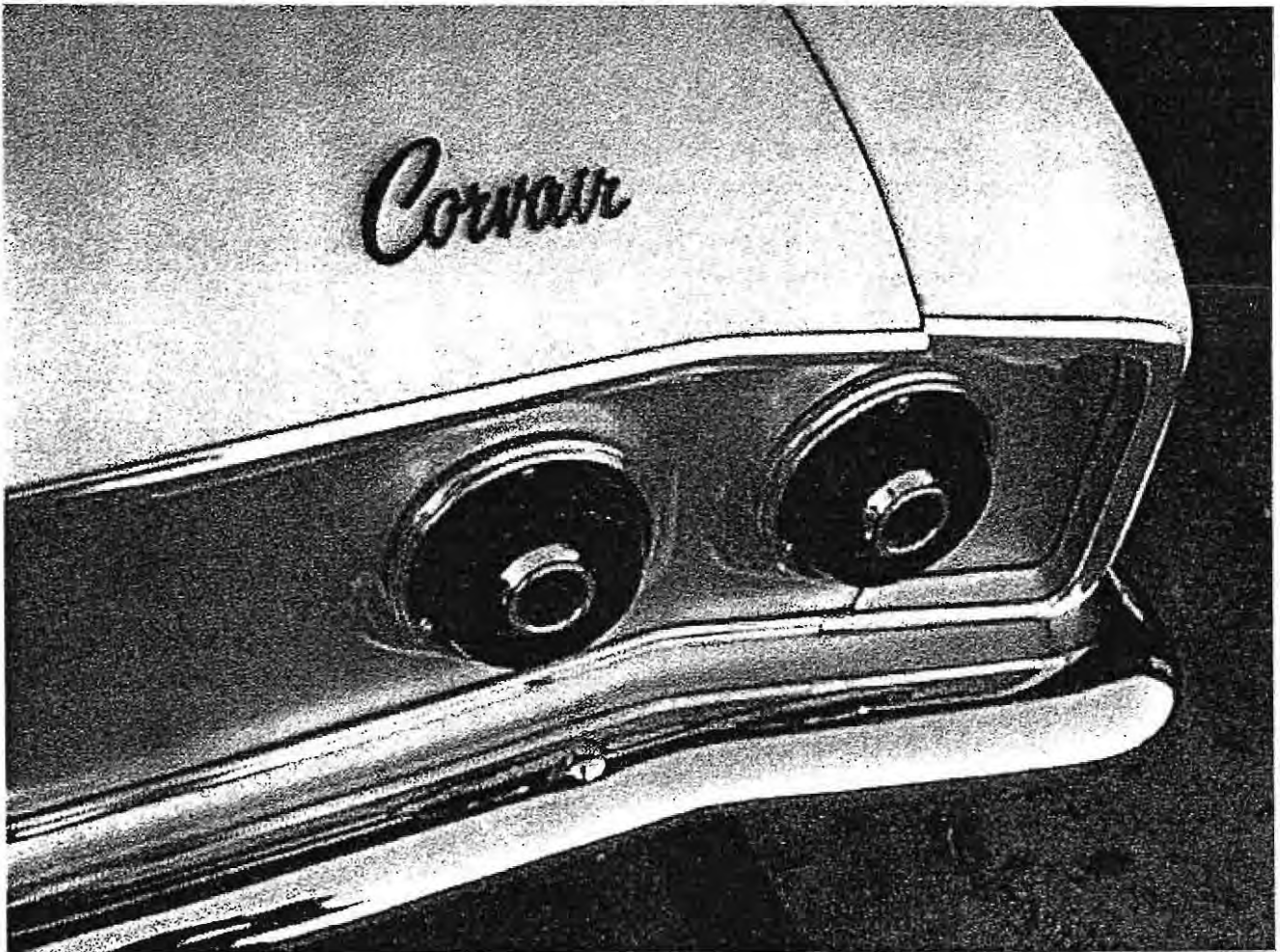


Corvairisation

www.corvairs.org

Tucson Corvair Association
Volume 27, Number 1

Tucson, Arizona
January 2001



!!!!!! DUES ARE DUE !!!!!

ELECTION OF OFFICERS IN FEBRUARY

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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Prez sez

Happy New Year, and what a great new year we have planned for the club! Lots of exciting mid-month activities to look forward to. Our Christmas party was a huge success. My Mrs. had such a good time she can't wait for the next activity to chat more with the girls. Special thanks to Gordon for organizing a wonderful event. Tubac car show is coming up, please join us early for breakfast that morning.

Congratulations to Tim Green winner of the Brian Lynch award, which is presented to the club member of the year.

Tim and myself, along with several other very knowledgeable club members will be on hand at the Bakers' shop for another fun tune-up clinic in February. Bring your Corvair along for a checkup.

See you soon ,

Barry

Happy New Year!

from the editor.....

Coming events: they are listed on the back of every *Corvairsation*. Let me expound a bit on details. The Santa Cruz Valley Car Nuts annual car show at Tubac Golf Resort is January 27 at 10 AM.. Application to register your Corvair was in the December *Corvairsation*, if you haven't registered do it today. We will meet for breakfast at the Cow Palace in Amado (kmpost 42 on I-19) at 8:30 then take the short cruise on to the golf club (kmpost 34). What a great time we had last year! The Bakers are hosting a tune up session on February 17 (that's a date change) at their shop in the alley behind 4456 E. 4th Street starting at 11 AM. Bring your Corvair. It will run so well that it will put a smile on your face!

Two more things:

- 1) Dues are due now! Bring them to the January meeting—hope you will be there—or mail them to Membership Chairman Beverly Baker (see inside front cover).
- 2) Election of Officers is at the February meeting. You can do it! Will you serve? The Nominating Committee is working on a slate of officers and your input is welcome and appreciated. Committee members are: Gordon Cauble, Dave Baker and Don Robinson.

The *Corvairsation* this month contains a comment from the editor of *Machine Design* on Ralph Nader and effects on motor racing. That's history, but it's often good to look back and forward at a Yenko Stinger. Enjoy!!



**DEC/JAN 2001 TREASURER'S REPORT
HAPPY NEW YEAR EVERYONE**

BEGINNING CASH ON HAND.....\$1855.84

INCOME: (ACCOUNTS RECEIVABLE)

Ads.....	00.00
Raffle Tickets	00.00
Christmas banquet.....	462.00
Merchandise.....	14.25
Cans.....	5.92
Name Tag.....	0.00
	<u>482.17</u>

DUES: (ARE DUE FOR 2001)

Lance Gillingham.....	15.00
	<u>15.00</u>

TOTAL INCOME (ACCOUNTS RECEIVABLE).....\$497.17

EXPENSES: (ACCOUNTS PAYABLE)

Stamps	46.20
Badge.....	04.00
Award.....	38.50
Labels.....	21.38
Printing Corvarisation (Oct/Nov).....	<u>116.40</u>

TOTAL EXPENSES: (ACCOUNTS PAYABLE).....226.48

ENDING BALANCE: (CASH ON HAND).....\$2126.58

Respectfully Submitted,

Allen Elvick

EDITORIAL COMMENT

Auto Companies Now Admit They Support Racing

by Ronald Khol, MACHINE DESIGN

How well I remember when Ralph Nader hit the automotive scene with his book, *Unsafe At Any Speed*, which attacked the Chevrolet Corvair as being inherently unsafe. I never owned a Corvair, but I knew it well, and it was a darn nice car.

One thing for sure, it wasn't bland. The term "fun to drive" is the most overused cliché in automotive reporting, but the Corvair really was fun to drive. With its opposed six-cylinder air-cooled engine, it was a lot like a snarly airplane you could drive on the street. If the Corvair were on the market today, I would probably buy one. It initially had a propensity to throw fan belts, which twisted though two planes of motion, but after that matter was resolved, there wasn't much to complain about.

Nader's campaign centered on the Corvair's swing axle, which could tuck a wheel under the car if it leaned sharply on tight turns. In the hands of an idiot driver, this could make the car roll over, especially on a curve with reverse camber and a bumpy surface. Never mind that the Volkswagen Beetle, a car then adored by the activist movement, had the same type of axle. Nader and his nerds excoriated the Corvair and General Motors.

When Nader first started making waves, my circle of friends was a group of automotive enthusiasts, and none of us could believe that anyone would take the guy seriously. We thought he would be laughed off the block, and that would be the end of it. Obviously, it didn't happen that way.

What went wrong? Don't tell me about a ground swell of public opinion. Nader got his start through the supine posture assumed by GM executives when the company came under attack. Aside from a farcical episode where somebody at headquarters hired a private detective to shadow him, GM had no counterattack.

Why didn't GM fight back? Well, there comes a point in the careers of many executives where they earn so much money that holding onto their jobs becomes an all-consuming passion. In this situation, the last thing they want is to stand up for what is right. There is too much money at stake. Go with the flow. Or maybe GM executives simply didn't understand their own product well enough to defend it intelligently or passionately.

Whatever, Nader's conquest was easy and thorough. The homogenized and generic fare you now see in auto showrooms is pretty much the consequence of what started with Nader's book and GM's surrender to the man.

Detroit's defeat was so total that GM even abolished its factory support of racing. Officially, the corporation disengaged itself from all such activity. Racing involvement, however, continued by going undercover. The motorsports people worked on "specialty equipment" and other euphemistically named projects which, in plain language, meant racing.

Now, the clock has moved ahead. Air bags are killing people, and a new generation of automotive brass occupies the executive offices. Activists feel they have pretty much beaten the automobile industry into submission.

That leaves Detroit room to bring its support of racing back out into the open. Chrysler and GM even have logos for their motorsports activities, and factory representation was prominent at the last motorsports engineering conference held by the Society of Automotive Engineers. Tsk, Tsk. Look at what these bad boys are up to. It is enough to make a faint heart palpitate.

Ronald Khol, Editor
MACHINE DESIGN MARCH 20, 1997



Tim Allen's Yenka Stinger

DON YENKO

The Yenka Stinger was Don Yenka's first attempt at building a series of dealer prepped vehicles for the performance minded driver. Canonsburg, PA is a small town on the outskirts of Pittsburgh and in 1965 was the location of Yenka Chevrolet, which was owned by Don's father, Frank. Don hoped to do with the Corvair, what Carroll Shelby did with the Mustang. The Yenka Stinger was first produced with a fleet of 100 Corvair Corsas that were ordered by Don, with the idea of homologating them for SCCA racing. All 100 cars were delivered to the dealership beginning the first week of December 1965, and were completed the first week of January 1966. Initially the car was built in 4 "Stages", from mild to wild. Stage I consisted of mainly styling changes, with a slightly warmed over powerplant. It was meant to be a street driven grand touring vehicle on the order of the Fitch Sprint. Stage II had all Stage I components, with more exotic engine work. It was also meant to be street driven. Stage III had all of Stage II work, but was lightened by the removal of various trim, and still more engine & suspension work. It was meant to be an entry level race vehicle in D/Production SCCA racing. Stage IV was a full blown race car, with all modifications allowed by the SCCA at the time. Total production over a 15 year period was approximately 185 vehicles. Don later went on to build the Yenka Super Camaro, Yenka Duece, Yenka Chevelle, Yenka Super Nova, Yenka Stinger 2 (a Vega), Yenka Turbo Z (Camaro), etc. None of them had the handling of the Stinger (although they were among the quickest vehicles ever produced). He was a driver of great renown in Corvettes, Stingers, Citations, and Hondas in SCCA & IMSA (as well as a great jazz pianist). Don died in a plane crash in May 1987.

Spares & Vairs

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.

For Sale: 1963 Monza Coupe, Red, 4speed, completely restored in and out. Brand new interior and tires. A beauty. \$11,000 invested. Sell for \$3700. Call Don at (520) 743-3346.

For Sale: 1948 Packard Call Gordon at (520) 299-1122.

LOCAL CORVAIR PARTS

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Ads are free to TCA members. \$ 2.50 for up to four lines for non-members

