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Corvairsation

Letting the Good Times Roll since 1975

July 2007

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In Memory of Herb Berkman

December 1, 1936 - June 25, 2007



Herb photographed recently while announcing at the Rocky Mountain EEA Regional Fly-In in Denver, CO.

Herb was born on December 1st, 1936 to Edith and Sam Berkman – their first child. For the first 12 years of his life they lived in the town of Middletown, Delaware. Herb's dad worked for his grandfather, Jake Rudnick, who owned a livestock sales company he started in 1927, called Rudnick Sales Co. "Everything for the Harness Race Horse" was their motto. His sister Mim came a few years later. In 1947 his family moved to Dover to be near their grandparents.

Herb never liked the business, but when he was old enough to work, he worked on the farm. One summer his father took him to the farm. He showed Herb a bucket of grey paint and said "Herb, see that grey paint? It's in the buckets now. By the end of the summer I want it all on the barns." That was Herb's career as a farmer.

He loved to talk about taking his father's 1951 Oldsmobile and drag racing other kids and winning. The Olds at that time had that hot rocket engine. I don't think his father ever found out about that activity. This is also where his interest in automobiles began.

He soon became interested in model airplanes too, building and flying them. His room at home was filled with model aircraft. He even joined the Civil Air Patrol when he was in High School, but his mother would not let him fly. After high school he attended University of Delaware and graduated with an engineering degree. He was a fraternity boy during this time, not getting the best of grades, but having the best of times.

After graduation and after receiving a draft notice, he accepted a job with Douglas Aircraft in Santa Monica doing critical defense work. It kept him out of the draft. He was doing acoustical testing of the jet engines on the DC-8 jet transport at

Edward's Air Force Base in the Mojave Desert. He lived in Redondo Beach and had a Triumph TR-3 sports car. He started doing sports car rallies, going to parties and skiing almost every weekend in the winter. That is where he met Jonni, on the ski slopes at Mammoth Mountain. It was December 30th, 1960. They were in a ski class together and the instructor was doing a mediocre job so Jonni asked if he was going to teach them anything else. Not satisfied with his answer, she said he would like her money back. Herb was impressed. *Who was this girl hidden behind that big parka?* He asked her to join him for a New Year's celebration the next evening. She declined, as she was spending this week with another guy.

She gave him her address and phone number in Los Angeles, where she lived with her parents. So, they started dating. Her parents didn't care too much for him driving that sports car and living that wild single life. And he was Jewish. But Herb prevailed and they were married on May 25th 1962. It was to be a marriage that would last 45 years. He traded his TR-3 in on a used 1961 Corvair at Felix Chevrolet. They set up house in a one-bedroom apartment north of Inglewood. Jonni got a job with Reynolds Metals Company. Herb worked at Northrop Aircraft, which was closer to home.

Then, Herb landed a job with Martin Marietta. So they moved to Colorado in November of 1962 using their Corvair. They travelled there via Canada and slept in the back of the Corvair that Herb had fixed up for sleeping. They lived in Littleton. Jonni got pregnant and they skied at Vail for its opening season. This was familiar territory for Jonni for she had spent her freshman year at CU Boulder.

They moved back to Los Angeles to be near Jonni's parents. They bought a home in Canoga Park in March of 1963. Herb got a job with Litton Industries. Their first child, Jennifer, was born August 14th 1963. Then, he took his final job at Hughes Aircraft which was only three miles away from home. He could come home for lunch. Jamia, their second daughter was born on April 24 1967.

This was a time when his driveway was full of Corvairs. They seemed to come and go. He even put a Corvair engine in a VW bus, and had several other Corvair's.

He bought a 1965 Corsa sports coupe in 1972. The family still owns this car today. He won two Edward N. Cole awards (with the National Corvair club) in that car; once in San Diego in 1978 and then again at Flagstaff in 2002. The Cole award (CORSAs most prestigious award) is the combination of the scores in a concourse, autocross, road rally, and economy run.

His daughters went to High School driving Corvairs. Herb became active in the Corvair Society of America (CORSAs).

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 America (CORSA) chapter 857.

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

Membership Dues are \$15 for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes name tags). Make checks payable to Tucson Corvair Association.

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

CORSA Membership Dues are \$38 per year (\$76 for 26 months) and include subscription to the CORSA Communique, a monthly publication. CORSA 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 \$3 per 4-line ad to non-members. Deadline for materials submitted for publication in the Corvairsation is the 10th of the month.

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Herb Berkman *continued*

was a charter member of the CORSA West (a Los Angeles chapter), and elected Vice President of the National Organization in 1978 and President in 1979. At this time there were about 8,000 members across the country.

They came to Colorado for ski vacations every year. The entire family is into skiing. Eventually, both of his daughters moved to Colorado. He has had a ski boat for many years, and each summer the family would go to Lake Powell. His daughters have been water skiing since they were two and five years old. Jennifer has her own ski boat today.

Herb was also a member of the Toastmasters International in 1971 and has been active in that organization over the years as a club President, Area Governor, and occasional competitor in Toastmasters' speech contests. In 1986, he was runner-up in the Humorous Speech Contest of the Toastmasters Region II, which encompasses the Southwestern United States and Hawaii.

Over the years he has been active in many Automotive hobby and motorsports organizations. In 1985-86 he was head of the Southern California Council of Sports Car clubs and Regional Executive of the Sports Car Club of America. He also raced his 1965 CORSA coupe in slaloms, and autocrosses. He and Jonni did all night road rallies to Las Vegas with the kids asleep in the back seat.

Herb has many and varied interests besides his work, cars, and his public speaking. Around 1991 he started pursuing a secondary career as a TV commercial actor. He had parts in *Flotsam & Jetsam*, did a TV sitcom pilot, a commercial with actor Author Hill, and some little theatre productions in Los Angeles.

In 1984 Herb started his flying activities. He began flying at Bud Wallen Aviation at the Van Nuys Airport. He joined the EAA chapter there and was active with them. He joined a flying club that flew Cessnas and did quite a bit of flying. He was active in the "Young Eagle" program, flying young people on their first flight and had done over 100 Young Eagle flights. He can be considered an Aviation buff for he is always reading and studying stories of pilots of WWI and WWII and has an extensive collection of books signed by the authors.

In 1994 Hughes went through some reorganization and Herb took a job in Tucson with them and moved his household there. He was active with the Tucson Corvair Association and also the EAA chapter there. This is where he and Terry Langen met and started doing the announcing for the Copperstate Fly-Ins together. All of this time Jonni was still commuting to Los Angeles for her work as an accountant with a CPA there.

Herb retired from Hughes Aircraft on June 29th, 2000. Then he and Jonni started travelling. Jonni had attended Colorado University at Boulder in 1959 so she was familiar with Colorado. Jennifer had attended CU Boulder from 1982-86 and graduated with a degree in psychology. Jamia attend UC Berkeley on a softball scholarship and she received her degree in Criminology at Cal State Northridge. She also has a computer science degree from Regis University. So, with all this Colorado experience they realized they had a history here in Colorado. They moved to Brighton in March 2004. The fact that both of their daughters lived here also helped. Here he build a large garage to hold all of his toys, cars, trailers, RV, and all his stuff (every man's dream).

When Herb arrived in Colorado he wasted no time in getting active in Corvairs and flying. He joined two local EAA chapters, Rocky Mountain CORSA (the local Corvair Club), the Antique Airplane Association of Colorado, where he became Vice President. He and Terry Langen began doing the announcing duties for the Rocky Mountain Fly-Ins here in Colorado. He became active in this

organization as well.

He really loved flying and finally bought into a RV-6A aircraft based at Erie Airport in December of 2006. They also joined the "Rambl'n Rec's" an RV club in Denver, using their Motor Home to attend gatherings with the group. Herb became secretary of this organization as well.

The 2007 Rocky Mountain Fly-In was held at the Front Range Airport on June 22, 23, and 24th. Terry Langen came up from Tucson again to help in these duties. They really made a great team as co-announcers for this event. On Monday June 25th, Herb took Terry for a ride in the RV-6A. They went up to Greeley for lunch and never returned. The airplane crashed and burned on what we believe was an approach to the Greeley airport. We have no information at this time as to what was the cause of the accident.



Van's Aircraft introduced the RV-6A kit in 1985

The National Transportation Safety Board (NTSB) will be doing an investigation to determine the cause of the accident.

Herb's family is very happy to have had him in their lives. They would not have changed anything about him. He was perfect in his imperfections. He was a man loved by all, never raised his voice or swore: a true renaissance man!

Good bye Herb. It was truly wonderful, and thank you for all that you have given to others.

Christy Barden, Boulder Colorado, June 30, 2007

Mailing panel photo Flagstaff, AZ 2002 from R to L: Herb, Chris Cunningham, Vickie Brown, Gordon Cauble, and Tom Schrum.

Herb Berkman's Yenko Stinger YS-317 aka CORSA X

from www.corvaircorsa.com

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 (CORSA) 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 CORSA Enterprises.

The following year, in 1973, the coupe was shown for the first time at the 1973 CORSA 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 CORSA 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 CORSA 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. Pictures including the modification are coming up later in the feature.



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. Compare the photo above with the one below, 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

continued on next page

Herb Berkman *continued*

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 (right) 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.



continued on next page

From the President...

Greetings, Corvair enthusiasts. Well, the heat has really arrived here in the Old Pueblo. I can't remember sweating so much since I've been here. Where I work it's usually about 3-5 degrees above whatever they say on the radio, which means it's been averaging over 110 degrees for more than two weeks. Wonderful weather for driving a non A/C Corvair! If I drive during daylight hours I'm mentally pushing other drivers to go faster so my factory installed, 8 position ventilation system works better. That doesn't always work, especially now that the city is in full road construction mode. During the hot weather months don't forget about tire pressures and fluid levels as they tend to change dramatically as you drive around.



The June Cruise Night was great. We had seven vehicles show up for the ride. We arrived at the Sonic Drive-In to see the whole north side parking area was clear. When we pulled around the building we swooped into the parking spots like a fighter squadron, one after another. I'm not sure what the locals thought about that, but I was sure impressed. We normally don't have any activities planned for July and August. However, we made a decision to do a Cruise Night every month. The next cruise will be on the 28th at a location to be announced at the monthly meeting and also listed on the club website. Another great turnout would be, well, great.

While cruising around the Internet recently I came across an interesting site again (<http://www.nadaguides.com>). This site contains current values for your classic ride. The Corvair values range from around \$1500 to \$35,000!! Since I looked at this site several years ago, the values on Corvairs have gone up fairly dramatically. For instance, the insurance company valued my wrecked '62 at \$9,300! It was hard to keep a straight face when they handed me the check. I realize it was bound to happen, after all they've been crushing Corvairs for years. Soon enough they won't be considered "the poor man's collectible" anymore.

Some club members will be at the convention in Detroit at the end of the month. I hope all our Corvairs stay up and running until Bill gets back or we're all in big trouble! See the rest of you at the meeting and Cruise Night.

Happy Motoring,

Dave Lynch

We'll take a closer look at the control system for the air doors a little later in the feature.

At right, a seldom seen view of the inside of the Yenko sail panels, which are lined with black felt. Note the clips that mount the panels to the bodywork.



There's no doubt Herb thoroughly planned his interior and put many hours into building it with great care and outstanding attention-to-detail. His hard work resulted in a cockpit that provides all the functionality needed to compete in autocross, and well as the creature comforts necessary to make cross-country travel or a Saturday night cruise down the boulevard a sheer pleasure.

Preparing photographs for the Internet always involves a degree of compromise. Compression technology used when converting pictures to digital format generally degrades image quality. You can imagine that if the paint on Herb's Stinger looks this good in spite of some processing artifacts, it must be a mind-blower "in the flesh." While there are many subtle differences from the stock '65 Corsa configuration, Herb's done an excellent job of making everything work, with nothing detracting from the original design.



Below, Herb and his Yenko in missile mode, making time on the autocross course. For the autocross, Herb uses Hoosier Autocrosser 235/45x13 bias ply tires mounted on 13x7 widened Corvair wheels with double centers and a 3/4" negative offset.



A Yenko Stinger, a full face helmet and the right technique keeps you between the pylons and out of the hay bales.

Machinery in motion is a big part of Herb's life. He is also a boater, has a motor home, and flies airplanes.

Herb likes to kid his friend Jim Rice, seen here behind the wheel of the Yenko, kicking up some dust while recovering after "killing a whole herd of pylons." You have to admire someone who'll share his show car with friends on the autocross track!



Yenko Stingers are typically white with Nassau Blue (a '67 Corvette color) racing stripes or Nassau Blue with white stripes as seen in the Yenko section of this site. 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.



The view above provides further evidence of careful planning of the final "look" of Herb's Yenko. Even the mud flaps, necessary to protect the show quality paint from grit and stone chips on the autocross course virtually disappear into the body work.

At right, note how the exhaust crossover stinger blends into the rear of the car because of the black under-bumper treatment and the split air exhaust grills of the '65 design.



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.

Tucson Corvair Association Regular Membership Meeting Minutes

June 27, 2007

Members Present: Bill Maynard, Lynn Marrs, David Lynch, John Frugoli, Bob Wilbee, Marcy T, Bill L, Barry Cunningham, Will Butler, Frank and Mark McKenna, Ed Segerstrom, Van Pershing, and Don Robinson.

President Dave Lynch called the meeting to order at **7:15 pm.**

Approval of the Minutes for May: Motion to approve May 23 minutes made by Dave Lynch. Motion was seconded by Bill Maynard and approved as written.

President's Report: A good time was had by all at the May mid-month picnic at Agua Caliente Park. Twelve members attended, driving five Corvairs. Everyone met at McDonald's and cruised to the park. The weather was great and there was virtually no one else at the park.

Our Cruise Night to In N Out Burger was also a success.

Vice President John Frugoli opened the floor to suggestions for another meeting place for our monthly meetings. The Old Depot on 4th was mentioned, however parking is very limited and no one was aware of their pricing. Topic discussion will continue at the Board Meeting. John has been in touch with Little Anthony's Diner regarding possible sponsoring of a Corvair Night, but has not received a return phone call. Dave Lynch will follow up with his contacts at the Diner. Cruise Night is this Saturday 6/30/07. Meet at Sears Park Mall Automotive area around 6:30pm, with a caravan to Sonic (1st/Prince) leaving the Mall around 6:45pm.

Frank & Mark McKenna brought in an article regarding the very recent loss of longtime club member Herb Berkman, in a plane crash in Greeley, Colorado. Condolences go out to his family and friends.

Nine Corvairs were driven to the meeting: four late models, four early models, and one van.

Committees:

Treasurer's Report: Barry Cunningham reported a \$3770.06 beginning balance, \$3517.72 ending balance. \$33.00 was collected for dues, plus \$19.00 from raffle ticket sales. Expenses included two rolls of stamps & printing for the Corvairsation \$162.00, picnic expenses of \$76.52 and bank charges of \$61.58. It was necessary to open a brand new checking account at Wells Fargo due to the Treasurer transfer from Allen Elvick to Barry. With the checking account came a point earning credit card for club purchases. Barry is also membership chairman and will produce an up to date roster for future use.

Website: Van Pershing encouraged everyone to check out the website. He is keeping it up to date with current events, photos, etc. Van passed out copies of some potential T-shirt artwork/designs. Any feedback, suggestions or contributions, please email Van.

Merchandise: Don has one cup and one baseball cap in stock.

Library: See Tech Talk below.

Raffle Tonight: Winners were Bill Maynard, Marcy T., Barry Cunningham. Bill L. won the license plate prize. Volunteers for next month prizes are Don Robinson, Marcy T. and oopps...you know who else you are (hopefully).

Tech Talk: Bill L. discussed the new Power Glide Repair videotape recently purchased by the club. It is very straightforward, thorough, and easy to understand. It now resides in the club library.

Bill Maynard recently purchased a Lakewood and plans on restoring it to club standards.

Corvair Basics for 60-69 Corvairs Technical & Mechanical manual is now offered as an incentive for joining Corsa.

Mid-Month Activity: No Midmonth activity in July.

Adjourn: Dave Lynch offered a motion to adjourn at 8:20pm. It was seconded by Bill L.. Motion passed.

Respectfully submitted,

Marcy T.

Recording Secretary

Herb from page 5

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.

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)

continued on page 7

The adapters for the K&N filters were made from exhaust pipe tubing. 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. That's the oil temperature sending unit on the side of the pan. To its left, Cyclone headers are seen exiting the cylinder head.



The fiberglass Yenke 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 Yenke 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 cloud-burst 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, at the bottom of the photo below we see the control cable for the air doors coming 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 (not in view) and



down to the linkage that operates the air doors.

More attention-to-detail is seen in the trunk. At above right, we see 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, those are emergency flares on the wheel tub.



From nose to tail, this is one extremely well designed Corvair. Driving it must be a blast!

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



aluminum channel ahead of the bar enables lubrication of the pivot point.

In the right portion of the picture, we can see how the

link has a Heim joint at the top and rubber bushings at the bottom.

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.



Many Thanks to Gary Aube for his Website www.corvaircorsa.com and for this article that was first published over five years ago. The site has numerous pages and lots more information on Yenkes, Corv-8s, and many other interesting Corvairs. All photos were taken by Herb Berkman. There is no doubt Herb's dream, CORSA-X, will live on for years to come. Just like Herb, this automobile is in a very special class. Herb's mark will never fade in Tucson. We all are missing a good friend! — ED.



Monthly Newsletter July 2007 Vol. 32 No. 2 Corvair Society of America Chapter 857

Regular Monthly Meetings are held on the fourth Wednesday of the month. November meeting is on the third Wednesday. The December meeting is an annual Holiday Party.



Meeting Place: Micha's North, 1220 East Prince Road,
Parking Lot Bull Session: 6pm. Optional dinner at 6:20, meeting starts at 7pm.

Upcoming Events:

JULY 25, Wednesday

Regular Membership Meeting and Dinner - Micha's North, 1220 East Prince Road, **6pm -6:20pm, dinner optional. Meeting at 7pm.**

JULY 28, Saturday

Corvair Cruise Night - 6:30-8pm Cruise to a location TBA at July 25th Meeting.

MONTHLY RAFFLE: Volunteers for July 25th raffle prizes are Don Robinson, Marcy T. and oopps...you know who else you are (hopefully).



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