

Lost Dutchman Picnic - Good Times!

We met up at the corner of River and Oracle at about 8:30am on Saturday, April 5, 2014 and headed north shortly thereafter. We arrived just a shade past 11 o'clock. The Cactus Club had seven very nice cars on display and there was a hand full of street rods and classics there also. We dined on hamburgers, hot dogs, many excellent side dishes and very tasty treats. It was a pleasure to meet the Cactus Corvair club folks, and we look forward to participating in other activities with them. Our deepest thanks for their hospitality. TCA had 6 cars in attendance including Young's '65 Monza coupe, the Farr's '67 convertible and the '64 convertible, the Bloom's Greenbrier, Jim Mills' Rampside, and one of the Trejo's Corvairs. People from TCA attending were John and Amy Young, Ken and Heidi Farr, Frank Trejo and his family, Ron and Lynn Bloom, Sam Pernu, Jim Mills, Jan Lake and Mike Lake. The Lost Dutchman State Park is spectacular.

As a side note, I had the chance to drive my first late model, Ken and Heidi's '67 convertible. If mine divers half as nice when done, I will be extremely happy.

Mike Lake



Tucson Corvair Association



Established 1975

The *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) as Chapter 357.

Membership dues are \$15 per year for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes name tags) for members of CORSA. Add \$3 per person for non-CORSA members. Make checks payable to the Tucson Corvair Association.

Change of Address: Report any change of address or phone number to the Membership Chairperson.

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communique, a bi-monthly publication. CORSA memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

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TCA 2014 Events at a Glance

- May 10, Sat** **Mount Lemmon Picnic.** Meet at the McDonald's on Tanque Verde and Grant Rd at 10:00AM
- May 21, Wed** **Regular Monthly Meeting.** Parking Lot Bull Session at 6:30pm. Meeting starts at 7:00pm. Kettle Restaurant, 748 W Starr Pass, I-10 & 22nd.
- Jun 7, Sat** **Night at the Gaslight Theater.** We'll go the 6pm performance of Beach Blanket Bee-Bop.
- Jul 19, Sat** **Little Anthony's Car Show.** Registration starts at 5pm with the show from 7pm to 10pm. We'll try to parl together at the show for an evening of fun.
- Sep 2014** **Madera Canyon Picnic.** Details to follow.
- Oct 18, Sat** **8th Annual Tucson Classics Car Show.** 10am to 4pm. Register on line at www.RotaryTCCS.com. Deadline Oct 10.
- Dec 2014** **Annual TCA Christmas Party.** Details to follow.

Next Month in the *Corvairsation*

Complete coverage of the 29th Annual Chevy Showdown will appear in the June edition of the *Corvairsation*. TCA has had so many activities in the passed few weeks that there wasn't space in this issue to cover the many awards received by Corvairs at the Showdown held on April 26.



Photo by Pete Gregoire

April Meeting Minutes

Minutes from the monthly meeting held April 23, 2014 at Kettle Restaurant, 748 W. Starr Pass Blvd, Tucson, Arizona.

The meeting was called to order at 7:10pm by President Mike Lake.

In attendance were Frank Trejo, Javier Trejo, Jan Lake, John and Amy Young, Sam Pernu, Mike Lake, Ron Bloom, Jim Mills, Ken Farr, Allen Elvick, Bill Maynard, and Van Pershing.

Minutes were unanimously approved.

Run to the City Yogurt Shop on April 12 was a success. Owners of the shop, Ted and Debbie Deluca, own a '66 turbo Corsa and are the newest members of TCA.

The Air National Guard Show was attended by Ken Farr, Frank Trejo, and Ron Bloom.

The Lost Dutchman picnic on April 5 was attended by several TCA members. Mike Lake spoke with Cactus Club president Miner Fleming regarding future joint activities including the possibility of having a show celebrating the 50th Anniversary of the introduction of the late model Corvairs.

Van Pershing gave updates on the upcoming Chevy Showdown and after-show party.

The May mid-month activity will be a cruise to Mt Lemmon on May 10. We will meet at the McDonald's on Tanque Verde and Grant Road at 10:00am.

For the June mid-month we will go to the Gaslight Theater.

For July we are planning to go to the Little Anthony's car show on the 19th. Show will be from 7pm to 10pm with registration starting at 5pm.

President Lake announced a non-Corvair best of show award for the Chevy Showdown. He had a plaque made that will be presented at the Showdown.

New Club T-shirt report was given by Van Pershing. No progress to date.

President Lake would like to visit the UofA Car Show being held on the campus mall on May 9 through 11 to check out the possibility of involving Corvairs in the future.

Ideas for a Christmas Party location were discussed. The general consensus was to return to Cody's Beef 'N Beans this year. It was suggested that we plan our date prior to the opening of the Winter Haven Christmas festival to avoid the parking issues we had last year.

Treasurer's Report: Allen Elvick reported that the opening balance on March 1, 2014 was \$2,239.46 with a balance at the close of March of \$2,291.59. Report was unanimously approved.

Corvairsation Editor's Report: no report given.

No Merchandise Report was given.

After a brief break, the raffle was held. Winners were Javier Trejo, Jan Lake, Ken Farr, Allen Elvick, Sam Pernu, and John Young. Prizes for the next meeting will be provided by John Young, Allen Elvick, Jan Lake and Ken Farr.

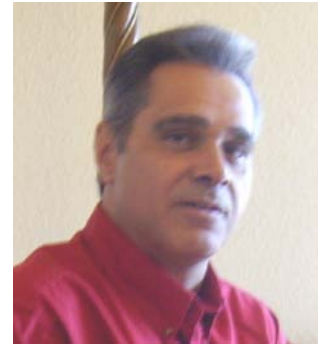
Tech Talk: Frank Trejo showed us a VW back up light switch that will work in an early model Corvair. The switch costs \$6 instead of the \$86 for Corvair-specific switch. Frank will report on how it works.

Ken Farr told us of an ad in a recent *CORSA Communique* for early model headlight grills similar to the ones he has on his

President's Message

I would like to thank everyone who attended the Chevy Showdown, by parking cars, judging, or just showing off your ride. You truly proved that you are hardy souls, as the weather was out right miserable. Congratulations to all who took home trophies. Also many thanks to Terry and Jim Mills for providing their lovely home to be used as the site of the BBQ.

I almost accomplished one of my goals the day of the show. You see, I had the opportunity to drive Van's Stinger to the show. I was also aware the Waste Management was doing a bulk trash collection on Wetmore Rd. that morning. I was able to break the clutch cable right before turning onto Oracle from Wetmore. So, there was the Stinger stuck on Wetmore with Waste Management closing in for the kill. Just when things were all set up, wouldn't you know it, Van appears from thin air to save the car!



I will be on vacation during this month's meeting, so I will leave it in the capable hands of Sam.

Don't forget the Mt. Lemmon run is the Saturday. It will be a BBQ, so bring a side dish. We will meet at 10:00 am at McDonalds on the corner of Grant and Tanque Verde.

See you there,

Mike



Photo by Pete Gregoire

Meeting Minutes (continued)

yellow convertible for \$11.95 a pair. (It turns out that the ad was really a reprint of an EELCO ad from the 1960s.)

At the end of the meeting another possibility for future activities was mentioned. Every 2nd Saturday evening there is a cruise that starts at AJ's Market on North Campbell.

The meeting adjourned at 8:06pm.

Submitted by Van Pershing

Chevrolet Corvaire Yenko Stinger Visits Jay Leno's Garage

By Antony Ingram, February 27, 2014



Mention "Yenko" in GM circles and most will think of the Camaro Yenko. But Don Yenko is also known for another model, based on the Corvaire--the Yenko Stinger.

It's this model that features in Jay Leno's latest video, and it's another car straight from Leno's own personal collection. Just 100 examples of the Yenko Stinger were produced, all built with the intention of racing, and each was painted in traditional American racing colors--white with blue striping. While rare cars like this are often copied and based on less exclusive models, Leno's car is one of the hundred originals--its chassis number and original details immortalized in print in the leading book on the model, by Charlie "Bud" Doerge.

Built in 1966, Leno is quick to draw comparison with a better-known flat-six, four-carb and rear-engined car built in the 1960s: The Porsche 911. The two may feature distinctly different styling, but each is mechanically similar and with Yenko's tweaks, the Corvaire becomes a fun performance car with a surprisingly European flavor. Restored by its previous owner, fireman Jeff Guzzetta, Jay's Yenko Stinger features only a few modifications over standard. A set of 15-inch wheels wrapped in modern tires air handling and grip, while Guzzetta added a few engine enhancements to boost reliability and usability.

Don Yenko himself added several modifications to Stinger models separating them from the regular Corvairs of the time, and each of the 100 cars features dual brake master cylinders (from a contemporary Cadillac), tougher suspension, a four-speed manual transmission, limited-slip differential and a quicker steering ratio. The steering wheel itself is an aftermarket unit of the time but now suits the car's character perfectly, as does the sympathetically retrimmed interior.

Editor's Notes: There were "100 examples" in Don Yenko's first production run. As many as 25 or possibly more were made after the original run. There also several Stingers with badge numbers YS300 and above that were cars modified by others who purchased Stinger badges from Yenko so they could be raced. Jeff Guzzetta's Stinger was YS 54.

Cruise to Sonic Drive In

The evening of March 22, 2014 was a beautiful night for a Club activity. The weather was perfect. We had a nice night of conversation, laughs and some grub. We had four cars in attendance and they all sparkled under the lights. Josh Dowlen made his maiden voyage in his '64 and it looks good in patina. In attendance were Ron and Lynn Bloom, Frank Trejo and his family including his mother-in-law, Sam Pernu, Dave Lynch and his son Patrick, Josh Dowlen, Mike Lake and Earline and Mike's mom, Jan Lake.

Mike Lake



TCA Presents Award at Showdown

This year the Tucson Corvair Association presented a plaque to the non-Corvair vehicle that we liked the best at this year's Chevy Showdown. The winner was this '69 Z28 Camaro owned by Larry and Linda Barbel.



Door Knob Inserts

Van Pershing

It has always amazed me that the quality is so poor on some of the parts Corvair vendors are selling us. When asked why the poor quality one invariably hears the excuse that is exactly like the original part. With all the new technology that we have some 50 years later, you'd think that they could make parts much better than they did back in the day.

One example is the little grommet that goes in the door lock hole on late model cars. Over the years I have purchased so many of them that I should have received a quantity discount. Half the time they break trying to install them and, if they make passed the installation, they usually break after a few weeks of use.

Recently I was in Desert Muscle Car Parts on north Stone Ave. looking for a couple of parts that are common to all mid-'60s Chevrolets and I purchased a set of their door lock inserts. They looked a little different than the ones I'd been getting from the Corvair vendors in that they are a little milky instead of totally clear. They installed easily and have lasted several months without incident. They are manufactured by California Classic Parts and cost \$3.95 per pair.



Temporary Clutch Cable Repair

Van Pershing

On our way to the Chevy Showdown the Stinger suffered from a broken clutch cable. It didn't break in the usual place at the ball where it attaches to the clutch pedal, but at the point where it wraps around the pulley as it changes direction to head to the clutch. The 6-month old cable hadn't been rubbing on anything; it looked like the wire had simply pulled apart. Luckily, Jim Mills was able to take the car home with his new car hauling truck. Unluckily, Jim was fresh out of clutch cables.

A new cable was ordered but would take days to arrive and I just can't go that long without a "Corvair fix". I took a trip to the hardware store and bought a couple of feet of 3/32" wire rope/cable and two 3/16" wire rope clamps. I cut the ball off the end of the broken cable and was able to easily remove the wire leaving me with a ball with a nice 3/32" hole in it. I threaded the new cable through the hole in the ball and put a bead of weld with my MIG welder on the end so it wouldn't slip through the ball. I measured and marked the cable 24-1/2" from the bottom of the ball. With the mark placed at the front end of the rod. I clamped the cable to the rod with the two clamps.

The cable was then installed and adjusted and I was able to get my "fix" without incident. Lesson learned: Don't let the TCA President drive your car. Bad things will likely happen!





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Regular Monthly Meetings are held on the Fourth Wednesday of every month with a bull session starting at 6:30pm with the meeting starting at 7:00pm.

The November meeting is generally held on the third Wednesday. The December meeting is our annual Christmas party with the time and place to be announced.

NEW MEETING PLACE:

Kettle Restaurant, 748 W Starr Pass (I-10 and 22nd), Tucson, Arizona.

Board of Director meetings are held at 5:30pm before the regular monthly meeting at the same location in the months of January, April, July and October . All members are welcome to attend.

This newsletter can also be accessed at www.corvairs.org



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Jim Mills' '63 Monza Convertible