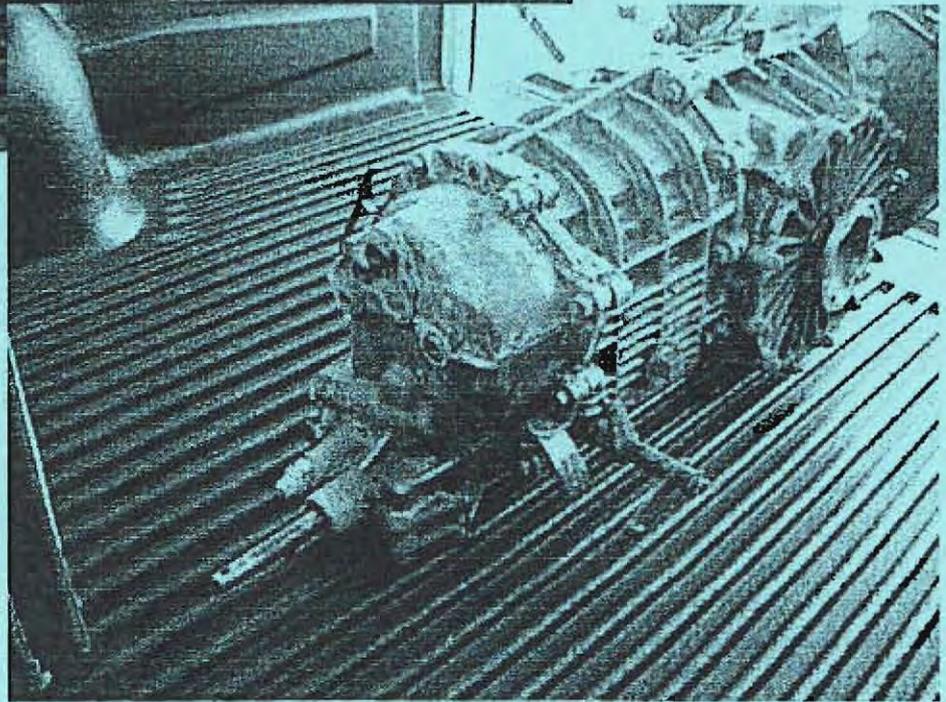
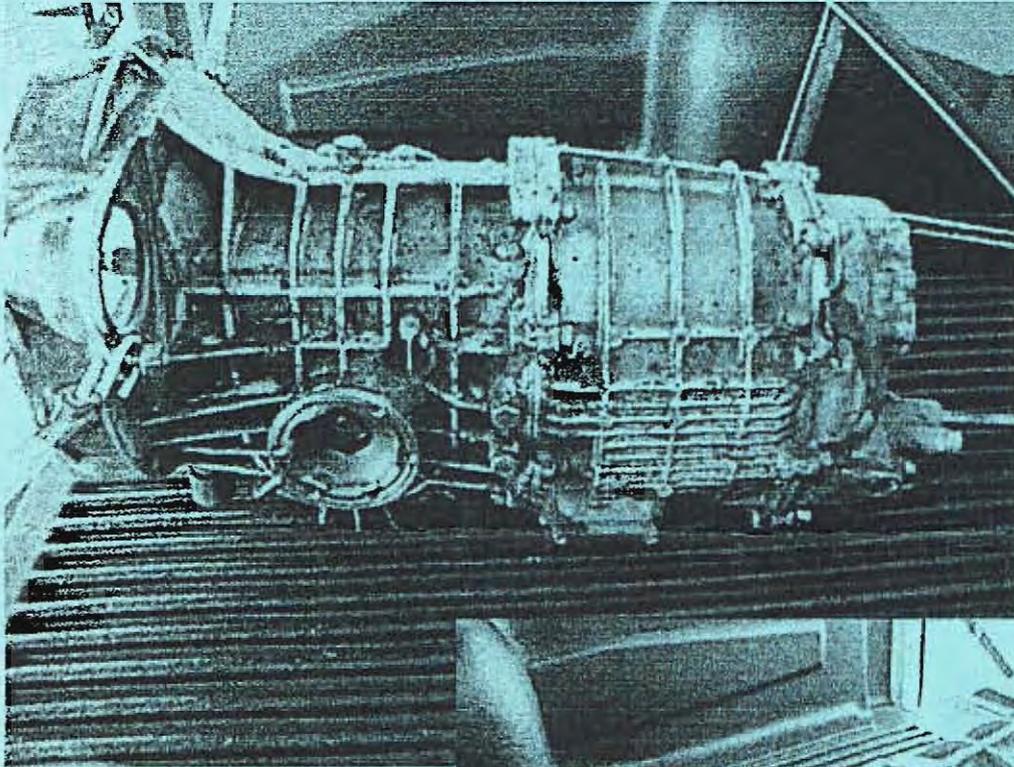


Corvairisation

Tucson Corvair Association
Volume 25, Number 9

Tucson, Arizona
November 1999



This is what a new
5-speed Corvair
transaxle would
have probably
looked like.

But what does this
one really belong
to?

(answer inside)

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 (CORSAs), 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.

CORSAs Membership Dues are \$27 per year and include a subscription to the CORSA Communique, a monthly publication. CORSA membership is not required for membership in 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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Merchandise Chairman: Don Robinson

The Presidential Persiflage

Well, the Casas De Los Ninos car show was a grand success. We had six cars there. It was not quite like several years ago when we had 14 or more. Never the less we had about eight potential members stop by. We have their names etc. and Don Robinson will mail them complimentary copies of the Corvairsation. Representatives of the Casa stopped by and during the conversation informed us that this was the last year at Reid Park. Next year will be at the Sports Complex. There will be plenty of space and parking for visitors.

By the time you read this we will have had our first tune up clinic in several years. I can already tell you that it was a grand success and that we helped a number of members get their cars running better. We performed a safety check on each car and gave the owners a report. Margaritas, hot dogs and soft drinks were served.

Mid month activities----- First, it's the Christmas party at the Davis Monthan Officers Club the 16th. Send in your reservations right away. Forms should be in this Corvairsation.--- January, it's the Santa Cruz Car Nuts annual Collector Car Show. That's at the Tubac Golf Resort. There will be 13 classes with awards for winners. Judges will be composed of entry car owners. It starts at 10:00AM January the 29th. Pre registration fee is \$12.00 and show day is \$15.00. Call me for registration forms and instructions. Maybe Don will print the form in the Corvairsation.----Have you seen the Arizona Star special section on the Kartchner Caverns??? That should be something to think about.-- - Maybe February or March.

Again I urge you to join National and receive the Corsa Communique---lots of good Corvair stuff. A report from National shows that 16 of our chapter members are members of national and 16 are not. That's not a grand ratio.

We'll have a report on the Great Western Fan Belt Toss at the next meeting, Denny's, November the 24th.-----Gordon?????

DAVE BAKER bakerm21@prodigy.net

Minutes of Membership Meeting – 10/27/99

The regular meeting of TCA was called to order at Denny's Restaurant at 7:27:12 by an unfamiliar, ungodly and strangely bearded chairman. After a few moments in which he led the assembled in a reciting of the TCA pledge, the general membership experienced a range of emotions from stark terror, to mild disbelief to uncontrolled mirth, the stranger debearded himself and revealed his true identity as our very own President **Dave Baker!**

Guests were: **Ed Avery**, a former member and **Dave Lynch** who has a garage full of Corvair parts. We welcomed back member **Larry Stalsmith** and his wife. Larry has been recovering from a Quad bypass operation.

Minutes of the last meeting, submitted by Beverly Baker in the absence of the Secretary (who forgot to attend that meeting) were approved.

Treasurer (Allen Elvick) – Due to the absence of the Treasurer, no report was given. Allen was absent due to the death of his father. Our condolences are extended to Allen in his loss.

Membership (Beverly Baker) - No new business to report.

Library (Dave Baker) – Nothing new. Two months ago Dave said he will publish a new inventory next month. Said it again last month. This month he said he had finally done it. And he did!

Merchandise (Don Robinson) - Hats for sale @ \$12-\$13. Coffee cups for sale for \$5.

Corvairsation (Don Robinson) – Copy machine now working fine. Everybody who wanted to sell it last month was strangely silent this month. Deadline for items is still the 10th of the month.

Activities (Barry Cunningham)

NOTE: The info shown here is not the official calendar. It is only what the Secretary wrote down because someone said it. Check the official TCA calendar before heading off in the wrong direction at the wrong time on the wrong day.

Past : October 23 - Casa de los Ninos Car Show - had seven Corvairs on display. Allen was unable to attend due to the death in his family. Weather was warm, but very nice. This is the last year at Reid Park as there are now almost 1000 cars in attendance and the Park is too crowded. The gates were closed at 9:45 AM! Next year will move to Kino Sports Park.

November 13 - Tune up Clinic at Dave Baker's garage.

December 16 - Christmas Dinner meeting at the Davis-Monthan Officer's Club Saguaro Room. This is a **THURSDAY NIGHT**. Gordon and Suzanne Cauble are the coordinators. Dinner at 7:00 PM. \$15 per person. Every person is requested to bring a \$10 gift for the gift exchange and 2 cans of food for our donation to the Community Food Bank.

January 29 - Santa Cruz Car Nuts will hold their annual car show at the Tubac Country Club. All cars welcome. Entry = \$12, Show starts at 10:00 AM. 13 Classes. We will form a caravan for the drive down.

May 2000 (first weekend) - Cactus Corvair will sponsor a Rally Across Arizona, starting in Bisbee and going all the way up to Route 66. Call Dave Nissen for details.

Old Business - None

New Business -

- 1) President Baker appointed a nominating committee consisting of **Don Henn** and **Gordon Cauble** to select a slate of officers for the next election
- 2) A suggestion was made that we buy a shade canopy to use at events like the Casa Car show. Next year there will be no natural shade! No motion. The board will discuss it.
- 3) Gordon mentioned that he knows of a '64 Spyder for sale and asked if the club wanted to take it on as a project.
No takers.
- 4) Parts Service: Due to health problems, **Al Crispin** does not want to be in charge of this any longer. We need to find someone else to take over this task. Anybody interested?
- 5) It was mentioned that new member **Andrew Stuart** has bought Fred Zimmerman's '67 convertible.

Program/Tech Talk - General discussion. Barry, Herb and Van Pershing mentioned a variety of problems and cures.

Raffle: Winners – Herb: Dust Brush (too late to use at Casa!), Dave B: TCA license plate frame, Gordon: Shop

Towels.

Next month's prize donors: Dave B, Barry C, Gordon C.

JOE: No joke (thank goodness!).

Meeting adjourned sometime around 9:03:22 PM, more or less.

Respectfully submitted. Herb Berkman. Secretary

from the editor.....

After four or five trips to the Fanbelt Toss, I can just about find my way around Palm Springs without getting lost. The beautiful cars that are displayed at this show always impress me. I don't know how the balloting went for best of show or even best in class, but I think everyone who had a Corvair there is to be congratulated. Herb Berkman didn't have his beautiful Yenko there, but he was there with brightly painted car creepers for the Creeper Races. It's amazing how fast some of those guys could go on their backs.

Some of the people I saw at the Fan Belt Toss from TCA were Tim Green, Vic Howard (Ingrid was there but I didn't see her), Jim and Laurel Wilson, Herb and my son, Bruce, was with me.

Just had a big tune-up session at the Baker Garage. Well, we did a lot of shooting the bull and talking Corvairs. Thanks to Dave and Beverly's daughter, Terry, for keeping the dogs hot and serving them with the beverages. There were about 10 or 12 Corvair nuts in attendance. Ex-members Ed and Carole Sanford were there and two new members, Dave Lynch with his early coupe and Andy Steuart with his late convertible. Barry Cunningham did a major tune on Tim Green's Rampside, resetting the valves and tweaking the carbs, and it ran great. Thanks Barry!

The Christmas Party.....Don't miss it!! Gordon and Suzanne Cauble with Beverly Baker have done a lot of planning and work to make this the highlight of the year. You and your sweetie are destined to have a good time and a wonderful meal, so don't delay. Get those reservations in promptly. Get all duded-up for December 16. Use the tear-off found in this issue and send it off to Allen Elvick as noted.

Our January mid-month event is the really big Collector Car Show at the Tubac Golf Resort sponsored by Santa Cruz Valley Car Nuts. Complete the registration form found in this issue and mail as requested. You will see hundreds of fine cars there....yours among them!!

In this issue, I'm in a time warp among the Stingers, Sprints, Corvairs and other SCCA sanctioned racing machines. Corvairs were and I think still are doing well in D production. My memory brings back a special mini-cooper S in class B and Donna Mae Mims in pink in a pink Corvair.

On the cover.....it's a 5-speed trans-axle from a 1976 Porsche 911S

Editor's Note: In the late 70s John Wipff published a couple of volumes called The Compleat History of the Corvair for the Corvair Nut!! In Volume I he presented several chapters of information that we have shared with you over the next few months. This is the final chapter in the series.

CHAPTER 14

SPRINTS, STINGERS, CAVALIERS, CORV-EIGHTS AD NAUSEAM

Unless this book were twice as long as it already is, there would be no way to fully document all the conversion, customizations, after-market goodies, tricks, hop-up secrets, etc., by, for, and of the Corvair. Many races have been won and lost by Corvairs, Corvair-powered, and Corvair-inspired vehicles. And while it might be fun to see the name of your favorite driver/ owner/ mechanic in these hallowed pages, there are many other well-documented articles in other places that very fully cover all there is to know about such erotic data.

And anyway, Donna Mae Miins is the prettiest of them all. So all you hairy-legged types will just have to take a back seat.

While I don't know of any races that Donna Mae has won in Stingers, I'm sure there must be some, if only trying to get away from her boss, Don Yenke. (Joking, guys, joking!!!)

But seriously, folks, there are some Corvair derivatives worthy of recognition in this learned tome.

John Fitch sold his interest in the Sprint and most of his automotive enterprises to Art Herschberger of Solar Automotive fame in November, 1971. This end of the business was then sold to Bill Coyle of New York in June, 1978. But while Fitch was flourishing in the Corvair-converting business, people beat a path to his Lime Rock, Connecticut door. He called his mods a 'Sprint.'

He took ordinary looking Monzas, raised the horsepower to 130 by adding another pair of carbs, stiffened the springs, quickened the steering and sent it out the door for \$3,000.

The two extra carbs were basically Corvair units, but the main jets were enlarged to 0.055 in., and turned 90 degrees from their normal position to eliminate starvation on tight turns.

Suspension changes were concentrated in the rear (these were '62 Monzas) and consisted of stiffening the springs and shocks, setting rear wheels at 2 degrees negative camber. Steering wheel turns were reduced from 4.8 to 3 by using a shorter pitman arm.

The left-hand high-beam was replaced with a special long-range unit and there were pressure-indicating tire valve-caps. The appearance of the Sprint was changed from stock by the addition of mesh stone guards across the front (either just over the headlights, or over the entire front nose), twin stripes down the front and rear decks and a vinyl-covered roof. As an option, the window could be trimmed in size by inserting a section of vinyl matching the material used on the roof. A wood-rimmed wheel and a tach were added to the cockpit. The Sprint was sold, not only by Fitch, but also by selected Chevy dealers, and by mail.



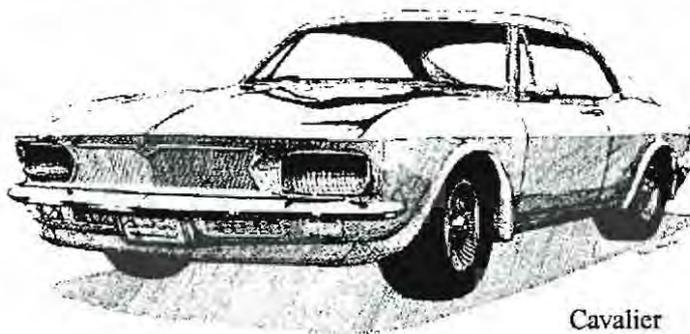
1962 Fitch Sprint

In May, 1964, *Car and Driver* announced what at that time was called a Super Sprint. It was to have a fiberglass body, a steel backbone frame with a 95 in. wheelbase (from a Corvan?) and be a two-seater sports car. It was to sell, complete for \$3,800 or in kit form to be assembled at home for \$2,000. This idea never got off the ground, but in 1966, Fitch introduced the 'Phoenix' an all-steel sports car, which by that time was to sell for \$8,300 for the standard, and \$8,700 for the 'Rally.' Fitch changed his mind about production of the car, however, because, it was reported, of Nader's book. However, his Sprint business continued with the second series Corvair.

The second series Sprint, while similar to the first, had notable changes. Most noticeable of these was what Fitch called his 'Sprint Fastback 904 Ventop.' While it in no way interfered with visibility, it added a sail panel behind the rear window area and gave the car a hunched, mean-looking contour and was an unmistakable feature for the later-model coupe. It was designed by Corby Whitmore, a famous illustrator, and one of Fitch's neighbors.

The entire Sprint package consisted of eleven items that sold for \$383.65 installed; \$306.40 if you did it yourself. A very good road test of the '65 Sprint can be found in *Car and Driver*, September, 1965. The car did 0-60 in 9.8 seconds, 0.4 seconds faster than the stock turbo model, tested by the same magazine in October, 1964. The Sprint did the quarter in 17 seconds flat at 79 mph., while the turbo did it in 17.2 sec at 78 mph. Outstanding!

When Fitch sold his Sprint business to Art Herschberger of Princeton, Wisconsin, Art began immediately to produce a car he called the 'Cavalier.' (He also produced a 'Sprint,' but it was not as radically changed as the Cavalier.) The Cavalier was a Corvair that was completely disassembled, then actually rebuilt completely, installing all-new everything. Seats, dash, tail lights were all completely different, depending on your line of credit with Master Charge, as were headlights, door panels; even the trunk was covered with some kind of electrically-sprayed fuzz. And when it was finished, it was a Corvair in name only.



Cavalier

The Cavalier, as the Sprint, could be bought by mail, except for the body work (and I always suspected of Art would send you a body man, if the price were right) and until a snowmobile accident put Art out of action, his Solar Sprint and Cavalier show cars were seen at many Corvair Club gatherings. I saw them in Washington, D.C. in 1972 at the CORSA convention of that year and while there were some super Corvairs at the convention, the Sprint and the Cavalier really stole the show. Bill Coyle has a 'fur piece' to go to keep up with the quality and attention to detail found in the Solar Cavalier. (According to the August, 1980, *Corsa Communique*, Bill Coyle liquidated. Looks like we have to scratch the Cavalier.)

Oddly enough, it was at that same convention that I met Donna Mae Mims. She was there as the featured speaker, and dressed in a loose-fitting, pink (her motto: 'Think Pink!') dress, bra-less, she really took my mind off what she was saying. In fact, I don't remember a word of it. I kept thinking that her pictures didn't do her justice. But she was associated with Don Yenke of Stinger fame, so this is as good a place as any to discuss the Stinger.

Don Yenke had been known as a winning Corvette driver. He owns Yenke Chevrolet, Canonsburg, Pennsylvania, and Donna Mae (funny how that name keeps popping up) is Yenke's press officer/girl Friday/secretary.

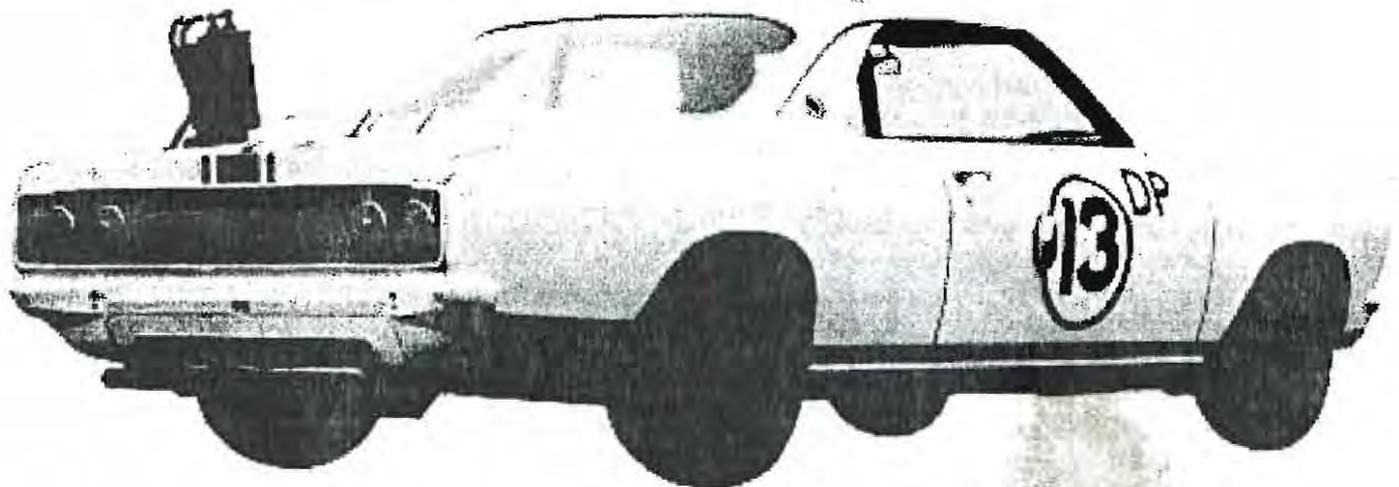
In 1965 Yenke asked Chevy for some help in beating the Ford powered products Shelby-American, which were soundly beating the Corvettes, regularly. GM was 'out of racing.' No help was forthcoming, so Yenke decided to build his own car - based on Corvair - and, in the process do for Corvair what Porsche had done for VW, create true dual-purpose GT car.

Yenko approached the SCCA with the idea. The SCCA said the Corvair was a sedan, not a sports car. Yenke offered to take out the back seats, improve the engine, brakes and suspension, and call it a Yenke Stinger. Fine, said the SCCA, now just show us 100 Yenke Stingers by the end of the year and we'll consider recognizing it as a sports car. (One hundred cars is the SCCA's minimum production requirement.) This was the end of November, but, somehow, he got the hundred Corvairs, all white, and remanufactured them to Stinger specs, all within a month.

A man from SCCA came around and was led out to a frozen snow field behind the dealership. He tramped up and down row on row of crouching Stingers. "I count only 96", he said, finally. Yenke, about to go up like a rocket, clenched his teeth and said, "We already sold four." The man from SCCA took down serial numbers and went away. Nine days later, on January 6, 1966, the confirmation telegram came. The Stinger was certified for Class D competition. This was not the class Yenke had hoped for, but it was better than making all those cars and then not being certified.



So began a very successful racing car, competitive to this day, winning some, losing some, but always in there Stinging!



Corv-eights? All you want to know about them can be found in the Crown or MidEngineering catalog. Write them. The advantages of one over the other? The MidEngineering kit allows use of the regular Corvair front seats; Crown requires a special engine cover incorporating the seats in it. Take your pick.

CHRISTMAS PARTY

Place & Time: Thursday December 16
Social Hour: 6 to 7 pm (no host bar)
Dinner: 7 pm
Davis Monthan Officers Club

Stop at the gate and tell the sentry you are going to the Corvair Christmas party at the Officers Club. Sentry will supply direction if requested.

The Menu: Ham and Turkey
Mashed Potatoes & Gravy
Candied Yams
Green Beans
Green Salad
Rolls & Butter
Iced Tea, Coffee
Dessert

The Cost: \$ 15 per person (includes gratuity & tax)

Bring a wrapped gift for exchange for each person in your party(suggested value=approximately \$10) .

Bring one or two cans of food for the Food Bank

Reservations must be in by December 10. Use the form below (or facsimily).

clip here

Send to : Allen Elvick
4210 S. Preston Ave.
Tucson, Az. 85735

Your name: _____
Number in your party: _____ X \$15 = \$ _____ Total

Please make check payable to Tucson Corvair Association

GET READY TO PARTY!!!!!!!

SANTA CRUZ VALLEY CAR NUTS, Inc.
6th ANNUAL COLLECTOR CAR SHOW
BENEFIT FOR THE S.T.O.P. PROGRAM
TUBAC GOLF RESORT, TUBAC, AZ

January 29, 2000

(Rain Date - February 5, 2000)

Please Print

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

Club Affiliation _____

Pre-registration Entry Fee \$12.00 - Pre-registration entries must be in by January 25, Show
Day Registration Entry Fee \$15.00 - Entries Limited to the first 300 cars.

Leave Blank

For Club Use

_____ Car 1 - Make _____ Year _____ Class _____

_____ Car 2 - Make _____ Year _____ Class _____

Total Entry Fee \$ _____

Please make your check payable to: Santa Cruz Valley Car Nuts, Inc.
Mail to: Santa Cruz Valley Car Nuts, PO Box 943, Sahuarita, AZ 85629.

The undersigned does hereby release the Santa Cruz Valley Car Nuts, Inc., its officers, directors, and members, the Tubac Golf Resort, its owners, officers, and members, the S.T.O.P. Program, its officers, the Village of Tubac, Pima County, and anyone else connected with this Event of and from any known and unknown damages, injuries, losses, judgments, and/or claims whatsoever that may be suffered by anyone participating in this event or by any spectator.

Signature _____ Date _____

All entry forms MUST be signed and dated.

FACILITIES DONATED BY THE TUBAC GOLF RESORT

Detach For Your Records

_____ Car 1 - Make _____ Year _____ Class _____

_____ Car 2 - Make _____ Year _____ Class _____

Just for your convenience, so you might find the class you have registered in more quickly.

Vairs and Spares

1961 4 door, New Interior, 1965 110 hp Engine, Auto Tran with external oil cooler, Air conditioned, (needs comp clutch), New generator, New Idler pulley and Fan Bearings, \$2200. Call Vernon Griffith (520) 889-7516.

1969 chevy 3/4-ton. 396, AT, Pwr Disc Brakes, PS, AC, Cruise, Stereo, Shell, Carpet, Air suspension, Custom seat, Dual spots, 3 tanks, Dual batteries, Telescoping bumper, HEI, CB wiring, Trailer brake controller, Manuals, Spare parts, Ugly paint. \$1/pound obo (That's \$5050, I'll start at \$4750). (520) 751-9500 eve, (520) 663-9122 day. (Note: This truck has been to seven CORSA National Conventions and has towed Corvairs to four of them.

For sale: Corvair parts—large outdoor yard full of great Corvair parts. Call Barry Cunningham at (520) 747-9028.

Paul H. Dunn
Executive Director

4425 E. Broadway Blvd
Tucson, AZ 85711
520-323-8585
FAX 520-323-0088
pdunn@computerlandsss.com



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from

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

Support the Club and save a little money!



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722-9445

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Corvairs

By

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Grand Junction, Co. 81506

(970) 245-4722

Member of Corsa and Tucson Corvair Association

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