

MAR. 92 JOURNAL

Minutes of WPCC Meeting February 25, 1992

Officers Present: President, Wayne Jones; V.P., Don Baker; Secretary, Pat Greenwald; Treasurer, Carole Friend.

The minutes were approved as printed in the Vair Street Journal.

The treasurer's report was read and approved. The February balance is \$428.82; twelve members have paid their 1992 dues.

Old Business

Dave Fabyonic reported that 22 people attended the January holiday party. He thought that the idea of not requiring reservations was a good one and that the relatively low attendance was due to the snow.

Al Friend displayed the book that was purchased by the club. He passed it around for review by the members present. Al was not impressed with the book.

New Business

Wayne Jones reviewed the topics discussed at the February board meeting. The first concerned membership. Wayne encouraged the active members to contact the less active members and remind them of meetings and events.

Wayne suggested having four of the monthly meetings, possibly including dinner, at locations around the area. Don Baker agreed to check into arrangements at Gaetano's on Banksville Road. It was decided that any possible change should wait until after June when the club's agreement with the church runs out.

Wayne announced a new name tag policy. He would like the members to take their tags home with them and bring them with them to each meeting. Those forgetting their tags will be fined 25 cents.

Hal Goff inquired about club jackets. Wayne will contact Wayne Rockhill who handled the jacket order in the past.

Wayne passed around a sign-up sheet for monthly refreshments. He also announced that there will be a sandwich night, the date to be picked later.

Wayne asked the members to please help with tech topic suggestions. He will look into having a paint expert for one meeting. Jay Smith had to cancel for this month's meeting due to an illness in the family.

Wayne discussed the suggested arrangements for the Biltmore Trip. He asked for a show of hands and then decided to send out the information with a return requested from those interested.

Wayne passed around a sign-up sheet for the Parkway cleanup. At least six people are needed for each of the four Saturdays. The first clean-up is scheduled for April 11th.

The 1992 calendar of events was reviewed by Wayne. Possible events include:

March/April	Myersdale (Bill Brill)
April 5	South Park Swap Meet (Dale Smith)
May 24	Keystone Drags (Al Friend)
June 28	TailGate Picnic/Tune-up at VW plant autocross (Stokes/Sweet)
July	Parades; Vintage Grand Prix; Nationals; Macungie
Aug 8	Rally (Dale Smith)
Sept 28	Biltmore Estates Tour, Ashville, N.C. (Judy Jones) Hartwood Acres Balloon Event (Hal Goff)
Oct	Hershey Trip; Ladies' Choice Event

Laurie Maglietta discussed the annual meeting of the Legislative Council on March 15th. Wayne, Vaun Hamlin and Bill Artzberger will be attending. Dave Fabyonic made a motion to pay this year's council dues. The motion was seconded by Bob McCune and passed by the membership.

Al Friend and John Sweet reported that they visited Bates Murphy and saw his restored Bugatti sports car. He will be trading it soon so anyone wanting to see it should make plans now. Also, Bates has two Corvairs for sale and John has seven for sale.

Wayne announced that Bob McCune has offered to plan a special caravan/tour in honor of the club's 20th anniversary next spring. Al volunteered to work with Bob on this.

Wayne presented the 1991 Corvair Club Man of the Year trophy to Don Baker.

Bill Artzberger thanked those who helped at the museum artifacts sale, raising over \$70,000 to date, enough to finish the museum work.

On a motion by John Sweet and a second by Al Friend the meeting was adjourned.

FIVE YEARS AGO IN THE JOURNAL by Al Friend

The Brills and Millers were talking up their March 87 event to frosty Meyersdale, way up in the mountains, for the Maple Festival.

Ellen Smith was talking up a sort of ladies day tour of Pittsburgh's famous strip district for (what else) SHOPPING!!!

The March tech session was presented by Bill Artzberger, showing original promo films from GM's introduction of a great new car - The Sporty Corvair!

This was a very sad issue, since it told of the passing of Don Yenke, every Corvair buff's hero. During several meetings, Don had made quite an impression on then prez Dale Smith.

A NEW BOOK HAS BEEN ADDED TO THE WPCG LIBRARY

"The 1960 - 1969 Corvair Authenticity Series" by Wayne Machan & Bill Bruggen will be circulated at the March meeting and then kept for all to use in the WPCG library at Vaun Hamlin's Shop in Bridgeville, Pa.

VAIR REPAIRMAN UPDATE by Al Friend

You may recall, several months ago, I recommended Bill Shepherd for Corvair mechanical work. Bill is a GM trained mechanic, who was Watson Chevrolet's Corvair expert for many years. (And also a very nice guy). At any rate, Bill has since rebuilt the engines of both of our late models, for what I consider very reasonable prices. They both run so well, that I can't wait for drags this year. (May 24) Bring on the jap cars!!! If you need mechanical type things to get done on your Vair - give Bill a call and tell him that Al Friend sent you. (412)468-5608.

Bill's better half loves Corvairs and they would make super members. If anyone comes across a real cheap early automatic coupe give me a call and I'll try to work some magic on them.

NEW MEMBERS

Bill Tometsko, Greensburg, Pa. (412)836-4879. Bill is in the final stages of restoring a beautiful white 64 Monza coupe. He is in the kitchen remodeling business, all you wives out there in Corvair land. Bill was talked into WPCG by Al Friend.

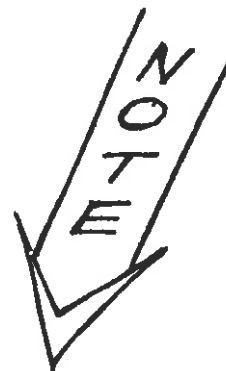
Bates & Shirley Murphy, Friedens, Pa. (814)267-4539. They are long time members who are rejoining after a few years absence. Bates is a past WPCG president, and we are all delighted to welcome them back.

Jack Waugaman, Sr. Jack owns a freshly painted red late model coupe, that was just gone over by Bill Shepherd. He owns Nicewonger Awning Co. in Greensburg, Pa. (412)837-4539. Jack also does automotive interior work. His arm was twisted by Al Friend until he joined WPCG.

THE FOLLOWING HAVE PAID THEIR 1992 DUES AS OF MARCH 5.
list, please mail your \$10 check, Payable to WPCG, to;

If you are not on this
Carole Friend, Treasurer
3677 Forbes Trail Dr.
Murrysville, Pa. 15668

Jonathan Stein	Dave Capone
Hal & Deb Goff	Bill & Jean Brill
Jack Waugaman	Dave & Jan Fabyonic
Don & Becky Ross	Wayne & Judy Jones
Dave Lovejoy	Ralph Hertel
Dave Moore	Jean Crouch
Bill & Irene Artzberger	Leo Nizinski
Dick & Marie Dandois	Mike & Marlene Moran
Dale & Ellen Smith	Bob McCune
Wayne Kopp	Lori Maglietta
Ken Peth	John & Charleen Sweet
Gene Rapp	Pat Greenwald
Bill Tometsko	Jim & Sandy Artzberger
George Hackel	Al & Carole Friend
Jim & MiMi Stokes	Herb & Gay Horn
Don Baker	Bates Murphy



PLEASE NOTE --- BASED ON THE ABOVE, 50 OF OUR LONG-TIME MEMBERS WILL NOT BE RECEIVING AN APRIL NEWS LETTER!

Please, if you are one of the delinquent 50, please get your money in to Carole Friend within the next couple of weeks.

AGAIN, UNPAID MEMBERS' SUBSCRIPTIONS EXPIRE WITH THIS ISSUE!

PREZ SEZ

Well! We started the new year off quite well! We had a very good turnout - and a very good meeting was held. A lot of old items were discussed, plus some interesting new things.

I called three members and reminded them of the meeting. All three attended. That is what I mean by having the doers work on the belongsers -- call and get someone to attend.

Also, we are in need of some people to do tech sessions, or something of interest to the Club. Have an idea? Bring it forth and develop it.

The list for snacks at the meeting has a few open dates. Please sign up. (Attention male members -- you enjoy them, too! No one said it has to be homemade.)

Now that the nice weather is starting to show itself, let's get the cars out and get them ready for a great new year of CORVAIRING!

* * * * *

Meyersdale Car Show is always the first car show of the year. It is held in conjunction with the tapping of the trees for maple syrup. This year the car show will be observed on two consecutive Sundays -- April 5 and April 12.

The first date is set aside for Classic Cars. "Class 7" will pertain to Corvairs, as they are listed as "Special Interest 1968-70". Most other vehicles on display this date will be Street Rods and 4-wheel drive units.

The second date will be for Antique Cars and will pertain to most of our cars, since they are 25 years old or older. "Class 8" refers to the 1960 models, and "Class 9" to the 1961-1967 models.

Registration is \$4.00 in advance, \$5.00 the day of the show. You may send your reservations to:

CAR SHOW
Pennsylvania Maple Festival
P. O. Box 222
Meyersdale, PA 15552
(or) Phone 814-634-0213

I will bring all of this information to our March meeting.

Bill Brill

OFF TO ATLANTA!

The Gundlachs have decided to go to the National Convention in Atlanta in July. After taking our '63 Spyder to DC with the baby stroller, baby playpen, diapers, formula, bottles, wipes, and many changes of clothes shoved to the convertible top in the back seat (Mom included -- the baby carseat would only fit in the front), John insisted on taking our Jeep wagon this year. We are looking forward to a great adventure -- with a 1 year old! How about you? We hope some WPC members will go too!

We have decided to go easy by stopping at the ocean on our way down, and coming home via the Smokies -- if Laura Ruth will let us.

If you are going, let us know, or give us a call -- 352-4205.

John, Gayle & Laura Ruth

* * * * *

The January issue of V.S.J. had a tech tip regarding the sealing of the oil filler cap to prevent crankcase vapors from blowing out around the cap and messing up the engine compartment. A word to the wise! Pressure in the crankcase is not a normal situation. Before using the suggested method of sealing the oil filler cap, a few minutes spent to determine the cause of this pressure condition may prevent other, possibly worse, things from happening.

The first item to check is the PCV system (Positive Crankcase Ventilation). On the early engine, make sure that the PCV valve is clean, is installed in the correct manner, and that the hose and tubing leading from the crankcase to the PCV valve and to the intake system is open, clean, and not broken or disconnected.

On the late models, the same things apply, except that instead of a PCV valve, a restriction orifice is used. The orifice is part of the metal tubing that connects both carburetors at the front of the engine. The best way to clean this orifice is to remove the tube, flush it out well with Gumout spray and then use a paper clip wire to make sure the orifice hole is open.

After performing this maintenance on the PCV system, then check for vapors at the oil filler tube. If there are still fumes here, then a decision needs to be made -- seal off the cap and allow the pressure to find another way out of the crankcase (valve cover gaskets, O-rings, crankshaft seals, etc.), or make the necessary repairs to the engine so that these fumes do not occur in the first place. The choice is yours.

Bob Hieber

UPDATE: Legislative Council President's Message:

"I would like to thank all of you who took the time to write your state legislators on House Bill 1748 and Senate Bill 486. These bills did not leave their committee and died on December 31, 1991."

"During 1992 let us make our club members and fellow hobby friends more aware of state as well as local ordinances that could be harmful to our hobby. When your city, borough, township, or county update an ordinance, review it. Does it meet your approval? Contact your local or state representatives and place your constructive comments on paper. Inform your friends and local club members and obtain their support as well."

Jim Robinson
President, LCMVCPA

Top 10 signs you bought a bad car

10. As you drove off lot salesmen did high-five routine.
9. Fails emissions tests even when not running.
8. No power to get over speed bumps.
7. Owner's manual has several prayers.
6. You leave it on the highway and nobody takes it.
5. Digital display shows number of people laughing.
4. So-called decorative floor mats are just flattened Cap'n Crunch boxes.

3. Blinking light on dash reads, "Get out of car now."
2. Headlights controlled by clapper.
And (drumroll) No. 1 sign...
 1. Car phone has direct line to AAA.

From "Late Night with David Letterman"

* * * * *

FOR SALE

1 1969 Corvair \$2500.00; 1 '60 Corvair shop manual \$25.00; 1 '67-'68-'69 supplement \$10.00 ea.; Assorted parts including -- windshield moldings, wiper motor, windshield, rear door window, master cylinders, vibration dampener, manifolds, radios, tie rods, lower control arms, drums, spindles, 4-speed transmission, starters -- MAKE OFFER.

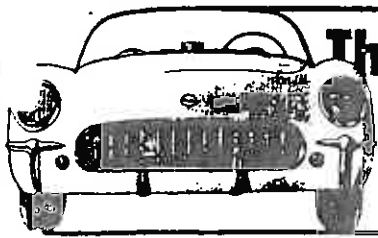
Charles P. Alimena
102 Sunset Drive
Pittsburgh, PA 15237
412-486-8952

Radar detector, 6 mos. old, 3-band (top rated unit by Popular Mechanics), was \$300.00 new, best offer

561-2456 Ask for Curt

Wish to trade early style flywheel in good shape for late model in same condition.

Bob 457-9712



The American Sports Car

by Rich Taylor

You must have heard by now that actor Paul Newman won the D-production race at Road Atlanta in last year's SCCA run-offs. Actually, you could hardly avoid learning about it, even if your reading tends more towards *People* magazine than *Autoweek*. Newman must be the most publicized amateur race driver since Camille Jenatzy. Newman's TR-6 was the same car that won at Atlanta in 1975 for Lee Mueller, and Mueller, who is one of British-Leyland's factory drivers, was second this time in his new TR-7.

What I bet you didn't hear, however, is who started third on the grid and led the race for the first eight laps until he got a flat tire. And more importantly for our present discussion, what kind of car he was driving.

Bonus points to the guy in the back row who said Jim Reeves in a Corvair.

Yes indeed. A ten-year-old Corvair Corsa would have won D-production except for a fluke, and this is the sixth year in a row that Reeves has been dicing for the lead at Atlanta with this same car. In fact it's the same car with which Jerry Thompson won the SCCA D-production championship in 1967. Jim Reeves' old, tired Corvair, in other words, has been among the fastest D-production cars in the country for over a decade. Incredible.

The question is, how is Reeves able to challenge the factory racers on their unlimited expense accounts with his bucks-down old campaigner? The answer is: One, because Jim Reeves knows Road Atlanta like you know your own driveway and; two, because his ancient Corvair is a far better machine than most of the new factory race cars.

Most impressive of all, the basic competition package that Reeves is racing was once a bonafide production car. Not the Corvair part, but the racing part. Yes, sir. Back in 1966, you could actually buy a race-ready Corvair, equipped to win a

national championship, for only \$4287. Which, if you've ever been involved in road racing, is paramount to getting paid to race.

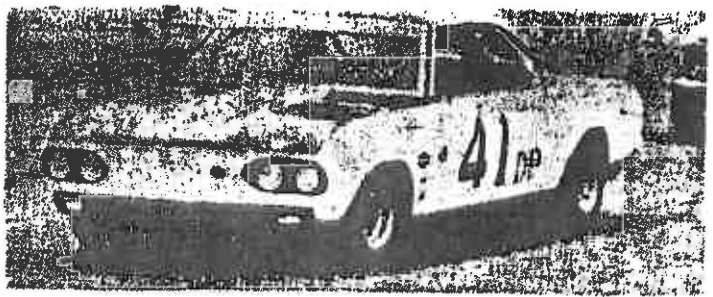
Obviously enough, you couldn't buy a race-ready Corvair through your local Chevy dealer. Not unless you happened to live in Canonsburg, Pennsylvania. Ah, yes. Canonsburg, Pa. was and is the home of Don Yenko Chevrolet. You remember Don Yenko, Donna Mae Mims' boss? No, huh.

Well, Don Yenko, aside from being one of the east coast's largest Chevrolet dealers, is also a wild-eyed pisscutter of international reknown. If Yenko had raced NASCAR instead of SCCA, they'd be telling Don Yenko stories instead of Pops Turner stories in the Darlington pits. Yenko has kicked and dragged more broken racing cars across more finish lines than any other ten amateur racers. Not to mention, he was and is one of the greatest drinkers, womanizers and storytellers of all time.

Yenko was always a high-power guy. He raced Corvettes from the mid-Fifties to mid-Sixties, usually with more force than finesse. He won himself two National championships in the process however, and became a pretty big gun in long-distance endurance racing. But by 1966, Yenko — like most other Corvette racers — was in

deep trouble. Carroll Shelby's Cobras had simply raised the ante higher than Chevrolet could afford. The Cobra absolutely owned the production classes that had previously been considered Corvette personal property, and there wasn't a thing anyone could do about it, either.

Now Yenko, a long-time Chevy dealer and loyal Corvette racer, wasn't about to switch to Ford just to win races. So rather than switch cars, he decided to switch classes. Let the Cobras have A-production. He'd go race somewhere else. But first, as luck would have it, Don Yenko



Rod Bean goes for win at Riverside.

needed a car. Preferably a Chevrolet. He wisely picked the Corvair, cleverly figuring that a '66 Impala wasn't much of a basis for a production road racer.

No one had ever tried to race a Corvair in SCCA production, for a few too obvious reasons. The car had seats for four, which made it a sedan, not a sports car, as far as the SCCA was concerned. The extreme rear weight bias made Porsche Speedsters look like perfectly balanced cars. Getting enough horsepower to go racing out of the air-cooled Six had an unfortunate tendency to ventilate pistons. But worst of all, compared to a real sports car, the Corvair was big as a house. It was fully two feet longer and a foot wider than something like a Triumph TR-4, for example, and immensely bigger than even a Corvette.

No matter. Don Yenko was determined to race a Chevrolet sports car, so he just kept moving things around until it worked. Yenko's first major problem was that SCCA production racing was for homologated sports cars only. And "homologated" meant that there were at least a hundred identical cars available for sale. Obviously, if Chevrolet's Corvair was a four-passenger sedan and Yenko's racer was a two-passenger sports car, they weren't the same car. So even though there were a million Corvairs running around, Yenko had to build at least a hundred to his specifications.

He did the only thing he could do. In November, 1965, Don Yenko Chevrolet ordered a hundred Corvair Corsas, all in white, all with four speeds. And in the month remaining in 1965, Yenko and his crew converted those hundred Corsas into a hundred Yenko Stingers.

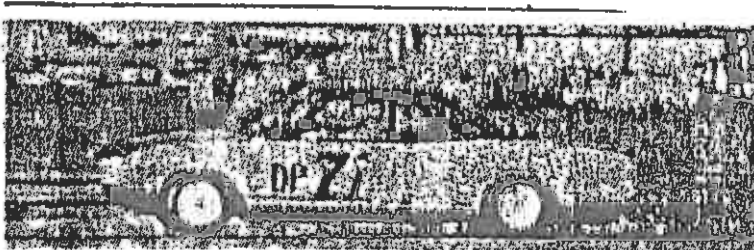
The process was pretty much the same one that Carroll Shelby had gone through to convert a Mustang coupe to a Shelby GT-350. The first thing to go was the rear seat. That made it a two-seater sports car.

Yenko pulled the spare out of the engine compartment and bolted it down in the former back seat, improving the weight distribution and proving once and for all that the Yenko Stinger was just a two-passenger sports car.

Then Yenko removed the rear deck lid and replaced it with a fiberglass replica, complete with big cooling scoops and a spoiler. The rear wheels were switched for seven inch rims, with appropriate tires. To add a distinctive note, Yenko fabricated fillers to reshape the rear-quarter pillars into wider, smoother shapes. The final touch on the outside was a trio of blue racing stripes, interrupted by an all blue hood.

The Yenko Stinger came in three stages of tune. For just pattering around, there was a 160 hp engine. For zipping around, there was a 175 hp version. And for going fast on a race track, Yenko sold 190 hp, over the counter. This included almost a completely new engine, with everything from modified cylinder heads to a baffled oil pan. It was this "Stage III" Stinger that went for \$4200.

For real racers, Yenko offered a \$500 kit that included racing carbs, metallic brakes, a limited-slip differential, a roll-bar, competition bucket seats with racing-type seat belts and 220 hp. The finishing touch was a ridiculous-looking Harrison oil cooler that Yenko forthrightly perched on the rear fender for lack of a better place to put it. SCCA tech inspectors tried for years to figure out how it could be legal, but nobody was ever able to find a regulation in the GCR to specifically ban it.



Jerry Thompson wins 1967 Daytona in his No. 71 Yenko Stinger. (John Wilson photo).

Yenko's oil cooler stayed. It must have cost five mph in wind resistance alone, but it was the secret to keeping that ragged-edge engine in one piece.

The Stinger cost \$4781.07 in its ultimate form, and in 1966 at least, for that much you even got Yenko and his blonde secretary, Donna Mae Mims (The Pink Lady of Racing, remember her? SCCA H-production National Champion in 1963 and one of the kookiest broads ever to come down the pike) as your official factory pit crew. Yenko wanted to win so much that he actually went out and helped the racers at the track. And of course, they started winning.

Jerry Thompson was the best of Yenko's drivers. He and a pair of guys named Dick Rutherford and Don Stoeckel formed RST Engineering and went Stinger racing. With a lot of work and plastic parts, RST

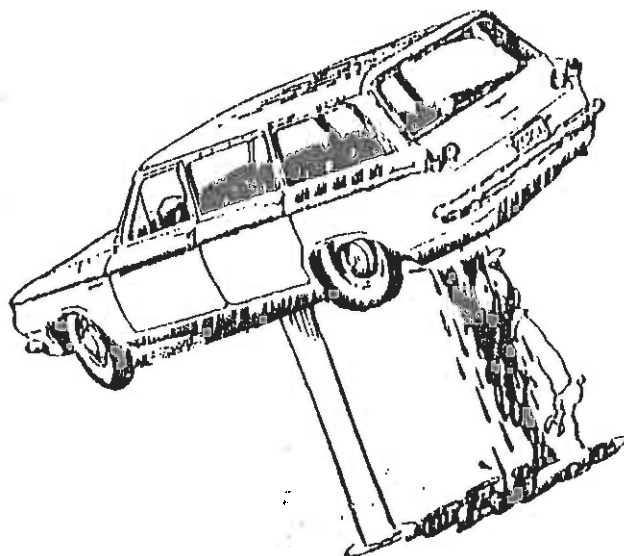
got the weight down under 2000 lbs., which was reasonably competitive for 220 hp. Now the purpose of all this work was clear. Yenko, Thompson et al wanted to win in the worst way. But Yenko had done so much trumpeting about how wonderful his new car was when the SCCA came around to count his hundred Stingers for homologation, that they believed him. Instead of F-production that the car was aimed at, Thompson and the other Stinger racers were thrown into D-production. And D-production in the mid-Sixties was just about the most competitive class anywhere.

Thompson did spectacularly well, all things considered. In 1966, he won six SCCA nationals, but lost to Jerry Titus in the ARRC. and Titus was running a 911 Porsche. In 1967, however, Thompson came back and won the National Championship. Which is damned impressive, just as impressive as Jim Reeves' ARRC performances a decade later. By 1976, Corvair racing engines were up around 300 hp, and the Stinger's weight was down around 1900 lbs. So in a sense, the car kept pace. Still, it was a hell of an accomplishment, in both '67

and '76.

Don Yenko, of course, went on to bigger and better things. Like another 50 Stingers in 1969 and then a batch of turbocharged Vegas the government wouldn't let him sell. There was no such problem in 1966 of course, and somewhere out in this fair land of ours, there are still what's left of 150 Yenko Stingers, nearly all of them with thousands of hard racing miles on the clock. They don't cost much anymore, and only a real Corvair afficiando will be able to tell the difference between one of Yenko's full-bore racers and a plain-Jane Corsa sedan.

On the other hand, the SCCA tech inspectors used to have that same problem, if I remember correctly. And Stinger owners never let it bother them back then, particularly after they'd won the race. I don't see why it should be any different today. Just don't bother to bring up the subject with Paul Newman. He doesn't think much of Yenko Stingers. Not much at all.



**A most unusual car for people
who enjoy the unusual**



66 Corvair Monza Convertible—with
outside rear-view mirror and back up
lights among the safety assists that
are now standard equipment

**If you perked up when you turned to this page,
our research computer says you're probably
well informed, earn above average income and
have more or less "in" type tastes. That's the
kind of person who usually drives a Corvair.
But then you can't always go by research.
The fellow who turned all this up on our com-
puter, for instance, was a frugal soul who read
nothing but technical stuff and drove the same black
sedan for 15 years. Then one day he showed up in a Corvair
convertible a shade redder than the one above. How did he square
with his research? He didn't. That was the same day he asked
to be transferred to a job that would get him out on the road
more... driving his new Corvair.**

'66 Corvair by Chevrolet

Chevrolet Division of General Motors, Detroit, Michigan





MARCH 92

THE VAIR STREET JOURNAL

WESTERN PENNSYLVANIA CORVAIR CLUB



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