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# THE VAIR STREET JOURNAL

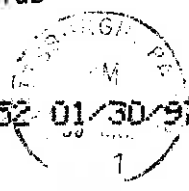
WESTERN PENNSYLVANIA CORVAIR CLUB JANUARY 1997

NOTICE - Are your club dues paid for 1997? If not, please, \$10.00 to William Brill, 502 Kenmore Avenue, Greensburg, PA 15601. THANKS!

PENNSYLVANIA MAPLE FESTIVAL - MEYERSDALE, PA. April 20th. - Street, Rod, & Classic Auto Show April 27th. - Antique Auto Show - Both will be at the Somerset County Fairgrounds. Bill Brill at 837-5082 or (814) 634-0213 for information.

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Al & Carole Friend  
6000 Great Oak Drive  
Export, PA 15637

keeping the... place he still... four-competition... ing an... 102.2 mph on his final run... the... will... give... good... ting... case... was... Chris Lang... have not yet read the results, took... the Street Eliminator: Money...

## FROM 30 YEARS AGO!

Many of you heard the story before so just ignore this, please. While I was looking for a item, I ran across this from the drag racing paper. It was the only time we got to the 'money' in the three years we raced the car. In the C-GAS category, the Corvair was never defeated in 3 years it ran. An example of one competitor, a Willys coupe with a supercharged Olds V-8 engine. This car competed at the Nationals, but it never beat the Corvair, running heads-up (both cars leave the starting line at the same time).

At Pittsburgh International Dragway, it came in the Top-Ten which no other blown car did in the existence of the strip. At the banquet, the manager of the strip told the audience that this was his favorite car.

The engine was increased to 155 cu. in. in 1968, with many other changes. We then ran 125 MPH at 11.57 seconds for the quarter mile. Starting at 6,000 RPM, letting the clutch fly, hold the gas pedal on the floor til the end of the run, we never missed a shift in three years, the engine did not break. How could I not respect and like the Corvair?

BY VAON HAMLIN

## By Smith Windows

you needed a best of 8... owned Tim Dickson's C/A... Edward's Speed Shop... their new B/FD and... as they hustled an... 8.9 at 179 MPH... these maris... trailer shot; both... on only the... with... 1964, low... four and super... aluminator honors.

## 'Eil Chevy's Faster Than The Average

by Ken Maness  
PITTSBURGH, PA.—AUG. 6—It was a couple of sweet running Chevys that caused all of the excitement today at Pittsburgh International Dragway, by being just a little different and walking off with the two top prizes.  
The first of the two, a C/GS shown as "The Hamlin Lightning Express," the truck that goes faster than the average truck, an early Corvair Truck (the type based on the sedan), powered by a blow-up one hundred and forty-five cubic inch flat air-cooled six and driven by Vaon Hamlin, of Bridgeville, Pa.  
Though Hamlin's plant is less than half the size of most of his competitors, and he had trouble

"The World's Fastest Corvair" is the way track announcer Jim Schardt's '66 Yenko Stinger at the vintage car race sponsored by the Sportscar Vintage Racing Assoc. Sprint Vintage Grand Prix. Although the announcer was joking, that's not a bad description of the Dayton, Ohio resident's vintage race car.

Don Yenko, a well-known Corvette racer & Chevrolet dealer, converted Corvair Corsa coupes into Yenkos Stingers from '65 to '69. In street form (Stage 1) Stingers got new landau side panels, fiberglass trunk lid, and a 164 H.P. engine.

A full race (Stage 1V) Stinger had a lot more sting in its tail. Besides upgrading the suspension, increasing the rear track by 1", the engine had a new cam, pistons, four single barrel carburetors, 10.5:1 compression ratio which produced 240 H.P.

Racing versions of the Yenko Stinger were fast and this was one of the fastest. Yenko was never one to shy away from publicity and petite blonde Donna Mae Mims was soon behind the wheel of a semi-factory Stinger for SCCA races running the mandatory blue & white colors. Later, the car appeared at major SCCA events painted pink with the driver wearing a tailored driving suit and pink helmet, in the late '60s.

The car was wrecked and put in storage in the early '70s. Jim Schardt restored the car, removing all the old finish and returning it to white & blue with the comment, "It's hard enough being one of the people in the country seriously racing a Corvair much less a pink one." Schardt probably has more experience racing Stingers than any other owner/driver in the country. An avid SCCA amateur racer in the late '60s and early '70s, he bought a Stinger and began racing it in National events in 1970. In '73 at the SCCA Finals, he did well, in '74 he won his class in the Central Division, and finished third in the country.

Racing was put on the back burner while efforts were put into his business (Dayton Wire Wheels). About 1985, the vintage racing movement was gaining so a restoration of the old Stinger originally belonging to Donna Mae began. Better sway bars, shocks, and things of that nature were changed, but basically, the engine is the same. A modified pulley mount plus an additional idler has eliminated the 'fan belt toss'.

Schardt and his Stinger are well known in vintage racing circles, having attended an event in Monterey, California featuring Chevrolets. He tries to attend events that are important to Chevrolet.

The car is now considered a historic race car and was purchased by Tim Allen of Home Improvement for \$25,000. Tim raced it at Waterford, Michigan. Schardt mentioned that he'd like to get the car back to Mid Ohio for a Stinger reunion.

The magic of vintage racing shows us a car that is now stronger, faster, and better looking than it was when Donna Mae drove it 30 years ago.

Old Cars has given Al Friend permission to reprint some interesting articles they have published as of late. Vair Street Journal will reprint these in the near future, as space permits. Below is the form for you to use if you'd like some interesting reading.

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