

Published monthly by the Western Pennsylvania Corvaair Club, a chartered chapter of the Corvaair Society of America. Materials for publication should be in the editors hands by the 20th. of each month: Al Friend, 3677 Forbes Trail Dr. Murrysville, Pa. 15668, (412) 325-2588. RATES - Classified Ads - members, free; non-members, \$2 / add, Business Cards - members, \$1 / issue; non-members, \$5 / issue.

OFFICERS: President, Al Friend, 325-2588 Treasurer, Carolyn Sullivan, 699-3357
Vice President, Dave Polynio, 327-7361 Secretary, Judy Jones, 882-2109

CORSA MEMBERSHIP RENEWAL - When your Corsa membership renewal envelope arrives in the mail: FILL IT OUT COMPLETELY, make your \$12 check payable to CORSA, & mail both to THE TREASURER: Mrs. Carolyn Sullivan, R.D.#2 Box 411-A, Saltsburg, Pa. 15681. If your renewal is not processed through the local chapter, it will be \$12.

1. OUR NEXT MEETING, SUNDAY SEPT. 11, PART OF CORVAIR CONVOY & CORN ROAST

Our Sept. meeting will be held in conjunction with a Corvaair Convoy and picnic on Sunday Sept. 11. Bob & Laryno Holderbaum have arranged a very interesting tour for the club, and have invited us to a WFGC corn roast in their back yard afterwards. Observing the motoring public's reactions to a long line of Corvairs is always fun.

WHEN? Sunday, Sept. 11. HOW? Fast Sunday.

WHERE TO? Stern's Motor Museum & Restoration Shop. (We will be admitted to the restoration shop).

CORN ROAST? The caravan will proceed to the Holderbaum's for a corn roast type picnic.

BRICK? FRISK? Bob & Laryno are providing corn, hamburger, hot dogs, plates, beer, pop, etc. and we are guests of the museum.

HOW CAN WE BRING ANYTHING? Yes, please bring a salad (potato, macaroni, tuna, chicken, jello, etc.) or a dessert (cookies, cake, etc.), we will set up a buffet.

SUPPOSE IT RAINS? We do seem to have this problem!! However, a large covered patio and garage are available just in case.

WHAT SHOULD I WEAR? Ohio gambler & other sporting duds. Load the trunk with sporting equipment also.

SOFTBALL GAME? How about a game between the early model all stars vs. the late model ne stars!!!

PLEASE COVERAGE? Certainly, several Westmoreland Co. newspapers will be telling their readers to look for the Corvaair Caravan. Please, bring the show piece. Water pumps will bring up the rear, as usual.

O.K. I'M SOLD WHERE DO WE MEET? At the Howard Johnson's Motor Lodge parking lot in Monroeville. At routes 22 and 48.

WHAT TIME? 12:30 departure, after church.

A good turnout is the best way to express our thanks to Bob & Laryno. TRY TO ATTEND THIS REALLY NICE EVENT. A good showing of new members would be a really nice tribute to the Holderbaums. We would love to meet you, and to see your Vairs. It's always more fun to participate, and to find out, first hand, that the nicest people still drive Corvairs.

THE ARTICLE ON THE NEXT PAGE APPEARED IN THE LATEST ISSUE OF "THE LAUREL HIGHLANDS SCENE", THE FINE BI-MONTHLY MAGAZINE THAT TELLS WHAT'S HAPPENING IN THE LAUREL MTS.

You say that you are looking for a new or used Chevy? Well, remember our fine sponsors, and "GET A CHEVY FROM DOWIE". Parts mgr. John Cossy is tops in Corvaair parts also. Mention that you are a WFGC member.

scene

IF ANCIENT INDIAN ARTIFACTS and mementos of floods aren't your cup of tea, a new museum in Irwin just might be of more interest. Stern's Motor Museum and Restoration, which opened in June, contains a collection of 42 antique, classic and special interest automobiles on display, and many more which aren't a dazzling group which could spark instant nostalgia in some and just plain awe in everyone.

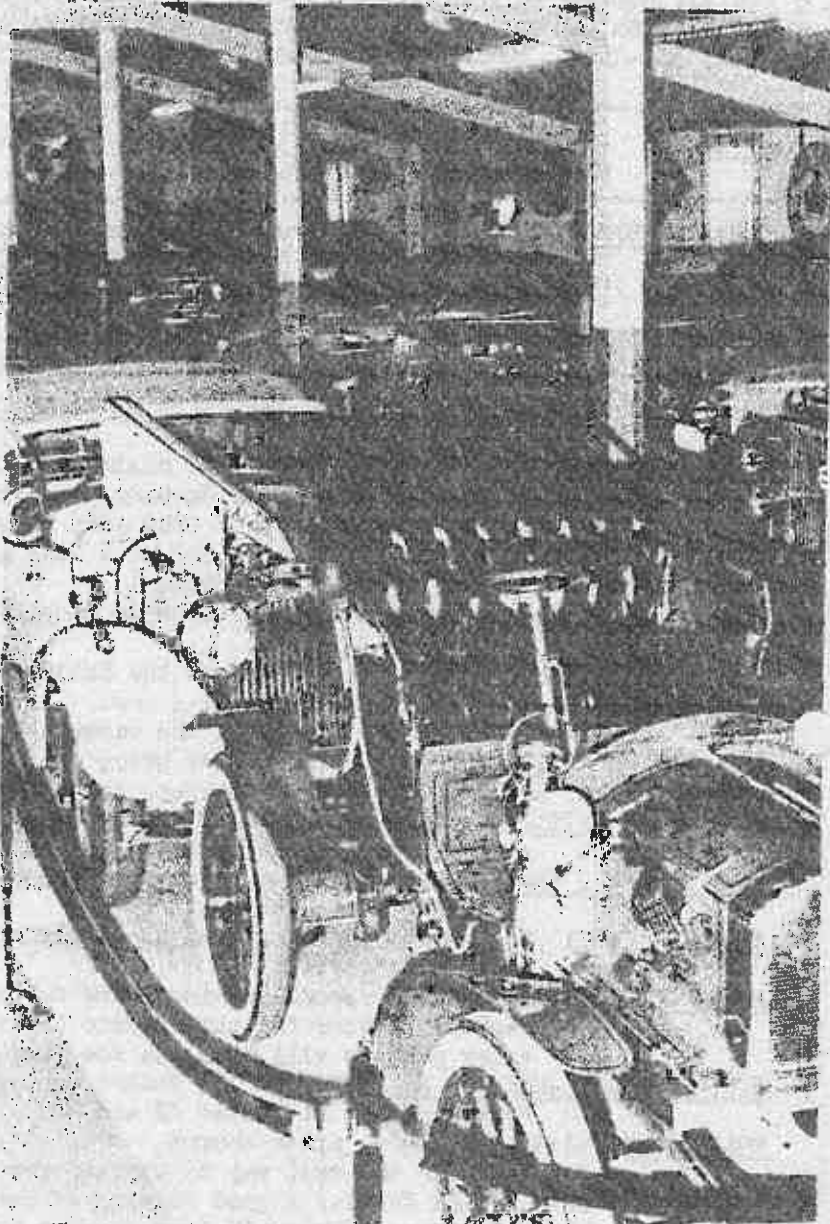
We came, expecting to see a group of nicely restored old cars. After all, what's a car except to get you there and back? That idea flew out the window as we walked in the door. Even the person who thought of cars as transportation only could not fail to be impressed with the imagination displayed in the design, the variety found in the selection and the tender loving care manifested in the restoration of the 42 cars on display. And from the earliest model, a 1901 Marble Swift, to the 1968 Keweenaw battery-powered sedan, every car in the museum is in running condition and is fully operable.

Stern has collected antique and classic cars since 1946, but the work in the restoration of both his cars and others brought in is done by Peter Kreis, who was only two when Stern started to collect. Kreis, a car fan since he was a child who liked to identify passing buses by their headlights, was deeply influenced by 1950's designs. "If they would build the 1957 Thunderbird again,

he muses, "they would sell by the thousand." His favorite car on display right now, however, is the 1915 Pierce-Arrow, which won Best Restored Automobile in 1976 at the national meet of the Antique Automobile Club of America. The sidelamps, complete with beveled glass panes, and the striped plush upholstery in the back, testify to the luxury and magnificence of the era. Both are the result of the attention to perfect detail characteristic of Kreis' work.

Kreis is so busy in the shop that he has little time to take cars out in competition, but he does not
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The newsmagazine of recreation and entertainment in the Laurel Highlands of Southwestern Pennsylvania—Fayette, Somerset, Westmoreland Counties and the Greater Johnstown area.



The cars stand silently in rows, gleaming, dustless, without a single water spot. A neatly lettered card identifies them by make and year. The huge, lumbering, fat models of the twenties and thirties, the racy, sleek sports cars, the shiny upright stately Rolls Royces, which change so little

over the years, and the now-extinct names beside them—Packard, Studebaker, AEC, Stanley Steamer, G.W.K. (I), Pierce-Arrow, recall another time. The people who stood on these running boards, who

polished these outside headlamps, who pumped up those wire-spoke tires and even cranked the engines into life are gone, but their cars remain, even more perfect than when they ran.

Starting Labor Day, the hours will be Saturdays and Sundays noon until 6 p.m. The museum is located in a large yellow cement block building on old US 30, it is under the McCaskey Bridge, near Irwin. The address is 70316 Center Highway, North Huntingdon. Call them at 412 884-2505.

2. OUR LAST MEETING

Due to a mix up during Ben Fiescott's vacation, the August meeting became our first outdoor meeting. The weather was beautiful, Ivan rolled out a barrel of lemonaid, & we had a very productive & informative meeting.

Ben Rawson briefed us on the drags. We discussed the Sept. event. Ivan gave us additional info. on our April indoor Corvaire & Antiques Show, in conjunction with West Leechburg's 50th. anniversary. The indoor facilities will be free, admission will be charged, and profits split with W. Leechburg.

WE DECIDED TO RESTORE & RAFFLE OFF A 65 MONZA COUPE. We will sell tickets prior to & during the April show, splitting the proceeds 50 - 50 with W. Leechburg. (After Expenses). Tickets will be sold right through Steel City Concours III. (All Proceeds to WPCO). A winner will be picked in July. Mike Sullivan gave a favorable report on the general condition of the car, presently owned by Ivan. IF YOU CAN HELP WITH ANY PHASE OF THE RESTORATION, CONTACT IVAN AT 842-2733.

We discussed entering a team in the Three River's Invitational Auto-Cross. If interested, call Dave Fabronic at 327-7361. Sunday Dec. 11 was finalized for our Christmas party at the Plug & Piston. There is slightly over \$400 in the treasury. We had a very informative tech. session, & then adjourned to the Plug & Piston due to flashlight failure!!

3. CORVAIR DAY AT THE DRAGS

It seems that we are not quite ready for this activity yet, as the turnout was very light. Mike Sullivan turned in times in the upper 17 sec. range in his 69, 110. Ben Rawson turned in an amazing best time of 16.97 sec. and 79.08 MPH in his 65 Corvair 140. That time is close to what the Corvaire turbos turn in. Many drag fans were surprised to see Ben smoking tires with a rear engined car. Thank you for organizing the event Ben, perhaps we can get more Vairs out next year.

4. OUR OCTOBER EVENT SUNDAY OCTOBER 16

Carole and I are planning a caravan to Fort Ligonier Days for the club. The delightful little mountain town will feature; Arts & Crafts, Food Booths, & Sidewalk Sales. The Fort itself will feature all day Living History Programs. As usual, an outstanding restaurant will be chosen for dinner. MARK OCT. 16 ON YOUR CALENDAR.

5. NEW MEMBERS

Bruce Gross, McKeesport, 678-4479. Bruce is a 21 yr. old student who owns one Vair, and was recommended by the Ed Penol's.

Charles Pitter, Pgh. 563-2823. Charles is a 61 yr. old carpenter, who owns a 65 466 conv. He was introduced to WPCO by Wayne Jones.

Bob Rosenberger, Kittanning, 545-2131. Bob is a 48 yr. old engineer who owns a rare 61 Lakewood wagon. He was recommended by Ivan Clover.

Tom Marino, Barnabro, (214)948-8730. Tom is a 28 yr. old business man who owns 4 Corvairs. He is a member because of the efforts of Isadore Krouse.

Quay & Betty States, Salem, Ohio, (216)527-2885. Quay & Betty are in their early 50s & own 6 Vairs, including 2 Greenbriers & a Lakewood. Carole & I met the States at Kent, & they entered a van in our concours. They are great folks and will make good members.

WE SURE WOULD LIKE TO MEET ALL OF THE NEW MEMBERS IN PERSON. THE SEPT. 11 EVENT & MEETING WILL BE IDEAL FOR GETTING TO KNOW NEW FRIEND'S. TRY TO MAKE IT.

6. CLASSIC CAR PLATES

Isadore Krouse reports that the Bureau of Motor Vehicles will deduct \$24 from the \$55 classic reg. fee, if you return your 77 plate. You will need your title, owners card, form MV-11, & the old plate. This can be done through the mail, but to avoid damage to the permanent plates consider driving to Harrisburg. It only takes about 1/2 hour. (Rn.109A BAN - 4PM.). Phone (717)787-3130 X-2896. The Vair qualifies, but be careful! It is unlawful to operate the car for daily transportation. Permitted use is limited to club activities, exhibits, tours, parades, occasional trans. & similar uses. Annual inspection. (Dept. of Trans. Bureau of Motor Vehicles, Harrisburg, Pa. 17122.)

THE FOLLOWING ARTICLE APPEARED IN THE "FAN MAIL" OF THE SAN ANTONIO CORVAIR CLUB.
IT'S BEAUTIFUL & I'M SURE YOU WILL ENJOY IT.

VAIRING EXPERIENCES

Marsh Hesler

THE REAL COST OF A CORSA CONVERTIBLE

May	1	Expenses on old car while shopping foreign car lots	\$ 22.91
	2	Flowers for wife to introduce subject of bargain Corvaire	17.50
	7	Evening at O'Brian's Bar after argument	14.75
	10	Dinner to lure wife to look at 140 Corsa Convertible	17.75
	10	New hairdo for wife after demonstration ride	15.00
	11	BOUGHT CORVAIR	1,250.00
	11	Scarf for wife so hair won't blow	.65
	13	Friends who claimed to be expert demonstrated speed shifting. New 3rd gear	63.85
	15	Wife purchased sweater to match CORSA Convertible	75.00
	18	Raced Cobra to work. Speeding ticket	25.00
	18	Wife purchased slacks to go with sweater that matches car	29.95
	20	Had car modified - added hot lifters and cam. Raced Cobra to work. Modifications and speeding ticket	265.00
	21	Neighbor's kid drew crayon pictures on seats and doors. Cleaning bill.	20.50
	22	Battled out of court for clobbering neighbor's kid	150.00
	23	Wife bought shoes to go with slacks that match sweater	19.96
	24	"Expert" friend showed me how to adjust carbs. Replaced 2 burned pistons and 16 valves	152.93
	26	Evening at O'Brians after argument over returning handbag wife bought to go with shoes that match slacks that match sweater that match CORSA convertible	14.75
	27	Raced GT-150 to work. Speeding ticket	25.00
	28	USA-1 plates, shoulder patches, Corvaire club decal, etc.	13.00
	31	Had car modified for Holley 500	150.00
June	6	Added all the above figures and told wife she had better economize. Evening at O'Brians	14.75
	12	"Expert" friend demonstrates proper cornering technique. Repairs to right front fender	39.50
	15	Bought racing tires, new shocks and big wheels	350.00
	17	Party to placate "Expert" friend and wife after heated discussion	19.10
July	1	Taught wife to drive CORSA. New clutch	79.00
	6	Gave wife second driving lesson. Evening at O'Brians	14.75
Aug	2	Expenses while shopping for "good deal" on Spider Convertible	51.75
	7	Found '64 Snyder Convertible at bargain price! Race ready	1,500.00

And so it goes.....

7. FOR SALE

65 Monza sp. MINT COND. wh/black, 4 sp. 140 eng. no rust, Texas car, never in salt. Offers.
Also: 63 Monza sp. 110/auto parts car. (I will have pictures at meeting).
Jack Yost, Box 191-A Rt. 27, Morgantown, W. Va. 26505. (304)292-5576.

Late model Monza sp. needs engine, Pete Meshanko. 731-1500 wk. 983-9150 hm.

65 110 engine, Wilt Roczynski, 751-6611.

65 Monza sp. 110/auto, Green/Black, 40,000 mi. little rust. offers over \$500.
Mrs. Mary Theodore 256-7343 wk. 731-7355 hm.

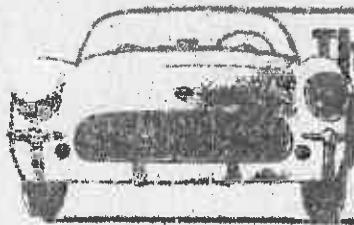
"Vair Tips" is a very good booklet published by the San Diego Chapter. They are priced
at \$1.50 or 5 for \$4 or \$15 per dozen. (Payable to San Diego Corvaire Club)
Wim Craig, 7731 Peacock Dr. San Diego, Calif. 92123.
(This is an excellent book & I will have a promotional copy at the meeting.)

8. THIS & THAT

Walt & Hazel Moore attended the National Convention in Minneapolis. If we all get after
them at the meeting I'm sure they'll tell us all about it.

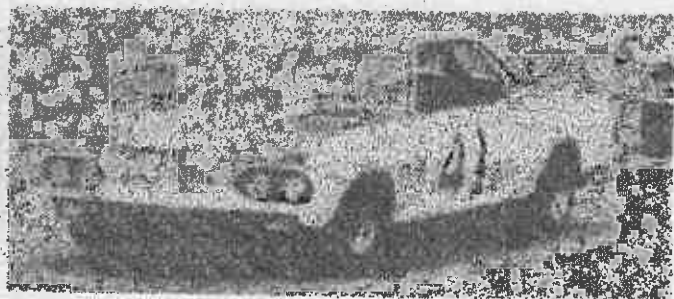
Thanks to now member Rich Conaty, KDMA TV is considering a show about our club on their
new Evening Magazine show. Camera crew may show up for one of our caravans.

Ralph Needer is finally doing a good deed. He wants the Flintor recalled for explosive
GAS TANKS.



The American Sports Car

by Rich Taylor



Rod Bean goes for win at Riverside

You must have heard by now that actor Paul Newman won the D-Production race at Road Atlanta last year's SCCA run-off. Actually, you could hardly avoid learning about it, even if your reading tends more towards *People* magazine than *Automob.* Newman must be the most publicized amateur race driver since Canadian leasrty 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 Th-

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 important - 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 two-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 doing for the track 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 used 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 hucks-down old campaigner? The answer is, Oh, because Jim Reeves knows how to drive like you know your own driveway and, two, because his ancient Corvair is a lot better runner than most of the new D-Production cars.

Most impressive of all, the basic competition package that Reeves is racing was once a bona-fide 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 \$4297. 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 Camonsburg, Pennsylvania. Ah, yes, Camonsburg, Pa. was and is the home of Don Yenke's Chevrolet. You remember Don Yenke. Donnie "Hot Mike" West No. 10.

Well, Don Yenke, aside from being one of the east coast's largest Chevrolet dealers, is also a wild-eyed pinsetter of international renown. If Yenke had raced NASCAR instead of SCCA, they'd be telling Don Yenke stories instead of Papa Turner stories in the Darlington pits. Yenke 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 story-tellers of all time.

Yenke 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 name in long-distance endurance racing. But by 1966, Yenke -- like most other Corvair 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 personnel property and there wasn't a thing anyone could do about it, either.

Now Yenke, a long-time Chevy dealer and loyal Corvair 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 Yenke

needed a car. Preferably a Chevrolet. He wisely picked the Corvair, cleverly figuring that a '66 Impala wasn't much of a horse 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 vibrate the piston. 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 Yenke was determined to race a Chevrolet sports car, so he just kept moving things around until it worked. Yenke'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 Yenke's race was a two-passenger sports car, they weren't the same car. So, even though there were a million Corvairs running around, Yenke had to build at least a hundred to his specifications.

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

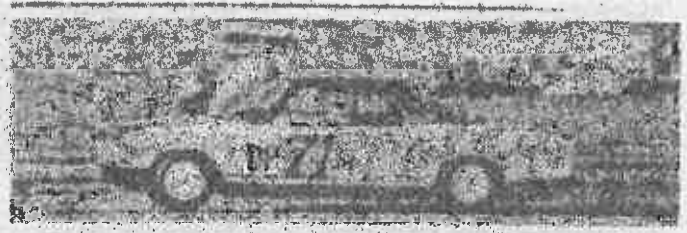
The process was pretty much the same one that Carroll Shelby had gone through to convert a Mustang coupe to a Shelby GT-350. The first thing to go was the rear seat. That made it a two-seater sports car.

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

Then Yenke 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, Yenke 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 Yenke Stinger came in three stages of tube. For just puffing around, there was a 190 hp engine. For zipping around, there was a 175 hp version. And for going fast on a race track, Yenke add 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, Yenke offered a \$600 kit that included racing carbs, metallic brakes, a limited-slip differential, a roll-bar, competition bucket seats with racing-type seat belts and 120 hp. The finishing touch was a ridiculous-looking Harrison oil cooler that Yenke fortuitously 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 nght 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 blood-spectator, Donna Mae Mims (The Pink Lady of racing remember her? SCCA K production National Champion in 1963 and one of the kookiest broads ever to cruise 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 Rothertford and Don Stueckel 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 compositive for 200 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 K-production that the car was named at, Thompson and the other Stinger racers were thrown into D-production. And D-production in the mid Sixties was just about the least competitive class anywhere.

Thompson did spectacularly well, all things considered. In 1966, he won six SCCA nationals, but lost to Jerry Ihos in the ARRC and Tins was running a \$11 Paracha. In 1967, however, Thompson came back and won the National Championship. Which is damned impressive, just as impressive as Jim Nevers' ARRC performance a decade later. By 1976, Corvair racing engines were up around 340 hp, and the Stinger's weight was down around 1800 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 turbo-charged 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 aficionado 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.

LET'S GO TO INDIANAPOLIS FOR THE HOOSIER AUTO SHOW & SWAP MEET. I WILL HAVE PLENTY OF INFO PACKS AT THE MEETING. SEPT. 16 - 19. Includes 2 LAPS AROUND THE SPEEDWAY. IF INTERESTED CALL AL FRIEND ASAP. WE WILL POSSIBLY CANAVAN WITH THE OHIO CLUBS.

American Corvair Parts & Bill Cotrufoeld will be at Carlisle on Sept. 29th thru Oct 2d. They will be in spaces K-150 thru K-155, across from Car Auction building A.

The Pozals, Buffers, Ken Good, & yours truly participated in the McKeesport parade.

CALENDAR OF EVENTS

- Sep. 5 (Labor Day) Three Rivers Auto Cross, Uniontown, Dave Fabyonis 327-7361
- Sep. 10 (Sat.) Vintage Chev. Club Chevy Show & Tins Mt. 9 - 4 Beyerl Chev. Menroeville
- Sep. 16 - 18 Hoosier Auto Show, Indianapolis. (INCLUDES TWO LAPS, call Al Friend)
- Sep. 29 - Oct. 2 Carlisle 77. Don't miss it. (Bill & Colleen in spaces K-150 to K-155)
- Oct. 2 McKeesport Annual Fall Festival of Motor Cars, in Benzle Park. Jim Heatherington 664-9218
- Oct. 6 - 9 Hershey 77 (The grand daddy of em all)

Bill Schmiedlin's bodywork articles will resume with next month's issue. The subject will be Materials.