

corsa communiqué

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Dual Purpose Stinger

Eric Schakel

My Stinger isn't a show car, and it isn't a gutted race car. It's literally what I would have done with a Yenko Stinger back in the late 1960s or early '70s, had I been able to pursue my racing interests. I've seen rusted so-called Stinger hulks, a few fully-finished show cars, and a bunch of stripped-out, roll-caged race Stingers. This is the only dual-purpose Stinger I've seen. I sincerely hope there are more.

YS-066 was purchased from Rich Carroll in July of 1999. According to Rich and his son Dom Perino, they purchased the car around 1985, and had done a good bit of restoration. Rich informed me that the car had probably had major panel replacement, as he was shown pictures of YS-066 with a large fuel cell hole in the trunk, and a hole in the hood for a filler. Rich had done some additional investigation and believes the car came from Morrow Chevrolet in Kansas. The original owner was Larry Weeks, of Olmitz, Kansas. Unfortunately, there is no confirming documentation. However, the history of the car shows titles listing the VIN as YS-066, which is somewhat unusual. It is currently titled as Yenko Stinger YS-066.

As I purchased the car, it was in good but not pristine condition. There are some

noisy!) from Chicago to Denver in July of 1999. The car ran well, except for one call for help to get new points and condenser outside Hays, Kansas. The car features full Yenko equipment, including the deck lid, landau panels, and factory fast steering. The stripe is not the GM Nassau Blue, but a Ford color that Rich believes is accurate for the car. Accurate or not, when (if?) I ever do paint work, I will probably go with the GM color because I like it.

I replaced every piece of the sus-

pension and brakes for the simple sake of safety assurance, bolted in a four-point Autopower roll bar and five-point FIA-rated harness, and have been playing vintage road racer ever since. Rocky Mountain Vintage Racing is an affiliate of the Vintage Auto Racers of America, and uses SCCA rules of the day, with safety updates. The Stinger is prepped to the 1967 General Competition Rules. I did not rip out the glass and interior, simply because I think that's a silly extreme in a race association that doesn't award trophies, points, or acknowledge race results. The goal was to have fun with the car, not necessarily win races. Of course, the speed bug does bite...

For two seasons the original stock 140 engine served me well. When it finally coughed up the cam gear in the last race of the 2003 season, I built a vintage-legal Stage III engine over the winter. Unfortunately, that engine failed in the first event, when the cylinder heads that

continued on page 15



Thank You Yenko Owners

I want to thank all the wonderful people I spoke to while updating the Yenko list. Many of you were pleased to be contacted. Some were called at busy times but everyone made an effort to help update the list for this 40th anniversary edi-

Race and Show

Eddie M. Meadows

I found YS-062 in a field behind a barn in Elkton, Maryland, back in 1976. I tried to find its previous owner, but the car had been titled in Pennsylvania, but I wrote a letter to the person that was supposed to own the car with that VIN resulted in no response. It appears it was just a Stag car. It must have had a fuel fire as evidenced from the burned and rusted back at Powertrain was gone and front suspension had been removed. But it still had the YS-062 plate on the door jamb and still had the quick steering box and Co



I was selling a parts car to a man I knew of a Yenko in Dodge City in a town. After he left I called all of the Yenko owners. "yes I do" was the reply. To me the Stinger YS-044 from the junkyard was the one I was going to rebuild. I rebuilt the engine back to Stag car but I found a correct code engine (1967) with the right dates. The only other thing besides the engine I purchased some 1969 Camaro bush-



Stinger Memories

I have owned several Corvairs in my life, but my favorite car of all times is the Yenko Stinger. A unique and special breed of Corvair history. There are many catalogs, brochures, magazine articles, ads, Yenko letters, etc. in my library collection. In the late sixties I was stopped at a traffic light in York, Pennsylvania (my hometown) when a street Stinger drove past on a main downtown street. I tried to catch up to the car, but it disappeared. And no idea where it ever got to!

The Stinger made its Eastern debut in 1966/67 at the Baltimore, Maryland Civic Center. It was the annual Autorama car show. I made it there that year, and picked up a Stinger three-page brochure. The car photo and print on the front page is in blue ink. The other two pages are black and white, photos and print. The Stinger was right across from the Ford Shelby GT-350 Mustang and GT-40 car display.

A few years ago I almost bought a car at the Carlisle swap meet, YS-071. But, there were a few discrepancies between the car owner and seller plus some electrical problems with the car. I opted not to pursue the deal. It was a great looking cosmetic restoration car.

Before I acquired a Yenko Stinger Hi-Po Parts catalog I wrote the dealership in Canonsburg inquiring if I could purchase a YS tag to possibly convert a Corsa to a Stinger. And later received a YS-313 serial tag along with two round Stinger stickers and two "Yenko Tuned" decals. It was mailed to me from Don Yenko's father, who found the tag and stickers in the dealership office desk drawer! The envelope was postmarked March 26, 1980.

I also have an 8x10 black and white photo of a Stinger in the Yenko showroom. This is a remarkable car which was the start of the Yenko legacy with the Corvair, Camaro, Chevelle, and Nova

Well, he blew the engine a second time, and decided to sell the car to me. I had to pay him in installments! I raced the orange car for a couple of years, and then changed the paint scheme to a silver color, which seemed to hide the dents better.

EC: What was your best result with YS-086?

RM: I won the Central Regional Championship in 1976 with it. I raced the car until 1988, when I sold the car to Dave Diedrichs. I had learned a lesson with this car. I had found that missing shifts was not good for retaining belts. Then I found out that all belts were not created equal. Apparently, the original belts were of a wrapped design, not "cut" like the aftermarket belts.

After replacing my share of these belts, a friend of mine at Buick had 100 belts made up for me using the original part number.

I also found out that the engines do not last long in a race with a belt missing. I mounted a tach on the dash, and put a big red trailer light down where the original tach was located. This way, if I lost the belt, the light would come on. Once this was accomplished, I was racing and I kept seeing a red flash. It scared me to death until I discovered that the top of my gloves were colored red! Duct tape solved that problem.

EC: What was your most memorable race in a Stinger?

RM: It was one of my last races with Donna Mae's car in 1970. I was leading in the Indy IRP Nationals, when I was persuaded off the road by another car. I almost came back to win the event.

EC: Thanks, Ron, for sharing your Stinger history with us. ⊕

Above: McConkey racing Donna Mae Mims' Stinger in 1970 at Grattan, Michigan. Below: Dave Diedrichs in his restored YS-086



Being a Part of S

Warren LeVeque

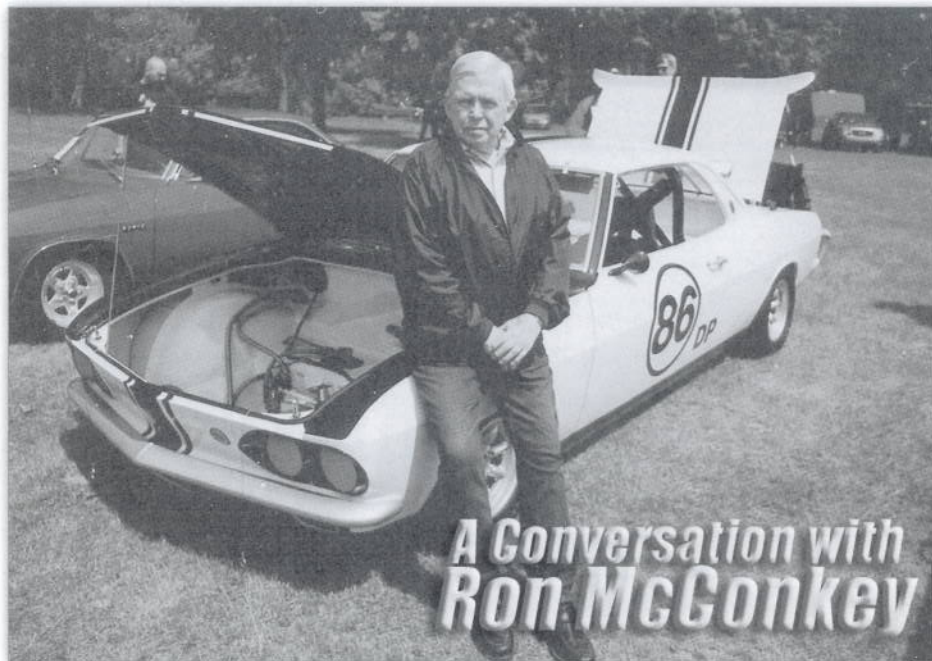
Just belonging to CORSA is being part of something; belonging to Fastvair performance groups is being a part of something; being involved with Stingers is being a part of something much more exclusive.

I was way too much interested in Corvairs a long time before the Stinger came out. When the Stinger hit showrooms, we were driving an MC had one child, and needed at least a three passenger sports car—or at least I needed a sports car.

We priced Austin-Healey 3000 Sunbeam Tigers, and Yenko Stinger. They were all about \$3,800. We decided that the 2+ seaters were just too impractical and the Stage I Stinger was just gussied-up Corsa with a 35% markup plus chrome air cleaners, headers, and paint



YS-002 was bought by Bill Cotroli who raced the car but never regi



A telephone interview with Ed Cunneen

EC: I was reading over some old *Competition Press* and *Autoweek* articles, and saw that you were having great success racing Jaguars in 1966 when the Yenko Stinger project got underway. Can you tell us how did you become involved with Stingers?

RM: I made it to the Riverside Runoffs in November 1966 when I was in a serious crash in the Jaguar. It was about this time that I became acquainted with Jerry Thompson and saw the success he was having with the Stinger. I was healing from the accident the entire 1967 season and did not race. In 1968, I was looking for a ride when Jerry got me back in the seat with a Corvair.

Thompson had just won the Nationals toward the end of 1967, when Chuck Mitchell approached him with interest in buying the engine from the race car. The price was right and the deal was made. Shortly after, the Owens-Corning crew brought the remains of the YS-005 with wheelbarrows full of parts and dropped them in my two-car garage. Jerry lent

that year. I returned the race car to Jerry after the end of the season, and it was sold shortly after.

EC: Do you know what happened to the car after that?

RM: I believe Scotty and Dave Smathers owned it for a while and then it went to Jim Reeve Jr.

EC: About the same time, Donna Mae Mims had been racing her pink Stinger, YS-085. I understand she was seeking a crew chief in 1969. Can you tell us about your involvement with her?

RM: Donna had approached Jerry to be her crew chief. Since Jerry was pretty involved in the Corvair project, Jerry

suggested that I work with Donna. I was her crew chief and mechanic in 1969.

EC: I recently saw a picture of Donna's car. It appears to be quite a bright shade of metallic pink with a flat black painted front hood.

RM: I remember that the pink paint on the hood started peeling, and I didn't have any paint equipment at the shop, so I used spray cans to paint it black.

EC: How long did you work with Donna?

RM: I was with her just the one year in 1969. Then in 1970, Donna Mae lent me her Stinger, as I still had no car. It was in primer when I received it. Rules stated that you could not race a car in primer, so I painted it white. I finished sixth in 1970 and was eligible for the runoffs as an alternate, but did not have the car ready for the race. It was quite a fast car.

EC: In addition to racing Stingers, you have owned a couple of other Stingers. Can you tell us about these?

I purchased YS-001 on September 2, 1969 from Radmacher Motors in Clarkston, Michigan. I still have the bill of sale for the car. I didn't know this was the first Stinger built at the time.

I was driving by the dealership when I saw a Corvair with a familiar looking fiberglass deck lid, and pulled in to take a closer look. After confirming with the salesman that it was indeed a Stinger, I became quite interested, because in order to race in SCCA D production, you had to have a genuine Stinger. It

was painted white with a solid blue lining stripes. I was told the air cleaners stolen, but it had headers and an alur I took a look to see if it had a Yenko but I did see the two holes in the deck had once been.

I purchased the car for \$849 at a Mae's trailer to tow it home. I later Thompson it was the first production built.

I kept the car a short time, and actually purchase a motorcycle. I had stuffed location in that car for the trip home to race the car, but about that same time the Vega Stinger project. Before I had dropped off a bright blue Chevy a ported and polished head to my venture in hand, I sold YS-001 to a friend and Corvair enthusiast Dave

EC: Dave is now the Executive Technical Center in California. Did that Rolly Aiken also owned this car?

RM: Dave had intentions of racing the prepping the Stinger. However, I had that six hours a night working on appropriate behavior, and the project

EC: I recently talked to Dave, and he persuaded by the leotard outfit his new after exercise class than any other project. He kept the car for about a year

RM: I remember that Jerry had inquired the car during a motorcycle outing. The car was available. Jerry asked the car 50 miles to his shop. Jerry had in IMSA. However, as he was collecting the rules for the sedan class came out engines could not be used. Jerry felt competitive with the 110 horsepower engine scrap the project.

EC: I believe Rolly Aiken acquired the car early 1974. He kept it until 1987, and listed it for sale in the July, 1987 edition of *Communique*. This car was purchased and was kept in his collection until it in a package deal including YS-SCCA racer now owned by Bob Goodyear Stinger to Bob Dunahugh

Our registry shows you also own





How Many Stingers?

James Rice

When I last wrote on this subject, it was in the October 1988 issue of the *Communique*. The Yenko Stinger Registry was on paper. Since then, Charles (Charlie) F. Doerge, Jr. has expanded it and also put it on a spreadsheet, which allows some interesting data sorting. The following is the direct result of his work. In fairness to all involved, please remember that unraveling the production practices and history of 40 years ago is a work in process when there is time or new information. This may not be the last answer, depending on what else turns up.

One question, which is asked repeatedly, is this: How many "authentic Stingers" were produced? In the early 1970s Scotty Smathers told me 150. Don Yenko, during his presentation at the 1976 Philadelphia CORSA convention, said 186 or 187. A recent book on American road racing specials says 121. So, what is the correct number? Personally, I don't know if there is a correct number. The most accurate answer is less than 200, maybe many less than 200. It totally depends on your definition of "authentic Stinger." If you mean by "authentic Stinger" a Corvair which came

the original chassis tub," the number of remaining "authentic Stingers" is certainly well below 100. But I do not accept the restrictive definition, because history is far more interesting than the neat, clean, and orderly foolishness people want to impose 40 years later.

The following is my breakdown and explanations of the cars branded or identified as Yenko Stingers.

First Group: Original fleet order of 100 1966 Corsas with 140 HP, Heavy Duty suspension and fast steering, which were delivered to Yenko Chevrolet in mid-December 1965, for the SCCA's inspection the first week of January 1966. They had white exteriors and black interiors. These would be YS-001 through YS-100. There are 70 of the 100 on the current registry. At the time of the SCCA inspector's visit to Yenko Chevrolet the first week of January 1966, not all of the cars had received the blue tri-stripe and fiberglass body parts. There is ample photographic evidence to support this statement. We know not all of these cars were sold with the fiberglass parts and the blue stripes. Some were sold as white Corvair Corsas, which may or may not have had a YS tag on the doorpost. Last year at the Performance Workshop in

fix the wreck. One of the castoff tubs was eventually rebuilt with a "kit car" number. Compounding confusion, according to the VIN and Fisher body tags, a couple cars in this group were issued—or reissued—YS tags outside the numbering sequence. And there appears that two cars were given tags, sold as Stingers, only to have the tags swapped at some point for no known reason.

Second Group: Build-ups during 1966-67, numbers YS-101 through YS-106. One of these was Toronto Chevrolet dealer Maurice (Mo) Carter's Canadian-built Corvair he delivered to Yenko for conversion to Stinger appearance and specifications for racing in Canada. Actually, only YS-103 through YS-105 (three cars) in this six-number sequence are on the registry. YS-101 and YS-102 are missing. One of these two may be Jerry Thompson's 1965 A Sedan conversion (see comments in fourth group below). Adding to the fun, the sixth car, YS-106, is a 1966 car and one of the original 100 cars according to the VIN and Fisher Body tags.

Third Group: Another fleet order, but only 25 cars, all 1967 Monzas with 140 engines and four-speed transaxles. I don't know what other COPO options they had. They were built and delivered in February 1967, and were a mixed batch of red and blue cars. Most of those on the registry are blue. Those on the registry all have white tri-stripes. Only 14 of the 25 cars are on the registry, which are numbered YS-107 through YS-120. I believe the rest of the fleet order was sold as regular Corvair Monzas, primarily because of the first car in the next group.

Fourth Group: Build-ups or kit cars done during Corvair production. YS-121 is a former Tony DeLorenzo's 1966 A-Sedan. Tony is the son of a GM Vice President. He, Jerry Thompson, and Don were friends and co-drove Corvettes several times in endurance races. Tony got

has full documentation of this conversion to Stinger specs and appeared Jerry Thompson said during the C session at the 2000 CORSA Convention in Daytona Beach that his 1965 Corvair A-Sedan was upgraded and tagged a Yenko during '66 and traded to his dentist for dental work. Jerry's '66-'67 race car YS-105 was an authentic Stinger, not his 1965 A-sedan car upgraded to Yenko status some have speculated. I don't know if a 1965 A-sedan is on registry, but it could be one of the cars built up between the '66 and '67 fleet orders. Charlie Clark said SCCA's *Sportscar* (May '86, page 58) YS-125 (a.k.a. the Green Car) was a 1965 car. He bought it knowing the original owner converted it. There are 33 cars in this group on the registry beginning with YS-121 through YS-199, all "kit cars" with a tag and the fiberglass body parts, which could be bought from Yenko Chevrolet or purchased from aftermarket part vendors. These were all done during the production life of the Corvair so far as we know. They are believed to all be race cars at the time of conversion. There are a couple weird numbered cars I've included in this group's 33-car count which have four digit numbers. There has been no explanation for the four digit numbers, which I think are only on the bill of sale or title. When I've seen both cars, I have neither asked their owners nor secretly checked the doorpost for YS tags. One of these was the Stinger Don Yenko sold to Goodyear for tire testing as they developed their new high performance street radial tires. It was reported they were disappointed the car would only do 135 MPH.

Before we get to the fifth group should note there are no cars with any numbers in the 200s. For a reason: I think Don Yenko or his staff knew what they were doing.

Fifth Group: A small group of "kit cars" sold after the Corvair went out of production. They are YS-300 through YS-



Don Yenko's Stingers

Yenko Stinger Timeline

Ed Cunneen

Early 1965: Don Yenko was well aware of Carroll Shelby's success with the Cobra, and his new Mustang program. Don's visions of a similar activity under Chevrolet's banner would soon become reality. Yenko felt that there was a need for United States representation in the lower speed classes of SCCA racing.

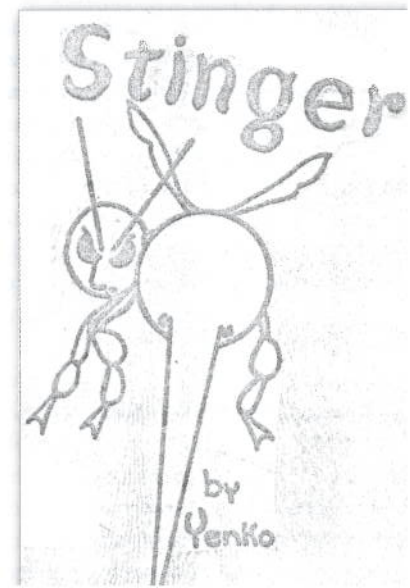
participate in his new program.
August 10, 1965: Don Yenko wrote a letter to Mr. Jim Kaser, SCCA's Competition Director, requesting a manufacturer's classification application for the year 1966. This early in the process, the car was going to be called the Yenko "Bonanza."
August, 1965: John Salathe, a friend of Don's and an industrial engineer, was

Yenko's Corvair Monza at Upper Marlboro, Maryland. This is when Moss's legendary statement was made: "This car handles as well as any production sports car and better than most."
October 9, 1965: Don wrote to Mr. A.R. Kilgore, Zone Manager of Chevrolet, for Yenko Sports Cars to be recognized for a National Fleet Account. Yenko Sports Cars, Inc. was a recently formed



1966 YENKO

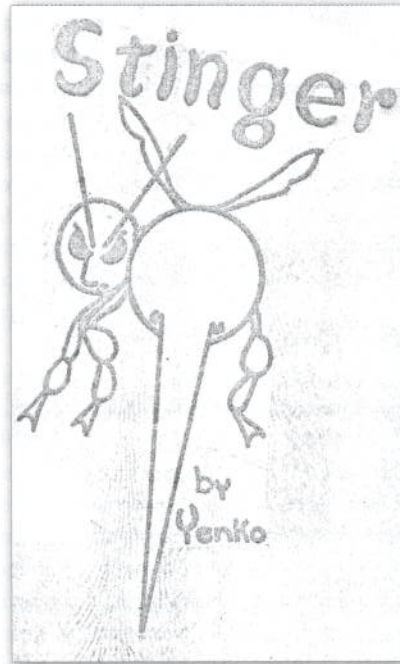
October 28, 1965: Don forwarded a letter to Mr. Joe Pike, requesting that Joe expedite the 100 cars soon to be ordered. The Yenko dealership sold an average of 190 cars per year, so this was quite an order.
November 8, 1965: SCCA announced that the Yenko Stinger was officially recognized as a class D Product competition car. This was quite a shock to Don, as he envisioned having a chance in H Production, and though



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Opposite page: Cotrofeld Automotive Stinger YS-002.

Above: Artist sketches of the proposed Stinger body and emblem, 1965.

Right: Ron McConkey racing Jerry Thompson's car in 1968 at Elkhart Lake, Wisconsin.

there would be an uphill struggle if the car received a G Production classification. When he heard the news from John Bishop, he seriously thought about bankruptcy.

December 4, 1965: An announcement was made that the Yenko Stinger would make its Pittsburgh debut at the ALCOA building on December 8-10. This would be the prototype Stinger, since the fleet order of 100 cars had not yet arrived.

December 13, 1965: The first 27 Corvairs from the fleet order arrived at the Canonsburg, Pennsylvania dealership. Two shifts working 16 hours a day were set up to assure the completion of the Stingers by December 31, 1965.

December 28, 1965: Mr. Claude Cardwell made an on-the-spot inspection of the Stingers at the Yenko dealership in

Stinger recognized 1966 production category class D. Jim Kaser, SCCA Competition Director."

January 6, 1966: Two factory race cars were present with the new RST race engines for the Production Stingers' first testing at Nelson Ledges in Warren, Ohio. One of the Stingers earned a new unofficial D/P record of 56.9 seconds.

January 9, 1966: Don Yenko and Jerry Thompson rack up the fastest times ever recorded by a Corvair at the Upper Marlboro track (1:35.5). This was the first official race for the Stinger. Yenko said that 20 of the 100 Stingers had already been sold.

January 16, 1966: Yenko Sports Cars issued its first Tune Stage Specifications.

February 28, 1966: "Distributors Only" price breakdown issued.

April 20, 1966: Stinger Option List was issued. ⊕

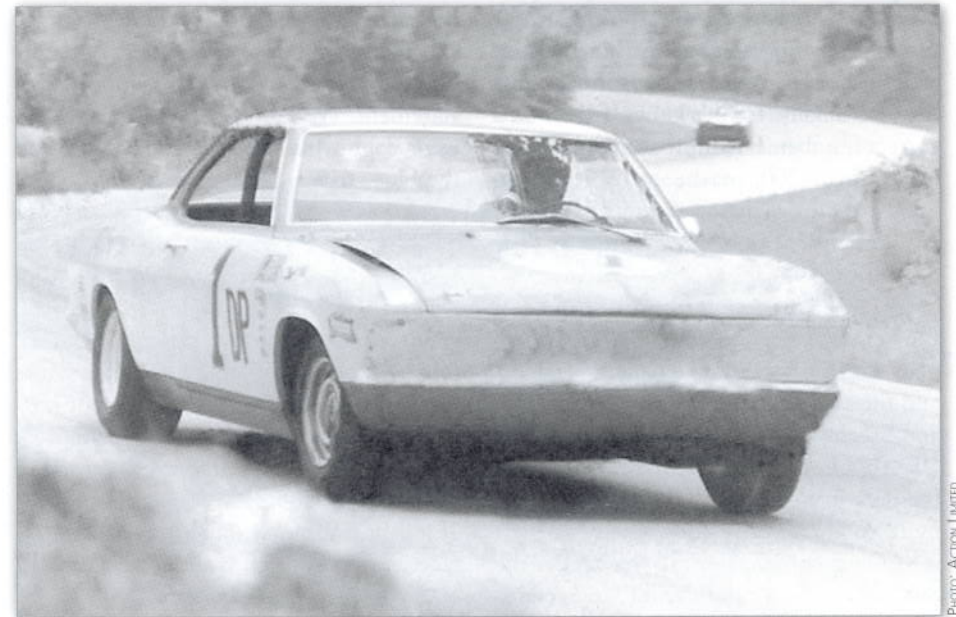


PHOTO: ACTION LIMITED.



Ed Cunneen

Last spring, I received a phone call from Bob Dunahugh. He told me that the Cedar Rapids Corvair club would be hosting a Regional Convention in Iowa. He also mentioned that Donna Mae Mims was invited. Bob also thought it would be a good idea for Donna Mae to hand out “Think Pink” trophies to the winners at the Marshalltown Time Trials.

My two boys, (Ted and Tim) and I knew this was a must-attend event, but the previous year I had decided to retire



YS-107 from racing. This was the first Yenko Stinger built in 1967, and at the time was one of only four 1967 Stingers still racing. With a total of only nine left in existence, my preservation instinct was taking over.

I told Ted that we would find a different Corvair to race, but as the event drew near, we still had not found a suitable “Flexi-Flyer.” Upon influence from my sons, we decided to race YS-107 one last time. Just before we headed out for the six hour drive to Marshalltown, I reluctantly loaded the blue Stinger on the trailer, knowing it may be the last time I saw her in one piece!

As we checked into the motel that evening, we noticed a woman sitting with her foot propped up in a cast. It was none other than our Guest of Honor, Donna Mae!

Upon inquiry, she mentioned that she was run over by her own car (how rude!). Actually, on her trip to Marshalltown, the alternator in her Corvette gave out, leaving her stranded on a highway. Good

backed it down the trailer ramps.

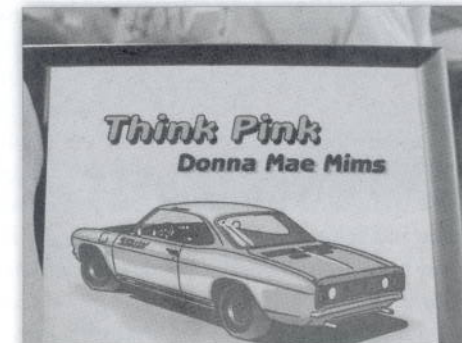
The day was a hot one, and I was relegated to the tower for timing duty. I didn’t mind since it was air conditioned. Ted would be at the controls of the car because he proved in earlier events he was far faster than me. Donna Mae was sitting in her car, and I said she should be up in the tower’s cool environment. But the only way to get her there was to carry her. I was up for the task and so was she, so up she went. Donna signed special event shirts for us, and also told us stories of her Stinger racing days and time with Don Yenko.

The contest for the coveted Donna Mae Mims IS-5 First Place award was very close that day, and Ted was running great first laps, but he could not seem to put two good ones in a row together. Then, during the last time trial of the day, he did just that and snatched first place with a new Improved Stock 5 class track record of 85.770!

When Donna Mae handed out the awards that evening, Ted was grinning ear to ear. He also won the Fastest Street Corvair award from Warren, topping off the day.

As evening arrived, the time trial participants and their families all headed to a friendly restaurant and were entertained by Donna Mae. I have found her to be a really special person and a funny one at that.

The next day we headed for Cedar Rapids to attend the regional convention.



It was a huge turnout, and we all had fun. Clark’s, Wall’s, and other vendors up an unbelievable display of parts for sale, which made us feel like we were in a toy store. The next morning was the show, and so I parked the Stinger there not knowing it was actually going to be judged. Later, I learned that it won the place in its class.

Well, Ted kept the Stinger in one piece that weekend, and it is now safely nestled in our garage. We recently bought a 1967 Corvair car that he is getting ready for the next season. Of course he wants to replace the 140 with a turbocharger setup. Anybody out there have spare turbo parts?

YS-107 History

This Marina Blue Stinger was built by Don Yenko on March 20, 1967 with the Street I option. The dash-mounted Stewart Warner tachometer was part of the Street I package, and this car also had a special instrument cluster: oil pressure, oil temperature, and ammeter (\$79) and Tri-Stripes (\$45).

The car was shipped to Anderson Foreign Motors in Swampscott, Massachusetts on April 1, 1967.

The wholesale price to Anderson was \$2,985.

The car was first sold to Al. S. Larson in Arlington, Virginia on April 15, 1967. Other previous Owners: Rita Miller, Robert Coffin, David Stokoski, Fred Thometz.

YS-107 Specifications

140 Engine: T0219RM (shown as T0306RA on Protect-O-Plate, similar to other 1967s)

Transmission: R7A17 (listed on window sticker as close ratio)

Differential: AA0216B 3.8 Positraction

... numbers YS-101 through YS-106. One of these was Toronto Chevrolet dealer Maurice (Mo) Carter's Canadian-built Corvair he delivered to Yenko for conversion to Stinger appearance and specifications for racing in Canada. Actually, only YS-103 through YS-105 (three cars) in this six-number sequence are on the registry. YS-101 and YS-102 are missing. One of these two may be Jerry Thompson's 1965 A Sedan conversion (see comments on the fourth group below). Adding to the fun, the sixth car, YS-106, is a 1966 car and one of the original 100 cars according to the VIN and Fisher Body tags.

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is: Jim Germann YS-300, Joe Burch YS-306, and Charlie Clark YS-125, circa 1979.

Opposite: Curtis Wood in YS-199 at Hallett Motor Racing Circuit in 1991, about to win the overall his SCCA drivers school race.

one of the cars built up between the '66 and '67 fleet orders. Charlie Clark said in SCCA's *Sportscar* (May '86, page 58) his YS-125 (a.k.a. the Green Car) was a kit car. He bought it knowing the original owner converted it. There are 33 cars in this group on the registry beginning with YS-121 through YS-199, all "kit cars" with a tag and the fiberglass body parts, which could be bought from Yenko Chevrolet or purchased from aftermarket part vendors. These were all done during the production life of the Corvair so far as we know. They are believed to all be race cars at time of conversion. There are a couple weird numbered cars I've included in this group's 33-car count which have four digit numbers. There has been no explanation for the four digit numbers, which I think are only on the bill of sale or title. While I've seen both cars, I have neither asked their owners nor secretly checked the doorpost for YS tags. One of these was the Stinger Don Yenko sold to Goodyear for tire testing as they developed their new high performance street radial tires. It is reported they were disappointed the car would only do 135 MPH.

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Fifth Group: A small group of "kit cars" sold after the Corvair went out of production. They are YS-300 through YS-318 inclusive. This number includes the only Yenko convertible. One of these cars was actually driven to Yenko Chevrolet and converted while the customer waited nearby. I have seen the bill of sale for one of these cars, have a copy of a "window sticker" for another, and a copy of a letter on Yenko Chevrolet stationery for yet another one. Herb Berkman tells the story from 1983 about his YS-317 "kit

Special steering RPO #M14
 Special purpose front and rear suspension RPO #M11
 Transmission four-speed RPO #M20
 Positraction rear axle, ratio 3.55* RPO #G81
 (50% of order only, see below for balance of order)

In addition to the above, we would like to have the vehicles equipped as follows:

*Positraction rear axle, ratio 3.89 (balance of order)
 Metallic facing brakes (all around)
 Install part #382#760 master cylinder (in place of standard master cylinder)
 NOTE: If not in quantity use master cylinder #5467005
 Installation of either of the above will require installation of a plug in the rear reservoir outlet and production brake line connected to front reservoir outlet.
 Install proportioning valve (part of heavy duty J56 Corvette brake option) in rear brake line

car" in an Open Forum letter in the April 2000 *Communique*. Basically he got the fiberglass parts and for \$20, Bill Smith at Yenko Performance & Marine sent him his YS tag. I do not know of any additional YS-300 series cars surfacing since Don's death in March 1987. Last I knew one of these cars was only a tag and a receipt in a file drawer.

Conclusions: First, the rarest Yenko Stinger has to be one of the 1966 or 1967 fleet ordered cars which did not actually get converted to Stinger appearance. Only the Fisher Body tag tells the tale, which is explained in the October 1988 *Communique*.

Second, how many Yenko Stingers were

produced? Choose your number, depending on your personal requirement for tidiness in history. At the 1999 Richmond regional convention where she was the guest of honor, Donna Mae Mims said Don was selling cars for slightly over his cost so people could afford to buy them and have fun with them. Given this truth, is it any surprise that Don Yenko or his staff sold YS tags and body parts to people who wanted to have fun with the Corvair? Especially when the intended fun was generally SCCA road racing? Don Yenko was a lot of things to a lot of people, but at his core was a very competitive man who wanted to have fun with race cars and enable others to do the same. (4)



1: I was with her just the one year in 1969. Then in 1970, Donna Mae lent me her Stinger, as I still had no car. It was in primer when I received it. Rules stated that you could not race a car in primer, so I painted it white. I finished sixth in 1970 and was eligible for the runoffs as an alternate, but did not have the car ready for the race. It was quite a fast car. 2: In addition to racing Stingers, you have owned a couple of other Stingers. Can you tell us about these?

I purchased YS-001 on September 2, 1969 from Radmacher Motors in Clarkston, Michigan. I still have the bill of sale for the car. I didn't know this was the first Stinger built at the time.

I was driving by the dealership when I saw a Corvair with a familiar looking fiberglass deck lid, and pulled in to take a closer look. After confirming with the salesman that it was indeed a Stinger, I became quite interested, because in order to race in SCCA D production, you had to have a genuine Stinger. It



location in that car for the trip home! My intention was to race the car, but about that same time Yenko had begun the Vega Stinger project. Before I knew it, Don Yenko had dropped off a bright blue Chevrolet Vega along with a ported and polished head to my garage. With this new venture in hand, I sold YS-001 toward the end of 1970 to a friend and Corvair enthusiast Dave Hermance.

EC: Dave is now the Executive Engineer for Toyota Technical Center in California. Title history also shows that Rolly Aiken also owned this car.

RM: Dave had intentions of racing the car, and had started prepping the Stinger. However, I heard that his wife felt that six hours a night working on the Stinger was not appropriate behavior, and the project was put on hold.

EC: I recently talked to Dave, and he said he was more persuaded by the leotard outfit his new wife came home in after exercise class than any other reason for shelving the project. He kept the car for about a year.

RM: I remember that Jerry had inquired about the status of the car during a motorcycle outing with Dave and found out the car was available. Jerry asked me to help him tow the car 50 miles to his shop. Jerry had plans to run the car in IMSA. However, as he was collecting parts for the car, the rules for the sedan class came out stating that optional engines could not be used. Jerry felt he could not be competitive with the 110 horsepower engine, and decided to scrap the project.

EC: I believe Rolly Aiken acquired the car in late 1973 or early 1974. He kept it until 1987, and decided to advertise it for sale in the July, 1987 edition of the *CORSA Communique*. This car was purchased by Rich Reinders and was kept in his collection until 2000, when he sold it in a package deal including YS-072 (Bruce Bohrman SCCA racer now owned by Bob Joyce) and the 1969 Goodyear Stinger to Bob Dunahugh.

Our registry shows you also owned YS-086 (now owned by Dave Diedrichs) and it was a Stage III Stinger. Can you tell us about this car?

RM: That was Jim Spencer's race car, which had a lot of work done to it. Jim raced the car a while and then traded it back to Yenko. Bill O'Connor (O&J Advertising, Chicago) purchased the car in 1967 and had it painted Hugger Orange (maybe to resemble orange juice)?

A short time later, my friend Dave Horchler acquired the car, and after blowing his first engine, asked me to help him rebuild it. I said yes, as long as I could also race it.

Adol V. Kricke

CASH Deposit -49.00

CASH TO DOWN DELIVERY 800.00

Contract to be Paid in Payments of \$ Each. 1st Payment Due 19

TRADE IN RECORD

YEAR	MAKE	MODEL	BODY	COLOR	LIE. H.P.
19	None				

MASTOR NO. SERIAL NO. TITLE NO. STOCK NO.

SOLD AS IS. I hereby make this purchase knowingly without any guarantee, expressed or implied, by this dealer or his agent.

Customer's Signature _____

SOLD WITH GUARANTEE. We the dealer guarantee this car for 30 days after date of delivery on a 50-50 retail basis of parts & labor used. (Owner pays half and dealer pays half of total retail cost of parts & labor used). All repairs must be made in our service shop. We do not guarantee speedometer reading, tires, battery or glass.

Dealer's Signature _____

I have read the face and back of this order, and agree to this purchase contract. I hereby certify that I am 21 years of age or older and acknowledge receipt of a copy of this order.

I agree to accept delivery 19

Buyer's Signature _____ Phone _____

Address 3114 McClure Troy Mich

THIS ORDER IS NOT VALID UNLESS SIGNED BY BUYER AND DEALER

Tommy Tucker SALESMAN Accepted by _____ DEALER'S SIGNATURE

FORM SA-156

Invoice No. CN 5787

STATEMENT OF VEHICLE SALE

TOM RADEMACHER CHEVROLET-OLDS Inc.

6757 Dixie Highway At M-15 CLARKSTON, MICHIGAN 48016 Phone MA 5-0071 REG. A-483

Branch Stamp WAILLORD SEP 3 1969

SOLD TO Ronald D. McConkey

ADDRESS 3114 McClure

City Troy County Mich. State Zip Code 48069 Date 9-3-69

Vehicle License Plate A-3157

Dealer License 2-207-008

CAR SOLD	YEAR	MAKE	BODY STYLE & MODEL OR SERIES	VEHICLE OR ENGINE No.	SERIAL No.
TRADE-IN	1966	Chev.	Corvair 2dr.	107376W130703	Stk. 14808

TRADE-IN None

CAR SOLD NEW USED DEMO

WAS TAKEN IN AS A TRADE-IN? YES NO

Factory Installed Accessories _____

Dealer Installed Accessories When Optional To Purchaser _____

1. PRICE OF CAR (Including Fed. Tax, Freight & Accessories)	
2. OTHER TAXABLE CHARGES	
3. TOTAL TAXABLE PRICE	800.00
4. SALES TAX (4% of Line 3)	32.00
5. LICENSE (or Transfer Fee)	13.75
6. TITLE (or Transfer Fee)	3.00
7. Labor or other Non-Tax. Chgs.	.25
8. UNINSURED FUND	
9. TOTAL DELIVERED PRICE	849.00
10. CASH ON DEPOSIT	49.00
11. CASH DUE ON DELIVERY	800.00
12. TRADE-IN \$	
13. LESS LIEN \$	
14. TOTAL DOWN PAYMENT	
15. AMOUNT TO BE FINANCED	
16. FINANCE CHARGE	
17. INSURANCE CHARGE*	
18. TOTAL AMOUNT OF FINANCE CONTRACT	

REMARKS _____

TEMPORARY REGISTRATION No. _____

Salesman Tommy Tucker

*WARNING: The insurance afforded hereunder does not cover liability for injury to persons or damage to property or items unless so indicated herein.

Signature of dealer or authorized agent. State title exactly—as president, partner, dist. mgr., etc. _____

Subscribed and sworn to before me this 3 day of Sept. 1969

Signature of Notary Public _____

Name of Notary Corrine E. Furman

County OAKLAND

Comm. Expires 4-26-70

Terms of Finance Contract Total amount of finance contract due (Line 18) \$ -0-

WEEKLY

MONTHLY PAYMENTS OF \$ _____

First Payment Due (Mo.) (Day) (Year)

Dealer must supply purchaser with pink copy of this form.

Signature of Purchaser or Purchasers _____

SEE REVERSE SIDE OF PURCHASER'S COPY FOR INSTRUCTIONS.

ORIGINAL—WHITE—Secretary of State—Revenue Department
DUPLICATE—CANARY—Dealer's File
TRIPPLICATE—PINK—Purchaser

FORM 9502-C (1-64) (5-64)

THE BENDIS & BENDIS CO., GREENA, ILL. 1970 IN U.S.A.

main downtown street. I tried to catch to the car, but it disappeared. And no idea where it ever got to!

The Stinger made its Eastern debut in 1966/67 at the Baltimore, Maryland Civic Center. It was the annual Autorama car show. I made it there that year, and picked up a Stinger three-page brochure. The car photo and print on the front page is in black ink. The other two pages are black and white, photos and print. The Stinger is right across from the Ford Shelby GT-350 Mustang and GT-40 car display.

A few years ago I almost bought a car at the Carlisle swap meet, YS-071. But, there were a few discrepancies between the car owner and seller plus some electrical problems with the car. I opted not to pursue the deal. It was a great looking cosmetic restoration car.

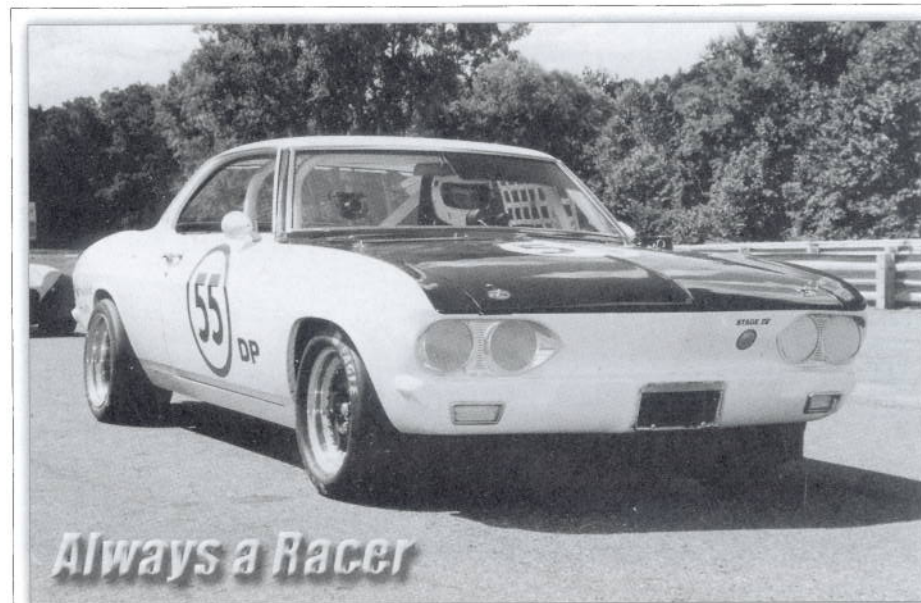
Before I acquired a Yenke Stinger Hi-Power Parts catalog I wrote the dealership in Greensburg inquiring if I could purchase a YS tag to possibly convert a Corsa to a Stinger. And later received a YS-313 serial tag along with two round Stinger stickers and two "Yenko Tuned" decals. It was mailed to me from Don Yenke's father, who found the tag and stickers in the dealership office desk drawer! The envelope was postmarked March 26, 1980.

I also have an 8x10 black and white photo of a Stinger in the Yenke showroom. This is a remarkable car which is the start of the Yenke legacy with the Corvair, Camaro, Chevelle, and Nova automobiles. The Corvair Stinger started it all, without a doubt.

Joe Darinsig

Corvairs a long time before the Stinger came out. When the Stinger hit the showrooms, we were driving an MGA, had one child, and needed at least a three-passenger sports car—or at least I needed a sports car.

We priced Austin-Healey 3000s, Sunbeam Tigers, and Yenke Stingers. They were all about \$3,800. We decided that the 2+ seaters were just too impractical and the Stage I Stinger was just a gussied-up Corsa with a 35% markup for chrome air cleaners, headers, and paint.



YS-002 was bought by Bill Cotrofeld in 1966 from original owner Jim Hayworth who raced the car but never registered it for the street. Raced by Cotrofeld Automotive in SCCA D-Production in the 1960s and early 1970s, it was restored in 1997 by Tim Cotrofeld. Since then it has been shown in Corvair events and raced in Corvair events and SCCA hillclimbs. It has always been a race car, never registered for road use.

The car is in Stage IV tune with high compression, large bore carburetors, and remote oil cooler. It has been kept as original as possible. The only changes made have been to update racing safety items such as seat, safety belts, and fuel system. The wheels have been updated and new style racing tires are used.

Bill Cotrofeld

I purchased the rust free YS-160 Stinger and gutted it to make into a race car.

At the time I just wanted to be a part of something; that something being the competition of Corvairs in road racing. I already had my heroes Donna Mae Mims, James Reeve, and Jim Schardt. They were competing against the factory Triumph and Datsun teams and winning.

After a couple of years of development, my car slowly became competitive and I was among those winners. It was a glorious time in the "golden era" of racing, which I

Stinger was a part of the Corvair's racing accomplishments. Granted, probably 90 of the first 100 Stingers necessary for homologation were never intended for sports car uses, but allowed the other ten to be used. Anyone who purchased one of the "gussied-up Corsas" contributed to the existence of the Corvair racing effort and therefore, no matter how equipped, they are all a necessary part of the racing history and are very important.

After the racing successes, being a part of it required buying one of the "after 100" numbered Stingers. These became a testimonial to the entire effort and are important also. The Stinger clones are also a part of the testimonial and are another way of saying "I'm proud of the Corvair's racing history."

Of course, in this age of nostalgia, the most desired, if remaining at all, are the Stingers with a documented racing history. I enjoy the patina of a well-used race car. The remaining Stingers are all a part of that "something."

In the 1960s, Stingers were just another sports car and not given much consideration. Now they are a part of the history of the golden era of racing and are so desired that it may be difficult for Corvair persons to obtain them. We continue to meet people who watched this era from afar and can hardly believe it when they get a chance to touch a part of history. And the best part is that we still have a chance to make some more history. Glad to have had the chance to have been "a part of something." ⊕

ace association that doesn't award trophies, points, or acknowledge race results. The goal was to have fun with the car, not necessarily win races. Of course, the speed it does bite...

For two seasons the original stock 140 engine served me well. When it finally coughed up the cam gear in the last race of the 2003 season, I built a vintage Stage III engine over the winter. Unfortunately, that engine failed in the final event, when the cylinder heads that

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ke to while updating the Yenko list. Some were called at busy times. The goal for this 40th anniversary edition is an almost impossible job as cars are hard to find. It asks Charlie Doerge. He has spent a lot of time and money. And the main person I want on the list from YS-050 to YS-100 is the Yenko. I often refers to herself as a "Corvair bit since 1967.

ting time helping put it

response. It appears it was just a Stage I car. It must have had a fuel fire as evident from the burned and rusted back area. Powertrain was gone and front suspension had been removed. But it still had the YS-062 plate on the door jamb and it still had the quick steering box and Corsa

for the SCCA Runoffs which I ran that year and finished 15th overall. Most recently I was FTD at the Summit Point time trials in 2003 which occurred before the CORSA National Convention that year and won a regional race at Sebring last year. Have run the double regional



I was selling a parts car to a man from Texas who casually mentioned that he knew of a Yenko in Dodge City in a junkyard. Wow, did that fire off my imagination. After he left I called all of the yards in Dodge and asked if they had a Yenko Corvair, "yes I do" was the reply. To make a long story short, I ended up purchasing the Stinger YS-044 from the junk man and spent the next four years totally restoring it. I rebuilt the engine back to Stage II specs. The original engine was not in the car but I found a correct code engine dated November 29 which is very close to the right dates. The only other thing besides the engine that is not stock are the seats. I purchased some 1969 Camaro buckets and recovered them in 1967 Corvair seat covers and added a console just because I think it looks cool. I had the "YSC" painted on the headrests like the Chevelles had.

Last fall at the Great Plains Corvair Roundup in Wichita I was fortunate enough to meet Paul Zazzarine, a freelance auto journalist. Paul wanted to take some pictures so of course I said sure, he informed me a few days later that *Cars & Parts* magazine was going to run the article so look for it on your newsstand this year. I have really enjoyed my rare Yenko but I do still have my 1966 Corsa convertible so hopefully I can restore it in the next few years.

Lee Olsen

presently being restored. It has all bodywork completed and is in thick primer ready for block sanding. Engine had been built with Weber carbs, .040 over forged pistons, comp cam, and headers (engine is currently in my '69 being broken in). Car will be a "show car" in original Yenko colors but driven regularly. Don't have body tags for either car. (Ⓡ)

Dual Purpose *Stinger*

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had been extensively (and expensively!) reworked by a Corvair performance shop dropped a valve guide in the very first race of 2004. I was out for the season while my budget recovered.

In 2005 I raced four events with a freshly built Stage III engine using heads by another source. The power and durability of the engine was stunning after years of using a stock motor. I plan to attend the 40th Yenko Anniversary event, assuming I have the funds and time to go. The Stinger is still licensed, registered, insured, and street driven in good weather.

This is my second Yenko Stinger. In fall of 1975, I purchased YS-015 from a kid I knew in Beech Grove, Indiana. He had been prepping the car for SCCA racing, but had seen the capitalist light, and was selling it to buy gold. I took the car (disassembled, but a roller) to my Dad's house, and was rebuffed when I suggested a father-son winter race prep project. I think it had something to do with the fact that he had a garage, while I lived in an apartment.

At any rate, I put an ad in the *Indianapolis News*, and ended up selling the car within days to a Delco-Remy employee from Anderson by the name of Warren LeVeque. Warren still races YS-015 to this day. (Ⓡ)