



Corvair

Communiqués

VOL. 4, NO. 2 FOR CORVAIR ENTHUSIASTS



BIG BEE IN THE BONNET

YENKO STINGER

bows in SCCA class DP



How would you like to own a Corvair that can accelerate from 0-60 in 6.1 (yes *six*-point-one) seconds? Turn a quarter mile in 12.8 seconds? Or be capable of a top speed over 135 mph? Sound impossible? Not according to Don Yenke, constructor and guiding force behind his new car called the "Yenko Stinger." *Corvair Communique*s learned all about this amazing Corvair that can turn Corvette-like acceleration times at a special press preview held in Daytona Beach, Florida.

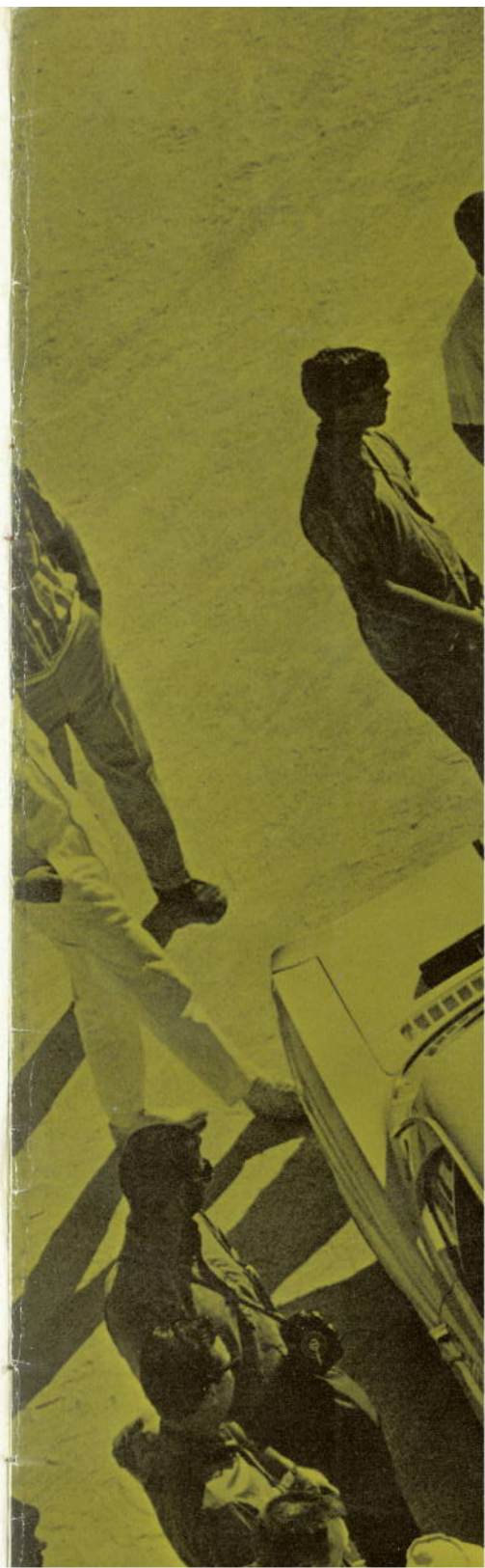
The occasion was the second running of the American Road Race of Champions sponsored by the SCCA. Don held his preview at a Holiday Inn and also exhibited his car out at Daytona's famous tri-oval track. According to the material released by Don at that time, the "Stinger" is basically a 140-hp Corsa Sport Coupe with modified body work, engine changes, suspension and brake alterations and custom painting.

Plans call for the Stinger to be offered in five stages: Stage I rated at 160 hp; Stage II, 175 hp; Stage III

Production SCCA sports car racing; while Stages IV and V are intended primarily for modified competition both in road racing and at the drags. The figures used at the beginning of this article were Don's own, garnered from a published road test he conducted with the Stage V vehicle.

In order for the Stage III Stinger (190 hp) to qualify for Class DP, Don had to file special homologation papers with the SCCA and meet the various requirements set up by this sanctioning body. The only Stingers permitted to run as Class DP cars in 1966 will be the Stage I, II and III versions—those with the 164-cubic-inch engines. Stages IV and V with the larger displacement (176 cubes) engines are not homologated into SCCA's production category.

When we asked for particulars on the five stages of stinging, Don handed us a most impressive set of forms, specifications and price sheets. First off, the Stage I Stinger (Don also calls it his "Mark I") carries a list

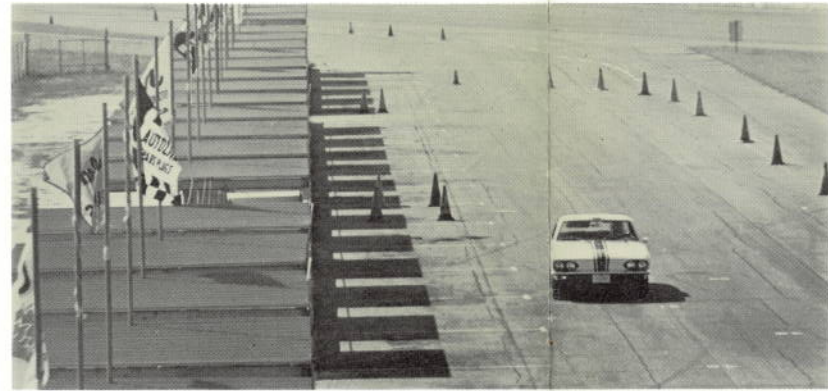


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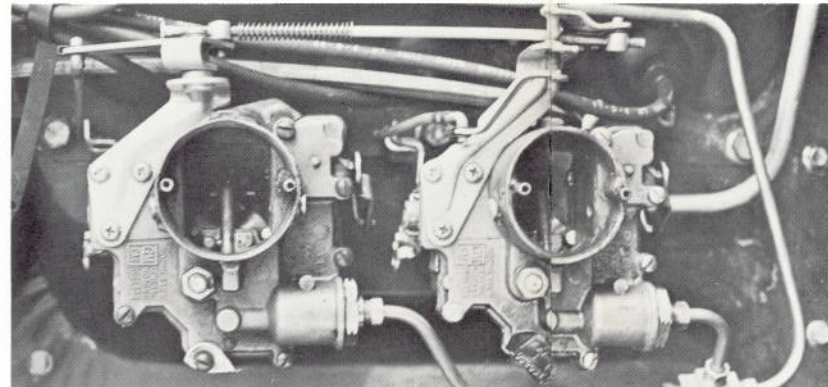
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n black, the 160-hp engine,
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an (made from aluminum and
readers, special mufflers, high
belt tensioner, special hydraulic
d crankshaft. Plus, heavy-duty
bers, special steering box (2.8





Left: Don Yenke, Stinger entrepreneur, shows off the engine room. Above and right: Daytona's famous track where the Stinger made its debut. Below: "My, what big mouths you have." "All the better to perform with, my dear."



turns lock to lock) and Stinger White exterior paint with custom blue stripes and accents. Wheels are 5.5" x 13", the axle ratio is 3.55:1 and the car has a string of standard Stinger body and appearance features.

Stage II offers 175 hp and includes a number of additional engine modifications—a reworked engine cooling fan, high-performance oil cooler, forged high compression pistons, modified carbs, high-capacity ignition wiring and a reworked distributor. Several options are available for this buzzer—8" x 13" wheels, special racing tires, an auxiliary 10-gallon fuel tank and a Yenke-manufactured roll bar.

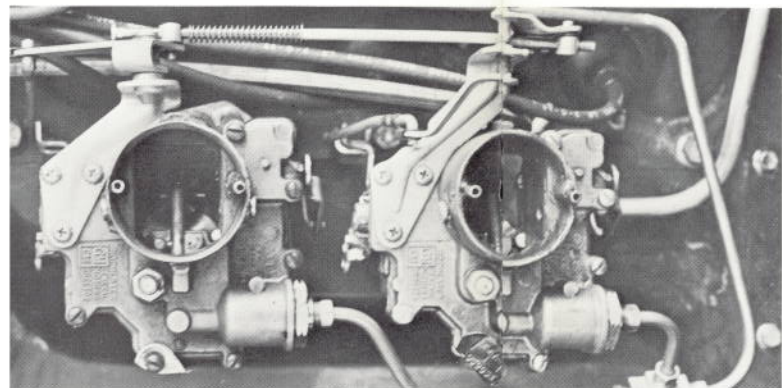
Stage III (the car intended for SCCA DP events)

individual ram tube fuel injection. These cars should compete with the hairiest rivals in Class D Modified, according to Don.

Don told us that the steering features much quicker response due to a smaller overall gear ratio. "No modification to linkage is required or necessary," said Don, "and we think this is inherently safer for competition." When asked why he decided to manufacture the Stinger, Don said, "I think there is a place for an American sports car with a smaller-displacement engine in SCCA sports car racing. Rather than stuff another big engine in a foreign or home-made chassis, I felt that more interest could be generated with the entry

reported to develop some 150 horsepower cubic inches. Our Stingers will develop power from 164 cubes. In racing form, Stinger will weigh about 2300 pounds, weigh about 2390, as close as we can they're pretty even as far as weight goes should accelerate better out of slower the line. At top speed, the cars should They have great drivers in Bob Tullius and We expect to have great drivers, too. I' at the close of 1966's season." Don remark with a good-natured chuckle, p a successful car depends in large m

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that the Stinger could be generated with the entry
of a nimble sports car that could
perform its best on their own terms."

Yenko consists of 32 different marques
and models. *Corvair Communique*s asked Don
about the Stinger's chances. "Naturally,
I expect to win with a combination of factors
and a good driver. But I think that our main competi-
tion is the Triumph TR-4A with independent
front suspension. In full racing form, these cars are

reported to develop some 150 horsepower from 132
cubic inches. Our Stingers will develop 190 horse-
power from 164 cubes. In racing form, with driver, our
Stinger will weigh about 2300 pounds. The TR-4A will
weigh about 2390, as close as we can calculate. So
they're pretty even as far as weight goes. Our Stinger
should accelerate better out of slower corners and off
the line. At top speed, the cars should be fairly equal.
They have great drivers in Bob Tullius and Steve Froines.
We expect to have great drivers, too. I'll tell you more
at the close of 1966's season." Don made that last
remark with a good-natured chuckle, pointing out that
a successful car depends in large measure on three
factors—good preparation, excellent driving and reason-
able luck against mechanical failure.

*Corvair Communique*s, as well as many enthusiasts,
will be closely watching this newest true American
sports car entry during the 1966 SCCA season. One
thing is sure, however. If you're driving a DP car in
competition and you suddenly see your rearview mirror
filled with a white Corvair sporting deep blue accent
stripes rapidly gaining on you, expect the Stinger.



'66 SCCA Season Unwrapped at Refrigerator Bowl...

BUT BABY, IT'S COLD OUTSIDE!

With the temperature hovering around 20° and the wind not quite whistling Dixie at 25 mph, the Yenka Stinger faced its initial test of D Production racing at the Refrigerator Bowl on the weekend of January 8-9. As a result, there's a new DP challenger for '66.

Sponsored by the Washington, D.C., Region of the Sports Car Club of America, the Refrigerator Bowl is the inaugural road racing event of the year. The scene is a demanding 1.7-mile circuit near Upper Marlboro, Md.

The combined A, B and D Production race, in which Don Yenka's newly sanctioned Yenka Stinger received its first taste of competition, drew most of the spectator interest for the weekend. And the Stinger performed creditably.



In practice, with Jerry Thompson of Detroit, Mich., and Don Yenka from Canonsburg, Pa., at the wheel, the new D Production entry turned lap times within a half-second of the best posted in its class. And in its first outing under "go" conditions, the Stinger finished a close third in class behind '65 DP Champion, Bob Tullius of Seven Corners, Va., and '65 DP Runnerup, Dick Stockton from Abington, Pa.

Competitive pilot Dick Thompson (no relation to Jerry) summed up the Yenka Stinger's performance when he said, "It's quick enough and handles great. If they can keep it running, the Stinger ought to be a real challenger in DP."

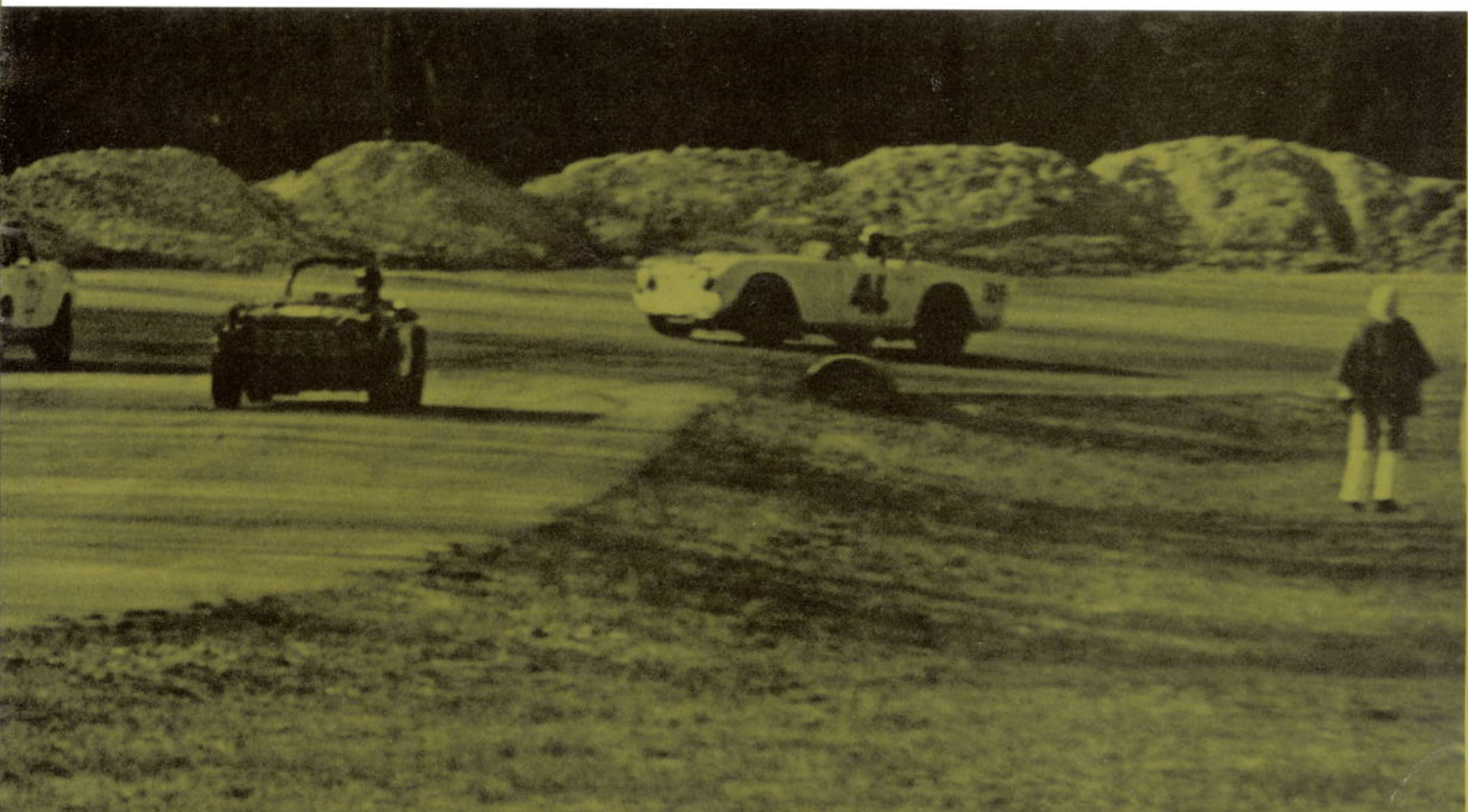


■ Above left: Yenka Stinger pilot Jerry Thompson and Bob Tullius (44). ■ Below left: The starting grid





■ Above left: Yenko Stinger pilot Jerry Thompson talks strategy. ■ Above right: At Marlboro's hazardous Cappy's Corner, Thompson's Stinger (22) closes on Dick Stockton (71) and Bob Tullius (44). ■ Below left: The starting grid before the start of the combined A, B and D Production race. ■ Below right: For everyone there, arctic wear was standard fare.





Litho in U.S.A.