

Performance *Corvair* Group Newsletter

Third Quarter 2008

Volume 2 Issue 3

Let the Games Begin

Mount Olympus, Indiana - Friends, Countrymen, Corvairians, We come not to praise but to compete in the First Corvair Olympiad. From all corners of the world Corvairs were summoned to vie among one another for the fowl rewards. Individuals, teams, and families struggling to become festooned with the feathers of the large headed extinct Tweeties. Some competitors even being brazen enough to cover their Corvair chariots in various hues of the color yellow as if to gain an unfair advantage in the eyes of the Head Tweety.

The Triad of events unfolded with the running of the Putnam Road Course in the rolling hills of southwest metro Indianapolis. Here the gauntlets were thrown among the teams of BBRT (BoHunk Brothers Racing), GoNed Racing and WTBRT (Where's The Beef Racing Team). Friendly rivals all; these racers were certainly representative of Corvair owners everywhere. They were competitive, respectful, and considerate of one another as well as the facilities in which they competed.

Performance Corvair Group Officers

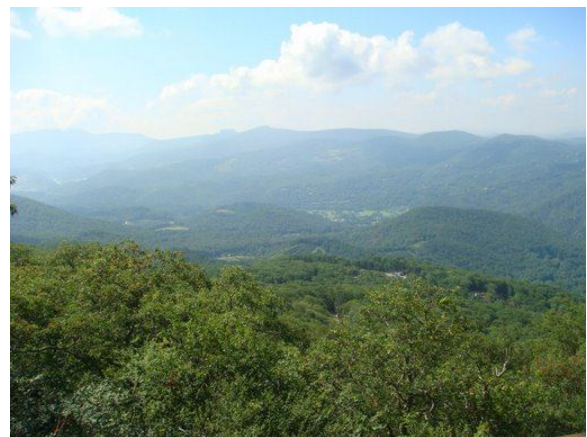
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Eagles Nest Hill Climb

Fantastic Weekend.....Just not enough words to describe how much we enjoyed this Prestige Event in God's Mountains where the breezes, air temps and scenery were all superb. I really got caught up in many facets of event.



PCG Patch – The latest in stylist Corvair apparel is here!!! Kevin Clark has designed a special patch for the PCG. You can contact Kevin at: kevin@kcvairbrush.com

Let the Games Begin (continued)

Even the “hired guns”, SethMeister (Seth Emerson) for GoNeds and FailingWhalen (Paul Whalen) for BBRT were well behaved considering they both stole rides ☺

What none of us expected was a Pace Car for the practice runs but sure enough we had our own Corvair pace car driven by TortoiseTerry of GoNed fame.



He ushered everyone around in his Golden Anniversary Sports Sedan at speeds which most were unable to attain as he whisked down the track in excess of 55 mph !!!



The WTBRT # 112 driven by JuniorBeef (Scott Trunkhill) was mixing it up with water pumpers.

The course was magnificent, the weather great and the racing was awesome



The BBRT boys were playing with their selves



And DallasJim, well we all know he likes to be alone

Do you know who was 1st ?? First in Class went to the Sport Sedan driver TortoiseTerry who outraced all those wabbits. He brung home the groceries and the Laurel wreath. Of course the head BoHunk would have waxed us all but his chariot had valve lifter problems ☹

Let the Games Begin (continued)

Muncie Dragway is located in the corn fields northeast of Indianapolis and was our second challenge of the Triad. We were once again blessed with clear and breezy weather. In drag racing the great equalizer is called bracketing and is a means of handicapping faster vehicles so when they race a slower vehicle they will leave the start line after the slower vehicle has launched. We once again operated in a class bracket to determine individual class winners and ranked placement within the classes. Everyone had plenty of individual runs and we were well received by the Muncie folks who fully enjoyed watching all our 39 to 47 year old Corvairs smoking the track for a full day. Elapsed times for the ¼



mile runs ranged from Billy Bruce's 12.868 seconds in his early turbo powered powerglide coupe to 21.275 posted by "T" Terry Kalp in the GoNed Sports Sedan. The second fastest Corvair powered Corvair was the "Barge Express" from Juneau Alaska driven by owner Kevin Wilson with an ET of 14.6. Kevin's Corvair is powered by a 3.1 engine with weber carbs.



Saturday morning found the Corvair gladiators competing at the Bush Forum in downtown Indy. Julius Leveque had entrusted his son to set up our final trials. Citizen Michael set forth a formidable obstacle course for our chariots to pursue. Little did Leveque the Elder realize the trap that was set for him 😊 "Yon Michael has a lean and hungry look, such men are dangerous". And so it passed that the Elder DNFed for almost eternity before overcoming the snare layed so cleverly. The last day of the Triad ended as successful as the first and all combatants were given 5 glorious runs at victory.

Let the Games Begin (continued)

The point system that NECC devised was awesome and although our Team rivalries continued in typical light hearted jousting throughout the Oilympics, it was the point system that challenged each driver and rewarded individual effort throughout all three days of competition. The class/point system encouraged all drivers to challenge their abilities and the Corvair they had chosen to drive but at the same time knowing that they could challenge all comers by driving aggressively and within the parameters of their vehicles limits. Even Brutus O'Neill approved. "Et tu Brutus?" "Naw I just et one."

We had a total of 10 drivers and 7 Corvairs in the three teams. Our rankings in the John Fitch competition were impressive considering there were a total of 64 drivers and 50+ Corvair vehicles eligible for the JF Award.

FINAL RANKINGS FOR TEAM COMPETITION (Competed in all three events)

Paul Whalen.....	5
Jim Dallas.....	7
Chuck Armer.....	10
Scott Trunkhill.....	16
Smitty Smith.....	20
Terry Kalp.....	21
Chuck Sadek.....	32
Ned Madsen.....	33
Rick Norris.....	34
Seth Emerson	5 *** Dragrace results were in a non Corvair vehicle

Let the Games Begin (continued)

So the Teams placed 6 drivers in the top 21 drivers and three Corvairs in the top 10. Two of our 2 driver team cars placed in the top 10 and three team cars placed in the top 10 point totals. I would say our outings were a total success and our results speak for themselves. Each team placed two drivers in the top 20.

Proudly submitted, reported and compiled by SeniorBeef aka Chuck Armer WTBRT

Eagles Nest Hill Climb (continued)

We were surrounded in the pits with Ferrari's, Lamborghini's (race F40, and street versions), Vettes, Porsches and various other classic cars on display. Directly across from us was famed racer John Finger racing a '79 Riley Protofab Super Vee. John recently drove in the Daytona 24 hour race in the GT class. He has been away from hill climbing for many years racing in big venues. His return to our circuit was the exciting to witness. Believe me we were deluged on Saturday with spectators swarming over the GT3.



Team Results from Putnam Park

<u>Team</u>	<u>Class</u>	<u>Car No.</u>	<u>Driver</u>	<u>Car</u>	<u>Time</u>
BBRT	COMP	36	Norris, Rick	65 Monza 160hp	01:35.84
GoNed	SM	2	Dallas, James	64 Corvair 140/4sp	01:37.72
GoNed	SM	14	Madsen, Ned	66 Corsa 140/4sp	01:38.10
WTBRT	SM	112	Armer, Chuck	65 Corsa 140/4sp	01:40.20
WTBRT	SM	1121	Trunkhill, Scott	65 Corvair 140/4sp	01:41.25
BBRT	IS-2	170	Whalen, Paul	64 Spyder 150/4sp	01:41.63
BBRT	COMP	73	Sadek, Chuck	66 Yenko 200/4sp	01:42.11
BBRT	IS-2	70	Smith, Smitty	64 Spyder 150/4sp	01:46.02
GoNed	SS-3	22	Kalp, Terry	65 500 sedan 95/ PG	01:56.24

Team Results from Muncie Dragway

<u>Team</u>	<u>Class</u>	<u>Car No.</u>	<u>Driver</u>	<u>Car</u>	<u>Time</u>
WTBRT	SM	112	Armer, Chuck	65 Corsa 140hp/4	17.075
GoNED	SM	2	Dallas, James	64 Corvair 140 / 4sp	16.171
BBRT	IS	170	Whalen, Paul	64 Spyder 150hp/4sp	17.178
WTBRT	SM	1121	Trunkhill, Scott	65 Corvair 140/4	16.952
GoNED	SS	22	Kalp, Terry	65 500 sedan 95hp/PG	21.275
BBRT	IS	70	Smith, Smitty	64 Spyder 150hp/4sp	17.473

Team Results from Bush Stadium Autocross

<u>Team</u>	<u>Class</u>	<u>Car No.</u>	<u>Driver</u>	<u>Car</u>	<u>Time</u>
BBRT	COMP	36	Norris, Rick	65 Monza 160hp 4sp	61.809
GoNed	SM	114	Emerson, Seth	66 Corsa 140hp/4sp	59.028
GoNed	SM	14	Madsen, Ned	66 Corsa 140hp/4sp	62.109
GoNed	SM	2	Dallas, James	64 Corvair 140 / 4sp	62.380
WTBRT	SM	1121	Trunkhill, Scott	65 Corvair 140/4	62.554
WTBRT	SM	112	Armer, Chuck	65 Corsa 140hp/4	63.333
BBRT	IS-2	170	Whalen, Paul	64 Spyder 150hp/4sp	63.158
BBRT	IS-2	70	Smith, Smitty	64 Spyder 150hp/4sp	69.111
GoNed	SS-3	22	Kalp, Terry	65 500 sedan 95hp/PG	80.687

SUMMIT POINT TIME TRIALS **EXPERIENCE THE THRILL!**



**Open to all marques--Stock to Full Race
meeting safety requirements
Monday October 13**

Save the date!

See www.corvair.org/chapters/necc
for updated information
Northeast Corvair Council
(973) 729-5586 or bmoneill@juno.com

Eagles Nest Hill Climb (continued)

Saturday brought heavy fog during the early morning hours, followed by clearing cool temps and breezes a welcome change from the oppressive heat all summer we have had in the Knoxville area. We lost practice sessions because of various ignition problems. David Clemens, his son Zach and Bill Walsh arrived just before noon in time to resolve our morning issues. J. K. Jackson was able to get in his practice time on course all morning. Twice during the afternoon sessions we were hit with sudden heavy rains. This caused concern for me especially since I had very little on course time. During one of my runs I could smell raw gas; turned out that the #5 main jet on the Webers worked loose spilling gas onto the manifold. We got that resolved in time for the 2nd heavy shower to arrive closing the course for the day. No problem, we will get runs in Sunday, the weather forecast was promising.

While packing up for the day, J.K. Jackson came over to our area with Scott Lear (club editor) from Grassroots Motorsports Magazine. Turns out that they wanted to do a feature article on the Corvair. Scott asked me to meet him at 7 a.m. before the event started up Sunday for some photo opp's on the course. Can you believe out of all the cool cars at the event that they picked the Corvair. Man, I couldn't sleep Saturday night; I lost all my concentration on actually preparing for racing Sunday. Sure enough at 7 a.m. Scott was at my Corvair with his camera. The windows were completely fogged over inside and out from the cover holding in moisture all night. He liked that, said the morning fog and dew would create interesting shots, how right he was, I followed him up the course hardly being

able to see the road. We stopped at various locations where he took a ton of shots, even laying on the road at times. It was unreal, but it sure was fun, especially after all we have been thru rebuilding this Car. We came down the mountain right in front of all the competitors waiting for the drivers meeting. Bill Pritchard (Amante kit car, Corvair powered), the event announcer had a field day talking about his favorite car, the Corvair, it was like a movie script. Scott came over a little later in the pits and took a bunch of shots of the car inside, underside, everywhere.

The whole experience tamed me, normally I am focused on competing and even my wife noticed my lack of aggression.



Spence Shepard and Mike Smith drove into the pits a little past 7, driving all night from the Olympics to be at the event. That was great to have them on the mountain. They drove all night to be there and he got to be in the event. They cautioned everybody to drive cautious on the first session because of wetness on the 1.5 mile course. On my 3rd run after downshifting hard into 2nd gear going up the course the linkage for the hydraulic clutch separated shutting my day

Eagles Nest Hill Climb (continued)

down. I was prepared to go hard on my last 2 runs but that wasn't in the cards, J.K. got the win. He is 1 point ahead, but we have some track events coming up on the schedule.

The last 2 runs of the day were exciting, Gary Ramsey set FTD in his SPO very modified, Nascar engined Cobra on his last run. Then everyone bunched around the announcers anticipating the last run of the day by John Finger in Reynard. You could hear John racing hard up the mountain on the 1550' climb, Formula straining all the way up. Then the climax, Bill announced that John set FTD, after being away from hill climbs for about 25 years. Oh, BTW, John is 70 years old, looks 50, the guy is amazing.

There were many crashes during the weekend, nobody was hurt, however many cars were bent. Rich Shafers Camaro was hauled back into the pits on a rollback after the first run Saturday, Ron Hurst, his mechanic/co-driver bent it up underneath. They worked hard to get it back on track, but it wasn't competitive, they left early Sunday.

This was my 3rd hill climb, it's a real rush driving up a mountain, especially when you can't see the turn-in points or the road drops out of sight before the curve around the mountain. Nothing compares to it in racing, I talked to 2 guys from Greece that came to see the event and they loved the Corvair also. They told me the Corvair sounds different from all the other cars, everyone comes over to ask how much HP the engine produces, must sound good going up the mountain.

Thanks guys, was great sharing time with you guys on the mountain.

Dan Giannotti
Stinger SS #8



Spike at Indy

by Spike (Smitty Smith)

This all started a couple of months ago. Dad came out to the street where I had spent the winter and says to me. Come on, let's go into the garage. We got stuff to do. I said, leave me alone, I don't feel good. Dad says, you shouldn't feel good the way you been smoking. You know smoking isn't good for

you. That's why I haven't been driving you because I haven't wanted to embarrass the other Corvairs on the street. Let's go inside and see if we can fix that.

We get inside and he pulls one of my heads off. To make a long story short, after a couple of false starts, he finds that I have a broken piston, a wiped out cam shaft and a

Spike at Indy (continued)

couple of ruined lifters. Paul Whelan comes down for a weekend to help Dad. It feels good when Paul touches me. He has good hands. Dad tells me he doesn't have a high performance cam so he substitutes a street cam. Also doesn't have another piston like mine and he uses a long skirt TRW piston. Only thing is. He starts whittling away on the TRW to get it light enough to match the one on the other side. It ends up looking like a slipper skirt racing piston.

I tell Dad, I don't know about this. That piston is looking pretty fragile and when I am feeling good I can really twist my crankshaft. Dad says, not to worry, that he has the rev limiter set at 6,200 revs and that should be safe.

Dad buttons my engine up and starts messing with my turbo. I think he must be getting drifty in his old age because he took my turbo apart and put it back on about 6 times trying to get a seal put in right. Finally I am all together again and I feel good.

While Paul and Dad are working on me I gather from their conversation that they want to take me to Indianapolis Indiana for a three day torture test. Fun for them but I have a feeling it will be brutal for me.

So after a test run of about 6 blocks they put me on the tow bar behind Mom's Impala, Throw the race tires in behind my seats, throw in a few spares and we are off to Indy. I enjoyed the cross country trip. It was very pleasant just kicking back and watching the miles roll by.

The events actually start in the parking lot of the hotel the night before the moving event. There's nothing better than sitting in a lawn chair with a bunch of racers in the cool after a hot day, lying and joking and sucking on a

cool one, sometimes in groups of 3 or 4 and sometimes 10 or 15, but always interesting.

The first event was the road course at Putnam Park. Maybe it was just because the grass was a beautiful emerald green



from the midsummer but that race course is beautiful. Another thing; the entire course is visible to spectators in the bleachers. You can see the cars rise and dive and change directions as far as a quarter mile away. It is a fairly technical course with late apexes and tightening radiuses. The straight was fairly short and I was topping out about 110-120 just before the end. Dad pushed me until he scared himself but he just couldn't run as fast as Paul. I hung onto the pavement till my fingernails bled and he even ended up out in the grass a couple of times but Paul is just a better driver. We ended up 2nd and 3rd in our class with Dad 5 seconds behind Paul. We finished off the day with more great parking lot fun and got to bed about midnight to rest up for 4:30 in the morning and off to the drag strip.

I have never drag raced and Dad drag raced the last time back in the early 50s so the whole thing was new to us. Back when Dad was young two cars would line up side by side, the flag would drop, and the first car to the finish line won.

Spike at Indy (continued)



Nowadays they do what is called bracket racing. You make a bunch of runs to establish how fast you expect to run in the race. Then you mark that time on your window. If you run faster than that in the race then you are disqualified. Dad and I had two chances to be Heroes. When our time came we staged on the start line very carefully. Dad was concentrating on the lights on the "tree". There was a yellow and a yellow and a yellow and a green. Dad had my engine cranked up tight and when the green lighted he dropped the clutch. I was in neutral and didn't move an inch. Dad said some words I had never heard before, jerked the lever into low and tried to break my transmission all the way down the strip. Well, so much for heroes. One chance left to get it right. On the next trip to the start line we were matched up with another car that had been running about the same "times". The lights came down the tree and when the green lighted we launched. Dad cut a beautiful reaction time of two hundredths of a second and we were gone. Dad could see the headlight of

the other car a half dozen feet behind as we went down the strip and the red mist came over his eyes. He slammed the shifts, just barely dipping the clutch and shifted to 4th just short of the finish line; 3/10ths of a second faster than the predicted time. A disqualification. Paul took me down the strip for a couple of good runs and added to his overall score for the Olympics.

We had supper and back to the parking lot again for more cool breezes and cool liquid refreshment. Dad never offered me any of that. We didn't have to be on the road till 6 the next morning. I was ready to stay up and party all night but Dad seemed tired and went to bed about 11:30.

Next morning bright and early we were on the way to the autocross. The parking lot they used was pretty big. Warren LeVeque laid the course out and it had a good number of flowing curves in it. Dad had a hard time learning the course but when he did he started knocking a full second off of his time with every lap. Between runs with Dad Paul took me out and showed me how good I really was. Along about 3:30 things

Spike at Indy (continued)

started winding down and they were doing fun runs. We were all whipped and didn't need that, so they changed the tires and we hit the road for home.

I was the only one that wasn't beat to death. My engine sounded as sweet as any street Corvair and I was ready to go for another week. Dad says, Shut up and follow me.

When the results were posted for the combined scores Dad came out in 21st place and Paul was in 6th. Considering Dad is somewhat older than water I think he is kind of happy with scoring that high in a competition with about 60 cars. 🏆

Hill Climbs

By Spence Shepard

Hill climbs are a form of racing where we can participate in our Corvairs. It is like an Autocross in that cars run individually for a time on the course and like real "racing" in that the speeds are high and it can be very dangerous. Consequently, the safety requirements for the car and the licensing requirements for the driver are more severe than in autocrosses. The cars must have roll bars and other safety equipment required of "race" cars and the driver must have a license. There is a "time trial" license that can be obtained by attending a school. "Competition Licenses", required for wheel to wheel racing, are also acceptable for Hill Climbs and can be obtained by attending schools and completing races. I recently participated in the Eagle's Nest Hill Climb near Banner Elk. This is a second year event held on a mountain that is literally the back side of Beech Mountain Ski Resort. The event is run by the SCCA and is the continuation of a series of North Carolina Hill Climbs dating back to the Chimney Rock Hill Climb which ran from the late 60's until 1995. I was fortunate to drive the last Corvair entered in that event.

Eagle's Nest is a huge development that is the whole side of a mountain. There are currently miles of new roads and hundreds of potential home sites. An airport is under construction. There are at least 20 homes already built and a few with residents. There are several "spec" houses built, one with an asking price of \$5,800,000! It is beautiful, hanging over the side of the mountain, and is located near the end of the "run" of the hill climb but not at the top of the mountain. I have several pictures and well as pictures of the cars located at <http://picasaweb.google.com/super52sport/eaglesnest>.

I wasn't the only Corvair as Dan Giannotti entered in car that was much better than mine. We were in different classes. I only attended on Sunday since I was at the Corvair Olympics until Saturday night. Driving all night in the rain (Indiana, Ohio and Tennessee) and fog (North Carolina) was an experience as challenging as any event of the week. It had rained Saturday so I didn't miss much. The best times were all on Sunday which was a beautiful day.

Hill Climbs (continued)

Dan was in class GT-3 and finished second to hill climb legend JK Jackson in his Triumph TR-6. I entered class C-Prepared and was first, but also last, since I was the only competitor. The competition for King of The Hill was fast and furious with John Finger (multi Chimney Rock and Daytona 24 hour winner) getting the fastest time on the final run of the day in a vintage “pro formula V” car that was in a museum earlier in the week. Second place was a kit-Cobra with about 750 horsepower. I had also run the Wolf’s Ridge Hill Climb earlier in the year. It is in North Carolina about 4 miles from Tennessee on the new I26 north of Asheville. It is also a very beautiful location at a Ski Resort. It is a less pricey development with lots (hundreds?) of “cabins”, many less than \$1,000,000. It has its own airport at the top of the mountain.

I was the only Corvair at Wolf’s Ridge. Dan Giannotti had run the initial event last year, but his car was broken and he couldn’t make it this year. I ran in E Production and had a great time dueling with a 2nd generation RX-7. I was leading until the last run of the day on Sunday, but finished second. Pictures are posted at www.picasaweb.google.com/super52sport/wolfstridge8.

Each hill climb has its own characteristics and no two are the same. The hill climbs in North Carolina are usually steep and long with sharp curves and switchbacks. There are typically rocks and drop-offs close to the road and it is very dangerous. Off-course excursions are common and there are usually a couple of cars that don’t complete the weekend. There were a couple of very expensive wrecks at each event. Injuries are rare because of the safety equipment.

The course at Wolf’s Ridge is about a mile and Eagles Nest is about 1½ miles. At Wolf’s Ridge the course is from the bottom to the top of the hill. At Eagles Nest the course is from half way up the hill to the top. The paddock at Wolf’s Ridge is at the top of the hill and at Eagles Nest it is half way up the hill. The first challenge is to tow the car up the hill and the last is to tow it down without burning up the brakes on the tow vehicle.

There is a rumor that the Chimney Rock Hill Climb could return now that the state owns the property. Three first class hill climbs in such close proximity would be a real treat, but I’m, not sure the road at Chimney Rock would stand up to the standard of the two new hill climbs.

My Stinger History

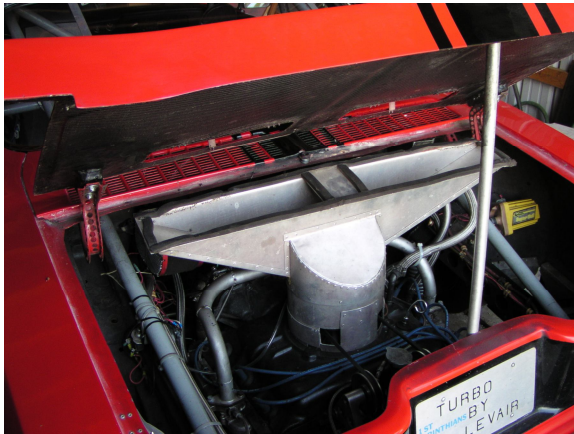
By Warren LeVeque

The Yenko Stinger (YS015) in the photos was acquired as a beater while road racing my YS 160 Stinger. If it were not a Stinger, I wouldn’t have even considered it. It was a huge rust bucket with a blown engine.



My Stinger History (continued)

After beginning a 25 year vacation from road racing, I turned this “beater” in my, 1st time restored, SCCA ESP autocross car. I got it down to 2350 pounds legally and used a turbo engine. The turbo was the only competitive chance in ESP at the time. It did reasonably well. In 1995, a plan was developed by Jim Schardt for a 1996 HSR Yenko Reunion at Mid Ohio. I fell quite ill in the fall of 1995 and my sons began to prepare the Stinger to Vintage road racing specs. The floors were so bad that nothing held the front suspension in place. It was decided that a 12 point cage was needed to just hold the car together or just get a different car. We went with the cage, front sub frame to taillights and never looked back. The Mid Ohio event started the long development process, which is still ongoing. I liked CP –pony car -autocrossing but was woefully uncompetitive. We (CORSA) pushed for and got a weight reduction for all prepared Corvairs at 1850 pounds.



Now, how can we possibly get down to that weight??? Five of us racers chipped in to buy the molds to get a fiberglass body made. This was everything but the doors and top which weren't allowed at that time. The previous 12 point cage allowed me to use the non supporting bodywork. The 2nd

restoration was made with the original steel and bondo body becoming a planter. Weight reduction was also pursued by hole drilling; heel/toe pedals, hinges, motor mounts, etc., metal removal and careful selection, and removal of parts. The dash remains recognizable, although extensively lightened. All possible weight was moved forward. The deck lids eventually became carbon fiber parts. Hollow anti roll bars saved 12 pounds, Lexan windows saved 35 pounds. Seats were chosen by a postage scale, as were all of the other parts. The rear sub frame was removed and the powertrain was fastened directly to the roll cage. An aluminum firewall helps access to the transaxle. A light weight starter saves 7 pounds and not running an alternator saves 9 pounds. Keeping road racing safety equipment was the largest weight handicap. Reduction would be much easier for an autocross only car. With two seats, and safety gear it now weights 1880pounds (42/58 distribution) at the end of autocross runs.

Although, I can't prove that it helps—relative to more horsepower—I started to develop the suspension. In order to get extreme lowness without messing up the geometry, the front sub frame was raised into the body. Tubular A arms and brake reaction rods, were installed on the front suspension. Bump steer was also corrected at the time. I didn't start over with an all tube frame car because of SCCA's 10% weight penalty for such. Twelve inch wide wheels were allowed in CP by then. The 2" wider on each side body work helped but was not enough. The rear suspension was moved inboard by inward mounted aluminum coil overs. It was still not enough so the trailing arms were notched also. To cure axle hop, the trailing

My Stinger History (continued)

arms were moved upward and braced to the roll cage. The lower links are aluminum adjustable, and the differential has lateral links to the trailing arms to remove lateral slop which affects camber change. The lighter weight, combined with drum brakes, was causing random wheel lockup and cording of tires, so disc brakes were investigated. I wanted to run 13" dia. front wheels to use the softest possible autocross tires, so used Corvair Underground's smaller kits all the way around. After all, the best way to increase braking is to reduce the weight that needs braking. The fronts have aluminum hubs and ducting. Larger brakes and wheels contribute much to the flywheel effect requiring even larger brakes and so on and so on. An aluminum master cylinder was used also.

Several engines were built for the Stinger; a 2700cc E Production, 13/1 , 6 tube intake and exhaust, with a Qjet (1/2 the weight of a Holley), and a 3100cc, no holds barred Turbo with E flow, Crown, and progressive Weber. Both engine's intake systems are moved forward up to the rear seat back.

There are several transaxles waiting for use; Standard Saginaw, Yenko, double close, and autocross specific (2nd and 3rd close together). All engines use a slower

speed fan set up to move the centrifugal fans best cooling range into the racing rpm range. This also helps fan belt retention by reducing the acceleration and deceleration of the belt. The fan inlet is ducted directly to the Stinger flaps to prevent hot air recirculation and to receive 0.5 H2O air pressure. The oil cooler is an adapted huge air conditioner evaporator in the front license plate area.

This is a continued story...



Editor Note – Ever wonder what that Bible passage is that Warren has on his car?

1 Corinthians 9:24 - You know that in a race all the runners run but only one wins the prize, don't you? You must run in such a way that you may be victorious.

Upcoming Events

Having a Corvair Event? Send info to aeroned@aol.com

The Mitty, let's do it!

By Spence Shepard

The Walter Mitty Challenge is an annual event put on by Historic Sports Racing (HSR) at Road Atlanta the first weekend in May. It is one of the oldest, most well known

The Mitty (continued)

and most publicized Vintage Racing events in the country.

Some Corvairs have participated in the event over the years, but I think we have an opportunity to have a large number of entrants on this National stage with a great deal of publicity for our hobby and fun for us.

One of the event sponsors is the magazine Grassroots Motorsports (you really should get a subscription). The editor, Tim Studdard, has been Corvair owner and is partial to our cars. He has run several articles about Corvairs over the years and an article about Dan Gianotti's car is in process and will come out before the event. I took the liberty of writing him about the possibility of our having a group of cars at the event. His response was to forward my letter to HSR who were in favor of our entering cars and offered to help us with our participation. Tim wants to start publicizing our participation in the event in his magazine.

Several of us have indicated they would attend, but there are quite a few others who could attend. The requirements to enter are stringent and the expense is a big factor, but the rewards would be great in terms of fun, camaraderie, publicity and the general advancement of our hobby.

HSR (hsrrace.com) has a set of rules that is aimed at having cars run according to the rules in effect when the cars were "current". These rules are strictly enforced for their race series where competitors get trophies and points toward yearly awards, but are less strictly enforced in "special"

circumstances like our situation. The "30th Yenko Reunion" at Mid Ohio in 1996 was an example where they allowed Corvairs to run where some didn't really fit the rules. I was fortunate to be one of the participants along with Warren LeVeque, Jim Schardt and Nick Olsen. It was probably the most fun I have ever had racing. The atmosphere is relaxed, the cars some of the best anywhere and the people as friendly as you'll see at a "competitive" event.

I know that there are quite a few cars that run in our events that would meet the requirements to run the Mitty with few or no changes. We have cars in full GT-3 tube frame to street legal configurations that could be eligible. The main concern is safety and roll bars, 4 (or more) point harnesses and driver's protective clothing are required. The induction configuration, brakes, suspension, tires etc. would be pretty much open to us. I know a lot of you have a lot of time and money in great cars that would be a real hit at the event. It would be a great place to show it off. A Penske (or Earnhardt) paint scheme Corvair would probably be in a dozen magazines if it were in the event. I know that some people would be hesitant to drive their cars that are in pristine condition, but the likelihood of damage in this event is very low and participation could even increase their value.

The format of the event is several races each day for the 3 days of competition. It is real "wheel to wheel" racing and HSR requires that the drivers show evidence of experience. The competition isn't always real serious and they have rules to try to prevent contact between cars. The cars are

The Mitty (continued)

grouped in classes of similar performance potential, but there will be cars that are much faster than others. They are more concerned that the drivers are consistent and courteous than they are about how fast they are. Some of the cars are literally "million dollar" cars and they don't want to have someone causing an accident. They accept current racing licenses from many organizations and would be lenient toward drivers with competition experience in the past.

Probably the most economical way to get an acceptable license would be to attend an SCCA driver's school. There are several "double" schools where you can get an SCCA "Lerner's Permit" in a 4 day school for about \$300. You can then enter SCCA Regional races to get more experience and get an SCCA Competition License. The Lerner's Permit may be enough for HSR. One of the best such schools is at Roebing Road (Savannah, GA) in late January, early February every year. SCCA is very paperwork oriented and getting ready for a driver's school takes a long time. A physical is required as well as some other paperwork. It isn't too early to get the necessary information and make plans.

I'd encourage anyone who could attend to do so. It would be a once-in-a-lifetime experience to get a dozen or more Corvairs together for this, I know there are that many or more cars that could attend. We may even be able to have our own "group" if there were enough of us. Of course some of us may want to be grouped with the Trans Am cars to surprise them. Another advantage of having more cars would be more sources of help and spare parts in the

(unlikely) event that someone would have a mechanical problem.

The other cars would be a big attraction for us as well. We would be in the paddock with Trans Am, Can Am, IMSA, USAC, WSC and even Formula 1 cars and drivers. Many of the cars and some drivers would be World Champions. The parties are first class and the people (mostly) are very friendly. We could have our own "Corvair Corral" and I'm sure would be a very popular attraction ourselves.

Participating would require a large commitment both in terms of time and money. It is a 4 day event, Thursday through Sunday. The entry fee is about \$500. And there is the expense of preparing and running the car. Racing is expensive, but this is probably one of the least expensive in terms of \$/track time and certainly in terms of \$/fun. All of us who attend would need "crew" and would be happy to have some volunteers.

My personal situation is that I'm not getting any younger (62) and I currently have a car, a competition license and can scrape together the means to be able to do the event. I'm not sure if I'll have another opportunity. I think that getting as many people as we can to do the event will be better for all of us in both the short term (lots of fun) and in the long term in that it could help put more of us in a situation to be able to do things like this and thus promote the perpetuation of Corvair racing which will give all of us more opportunities to go racing.

I'm not real sure how I got involved in this, but it would be nice if our group could help organize our participation. I think it is a great

The Mitty (continued)

opportunity and will do what I can, but I'd like to know if others share my enthusiasm. I'm sure some of us could help others in many ways to be able to attend the event. Car preparation, shared rides and accommodations, shared experiences and just encouragement could help make the event better for all of us.

Someone has used the word "reunion" in connection with this effort, but I hesitate to call it a "Reunion" or "Yenko Reunion" without the permission of the group or the Yenko organization.

I don't have the authority to do that and I don't know how the group, or Yenko, feels. Of course the entrants don't have to be "Yenkos" and wouldn't have to be regardless of what we call it.

Some have commented that this could interfere with the efforts of the NECC. I think that this should have the opposite effect in that it could result in more people being bitten by the racing bug and participating with the NECC. We need the NECC and should support them and do what we can to support all forms of Corvair racing.

I'd welcome your comments about this effort. Volunteers to help, and attend, would be great.

You can contact me at:
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Block Stud Repair

So easy a caveman could do it!

By Rick Norris

Sooner or later if you work on a Corvair motor you will encounter a pulled or loose block stud. If it unscrewed while removing a head bolt, you can sometimes be successful in reinserting it and being careful when you torque up the nut during reassembly. You don't want the studs in open ended holes to go in far enough to contact the crank throws.

I leave the top cover off while I torque the nut so I can check this. I have done this recently while putting my race motor together, knowing I would eventually have to fix it correctly. The time came and I decided to do a tech article on it. I have done this several times and have had no failures.



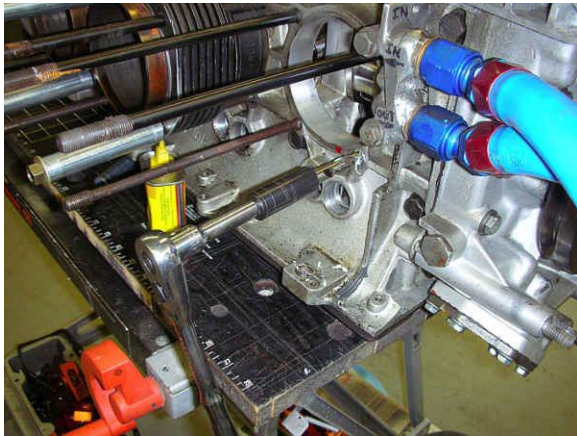
I use the Time-Sert kit offered from Clarks Corvair Parts. (C8767TB) I bought mine but, you can rent it for less.

It has everything you need in the way of a drill bit; counter bore tool, thread tap and insertion tool. You will need to purchase the proper 3/8-16 x 7/8" long inserts also, Clark's #C8767L.

Block Stud Repair (continued)

In my case the stud was loose but did not pull the threads out. I reused the stock stud since it had good threads on both ends.

After cleaning everything I greased up the special drill bit to help catch chips. It has a square drive end like a thread tap so I used a handy tool called a tap socket that allows you to use a common 3/8" drive ratchet and extension. It's made so you can tap a hole in close quarters where the tap handle will not work. They are handy and I recommend you get a set. Mine came from Craftsman, item #00947318000 made by Leslie.



Using the bit I carefully hand drilled the hole and cleaned up all the chips.

Next I used the special tool in the kit to counter bore a place for the lip of the insert to sit.

Again, this is a hand tool. Take your time as it cuts fast. The next operation is to use the tap to cut the new 3/8"-16 threads. I use tap oil on everything here. You can use other things but I prefer the real deal when cutting threads in anything.

Again, I used my tool with a 3/8" ratchet and extension. Installing the Time-Sert insert is next and easy to do with the installer tool. At this

point I spread some blue Loctite on the outside first. Be sure to remove all tap fluid residue with a good degreaser beforehand. I use Brakleen because it's fast and evaporates quickly. The insert screws in to a point where the lip sits flush in the groove cut by the counter bore tool. The instructions tell you to continue on for the last few threads which expands and locks the insert in place. At this point you back the tool out.

I let it sit overnight just to be sure the Loctite has set up before installing the stud.



To install the stud to its proper length I use Clarks installation tool (C11310) which uses a steel ball inside a large nut to keep it from tightening up and a set of sleeves to set the height for long or short studs. It works well. I use thread locker on the stud when I reinstall it. I do use anti seize on the head nut threads plus the acorn nuts to protect the exposed threads so the next time it will come apart like it should.

Editor's Notes

A BIG thank you to Chuck Armer, Dan Giannotti, Spence Shepard, Smitty Smith, Warren LeVeque and Rick Norris for their contributions to this newsletter!

This newsletter is truly yours, I can't put out a newsletter without your contributions!

- Ned The Editor