



# CORVAIR RACER UPDATE

DECEMBER 7 2015

[HTTP://WWW.CORVAIR.ORG/CHAPTERS/PCG](http://www.corvair.org/chapters/pcg)

ESTABLISHED 2007



*Rick Norris, a long time member and supporter of the Performance Corvair Group, has been writing Corvair Racer Updates for the Corvair racing community. Rick recently acknowledged that his updates may be of interest to a wider audience and could easily serve as a newsletter for the Performance Corvair Group. And so, once again, and with Rick's permission, we now have a newsletter for our club!*

**FROM RICK NORRIS' CORVAIR ALLEY:** Not much is happening in my shop other than some valve to piston clearance checking after which I sent my pistons out for coating. Weather here has been excellent for this time of year. I hope it continues!

## **CORVAIR RACERS FACEBOOK PAGE:**

As most of you know there is a Facebook page for Corvair Racers where a lot of photos and videos are published. You can get on Facebook and search for CORVAIR RACERS or cut and paste this addy: <https://www.facebook.com/groups/corvairracers/> and request to be added. The page is administered by Allen Amrine who is building a racer among other projects one of which is special event T shirts for the Yenko Reunion deal. Announcements will be made later about this.

## **ROAD AMERICA NOISE LIMITS**

Following some chatter on Fastvairs and the Racers Facebook page concerning noise limits at the Road America track, I asked the man in the know. Also I was curious as to what entity such as HSR, SVRA, etc. was responsible for running the Weathertech Interna-

*Corvair Racer Update* is published by the Performance Corvair Group (PCG). We accept articles of interest to Corvair owners who are interested in extracting high performance from their classic Corvair cars and trucks. Classified advertising is available free of charge to all persons. Commercial advertising is also available on a fee basis. For details, email our club President. Email address shown in the Officers section on the back page of this newsletter.

PCG is one of the many regional chapters of the Corvair Society of America (CORSA), a non-profit organization that was incorporated to satisfy the common needs of individuals interested in the preservation, restoration, and operation of the Chevrolet Corvair. Membership is free of charge. To join, please use the handy form on our website: [www.corvair.org/chapters/pcg](http://www.corvair.org/chapters/pcg).

tional Challenge (WIC) at Road American this year. Jack said this:

**Jack Woehrl, WIC Technical Director sez:** There are no noise restrictions at the WIC and it is a track sanctioned event. We answer to no one but ourselves!

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### **2016 PERFORMANCE CORVAIR GROUP WORKSHOP!**

Dates: Friday to Sunday, March 4-6, 2016.

Location: Kokomo Automotive Museum, 1500 North Reed Road, Kokomo, IN, 765-454-9999

Hotel information: Kokomo Hampton Inn & Suites. 2920 South Reed Road, Kokomo. Rates are \$104/night. 765-455-2900. Mention Corvair/PCG to ensure the group rate. The website to book the room has not been set up as of yet. We'll let you know when we receive that information.

The 13th annual Performance Corvair Workshop for 2016 will once again be held in Kokomo IN, same as last year. The host hotel will again be the Hampton Inn and Suites which is a very nice one. Dates are March 4-5, Friday and Saturday. More information on the schedule will be posted when available.

This is our annual get together to shake off the winter blues, get ready for the racing season, swap and sell parts, good eats and general fellowship. It is open to anyone that wants to attend. It isn't all racing and hi-po talk, so do not let that keep you away. We usually have a few cars on hand for show and tell plus the meeting takes place in the Kokomo Auto museum surrounded by cool old cars! Yes, there are (or were last year) several early model Corvairs there.

There is a Facebook page and a web site.

Facebook page: <https://www.facebook.com/performancecorvairgroupworkshop2015/timeline>

Web Site: <http://www.corvair.org/chapters/pcg/index.html>

WE ARE STILL IN NEED OF A FEW MORE SPEAKERS! PLEASE CONTACT TRACY LEVEQUE, [Libgan2004@yahoo.com](mailto:Libgan2004@yahoo.com)

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### **CALL FOR PHOTOS!**

I still need individual racer/race car updates to include here including a recent photo of your race car or cars. Send them to [ricknorris@suddenlink.net](mailto:ricknorris@suddenlink.net)  
Subject line should say racer update see examples below. What's in your shop?

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**FEATURED RACE CAR**

(This car is for sale) Owner: Jim Brandenburg.



This car, owned by Jim Brandenburg, was purchased in 2000 in Queens NY and was originally maroon and used primarily as a track car.

It was last raced two and a half years ago. It has wide fiberglass fenders from Jeff Moore with fabricated fixed front ground effects air dam which requires a gradual incline for trailer load/unload. Lower 3" of air dam is flexible plastic. Front and rear panels are also fiberglass but steel lids front and rear with inner structures removed. All inner panels have been replaced with aluminum.

Front and rear Lexan windows, lightened doors with NASCAR bars and a Kirkey racing seat. The roll cage is extended through both firewalls to frame rails. The fabricated dash has complete instrumentation including cylinder head temp gauges. The rear frame rail unbolts at the corners allowing engine removal out the back which is more of a GT3 than EP mod but no one has ever noticed.

The car has four wheel Wilwood aluminum disc brakes using single piston GM metric style calipers with 10.5" diameter rotors. The rear calipers are mounted on top of the trailing arms with Firebird rotors. The brakes have an adjustable bias knob.

Wheels are steel 15" Diamond Racing light weight stock car units with maximum offset allowed in EP. Front has Corvair hubs with Scarebird brackets and S-10 4WD type rotors. Brake system has dual master cylinders with adjustable bias knob on dash.

Sale includes two sets of older racing slicks and one set of rain tires. Front springs are V-8 Monza cut down. The rears are short HD stock car pig tail type with QA shocks on all four

corners. Rear is Heim jointed four link with floating axles. Rear droop is controlled by chains. Front sway bar by Bob Coffin. Also has rear bar.

Drivetrain has been moved up to level axles. Trailing arms have nylon bushings but engine and front body mounts are rubber. Engine is legal EP with front mounted oil cooler, all into one headers, 6 tube 390 Holley, vertical improved Tom Knoblauch fan with small alternator, close ratio 66 transmission, slant tube exhaust, twin Holley electric fuel pumps with a switch for each. A 10 gallon ATL fuel cell, roller rockers, stud girdles and Aeroquip stainless braid lines for fuel and oil.

One complete SCCA log book with cage number stamped in hoop and one partially filled log book for a total of ten annual inspections.

Asking price was \$9000. Contact Jim Brandenburg at: [jim@corvairrepair.com](mailto:jim@corvairrepair.com) Located in Isanti MN.

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### ***PCG Club Officers:***

President: Tracy Leveque Email: libgan2004@yahoo.com  
Vice Pres: Ned Madsen Email: aered@aol.com  
Webmaster: Allan Lacki Email: redbat01@verizon.net  
Newsletter Author: Rick Norris Email: ricknorris@suddenlink.net  
Newsletter Layout: Allan Lacki Email: redbat01@verizon.net

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