



CORVAIR RACER UPDATE

DECEMBER 21 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: Finally got some valve components in. Serious engine assembly shall commence! Nice to be able to have the shop door open in the middle of December! The block is together and I finished assembling the heads and modifying my old headers to fit the new exhaust stubs.

LIMEROCK UPDATE: From Steve Dutton: For those of you interested in the goings - on at the Limerock track (It has made some news this summer regarding changes to their charter). The short story is Limerock is in no danger of closing, or being shut down, none. I spoke with someone closely involved with the track and he asked me to pass this along. He did appreciate the show of support some of the Corvair Racers offered, and he said "Hold that thought, we are planning a 50th year celebration and we will be looking to clubs and groups for support. Lastly, he mentioned Laura Linney is actually one of the better folks in the community, who does have issues with the track, but is much more civilized than some other folks. I will keep everyone posted. Cheers - Steve

AL WHICT sez: I've been trying to race Spence's car for the past year. Been to the track 6 times, only run 3 times due to crew lack of knowledge, my health problems, and my usu-

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.

ally only getting to Sebring (where the car is) from work in Key West the night before an event. Rewired the car, redid the fuel system, still chasing some gremlins. So far have four finishes, motor was running sour. I installed a new distributor from Silicon Systems. Worked well, but broke a ring before race on Thanksgiving. Motor is torn down, trying to put together for Majors race at Homestead in 3 weeks. My desire is to run entire season in SCCA, going for a Championship by finishing races, building the speed as time permits.

Spence notified me about 50th Yenko Reunion. I would love to get there with a good running car, but the expense to tow that far from So, Fla. is a huge, not sure I can afford the trip. I have a 48' trailer which can handle two cars plus cart, tools etc. Maybe someone else in the South can ride along, share the diesel. I have to try to keep working on pools now as the economy in the KEYS IS STRONG. On the negative side, I am supposed to have Rt. shoulder replaced. I postponed surgery that was to be on Dec.4th. Neuropathy in legs/feet and infection that had doctor worried I might lose a couple toes, is an added challenge for me. Sure felt good to finish 3 races at PBIR in Nov. I really needed the seat time. I pulled the cover off Underdog (original) to start prepping it for 2017.

FEATURED RACE CAR: Bob Coffin's ex Dennis LeForge DP Stinger clone.
Photo by Janet Norris.



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

Subject line should say racer update see examples below. What's in your shop?

CORVAIR RACERS FACEBOOK PAGE:

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.

RACING OIL: (swiped off the interweb.)

Wanna start an argument? Just start talking about synthetic motor oils with a group of racers. You are sure to hear both testimonies and horror stories. "Synthetic oil saved my engine," says the evangelist. "Synthetic oil blew my motor up," says the skeptic. But who is right? The reality is that, when properly used, synthetic oil does outperform conventional oil. The key phrase is "when properly used". When choosing and using motor oil, here are 4 traps to avoid in order to get the maximum performance from your engine and your oil.

1st Trap – Viscosity: Just like location is the most important principle in real estate, viscosity is the most important principle in lubrication. Unfortunately, all oils get thinner as they get hotter. This loss of viscosity with increasing temperature is measured in Viscosity Index. The higher the Viscosity Index on oil, the less viscosity it loses as temperature increases. Synthetic oils feature a higher Viscosity Index compared to conventional oils, and that can allow you to run a lower viscosity grade synthetic. For example, you can switch from a low viscosity index conventional 20W-50 to a high viscosity index synthetic 10W-40, but the oil clearances in the engine must be tight enough. At .001 oil clearance per inch of journal diameter, most racing engines can run a high viscosity index, synthetic 10W-30. Using too thin of an oil with loose clearances will result in rod bearing failure.

2nd Trap – Oil Change Interval: Or should we say lack of change? A common mistake when using synthetic oil is running the oil too long. Yes, synthetic oil can go longer between oil changes than conventional oil, but dirty oil is bad for your engine. Keeping the dirt and fuel out of the oil is the key to realizing longer oil life. Frequent filter changes will keep your oil cleaner, and clean synthetic oil will last longer than conventional oil. The key is the frequent filter changes. This method not only saves money on oil purchases in the long run (using less oil), it also extends engine life because high quality, clean oil lubricates better.

3rd Trap – Don't Play Chemist: If you feel like your oil needs a bottle of additive to help it perform, then you need to get better oil. "Miracle Molecules" in a bottle may sound great, but unless you are a chemist, you may do more harm than good. Motor oils are complex blends of base oils and additives. Oil formulators carefully select base oils and additives so they all work together. When you add a bottle of additive, that "balance" is altered. In some cases, the change is beneficial – "I used XYZ additive, and I gained 5 hp." In other cases, the change is detrimental – "I used XYZ additive, and I lost 5 bearings!" The difference is in how the bottle of additive reacts with the additives already in the motor oil. A good reaction yields favorable results. A bad reaction...

4th Trap – First Things First: An engine needs to be properly broken-in before using synthetic oil. High zinc, conventional oil is recommended to break-in the cam, lifters and piston rings. Not all break-in oils are the same. Choose break-in oil that does not contain Molybdenum or other friction modifiers. These additives can slow down the time it takes for the rings to seat. High zinc, low detergent and no friction modifiers is the best way to break-in a new or re-built engine and get it ready for synthetic oil.

Because synthetic oils provide performance advantages over mineral oils, avoiding these 4 traps will enable you to get maximum performance, protection and value from your engine and your oil. Following these recommendations allow racers to make more horsepower, save money on oil purchases and save money on engine rebuilds.

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.

WE ARE STILL IN NEED OF A FEW MORE SPEAKERS! PLEASE CONTACT TRACY LEVEQUE, Libgan2004@yahoo.com

PCG Club Officers:

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