



Newsletter of the Performance Corvair Group (PCG)

CORVAIR RACER UPDATE

JANAURY 4, 2016

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ESTABLISHED 2007



2016 PERFORMANCE CORVAIR GROUP WORKSHOP!

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

Location: Kokomo Automotive Museum, 1500 N. 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. Tracy Leveque.

FROM RICK NORRIS' CORVAIR ALLEY: Happy New Year! I hope you all had a safe and fun New Year. Janet and I were visiting family in South Carolina over the New Year but we didn't stay up to see the ball drop in Times Square. We were in bed asleep long before the New Year came in but it managed to do so without our help.

As for this New Year I am looking forward to some good vintage racing and spending time with our Corvair family again. The racing family also promises to have some new faces and cars. Jeff Rapp from Indy will be one of them. He was at the HSR Savannah Speed Classic last year with the LeVeque crew who had their first time experience at that event. It has become a must do on my calendar.

It looks like Jon Whitley out there in Colorado is well on his way to a vintage racing ticket.

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.

He purchased a mostly ready car off Craig's List so that's a big piece of the puzzle out of the way for him. Lowell Duncan also from Colorado is in the process of building a car. His report is in this issue. Barry Ellison, the head pit monkey is building a car and hoping to make the SCCA double school at Roebling Road in February. More about that later.

Rich Shepard out in Oregon is in the process of resurrecting an old racer for SCCA vintage racing. Rich is not new to Corvairs. Dave Watson better known as Dave Motohead from his You Tube videos along with another Californian Jeff Ballard are rebuilding the ex-Dan Giannotti No.3 Goodwrench car for vintage road racing. Mike Levine, a well-known V8 Vair racer is building an early model to run this year. I'm sure some others may pop out of the woodwork so it looks like this will be another interesting vintage racing season for the Corvair group. I am excited and I am looking forward to it myself." Keep them cards and letters comin!"

LOWELL DUNCAN sez:

My goal is to have a reasonably decent car (sort of what Warren LeVeque refers to an 80-90% car) in time for our RMVR (Rocky Mountain Vintage Racing) Drivers' School in April 2016, with future improvements as race seasons and years progress. RMVR has an active racing season and usually conducts about 6 events a year from April to October (weather permitting).

The tracks we run are High Plains Raceway (Byers, CO), Pikes Peak International Raceway (Fountain, CO), Pueblo Motorsports Park (Pueblo, CO), and Motorsports Park Hastings (Hastings, NB). We normally have anywhere from 80 to 130 cars at each event ranging from the 1950's to 1981, including vintage SCCA production, Formula F and FB, Trans-AM, Camel GT, and even some CAN-AM cars.

The only Yenko Stinger we have that competes belongs to Eric Schakel, although he has not run in the last year or so. I would love to see your car at one of our RMVR events. I have worked Tech and Corners for the last 4 years and have had plans to build my Yenko Clone for a while now, but other family priorities keep getting in the way.

The specs I am currently working to, more or less, are as follows: Engine: .030" overbore with TRW forged pistons (I know they are not the best), OT30 cam w/set-screwed billet gear, pinned crank, mild ported heads without slant-tube exhausts, 10 to 1 compression, likely a near-stock flywheel and clutch (lightened probably not in the budget right now), 4X1 Bored carburetors - not sure of the throttle plate size, tube headers, and one of Seth Emerson's distributors, OTTO pan and spacer and crankcase baffles. Keep the revs in the 6000 - 6500 RPM range.

Driveline: Yenko close-ratio (purchased from Michael LeVeque) gearbox, 3:55 posi rear axle. Steering, suspension, and brakes: rebuilt stock steering box with shortened (Ackerman-improved, somewhat) steering arms from Michael LeVeque, Heim-jointed links front and rear with nylon bushings on the front upper A-arms. HD front and rear

springs cut as per Schardt's suggestion in his Yenko manual and Koni shocks. S-10 disks and calipers front and rear with brackets from LeVeque, anti-roll bar sizes currently undecided. 12 gallon Fuel cell mounted pretty much like you and Michael have them mounted.

Oil cooler placement is also undecided. Was looking at a rear placement like Ken Hands, but am now rethinking it as a more traditional front, license plate mount. Ultra-shield driver's seat and either a roll-bar / cage that meets RMVR tech specs-cage may come in later years. I

haven't raced since racing in Skip Barber's FF Series in 1979 and 1980, where I ran about 18 or so races in Crossle 32F's, but my plan is to get a car on the track this year as I will need some time to knock off the rust and learn the RMVR tracks, so a reliable car that goes reasonably well is the main priority. Then hopefully upgrades will come the following years. I hope it gives you some idea of the direction I am going right now.

BARRY ELLISON sez:

After helping Rick and David get their SCCA licenses at Roebing many years ago (2009) I made it a goal to follow in their path.

It's taking me a lot longer than I anticipated due to life getting in the way. I'm married with one 16 yr. old daughter still at home. I have 2 older girls each with 2 children. My dad is 83 so he's has needs too. Money problems ensued with the recession – hampered my plans immensely but I believe this is ok for the short term. No room for race car funds. I was able to get some overtime the month of December – pretty unusual for a computer programmer.

Long term goal would be to race with Rick Norris – full bodied steel car, hot 140 motor with Rochester's. I live in the Greenville, SC area. These tracks are within 6 hours: Roebing Road and Grand Prize of America are both in Savannah, Road Atlanta in Commerce GA, Virginia International Raceway and Carolina Motorsports in SC.

After missing out on several cars for sale, I bought a donor car to convert to a race car. The reason I consider it a donor is that it had a ton of body rust, more rust that most people would have tackled. I feel that I saved this one from the crusher although looking back, it will be a long time before I do this much work to one car ever again.

I towed it to Roanoke and had David Clemens install a cage just like Rick Norris's blue car. Yanked the motor, had David do angled ports and Michael LeVeque do deep seats and valve guides.

Headers are from Bob Coffin, mufflers, Yenko style lightened flywheel, 6 puck clutch, Holley fuel pump and several other miscellaneous goodies from Rick Norris. Rims, tires and 15 gal ATL fuel tank from Mike Levine.



The cam I'll be starting with is a NOS my dad had on the shelf from ump-teen years ago which came as a kit with lifters, springs and keepers. It's marked as .302 lift and measures that number. Body and engine prep/assembly work by me. (Carbs w/o vent tubes and relocated jets, cut head gasket seat, polish ports, install fuel tank/lines, etc.)

Short term goals for now: get it ready for 6 hours of driving this February for a double class at Roebling. I'm getting behind but everything is there. At the moment the car has 90% primer. I've got a lot of welding and grinding to do, but it looks like I'll have to work on this at night going forward. I'll buy the finish color this week so it will be ready for whatever weekend presents itself.

FEATURED RACE CAR: Warren Dernoshek



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.

SCCA Double School at Roebling Road Raceway:

At the moment there are two candidates for this driver school, Barry Ellison and Jeff Rapp. This is the same school where David Clemens, Dan Giannotti and I took our racing school in 2009. It is held February 19 through 20 for this year as shown on the tracks calendar of events. I can find no other info on the Buccaneer Region of SCCA web page who administers this event.

Just to give them and anyone else who wants to do this a taste of what goes on I have included an edited version of my report from the event. We were fortunate to have many well qualified old hands onboard to help with any problems because you will not have any time to work on or fix your car.

SCCA DOUBLE DRIVER SCHOOL EXPERIENCE by Rick Norris

Day one, Thursday Feb. 12, 2009: We dropped the car and trailer yesterday at the track so we were at the track early for registration and tech inspection. My car needed to be officially inspected and given a new log book and registration number which, is stamped on the main hoop of the cage. The car passed with no problems. We then had a short class session by the instructors and had time to walk the track which we did. It is helpful to me to do this.

Day two, Friday Feb. 13, 2009: We were at the track by 7:00 AM with a drivers meeting at 7:45 then we were paired with our assigned driving instructors. David and I drew the same instructor. We then were taken out for a "station wagon" tour of the track by our instructor in a truck. He showed us his preferred line thru the corners. We then got in our cars did pace laps behind a pace car. Afterward we were turned out on the track for practice by our assigned groups. We were in Group 3. We ran twenty minute practice sessions until lunch. After lunch we ran more twenty minute practice sessions until closing time at 5:30.

However the real drama began when I came around a turn and there was David off in the grass. David is driving Spence Shepard's car. David had to be towed in. It turned out to be a broken lower ball joint. Everyone began to search for a ball joint.

Turned out there was an early model Corvaire parked next to the home in the middle of the track where the folks who manage the track live. They actually bummed one and removed it from the car. The crew got David back on track so he only missed one session.

On his next session out the other lower joint broke! David nursed the car around for enough laps to complete his session. The crew bummed the other lower ball joint off the early model and the crew had it fixed by the time the drivers meeting was over. What a bunch of guys and gals!

It was my turn to have some trouble. I decided to disconnect my secondary carbs as the engine was falling flat in hard corners, a problem I've had for a while. When I fired the car up for a test it sprang a big fuel leak!

The problem turned out to be a cracked flare at the carb inlet. It split from the engine vibration. The cure was a piece of rubber tubing and two clamps thanks to our crew chief Mike Levine! I completed my last session with no more problems.

(Note to drivers, do not use metal tubing for carb fuel lines due to vibration induced cracking at the tubing nut connections which I was warned about.)

I am one tired puppy but I still have a grin on my face!

We had the usual swarm of Miata's to contend with and these guys have an attitude problem. It was a load of fun to pass them, especially on the long front straight. I had to keep reminding myself this is a school, not a race but...I was tached out at around 6200 RPM's flat (3: 89 diff!) out on the straight and I could pass them!

Day three, Saturday Feb. 14, 2009: We just got in from the track and the free beer was well deserved. We ran twenty minute practice sessions and learned the flags and getting used to having other cars really close to you at speed.

Dave Clemens has a story to tell and I'll let him tell it. I will say having two broken ball joints was the least of his troubles but, the good news is David will be able to complete the school. (David had a catastrophic engine failure but a replacement was found in time.) We have also voted David a Bohunk of the year award!

As for me well, I had a few issues like the other steel 90 degree bend on the gas lines to the carbs broke and I again found it in the pits as opposed to a nice leak at speed.

Day four, Sunday Feb. 15, 2009: Today after the drivers meeting we had the usual 20 minute by group practice sessions. It was raining and I was anxious to see what running in the rain with slick racing tires feels like. I was a lot better at it than I thought I'd be. Out of 29 people I was 11th.

It's fun to watch a pack of frenzied Miata's having off track excursions! The last event of the day was the five lap sprint race to teach us how to start a race and watch the flag stations.

Our last practice session before the race was our qualifying laps. I started 17th out of 26. I don't know where I finished as it was getting dark and the cold beer was waiting. What was fun was passing some Miata's and other cars and then blowing down the straight and seeing all the Corvairst guys standing on the wall cheering me on! Also watching the other over anxious guys do some off track excursions right in front of me! I just grinned and motored on by.

Yes! Finally it was all over. Dave, Dan and I now have our novice SCCA permits to go racing! I have never had so much time on track at speed. I have just realized a dream. You have heard most of David's story but not all. He can tell you more. Dan is now the big story as he bit the wall in a rented car and took out a Porsche in the process but, it was none of his doing and he got his permit.

I had no other real problems other than the turn cutout and the two fuel lines that broke.

Actually, my crack crew chief Mike Levine fixed it. Great guy! Hell, all the guys that came out and helped are great! I have never experienced anything like this. Usually I am the one helping out.

Mike even cooked on the grill he brought along! He couldn't fit the hot tub in though. We could have used it as it got colder as the day wore on.

The car ran well the whole week end and I was hammering it. Every time I went out telling myself I was just going to drive around and get my laps in I would see a Miata that just needed to be passed and the red mist kicked in.

It's not like David and I stayed on the pavement all the time. We had our agricultural excursions. I think I have about an acre of Georgia sand and dead grass in my car.

When we left the track about 6: 15 this evening the magic crew was working feverishly replacing the borrowed engine in Kevin Poe's car. We were definitely the hit of the school.

Lots of people came by to tell their Corvair story and look at the cars and the remains of Spence's engine. It was like being at a car show when I wasn't on the track! People could not believe that we would borrow an engine, remove the damaged one and the borrowed one, reinstall it and run the whole day at race speed then, remove it and reinstall it in the car. It is Corvair legend now.

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