



Newsletter of the Performance Corvaair Group (PCG)

CORVAIR RACER UPDATE

JANUARY 25, 2016

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

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 Corvaair/PCG to ensure the group rate.

For more information, visit the Performance Corvaair Group website at www.corvaair.org/chapters/pcg or send an email to Tracy Leveque libgan2004@yahoo.com

FROM RICK NORRIS' CORVAIR ALLEY:

We here at Corvaair Alley weathered the big winter storm quite well. The storm named Jonas harmed no Corvaairs or anything else here that I know of. The only thing hurting was Janet and I from shoveling the driveway and walks three times in two days! The plan for this week is to get down in the shop and get some work done.

The SCCA Double Drivers School at Roebling Road is about 23 days away. Two of our gang, Barry Ellison and Jeff Rapp have signed up for the school and some of us will be there for support.



Corvaair Racer Update is published by the Performance Corvaair Group (PCG). We accept articles of interest to Corvaair owners who are interested in extracting high performance from their classic Corvaair 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 Corvaair 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 Corvaair. Membership is free of charge. To join, please use the handy form on our website: www.corvaair.org/chapters/pcg.

Here's hoping the weather will be fair. Checking the extended forecast it should be in the mid 60's during the day and low 40's during the night. Periods of rain for Saturday though. That was about what it was when we took the school back in 2009.

Tracy LeVeque sez:

Okay folks, here's the hotel information for the Weathertech International Challenge / Yenko Stinger Reunion at Road Atlanta on July 14-18: It's the SUPER 8, 3402 Wilgus Ave, Sheboygan, WI 53081 (15 miles from track - 18 min drive). \$125/night for 2 beds.



I did not reserve any King beds so if you want one, you can get one and they will just take away a 2 bed room. I have 25 rooms reserved under **YENKO STINGER REUNION**. You must make your reservations by May 1. You must also **CANCEL** by May 10 in order to not get charged for the room. Any leftover rooms will go public May 14 at original price of \$145.

Make your reservations **QUICKLY!** There are **NO OTHER** hotels within that close proximity! 920-458-8080.

Michael LeVeque sez:

Jeff's engine, wheels and tires are in and on the Old Yeller car and bundled up in the trailer ready for the big haul South to Roebing Road Raceway.



FEATURED RACE CAR: Cary Eisenlohr

Our Latest Update! **THE PERFORMANCE CORVAIR WORKSHOP!**

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WORKSHOP PRICING:

25 pre-registration, \$30 at the door. Kids under 12 just \$10. The pre-registration will begin Feb. 1 and end on March 1.

T-SHIRTS! ORDER BY FEBRUARY 5:

PCG President Tracy LeVeque is now taking T-Shirt orders.....shirts will be black with white PCG logo on back and "pocket" area on the front. These must be ordered by Feb. 5. Price will be \$25 for up to XL, \$28 for XXL and bigger. Money will go to Racer's Fund.

HOTEL INFO:

Hotel information: Kokomo Hampton Inn & Suites 2920 South Reed Road, Kokomo. Rates \$104/night. If you are traveling alone or do not wish to share a room, please book a king room. There are limited number of double beds. 765-455-2900 mention Corvair for dis-

count. Reservations are under Performance Corvairst Group

FRIDAY MARCH 4, 2016

Friday is early-arrival day.

MORNING: We will be touring the Chrysler transmission plant in the morning. We will get to see transmissions and gears being made. You must be able to walk on your own. No walking aides are allowed on plant floor. Awaiting on scheduled time of tour.

LUNCH ON YOUR OWN: Kokomo is full of hometown pride restaurants. Listed below are a few of the favorites:

- Louie's Coney Island, 1700 East Hoffer, Kokomo
- Hacienda Mexican Restaurant, 2006 South Plate, Kokomo
- PASTAriffic Ristorante Italiano, 3001 South Webster, Kokomo
- Jami's Soda Fountain, 307 North Main, Kokomo
- Mike's Pizza, 4001 South Dixon, Kokomo

AFTERNOON: Still working on the afternoon schedule. Here are a few possibilities:

- Elwood Haynes Museum 1915 S. Webster, Kokomo. "America's First Car" was developed in 1894 by Elwood Haynes. The famous inventor's former residence now houses a collection of his possessions and inventions. A revolving exhibit of Haynes autos are on display in the garage and the industrial history of Kokomo is chronicled in additional exhibits.
- Seiberling Mansion 1200 W. Sycamore, Kokomo. Built in 1891 by industrialist Monroe Seiberling, the mansion features late-Victorian architecture, hand-carved woodwork, and multiple exhibits highlighting the history of Howard County.
- Old Ben - World's Largest Steer 1402 Defenbaugh St, Kokomo. Housed in a pavilion in Highland Park, Old Ben weighed over 4,000 pounds at his death in 1910.
- Grissom Reserve Base- Peru, Indiana. (where we went last year)

DINNER AT 6:00 PM: Dinner at the Half Moon Restaurant & Brewery. 4051 South Lafountain St. Kokomo. Voted BEST IN KOKOMO. We have a private room reserved for 80. You MUST RSVP to Tracy by March 1 to ensure you have a table. They do have a large overflow area at the other end of the restaurant that can be used, but Tracy MUST know ahead of time to reserve it. The room is located to the immediate right after entering the restaurant.

PCG Club Officers:

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After dinner: Sycamore Room at the host hotel is available for us for bench racing, and videos (bring your thumb drives). You may have beer, (BYOB) but it MUST be in a non-alcohol container if taking it out of the room as alcohol is not allowed in the hotel lobby.

SATURDAY, MARCH 5, 2016

Saturday is Workshop Day at the Kokomo Automotive Museum.

7:30 am: Vendor set up.

8:00-9:00 am: Registration/self-guided tour of museum/donuts/coffee/juice/pop. Vendor area will open at 8:30 am. Please give the guys time to set up.

We will be having 2 featured cars.....info to follow.....

We will post exact Saturday schedule when the time gets closer.

SUNDAY, MARCH 6, 2016

No events are currently planned for Sunday. Travel day back home.

Get Yourself Published!

From the online Vintage Racing League (VRL):

In an effort to enhance the overall content of the VRL News Brief, we'd like to include peer-written articles in future editions. As a member of VRL, your knowledge of the event industry lends itself to unprecedented expertise. And we're hoping you'll share this expertise with your peers through well-written commentary. Because of the digital format, there's no word limit and our group of talented editors can help with final edits. If you're interested in participating, please contact Ronnie Richard to discuss logistics at richard@multibriefs.com Subject line: VRL Brief Contributor.

The Vintage Racing League is free to join on Face Book.

Moving Into 2016 (from Vintage Motorsport Magazine)

The fact that opportunities to use collector cars seem to be ever-increasing with more vintage races, road rallies, shows and even "Cars and Coffee" events taking place all the time and throughout world, points to continuing growth of interest in collector cars.

The fact that they are not tied to the ground like real estate, are certainly more interesting to own than stocks and bonds, and appeal to investors interested in events, just driving enjoyment, or as art objects lays the foundation for a stable marketplace.

There will always be ups and downs like any other market, but values of cars continue to be driven by fundamentals including rarity, aesthetics, usability, significance, and technical features. For the most part, today's buyers are well-educated, passionate, proper enthusiasts who buy on a car's emotional appeal as much as appreciation potential.

Some fluctuation in values is normal, and people investing in automobiles have to accept this just as they would if they were buying stocks, gold, or pork bellies. Cars have outperformed other investments consistently for the past six or seven years, and as the number of collector car enthusiasts continues to grow and the menu of options for how to use them increases, the industry is poised to continue.

Binding Roll Bar Bushings:

Written by Andy Hollis from the Dec. 2015 issue of Grassroots Motorsport Magazine.

Suspension mods are one of the first things we enthusiasts delve into when looking to improve the performance of our cars. And we don't do it alone: We decide on parts and a plan of attack with help from dozens of influences.

Other owners of similar vehicles advise us, whether in person or on Internet forums. The websites and magazine ads of parts retailers, with their dazzling pictures of shiny wares and astounding claims of performance increases, also get our credit cards itching.

But does all this information add up to a suspension setup that meets our goals? Some problems are obvious, but others hide themselves well. Here are six common suspension pitfalls that may be holding you back.

1. ANTI-ROLL BAR BIND

One of the least expensive and most satisfying suspension mods involves replacing the wimpy factory anti-roll bars with some beefy aftermarket units. It immediately makes the car feel tighter and cuts body roll substantially. Dynamic camber is also reduced, adding more contact patch in the corners for more grip. Perfect, right? Well, not for long.

Anti-roll bar manufacturers typically use urethane frame mounts to provide a very crisp response, but this creates a bearing surface that eventually wears out. To avoid early complaints of knocking due to wear, the provided bushings are almost always too tight when first installed.

Sure, you can lube them up to reduce some of the offending stiction, but the grease quickly gets pressed out, allowing the bar to bind. This, in turn, provides an infinite roll resistance at that end of the car that will absolutely destroy the handling.

SOLUTION: Easily fix those common D-shaped antiroll bar bushings by grinding some ma-

terial off the flat portion of the bushing or by placing a washer under one or both sides of the saddle bracket. For sure, grease them periodically.
More Tips next week.

I need individual race car updates photos of your race car or cars.

Send them to ricknorris@suddenlink.net Subject line should say racer update.

PERFORMANCE CORVAIR GROUP FACEBOOK PAGE:

You can join the Performance Corvairst Group on Facebook. Visit this page on your web browser:

<https://www.facebook.com/performancecorvairstgroupworkshop2015/>

When you get there, enter a request to be added to the group. The page is administered by Ned Madsen, VP of PCG!

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