



Newsletter of the Performance Corvair Group (PCG)

CORVAIR RACER UPDATE

FEBRUARY 15, 2016

[HTTP://WWW.CORVAIR.ORG/CHAPTERS/PCG](http://www.corvair.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 Corvair/PCG to ensure the group rate.

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

FROM RICK NORRIS' CORVAIR ALLEY:

Damn snow! Anyway, another week has passed and this coming Thursday I will be on the road taking my race car to Roebing Road for Barry Ellison to use at the driver's school. The car is as ready as it's going to be. I replaced the rear anti roll bar with a much stiffer one which I fabbed from one originally on the Sunoco car and installed a Camaro style front lip spoiler. Looks more period correct and is less likely to shatter by any off road excursions. Also, next to the drivers chair, I installed my original hand held Halon fire extinguisher from the Sunoco



(Continued on page 3)

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 (COSA), 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.



**2016
HYLER CRAFT MEMORIAL
DRIVER'S SCHOOL
February 19, 20, & 21, 2016
ROEBLING ROAD RACEWAY
SANCTION: 16-DS-4139-S**

**CLASS GROUPS**

Closed Wheel: ITB, ITC, EP, FP, HP, GTL, SM, STU, STL, Vintage closed wheel under 2 liters, ITA, ITR, ITS, GT1, GT2, GT3, GTA, T1, T2, T3, T4, AS, ASR Vintage closed wheel over 2 liters, B-Spec, SM5

Event Officials

Chief Steward:	Toni Creighton
Asst. Operating Chief Steward:	Bob Horansky
Asst. Chief Steward:	Sara Snider
Safety Steward:	Lincoln Buell
Chairman of SOM:	Wayne Quick
SOM:	Bob Hudson
Chief Driving Instructor	Adam Malley
Asst. Driving Instructor	Kevin Allen

EVENT SCHEDULE

(All times are tentative)

FRIDAY, February 19, 2016

Registration Open	2:00 p.m. – 7:30 p.m.
Tech Inspection-tech shed	2:00 p.m. – 7:30 p.m.
Classroom Instruction-Equip. Bldg.	5:30 p.m. to 9:30 p.m.
	<u>Bring your GCR</u>

SATURDAY, February 20, 2016

Registration Open	7:30 a.m. – 11:00 a.m.
Tech Open	7:30 a.m.
Worker Meeting	8:00 a.m.

Driver & Instructor meeting -Equip. Building 7:30 a.m.

Student Assignments
Walking Track Orientation
Track tours by private vehicle 8:20 a.m.

On Track Orientation Begin
Single File 15 min each group.
15 minute instructor/student meeting for review

Approximately 1 Hr.

Lunch Break – 1 Hour

20 Minute Practice Sessions
run consecutively by group

All students & instructors meeting in
Equip Building

After last practice

SECURE COURSE**SOCIAL****CLASS GROUPS:**

Open Wheel: FF, FC, FV, FS, FM, FA, F5, FB, FE, P1, P2, SRF, SRF3, FST, Vintage open wheel

GROUPING SUBJECT TO CHANGE

Specialty Chiefs

Race Chairman:	Sherrie Williams
Registration:	Wanda Cecil
Timing and Scoring:	David Williams
Tech Inspection:	Fred Clark
Flagging:	Bob DeLoatch
Communication:	Bob McKay
Communicator:	Michelle Eversoll
Starter:	TJ Walsh/Nancy DeLoatch
Sound Control:	Larry Buell
Grid & Pits	Lee Stanley
Course Marshall:	Kat Buell
Paddock Marshall:	Ted Migchelbrink
Medical:	EMT'S

SUNDAY, February 21, 2016

Registration Open	7:30 a.m. to 10:00 a.m.
Driver's Meeting-Equip Bldg	7:30 a.m.
Worker Meeting	7:30 a.m.

20 Minute Practice Sessions
run consecutively by group #

8:00 a.m.

Lunch Break-**Quiet Hour**
No Race Engines!!!

11:00 a.m. TO 12:00 p.m.

\$100 FINE for non-compliance

Continue 20 min practices

12:05 p.m.

10 Lap Races with 2 Practice
Starts run consecutively by
group

SECURE COURSE

After last Race

**Approx 6 hours track
time.**

Drivers report to Chief
Steward at Turn 4 SOM
trailer after your last race
on Sunday to sign off on
your Novice Permit.

**No race engines
between 8 PM and
8 AM and from 11
AM to 12 Noon on
Sunday.**

**\$100 FINE for
non - compliance**

(Continued from page 1)

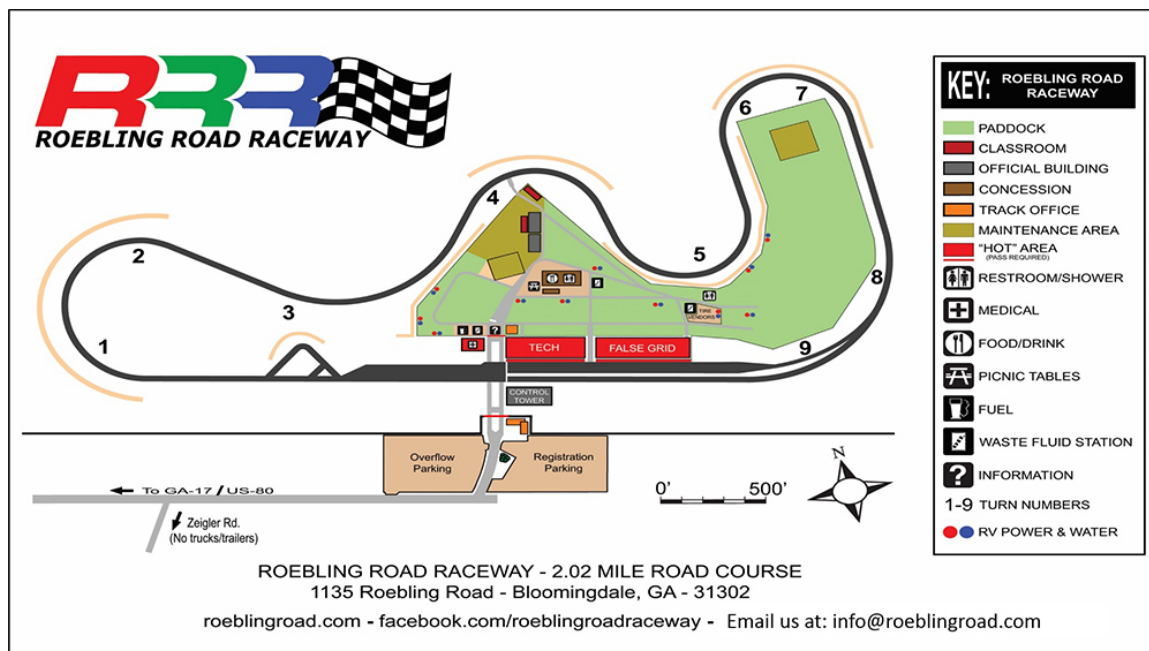
Corvaire as it has more than a few original parts from that car including the windshield with the Dante's Down the Hatch" banner.

So far the list of attendee's sounds like its 2009 again. Besides myself and Barry Ellison there will be Mike Levine, Chuck Sadek, Smitty Smith, Bob Coffin and David Clemens. I'm sure some others will show up as the week end progresses.

There will be a full report in the next Update but I may be a day late issuing it as I plan to travel back home on Monday. I doubt we will be able to top what is now Corvaire legend from 2009 with two ball joint changes and a double engine swap and a big crash!

BARRY ELLISON sez:

I count 35 cars currently registered for the Roebling Road driver school. Four open cars in Group 2. The two Corvairs are in Group 1 with 13 Miatas! I am not looking forward to that.....



DAVID CLEMENS SEZ:

I finally got the motor torn down from the Mitty. It expired on the last lap of Sunday's race. I found that I had lost the head of a Valve on cylinder #4. It did a fair bit of damage to the head, piston and cylinder. The rest of the motor looks okay.

The damaged head has been cleaned and the damage to the chambers welded up. The head was been sent to Levair Performance and now has new seats and additional

aluminum welding to the damaged areas.

I have also sent gears to have 2 complete double close transmissions built. I will be doing the rebuilding but the custom machining and welding services are being handled by Le-vair Performance.

I plan to rebuild the primary motor and make this my back up engine. I'm also planning to build a workhorse engine for another spare. Road America has some long straights and is known to be an engine killer so I plan to have enough engines on hand to make it through the weekend.

Speaking of the Hawk I have officially registered for the event and have my hotel reservations. I'm also planning to attend the Double Drivers School at Roebling Road on the 19th – 21st. I will be crewing for Barry Ellison, and Jeff Rapp keeping them going through the school.

I would like to get to a double regional road race for some more seat time before the Weathertech International Challenge (The Hawk) at Road America. Currently I'm thinking of the "Double" at the end of March at Carolina Motorsports Park. (Kershaw SC)

During my free time (like that exists!), I have been getting some driving time in on my sons Xbox One. He has a game that has Road America in it and I have been running lots of laps trying to figure out the place. Got to get back to garage, see all of you soon.

NON-OPTIMAL ALIGNMENT.

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

Speaking of alignments, what's yours? You've seen the thread a million times on message boards: "Need the best alignment specs for so-and-so car." Sometimes the original poster will also include a list of the car's mods. Next, a bunch of people chime in with all kinds of tribal wisdom. Is it good advice?

Well, maybe. It depends on how close your car's complete setup is to the ones those guys used to come up with their alignment recommendations. It also depends on your desired purpose for the car. If you're competing, the grip level and turn configuration of the courses or tracks will also have a huge influence on optimal settings.

SOLUTION: We've detailed the testing process before in our "Dialing In" article, which ran in our November 2009 issue. The short of it is that you figure out optimal camber with a skid pad and a watch. Toe is determined using slalom and an oval. Those setups from the boards may be good ballparks, but you must test to find the right settings for your car and your situation, especially when you consider the lowering geometry and bump steer pitfalls we discussed earlier.



EPA SEEKS TO PROHIBIT CONVERSION OF VEHICLES INTO RACECARS

-- SEMA to Oppose Action as Threat to Modified Racecars and Parts Suppliers --

Washington, DC (February 8, 2016) – The U.S. Environmental Protection Agency (EPA) has proposed a regulation to prohibit conversion of vehicles originally designed for on-road use into racecars. The regulation would also make the sale of certain products for use on such vehicles illegal. The proposed regulation was contained within a non-related proposed regulation entitled “Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles—Phase 2.”

The regulation would impact all vehicle types, including the sports cars, sedans and hatch-backs commonly converted strictly for use at the track. While the Clean Air Act prohibits certain modifications to motor vehicles, it is clear that vehicles built or modified for racing, and not used on the streets, are not the “motor vehicles” that Congress intended to regulate.

“This proposed regulation represents overreaching by the agency, runs contrary to the law and defies decades of racing activity where EPA has acknowledged and allowed conversion of vehicles,” said SEMA President and CEO Chris Kersting. “Congress did not intend the original Clean Air Act to extend to vehicles modified for racing and has re-enforced that intent on more than one occasion.”

SEMA submitted comments in opposition to the regulation and met with the EPA to confirm the agency’s intentions. The EPA indicated that the regulation would prohibit conversion of vehicles into racecars and make the sale of certain emissions-related parts for use on converted vehicles illegal. Working with other affected organizations, including those representing legions of professional and hobbyist racers and fans, SEMA will continue to oppose the regulation through the administrative process and will seek congressional support and judicial intervention as necessary. The EPA has indicated it expects to publish final regulations by July 2016.

Our Latest Update!**THE PERFORMANCE CORVAIR 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.

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.

PRE-REGISTRATION / PRE-PAYMENT:

To pre-register, use PayPal. Log onto PayPal and send your registration fee to PCG President Tracy Leveque at Libgan2004@yahoo.com. Be sure to designate your payment as a Donation or a Gift to prevent extra charges.

Also, if you're pre-ordering a T-Shirt, state the size you need. T-Shirts are optional at extra cost and are not included in the Workshop registration fee. See T-Shirt prices and deadline directly below.

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 discount. Reservations are under Performance Corvair Group

FRIDAY MARCH 4, 2016

Friday is early-arrival day.

MORNING: Unfortunately, the Chrysler transmission plant tour has been cancelled. We're working on a replacement.

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.

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.

PERFORMANCE CORVAIR GROUP FACEBOOK PAGE:

You can join the Performance Corvair 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!

PCG Club Officers:

President: Tracy Leveque Email: libgan2004@yahoo.com
Vice Pres: Ned Madsen Email: aeroned@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

