



Newsletter of the Performance Corvair Group (PCG)

CORVAIR RACER UPDATE

FEBRUARY 29, 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

Price: \$30 at the door. Kids under 12 just \$10.

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.

Complete details are provided in this newsletter. Also, for the very latest updates, visit the Performance Corvair Group Facebook page or send an email to PCG President Tracy Leveque libgan2004@yahoo.com.

FROM RICK NORRIS' CORVAIR ALLEY:

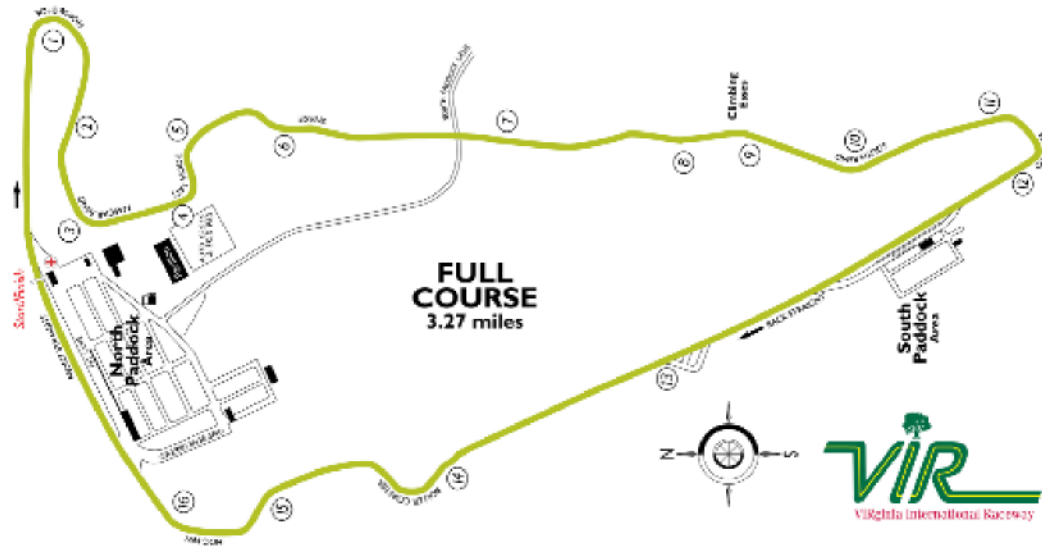
Not much happening but I have plenty to do. Warm sunny days are getting closer and I like to work with the shop door open. As was reported earlier the red car still had the cut out at five grand but would sometimes run through it and act right. We pretty much eliminated any electrical problem so it has to be carburation. We could only do so much at the school as we needed the car to run at least so Barry could make all his sessions which he



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.

did. Mission accomplished. I need to run a compression test as it began using oil and fouled some plugs. I will change out the carbs with another set to test. There is an event at VIR on April 8-10 hosted by the VDCA that I am thinking about doing. Fellow vintage racer Chuck Sadek is registered for it so I would have qualified company as it were. As usual it boils down to a decision and I need to make it soon.



WHAT'S THE REAL MEANING BEHIND THE EPA'S RACE CAR REGULATIONS?

By Ross Lancaster. MultiBriefs Newsletter. Wednesday, February 24, 2016

What's the real meaning behind the EPA's race car regulations?

Earlier this month, a bit of text interpreted from a months-old, 629-page proposed Environmental Protection Agency (EPA) regulation caused a huge outcry in a section of the automotive world.

On Feb. 8, the Specialty Equipment Market Association (SEMA), a group that advocates for the automotive aftermarket industry and hosts a hugely popular auto show every November in Las Vegas, came out with a press release titled, "EPA Seeks to Prohibit Conversion of Vehicles Into Racecars." It begins with a bombshell for many car fanatics and weekend-warrior racers, "The U.S. Environmental Protection Agency ... has proposed a regulation to prohibit conversion of vehicles originally designed for on-road use into racecars."

If true and the EPA regulation becomes final, it would have a massive impact on the amateur and club racing industry. With the proposed EPA rule concerning emissions, SEMA is concerned that emissions-related parts that help convert vehicles to race cars will be outlawed.

But the alarm bells sounded by SEMA may not be entirely accurate.

Tech website Ars Technica insists, "No, the EPA isn't making it illegal to turn an old car into a race car." Automotive blog Jalopnik took a more analytical approach with the long and winding regulation proposal, finding a lot of contradictions.

EPA deputy press secretary Laura Allen clarified the rule, "People may use EPA-certified motor vehicles for competition, but to protect public health from air pollution, the Clean Air Act has — since its inception — specifically prohibited tampering with or defeating the emission control systems on those vehicles." In all, Ars Technica concludes, "Nothing has meaningfully changed."

To SEMA's credit, the July 2015 wording in the EPA rule, published in the Federal Register, does say, "Certified motor vehicles and motor vehicle engines and their emission control devices must remain in their certified configuration even if they are used solely for competition or if they become non-road vehicles or engines."

Understandably, that was part of SEMA's big concern. The Jalopnik analysis also points out that traditionally, cars used for racing are exempt from certain emissions requirements and have been for a long time. Meanwhile, there's also the huge impracticality of EPA enforcement, as the agency is probably not going to be able to visit the country's many racetracks and drag strips where cars modified for racing are piloted every weekend. In fact, by the pure letter of the law, the modifications SEMA maintains the EPA is trying to ban have probably always been illegal under the Clean Air Act, but never enforced. The real impetus for the controversy and the EPA's clarification can likely be found in one of last year's biggest automotive industry scandals.

Around the time the EPA was formulating the regulation that worries SEMA; it was also testing Volkswagen's 2009-15 model years TDI diesel cars that came with a defeat device to bypass emissions tests. The agency's clarification to the SEMA press release directly references devices that tamper with emissions controls.

The situations aren't completely similar, as VW's infractions had to do with inaccurate emissions being reported during mandated tests, while the racing crackdown has to do with defeat devices being installed to bypass stock emissions controls in cars converted to racing. However, it's clear that after the EPA was misled so thoroughly by VW, defeat devices of most any circumstance will be in the agency's crosshairs.

In the aftermarket supplier world, there might be some reason to be concerned that the EPA might crackdown on some of those products. But if you're simply a weekend racer who's made some modest modifications to an old car to get it on the track, the feds probably aren't coming for your ride.

Ross Lancaster is an editor for MultiBriefs and a freelance writer.

TOO MUCH SHOCK VALVING

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

Damping your new lowering springs properly will likely require more valving from your shock absorbers. That said, one size does not fit all, and “too stiff” is just as bad as “too soft.”

Certainly, stiffer feels better. Your vehicle becomes super responsive to every input and totally connected to the road—that is, right up until it encounters a washboard surface and chatters right off the road. This is an extreme example of what’s going on constantly when the valving is too stiff: loss of grip.

There is a compromise between proper control of the spring rate and suppleness over the road or track surface.

SOLUTION: Optimal valving can offer both control and comfort, but it may require a custom re-valve to achieve. Off-the-shelf shocks can deliver the desired performance, but only if they’re used in the situation they were designed for. This includes the type of activity (track, autocross, street use) and the aggressiveness of the rest of the car setup. The more you optimize a component for one type of use, the worse it is at other uses. Shocks are the poster child for this concept.



RICK NORRIS SEZ: This 1957 photo of a young Sir Sterling Moss shows the straight arm driving style that identifies him so well. Back in my high school days he was my first hero driver and as I obtained my driving license I adopted the same driving position. I also have a pair of those string back driving gloves! No, they do not make me faster.

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

MARK YOUR CALENDAR! 2016 WORKSHOP:

This event is open to any and all Corvair enthusiasts.

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.

WORKSHOP PRICING:

\$30 at the door. Kids under 12 just \$10. (Too late to pre-register now).

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.

- 9:00 AM - 9:45 AM: Meet in hotel lobby to leave at 09:45 for the Elwood Haynes Museum tour.
- 10:00 AM - 11:30 AM: Tour the Elwood Haynes Museum; the inventor of stainless steel and the first gasoline powered automobile. His car can also be seen at the Automotive Museum.
- 11:30 AM - 6:00 PM: LUNCH ON YOUR OWN. Unfortunately, with the cancellation of the tours of the Chrysler Plants, there is nothing official set up for the afternoon. Believe me, I tried. There are many sites to see in Kokomo; the Opalescent Glass Factory, the Seiberling Mansion, the Grissom Air Museum (just 20 mins north of Kokomo on US 31) and the Red #8 racecar (previously owned by Dan Gionatti and currently for sale) will be at the LeVair shop until 4:00 PM Friday. (About an hour south of host hotel at 4627 North State Road 9, Anderson, IN).

- 6:00 PM: DINNER AT HALF MOON BREWERY 4051 S. LAFOUNTAIN ST,
- SOMETIME AFTER DINNER: Bench racing/videos in the Sycamore Room at host hotel. Upstairs, directly above lobby, coolers welcomed, BYO Booze, pop/cups/munchies will be provided.

SATURDAY MARCH 5:

- 07:30 AM - 08:30 PM: Vendor Setup.
- 08:00 AM - 09:00 AM: Doors open to museum, please do not enter vendor area until 08:30.
- 09:00 AM - 09:40 AM: Workshop begins! Tracy LeVeque, V-8 Registry, Chuck Sadek
- 09:50 AM - 10:20 AM: Tony Maxson V-8 car Q & A.
- 10:30 AM -12:00 PM: Ken Tyger with Brad Penn Lubricants.
- 12:00 PM - 01:00 PM: Lunch provided by Martinos Italian Restaurant. Please take time to shop the vendor area and browse around the museum.
- 01:10 PM - 1:40 PM: Stan East: Couplers.
- 01:40 PM - 02:10 PM: Seth Emerson: HEI Systems.
- 02:20 PM - 02:50 PM: Rick Norris: Red Car Build.
- 03:00 PM - 3:30 PM: Mike Levine: Transmissions.
- 03:40 PM - 04:10 PM: Racers; "What We Did Last Season & What We're Going to Do This Year"
- 05:30 PM: PACK IT UP AND MOVE 'EM OUT BY 5:30! TIL NEXT YEAR! | |
- 6:30 PM (Approximately): THE CORVAIR WORLD FAMOUS TRACY LEVEQUE MEXIFEST IN THE SYCAMORE ROOM. COST IS \$5.00. PLEASE BRING YOUR OWN BEVERAGES. THEY WILL NOT BE PROVIDED!

SUNDAY, MARCH 6, 2016:

- No events planned. 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/performancecorvairstudio2015/>

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:

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