



# CORVAIR RACER UPDATE

MARCH 14, 2016

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

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## FROM RICK NORRIS' CORVAIR ALLEY

After downloading the engine and drivetrain from the red car and disassembling it, I found the cause of the engine oil problem and rev problem.



Seems there was a broken valve spring on the left side plus the exhaust valve guide on No. 2 cylinder decided to leave home as it were. As Mike Levine said, we were lucky the car lasted through Barry Ellison's driver school. It could have been much worse. Mike seemed to think it may have been divine intervention!

That engine was built back in 2002 and has been through several owners so who knows

*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](http://www.corvair.org/chapters/pcg).

what was done to it. Actually the bearings did not look as bad as I imagined they might. Cam wear, lifters and cylinders were not real bad. I need to decide exactly what kind of a rebuild I'll do as this will be my backup engine.

This will give me the chance to install my Mike Levine close ratio four speed trans and do some other upgrades to the car. I'd like to make the VDCA Wild Hare Run at VIR April 9-10 if I can as a test event. If I don't make that there is an HSR event May 28-29 at the same facility. I need time on the engine for RA!

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### **Jon Whitley sez:**

OK. It's done. After several weeks of internal debate over doing the sensible thing (i.e. - not taking another week off work) vs. fun and adventure (road trip, Elkhart Lake, Corvairs, Can Am), I'm officially registered for RA in July. Can you guess which side prevailed?

With that stake in the ground, the clock starts ticking. That means about 4 months for me to learn this car and get it reasonably sorted out. As I've mentioned previously, initial concerns are mostly about safety & reliability rather than speed. I'll likely be one of the slower guys at Elkhart Lake but for me it'll be about the experience plus getting to meet some of the Corvairsters I've only "seen" on FB.

Oh, I did get the fuel cell moved a good 10 inches further back in the trunk and lowered about one inch. Thanks once again Rick for providing your excellent "how-I-did-it" photos w/ captions. This should allow for a much better crush zone (though I hope I never need to test it) as well as provide space for the (eventual) external oil cooler. I also got the annual RMVR tech done - one more thing I can check off the "to-do" list before the season's first event.



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### **Ed Coffee asks:**

Given unlimited resources, could a Corvairster be nationally competitive in SCCA?

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### **Paul Fox sez:**

We already have a divisional champion (Great Lakes division). Michael LeVeque did that 2014. He'll be working on it again this year with the Runoffs in mind for next year here in Indy. I've volunteered to help him and Jeff Rapp where I can in their efforts. Why? Do

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you have unlimited resources? Any help is good. Short answer is yes I think we can at least make the Runoffs. Realistically winning is not likely with the factory backed teams.

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**Ken Hand sez:**

Didn't Jon Brakke try with a GT-3 Corvair and the best he could do is second? He switched to a Miata and the won a championship.

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**Mike Levine sez:**

At the regional level ARRC, NARRC maybe. Have you looked at National EP lap Times? Road Atlanta is 1:35.429; Michael will need to find 9 seconds.

SPU is 1:31.062.

GT3 is 1:31.242.

Best place for a Corvair is at the Vintage level IMHO.

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**Chuck Sadek sez:**

How about Jon Brakke? He won the SCCA National Championship in a Miata after parking the GT3 Corvair. Arguably the most developed Corvair race car.

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**Bruce St. Gean sez:**

A key issue as to whether a Corvair would be nationally competitive in SCCA is the driver of that Corvair! Here's my question, has there ever been a driver the likes of James Reeve?

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**Spence Shepard sez:**

I just made a reservation at the Super 8 in Sheboygan. The lady I talked to, Christy, told me the cancellation policy on the rooms, after a reservation is made, is 7 days prior to the reservation or July 7, and that if you leave early you wouldn't be charged for those days. They seemed to be familiar with our arrangement. BTW, 15 rooms left.

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**Rick Norris sez:**

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

Send them to [ricknorris@suddenlink.net](mailto: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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1958 Moss and Duntov at Sebring. I would love to have heard that conversation!

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