



CORVAIR RACER UPDATE

MARCH 28, 2016

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

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FROM RICK NORRIS' CORVAIR ALLEY

Hope everyone had a nice Easter week end. As usual I ate too much but it was so good! I've been working steadily on building my race engines. Also have a few mods I want to do to the car such as add the Accusump.

I'm waiting as usual for my crank which is at the machine shop along with some rods getting shot peened. Realized I was also out of some crucial gaskets. I usually keep a good stock on hand but forgot to reorder after building two race cars!

I was thinking about doing the Wild Hare Run at VIR April 9-10 but that won't happen. The next date to get some race time on me and the car would be the Jefferson 500 at Summit Point on May 14-15 but I have a conflicting deal so that leaves the HSR event at VIR on May28-29. So many tracks, so little time and money!

What's in your shop? I haven't seen any reports lately on what the racers are doing so let's do some and send them to me.

108 DAYS UNTIL THE WIC AT ROAD AMERICA



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.

BATTERY KILL SWITCHES

Lately on the Corvair Racer Facebook page there has been a discussion on master battery kill switches.

Mike Levine: From SVRA: standard electrical disconnect is required on all cars. This switch must be wired such that electrical power to all circuits including the alternator is disconnected, except to an electrically operated onboard fire extinguishing system. In the interest of convenience, the switch may be mounted near the battery and operation effected by a pull wire passing to the outside. The preferred location of the pull wire is on the driver's side. It must be clearly visible and its position with an approved decal of "lightning bolt" and the word "OFF".

Seth Emerson: Doesn't there have to be a master kill switch outside, where the workers can reach it? Check SCCA rules. Within reach for the workers and marked, that meets the regs. I guess you choose whether you can reach it from the driver's seat or not. Be sure you can reach the ignition and other important switches after you are belted in the seat. Laugh, but it happened!

Rick Norris: My kill switch is just inside the right hand door window. I can't reach it when strapped in but the corner workers can get to it. That was the same for the Sunoco car and it passed every tech including more than a few SCCA events with no mention of where the switch was. They were more interested in seeing if the engine quit when the switch was thrown.

Mike Levine: from HSR: External Cut-Off Switch – The switch must cut off electrical power to the engine's ignition system and all fuel pumps. The switch should be clearly labeled with the standard lightning bolt decal. Additionally, it is recommended that all cars with an electric fuel pump be fitted with an oil pressure controlled cut-off switch. (NAPA 701-1577 or equivalent)



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/>

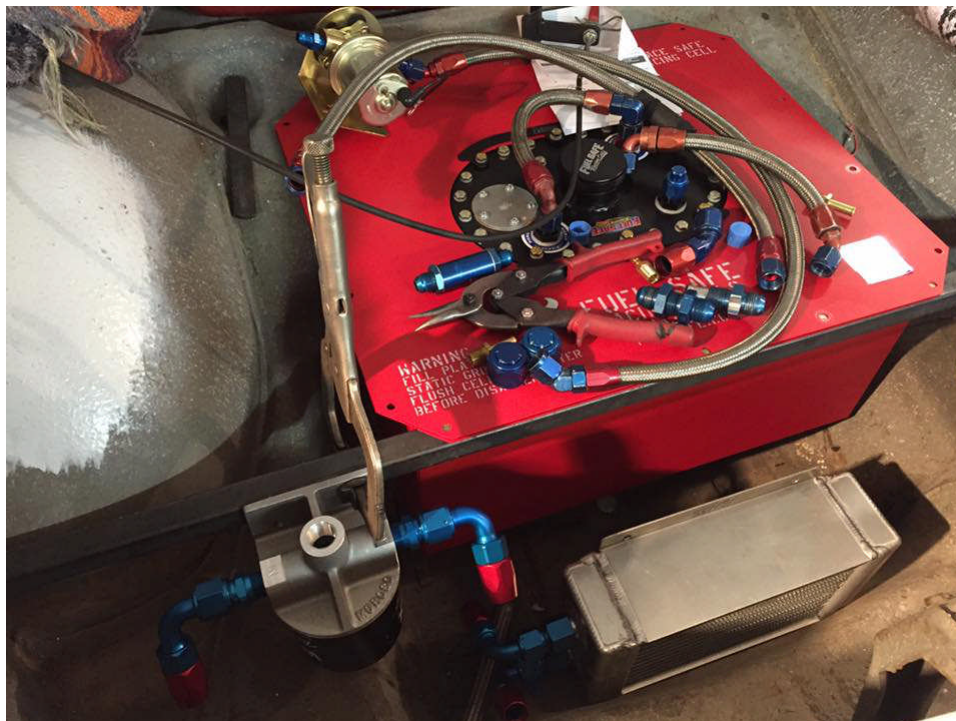
When you get there, enter a request to be added to the group. The page is administered by Ned Madsen, VP of PCG!

BOB COFFIN: GT-3 2.8L , 12.5 : 1 +CR Arias popup pistons, Carillo rods, .565" lift dual pattern cam, stock valve sizes. Custom Ported Weber heads, big tube exhaust, 40 mm IDA 3 bbl. Weber carbs and, obviously a vertical fan. 6 into 1 exhaust system with either a 3 1/2 "straight pipe or a Flow Master muffler.



MIKE LEVINE sez:

No matter how much Aeroquip you have you never have what you need. Then Rick Norris Sr. Raises the bar and every hose end has to be position properly! Damn!



Hurley Haywood and Peter Gregg



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