



CORVAIR RACER UPDATE

APRIL 25, 2016

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ESTABLISHED 2007



FROM RICK NORRIS' CORVAIR ALLEY

CORVAIR ALLEY
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For those who wonder what the old Sunoco car is doing across the pond, here's the latest from Jim Chapman, the new owner.

Whooooooo - Finished a race !!! Squirrely in the wet with new front super metallic wonder shoes - no braking effect! Which made it very interesting 20th place out of 30 - so lots to do in the race?

Adjusted the bias to try to really get the fronts going (thought it might be heat related) and set out for a dry race. Brakes were much much better but required pumping before full application which made



2016 JIM CHAPMAN AT CASTLE COMBE

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.

for a lot of work, but got up to 9th and past one of the 'wonder engined' Mustangs - she handles sooooo much better and the engine (your ready to build version) was strong and wonderful.

Unfortunately the brakes then failed to respond to pre pumping and the pedal just kept hitting the stops with very little retardation - so just had to back off completely and let everybody past me again and ended up 15th (but still with one Mustang behind me) - Finished 4th in class.

When I got back to base the front shoes had disappeared! Literally nothing but black dust and about 1mm left on the backing - so much for formula 450 lining. The good news was that from a safety perspective they will let me run discs as nobody knows what a Corvair should look like here!

Do you know of a set of discs and calipers that could be bolted on to the existing set up that are available - I have no idea what would fit?

Regards, Jim

BOB STORC sez:

I'm working on my car, Assuming that I get the engines built, I will enter the Hawk. Bob Storc, YS 309.

MIKE LEVINE sez:

Mitty was great just not the same without all the other Corvair Racers. It rained Friday morning, but great weather the rest of the weekend. Car ran great. Casualty's; broke a front sway bar Heim joint on the first lap of the Bob Woodman race Friday, Wow try driving your V8 Vair without a front sway bar!!!Keep tearing the left inner CV boot, Boy they make a mess of the Front of a Shelby when the Boot Explodes!!! I figured out the issue, a slight design flaw in the Crown offset motor when using CVs but I think I have a cure. Saturday's race was good but I came in early when I saw smoke from the grease! Sundays race a Blast, 3 year old tires, Excellent brakes, a Crown V8 and so, so driver make for big fun, check out the two video's on you tube or Facebook Corvair Racers page.

FROM CORVAIR ALLEY:

There was a lot of racing going on this week end and unfortunately I was not in on any of it! However Michael LeVeque and Jeff Rapp invaded the Blackhawk Farms track in South Beloit IL for an SCCA regional race. Both running in E Production scored podium finishes with Michael in 1st place and Jeff in 2nd. Congrats to all. That should boost Jeff's confidence a lot.

JAMES RICE sez:**It's 80 days until the WeatherTech International Challenge at Road America!**

- 1. Cops:** Don't ask me how I know this. They are out all over the place, as they know about the event. Besides all the vacationers, enthusiastic event attenders are easy pickings. Wisconsin has some low speed limits. Be careful.
- 2. Weather:** It is July in the mid-west. I've seen it 94 degrees and 92% humidity, which on several occasions has turned into serious thunderstorms. Ask Jim Schardt about the year at the IMSA race when he was co-driving a Chevy Beretta in the radial tire series. It rained so hard we could not see the media building across from the pits. With water running thru my shoes, I thought "Well if lightning strikes, at least I won't be the only dead person." They red flagged the race, IIRC, when drivers could not keep up with the pace car, and were sliding off the track trying to do so. Another year there was a tornado in the area on Thursday, which must have been the first Cam-Am celebration, maybe '91 or '96, because there were a lot of Europeans there. Europe typically doesn't have tornados. They huddled the racers in the tunnel under the main straight. (Not a good place to go and hide, but the choices are few at Road America.) One of them said "Vas is ein tornado? Isst it zeriou?" Nobody laughed. Another year, the temperature never got above 60 degrees for the entire weekend under clear and sunny skies. Now the good news: it has never snowed there in July. Check the weather forecast for Milwaukee and Green Bay when getting ready.
- 3. Traffic:** Shouldn't be a problem getting to Road American on Thursday or Friday. Going home, especially if you have to go south thru Chicago to go east, can be a miserable experience. It can continue into Indiana and SW Michigan. There are thousands of people trying to get home Sunday afternoon/evening from vacations in Wisconsin and Minnesota. Some of them have drunk too much, are sunburned and have yelling kids in the back seat. I'd be tempted to go back to the motel, sleep as best I can, and get up about 3 AM Monday and head out. Or take a chill pill and just deal with it.
- 4. Concours:** In my experience, the Friday and Saturday night Concours in Elkhart Lake are unique within the context of vintage races. Racers get a police escort from the track into town and back Friday afternoon and evening. Saturday is for street legal cars which drive up and park. All kinds of Exotic and Plain Jane cars are present. Currently, it is my understanding the various judging classes both nights are based on year of manufacture. They use "Panache" or "French Rules" i.e., whatever makes the judges collectively go "WOW!!" wins. When I was involved with the Concours long time ago, the tie breaker was which car owner had the best looking wife or girlfriend. Extra points if both were there (!!)) You can check the on-line registration for more info. Yes, it does cost something. Generally there are so many people looking at the cars, the cars are hard to see, much less photograph. Entering your race car Friday would add to the experience for the weekend. And it would be really cool to see a number of Corvaire racecars line up for all to see. To bad the CORSA Convention is the same week. Otherwise we

might have arranged for the local CORSA Chapters and/or membership to have cars there for the Saturday night Concours.

5. Touring: Rick's newsletter recently mentioned the touring sessions. May I suggest doing it on Friday or Saturday if you are so inclined? Many Sundays it has been bumper to bumper on the track. I've seen the line come to a dead stop at turn five as folks don't know how to brake and turn left at the same time. Not to mention the SMART cars out there.

Latest entry list for the WeatherTech International Challenge with Brian Redman presented by Hawk or WIC for short has not been updated since 4/7/2016. I checked it again just before publishing. No change as of the date on this issue.

These are paid entrants that I am aware of. We have reached our goal of ten. More would be better. If we could get five more it would be our best ever, beating the 2012 Mitty.

1. David Clemens
2. Bob Coffin
3. Chris Langley
4. Norm Latulippe
5. Michael LeVeque
6. Mike Levine
7. Rick Norris
8. Jim Schardt
9. Jon Whitley
10. Chuck Sadek



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