



CORVAIR RACER UPDATE

MAY 2, 2016

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

ESTABLISHED 2007



FROM RICK NORRIS' CORVAIR ALLEY

CORVAIR ALLEY
.COM

It's been busy here with engine building. The main race engine is almost complete and the backup engine needs cylinders and heads. The car itself is pretty much ready to go except for cleaning off the skid marks from the race rubber acquired by Barry Ellison during his drivers school.

JAMES RICE sez:

My comments in last Monday's Racer Update were based on my experience at the July Road America vintage event. I started attending it in 1988, back when it was the Chicago Historics – got the tee shirt to prove it - and have missed 4 or 5 events since then.

FYI: Tony DeLorenzo, who raced a Corvair in A-Sedan in out of SE Michigan in 1965-66, is planning on being at the event. He has been driving Bob Sirna's Scarab for a lot of years. Jerry Thompson knows about the Corvair/Stinger Reunion at Road America, and last I heard, was planning to attend the event with his son and their vintage eligible Camaro. Maybe there will be room for them to paddock with us. Of course, Tony and Jerry went on to dominate SCCA A-Production events for many years in the Owens Corning Corvettes. This could be a good weekend for history buffs and a great photo op!

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.

Finally we have an updated entry list as of 4/28/2016 for the Weathertech International Challenge with Brian Redman presented by Hawk or WIC for short. The list of paid entrants that I am aware of has not changed. As stated before we have reached our goal of ten. More would be better. If we could get five more it would be our best ever eclipsing the 14 we had at the 2012 Mitty.

1. Bob Coffin, No. 48 (the Dennis LeForge tribute car)
2. Chris Langley, No. 99
3. Chuck Sadek, No. 73
4. David Clemens, No. 24
5. Jim Schardt, No. 7
6. Jon Whitley, No. 265
7. Michael LeVeque, No. 2 (had to use an alternate number)
8. Mike Levine, No. 4 (in his badass mid-engine Crown V8 car)
9. Norm Latulippe, No. 41
10. Rick Norris, No. 36

The assigned groups are listed on the site but are not correct. This will be addressed during tech. You can go to the Road America site, click on events then seven down for the WIC then click on Competitor Registration and Information. At the bottom click on Entry Lists. They are arranged by alphabetical and group.

Other possible drivers are Eric Schakel, Eddie Meadows, Spence Shepard, Jeff Rapp, Logan Demoshek and Bob Storc. If all these guys sign up it will be a new record!

If there are any car owners out there with an eligible race Corvaire but no comp license there are several good drivers who would love to be your driver such as James Reeve and the Schardt brothers just to name a few.

Also we'd like to see some of our West coast brethren (Carey Eisenlohr) come back East and join in the fun.

MICHAEL LEVEQUE sez:

April 23-24, 2016, Jeff Rapp and I went to Black Hawk Farms for his first ever race and the first race of my 5th racing season in YS160. Neither of us had ever been there, so we were both excited for our own reasons.



This track is very hard on brakes and I lost my master cylinder. I did qualify 7th out of 13 in E Production. A quick Google maps trip and call ahead order to the local O'Reillys put me back on the track for the race with time to spare.

I still had some trouble with brake fade, so I bled the brakes every time I came off the track and it kept them manageable. Most of the cars were faster down the straights, but I could keep up with or pass in the corners which made it interesting for all involved.

My biggest competition was a Cobra, who happened to be from the Indy SCCA Region. There were several cars that challenged me in the corners only to spin off the track in the next one. I ended up first in my class, but still behind the Cobra.

This was also the first event that allowed a victory lap with the checkered flag. Tracy was waiting for me at the pits squealing as she jumped in the bare passenger spot. She grabbed onto the roll bar and hung the flag out the window as we drove around the track. She really had a fun time!



Jeff finished both races but did not get his permit as the rules have changed from 2 races to now 3 individual races. Double weekends now count as one race, not two. I think Tracy and I were more disappointed than Jeff!

I heard so many stories about Corvair racing that weekend. This is one of the reasons why I race a Corvair. I was asked if car was really a Stinger. When I said yes, the response was "WHY in the HELL would you drive that around all these knuckleheads?!"

Matthew Kane from Iowa stopped by with his sons on Sunday to watch us race. We really enjoy the support the Corvair community gives us. I will post my schedule as it becomes feasible for me to race, so we can get more Corvair fans out to the races.

JON WHITLEY sez:

A SETBACK – Arggghhh!

Last Saturday was the opening event for RMVR's 2016 season – the annual 2-day driver's school. This year's drivers school was held at PPIR - a 1.7 mile oval. I wanted to do the school again this year to give this W2W rookie (me) more seat time in the Corvair before the first race weekend May 14-15. I also wanted another opportunity to shake the car down further. And I did shake it down.

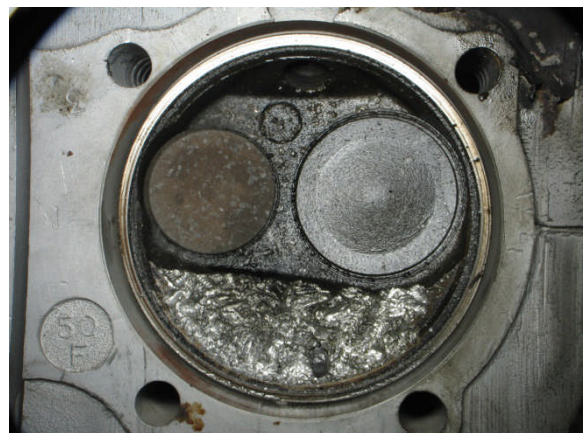
The first session Saturday morning was primarily for warm-up and track orientation though I've driven this track many times in other cars. The little red Corvair felt pretty good through the banking and I was gaining some confidence.

About 15 minutes into the session the engine began losing power coming out of corners and would miss intermittently. It got progressively worse. I came in early.

Trackside attempts by Eric Schakel and me to identify the source of the problem were for naught and not encouraging. The car was back on the trailer by noon and home by Saturday evening.

Compression and leak down tests on Sunday pointed to cylinder #6. The head was going to have to come off. As they say, a picture is worth a thousand words so I'll save my keystrokes.

Time always seems to be in short supply and it will be a thrash to get this patched in time for the upcoming race weekend. But so far I'm hopeful. And I've already received a lot of guidance and parts support from locals Eric Schakel and Steve Goodman. This enjoyment of this hobby is as much about the people as it is about the cars. In the meantime...check your nuts.



KEN HAND sez:

YS-318 is all paid for and is totally owned by me now! I spent time with Byron Shaw today and his health is declining pretty fast sad to say. I'm glad we got the time to be together.

Byron also sent me home with lots of paperwork that went with the car and in the paperwork was the bill of sale for the YS tag from Yenka and sent to Mike Biron. I don't know if this is a replacement or for the original tag but the bill total was \$13 and change with shipping!

I started tearing apart the engine that was in the car that I built last year and had issues after about 20 laps. Probably 15 of those laps were easy practice laps and the other 5 were trying not to put too much smoke out the tail pipe during the race, I got black flagged anyway.

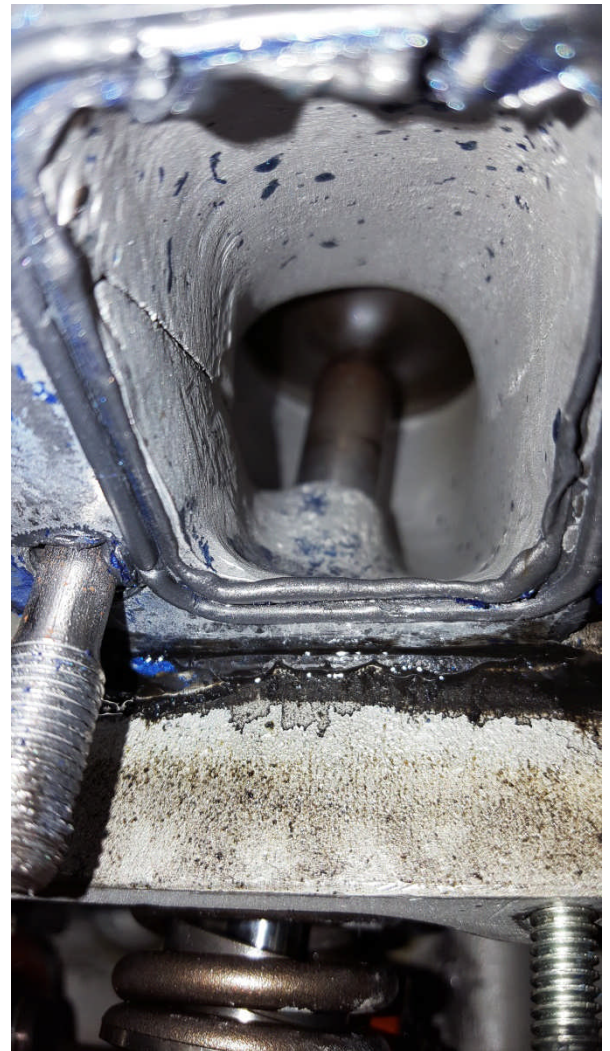
So as I taking the engine apart I start on the left side that I found was the problem side. Looking at the picture, sorry for the blur but the camera wouldn't focus down in a dark hole. Even being blurry it is quite evident that the guide came loose in the head and you can see pieces under the stem. The bronze you see is a guide liner that I installed.

I have never had an issue with stock cast guides coming loose even with the bronze liners. This is not the first run on these heads as I ran them a fair amount in my old Blue car.



**Left Photo:
BROKEN
GUIDE**

**Right Photo:
GUIDE SLID
DOWN TO
VALVE HEAD**



I don't know what the compression ratio is and I'm not sure I really want to know as I might scare myself.

These heads have 10 mm spark plugs in them and the heads have been cut down to where the intake valve is almost flush with the squish area!

I know they ran great before with no issues. The other two intakes had the same issue! In this picture, you can see the guide all the way to the head of the valve and the other one shows the guide top is broken.

I will finish pulling the head and hopefully nothing too bad happened to the pistons. If not, I just may put the new heads on this bottom end and finish the new engine and make it a vintage engine with carbs.

I still need to make an exhaust; the 6 into one covered the rocker cover on one side making it very difficult to do a valve adjustment or a repair if needed at the track. If heads go on the old block at least the engine is already half way broken in!

What's in your shop?

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