



# CORVAIR RACER UPDATE

MAY 16, 2016

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## FROM RICK NORRIS' CORVAIR ALLEY

**CORVAIR ALLEY**  
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Having never been there before, I finally made the trip to the Corvair Ranch in Gettysburg, PA Sunday which was also their annual open house event. That's about a 5.5 hour drive one way so I drove a total of 11 hours!

My travel companion was local Corvair guy Greg Pearson. He was the real reason for the trip as he purchased a doner car on a previous visit and I agreed to help haul it back for expenses.

As was the case with most of the Northern area this week end, it was cold and very blustery, more like a fall day. At least the sun was out most of the time and it was dry.

I finally got to meet the head guy, Jeff Stonesifer and family (including the hound dogs) and walk the field of dreams where old Corvairs go to rust in peace and donate parts so that others may remain on the road to be enjoyed by subsequent owners.

What an overload for a Corvair guy! Parts hidden in every conceivable opening, building, room, crevice, wall to wall and ceiling! At least the yard is mostly organized as to early or late model cars. After walking around a bit I had this overwhelming feeling of wanting to save them all!

Thank God I do not have the space for more than a few cars. At this stage of my life it

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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).

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would bury me. However it was exciting to see them assembled to save and not be crushed as would be the case otherwise. I highly recommend a visit to this one of a kind place plus you are in the middle of one of the most historically significant battle grounds of the Civil War.

A lot of racing was going on this past week end by Dave Edsinger, Bob Coffin, Chuck Sadek and Ken hand. See the reports below.



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**KEN HAND sez:** Waterford Hills Race Track, 14 May 2016

All I can say is today has gone differently than I expected. We had a high of 51 degrees around noon and the afternoon produced rain showers and hail! That should set how the rest of the day went.

This morning when I got to the track I had a few things to do to get ready and tech was one of them. I got in line but the line is sort of long and only one person doing it.

As time goes on and I get closer but so is my qualifying time. I start doing the prep things like wheel torque and tire pressure. I even fueled the car while in line!

When the Scrutineer finally got to me my group was already lining up to qualify. As he was looking I was putting my Hans device and helmet on. He didn't finish but I promised to return after qualifying. This put me last in line but that isn't all bad. I went out and did only 5-6 laps, remember the tires on the car have to last the complete weekend.

Did I forget to mention these are last year's tires? I return to tech and we finish looking at the car and I get my annual tech. I get back to my paddock spot and have to tighten one rocker cover and then double nutted the lower studs. What clued me in was the smoke when I did right hand turns. I also replaced the oil line/cooler seals.

By then it was time for me to line up for the race. All is fine, we start and I am running well and right where I should be when I look out the back and I see smoke again this time in a left turn! It was bad enough that I just came in because I would have been black flagged anyway.

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I park and I see a small puddle of oil! Since I have silicone rocker gaskets I just pushed the gasket back in place and tightened that rocker cover and double nutted it. Did pre-race prep again and had a couple of minutes to relax. I line up again where I am supposed to and run the engine all the time I'm waiting because it is so cold out the oil temp barely would come up.

We head out and do the warm up lap and as we are lined up coming around for the green flag it starts to rain and hail so we go around again and this time we get the green. About two more laps and we get more rain, there wasn't anyone going real fast. I was able get around a couple of RX-7's but that was about it.

If any of you have ever driven on hard packed snow roads that is what the track was like. There was traction but look out for the slick spots. Running on a wet track with slicks is a tiring job. For the last race there didn't seem to be any runs or drips and the engine was running good.

Tomorrow is supposed to be cold again but dry. I'm looking forward to it. Sorry, no pics or video.

Sunday, 15 May 2016.

Today's racing was just, WOW! The first race was actually pretty good, started last in 13th position and finished 7th. It was cold out as you saw from my other post with snow on the hood. In the first race I had a chance to look at the oil temp and it was barely over 140 and there was no real grip in the tires as they never really got up to temp. There was snow and rain during the race, which was a first for me especially in the middle of May.

In the second class I was running in, I ended up starting 8th out of about 14. I think I got up to about 6th but I got passed by someone so I may have been in 7th or 8th. The tires were giving up with the little bit of semi-liquid that came out of the sky and my tires were pretty greasy the last 3 laps. The last 2 laps I just went for it because I saw 2 other cars coming up behind me.

I was able to pull away on corners with torque and also top end down the straight but my cornering was gone as were the tires, remember, they are last year's tires. I was able to stay in front of the other two cars but just barely as we crossed the finish line.

Here is the kicker, as I came across the finish line I hear this racket and then all of a sudden there was no more go! I coasted just past turn 2 flag station and pulled off. I did a quick crank and I got one backfire and then nothing. I suspect cam gear. Oh well, it's only an engine, I'll build another.

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**BOB COFFIN sez:** Summit Point WV Jefferson 500.

The Jefferson 500 was a great event, with a huge amount of track time available. A lower key but very timely run event, more so than HSR or SVRA, but saw more aggression

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and also problems from newbie drivers.

There were two spins and rollovers in the "Chute". Strange place for it to happen but with all the rain the ground was soft and both cars appeared to hook and roll in the soft dirt.

All three Yenko's ran OK, but mine still has a carb issue with one carb in the turns. I was running only 2 carbs but was able run with Chuck and Dave, except on the main straight.



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### **CHUCK SADEK sez:** Summit Point, WV Jefferson 500

We arrived at Summit Point for the Jefferson 500 on Wednesday afternoon to get an early pick of Paddock spots for three trailers; me, Dave Edsinger and Bob Coffin. We chose a spot with high ground, fortuitously since it rained from the Thurs Test Day thru Saturday afternoon. Had all big haulers and trucks with trailers enter across track at pit out and leave the same way due to bridge limitations into Paddock.

Dave arrived in the evening and Bob Coffin the next morning from NC. We had three wet practice sessions. Interesting format, one qualifying session, then every session was a race. Sooo, all wet, bit of slipping and sliding but we all stayed on the black. For me, there were a few uh oh moments ... Smile.

Saturday had good weather for morning race, heavy rain in afternoon. We all chose not to go out in afternoon, after several days driving in the wet. Had two good races on Sunday, each of us driving into our respective trailers.

Although the driver is rusty, car needs more brakes (drums with Kevlar instead of metallic), she ran fine. Minimal blow-by into oil catch cans, no oil leaks and belt worked fine after first used one twisted but didn't come off. I did keep rpm down with resultant slower speeds down straights, but engine is new and this essentially was a break-in.

Friday evening drove Smitty and his '64 wagon to the Vair Fair in Leesburg. Good to see folks and cars. YS # 73



Photo of Dave Edsinger displaying the sign for our Stinger Reunion made by his wife Judy.

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