



CORVAIR RACER UPDATE

JUNE 6, 2016

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FROM RICK NORRIS' CORVAIR ALLEY



For your Monday morning entertainment, here's the latest race report from Jim Chapman in the UK, owner of my old Sunoco car. We can all relate.

Hi Rick,

You better get a big glass of your Crown Royal ready as I'm going to have to confess to a new level of incompetence in running a Corvair.

I better give some background, I put the disc brakes on (thanks for the advice on Stinger Motorsports - excellent service) but after a lot of grinding to clear your wheels I was running out of time - the usual story.

On the Thursday before the race I connected the pipe banjo's on and of course stripped a thread. Bigger! Luckily our Guru Dave Methley drove over on Friday evening and heli-coiled it straighter than I would - and then spend a few hours trying to stop it leaking!

Whilst he was underneath the car tapping copper washers and swearing a lot, I caught up on a few jobs - like the suspicious blue cylinder in the oil out line that both Dave and I agreed looked a lot like a filter. Well filters need cleaning and changing don't they? As the oil is the primary way of getting heat out I thought it would be a good idea (on a Friday before the next day race - yup I know) to get out and clean it. Of course it had the

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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.

famous Rick Norris notation on it (in my defense in blue ink on a blue cylinder) and of course it wasn't a filter but a one way valve that should have been left alone.

Of course I put it back in the wrong way roundAfter three laps in qualifying at Silverstone I still had no oil temperature coming up (it's on the return from the rad side) and a complete lack of power - but good oil pressure!

Came in to investigate and saw the cables were on the temp sender so it had to be something else - twisted the one way valve around and your arrow was pointing the wrong way! Sh*t !!!

After a lot of uncharitable laughter around the pits, I pulled onto the last few places on the grid and started the race - the warm up lap was great - loads of power - brilliant brakes - looks like it's all come together at last. First lap took a couple of places, taking it easy on the GP circuit and BLAM - horrible noises from the back.

I assumed I'd dropped a valve so did a borescope inspection back at the workshop - all good - valves all in the right places - compressions all good except No #2 which went off the clock pumping up - looks like the exhaust valve is not moving, so suspect a collapsed lifter or a cam lobe.

Have you heard of a more extreme example of spannering stupidity on a car before????

Regards, Jim

Spence Shepard says:

I finally did it. I've been procrastinating and tried to do it online and messed that up so I called and Deborah talked me through it. I wanted to get the car in a lot better condition than it is but never seem to get around to it. I'll do the best I can for the next month, except that I'll be in Maine all next week celebrating my 70th birthday, 43rd Anniversary and 2 grandchild anniversaries.

I was going to install new fuel lines with solid connections instead of the hose clamped tubing that was installed in 1986 (when the car was resurrected after Schardt re-bodied it) but the inlets to the carburetors were enlarged and it looks like brazed to slip type connectors with hose clamps. I'll install new hoses and clamps and hope it passes Tech.

I'd like to get a new pressure switch for the belt warning like the one in your car. It will be more reliable than the one that came with the car and probably save a pound.



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38 DAYS UNTIL THE WIC AT ROAD AMERICA

Latest Paid Driver List as of 5-27-2016:



1. **David Clemens** #24, 1966 Corvair, Grp 8, HRS



2. **Bob Coffin** #48, 1966 Corvair Corsa, Grp 2, VDP



3. **Chris Langley** #99, 1966 Yenko Stinger, Grp 2, VDP



4. **Norm Latulippe** #41, 1966 Yenko Stinger, Grp 2, VDP



5. **Michael LeVeque** #2, 1966 Yenko Stinger, Grp8, HRS



6. **Mike Levine** #4, 1965 Crown Mid-engine V8 Corvair, Grp 6, HGTO



7. **Rick Norris** #36, 1965 Corvair 500, Grp 2, VDP



8. **Chuck Sadek** #73, 1966 Yenko Stinger, Grp 2, VDP



9. **Jim Schardt** #7, 1966 Yenko Stinger, Grp 2, VDP

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10. **Spence Shepard** #66, 1966, Grp 2, VDP



11. **Bob Storc** #35, 1965 Yenko Stinger, Grp 2, VDP



12. **Jon Whitley** #265, 1965 Corvair, Grp 2, VDP

Other noteworthy racers I'd like to see at this noteworthy onetime event;
Dernoshek, Edsinger, Meadows, Rapp, Reeve, Schakel, Bueller? Bueller?



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