



CORVAIR RACER UPDATE

JUNE 20, 2016

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FROM RICK NORRIS' CORVAIR ALLEY

CORVAIR ALLEY
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Happy Father's Day to me! I had a very eventful and great race week end. I must first thank **Dave Edsinger** and **Chuck Sadek** who played pit monkey on Saturday and pulled my engine, changed out my clutch and got it done in time for me to make the race.

Backing up here; Saturday's first time on track was a 12 minute qualifying session in the morning. The very first problem was the new multi disc clutch. The light weight and low mass was really noticeable and it took off like a shot but, when the engine came up on the cam it began to slip.

I pedaled it until the clutch caught up with the engine but then when I needed the power the most in exiting a corner it would slip again. There was no way I could race with it so I came in.

Dave and Chuck both said lets swap it. I did bring a race prepped stock setup. I was so disappointed I really didn't know what I wanted to do but Dave kept saying let's get it on and pull the engine which is what he and Chuck did. They kept telling me to get out of the way!

I am not used to anyone else working on my car but I had no choice. It was either that or

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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.

go home. As I said before they got the engine out, the clutch changed and all back together in time for me to make the Saturday race. As I drove out to the false grid I noticed the clutch was right on the floor and it was hard to shift but I was going out anyway.

Finally we were on track and on the pace lap about half way around I tried to pull it into high and the gear lever just kept coming back! Crap, the shift tube clamp has come loose. So I nursed to towards the pit in and back to our spot while the race began.

Dave and Chuck said stay in the car while they jacked it up, readjusted the clutch and fixed the shifter. Back to the grid I went, got the go sign from the grid marshal then the STOP sign! What the...my window net was down! Got that fixed and he waved me out.



So as I was approaching turn 1 the damn belt flew off! CRAP! I nursed it back around again to pit road trying to stay out of the way of the cars racing by me. I pulled into my spot and said; my day is done. Bummer after all that hard work and the heat of the thrash we had forgotten to silicone the belt so a new Clark's belt bit the big one.

Janet and I were very tired so after we stopped for a bite we hit the room and crashed for the night. Chuck and Dave went home. Sunday we were in no hurry as our group did not go out until after lunch. Dave came back for a short while to see if there was anything else we needed but he had to leave before I went out.

I had replaced the busted belt with one of my new Bando Power Ace's which I made sure had plenty of silicone on it. It never missed a beat. The time to suit up came and out on the false grid I sat cooking in the hot sun. Actually the weather was very good; I just sweat a lot for an old fat guy in a three layer suit!

Time came to follow the pace car on track. I didn't start last but I was third from last. There were 29 of us I think.

The green flag fell and it was on. This was the race I needed! The car ran flawlessly and pulled like a freight train, at least until it hit the rev limit. I made all my laps (20 which on the two mile course would make 40 miles) and got the checkers. Also I go busted for be-

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ing too loud! I had to laugh.

The first time I saw the sign at the start finish line that said "sound". Who, me? The next time it said "sound 36"! Yep, me! Cool! Love my headers! I was more than happy to see the number 1 displayed at the start/finish signaling last lap.

Hot damn! The old car and driver finished. This was the very tonic I needed. My new engine has proven itself and I am pleased. Now, I was back in my paddock spot loading the truck when a very official looking SCCA guy came walking up to me. I said let me guess, I was too loud but he asked me why I didn't go to impound?

Huh? I said nobody signaled me that I needed to. He said I got third place in E Production! What? There were only three E Prod cars in Sunday's race but I didn't really notice. Of course I was two laps down to the 1-2 guys but it was a "podium" finish! Damn!

And here's another thing. I'm a dumbass. I was running out of motor and on the limiter before the end of the front straight. I was swearing that Mikey built me a 3:89 instead of a 3:55! This couldn't be!

I was not looking at my tach as I had other things to watch but I thought it was set at 6800. Today I had plenty of time to check my gauges. Everything looked good then I saw the tach was set at 5800! I really could have used those 1000 RPM's.

Actually it was just as well considering it is a new engine. Then I remembered that during the Roebling Road driver's school for Barry Ellison I had fooled around with the MSD box limiter settings when we were trying to cure the cut out problem. I really thought I had re-set it but of course I didn't.

Today was the kind of day you need when you start to wonder if all the time, sweat, agony, Aleve and money was worth it. As usual the Corvaire was very popular both with the crowd and the officials. Many remarks about it and how clean it was! Who'da thunk it...

After all is said and done I'm happy that it all worked out and a Corvaire Pit Monkey T shirt for Dave seems not near enough. Chuck had his on by the way! Many thanks to my great Corvaire friends, it wouldn't have happened otherwise.

Engine coming out and me playing on track Sunday. Had fun with this guy.



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Michael Leveque had a tremendous week end racing with SVRA at the famed Indy track. He finished 2nd over all and second in class on both days! Congrats to Michael and crew for another great showing for the Corvairsters.

Standing on the most famous well known podium in the world and drinking milk! It Just doesn't get any better for an Indiana boy!



Burt Levy sez:

I'm going to be covering The Hawk for Vintage Motorsport magazine and, as a longtime Corvairster and Stinger fan, I want to make the Stinger and your Stinger Reunion the subject of my Pick of the Liter sidebar and, if I can get enough decent period photos, a separate technical/historical feature as well.

I did a column on Stingers many years back where I drove Jim Schardt's (ex-Donna Mae Mims?) car at Road Atlanta, and I'd love the opportunity to get some laps in a good one again as part of the story. Can you help me get the word out?

In terms of pre-race prep, your people should understand that RA is a BIG racetrack with several long straightaways where you're really getting a lot of speed & leaning on your motor, so you don't want to run too tight a rear-end gear.

It's also maybe the toughest big track on brakes in all of North America, as you're slowing down from triple digits for pretty slow corners six times a lap. There is also a monster gut-check every lap at RA's infamous "kink."

But it's a magnificent racetrack--one of the best in the world--and the surrounding area is wonderful, too. Don't miss the in-town festivities Friday and Saturday nights! I might be able to help out here.

RA is my home track, I've raced there for almost 40 years, instruct there for various clubs and organizations and have won races, held lap records and scored many podium fin-

ishes there over the years.

Be glad to do a "chalk talk" (maybe even with a video?) for your drivers.

Contact Burt at: [Burt Levy thinkfast@mindspring.com](mailto:Burt.Levy@thinkfast@mindspring.com)

ERIC SCHAKEI sez: (from week end of 11-12 June)

While doing the traditional Pre-Race Thrash on Thursday evening, I positioned myself into a yoga-esque pose that snapped something in my left knee. I have a very good replacement knee on the right side (the gas/brake foot, Very Important), but am now looking at early August time slots to have the OEM left knee upgraded. You will recognize this dissembling as another way of saying I didn't make the event.

I've put some street time on the Stinger (a benefit of a period-correct race prep), and although the engine is rather soft and won't rev above 5000 without protest, it's steady and drivable thus far. So, this is a driver, rather than car, malfunction.

I'm back to walking without assistance as of today, but It is looking less and less likely that I will be there with the Stinger. I've sort of pledged myself to getting Jon Whitley's car powered back up so I can serve as his crewman/cheerleader. If his efforts don't come together, perhaps the junkyard dog will find its' way into the red racer?

24 DAYS UNTIL THE WIC AT ROAD AMERICA

Latest Paid Driver Entry List as of 6-10-2016: Go here for the latest entry lists:

http://www.roadamerica.com/media/wysiwyg/Entry_List_by_ALPHA_6-13-2016.pdf



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



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



3. **Carrie Isenlohr** #66, 1966 Corvair Monza, Grp 2 VDP (pending)

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



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



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



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



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



9. **James Reeve** #51, 1966 Yenko Stinger, Grp 8,HRS



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



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



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



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



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



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