



# CORVAIR RACER UPDATE

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FROM RICK NORRIS' CORVAIR ALLEY

**CORVAIR ALLEY**  
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## SPECIAL ROAD AMERICA EDITION DRIVERS REPORTS

As I sit here in front of this infernal machine trying to organize my thoughts from the past weekend, I am still blown away by the WIC at Road America. Having never been to this track or any event like it I was full of apprehension and maybe a little fear as I'd heard the stories about places like the carousel, the kink and turn one at full speed down the straight not to mention the track is over four miles and 14 turns long! I've never driven one this long or out and out fast.

The major impetus for coming to this event was having our own, not to be missed, once in a lifetime Corvair only race! No other track we race at has ever offered us our own event plus our own paddock, the Lester Paddock down in turn 14. This was one of the loudest places on the track as it's the last turn before the straight so everyone was hard on the loud pedal. Big block Can-Am cars are really loud!

The only complaint I heard all week end was there were no electrical outlets. I think everyone plugged in to my generator at one time or another but sharing and helping others is a big part of what we do.

Back in 2012 we had a big event during the Mitty at Road Atlanta where we had four-

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teen race prepped Corvairs on track. That was a record turnout. There had never been a race back in the day of D Production Yenko Stinger Corvairs that drew that many entrants.

Our goal was to beat that record at the WIC and we had enough committed to do it but as we also know life gets in the way of fun so the actual turnout was only twelve race cars.

Having never put a tire on this track I signed up for the test and tune day on Thursday. There were three sessions and I ran them all trying to find the track as it were. We had some good "chalk talk" sessions from Jim Schardt, Mark Coffin and Burt Levy (author and ride mooch) who calls this place his home track. Burt is doing an article on us for Vintage Motorsport magazine, look for it. It was good info and I actually remembered some of it plus it makes a lot more sense after you have some laps under your belts.

I made all three of the test sessions but wasn't so lucky when the qualifier races began. I came in after four laps during the first qualifier but don't remember why. (Brain fart No.1) The second qualifier was black flagged after three or so laps and that ended Fridays Group 2 sessions. Saturday's first qualifier I came in again after only three laps thinking it was black flagged but not so, I stayed in. (Brain fart No.2) The afternoon qualifier was a bust for me as the new racing clutch began to hang up as I was approaching the grid, so I got a tow back to the paddock for the pit monkeys to pull the engine. Of course Barry Ellison and the guys did it in record time.

We changed to my normal racing clutch setup, reinstalled the engine and were ready for the Group two feature race or so I thought. The first lap at speed the belt flew off! I forgot to change and lube it. (Brain fart No.3) Oh well, at least I will make the most important event of the week end, that being the all Corvaire Group 12 feature race.

Of course I had to start at the back of the pack but I had great fun racing my way to 6<sup>th</sup> place with my last and most fun pass of Chris Langley. I was really pleased with the performance of my newest race engine. It never skipped a beat and pulled like a freight train all week end.

A huge thank you to Mike Levine who got the notion for this and Jim Schardt for assisting Mike and for sure Registrar Deborah Szczepanski for her enthusiasm and pushing this event for us to a level we may never see again. We were made to feel like a big part of this classic vintage car racing event which is second only to the world famous Goodwood Festival of Speed in the UK.

Last but not least were the race cars driving into down town Elkhart Lake. I have no words to describe this legendary event; you just have to experience it. I have never been in a crowd of people that big in such a small place. It's nowhere to be if you suffer agoraphobia! You knuckledraggers look that one up! GG

*(Continued on page 3)*

**David Clemens sez:**

We had a great vacation this year. We left Tuesday July 12th AM for a short stay at the National Corvaire Convention in Springfield IL. We had a trailer tire blow out just 50 miles before our destination. Some quick pit crew action and we were under way again.

Got to Springfield IL and got caught up with friends, spent Wednesday buying parts and looking at cars between the rain showers. Got up Thursday morning and headed to Road America it was a about a 6 hour drive and it was uneventful. Got the car unloaded and placed into its garage spot for the next few days.

Friday Morning, I was in group 8 and was in the first on-track session of the day. I went out and started to learn the track. One lap before the end of the session I went a little too fast through the long sweeping right hander and ended up driving out over the rumble strips on the exit. I drove the car straight but the ground was way too bumpy and the rear end came around and put me into a slide backwards towards the inside wall. I reacted quickly to get the car turned around and kept it off the wall.

Friday afternoon practice went great with no problems. Saturday practice session I was adjusting my brake bias and accidentally hit my ignition switch. It took a moment to figure out what had happened.. figured it out and got back out to run some more laps.

Saturday qualifying race was a great one. I had several good battles with some Porsche's and with James Reeve. I managed to finish 26th out of something like 46 cars.

After the race I noticed that an exhaust leak had gotten worse so I called on the pit monkeys and we figured out what was wrong. All I had to do was to fix a broken header pipe. I found a welder and Barry Ellison and I removed the header and fixed the problem.

Sunday, our Corvaire Feature race was awesome. I started in 2nd place on the outside of Mike Levine's V8 car. Mikey quickly pulled out to the lead by turn one with his V8 HP but I was able to catch up to him in the turns and under braking. I dove into the inside of the Kink and he lifted and let me go. I ran the next lap as the leader, on the main straight I could see him coming... and didn't fight him. I was happy to run second to him.

About halfway through Reeves' new tires and great driving got around me. I wasn't going down without a fight so I ran him hard into turn 5 and went to make the pass. When I got on the brakes the rear end locked up and sent me for a spin. I ended up hitting his left rear bumper corner and my right rear quarter panel made contact. As I spun I saw Michael Leveque go by. Now I was in Fourth...

I got going again and chased down Michael and got around him to reclaim my 3rd place finish. We had some great racing. I wasn't able to go to the podium and speak to the press because James and my next race was directly next. My fuel cell isn't big

enough to run 2 races back to back so my Pit crew refueled me (Thanks Barry Ellison, Ken Klingaman, and Zachary Clemens).

I asked my crew to look at the damage and they told me it was bad but it wasn't rubbing the tire so I went to line up for the race. I was supposed to start 26 but the cars had already been released to go out onto the track and I was forced to start at the tail end of the field.

It was just James and I in HRS class. I had a lot of fun starting last as I passed a bunch of cars and had a great race going on. I made it through the pack and was racing the same couple of Porsche's and could see Reeves just ahead of me. Just a few laps before the finish coming out of turn 12, something top end happened to the motor so I pulled it in. My weekend ended with a bent fender and an engine problem just a few laps short of completing my last race.

I had a great time racing with some of the best drivers in the world. Finally after 2,200 miles of total driving in the truck we made it home Monday July 18th. Where are we going next year ??

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### **Bob Coffin sez:**

It was so very cool to be part of this event. Linda and I had a fabulous time.

I was running a 3.55 rear gear and limiting my revs to 6K. Shift light at 5800 rpm. Letting off to do so near the ends of the straights. The engine has some TRW pistons in it and stock balanced rods with good bolts and just over 10:1 CR. Smaller 1-3/8" carbs and a mild lower lift cam. If it makes 150 HP I would be surprised.

The primary goal was to make it through the weekend with only minor tuning. Brake inspection and bleeding plus a jet change was it. The lap times improved 10 seconds from 3:16 to 3:06 after a couple sessions and that was all YS183 had in her. Six seconds from Rick over a 4 mile course seems OK. Drove it into the trailer when done. Mission accomplished.

Had a most wonderful time with all my Corvair racing friends and in town activities. A big plus was having my son Mark and daughter in law Barrie there for this event. So, if this great car doesn't sell to a new owner who will guarantee to race it in Dennis' memory, I will install a more competitive engine. And run it some more.

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### **Chris Langley sez:**

The Automotive Archeologist Team showed up Thursday afternoon. Got unloaded, sorted and through tech.

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I went out in the first session on Friday AM and the first time into turn 1 after the pace lap, I had a bad shake in the front end. It happened again going in to turn 5 and then again into Canada Corner--the 3 high speed braking areas. I finished the session to help learn the track, just being cautious.

Figured on a warped brake rotor and I was right. The right front rotor had slight warpage. I drove into Plymouth and picked up a new pair. 15 minutes of installation time and I was ready for the afternoon. Did not run the afternoon session any harder than the morning as I wanted to seat the pads into the new rotors and not warp a new one.

Friday night was the race car concourse drive into Elkhart Lake. There were 30,000-40,000 people lining the street as we drove in to town. Jeff Moore rode in my car with me and shot some video from our phones.

Being on a Mardi Gras Krewe, I am use to parades with big crowds. This was like driving your race car in a Mardi Gras Parade. Felt much better about the track on Saturday and picked it up some. Sunday was the fun day. I had a great race on Sunday am with a Datsun. We went back and forth many times.

Our Group 12 All Yenko Stinger/Corvaire race was a blast. I had a lot of fun with Bob Coffin and Rick Norris. The corner workers and the crowd cheering, waving and the thumbs up on the cool down lap was emotional.

I am looking forward to a trip back to RA in a few years. Team Automotive Archeologist had some shirts made for the event. All the drivers signed one and I dropped it by Siebkens Bar. It should be on the ceiling for us to see when we return.

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### **Norm Latulippe sez:**

Road America Adventure.. We started out behind the 8 ball as usual, Never Ready Racing better known as LB Racing is always finding more prep work and detail work than I care to mention. Check and Re-check always takes more time than one person realizes and time is of the thing you don't have when you are in a crunch.

Off and ready, we headed out on a mission to the track and to check off this destination on the bucket list to race at Road America to do well. We arrived in WI and were beat to the track by the VS.-8 Vair as we crossed paths at 4-way intersection. Mikey had spotted us on the highway and took a short cut and passed us with a Victory wave as he knew he would arrive before us. Darn you Levine...we were right behind and started to set up at the Lester Paddock.

The group started to trickle in one by one and we were starting to look like a real racing mark. Mike & I shared a spot and Jim Schardt was next to us. We prepped for the practice day on Thursday to iron out any bugs and were glad we did. Came in on the hook

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(twice)... once with coil wire that came out and second time a broken belt that knocked out the coil wire. The car ran great after that but now we needed to address the brake issue and master the track.

Drivers meeting with Jim Schardt helped greatly as there were sections of the course that could cause you problems. Friday was problem free and my times got better with each lap. I started to feel comfortable with the track/and car.

Friday night we had the pleasure to drive our 96 point Concourse car into town with a police escort. You can't imagine how thrilling it was to see the masses of people that came out to see us. That was the most exciting part of the entire trip, something that we will never forget.

This track is hard on brakes and my car is totally vintage with drum brakes -not like some of the others with discs. Rick Norris and I had a great time racing each other during a practice and qualifying sessions. Saturday afternoon feature race in group #2 I started 31st (5th in VDP Class) and finished 21st (and 2nd in VDP) and was the FIRST Corvair in the group!!!!

Was very happy that I managed to be the first Corvair in our group. That was a win in my book!!

In the Sunday morning feature race, I qualified 27th and 4th in VDP and finished 18th and 3rd in class - and was 1st Corvair from the group.

All the racers did great and all should be PROUD that we managed to put on a good show. James Reeves once again managed to prove that he is an outstanding driver and a natural talent.

But for me I need to give Kudos for the outstanding effort that Jim Schardt and his crew did to keep him racing. After 2 rounds of engine problems we convinced him to use my back-up engine. After an exhausting weekend, he managed to start the Sunday feature race at the rear of the entire field (# 54) and managed to pass 40 cars in 5 laps. I was shocked when he came into view as I looked in my mirror only to see the # 7 was about to pass me and I was #19th in the field at that time. My heart sank and cheered at the same time for this was a great display of the ability that this man was able to come up through the field to 14th position. Unfortunately he lost the belt and did not finish the last lap. You are an inspiration to me and I want to thank you for your help throughout the years. Glad I was a part of this.

Sunday afternoon race we qualified 5th and finished 5th. We raced in the same form as we did all weekend and was 1st in the VIPS group. For us it was a memorable adventure.

**Michael LeVeque sez:**

My week started out at the Corvaire Convention in Springfield, Illinois. It was really nice to have a few days before the race to relax. Tracy and I caravanned with David Clemens and his family. We were met at the gate and escorted to Registration via golf cart. While there, James Reeve and his wife Pat rolled up. We were then escorted to the Lester Paddock where we parked our rigs and unloaded. It was like a big family reunion with the girls hugging everyone and the guys shaking hands.

Later that evening, we went up the hill to a fancy spread for drivers and crew. Everything from cold appetizers to full blown sundae bar was set up for the drivers and crew to enjoy. Afterwards, we all headed to our hotel in Sheboygan.

Friday morning was COLD! Tracy went to the souvenir shop and watched the employees pull jackets and sweatshirts out of the back to sell. Since I had never run this track, Jim Schardt let me follow him around to help me find my way. In the first practice session, I got a 3.00 lap time and by the last race, I was turning 2.51. So, I think I finally found my way around.

In the afternoon qualifying session, a Porsche blew an engine and our group never got the green flag. This was very disappointing for all of us, because we needed the practice!

That evening, Tracy, Ryan Counterman, Steve Ridderman, Paul Fox and I went into Elkhart Lake to see the parade of racecars. The population of Elkhart Lake is 990. This event is huge for them every year. It was a few miles drive to get there and there were people lining the county road long before the town. We went around a curve and WOW! HUNDREDS of people lined up! COOL! (We were in our truck)

We finally found a parking space and walked about a mile or so into the heart of it all. We luckily found an outdoor venue, ordered some drinks just as the racecars were rolling by us. It was really cool to see our friends in the parade! We ate and then walked the streets looking at dream cars and maneuvering through the thousands of people. Really glad we took the time to do this.

Saturday morning was much warmer and the cars were out fairly early. I was feeling pretty good about the track and felt like I was turning a much faster time for the race that afternoon.

Unfortunately, we were under yellow most of the session. During the race, I was fairly comfortable with the track and decided to play with a Porsche because they hate being passed by Corvairs. Well, I guess I overworked my 50+ year old cylinders and it let go. I thought it was a rod, because of the missing fan blade, but after getting it home and diagnosing, it was actually a cylinder. Guess I'm going to have to break down and buy new ones.

My crew of Roger Ringlestetter, Jeff Rapp and Paul Fox had my engine out and replaced in less than two hours. Their help was very much appreciated as Tracy is usually my only Pit Monkey. I got to watch the super cool Can-Am cars race as well.

That evening we took all the Corvairs up the hill for a photo opp. We stood with our wives and their "What a Pair, Me and My Corvair" T shirts by our cars. Lots of press and spectators gathered around it. It was a very cool moment for all of us.

Sunday morning we woke up to rain! It was forecasted at 90% so we weren't too surprised. It sprinkled all the way to the track, but the Corvair folks' prayers were heard and we had sunshine all day long!

In the first qualifying race, I never left the grid. I could not get my car started to save my life. Jeff Rapp worked feverishly, but it was not in the cards for me. I got towed back to the paddock. I was so disappointed thinking I was going to miss the all Corvair race, but I changed the ignition module and it started right up.

That afternoon, Tracy rode up with me to grid and I kept the car running in fear it would not start again. Jeff Rapp met us up there with a can of ether. I could not keep my car running idle for as long as I needed to, so I shut it down.

About 15 minutes prior to the start of our race, I decided to start it. It didn't. Jeff and Tracy popped open the deck lid and Jeff pulled off the top cover to the right side carbs and sprayed away. Tracy then pulled off the left side and Jeff sprayed away. That was enough to get me started. They returned the top covers and closed the lid.

Tracy stood at the exit to the pits and took video of all of us going on to the track. She has it posted on Corvair Racers on Facebook. She then stood by the track in pit row and took video which is also posted on Corvair Racers.

I had put on my slicks so I could race with my friends. My car just didn't have enough power to keep up with Mike Levine, James Reeve and David Clemens. I came in 4th overall and 1st in my class.

If you were lucky enough to be there, thank you for your support! If not, I hope our stories gave you a little insight to what we got to experience. It looks like a handful of us are planning to race at Hutchison Island in Savannah GA in late October.

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### **Mike Levine sez:**

The car ran great, only repairs were one header gasket and replaced a CV boot due to a pin hole spitting grease! I started 38th out 55 in Saturday's race and finished 24th. I had a blast in the Corvair only race. Check out the videos! A truly historical event!!!

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**Chuck Sadek sez:**

We left Virginia on Tuesday morning, overnight near Indy and arrived at Road America on Wednesday afternoon with my Crew Chief, Smitty. For Chicago, we took I-294 with EZ Pass...the only way to go.

Road America had an interesting system for participants. Registration and parking in the Paddock. Upon arrival, directed to a field, walk to an EZ-up; catch a golf cart ride back to Registration, register, golf cart back to trailer, follow golf cart to assigned parking, in our case, the Lester Carport inside Turn 14. It's covered for the rain, smile!

Offloaded and found a spot in the carport, went thru tech without an issue.

I went out on Thursday to learn the track. Found my segmented metallic brakes were grabbing, primarily to the right. Hard to learn your turn in, apex and run out points when worried if you can stop in more or less a straight line. This problem got better, but plagued me for the first three days. I adjusted a couple of times upon the advice of Jim Schardt and Gary Funkhouser.

Finally, Seth Emerson noted I was not consistent in part of the initial adjustment where one goes very tight on the shoe to drum. I re-adjusted and they began to bed in. I was able to attack the track rather than have it manage me. Had an idle issue but as the car was running excellently, we let it go.

Maintenance? Wiped up some oil, emptied a catch can, added a quart of oil over four days, torque wheels and checked air pressures. I changed a nicked fan belt as a preventive measure. I drove into the trailer on Sunday.

In the Group 12 race (Corvairs!) I finally began to get confidence in the brakes and shortened my braking zones, but it was too late to catch up to the rest of the guys.

I really enjoyed running at Road America. Very fast, challenging, interesting turns and brake zones. Would love to run it again and there is an event in September, but, a long trip from Virginia. Don't think so!

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**Jim Schardt sez:**

The key to success is planning and preparation. So starting last fall, we had Mike Levine rebuild the transmission and differential. Gary Funkhouser and I went through the suspension and brakes. I also tore down both engines checking bearings, cylinders, and valves. Then to make sure everything was OK, scheduled 2 test days. May 21 at Putnam Park - engine #1 dropped a valve seat. June 24 at Mid-Ohio - engine #2 broke a crank. So much for preparation!

With only 3 weeks left, I had to build 2 more engines from remaining parts. Then at the

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Road America race, engine #3 lasted one session and wiped out a cam lobe. We switched to engine #4 which also lasted one session and spun a rod bearing!!

Norm Latulippe then persuaded me to borrow his back up engine (#5). The installation was somewhat difficult because many accessories did not match my set up- (headers, carb studs, thermocouples, sheet metal, warning lights) - but we made it run.

Linda, Norm's wife told me to drive it like I stole it, so I did and the fan belt broke on lap 5, but the warning light did not come on. So engine #5 bit the dust. (Ed. Note: Jim won the trifecta of blown engines!)

The crew that I had was the best reason we made the race at all. Gary and Shawn Funkhouser, Bill Hickman, and Steve Schardt went to extremes to get the car on the track.

Despite all the problems, it was a great event. It was wonderful to see all 12 Corvairs take the green flag even though I did not finish a lap. The rest of the group made a great showing that I am sure the spectators enjoyed.

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### **Smitty sez:**

What an experience. Never again will there be so many Stingers in the same place at the same time to perform as they were designed to. We felt very special as we were allowed specific use of the Lester Carport which was about 20 pit slots on pavement. The welcome protection from the direct sun on the hot days and the rain protection during the downpours made the engine changes and clutch rebuilds a lot easier to live with.

We felt so sorry for the big money teams huddling under their awnings in two inches of mud. Yeah, Right.

There were several engine changes with Jim Schardt winning top honors for most, with three. To the best of my knowledge there were only two fan belt losses which are pretty remarkable considering the number of laps run overall.

Bob Storc must have surely earned the highest number of man hours per lap prize. He spent his entire first day trying to correct some carburetor problems and never quit for 5 days. His Atlanta support group joined him on the third day and after another day, ended up installing a backup engine. Bob managed to get out for a couple of heats and made the final big Stinger Race, which was the important goal for all the racers.

My buddy Chuck Sadek's # 73 ran like a watch but had some metallic brake issues. That made it difficult to dive deep into the corners.

The race showed some really great performance by the cars and drivers as well. I believe it was pre-planned that the two lead cars and the two tail end cars paired up side

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by side and toured the last lap side by side. I guess racin ain't always about winning.

It was great being with all the racer friends I have met over the years and I appreciate that they allowed me to share in this world class event.

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### **Spence Shepard sez:**

We arrived at Road America mid-day on Thursday after a 900 mile trip from Charlotte NC. Our first impression of the facility was that it is huge with signs pointing to different roads for different gates. We stopped at the impressive main gate and were directed to the next gate for registration where we were directed to a parking area from where we were driven by golf cart to the registration building.

Instead of the usual long lines we found 4 open windows with people waiting to help us, received our packets and were driven back to our truck all within about 5 minutes. Five minutes later we were in our very nice covered paddock.

My first time on the track was Friday morning and I experienced the first failure of the group. On my second lap the car stopped just after turn one and I coasted to a stop off the inside of the track. A support vehicle showed up in about a minute and asked if I could be flat towed. He pulled in front of me, hooked up a tow rope and told me to use my brakes to keep the rope tight. I was surprised when he pulled me around the inside of the track while the other cars were speeding by us. We exited at turn 5 where he left me to go back to his post and another car pulled me back to the paddock.

It turned out that the problem was a fuse for the fuel pump that apparently loosened when I went over the "gators" in my only time through turn 5. The rest of my times on track were pretty uneventful. The car was slow because the engine I was using was tired and the driver isn't very good. I had been building an engine that I didn't finish and my "spare" wouldn't pull much above 5K RPM.

I was pretty much overwhelmed by the track and never did get some corners "right", especially #5 where I hit the gators more often than not. I did have as much fun as I've ever had on track and was told that my smile could be seen as I was going by.

By Sunday it worked out that Bob Storc and I were both driving compromised cars but we were closely matched. I barely kept ahead of him in the morning race and he was always very close, it was like we were having our own race.

In the afternoon All Corvair race it was the same thing but I could tell I was losing power and one of my headers was coming off (after I hit the turn 5 gators again). On my next to last lap I went wide on one turn and he got inside of me and around me. We touched and I have a small battle scar to prove it.

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I got back ahead on the next lap and was hoping to hold on when my big red light (fan belt) came on shortly before I got to the front straight. I coasted off the track next to our paddock and got pulled in again. The engine had done its job, but another 5 miles would have been nice.

The whole event was a once in a lifetime experience. The track and the professionalism of the staff were overwhelming. Their goal was obviously for us to enjoy the event and they succeeded.

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### **James Reeve sez:**

What a great race weekend! My participation in the Road America 50th Yenko Stinger Reunion could not have been better. I just had to be there even if it meant owning a racecar again. The ex- Jeff Moore YS-095 was certainly a worthy candidate for me to create a cosmetic clone of my old YS-005 from the 70's. It was great nostalgia in a car that is incredibly fun to race.

It's still hard for me to believe that 12 Corvair racers just made history in the only real road race ever held for Corvairs only! I cannot imagine it ever happening again.

I thank you Jeff Moore and John Gresham for your excellent help in the pits divided between me and Chris Langley. You really took the pressure off of me. Our "Corvair Only" garage was a huge treat for everyone, great camaraderie. I hope to race again this year either September Road Atlanta or October Hutchinson Island (or both!). See you there. Drive fast.

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### **Bob Storc sez:**

Road America – July, 2016 – Yenko Stinger 50th Anniversary!

Cherie & I had a great weekend, with all of the Corvair folks. While we had various issues with YS 309 over the weekend, it was wonderful to be part of the celebration.

A carburetor that never had an issue decided to leak, no matter what we did to it. It must have been apart 20-25 times. Needle & seat, replacement, float adjustments, and venturi replacement was tried and nothing completely worked, although it did get better once the venturi was replaced (further investigation required). The carb, with two "parts carbs" were sent with Gary Funkhouser to diagnose. Thanks to Rick Norris for loaning a set of 1-1/8 carbs (used instead of my normal 1- 1/2 carbs) to allow me to run.

Also, I tried a roller cam in my latest engine. For some reason, the lifters would not pump up. I did not have time to test prior to racing. Time to put in the backup engine, which had not even been started prior to installation.

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Andy Kinzelman and Roger Ringelstetter, and Barry Ellison did Yeoman Service as "Pit Monkeys" and worked their butts off for two full days. My hats off to them. They even found a broken transmission mount.

At the end, I was able to finish the Corvaire feature (and even not come in last) even with the smaller carbs. Lesson learned – leave enough time to be able to checkout everything prior to the cancellation date for the race.

Having said that, this was a wonderful event to go to, the entire Corvaire contingent was a joy to be with. Camaraderie of the Corvaire folks, technical & parts help, commemorative dash plaques, t-shirts, decals, etc. - and having all of us together for the first time since the 2012 Mitty was wonderful.

The final coupe de grace' was the Motor Home fuel pump failing 100 miles from home. Apparently this can be a random failure, but more than a little frustrating. I am regrouping and determining the next steps, but will probably not be racing the rest of this season.

### **Drivers who made it to Road America 2016**



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



2. **Bob Coffin** #48, 1966 Corvaire 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 Corvaire, Grp 6, HGTO



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



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



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



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



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



12. **Bob Storck** #35, 1965 Yenko Stinger, Grp 2, VDP

### ***PCG Club Officers:***

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