



Newsletter of the Performance Corvair Group (PCG)

# CORVAIR RACER UPDATE

AUGUST 22, 2016

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

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**FROM:** Rick Norris.

## 64 DAY'S UNTIL THE HSR SAVANNAH SPEED CLASSIC



Not much happening here, just waiting on my racing clutch to be returned from the manufacturer. No word yet from them as to what they think the problem was. Any way you look at it I will still need to drop the power pack to change the diff out for the 3:89 unit. I did however find one of the two rear engine mounting bolts lying in the skid pan which say someone didn't tighten both of them when we changed the clutch at RA. The bolts I have in there are a tad too short for the lock nut (rocker arm nut) to grasp it securely so those will be changed out to longer ones. Also decided to order some more Bando belts as that killer price may change. Go here: [Powertranbelting.com](http://Powertranbelting.com) for the 3V560 Power Ace @ \$7.94 each.

I'm looking forward to the HSR Savannah Speed Classic at Hutchinson Island in October 27-30 on the Grand Prize of America track. It's quirky and fun!

My entry paperwork has been submitted and I hope to retain my number. So far I've been lucky but I do submit my entry as early as I can which usually insures you'll get to use your regular car number.

At this point we have a potential of six racers to attend. They are Bob Coffin, Michael LeVeque, Mike Levine, Rick Norris, James Reeve and Spence Shepard. With two months to go we could have more such as Jeff Rapp. As always it will be a good time regardless, HEY! It's Savannah.

Looking at the tentative schedule I see new for this year they have the pass through gate open times listed between events so traffic to and from the infield/paddock areas can move. Also the pedestrian tunnel will be open. I'll post other news as it becomes available.



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**Barry Ellison sez:**

Rick Norris Sr. inspired. This tank is a 15 gal ATL I got from Mike Levine. It's what I had so it's what went into the car. Got it as low as safely could, about 1" from the cross member. The multi-angle cuts were trick, nothing fancy - just trial and error. I've been learning to MIG weld again. I had to graduate from the flux core wire and use gas. Hasn't been fun...again, just trial and error, hence all the grinding marks. It's been raining; pouring, storming here lately and I left the brackets outside one night. Of course, a bit of surface rust peeked through the two coats of primer. Rick's "Industrial gray" again.





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**Jeff Rapp sez:**

It might be ready for Savannah. (We can only hope)





Jeff's car in Michael LeVeque's shop.

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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](http://www.corvair.org/chapters/pcg).

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