51 DAY'S UNTIL THE HSR SAVANNAH SPEED CLASSIC

FROM: Rick Norris:

I received my rebuilt racing clutch back from the Mfg. I hope the sticking issue is solved and I'll be testing it at the Savannah Speed Classic by HSR in October. Speaking of that event I have another entry to add to the list:

SAVANNAH SPEED CLASSIC (PRELIMINARY) ENTRIES to date:

1. Bob Coffin
2. Dave Edsinger
3. Michael LeVeque
4. Mike Levine, entered.
5. Rick Norris, entered.
6. Jeff Rapp
7. James Reeve
8. Spence Shepard

If all the above show up it would certainly be a record for the Corvair Racers and this event and it assures us of getting some National and International coverage. I doubt however they will give us our own race but that's okay!

New EPA Rules Don't Include Race Cars

Washington, DC -- Rules enacted by the U.S. Environmental Protection Agency in August don't ban the conversion of street cars into race cars, as the Specialty Equipment Marketing Association warned the agency intended to do earlier this

year. For now, it's confirmed. Race cars will remain exempt from new EPA regulation.

The rules, published as the Phase 2 Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles, do not include language that the EPA initially drafted last summer prohibiting tampering with emissions equipment even if those vehicles "are used solely for competition." After a SEMA-led campaign this past spring against that language -- which EPA officials said merely clarified earlier regulations against tampering or removing emissions equipment -- the agency agreed in April to rescind the language. In the text of the regulations, the EPA said, "EPA supports motorsports and its contributions to the American economy and communities all across the country. EPA's focus is not (nor has it ever been) on vehicles built or used exclusively for racing, but on companies that violate the rules by making and selling products that disable pollution controls on motor vehicles used on public roads. These unlawful defeat devices lead to harmful pollution and adverse health effects.

The proposed language was not intended to represent a change in the law or in EPA's policies or practices towards dedicated competition vehicles. Since our attempt to clarify led to confusion, EPA has decided to eliminate the proposed language from the final rule." Steve McDonald, SEMA's vice president for government affairs, said SEMA still believes the RPM Act is necessary because "if you read the rationale behind removing that language, you'll notice that the EPA doesn't change their position. They still claim authority under the Clean Air Act for regulating parts destined for competition vehicles."

Introduced in March, both RPM Act bills (H.R. 4715 and S. 2659) remain in committee. McDonald said he hopes that Congress will take up the bills after it returns from summer break and that the bills will move along before the end of the legislative session.

Excerpted from Victory Lane Magazine's coverage of the WIC at RA.

Article by Pete Gorski, September issue.

Group 12 continued the specialty theme in the form of the Corvair Reunion. A dozen Corvair/Yenko Stingers put their rear engine architecture to the test. Coming from as far away as Galveston Texas and Manchester Connecticut, the

Corvairs put on an entertaining race. Mike Levine started from the pole in his 1965 Crown Corvair Special followed by the 1966 of David Clemens, and the 1966 Yenko Stingers of James Reeve Jr., Michael LeVeque and Norman Latulippe.

Based only on the reported displacement you'd be forgiven for expecting the 6.3 litre motor in the back of Levine's 1966 to propel him far away from his 3.0 litre competitors. Messrs. Reeve Jr., Clemens and LeVeque disagreed. As lap two was booked, Clemens had advanced to 1st, Reeve Jr. to 2nd, dropping Levine to 3rd. The next two laps saw further shuffling of places in the top four, with positions changing from corner to corner.

When it was time for the checkered flag to fly, Levine has spent the final four laps out front and took the honors an unbelievably small 8/100ths of a second ahead of Reeve Jr.' Stinger. Clemens and LeVeque staged their own photo finish, Clemens nipping LeVeque by 4/10ths. Latulippe filled out the top 5.

(Ed. Note: this report sounds like it was done by someone who wasn't there!)

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Dave Edsinger sez:

Here's my race schedule in case anyone wants to attend or do the Pit Monkey thing.
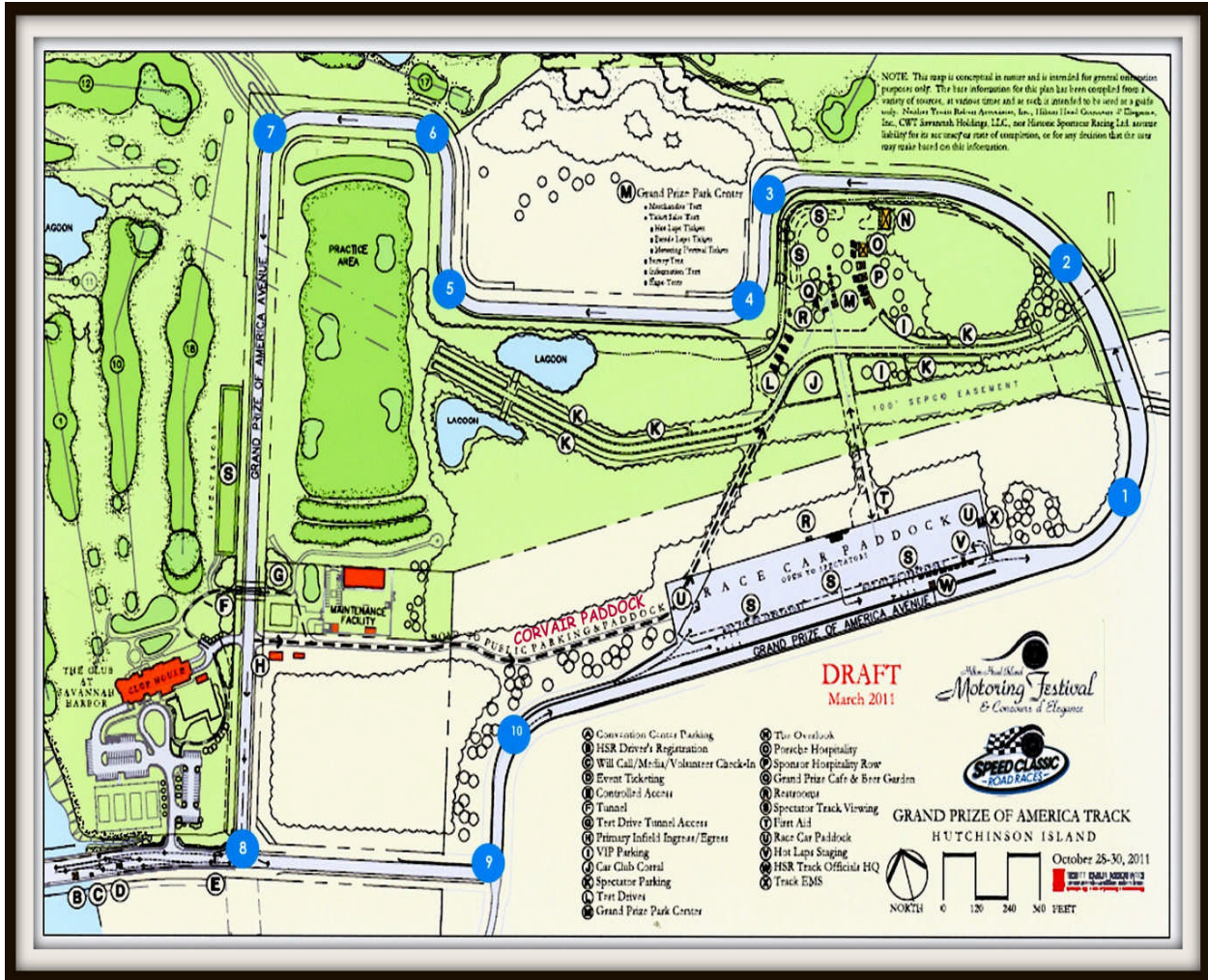
Sept 16-19   New Jersey Motorsports Park with VRG

Oct 21-23   Dominion Raceway Inaugural Vintage race With VRG

Oct 27-30   Savannah Speed Classic with HSR

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A map of the Hutchinson Island track.

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.

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