



Newsletter of the Performance Corvair Group (PCG)

# CORVAIR RACER UPDATE

SEPTEMBER 19, 2016

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

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CORVAIR ALLEY NEWS, by Rick Norris



Note: According to HSR the Savannah Speed Classic is filling up fast so if you want to run you need to sign up now. They only have room for around 150 cars. This is a must see and be event! Don't delay! Do it today! You can do it online!

## **SAVANNAH SPEED CLASSIC (Preliminary) ENTRIES to Date:**

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

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### **Savannah Speed Classic Updates:**

- The golf cart tunnel will be open for competitor access!!!!  
  
One way traffic going in during the mornings (9:00am-1:00pm), reversed for the afternoons. (1:00pm-6:00pm). SUV and single rear wheel pick-ups to 10 feet high will fit. Oversized vehicles still need to cross the track.
- Golf carts will be available to rent.
- Ice will be available in the paddock.
- SUNOCO fuel will be available in the paddock.
- Thursday night race car parade into downtown Savannah with live music and food.
- Expanded Food Truck Rally in the paddock.
- Friday party in the paddock hosted by the Oglethorpe Driving Club.
- SPECTATOR HOT LAPS
- Car Club Corrals and special ticket package.
- RACING FOR KIDS Hospital visit & TOYS FOR TOTS toy drive supported by United States Marine Corps reserves. (More details coming soon).

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### **ABOUT HUTCHINSON ISLAND:**

Nestled across the water from the famed River Street, Savannah's own little Private Island comes alive with the roar of engines **October 28 - 30, 2016**. With its storied past and cobblestone streets, Savannah, unbeknownst to most, is the birth place of Grand Prix racing. Celebrating that heritage, the Savannah Speed Classic is a unique road race experience offering an intimate look at the inner workings of racing. HSR brings wheel to wheel racing back to its roots in Savannah. Featuring series races, enduros and even more excitement with hot lap rides and pit access. The Savannah Speed Classic is a great destination for drivers, crew, family, friends and spectators alike.

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**Chris Langley sez:**

August 26-28th was CVAR's fall weekend at Hallett, Ok. With the August heat they get a lower turnout in the fall than the spring and combine our Group 7 with Group 1. Whilst there was a 50% rain chance all weekend, the storms stayed away from the track during racing time. And they were nasty storms.

YS-199 performed perfect all weekend. I set tire pressures Friday am, and never needed to touch them. I put 1 quart of oil in the car over the weekend and that was it, just how I like it. I picked up 2 seconds a lap over when I was there in the spring. My crew of Jeff Moore and John Gresham came over from Springfield for the weekend. Curtis Wood and Shelby came over on Saturday. So, Saturday afternoon, whilst we were eating some of my famous Killen's BBQ and drinking some St Arnolds microbrew, we had a quarterly meeting of the Midwest Council of Yenke Stingers Owners meeting. I prepped the car last weekend and it is already loaded back in the trailer. I will be at MSR Houston 30 Sept- 02 Oct and then Headed over to Cajun country to race the CVAR/SVRA weekend at NOLA 13-16 October.







The Midwest Council of Yenko Stingers Owners meeting.

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**Barry Ellison sez:**

I have to hand it to you. There are sooooo many little odds and ends I'm trying to deal with now, before I have to rip the car all apart and do it again. It's taking a whole lot longer than I'd like, that's for sure but, at some point I have to button it up, stick it together, and take it to the track as is or I never will. There will always be improvements to make down the road and/or this winter. I spent probably 20 hours this weekend cleaning, sandblasting and taping parts in prep for paint. I'll be behind the paint gun most of this evening if not much of this week. I wasn't going to pull the whole brake/clutch assembly out of the car but I'm glad I did. The upper mount under has two small spot welds, one of which had come loose. The whole under dash is ready to be painted. All those parts are blasted and taped. Should be fun getting it all back together soon. It might not be pretty but I'll get it out there ASAP. Hutchinson isn't looking good though. :( Local club, Corsa SC has an autocross on 11/2 at a 1/3 mile oval, Anderson

Motor Speedway not 6 miles from my house; it might be as good a chance as any for a test-n-tune.

I didn't get to painting last night as I didn't get home until 6:30p after a stop at dad's to swap parts. I picked us both up some shocks at NAPA and he'd found me an engine seal to use. I ate a dinner with Patty, out to garage by about 7:15, in about 9PM. Bought bolts yesterday on the way into work at Lowes to mount the bell housing on my engine stand. Mounted motor last night w/new bolts, started sticking in tubes. (Originally I stuck the rear motor studs into the motor stand. It seemed to work while I installed pistons and bell housing.) Then I welded that bracket under the dash, too, in addition to some quick shelves. Welder is working really well.

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### **The Taxonomy of Vintage Racing**

Vintage racing has a wonderful scene, with lots of cars, including some really interesting cars, spectators, pageantry, parties and even a little racing. That last part can be somewhat confusing for prospective vintage drives because the rules are complex and incomplete, which is to say there are some unwritten rules. As we've said before, the unwritten rules are the tough ones for newcomers to figure out. This article is not intended to address all the unwritten rules of vintage racing, but to briefly address one of the more confusing questions which is "do I have a car that can run in vintage events?" Here are a few guidelines to the real deal:

1. The fundamental point of confusion is that many vintage rulebooks are or were written with reference to the 1972 SCCA rulebook. It thus can appear that your car must be pre-1973. But that is not necessarily the case. Not by a mile.
2. If your car is pre-1973 and meets the technical regulations, you are almost certainly good to go.
3. If your car is a 1973 or later car, in many cases you are also good to go. You will see all sorts of post 1972 cars running at vintage events. You are better off starting with the assumption that anything can be run. But you should ask the organizers before you show up.

4. You should also remember that the organizers are putting on a sort of car show, and one of their problems is that they don't want Spec Miata's to show up. The problem for them is that Spec Miata's are old, which seems like a fit, but Spec Miata's are not iconoclastic. There are a lot of SMs, which reduces variety of what is on track. And SM racers want to race and race hard, whereas vintage is a strict 13/13 kind of operation. Lots of Spec Miata's are pretty fast for their class in life, which makes some other cars look bad. And, see point number 7.

5. If your car is pre-1973, you will probably find it listed in the rulebook and you can figure out your run group and class. If your car is post-1972, you will probably have some difficulty figuring out where it fits. You should understand that you are at the discretion/mercy/whims of the organizers as to classification if your car is newer. You may be assigned to an odd grouping from your point of view. Some of this is to balance group size, some of it is because newer cars are not well understood. Some of it is because there are so darn many different race cars that confusion reigns. There is also a deep suspicion in vintage technical circles that newer cars run magically faster technology -- or they might -- and can somehow repeal physical factors like power: weight.

6. If your car is newer, but is historic (see taxonomy chart), you will almost certainly be grouped and classed with as much care as possible. Historic cars are the Platonic ideal for vintage racing, and thus your car is what the organizers really yearn for. However, vintage racing has a certain polyglot element when it comes to historic cars -- there just aren't that many modern LMP1 cars racing on the vintage circuit. Or V10 F1 cars or DTM cars or V8 Supercars, Etc. So, you may end up as a class of one.

7. Another useful, if possibly mind-bending, aspect of vintage racing is that, while there are races, the spirit of the event really isn't about competition. You will have a hard time arguing that some change would make for better racing. Because it isn't about racing the way club and pro racers think of it. Therefore it might aid your sanity to start by thinking of vintage events as multi-car track days, but with flagging and timing, for a bunch of different old-ish race cars.

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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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