



Newsletter of the Performance Corvair Group (PCG)

CORVAIR RACER UPDATE

SEPTEMBER 26, 2016

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

ESTABLISHED 2007

CORVAIR ALLEY NEWS, by Rick Norris!



Work continues on my backup race engine. The plan is to finish it, fire it up for initial break in then get busy on the race car, download the power pack and swap out the 3:55 diff for the 3:89 unit and install the race clutch. Yeah, I'm gonna try it again.

SAVANNAH SPEED CLASSIC

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

Who's paid and who hasn't?

Jeff Rapp sez:

Test report. We had a successful trip to Autobahn Country Club on 9/19. Michael Leveque and my brother Mark went along for support. We ran the full course which is 3.5 miles and 18 turns. The first session with 30 plus cars on an unfamiliar track and new car was a little scary but I could tell right away that the handling and braking was good. Before the second session I went for a ride with an instructor. That was the fastest ride I had ever been on but very helpful. I lost a belt in the second session. Partly due to some erratic shifting on my part but in the short term I am going to make a deeper alternator pulley. My long term plan is a vertical Fan. In the third session I ran some hard laps, the car was working really well until the clutch started slipping and that was the end of our day. Engine oil was running out of the bell housing. I'm not sure what happened to the main seal but all in all a good day. The car handles brakes and runs good. The only changes I plan to make before Savannah is to bend the shifter a little to the right and fix the main seal. Oh yeah, If you ever have a car media blasted and think you have all of the media cleaned out, you don't.



Jeff and Brother Mark Rapp.

Dave Edsinger sez:

Ran the VRG New Jersey Historics event Sept. 16-18 held at the New Jersey Motorsports Park in Millville NJ. There were three feature races using the 1.9 mile Lightning Circuit.

The class C4 was combined in Group 3 Historic Big Bore group. The first feature race of the weekend I finished 4th overall out of 17 and 1st in class with a best lap of 1:21.165.

In the second feature race I finished 6th out of 18 overall and another 1st in class with a best lap of 1:21.043.

Last but not least I ended up 6th out of 21 overall, 1st in class with a best lap of all three races of 1:20.255. Overall a good weekend.

Next race will be Oct 21-23 at Dominion Raceway Inaugural Vintage race With VRG.

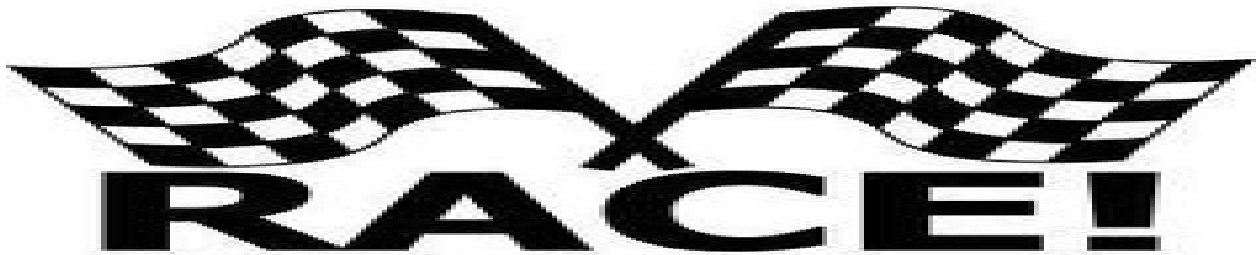
Logan Dernoshok sez:

Dernoshok Racing attempted to compete in the SVRA Heacock Gold Cup event at VIR Sept 23rd-25th. Things didn't go as hoped.

It was a very disappointing end to qualifying session 1. Something broke in the engine and we don't have our spare put together yet so our weekend is done. On the plus side, we were really fast before it broke! Thinking it is a crank or cam failure.

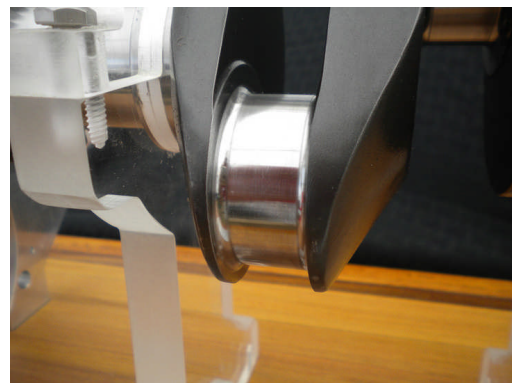






So you broke another crank in your Corvair racecar?

This just may be the item we all need if we are to continue road racing with 50 plus year old parts of unknown history. It ain't cheap but neither is racing.



Corvair USA Made Billet Crankshaft, \$2,500.00–\$3,085.00

This crank is a stock replacement and will work with all current components being used. It is made of heat treated Timken 4340 Billet, CNC machined and Ion Nitrided. We enlarged the radius between the main and rod pins and the face of each throw to .125. This will require chamfering the rod, rod bearings and main bearings (service included with the full kit or ala carte). The increase in fillet radius is a critical step in eliminating fatigue induced cracks. The crank is threaded for a safety shaft and ready to use. This will be the finest Corvair crankshaft available, showcasing meticulous attention to detail and surface finish. We worked hard with the manufacturer on the design and cost. The cost is more than we strived for but after exploring many manufacturing options this is what we can offer. For those of you who are starting a new engine we offer a

complete kit option. For those that may have some parts or those that want to purchase one thing at a time we have the crankshaft only.



<https://flywithspa.com/product/corvairstilletcrank/>

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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