



Newsletter of the Performance Corvaair Group (PCG)

CORVAIR RACER UPDATE

OCTOBER 10, 2016

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

ESTABLISHED 2007

CORVAIR ALLEY NEWS, by Rick Norris!



Several folks have asked about a host hotel. We do not have one as such but most of us are staying at the Quality Inn in Pooler which is about a 20 minute ride from the track. The addy is: 125 Bourne Ave., Pooler Ga 31322. Phone 912-748-0017. No special racer discount but they have AARP and AAA discounts. If it looks familiar it was the host hotel in 2009 for the track event at Roebing Road Raceway. That was a great time and the year David Clemens, Dan Giannotti and me began our road racing adventure as it were. Also it's next door to the Mighty 8th Air Force museum.

SAVANNAH SPEED CLASSIC ENTRIES to Date: 10/4/16

We are now down to 5 entries and 2 possibles. Spence Shepard informed me he will not be able to make the event. As of the latest HSR entry list there are 14 cars running in Group 2. That will be at least 16 if Edsinger and Reeve show up on the entry list. I believe some of the class listings are wrong and will be changed.

<http://hsrace.com/wp-cont.../uploads/.../03/Entry-List-10.4.pdf>

1. Bob Coffin, entered (VW wabbit) Group 2 Class SSD
2. Dave Edsinger, ??
3. Michael LeVeque, entered, Group 3 Class S2
4. Mike Levine, entered, Group 5 Class VASR
5. Rick Norris, entered, Group 2 Class VP3
6. Jeff Rapp, entered, Group 3 Class S3
7. James Reeve, ??

Corvairs Invade High Plains Raceway October 1-2, 2016 BY Jon Whiteley

After purchasing the red Craigslist car almost a year ago I set my goals for 2016: 1.) Get the car out on the track and see what I had 2.) Obtain a comp license and 3.) Get started in wheel to wheel racing.

A fair amount of "spare time" this summer was spent rebuilding the engine but I was finally able to check off all three items this past weekend. I received my RMVR license and participated in the racing at HPR. The journey and the fun have only just begun – lots to learn, about both the car and driving W2W.

In addition Eric Schakel dragged his junkyard dog-engined Stinger out to HPR as he continues to research just how much guff a tired old Corvair short block might take. The two (count 'em, two) Corvairs at the track drew some attention to be sure. Two sprint races with the small bore group on Saturday and a mini "enduro" with all the production cars (combined small and big bore) on Sunday afternoon provided a good amount of seat time in actual race conditions.

I was at the slower end of the pack but managed to keep the sheet metal intact and the car running all weekend. I'm still chasing down some minor oil leaks (pushrod tubes?) and what appears to be an oil management issue under braking/turning (more baffling?).



A big highlight for me (other than getting licensed) was seeing the IMSA Dekon Monza up close. Very fast - closing speeds were impressive. He lapped me three times during a 25 minute session on the 2.2 mile course.

There's just one more RMVR race this season - PPIR later this month. A couple local guys have told me about their Corvair racecar projects sitting in their garages. I would love to see them out there next season.

Chris Langley sez:

The weather was great for CVAR's last CVAR-only event of the year at MSR Houston. Saturday gave us the best weather with about 50% clouds. It was warm each day with temps in the low 90's.

When we raced here in the spring I only got 5 laps in at 50% before losing an intake seat on #4 so I really had no feel for the track. While it is flat as a pancake down here, there is a little bit of elevation change at this track. It has a few longer straights with a fair amount of tight turns.

I never get above 5200 in 4th. I used 2nd and 3rd gear a lot. I like the track, but I don't love it. It was quite greasy on Friday am and all day Sunday with Friday afternoon and Saturday being much nicer. The track is going to be modified over the next couple of years to accommodate INDY moving their race down there from Houston's Reliant Stadium parking lot. Hopefully after the reconfiguring, I will like it better.

The car ran and drove great all weekend. I set air pressures again and put fuel in it. I added a quart of oil late Saturday. I did break the GM Jesus clips on the carb linkage secondary rods, one in one race and the other in the second race.

We will be back at our 1st race of the spring. I prepped the night and the trailer is Wednesday at lunch NOLA for the at New Orleans I think that track has



MSR Houston for year in the car Thursday loaded. I pull out and head to SVRA/CVAR race Motorsports Park. about 2" of

elevation change so it should be interesting. It was nice for Russ Rosenberg to have his newly put together Corvair race car at MSR. Sadly he had engine issues with his Starr Cooke engine his first session out. It was nice having two Corvairs on the track at once down here. He is going to have it at NOLA. Yeah!

Sadly NOLA is not on next year's SVRA schedule due to low turnout. It does not help being 3 weeks before COTA.

From the November 2016 issue of Classic Motorsports Magazine, pg. 5



The image shows a vintage car race on a track. In the foreground, a red vintage car is prominent. Behind it, several other vintage cars are lined up. A crowd of spectators is visible on the right side of the track. In the background, there is a large structure with a gabled roof, possibly a grandstand or a building. The sky is clear and blue.

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Continental acquires Hoosier

The international technology company Continental today announced the acquisition of Lakeville, IN-based Hoosier Racing Tire Corp., a manufacturer of specialty tires for racing applications. "This acquisition showcases the consequent execution of our long-term growth strategy Vision 2025, characterized by strategic planning and systematic implementation of technological progress. The acquisition of Hoosier Racing Tire is an exciting next addition to our product portfolio and will support our growth strategy, especially in the ultra-high performance segment," said Nikolai Setzer, Executive Board Member for Continental's tire business.

Dr. Jochen Etzel, CEO of Continental Tire the Americas, LLC (CTA) added, "Hoosier's management team has built an impressive business. We believe Hoosier Tire is well-positioned to continue its strong growth, and we look forward to supporting that development through our complementary knowledge and extensive footprint. Hoosier's management team will continue to run the racing tire business. We are committed to the employees, and the communities in which Hoosier operates. We look forward to the future of working together to accelerate growth." Hoosier was founded in 1957 and has a legacy of technical product knowledge, quality manufacturing, outstanding service and consistent performance. Hoosier supplies tires for most racing applications throughout the world, with an emphasis on high performance and quality. The company currently employs nearly 500 people. Joyce Newton, Hoosier's president and CEO said, "Continental and Hoosier share a similar vision for continued growth and sales excellence. Hoosier has fantastic brand recognition, a high-performing team, established customer relationships and a great lineup of products. This acquisition will provide a stronger and more sustainable organization for Hoosier moving ahead."

Continental and Hoosier have worked together over the past several years on a variety of technical and motorsports projects. Continental is constantly looking to add talent to its team. The transaction will create significant opportunities for the employees of Hoosier and CTA.

Camshaft Specifications and Terminology

How important is a Camshaft?

Some might refer to the camshaft as the brain or heart of the engine. It determines when, how long, and how far the valves open and close in relation to the pistons. For every two revolutions of the crankshaft the camshaft rotates one revolution. On most overhead valve engines there are two main types of camshafts, either a flat tappet camshaft or a roller camshaft. Whether it's your first time building an engine or you're just looking for a performance upgrade, understanding camshaft specifications and design is a must. There are many numbers and terms used to describe the design of the camshaft and it's important to know how these numbers will affect the performance of your engine.

Terminology:

Base Circle-The base circle is the round portion of the cam lobe where the valve lash adjustments are made. A slight high spot on the base circle is called base circle runout.

Cam Lift- This is the maximum distance that the cam lobe pushes the lifter. Because the rocker arm ratio will multiply the overall valve lift, this should not be confused with valve lift.

Cam Profile- The cam profile is the actual shape of the camshaft lobe. A flat tappet camshaft is slightly more pointed on the nose of the lobe, while a roller lift camshaft has a more rounded profile on the nose of the lobe.

Degreeing the Camshaft- This is a process that synchronizes the camshaft with the crankshaft. For best engine performance, builders use a degree wheel to dial in this measurement. Most manufacturers will list the exact specifications for each cam on the cam card.

Duration- The length of time the valve is held off the valve seat from the cam lobe. This is measured in degrees of crankshaft rotation.

Duration at .050-inch Lift- This is the distance measured in degrees of crankshaft rotation from when the valve is open at .050-inches until its .050-inches from closing.

Gross Lift (Valve Lift) - Typically camshaft manufacturers list this measurement by multiplying the cam lobe lift by the stock rocker arm ratio, usually 1.5:1. For example, if your cam lobe lift is .319 and you're using a 1.5:1 rocker arm ratio, you can take $.319 \times 1.5$, which is .479 inches of overall valve lift.

Lobe Separation Angle- This is the angle in degrees between the centerlines of the intake and exhaust lobes. A 112-degree lobe separation angle means that the peak opening points of the intake and exhaust lobes are 112 degrees apart. This measurement is another way of expressing valve overlap, which is the amount of time that both valves are open on the same cylinder. If the lobe separation angle were 0 degrees, both the intake and exhaust valve would open and close at the same time. Measurements typically range between 104 and 115 degrees.

Tight Angle (104 degrees)- Lower rpm torque range, Increases maximum torque, Higher cylinder pressure, Lower idle vacuum, Rough idle quality, Valve overlap increases

Wide Angle (115 degrees)- Higher rpm torque range, Decreases max torque, Lower cylinder pressure, Higher idle vacuum, Smooth idle quality, Valve overlap decreases

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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