



Newsletter of the Performance Corvair Group (PCG)

CORVAIR RACER **UPDATE**

NOVEMBER 1, 2016

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CORVAIR ALLEY NEWS, by Rick Norris!



First off I apologize for the late edition, you will remember I also race!

Well, it came down to three Corvairs at the Grand Prize of America track for the 2016 version of the HSR Savannah Speed Classic. Jeff Rapp, Michael LeVeque and yours truly made the scene as it were. Those who didn't come missed one of the best events in my opinion.

We all arrived at the track about the same time through coincidence, not planning. Of course in keeping with tradition Corvair Alley was there first! As we waited in line during load in because they were admitting big rigs first and trying to park them individually to prevent the usual fire drill approach one of the officials came up to me and said he was told the Corvair group would park in the usual spot and take care of ourselves. Damn right!

Actually we had that whole area to ourselves. The weather could not have been better but the mosquitos and gnats not to mention the fire ants were another thing. Bug repellent and a couple of containers of fire ant killer kept things in line. There was still much evidence of the storm damage from a lot of trees that were blown down. There was a crew still working on removal all weekend but the track was perfect.

The sequence of events was the same as other years with Thursday for test and tune plus orientation for newbies of which Jeff Rapp was one. During this time Jeff discovered he still had a slipping clutch issue which he thought was left over from a previous test race. The issue only got worse as the weekend continued.

It turned out the real problem was the crank gear was loose and was walking off the crank snout. When he tried to go out for the first Group 2 feature race the transmission would not shift because the clutch would not disengage because the crank gear although pinned had backed off enough to jam it. This was

discovered when Michael and Jeff pulled the engine. Jeff's race was over at this point. We call this a learning experience! GG!

Michael's experience was a bit different as he blew his main engine during a Group 2 practice session. The way he described it and from my own experience we both thought it was a broken crank. After pulling the engine and removing the top cover the evidence was hard to miss. Number one rod was missing most of the rod cap! The rod journal was blue black but not grooved. His backup engine which had not even been started was installed and ran great the rest of the weekend. The only difference was he had to use the "stock" fan belt arrangement as his number one engine was sporting his new vertical fan that would not fit the second engine. Get out the can of silicone spray!

The ol' backup engine was good enough to power Michael to a 4th place overall out of 20 in Feature race No.1 for Group 2 and a first in class plus a 2nd overall out of 16 in Feature race No.2 and another 1st in class. He had a good dice with a Lotus Super 7 which spun approaching the main straight trying to stay ahead.

Your humble editor had an absolutely fantastic time! This was my third straight year at this event. The Ragged Red Racer had the 3:89 diff installed but nothing else was changed from the way it came off the track at Road America. As I have said before this is one of the best engines I've ever assembled. It has not missed a beat since the initial fire up.

You will remember however I did have a clutch problem but that seems to have been fixed as the new racing clutch performed as advertised. For the first time ever I did not sign up for the test and tune sessions because I was comfortable with this track and my car had been working great so I saw no need to spend the extra money. I ran all three of the practice and qualification sessions but didn't cut what I thought was a very fast lap. I did beat my previous fast lap of 1:37.326 in 2014. This year I did a 1:36.528.

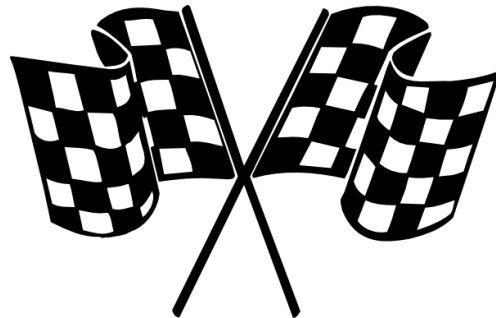
In the Group 2 Feature race No.1 I finished 9th out of 20 and 5th out of 16 in Feature Race no.2. I was second in class VP3 both races. The last race was a very eventful one for me as it was the first time since I began road racing in 2009 that I had any on track contact. Yeah, I got hit by a Miata...imagine that! It's all on my in car video which was the only race I recorded but basically I started behind the Mazda in 7th place. As we approached the green flag it was on. We race three wide into turn 3 and I was on the outside when all of a sudden under

braking he slammed in to me side to side. I made the corner with no real damage with him ahead of me but when we got to the back straight I blew his doors off and gave him a finger pointing to let him know I wasn't happy with his conduct and no, it was not the number one salute. I don't do that.

I knew I had power but he was catching me in the twisties so I kept an eye on him. When the white flag came out I knew he was going to make a last ditch effort to pass me and sure enough he tried but I made the old girl as wide as I could. Once I hit the back straight I knew he was no threat and I kept 5th place. I now feel my old racer has won its stripes as it were. I am now one of the guys who have "smudged a bit of paint"! Too cool!

Now for some Corvair Street Cred!

As if the week end couldn't get better The Grand Marshall of the race, Bill Auberlen, pro driver for BMW chose the Corvairs as the marque of the race! We received a nice picture plaque to commemorate the occasion. He paid us a visit in our paddock where we schooled him on Corvairs in general and race prep in particular. He said he made the choice because of the heart and passion we showed. Good guy for sure.



Last but not least we now have three more Corvair Pit Monkeys. Jeff Rapp and his wife Tammi plus Janet's son Shane were all observed by me getting down and dirty doing Corvair work. See the photos.

Before we get to some other photos here's a late late late race report.

Chuck Sadek sez:



Well, had a wonderful weekend. Set up saving space for Dave & Judy right behind the Tech station where Tivvy (head tech guy) works out of near the track. We went out for untimed practice, then qualifying, then just races.

The fourth race on Saturday was the 2.5L Challenge. . Dave was about 5 sec faster. We both improved during the weekend. This event was a low turn-out but at least in our group, the cars were pretty quick, namely some 2002's and Bob Leitzinger & his Datsun 510. Track time: 3 X Fri (one race), 4 races Sat and 2 races Sun.

I added a quart of oil, aired tires, torqued wheels and played, same with Dave. Cars were running reasonably well. Dave is to be congratulated for his 3rd place finishes against mostly Grp 8 (SVRA) cars. Drum-brake Yenkos/Corvairs with legal engines and tires have been in Grp 3 for quite a while.

The track: Dominion Raceway & Entertainment is a 2.0Mi road course, with 12 turns, run in a CCW direction. The straight is about a half mile with a couple of slower sweepers where a lot of speed can be lost, a back "straight" with esses and a tighter turn leading to the front straight.

I had a 3.27 rear ratio which I put in for Road America to keep the rpm down and save the engine. I think a 3.55 (Dave has it) is ideal. I will try a 3.89 here to see, but thinking going back to the 3.55 is probably the best choice.

A low-key, relaxed, friendly weekend with a number of off-track excursions without car damage (that I know of)... Smitty came up to help with his Corvair Race Support Vehicle...his '64 wagon...

PHOTOS:

Jeff Rapp, Michael LeVeque, Rick Norris and Bill Auberlen (1st of 2).





Jeff Rapp, Michael LeVeque, Rick Norris and Bill Auberlen. (2nd of 2)



Tammi and Jeff Rapp



Shane Harper



Michael's awards



Rick's award



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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