



Newsletter of the Performance Corvair Group (PCG)

CORVAIR RACER UPDATE

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CORVAIR ALLEY NEWS, by Rick Norris



I finally got around to doing a nut and bolt check on the race car. It's been through some bumps and grinds lately. After the Road America event I found a few items needing attention such as my headers which had some contact with the rough "gators" in the turns, particularly turn 5 coming off the long back straight. Most all went off on the gators here. I thought I was the only one but Janet's photos showed it was a group thing!

My last race this year was the Savannah Speed Classic at the Grand Prize of America track which is also rough in places. Turn 8 at the end of the back stretch or "Rick's corner" as some of the Corvair drivers call it because I have gone off there numerous times is an interesting corner, especially the entry over undulating asphalt, humped up concrete and loose material. I knew I'd bottomed out several times on the approach depending on where I'd positioned the car.

I wasn't the only one having "fun" in that corner as a number of cars went astray there. However this past week was spent more thoroughly checking out the old racer (car, not me!) and I found some issues. I scraped all the old rubber off the tires in preparation of having them turned around on the rim and rebalanced. This gives me the chance to really scrutinize the tread for any damage and check the wear pattern. It appeared I needed a bit more negative camber especially on the rear.

I put the car on my risers and turn plates and checked the camber. It was -3 degrees on one side of the rear and 1 1/2 degrees on the other. When I swapped out the 3:55 diff for the 3:89 it didn't occur to me to check the alignment. Also the numerous engine removals for clutch problems probably contributed to it.

When I checked the front I found they were not where I set them originally. As the racers all know to get more negative camber on the front you will need to shim the upper control arm inward because the factory camber bolt has a limited adjustment range. After adding more shims I found the camber adjustment bolt nuts to be loose! Dang!

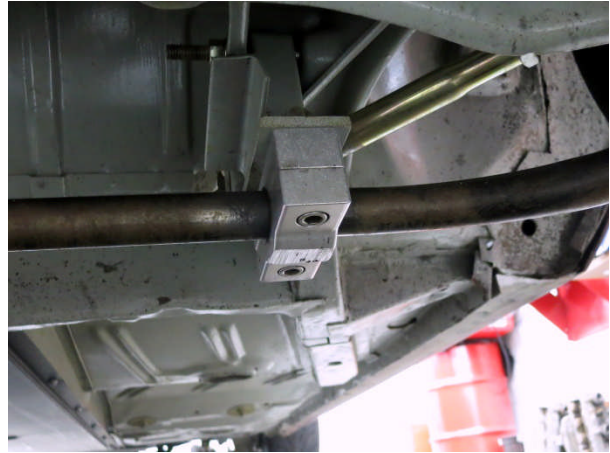
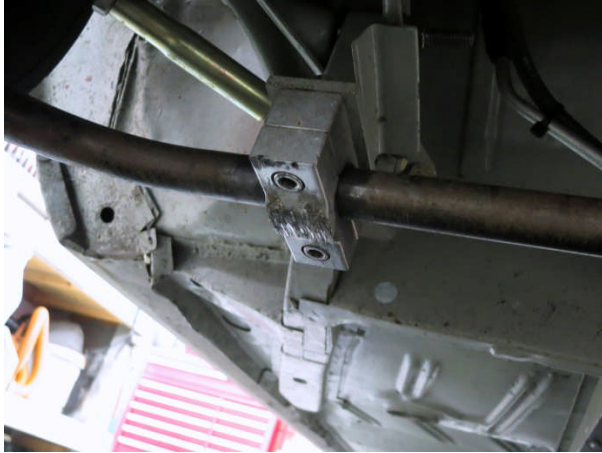
After readjustments were made and the nuts tightened I noticed the nice aluminum brackets on my front sway bar had been ground down a bit. Not a problem but I unbolted the ends and rotated the bar to make sure it was free and not bound because the brackets had bent. Also when removing the bolts that hold the end links I found both of them were bent!

I've encountered this before so they were replaced. I used to bent the end links but I stepped up to some heavier duty pieces. I use old ring gear bolts (ala Bob Coffin) so they are not soft. It shows the force of some of those hits to the front end.

Also at this time I finished the redesign of the dash. The original fabricated dash had a slight reverse slant to it which made it difficult to read the gauges so I fabbed up a wedge bracket to angle the gauges toward the driver but ran out of time when I was trying to get the car ready for the Mitty which I did not make. I took this opportunity to get that done and I am pleased with the outcome. Also I switched back to an all in one aircraft style cylinder head temperature gauge like I had in the Sunoco car.



Sometime next year before the racing season gets under way I will drop the power pack to change the diff back to the 3:55 unit and probably disassemble the engine for a close check of all the expensive parts! May not be needed but I'm not Dave Edsinger! Grin. I gotta know what's happening inside there.



Why you want to go vintage racing from Winding Road Magazine

In some ways, vintage "racing" isn't really racing. Chances are, you'll be in a class with other cars that aren't really like your car all that much and then that class will be in a larger run group with totally different cars. So, if you are accustomed to thinking of racing as being something like Spec Miata or Pirelli World Challenge or Indy Car, well, vintage is different. But in that difference are some charms, which is why so many people love vintage racing. We recently ran in the SVRA National Championship at Circuit of the Americas, and we were reminded of the attractions of vintage racing. For example:

1. Vintage racing is a car show, and if you like race cars, it is a really good car show. We saw Benetton F1 cars, Porsche 356s, four rotor Le Mans Mazda's, LMP2 Pescarolo's, Formula Juniors, 2L Chevrons and Trans Am cars. That's just the beginning. SVRA had 419 cars registered, and in every part of the paddock there was something memorable.
2. Instead of racing in class, you get to race against history. For example, we ran our Porsche GT3 Cup car in Group 10. Just behind us (!) on grid was Mazda 787B-003, a car very similar to 787B-002 which won Le Mans in 1991, except for its sprint race trim. "Beating" a historic Group C car or a Can-Am car isn't exactly a

lifetime achievement when the competitive drivers have been told to preserve the museum piece they're wheeling around.

3. You race against cars that make speed very differently, which, under 13/13 rules is challenging. Our 415 HP Porsche was grouped with several Trans Am and NASCAR tube frame racers, which make 700 or 800 HP depending on who you ask. We could put down similar or better lap times, but at COTA they could completely walk us on the straights and then park in the corners, time for some race craft.

4. We generally think racers are pretty good folks to hang out with, but vintage folks are especially fun. That's partly because the atmosphere created by the big, fancy paddock is so great, and partly because most vintage racers don't take themselves too seriously. The addition of auctions, concerts and mini-celebrities doesn't hurt either.

5. There is a better-than-you-may-realize chance you have a vintage car. We wish we had \$20 for every time someone asked "how is your 2006 Porsche a vintage car?" The simple answer is that "vintage" doesn't mean "old". It really implies a car with some history. SVRA's recent decision to allow NA (1990-93) 1.6L Spec Miata's and you begin to see that vintage racing is more accessible that you might have thought.



Jim Chapman at Silverstone



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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