



Newsletter of the Performance Corvair Group (PCG)

# CORVAIR RACER UPDATE

JANUARY 16, 2017

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CORVAIR ALLEY NEWS, by Rick Norris



In the latest copy (Feb.-2017) on page 92 there is a short article of an interview of A. J. Foyt aka "Super Tex" by John Pearly Huffman. Among the fifteen questions asked this one stood out as typical of A. J. when asked: What are your thoughts on Mario Andretti? He replied, "I didn't give a shit about Mario Andretti when I was racing against him!" This of course is the same man who bitch slapped Arie Luyendyk! Here's the link to the You Tube video. Gotta love o'l A.J. : [https://www.youtube.com/watch?v=kR3NY9n\\_hlY](https://www.youtube.com/watch?v=kR3NY9n_hlY)

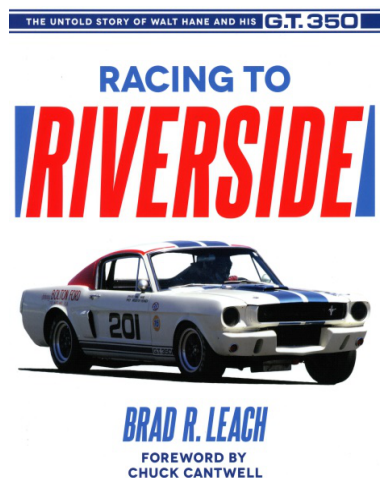
I see where TOYO now has a new improved model of the R888 fire called the R888R. Looking at the specs and recommendation for set up I see no difference. Since I need a new set for this year I may try them. Toyo recommends the following general set-up guidelines for the Proxes R888R:

Operating Temperature: 160°-220° F, Hot Inflation

Pressures: 32 to 38 PSI, Camber: -1° to -3°

Caster: As much positive as possible. (castor your fate to the wind?)

I did receive a very nice gift from fellow racer Jon Whitely. I haven't read it yet but it's in my stack of Winter reading. Thanks Jon.



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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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**Tracy sez:**

IMPORTANT PERFORMANCE WORKSHOP INFO AHEAD!!!

NEW WORKSHOP DATE! Because we just found out that the Corvette plant is NOT hosting tours on Friday March 3, we are opting to change the date to MARCH 9-12. PLEASE give me feedback! If too many can't make the change, we will rethink the original dates.

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Distributors or Star Wars scout droids? You make the call.

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**Fourteen Races on 2017 SVRA Vintage Race Schedule**, FROM Sportscar Digest.

The Sportscar Vintage Racing Association (SVRA) will field a 14-race event schedule in 2017. The SVRA is growing its marquee events at courses such as Sebring, Road America, Watkins Glen, Sonoma, Mid-Ohio, Portland, Virginia International Raceway (VIR) and Circuit of the Americas (COTA). A highlight of the schedule is an expanded relationship with the Indianapolis Motor Speedway for a second weekend of racing. The SVRA will not only present its Father's Day weekend Brickyard Invitational but also a new event, "The Open Wheel World Challenge," one week earlier, June 8-11.

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“We are proud to work with world-class venues strategically selected on both coasts and in the middle of the country,” said Tony Parella, SVRA president and CEO. “This national platform provides access to essential markets for our sponsors and are conveniently located for our member race teams and our growing fan base.”

The new event at the Indianapolis Motor Speedway is expected to showcase as many as 500 cars. SVRA officials describe it as homage to the 50th anniversary of Formula Ford racing. In addition to Formula Ford, any open wheel road racing car, including Formula One, Formula 5000, Indy cars, Indy Lights and Formula Junior will be invited. Specific race groups will be established that combine cars of similar speed and will focus on rules for Monoposto, FIA, and SCCA race cars.

In addition to traditional racing venues, the SVRA is the featured motorsports competition event of the year for the Amelia Island Gran Prix in March. The Amelia Island race meet takes place immediately following one of the top automotive events in the world, The Amelia Island Concours d' Elegance in north Florida. The Gran Prix is presented at the Fernandina Beach Municipal Airport and delivered promising attendance in its inaugural event earlier this year in a community with an evident car and motorsports culture.

SVRA reported the Coronado Speed Festival at North Island Naval Base cannot take place in 2017. The Naval Base Coronado XO cited that due to ongoing runway/taxiway repairs and construction projects, the Naval Base Coronado would not be able to support the event.

“I cannot articulate how much this event resonates within me personally, and throughout the racing community,” continued Parella. “We are hopeful and optimistic that we may continue the Coronado Speed Festival’s great racing traditions in 2018.”

Many of the SVRA weekends extend their influence beyond the racing venue to become integral to the larger community. This is never more apparent than with the U.S. Vintage Grand Prix and the Grand Prix Festival of Watkins Glen. This is essentially a local holiday as on Friday of that weekend the vintage racers of SVRA join other proud car owners to present tours of The Glen’s original 6.6-mile public roads course where America’s first major road race was held in 1948.

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The SVRA National Championships will be presented at COTA to close the calendar on a high for the fourth year in a row in 2017. In this invitational drivers from across the spectrum of vintage racing converge and compete for the title of national champion in their car class on America's only Formula One world championship facility.

In addition to the vintage racers of SVRA, the professional Trans Am series, International GT and Historic Trans Am all are expected to appear at select 2017 events.

#### 2017 SVRA Vintage Race Schedule

February 10-12 – Spring Vintage Classic, Spring Mountain, NV

March 2-5 – Sebring Vintage Classic, Sebring International Raceway, FL

March 16-19 – Amelia Island Vintage Gran Prix, Fernandina Beach, FL

March 25-26 – Willow Springs Historics, Willow Springs, CA

April 28-30 – Southern California Historic Sports Car Festival, Auto Club Speedway, CA

May 18-21 – Spring Vintage Festival, Road America, WI

June 1-4 – Sonoma Historic Motorsports Festival, Sonoma Raceway, CA

June 8-11 – Open Wheel World Challenge, Indianapolis Motor Speedway, IN

June 14-18 – Brickyard Vintage Racing Invitational, Indianapolis Motor Speedway, IN

June 22-25 – Vintage Grand Prix of Mid-Ohio, Mid-Ohio Sports Car Course, OH

July 27-30 – Portland Vintage Racing Festival, Portland International Raceway, OR

September 6-10 – U.S. Vintage Grand Prix, Watkins Glen International, NY

September 21-24 – Heacock Classic Gold Cup, Virginia International Raceway, VA

November 1-5 – US Vintage National Championship, Circuits of The Americas, TX

**The Ins and Outs of Pressing Piston Pins and Bushings (Edited)**



(On a personal note, I have found over the years of ownership that my free standing hydraulic press is an indispensable tool in my shop. It's also very good at destroying things!)

We've spent the past few weeks talking about measuring and machining connecting rods but we may have put the cart before the horse. This week we're going to correct that by talking about removing and installing piston pins and bushings.

Hydraulic Press

In order to prep your con rods for machining, you will need to have a few items. First, you'll need a shop press. Goodson Tech Services Manager, Erik Shepard, recommends when looking to adding a shop press ask yourself a few questions.

What's your budget? What do you plan to do with the press?

Erik said, "Usually when someone gets a press, they find all kinds of things to use it for, from pressing out pins and bushings to straightening pieces, etc."

How strong of a ram do you need?

For pressing piston pins and bushings, you'll need a minimum of 5 tons of pressure, but you'll probably want to go up to 20 to 30 tons if not higher, depending on what you plan to do with it.

How much room do you have for a press?

Presses are available in lots of sizes from bench-top units to large free-standing ones. Depending on what you plan to do with the press, you will also need room around the unit so keep that in mind when choosing a press.

What's your power source? Is it hydraulic or air over hydraulic? Both have their advantages and disadvantages.

For pressing piston pins and bushings, you'll need a minimum of 5 tons of pressure, in our experience; most pins should break loose at 1800 to 2200 PSI. If you're still running into resistance at this point, you have other problems. If all

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you're going to do with the press is work on con rods, you can use a bench-top model but as Erik said before, you'll probably find all kinds of uses for a press. He also added that you need be sure it is rigid and durable. Look for quality welded joints and heavy gauge metal. When deciding which press to add to your shop, you will also want to check out the machine's warranty. Remember, a shop press is as important an investment in your business as any of the other shop machines you use.

Now that you have the press, you'll need some fixtures and tooling with which to work. Goodson offers several units for piston pin pressing and for pressing pin bushings, particularly tapered pin bushings.



Goodson Techxpert, Chris Jensen gives these key tips:

Use the fixture with the press plates that came with your press

Always select the proper insert. Be sure it fits the piston and pin properly

Always use Press-Fit Lube (Goodson PFL-200) during the removal and installation process

Verify alignment, verify alignment and verify alignment

The piston must float during installation

The rod must be centered on the pin for proper installation

One last warning that applies with all of these operations: If you run into excessive resistance, do NOT keep applying pressure. You can easily cause damage.

Universal Piston Pin Press-Out Tool (PPE-1) (Ed. See Goodson online catalog plus you can order a free copy) [www.goodson.com](http://www.goodson.com)

For more specific information, check out the product use instructions.

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As always, if you have any additional questions about these or any Goodson products, contact the Goodson Techxperts by email or call 1-800-533-8010.

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***PCG Club Officers:***

President: Tracy Leveque Email: [libgan2004@yahoo.com](mailto:libgan2004@yahoo.com)

Vice Pres: Ned Madsen Email: [aeroned@aol.com](mailto:aeroned@aol.com)

Webmaster: Allan Lacki Email: [redbat01@verizon.net](mailto:redbat01@verizon.net)

Newsletter Author: Rick Norris Email: [ricknorris@suddenlink.net](mailto:ricknorris@suddenlink.net)

Newsletter Layout: Allan Lacki Email: [redbat01@verizon.net](mailto:redbat01@verizon.net)

