



Newsletter of the Performance Corvair Group (PCG)

CORVAIR RACER UPDATE

FEBRUARY 6, 2017

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

ESTABLISHED 2007

CORVAIR ALLEY NEWS, by Rick Norris



There has been a lively discussion on the Facebook Racer page concerning the vintage racing rules from different organizations, particularly SVRA, that far reaching entity. I personally have never raced with them. It seems the entry fees are rather high especially at their premo event held at Indy. I would like to add that track to my list of completed bucket list items but doubt I ever will. I have to pick and choose my events carefully due to the expense. It seems the rule book as it were is a moving target.

It does appear that Mr. Parella is trying to make his organization, SVRA the "be all do all" outfit. That's not a knock on him, it's that I think he's trying to do too much too fast. They are even adding a hill climb this year at the famous Tail of



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.

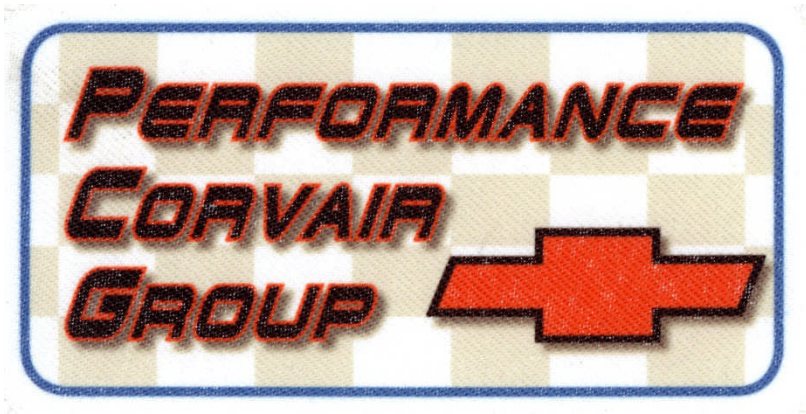
the Dragon. That should be interesting. I have run one hill climb at the Eagle's Nest along with several other Corvair racers back in 2009. Those damn things are dangerous! Just ask David Clemens.

Tracy sez: 34 More Days Until The Performance Corvair Workshop!

HOTEL INFORMATION!
MARCH 10-11

Country Hearth Inn &
Suites, 395 Corvette Drive,
Bowling Green KY 42101

270-783-4443 Mention
Corvair Group



1-Queen bed is \$57.50 +
tax (11 nonsmoking rooms/4 smoking)

2-Queen beds is \$67.50 + tax (9 nonsmoking/2 smoking rooms)

6-Jacuzzi rooms \$95 + tax

This hotel is across the parking lot from the museum. There are other hotels close by if this one fills up too soon. The manager said he would help find more rooms if needed.

IF YOU'RE TRAVELING ALONE, PLEASE GET A SINGLE QUEEN ROOM TO ALLOW MORE TO STAY AT HOTEL

I will be posting event pricing/menu/other stuff as I get confirmation from those I am dealing with.

STILL needing volunteers to talk about your projects at the workshop! Doesn't have to be a new invention.....the guys like hearing about any type of car stuff! Email me at Libgan2004@yahoo.com.

SVRA adds hill climb event in N.C.

Article from Vintage Racing League Magazine

The Sportscar Vintage Racing Association (SVRA) today announced that the vintage racing organization will host a hill climb event for the first time near the historic "Tail of the Dragon," one of the most heavily traveled sport bike and car enthusiast roads in America. Called "Slaying the Dragon," the new event will take place on what is considered one of the safest competition hill climb roads in America.

The exact course has yet to be defined but will be a portion of Joyce Kilmer Park's 4.2-mile Maple Gap Road located in the area of Robbinsville, N.C. Like the legendary "Tail of the Dragon" just 11 miles away, this road presents a daunting array of curves that challenge even the most daring and skilled motorists. Unlike the better-known stretch of pavement, Maple Gap is lined with guardrails and earthen walls that protect drivers and prevent cars from plunging down slopes. It has a long history of safe, successful sports car hill climb competitions. The innovative event is a late addition to the SVRA's 2017 schedule and will take place October 6-8.

Adventurous thrill-seekers have been drawn to this region's roads for over 100 years, so it's packed with history and heroic tales," said Tony Parella, SVRA president and CEO. "We're always looking to provide our drivers with exciting experiences and challenges. A hill climb conducted on public roads brings wonderful diversity to our schedule."

Nestled in the area of North Carolina's Great Smoky Mountains and the Cherokee National Forest, Maple Gap's twisting curves, blind sweepers, switchbacks, and varying running surfaces demand respect. SVRA officials expect the final course to present a mix of high-speed and tight, slow curves with steady elevation.

The Slaying the Dragon weekend will remain true to the SVRA's festival brand reputation for motorsports events. Look for a variety of amusing activities with an abundance of images and models of dragons integrated with mountain culture well known for artistic expression as well as entertainment.

"Involving the community is not just important to the success of the event, but also to create opportunity for a region that experienced unemployment as high

as 14% over the last year," said Slaying the Dragon Hill Climb Director Ted Theodore. "This kind of event attracts thousands of spectators and participants from outside the area. That means an important, positive economic impact."

Theodore, who has served as event director for seven sports car hill climb competitions, works for the win-win with the local community. Involving citizens in a family-friendly celebration creates fun and financial support. SVRA plans to work with area high schools to develop fund raising programs and involve students in fun and meaningful roles supporting the event. Local vendors also have opportunities to market their wares and services.

Theodore's experience is essential to matters of a more immediately serious nature as well, such as emergency response teams. The team he has assembled has a detailed, proven plan for rapid response with Emergency Medical Service teams who have ambulances with airlift readily available if necessary.

"This is one event I will absolutely compete in, and I want to win," Parella added. "This is truly a driver's course, hugely challenging. I can't tell you how excited I am to provide this for our drivers, teams and car owners. I include myself in that number. I can't wait to take my Corvette roadster through those curves!"

Bearing Clearance From MAHLE

Bearing clearance is determined largely by the geometry of the bearing bore and the crankshaft journal. Naturally, the better the geometry, the tighter the clearance you can tolerate. A rule of thumb is a minimum of .0075" to .001" of bearing clearance for every one inch of shaft diameter, so, for example, a 2.100" Chevy rod bearing journal size would be a minimum clearance of .0016" to .0021". For performance engines, adding an extra .0005" to the minimum is a good place to start.

Generally speaking, lower clearances are better because the lower clearance gives a wider, broader oil film contact area, spreading the load over a greater surface area. We know that NASCAR engines run clearances as low as .001" on a 1.850" shaft, but the geometry of parts is very good, there are no sub-zero starts and oil quality tends to be very high. Low viscosity oil works very well with

low bearing clearances and just in case you are wondering; ZDDP content really has no effect on bearing/shaft lubrication.

To sum it up: For journal bearings, regardless of their material, it is a delicate balance of several variables including the oils high temperature shear viscosity, oil flow through the engine, bearing clearance and the local contact geometries between the bearing shell and crank journal.

MAJOR CAUSES OF PREMATURE BEARING FAILURE

Dirt 45.4% (Ed. Ya can't be too clean!)

Misassembly 12.8%

Misalignment 12.6%

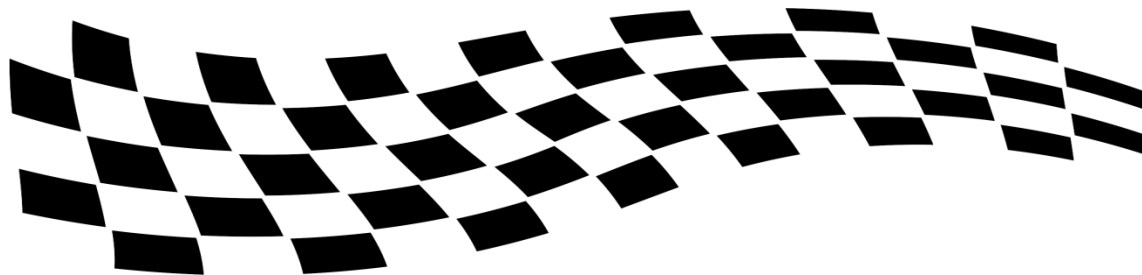
Insufficient Lubrication 11.4%

Overloading 8.1%

Corrosion .3.7%

Improper Journal Finish 3.2%

Other .2.8%



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