



Newsletter of the Performance Corvair Group (PCG)

CORVAIR RACER UPDATE

FEBRUARY 20, 2017

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

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CORVAIR ALLEY NEWS, by Rick Norris



{The following article doesn't show anywhere our D Production Corvairs would fit but it would not hurt to ask. Maybe they will make a class if enough interest is shown out there on the left coast}.

From the Vintage Racing League Newsletter:

New Spring Classic Vintage Race at Laguna Seca, February 8, 2017 by Sports Car Digest

Mazda Raceway Laguna Seca has added a new vintage car race to its 2017 schedule. The Spring Classic will feature nine different race groups that will qualify on Friday, May 19, and race on Saturday, May 20, and Sunday, May 21.

"Adding the Spring Classic to an exciting slate of events this season is a great way to celebrate 60 years of Mazda Raceway Laguna Seca," said Gill Campbell, CEO and general manager of Mazda Raceway Laguna Seca. "The response to vintage racing has sparked a demand by automobile enthusiasts all over the country. We are happy to be able to provide a showcase for race cars from those eras at the Spring Classic in addition to the earlier eras of automobile racing that are at the forefront of our Rolex Monterey Motorsports Reunion."

The primary focus of the inaugural Spring Classic will be race cars from the 1970s,

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.

1980s, and 1990s. The nine groups of historic race cars in competition will include the following:

1967-1972 Formula B

1973-1984 SCCA Production GT Cars

1966-1972 Trans-Am

1966-1974 Can-Am

1973-1979 Formula Atlantic

1966-1972 Trans-Am 2.5 Liter

1983-2007 World Sports Car – Le Mans Prototype

1979-1994 Historic Stock Cars

1967-1984 Formula 1

Two-wheel enthusiasts can also enjoy historic motorcycles making exhibition laps each day. Owners and drivers interested in participating may complete an entry request at SpringClassic.org.

For more information, visit MazdaRaceway.com or call 831-242-8200.

Practical Guidance: Shop Tips

From a Classic Motorsports Magazine article. (Edited)

Most of us Corvair guys have something we like to call a “shop” where we work on our cars. Here are a few tips with comments to make the experience better.

CAMERA Have a dedicated digital camera for taking photos during a tear-down. It's very handy to refer to later, and it won't matter if it gets dirty or greasy. I have a Canon S100 that works really well and has a really good macro mode. Very simple controls are perfect for garage use. An SD card can easily be transferred from camera to computer. (Ed. You can never have too many pictures! Make sure you get every angle. Also get a wide or establishing shot because an extreme close up will be hard to identify later.)

COMPUTER A retired tablet or portable computer connected to the internet is also handy for information searches. It's amazing the amount of information out there. Once I had a problem, posted to an board late at night, and received a reply with a solution 15 minutes later.

TAPE Get some dum dum tape. It's a butyl rubber tape often used for window installation or sealing ducts. It's also great for removing metal shavings from various objects, especially magnetic ones. Put a tiny piece on your finger, and now you can hold that nut even upside down. Put some on the tip of a screwdriver to hold the screw when getting it started. Use it to fill holes in your firewall. Use it anytime you need something to stick to something else, or if you need something sticky to pick up an object.

MAGNETIC TRAYS When taking something apart, I start with magnetic trays. I always have three or four stuck on the front of my lift (providing you have one) for easy access. If the item I'm taking apart starts to be complex with many sub-parts, I then pull out the small Ziplocs I've saved from various purchases like Clark's and start filling them up. Label each bag with a marker or just drop a note inside. This will save you when your project gets delayed a for a long time.

TOOL TRAYS I purchased two trays that hold many sizes of U.S. and metric wrenches—all labeled and organized. If I'm not sure which wrench size I need, or I know I need more than one size, I'll just pull the tray out of the tool chest to have one copy of almost anything I need I have a similar tray that holds my entire set of quarter-inch drive sockets. (Ed. I have two tool trays, one for metric and one for SAE. Both have carry handles which makes it easy to have them at hand to the work.)

LIGHT "You can never have enough light." And I'll add "especially under a lift." I bought a number of small, inexpensive under-cabinet fluorescent lights and mounted magnets on the back. These sit under the lift, always connected, so I can turn them on and move them around if needed. They can also act as a trouble light and can attach under the (metal) hood of a car. Along the same lines, I have many small, portable, magnetic lights to use inside the car and under dashes. While fluorescent or LED trouble lights are great, sometimes you need to eliminate shadows by getting the light way up under the dash. That's where the little magnetic LED lights come in. Small LED headlamps are great,

too. I think that for most interior jobs, I end up using a 3AAA headlamp to augment the light.

SHOP TOWELS For dirty jobs—lots of oil/grease/grunge—use fabric shop towels instead of rags. It helps on the domestic front when the rags aren't too grungy. (Ed. This is where I call T shirts "shop rags you can wear". All of my old shirts eventually become shop rags, although some synthetic fibers are not very absorbent.)

WORK SPACE Have a working space reserved for setting aside large parts. Put down a drop sheet (cardboard!) so you can slide it around when the parts need to move. (Ed. As those of us who have taken a car completely apart know, it takes at least two and a half times the space to store the loose parts.)

CAULK If you've ever installed a windshield, you know you have a limited amount of time to lay down a specific-sized bead of urethane. On my first attempt I actually bent my manual caulking gun, so I found a fairly inexpensive pneumatic gun. I've already used mine twice and it has worked great. (Ed. And if you have arthritis in your hands this can be painful.)

AIR TANK I bought a portable air tank before I had a big compressor. I find myself using the tank quite a bit even with the compressor. The air tank is great because you have air available without starting up the compressor. It's also useful for refilling tires at the end of a track day; filling neighbors' tires when you can't get your compressor close enough, blowing dust off of items, drying tools, etc. (Ed. I never start and stop my air compressor as it's on all the time. With a 60 gallon tank and outlets positioned around my shop I always have air any time and any place. You can never have too big of an air compressor!)

WISE Have a good, heavy vise attached to a sturdy workbench. This has already been covered in previous articles, but it is totally essential. My workbench is my wife's old desk, and it withstands repeated pounding. (Ed. Again bigger is better and so is American made. I bit the bullet and bought a 6 1/2" jaw Wilton Tradesman. It wasn't cheap but it was free shipping and that sucker weighs 70 pounds!)

TORCH I inherited a small propane torch from my dad and never knew how useful they were until getting one. They can help greatly with getting fasteners unstuck, shrinking metal, soldering, brazing, etc.

PARTNER Last, have a partner who supports your hobby and hours in the garage—and also likes to drive some of the cars that you work on! (Ed. And brings beer!)

WE GOT INK!

Here's a screen grab of Michael LeVeque at Indy from Geoffrey Grahovac of an ad on the Velocity channel for the Americarna show. I saw it twice but didn't have the recorder on. Thanks to Geoff.



PCG Club Officers:

President: Tracy Leveque Email: libgan2004@yahoo.com
Vice Pres: Ned Madsen Email: aeroned@aol.com
Webmaster: Allan Lacki Email: redbat01@verizon.net
Newsletter Author: Rick Norris Email: ricknorris@suddenlink.net
Newsletter Layout: Allan Lacki Email: redbat01@verizon.net

