



Newsletter of the Performance Corvair Group (PCG)

CORVAIR RACER UPDATE

FEBRUARY 27, 2017

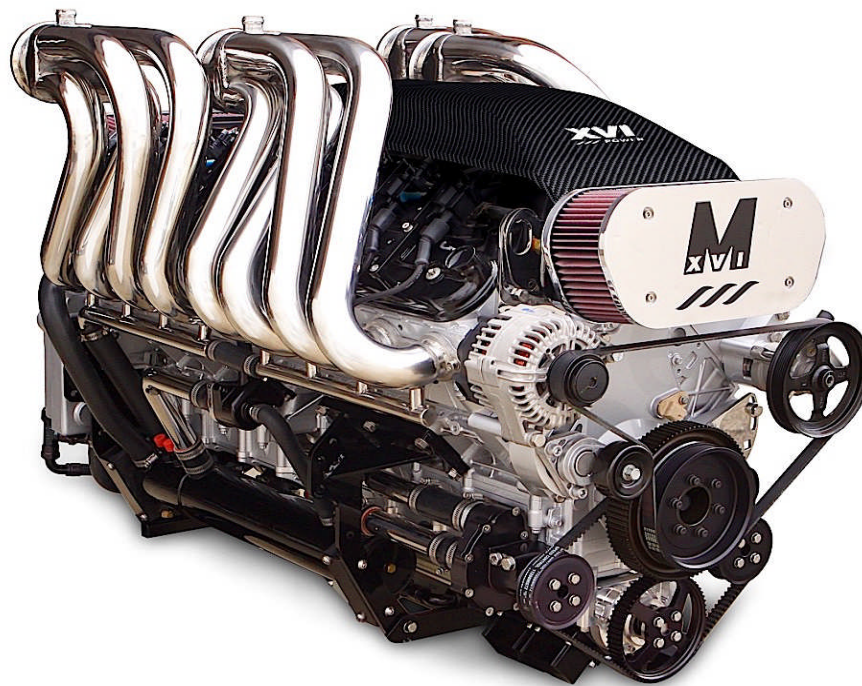
[HTTP://WWW.CORVAIR.ORG/CHAPTERS/PCG](http://www.corvair.org/chapters/pcg)

ESTABLISHED 2007

CORVAIR ALLEY NEWS, by Rick Norris



I think I found the power plant for my next mid-engine Corvair build! This bad boy is a V16 LS based marine engine capable of 1200 to 1400 HP normally aspirated. I might have to move the seat up a bit....but the headers out the back window will be awesome!



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.

NATIONAL CONVENTION IN INDEPENDENCE, MO

The schedule and event details can be found at
<http://www.corvair.org/2017convention/> .

There will be an auto-x at the event, as usual, set up by Travis Bolton and Charlie Clark at a great track.

Corvair Society of America International Convention

June 27-July 1, 2017

The Vairs Stop



Here



Independence, MO

Home of Harry Truman and the Truman Library

CORVAIR TRACK CLASSIC

Also, the CTC (Corvair Track Classic) is again planned for this year in Hastings, NE. Details for this event can be found at <http://shadesclassiccars.com/blog/corvair-track-classic-hotel-information-and-registration> .

MARK GILLESPIE SEZ:

The Yenko exhibit at the PVGP on July 15&16 is coming together. Due to space limitations it is by invitation only. It will be sponsored again by Classic Industries and Special Vehicle Engineering, which builds the Yenko Camaro and Corvette. We will have a variety of cars...Stingers, Camaros, Corvettes and a lot of Yenko history as well as special guests. With 200,000 spectators in 2 days and a lot of magazine coverage and TV and radio interviews. Our theme is: "Honoring the past, celebrating the future".

I have also invited the Western Pa. Corvair Club to participate to promote the 2018 Corvair International Convention.

SVRA ANNOUNCES VINTAGE RACING NATIONAL CHAMPIONSHIP

Thursday, 16 February 2017, from the Vintage Racing Newsbrief.

The Sportscar Vintage Racing Association today announced that for the first time, it will offer season-long championships for both their short sprint races and their endurance contests of a set distance or timed competition of up to 90 minutes in duration. Previously, the season-long SVRA points championship has been centered in the eastern United States.

"This is clearly another example of how the SVRA has expanded into a national platform," said Tony Parella, SVRA president and CEO. "We're proud to be the first and only vintage racing organization to make this kind of recognition for our drivers and car owners possible."

Points awarded to drivers for finishing positions are the same for both the sprint and endurance competitions. They range from 16 for first place to a single point for 10th. Race weekends awarding points will vary, however. The sprint race

schedule includes 13 event weekends for all SVRA groups. The endurance championship includes 10 weekends and each of those enduros may have unique classes to be announced. When co-drivers participate in an enduro, they can be eligible for points.

To be eligible for any season championship, drivers must be SVRA members. For the sprint race championship, a driver's best six finishes of the 13 races awarding points will be counted. To qualify, a driver must participate in at least three races during the season. Points are awarded for both Saturday and Sunday feature races with the exception of Sunday of the weekend at COTA. The season champions will be recognized at the Saturday evening banquet at COTA.

COTA is the host track for the SVRA's established gold Bell Racing National Champions Helmet. Unlike the new season points championship announced today, the Bell Racing National Champions Helmet is a single-event competition and is open to all competitors from any vintage racing series in a run-off style contest. The Bell Racing National Championship Helmet races were first established in 2013.

The SVRA endurance series championship will take place at the following tracks: Sebring International Raceway, Amelia Island Vintage GP, Willow Springs, Road America, Indianapolis Motor Speedway (Open Wheel Challenge), Indianapolis Motor Speedway (Brickyard Invitational), Mid-Ohio, Portland International, Watkins Glen, Virginia International Raceway. In addition to those venues, the sprint race championship series will include weekends at Roebing Road Raceway, Auto Club Speedway, and COTA. For full details on the structure of these national season points championships, see the SVRA website.

"I believe this kind of innovation and our growing national platform has a lot to do with the increased interest we are seeing with sponsors," Parella added. "The accessibility of our product throughout the country at marquee venues naturally translates to greater visibility and awareness."

SVRA officials report consistent annual triple-digit growth since 2012. The sport has rapidly grown from a regional activity largely concentrated in the southeastern United States to one that spans the continent at most of America's top race courses. Leading brands partnering with America's premier vintage racing organization include Jaguar, Land Rover, Zenith Watch, and Robert

Talbot as well as recent additions Hoosier Tire, TRITEC, Safecraft and National App.

(Ed. I don't see this as a good thing for vintage racing.)



CHUCK SADEK SEZ:

So those of us who race know. here is the short story on me going to Fargo ND in very low temps to pick up the #89. (ex Jon Brakke race car)

I left on Wednesday, from VA, the day after Christmas, had fuel filter problems requiring an overnight in IN, then on to MN for the night, arriving in Fargo ND late Friday morning. It was dark, cold, blowing snow, snow packed on roads off the interstate. Did I say it was cold?

When I bought the car, I took an engine I built, using one set of Jon's heads, his rods and pistons. Jon and I completed the build, installed the engine and we fired it, and then went to dinner with Lisa. (I had a touch of the flu bug that night). The next morning, Jon anointed me with all the spares for the car;

everything he hadn't sold. He retained some transaxles, cams, cranks, valve train stuff and a set of heads. I bought some of it; much had been sold already by the time I bought the car. On Saturday morning the 28th of Dec. with temps in single digits, we loaded car and spares. I set off from Fargo, really cold out with the wind blowing from the North (where else?)

I stayed overnight NW of Chicago where the Corvair crowd stayed before the Blackhawk Farms track event. Early Sunday morning, I left NW side of Chicago, arriving in Fredericksburg, VA around ten pm.



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Regarding Jon's laps, his car was SCCA GT3 legal. The engine in Jon's car was a SCCA legal .040 over with legal size Weber carbs. Since I have had it, the only differences have been larger Weber carbs, and racing with 15" Hoosier Street TDs due to classification issues with SVRA back then. Now needs a new fuel cell and belts. Of course, tires are old, too.

Hope to have the #89 on track locally for shake down this Spring.

(Ed. We hope to see you back on track soon too!)

HAVE YOU SEEN MY NUTS?



Russ Davis of Blue Chip Machine (bluechipmach.rd@gmail.com) has created a new product for the Corvair engine. This is the result of his twice having the Clark's repro head nuts strip out during an engine build before torque is reached. His fruitless search for a more suitable replacement was the causative factor in the creation of this special product. It's especially attractive to us racers who have experienced the same failure.

These head nuts are grade 8 quality and black anodized. The extra-long threads will capture all the available head stud threads for better grip, especially if you are lucky enough to have a set of studs with perfect threads, something those of us in the rust belt rarely experience.

This product would also rectify the problem some encounter on a highly modified race engine where the heads have been cut deep enough that you can see the end of the threads beyond the contact surface of the head. This can be exaggerated by a replacement head stud that will not thread in as far as the factory stud did causing the threaded end of the stud to protrude. This is

usually remedied by stacking washers under the head nut. It works but not the best way to do it.

Pricing has not yet been set so contact Russ for more info.

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