



Newsletter of the Performance Corvair Group (PCG)

CORVAIR RACER UPDATE

MARCH 6, 2017

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CORVAIR ALLEY NEWS, by Rick Norris



I will attend the Performance Corvair Group workshop this coming week end. As usual I will leave Friday morning and arrive before noon as it's a 4.5 hour drive from my shop.

Not certain what I will talk about, but the upcoming race schedule is always on tap. Maybe I'll do a question and answer thing. I could do an in depth talk on polishing worm gear clamps and aligning the screw on plumbing under the car that nobody but you even knows exist! (Tongue placed firmly in cheek) Then maybe I can speak about the "interesting" experience of building an engine for client down in Florida.

My "big" project for the past week end was getting Janet's lawn mower running again. It was doing some weird things last season so with the warmer weather our grass definitely needs a trim. One of our neighbors has mowed his lawn three times already!

Okay, the mower engine would start after several pulls on the cord but would not remain running. It sounded as if it were running out of gas but there was plenty in the tank.

After doing all the usual things like checking the gas, spark plug and checking the oil level as these newer engines have a sensor that will not let it run if the oil

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.

level is too low it still would not run. I finally had to remove the carb and take it apart, inspect and clean it. After reinstalling it and pulling the cord it fired right up and ran as it should. I actually mowed our small patch of grass. I can't let that become a habit as I would not want to deprive my wife of the joy she gets from doing it herself. "I'm such a good boy!"

BARRY ELLISON SEZ:

I got a lot done this weekend but changed my mind on some things. Decided the oil coolers I had were unacceptable - wrong fittings, wrong size, just not worth working with. Inspired by Mikey, I decided to order a new one and plumb it in. While there, decided to order a t-stat, re-removed my oil filters from the very front of the nose (which I loved but didn't work with the cooler.) I think I've barely got enough room to put a battery in front of the front wheel well under the filter. It will have to be a small one, but all the oil lines from the front fire wall back are in. Plans for the rest are in stone. Fuel lines are all in except for engine area - ran out of parts! I had to order more supplies for both oil and fuel. I'll be into \$1,000 for just oil/fuel, those 90 degree -6AN ain't cheap and you need a bunch.

Front suspension is bolted in. Flaming River box stuck on w/rest of steering is stuck together while I fab up a couple of tie-down brackets. Need to bring it all back out to paint it anyhow. I might as well plan that SCCA tow bracket up front while I'm here.

Rear suspension is bolted in. I have learned my lesson - I will never, ever rip a car apart and scatter it over my garage thinking "I know this car and where all the parts go." Ugh.

Rear brake lines - on a stock car with dual master cylinder is the first line coming out supposed to be 1/4" and after the splitters at the rear does it go to 3/16"? I bought a kit that had 25' of 3/16" plus a bunch of fittings, figured that was enough and use the stock tees and firewall blocks. I'm thinking its fine from a flow standpoint, just that the main line will have to displace more fluid where it splits. I worked backward into the block at the firewall with 3/16" and found the block had a large fitting on it, looks like 1/4". So unless I can find a 1/4" flare nut

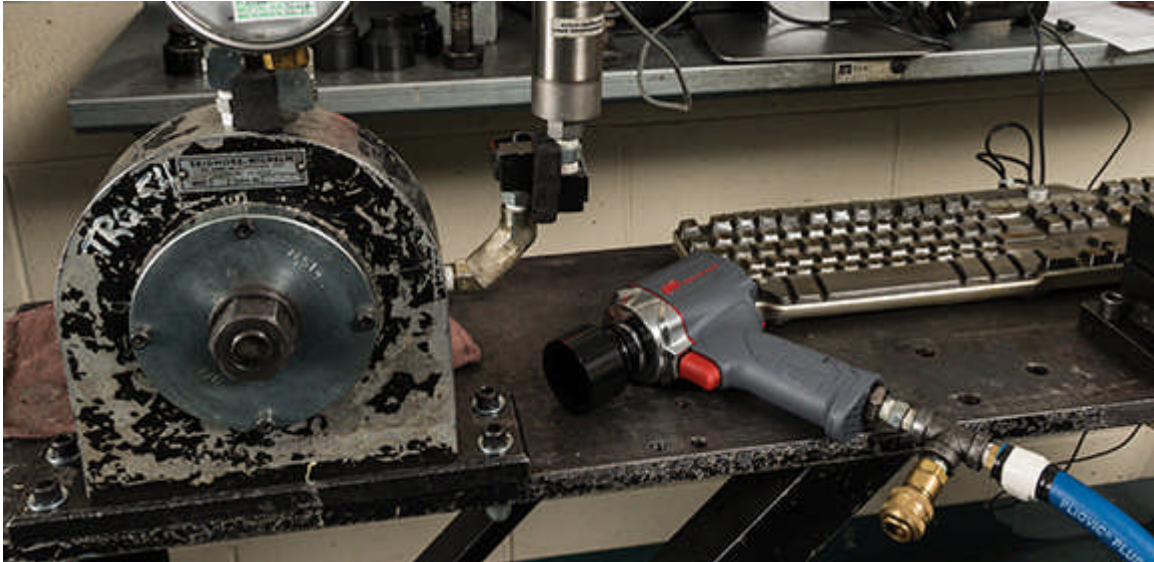
to go over a 3/16" line, I need to do that again. Ugh. I figured it was all the same since my proportioning valve is 3/16" for both inlet and outlet.



THE TRUTH IN TORQUE SERIES

{There is some good info here. Most of us own an impact wrench of one kind and manufacture or another either air or battery powered}.

Torque ratings aren't all that matter when picking a power tool. That's just one of the myths we're tackling with the Ingersoll Rand TRUTH IN TORQUE video series. These hard-hitting videos were created to bust common torque myths and talk facts about how it's measured and reported. Discover the truth at: truthintorque.com



PERFORMANCE WORKSHOP SCHEDULE

Here's the Workshop schedule you've all been waiting for:

Friday, March 10th

- 11:15 AM Arrive at Museum, check in and get badges (these will be your tickets for attractions)
- 11:30 AM National Corvette Museum – Box lunch & orientation and tour at own pace
- 12:45 PM Depart for Depot (with NCM guide as lead car)
- 1:00 PM Tour Train Depot & Railcars
- 2:30 PM Depart for RC Components (NCM guide to lead)

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- 3:00 PM Tour RC Components
 - 4:00 PM Depart (NCM guide to lead to Country Inns & Suites)

If you keep your badges, you may tour the Museum the next day as well.

BOX LUNCHES PROVIDED:

Please pick ONE of the wraps: chicken salad, ham or turkey. Chips, cookie and bottled water provided. Pop will be provided by LeVair Performance & Restoration. (Pepsi products only per museum). If you need something different, bring your own.

I WILL NEED TO KNOW WHAT WRAP YOU DESIRE BY TUESDAY!

Dinner on your own, bench racing in the lobby BYOB

SATURDAY MARCH 11TH

At the Corvette Museum: coffee, pop, water, donuts

- 8:00 AM: – doors open for vendors and Jeff Rapp – owner of featured car, please give them time to set up.
- 9:00 AM -10:00 AM: Vending begins
- 10:00 AM -10:15 AM: Opening words from Tracy LeVeque, PCG President
- 10:15 AM – 10:30 AM: Billy Cannon – Barber Motorsports Park
- 10:30 AM -11:15 AM: Jeff Rapp – Introducing the Feature Car Q & A
- 11:15 AM -1:00 PM: Break for lunch/Vending
- Pulled pork, baked beans, potato salad, and apple Pie ala-mode.
- 1:00 PM - 1:30 PM: Dale Smiley – Electrical Systems: Problems and Solutions
- 1:30 PM – 2:00 PM: Michael LeVeque – Vertical Fan Set-Up
- 2:00 PM – 2:30 PM: Rick Norris – Racin Stuff
- 2:30 PM - ? Election of new President/VP then final vending – Say good-bye Chuck

Gotta be cleaned up and out the door by 5:00PM

Dinner on your own. Bench racing in the lobby, BYOB.

NCM MOTORSPORTS PARK EXPECTED TO PRESENT NOISE ABATEMENT AGREEMENT

Bowling Green, KY -- The National Corvette Museum Motorsports Park noise abatement agreement negotiated between nearby residents and the track last October is expected to be presented for public hearing tonight (March 2) as part of a Bowling Green City-County Planning Commission meeting.



NCMMP has worked to address noise issues and subsequent legal actions.

This step follows more than 20 months of contentious debate and legal action that began June 29, 2015 when the NCM Motorsports Park was presented with a Notice of Violation by the Bowling Green City-County Planning Commission after complaints from Clark Circle homeowners about the level of noise from the facility during events. The residents live about one mile from the Motorsports Park.

Although the track is in an unincorporated area that has no specific decibel limit, the violation stemmed from the track's failure to build a "noise abatement structure," outlined in the original construction agreement for the facility as an earthen berm or equivalent.

Voluntary noise restrictions adopted in summer 2016, along with noise abatement barriers constructed by the track, have reduced noise by 10 decibels, according to the attorney who represented Clark Circle residents.

As a result of the noise-related issues, the track formally withdrew the development plan previously on file and anticipates filing a new plan that will outline future expansion and additional noise restrictions.

WE GOT SOME INK!

Found on the Road America web page and plucked from there, several photos of us at last year's WIC/Hawk vintage race. Photos by Les Tension Photography aka Michael McGill.



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