



Newsletter of the Performance Corvair Group (PCG)

CORVAIR RACER UPDATE

MARCH 27, 2017

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

ESTABLISHED 2007

CORVAIR ALLEY NEWS, by Rick Norris



Getting ready for the Mitty, the main race engine has been torn down, cleaned, inspected and reassembled. I didn't find anything unexpected but did have to repair several spark plug holes as the steel inserts backed out. I do NOT like inserts in the plug holes!

I now have one of Michael LeVeque's vertical fan kits and hope to have it installed before the Mitty. I have no experience in this area but to be able to shift without worrying about the fan belt flying off will be a new experience for sure. Hope it cools the engine adequately.



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.

JON WHITELY SEZ:



What I've done this Winter.....

High Plains Raceway typically closes for the month of December but tries to host a free track day for their customers during the week after Christmas (weather permitting). This year Customer Appreciation Day for cars was December 27th. Snow fell on Christmas but the combo of plowing early and the Colorado sunshine left the track clear and dry. One just had to make sure to stay on the asphalt. After on-track testing I believe the oil leak problem I was experiencing (as mentioned in a previous report) has been resolved. Hallelujah!

I had installed some Porterfield pads/shoes to replace the OEM-type friction material that came with the car and with which I ran last year. A noticeable improvement in braking power was evident during my day at HPR. I procured a race lid (sans doors) from Allen Amrine earlier in December. I believe this piece hitched a ride from Road America last July and eventually found its way to Allen's place. Gary Hoffman kindly donated a pair of cooling doors for the lid that he no longer had use for. I added a little reinforcement, attached the doors, made some minor repairs and had it painted. The weigh savings was about 30 lbs. over the steel/fiberglass lid and stock hinges/latch.

I also purchased a Clark bar to replace the existing Addco rear sway bar with it's cobbled-up mounting brackets. The new bar has some adjustment capability to play around with. It also now has more ground clearance which was my primary goal. My engine prep for the upcoming season is far less involved than that which Rick Norris recently documented. While I had the carbs off to remove the chokes this winter I checked e plugs and compression (all OK). Changed the oil and filter this past weekend and did a nut & bolt check. Am I good to go??

MITTY UPDATE!

APRIL 21-23, 2017

WITH LESS THAN ONE MONTH
TO GO PLEASE REGISTER AS
SOON AS POSSIBLE
(See below)



HSR ALONG WITH CLASSIC MOTORSPORTS MAGAZINE ARE PRODUCING A
COMMEMORATIVE 40TH ANNIVERSARY EVENT PROGRAM

IN ORDER FOR YOU TO BE INCLUDED IN THE ENTRY LIST INSERT WE NEED ALL
ENTRIES ASAP

ANOTHER REASON TO GET ALL YOUR PAPERWORK IN IS THAT WE CAN ALSO
PROCESS YOUR MEMBERSHIP AND HAVE YOUR HARD CARD AT REGISTRATION.
SAVING YOU TIME WHEN YOU CHECK IN.

RICK SEZ:

My last time driving at the Mitty was in 2014 with the Sunoco Corvaair where I visited the gravel pit in turn 10B! This year will be the first time for the Ragged Red Racer with I hope better results.



PITT RACE ENTRIES NOW BEING ACCEPTED

Visit he PVGP Entry Page for a PDF Entry Form and a link to pay with a credit card. We have a new credit card processing portal called ShowClix that is more user friendly, but you still



must fill out and mail in your Entry Form along with your competition license and medical form to Donna McDonough.

Prices remain the same as the last two years:

3-Day Historics at Pitt Race Entry: \$550

Test & Tune at Pitt Race July 6: \$225 Full Day \$150-Half Day,

Schenley Park Vintage Race Entry: \$500

Combo Entry for both Race Weekends: \$950

2014 was my last visit to Pitt Race aka Beaverun and the Pittsburgh Vintage GP where I broke the cam gear on my first practice lap and became an expensive car show!



HSR COMPETITION NOTICE - ~ FEBRUARY 2017

Updated versions of the HSR Code and Regulations, HSR Race/Enduro Classes, HSR Tire Specifications are available and posted on the HSR website. The critical changes are noted below. It is each competitor's responsibility review and understand those documents that apply to you or your car.

2017 Group & Class List ~ In a continuing effort to simplify and clarify the classes and groups, the new list has been published on the Rules page. Please look it over. There are very few changes from 2017, but several designations are different, mainly for the sake of simplicity.

Safety Equipment ~ Please note that we have updated the personal safety gear specifications. For most of you this means nothing new since you are usually on the cutting edge with new products anyway. The main item to note is that we are officially into the SA2010 helmet cycle. SA2015 helmets are readily available now and these will be certified until 2025. There will be no waivers issued since

we will have vendors on site at all events with complying products. Fair warning if you haven't considered this yet!

→ Automobile racing helmet with a Snell Foundation SA2010, SA2015 or FIA 8860-2010 certification. Full-face helmets are strongly recommended.→ Driving suit and underwear of fire-retardant material; Minimum SFI 3.2/5, doublelayer Nomex or FIA 8856-2000 or equivalent.→ SFI 3.3 or FIA 8856-2000 gloves and shoes. Keep in mind that most manufacturers recommend a useful helmet life of 5-years. Also, if your helmet has been involved in any hard impact, it should be replaced immediately.

Fire Extinguishers ~ Note new wording and maintenance requirement.

"A minimum of a 2.5# B/C approved, hand-held fire extinguisher or a 5# on-board fire suppression system installed to SFI 17.1 specification is required. All hand-held extinguishers must be securely mounted with a metal clasp within reach of the driver. All extinguishers must be labeled for currency and be recertified every TWO YEARS. On-board systems should have all lines and nozzles checked and cleaned annually."

This means that you will not be issued a new annual tech until you have a "certified" label or proof document associated with your system. You will be given a logbook warning to be corrected by the next event.

Racing Numbers ~ All racing numbers are assigned on a first come/first served basis for each event. Early entry is the best strategy for obtaining your requested number. Numbers must be clearly visible to Timing & Scoring for proper identification. Minimum requirements: 8" high, 1.25" stroke, on a contrasting background. Numbers should be prominent on both sides and the front of the car. Rear numbers are optional.

CORVAIRS AT THE MITTY POSTER

I may offer this poster for sale again if there is enough interest. \$20?



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