



CORVAIR RACER UPDATE

MAY 1, 2017

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ESTABLISHED 2007



CORVAIR ALLEY NEWS, by Rick Norris



Rick Sez:

It came and it went! The 40th Mitty is now in the books and history. I don't know if history was made or not but it was good to get back in the saddle as it were. By that I mean after a two year hiatus I raced my Corvair at Road Atlanta along with my good racer friends and family. As usual at this time of year the weather was unpredictable. We all arrived on Wednesday and the weather for the most part was warm and dry. That was until Sunday which was reminiscent of another nasty cold rainy Sunday back in 2013 when we left on Sunday morning due to cold and rain but James Reeve was driving Michael LeVeque's Stinger and they had rain tires on the car but visibility proved to be the deciding factor to give it up.

Since we had from Wednesday to Friday to set up camp before time to practice and qualify I had plenty of time. Jeff Rapp was the rookie this year so he had to be there Thursday for his mandatory driver orientation and test day. From his description of that it was a lot different and better than when I did the same thing in 2009.

Mike Levine had his new (old) motorhome there to act as our HQ plus he brought "Old Blue" his 64 coupe out to display with the race cars. Also we had a "Racer Dog" mascot this year in the name of Drifter or Drifty as she is mostly referred to. She is Mike's dog which is the one that almost died after eating the remains of a dead turkey found in the neighborhood! She

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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.

was cool with all the activity and noise of the track. Of course she got a lot of extra attention too. She really hated that...!

Michael and Tracy LeVeque were there with his new (old) fifth wheel hauler previously used by an Indy car team as a display car hauler. That thing was big plus it had a built in generator which we took advantage of.

Jeff Rapp traveled with Michael but was flying solo as his wife Tammy stayed home due to recovering from neck surgery. However there was no lack of helping hands and pit monkeys.

Speaking of Pit Monkeys the original and still head monkey Barry Ellison was on hand and I certainly needed him. I had a mechanical issue which he helped take care of. He didn't have to help beat out a fender this time but Michael and especially Mike Levine had a major issue with an on track incident. There will be "Film at eleven" as it were! On the other hand Jeff and I had no big problems other than I tossed a fan belt during my second qualifier near the end and had a broken valve spring during the cool down in the Bob Woodman International Challenge race. That caused me to miss the qualifier on Saturday but we got it fixed in time for my sprint race. The engine ran great but the driver sure was rusty!

Jeff had a slipping clutch plus a stretched clutch cable. That was fixed with a clutch replacement from Michael Leveque's back up engine.

Mike Levine's V8 Vair ran fine as usual. I think he may have checked the oil one time though....! Mike's on track incident was another "Porch Punting" but it was not his fault as the video from Gary Moore's car that was following Mike clearly showed. Mike got a dented fender while the Porch loaded up and went home unable to fix his car. He will be on "double secret probation" or something like that.

Go here: <https://www.youtube.com/watch?v=w1-2M97Ar3c>

I elected not to run the Sunday sprint race. It had rained all night and most of Sunday. I decided to wait until noon to see if the weather would change which it didn't so I made the decision not to run. It was not going to be fun and I have always said if it isn't fun I'm not doing it. However that decision may have helped Jeff win third place and take home some hardware in his first time at the Mitty. That will certainly help build his confidence.

Michael ran the one hour BRM Vintage Enduro Challenge with David Clemens as a co-driver. David started the race but had an electrical issue which put us down two laps. Turned out to be the master battery switch was shorting out as it's mounted outside on the cowl and had water in it. There is a mandatory 5 minute pit stop for driver change and refuel. There were some penalties incurred to say the least! We found out you can't refuel and change drivers at the same time plus during a drive through penalty we were assessed another penalty for

speeding on pit road! It was a comedy of errors. We all considered it a win because the Corvair was still running at the finish, not real well but running.

We did have a celebrity sighting as Ray Evernham from the American TV show fame was spotted walking up and down the paddock area on Saturday. We waved and said howdy from the Corvair enclave but he didn't see fit to join us. His loss!

Mike Levine sez:

The V8 Racer ran flawlessly all weekend.

A Rogue Porsche from the Death Star tried to take me out Friday but failed!

I started 29th in Friday's American Challenge race and finished 15th. I got back into the high 30s for lap times so that's good. Saturday's race was good but traffic and superior HP was hard to overcome. I finished about 25th out of 45.

Won ASR and yes there was more than one! An original Cheetah was 2nd. Besides some body work (handled by Barrie Ellison and Scott LeVeque) the only maintenance was checking the header bolts Saturday.

I'm willing now to say the Jerico/C5 is thoroughly tested as I can come through the bridge in 2nd gear flat footed spinning the tires without the worry of a ring gear spitting its teeth off!

Jeff Rapp sez:

Race report 2017 Mitty (Corvair Racing 101-4)

Thanks for all the help from the Corvair community this weekend. I could not have raced if not for Michael and Scott LeVeque and Barry Ellison helping with the car.

It would have been scary running that first practice on Friday if I had not completed the track orientation the day before. HSR has a new program that does a track tour and class in the morning, then track tours at lunch and the end of the day. Mixing the tours with practice sessions worked well.

The Saturday sprint race was a Blast. I tried hard to stay up with Rick and it was helpful seeing his lines. I'm not sure where I started, but I finished 30th out of 41.

The Sunday sprint race was in the rain. It took some encouragement to even start it but I finished 3rd in class, most of the fast cars didn't start or had problems. But I will take it, because this experience was a thrill of a life time. I learned a lot about the car and got some valuable driving experience.

Michael LeVeque sez:

During this 40th Mitty event, I was trying out a lot of prototype parts. (The known parts were in the trailer.) All worked flawlessly. The new vertical fan worked great, new carbs worked well, but needed re-jettied. The engine ran well, but I kept having a problem reaching full RPM. I was one-thousands off. I ran the Bob Woodman International Race on Friday and came in 3rd which resulted in my first Podium at the Mitty and the first time an air-cooled Corvair had reached the podium.

The first heat race on Saturday was uneventful, but a lot of fun although I was still having trouble reaching RPM limits.

David Clemens and I ran the Enduro in the rain on Sunday. I had David run the first leg so he could get used to the car during the pace lap. All was good until the main shut off switch failed and he lost 2 laps before he got it going again. I also had some trouble during my stint but the switch never totally failed. We would have won the race had the switch not failed.

The last heat race on Sunday afternoon was in the rain as well. I was leading my class until the shut off switch failed again. Obviously, it is water sensitive and is the process of being replaced. The last turn of the last lap, Jeff Rapp passed me to take the lead and the podium finish. Thanks to all the Corvair fans who came out to support the racers.



Rick Norris in the Ragged Red Racer



Michael LeVeque



Jeff Rapp in the rain



Mike Levine in the rain





Valve spring repair



The Enduro Drivers David Clemens and Michael LeVeque



Racin in the rain



My trailer driver



Jeff Rapp's winnings



Barry and Jeff



The Newbie



The three of us at turn 10A