



CORVAIR RACER UPDATE

MAY 8, 2017

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ESTABLISHED 2007



CORVAIR ALLEY NEWS, by Rick Norris



Rick sez:

I dropped the engine and drivetrain out of the race car mainly to make some changes and to see if my broken valve spring caused any piston damage. I'm happy to report no contact. I will be changing out all the valve springs as a precautionary measure as I don't want that happening again. Also I will be removing and replacing the four spark plug thread inserts I didn't do when I had the chance. I really thought they would be okay but trying to remove the plugs at the Mitty for a check proved me wrong. Live and learn as the old saw goes. Sometimes I have to re-learn! I flung a belt during my second qualify so now the vertical fan will get finished. I'm still on the fence about doing the PVGP race in July. I'll make a decision as the time nears. I heard a rumor that the VDCA is looking at a race date for the Carolina Motorsports Park in Kershaw South Carolina. Several of us have run some SCCA events there and I like the circuit. I hope something comes of it. VDCA events are less expensive and provide more track time.



Corvair Racer Update is written by Rick Norris and 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.

SVRA Expands Spec Miata Eligibility By: SPEED SPORT Staff, April 17, 2017

Submitted by Chuck "Legbone" Sadek.

The SVRA has expanded the introduction of Spec Miata within the series.

IRVINE, Calif. – Due to racer interest, the previously announced addition of early first generation Spec Miatas to the SVRA (SportsCar Vintage Racing Ass'n) has been expanded.

The expansion will allow the introduction of all first-gen cars, both the early 1.6 liter models, and the later 1.8 liter cars.

The first event of the year for the Sportscar Vintage Racing Ass'n Mazda Miata Heritage Cup will be April 28-30 at Auto Club Speedway in Fontana, Calif.

"Spec Miata has reached yet another milestone with our recent inclusion into the world of vintage racing. This gives our racers access to additional race weekends and the unique experience that only the SVRA provides.

Expanding eligibility to include the 1.8 liter cars was in response to racer interest," said David Cook, business development manager, Mazda Motorsports.



For Mazda racers competing in the inaugural Mazda Miata Heritage Cup races during the SVRA Auto Club Speedway weekend on April 28-30, there will be a number of incentives. For a \$295 entry fee a racer will receive:

- A two-day race weekend plus a test day for a total of approximately two hours of contact-free on-track time (vintage racing is not meant to be a contact sport).
- Dinner for two with the SVRA paddock on Saturday night.
- A special Mazda contingency program where every entry earns a \$250 participation bonus.
- A fun weekend spent with great people and many of the greatest race cars in history.

Seth Emerson sez:

Replacement Dipstick.

I was out in the garage last week AND noticed that, as the last V8 left my area – via my Camaro purge – I had a nice V8 dipstick left over. It had a plastic handle saying “Engine Oil”, and a nice rubber grommet that would slip over the dipstick tube, either on the Camaro or a Corvair. In shuffling around the half-dozen Corvair motors in my garage I noticed that only a few had dipsticks. That seemed to account for the more-than a half-dozen Corvair dipsticks in the cabinet, several of which were the nice Chromed Corsa sticks. Except for a couple of them, they were missing that rubber grommet that would slide-over and seal to the dipstick tube, at least on late models.

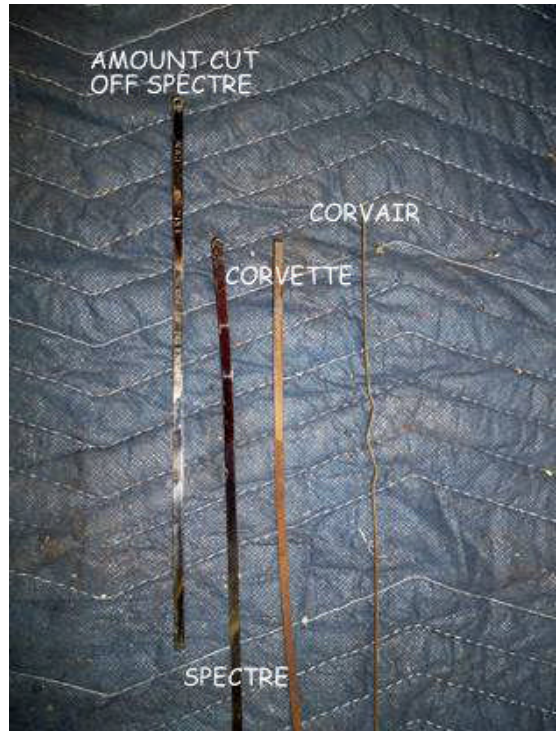
This may work for street use, it wouldn't matter much, but if you extend the rev range of the Corvair engine, oil will climb out of the dipstick tube, even if you have trimmed it at the bottom of the case.

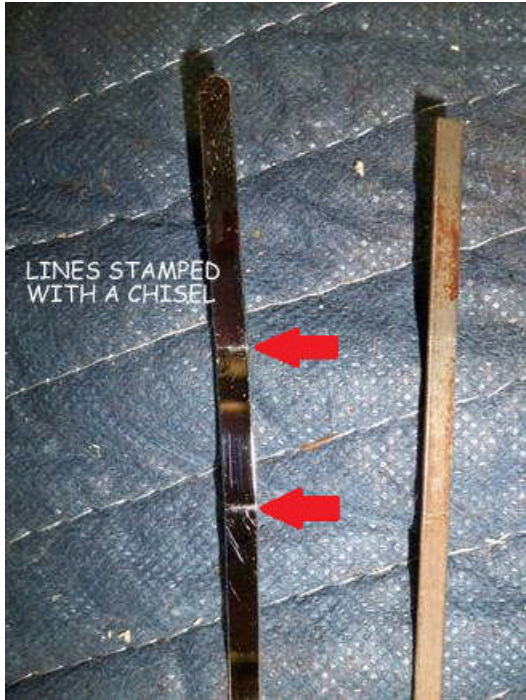
A quick check of Clarks showed no dipsticks available, the “maybe someday”

So I looked at the V8 dipstick and noticed that, except for the extra 6” or so, it would have fit into the Corvair engine, and sealed over the Corvair dipstick tube just fine! I measured a couple of times, checking it twice or thrice, then cut off the extra length on the V8 dipstick.

I took out a chisel, compared the two dipsticks for length and added the “Full” and “Fill” marks with an easy punch. After admiring my handiwork, I wrote down the part number from the dipstick and checked it on line, hoping to suggest a cheap alternative for people to use on their Corvairs, with a little bit of invisible work. It turns out the dipstick I had modified was an 87-88 Corvette only dipstick, valued by collectors and hard to find. DOH! So I looked up others. Spectre Industries, in Southern California, sells a dipstick P/N 5726. It comes with a throw-away dipstick tube for a 305 Chevy Camaro.

The dipstick, as mentioned, is too long. But it has a great snap-over mount for the tube and, as described for the Corvette unit, can be shortened and marked for the Corvair engine for about \$15, depending on shipping. The pull-out loop at the top is plated, but not as fancy as the original Chrome GM one. And this seal will actually do that! I cut and marked that one as well, with a full and add mark. See photos on the next page.





Easy to stamp a line with a chisel Spectre P/N 5726 – Application 1980 to 1985. So- The 87-88 Corvette unit will work, but the Spectre dipstick for the 80-85 Corvettes is a cheap easy source.

Seth also sez:

I was looking at some photos on Facebook and noticed a "Yenko Tuned" decal, probably on Chris Langley's car. I went looking on Google and found these for sale. Camaro Central has both the stickers, repros I am sure and the Yenko License plate frames. Cool accessories and reasonable cheap.



The license plate frame is \$20 - The Sticker is \$6

<https://www.camarocentral.com/> Then search for "Yenko". They have other stuff as well.

Mine shipped this morning - I will evaluate quality when I receive them.



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1. They look beyond the car in front of them.
2. They use the brakes for more than just slowing down – they use them to manage the balance of the car.
3. They focus their vision on the End-of-Braking point when approaching corners.
4. They use their throttle to manage the weight balance of their car, managing its handling characteristics.
5. They look for the apex of every corner, whether on the track, a city street, freeway off-ramp, or mountain highway.
6. They think about their driving, and how they can improve it.
7. They enjoy driving!

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