

## RACER UPDATE

TODAY IS MONDAY, JUNE 5, 2017

ISSUE NUMBER 81

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### Rick sez:

It feels strange to have my race car sitting in the shop ready to load up and go racing this early. Normally I'm thrashing on something to get it ready in time. It's a good feeling and I have finished a few smaller projects that have been awaiting my attention, some for many months.



At least two Corvair racers had some fun at the track this past weekend. Michael LeVeque was at Mid Ohio for an SCCA event and Russ Rosenberg was at Motor Sport Ranch for a CVAR event in Cresson, TX

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## **Michael LeVeque sez:**

I arrived at Mid Ohio Thursday as this was a three day event called the Hoosier Super Tour and I was on my own as my crew all had to work and wouldn't be there until Friday afternoon. Going to such a high level event and trying to figure everything out by my self is a little daunting at times but I made some new friends. I went out for the first practice and had some clutch slippage so that had to be addressed and it was a little sluggish off the corners, adjusted the timing and re-jetted the carb. Went out for qualifying and the car ran good but I was still off my pace from 2014 event there so I had to step up my game. I have never run the orange car here so I was chasing times of my Stinger which is a little more refined. I had a great race Saturday dicing with a GTL Mini. I was faster than him through the corners but he could draft me down the straights and ended up besting me Saturday. I finished 6th in a class of 12th and 18th out of 42 on track. Sunday I raised the rev limit to 7000 rpm to help get through a couple corners without shifting and I broke one hundred feet later going into turn 4, I also quit lifting going into turn one. This all made for a very exciting ride which sometimes was hard to keep the car pointed forward. I got the lead on the Mini on the start and held on for about 6 laps until he got close enough to draft me then I chased for a few laps and finally got a good run into turn 4 and passed in turn 5 and stayed in the lead till the end. I ended up 4th in class and 11th overall. I thought to Corvair did well considering this is at a



National level. These races are about 5 laps longer than what I'm used to so I was worn out by the end. The car weighed 2230 with me in it at impound and it had to weigh no less than 2200. I was kind of worried about the weight as I used a lot more fuel than normal which I

hadn't counted on. My new fan shroud that fits around the 6 leg intake worked great and no belt losses.



Chasing the hot mini.



## **Russ Rosenberg sez:**

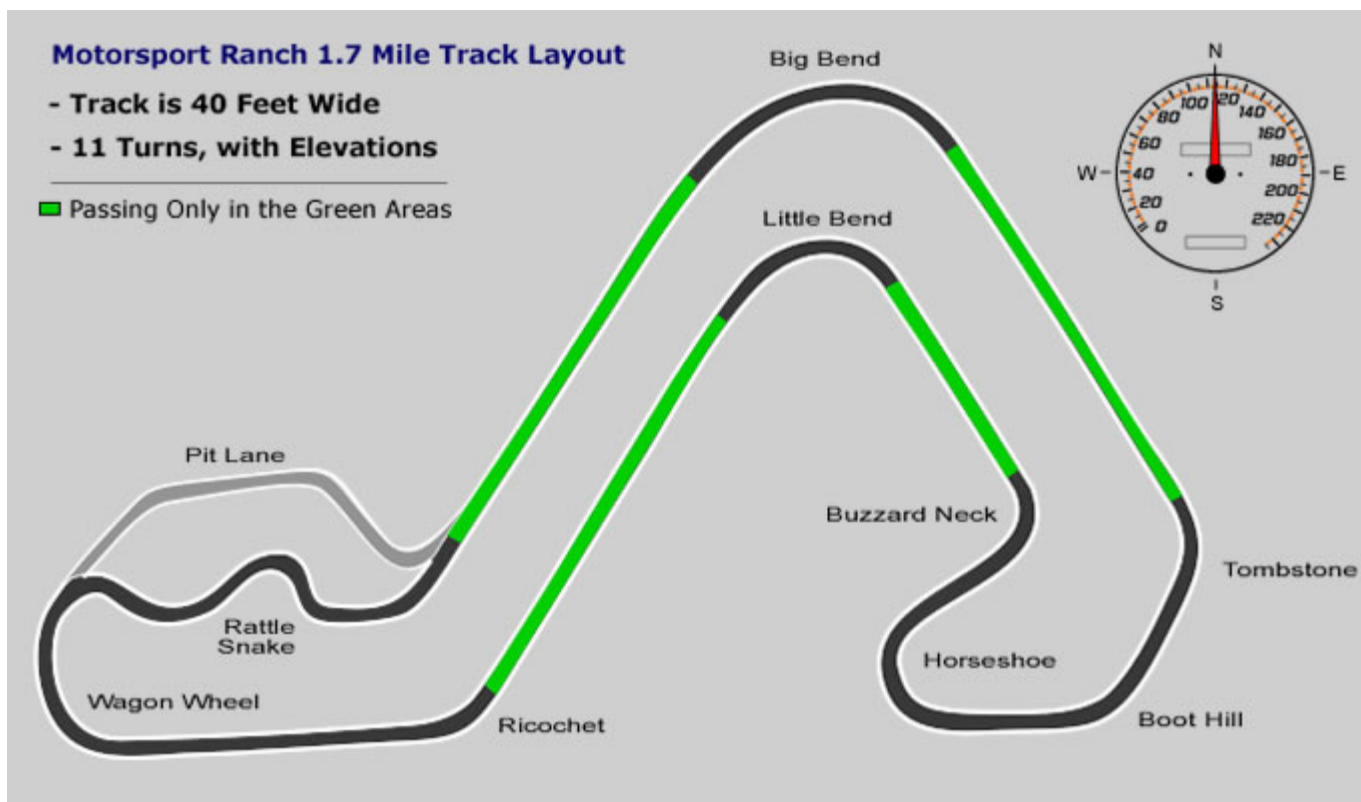
No personal report from Russ in time for this issue but here's what I could find.

Russ took his Corvair out for a CVAR (Corinthian Vintage Auto Racing) event, Race Against Kids Cancer held at MSR or Motor Sport Ranch. Here's a description from their web page:

Motor Sport Ranch is the first of its kind.

A Country Club for motoring enthusiasts – including sports cars, race cars, and motorcycles. Established in 1996, the Ranch introduced and pioneered this new concept. Just as a golf country club centers its activities around a golf course, this club centers around a purpose-built road racing course. Two courses, actually, as a second road course has been added to the facility. Think of Motor Sport Ranch as a place that its members go to satisfy that “need for speed”. Many people own a sport or high performance car, or even a vintage race car. The Ranch is a place to explore the potential of these cars and for the drivers to develop and practice their skills. The Ranch offers convenience and accessibility for its members who do and are able to treat performance driving as a sport or a hobby.

<http://www.motorsportranch.com/>



If you go to the site there are some photos of the facility on which you will notice its flat as a pancake! Also notice they have designated passing areas. I wonder if this is in effect for normal races?

As for Russ's races the results from Race Monitor sez: Race No. 1 he finished 7<sup>th</sup> out of 10 and first in D Production with a best time of 2:38.544. There was one other car listed as DP but no time shown. There were 18 total listed entries for this race.

Race No.2 shows only six cars on track. Russ got a 1<sup>st</sup> place overall and a best time of 2:26.594. Russ said it rained both days so the Vair had an advantage of sorts. See pic.



Russ says he lapped" the Z car! Advantage Corvair! No. 3 is Clyde Stutzman.



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**Ken Hand sez:**

First off NO Corvair content but this is about racing. I know most everyone here is all about driving the race car but have you ever considered the second best seat? Talk about being close to the action. Even with the barrier I took a step back a few times. Yes, this is a flagging station. Just so you know there was an Indy car that brushed the wall right there and a Trans Am car HIT the wall right there and spun in the middle of the track. Earlier I invited the chief of race control to the station and it will not be in the same place next year!

You can copy and paste this to see Ken's video or check it out on the Corvair Racer Facebook page.

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<iframe src="https://www.facebook.com/plugins/post.php?href=https%3A%2F%2Fwww.facebook.com%2Fvairmech%2Fvideos%2F10155411377092990%2F&width=500" width="500" height="217" style="border:none;overflow:hidden" scrolling="no" frameborder="0" allowTransparency="true"></iframe>
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**Ryan Counterman sez:** May 29, 2017

Had a great track day today at Grattan Raceway. I was joined by Steve Ridderman and his E85 burning Corsa. We both ran strong all day and no off track excursions. I have a little oil seeping from the bell housing so there is always something to do. Grattan is a gem of a track north of Grand Rapids Mi. If you haven't experienced it, I recommend adding it to your bucket list!



# **New Engine Break-In Method Turns Down Heat, Reduces Wear**

Engine break-in recommendations haven't changed much over the decades. Changes in oil additives have contributed to new products that have been engineered to compensate, but the process itself has stayed the same...until now. Comp Cams now says that independent testing has revealed a better way. A new heat-cycling method reduces oil temperatures during break-in and allows parts to bed together slowly.

Previously the method was to get the engine started quickly and run it at 1,500 to 2,000 RPM for about 30-minutes. Quick starts reduced the rotation of components, especially the camshaft and lifters, without critical splash oiling. Running the engine for half-an-hour gave the parts time to bed together and seat. One concern with this method is oil temperature.

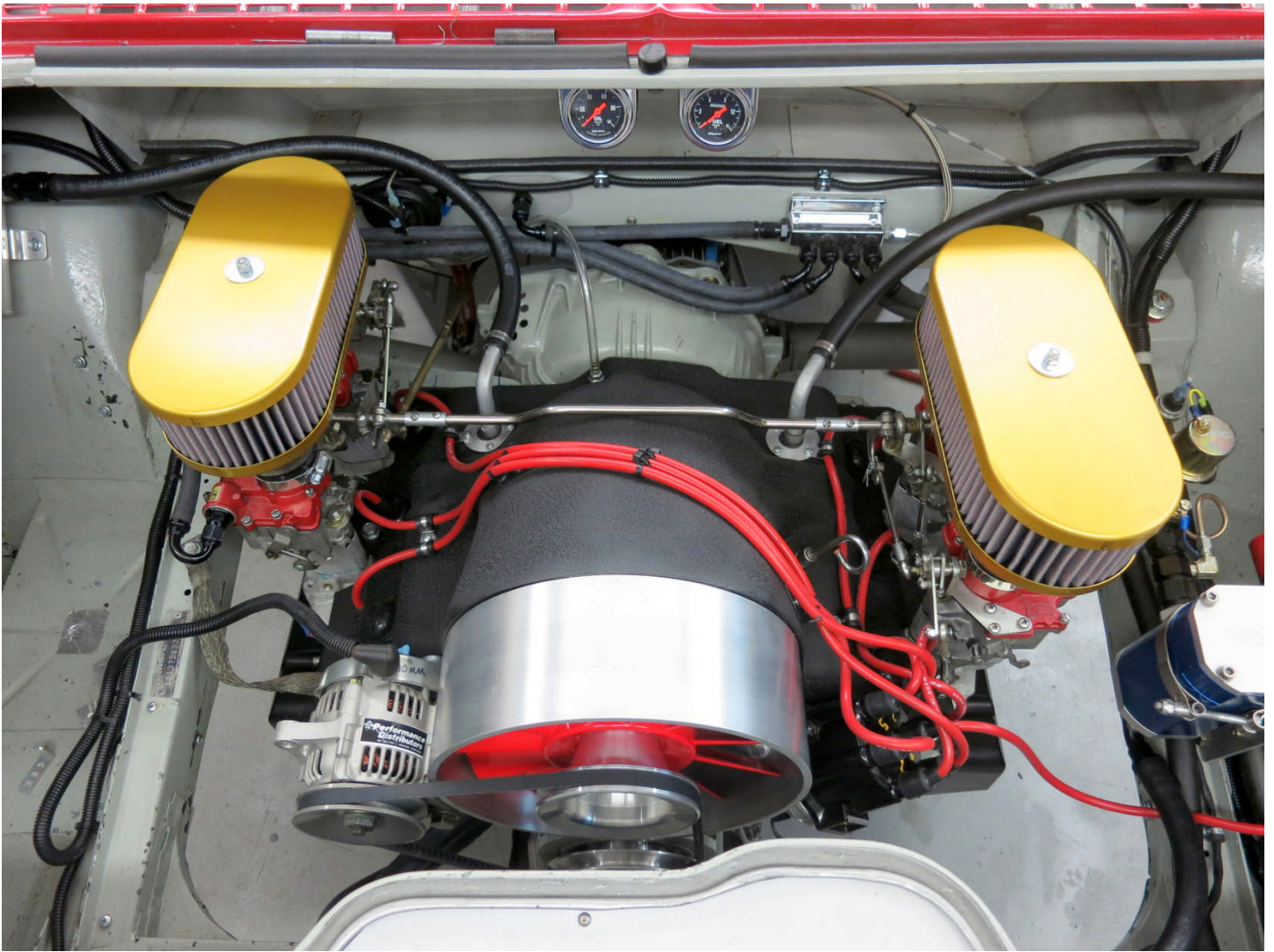
Comp states that independent testing conducted on engines running stamped steel rocker arms, in an effort to keep them cool, has developed an engine break-in method using a heat-cycling process. The new method introduces components together under high load and low temperatures. Adcole testing showed a reduction in wear on camshaft lobes when using this process.

## **New Engine Break-In Procedure**

Comp refers to the new procedure as the 10-10-10 method. Here is how it works. The engine is started and run for 10-minutes followed by a 10-minute cool down period. The process is repeated three times total. That makes for a 60-minute process with 30-minutes of run time. Cycling the engine with 10-minute cool downs keeps oil temperatures low and slows down the bedding of engine components.

Top engine builders using high ratio rocker arms and multiple valve spring setups have been performing a similar method by starting with a stock ratio rocker and only the outer spring. After the initial run time, the inner springs are added, the process is repeated and then finally the high ratio rockers are installed. Comp recommends the new heat-cycling process for engine break-in over previous methods. Break-in oils and additives are still recommended.

Ed. I don't believe we encounter the heat problem this article speaks to but I may try this the next time I break in an engine.





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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 us at [http://www.corvair.org/chapters/pcg/contact\\_us.php](http://www.corvair.org/chapters/pcg/contact_us.php)

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