

## RACER UPDATE

TODAY IS MONDAY, JUNE 26, 2017

ISSUE NUMBER 83

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### Rick sez:

Back from a week of eating, drinking and sleeping at the beach, Myrtle Beach, SC that is.

I notice as I've grown older the proportions of those activities have changed. Anyway, it's time to get ready for the Pittsburgh Vintage Grand Prix at Pitt Race July 6-9.

In my vacational absence a lot of racing activity has taken place. Most notably Michael Leveque and Logan Dernoshok participated in the SVRA event at the world famous Indianapolis Motor Speedway with varying results.

Michael was invited to drive Yenko Stinger YS-037 belonging to Mark Gillespie. However it was running one of Michael's vintage D Production race engines. Mark's original engine was tired and worn out so Michael performed the swap. The car still had a balky transmission and drum brakes all around. Congrats to Michael and all those involved to make it happen





### Group 3

1. Michael Leveque, 1966 Yenko Stinger YS-037.
2. Steve Nichols, 1966 MGB
3. Allen Goode, 1967 Triumph TR4

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### James Rice sez:

Michael LeVeque won at last week's SVRA Vintage race at the Indianapolis Motor Speedway in Mark Gillespie's Yenko Stinger/Corvair. This is the first race win and class win for Stinger/Corvair ever in a major vintage event, maybe in any vintage event.

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**Jim Schardt sez:**

Is someone kidding around or really serious? I have won more vintage races in a Stinger than I can remember.

**James Reeve sez:**

Congratulations Michael!!! Putting on a good show and driving FAST! I know that podium felt good. I would love to get the full weekend story. Is it posted somewhere else?

Ed. It may be in next week's issue.

**Chuck Sadek sez:**

Actually I won the first Wild Hare race at VIR about 10-15 yrs. ago.

That is where the cars are started in inverse order, based on earlier race times, and started with delays between cars.

Theoretically, all should arrive at the finish line at the same time. With Apr VDCA/VRG dual event now but was VDCA then. I have a patch.

But, not a straight up race like Michael won, kudos to Michael.







MICHAEL LEVEQUE & YS-037 IN WINNERS CIRCLE





TRACY & MICHAEL LEVEQUE

# PVGP Historics at Pitt Race

**Weekend July 7-9, 2017 – Gates Open at 9:00 AM**  
**\$15 per day or \$25 for weekend (children under 12 are free)**



At last glance there are three Corvair entered plus one other Corvair owner/driver but he brought his "other" car.

The entry list for Group 4 Vintage Medium Bore cars currently stands at 39 entries.

Go here for entry list: <http://www.pvgp.org/historic-race-groups/>

Vintage eligible medium bore production and special cars. A wide variety of popular sports cars including Triumph's, MGB's, Alfa Romeo's and Porsche 911's. (Refer to SVRA Groups 3 and 8/DP, 8/RS and 8/BS for general guidance)

No. 18 Dave Edsinger, No. 36 Rick Norris, No.57 Logan Dernoshek and Russ Rosenberg in another car...a BMW 2002! Grin! I'm looking forward to meeting Russ who is coming from Denton TX. Russ is also hanging around to do the Schenley Park race in downtown Pittsburgh which is the reason for the Bimmer instead of the Corvair. We plan to travel on Wednesday July 5 to the track but I am not doing the test and tune, just establishing a decent paddock area. I have not been to Pit Race since 2014 when Dave Edsinger and I attended this event. Dave "done good" but I didn't as the cam gear twisted off the end of the cam and bent all my valves at one lap! It became a costly car show for me.

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## Earlier Racing News

### **Jon Whitely sez:**

RMVR Spring Race On May 13-14, the Corvairs (all two of us) mounted an assault on High Plains Raceway for RMVR's (Rocky Mountain Vintage Racing) 2017 season opener. As you

may recall, last season ended with Eric Schakel's YS-066 finishing up with the aid of the "Junkyard Dog" engine - an engine that gave its last gasp (literally) motorvating the white Yenke into the trailer at the end of the day!

The 2017 RMVR Spring Race – the 1st of the season – was met with great anticipation (after a long winter wrenching in the garage) especially since Eric was going to try out his fresh engine for the Stinger.

**Eric sez:** After an 11th hour flog to get the engine assembled and back in the car, the enjoyment of the fruits of his labor were to be short-lived. The engine fired up with a bark and sounded healthy on the track but, alas, the fuel pump soon decided it had had enough and was no longer up to the task of fueling the high-compression flat-six, back on the trailer by lunchtime.

**Jon sez:** Having spent the majority of last race season rebuilding the engine in the red '65 Monza I hoped to be able to participate in the full 2017 RMVR schedule. I'd already been out to the track earlier this year for a lapping day and the car performed well. The driver needs work however. I managed to complete almost the entire first day; practice session, qualifying and the two afternoon races. I say almost. On the last lap of the final race, my ignition system seemed to go "funny". It wouldn't even crank on Sunday morning. I suspected the alternator but it turned out that the battery was as dead as the proverbial doornail. Loaded up and headed home.

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**Al Lacki sez:**

The NECC driving event at New York Safety Track is in the books! A sincere thank you to those who attended...you are the engine (no pun intended) that drives NECC. Now we're busy prepping for our big day three weeks from today at Pocono Raceway...and we hope you will join us!

Sunday July 16th, NECC takes the track for our first visit in 10 years! This will be a unique experience for many drivers, with the highest banked NASCAR turn on the track (oh baby is it high!) coupled with a twisty infield road course that'll keep your hands movin'. We dare anyone to take the green flag with us and tell us afterwards it wasn't a rush well worth the 250 bucks! Or join us for a "Taste Of The Track"...two 15 minute sessions for just 75 dollars.

Get details and register NOW for another great day with NECC, Sunday July 16th at Pocono!

Bill Tynan and Allan Lacki for NECC Motorsports

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