

RACER UPDATE

TODAY IS MONDAY, JULY 3, 2017

ISSUE NUMBER 84



Rick sez:

I'm loaded up for the Pittsburgh Vintage Grand Prix; I plan to be there Thursday morning to set up the Corvaair Racers paddock. No idea where yet. I hope the weather co-operates.

Here's hoping everyone has a safe and fun 4th!



And the awards just keep coming! Looks like Michael LeVeque had another great week end at the National Convention by winning the Yenko Award for FTD at the autocross event among others.



Tracy and Michael LeVeque at the CORSA National Convention

More from and about the SVRA Indy event

Michael LeVeque sez:

My week at Indianapolis Motor Speedway (IMS) started out as working tech Tuesday and Wednesday when Tracy joined me.

This year I drove Mark Gillespie's YS037. I was not going to run this event this year because I'm working towards going to the Runoffs there in September. Thursday I had 2 practice sessions. The morning was wet so I took it easy and tried to get used to the car. The afternoon session is when I started having brake issues (drums - had to pump them).

Friday was qualifying. We (Paul Fox and I) replaced the master cylinder and had to readjust the brakes after both sessions, all in all a good day.

Saturday was finally a race day! I was first in my class (EP) and 4th on the pole. I battled a '57 Vette and a '57 T-bird who both kept running me off course. I ended up with my fastest time all weekend of 1:52.5. I got 2nd overall and got on the podium, drank the milk, got my red winner's hat and 2 medals. Nothing beats winning at Indy! I was still having some brake issues so I readjusted them with the help of new Pit Monkey Jonathan Bennett from Evansville. He and his wife Heather camped with their two boys and hung out with us between races Then Tracy and I enjoyed SVRA provided dinner and drinks while listening to the Guess Who, followed by fireworks, then came the storms! Tracy and I slept in the trailer so it was petty loud.

Sunday morning was nice and cooler. I went out in the 2nd race of the day. My engine worked flawlessly and I was able to keep up with the Elva. The last lap, I was able to pass him then I saw him pull off.... I was now in first! I



don't think there's anything much cooler than rounding turn 14 (IMS turn 1) on to the straight and seeing the checkered flag, crossing the yard of bricks and seeing yourself on the Jumbotron with the checkered flag waving in the corner, a center spot on the podium, wearing the wreath, another bottle of milk and another red hat! Life is good.

Bob Coffin sez:

I was wondering if someone was going to chime in after reading Jim Rice's comment. Also, Stingers have won overall in SCCA National level racing.

Like Jim, I have won overall, in the rain at Bryar Motorsports Park in a full field Production Class race that included the A, B, C, D etc. Production cars. Of course my Stinger was not vintage at that time, but a hell of a race car in the rain.

James Rice sez:

A couple things in retrospect.....to Jim Schardt's comments.

First, I said "IIRC". (If I Remember Correctly)

When I wrote that, I was thinking of two things: first, winning at major vintage races of the stature of Indy, the Mitty, Rd America, Mid-Ohio, the Glen and Laguna Seca. And second, I was thinking of winning in front of every other car on the particular grid, not just a class win; i.e., 1st in class, 12th OA. In however the grid was structured, in whatever cars were there, 1st to the checker.

Michael did that at a major vintage race. I learned of it from an on-line web site/newsletter. I do not know of any Corvair racer accomplishing this at a major event. If you or others have publicized it and I don't remember it, my bad, but if it wasn't publicized within at least the Corvair community, somebody else's bad.

SCCA regional events matter but mostly only to the racer. Different levels of competition, different significance to spectators, if there were any, and certainly different level of publicity vs SCCA Nationals or especially major vintage events.

You undoubtedly have won many vintage races. More than you can remember, but they have been and remain invisible to the rest of us. I certainly meant no disrespect to your herculean efforts over so many decades. But within the Corvair community, even within the now active Corvair racer community is still invisible. If you cannot remember them, we certainly cannot because we don't know about them.

A couple more things going forward: Documenting vintage racing efforts should be and probably is the responsibility of the **CORSA Competition Committee**. I don't know if documenting Corvair racing results has been removed from their job description, which I wrote back in the early 1980's. Like the listing of SCCA national point totals and runoff results in Charlie's Yenko book, I think someone within the racing community needs to collect past results and maintain it. I cannot do it these days, as my life is full of more important things to do.

So, in conclusion, every Corvair racer needs to make a (electronic) list of vintage races entered and results and send it to someone yet to be identified.

PS to my note: I have since been informed the info I had of Michael finishing 1st to the checker OA was incorrect. "Merely" 1st in class. No small feat and something to crow about.

Rick the editor sez:

All I am doing is publishing the Racer Update who's main function is to keep the Corvair Racer Community informed as to the who, what, when and where of our racing activities. I publish racing reports and results usually submitted by the racers or others involved. I do not make an attempt to compile or keep track of any and all the records of our vintage races but I am all for someone taking on that job. Any takers out there?



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