



Stu Eichner in the Coyle Corvair on his way to the FTD.

Lime Rock '83

By Al Audleman

How do they do it? Continuing the Northeast CORSA Council's 11-year tradition of **NO RAIN**, Lime Rock '83 began with a threatening weather forecast only to turn out very nice for the day at the track and absolutely gorgeous on Sunday for the Concours!

People started arriving in the sleepy towns of Lakeville and Lime Rock, Connecticut, Friday afternoon to begin preparation for tech inspection early Saturday morning at the Lime Rock track. With registration set up and run by NJACE at the Interlaken Inn in Lime Rock, that was the gathering place for getting reacquainted.

Saturday morning came early as the racers headed for the track, prepared their cars for inspection and then either relaxed or repaired until time to make their practice runs. One thing about tech was that if you passed, you could be sure that your car was in good shape. Those guys from the Bayshore Corvair Club of New Jersey were thorough!!



Bayshore Corvair Club give the cars a thorough tech inspection.

The Time Trials were handled this year by the Long Island Corvair Club members, and once the action began, Chris Zarzycki held the first drivers' meeting to explain the rules of driving and passing during practice. Then Chris and Ken Klingaman took interested parties for a test drive of a couple of semi-fast (or is that half-fast) laps to acquaint them with the track. Chris' first run was with Ken Klingaman, so Mike Redner and I went along for the ride... and what a ride! I'll guarantee you that riding in the back seat of a four-door with Chris at the wheel is almost as thrilling as driving your own car, and probably a little scarier. My only regret was that the other passenger was Mike and not

some good-looking woman. You see, Mike sat on the "wrong side" of the car for all the turns but one (since Lime Rock turns are all to the right except for the second in the esses), he spent the entire time hanging on to the roof! Of course, I didn't offer to let him slide over to my side... he just isn't my type!

When practice started, the thrill really began as the drivers were divided up into groups and you go somewhat of a taste of driving in a race, except there were no threatening situations based on passing in curves. That was a real no-no as the only place you were allowed to pass was on the main straight unless someone waved you through on the No-Name straight. I got to do that once! I was driving Ken Klingaman's '67 140/4. It was real squirrely considering that the throttle kept sticking open and Ray Zabinski stuck his Competition Class '64 on my rear. I couldn't keep the '67 in a line (in fact, I spun in the esses once!), so I let Ray go by... and he did that in a hurry!

Ray came back later during the timed laps and for a while held the fast time of the day with a 1:11.13, leading several late model CC classers with 1:11's. Until Stu Eichner, driving the famous (or infamous) Coyle car, turned FTD with a 1:08 later on, we thought Ray might hold on for FTD. Stu's FTD came on the heels of a mix-up with a driver finishing his cool-down lap. Stu was upset until he learned that he turned a 1:08 after the mix-up and a 1:12 on a "no problem" lap. The Coyle car, along with Bill and Diane Coyle had been missing for a couple of years since the Coyle's moved to Florida but was back in force for its last run at Lime Rock. Bill said that his age held him back during the time trials but he still turned a very respectable 1:11.96!

Mike Springall provided the thrill in the stock classes as he took his Pure Stock 3 (Late Model Low Performance) '66 110 Monza with 4-speed to a 1:17.21 to take the fastest time in the PS classes, beating several 140's and turbos! In fact, Mike took me by 1/100th of a second and I was in Street Modified (SM for you crazies!). Not too bad considering that he and several others spent the morning under the car replacing the ball joint that failed during tech. As Mike said, so much for the "professional" front end check that he had just had done!

My trip around the track for the timed runs proved interesting as Ken and I both fought the

sticking throttle problem. I'll tell you it is a real thrill going into the climbing turn at full throttle and not being able to do anything about it. At least I learned that it can be done and all it costs is a simple change of pants after the run! Ken ran into that problem heading into Big Bend (which is a 180-degree, two-apex, decreasing-radius hairpin at the end of the only real straight on the track). Ken ended up spinning onto the escape road, known as "Coyle's Corner" in the past.

The timing and scoring was handled by Connecticut Valley Corvairs, clocked 53 drivers and went off without a hitch. This area is usually a problem at events like these and the fact that it went so smoothly helped everyone's attitude.



When the smoke of my timed runs cleared, most people were already leaving... since I was the last driver. Everyone was headed to the showers to get ready for the awards banquet at the Interlake that evening.

We had an excellent meal that lasted more than two hours. Some of us started to send out for a pizza to fill the gaps between the soup, salad, entree and dessert. Door prizes helped to pass the time. An interesting twist was that a lot of people hoped that they **wouldn't** win some of the prizes. It seems that Resurrection Corvairs of Yonkers, NY, donated several six packs of Cape Cod Beer that was actually brewed in New Jersey (and you thought that there were some weird brews in the South, huh?). It seemed like they donated gallons and gallons of the stuff even though it was only two cases. Other prizes were donated by CORVEGA. Bill Cotrofeld Automotive and CORSA (through the attendance of new CORSA president Pete Koehler of Chicagoland Corvair Enthusiasts).

After the meal and door prizes, trophies were given out. This year's trophies were very

interesting. I don't know who came up with the idea, but Jeff Vanden Bulke and Dick Malmstead get credit for a super idea. They included a picture of the car that had been shot at the track incased in a plastic mount that was very original. These same trophies were given out for the Concours the next day.

And speaking of the Concours, the Lime Rock outfield was the site of the Connecticut CORSA-Sponsored CORSA-Sanctioned Concours d'Elegance Sunday morning. Considerably more laid back than the time trials, there were a total of 23 cars judged. This number is down from previous years, a fact that some attributed to the Sanction. A lot of people said they didn't want the

hassle of complying with CORSA Concours Rules. This seemed like a flimsy excuse, since consistency in judging is provided by CORSA Rules, but whatever the reason, there was a lack of participation.

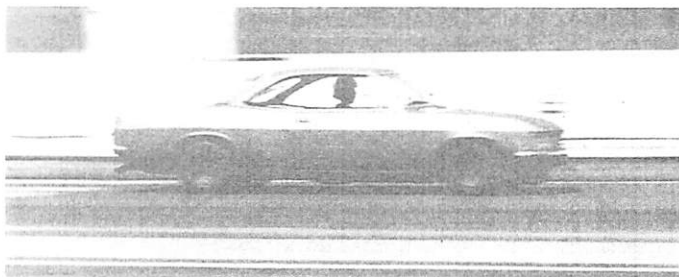
What there wasn't a lack of was super nice cars! Best of Show went to Joe Gries' '64 Monza Convertible. Joe, who claims Long Island Corvair Club as home, scored an impressive 93.5 points. People's Choice was Elaine Dodd's '66 Monza 4-door.

As at the National Convention, the NECC gives out an annual John Fitch Award for participation at Lime Rock. Named after the man that designed the Lime Rock track and give

Corvairdom the Fitch Sprint, this year's award went to Al Schneider (as in Albert, not Al F.) for the third year in a row. Al drove his '61 4-door to second in Pure Stock 1 with a time of 1:36.27 and then scored an 83.3 in the Street Stock Early Closed class of the Concours to take a first in that class. Al's total score was a 157.85. To see how the scoring works, see the results section below.

As the saying goes, a good time was had by all . . . even though some of us didn't have a bathroom in our motel room!

With Lime Rock out of the way now, the focus of attention in the area turns to New Jersey in '84 as the CORSA National Convention is set for the Parsippany Hilton in July. See you there!



Ken Klingaman at speed on the Main Straight.



Pete Koehler's Ultra Van . . . at speed? (Snickler!)

PURE STOCK 1 (Early Low Performance)

1. Ron Yaskovic — '64 Monza 1:23.26
2. Albert Schneider — Corvair 1:36.27
3. Al F. Schneider — Corvair 1:37.10

PURE STOCK 2 (Early High Performance)

1. Terry Stafford — '64 Spyder Cpe. 1501:21.03

PURE STOCK 3 (Late Low Performance)

1. Mike Springall — '66 Monza 110 1:17.21
2. Norman Latulippe — '67 500 Cpe. 1101:19.06
3. Robert Scheidel — '68 Monza 110 1:21.59
4. Lew Halstead — '65 Corvair 95 1:26.93
5. Lauren Farese — '66 Monza 110 1:27.04
6. Linda Latulippe — '67 500 Cpe. 110 1:28.18
7. Wayne Leonard — '65 Monza 110 1:29.18
8. Shaun Sherman — '65 Corsa 95 1:36.68
9. Elaine Dodd — '66 Corvair 110 1:37.54

PURE STOCK (Late High Performance)

1. Ron Flory — '66 Corsa 180 1:18.50
2. Mike Daly — '65 Corvair 1:23.95
3. Kathy Carduff — '65 Monza 140 1:26.77
4. George Knakal — '65 Corvair 1:27.75

5. Paul Benson — '65 Corvair 140 1:27.75

6. Sue Rakos — '65 Corsa 180 1:29.32

7. Bob Perry — '65 Corsa 180 1:30.84

8. Mertio Lopez — '65 Corvair 140 1:32.59

PURE STOCK 5 (All Forward Control)

1. Bob Marlow — '62 Greenbrier 1:37.02

2. Tom Ludwig — '62 Greenbrier 1:38.22

3. John Wigglesworth — '63 Corvan 95 1:43.29

IMPROVED STOCK 2

1. Ed Piekarski — '67 Corvair 110 1:28.54

1. Vinny Pasquale — '65 Monza 110 1:31.85

3. Wayne Fedo — '69 Monza 110 1:35.74

IMPROVED STOCK

1. Chris Zarzycki — '67 Monza 110 1:16.92

2. Jim Phillips — '67 Monza 110 1:25.97

IMPROVED STOCK 4

1. Dave Hill — '66 Corsa 1:15.71

2. Bob Peplow — '66 Corsa 140 1:20.18

3. Mike Zanarini — '66 Corsa 180 1:23.22

4. Jim Burkhard — '65 Corsa 140 1:25.95

5. Frank Burkhard — '65 Corsa 140 1:27.07

6. Nick Pasquale — '65 Monza 140 1:27.33

7. Charlie Doerge — '65 Monza 140 1:31.09

STREET MODIFIED

1. Gary Kendrick — '65 Turbo 140 1:13.52

2. Charlie Rush — '66 Monza 1:13.70

3. Brian West — '66 Monza 140 1:14.79

4. Ken Klingaman — '67 Monza 140 1:16.83

5. Al Audleman — '67 Monza 140 1:17.22

6. Steve Chmielewski — '65 Corsa 140 1:24.88

7. Jim Dodd — '66 500 140 1:28.78

8. Bill Doerge — '66 500 140 1:30.06

COMPETITION CLASS

1. Stu Eichner — '66 500 140 1:08.22

2. Ray Zabinski — '64 Monza 140 1:11.13

3. Ray Mohr — '65 Corvair 140 1:11.24

4. Bob Klemann — '65 Corvair 1:11.41

5. Bill Coyle — '66 500 140 1:11.96

6. Tom Mohr — '65 Corvair 140 1:14.69

7. Paul McCreery — '66 Corvair 1:15.37

SPECIALTY CLASS

1. Jim Lafler — '67 Fiberfab 140 1:18.07

2. Mark Lafler — '67 Fiberfab 140 1:18.72



Pure Stock trophy winners . . .



Non-Stock trophy winners . . .