

Jim's Lakewood

Mike Lake

On Saturday September 11th several club members met for breakfast at the KG's Westside Cafe so that we could get the fuel we needed for the day that lied ahead. About 8:40 am we made our way to Jim Mills' house. Our objective for the day was to clean out the pack rat droppings in the engine, to get it running and repair a large oil leak on the right side.

We removed the carbs, linkage, top shroud and fuel pump. The mess from the pack rats was not as bad as expected and it was vacuumed up. While some of us worked on the top side, Pat decided to tackle the oil leak. Much to his, and I would guess all of our surprise, the valve cover on the passenger side was missing. That was replaced along with new carbs bolted down, new fuel pump installed and plumbed, new rotor, cap and plug wires and fresh oil and filter. We ran a line to a gas can and lite it off. Success, it sat there and purred. It was like we had done this before.

Thank you to those who pitched in: Jan, Ron, Brad, Frank, and Pat.





TUCSON CORVAIR ASSOCIATION

Established 1975

The **Corvairsation** is a quarterly publication of the Tucson Corvair Association, which is dedicated to the preservation of the Corvair model of the Chevrolet Motor Division of General Motors. The Tucson Corvair Association is a chartered member of the Corvair Society of America (COSA) as Chapter 357.

Membership dues are \$25 per year for individuals. Make checks payable to the Tucson Corvair Association and mail to the TCA Treasurer.

Change of Address: Report any change of address or phone number to the Membership Chair or email changes to tucsoncorvairs@yahoo.com

COSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the COSA Communiqué, a monthly publication. Rates are \$37 per year and \$74 for 26 months for a "virtual" membership. COSA memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

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TCA 2021 Events at a Glance

3rd Tues of each month

Monthly Meetings: Golden Corral,
6865 N Thornydale, Tucson. Between
Orange Grove and Ina. 6:00 pm.

Oct 15-17

"Route 66" TRI-STATE: Marriot
Pyramid Hotel, Albuquerque, New
Mexico

Oct 22-24

**Great Western Fan Belt Toss &
Swap Meet.** Sunrise Park, 405 S
Pavilion Way, Palm Springs, Cali-
fornia.

Sat, Dec 11

Annual TCA Christmas Party, 6-8:30p,
Rusty's Family Restaurant, 2075 W Grant
Rd, Tucson

**Sat, Mar 26
2022**

2022 Chevy Showdown, 9a-3p, Desert
Diamond Casino, 1100 W Pima Mine
Rd, Sahuarita, AZ.

TCA: Back in the Saddle

There has been a bit of a resurrection for the Tucson Corvair Association. There has been a little bit of a transfusion of new blood in the Club with several new active members joining the gang and some new enthusiasm flowing through our veins. With folks getting back to semi-normal since the fervor of the Chinese virus has died down a little, there are activities to be had and participation in car shows in our future.

With this renewed life, the board of directors has made the decision the return our membership dues to the pre-pandemic level of \$25 starting in January 2022 and get the Club moving full speed ahead!!



Replacing the Lower Windshield Panel

Van Pershing

A couple of years ago we picked up a '68 Monza 110/4 for a real reasonable price thinking it would be an easy restoration job. Little did we know that beauty is only skin deep. The body was fairly straight, the floorboards were very nicely repaired and all the parts and pieces came with the car. Actually, a pretty good deal.

When we completed the tear-down we discovered some serious rust along the lower edge of the windshield. No a pretty sight! The pictures show the gruesome tale.

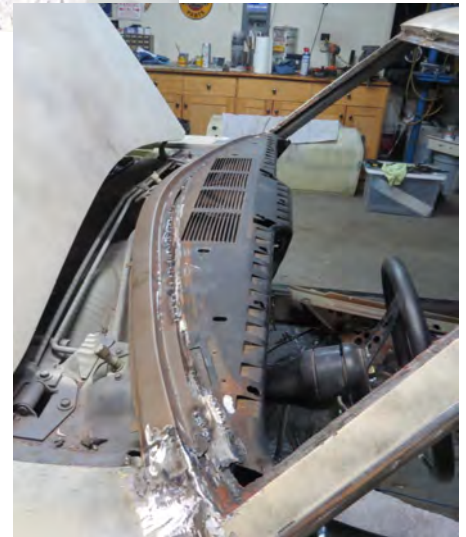
Years ago a steel replacement panel was purchased from Clark's and had lain in storage unnoticed. It had a little surface rust but was still in perfect shape. Let the games begin.



With the windshield removed and the old panel removed the ugliness was all but unbelievable. The entire lower edge of the windshield frame was gone. The dash was no longer attached !



Using the windshield as a guide the replacement panel was tacked in place. Obviously, a few pieces had to be fabricated to fill in the gaps and the dash welded back in its proper location



The end result was a nice solid windshield frame That will last another 50 years.

Liquid Tire Chains

borrowed from Lehigh Valley Corvair Club

This was a rare 1969 Chevrolet option available under code V75. Around 2,600 Chevrolets were ordered with this one-year only option.

A control on the instrument panel activated a pair of aerosol canisters mounted above the rear tires that contained a chemical compound labeled "Liquid Tire Chain Traction Improver". Inside the canisters was a space-age polymer ready to coat the rear tires and turn slip into grip.

Press the control button and presto! Evaporating solvent left a traction-improving chemical compound on the tires that resulted in instant winter traction, even on ice. Whether or not the system worked in practice is a matter of historical debate. But Corvairs obviously didn't need it and so it wasn't offered on them.



Tucson: the Old Days



The Ultimate Off-Road Recovery Vehicle



I'm sure most of you have seen the YouTube videos or heard of the Lakewood that was converted by Matt's Off-Road Recovery into the ultimate rescue vehicle. Matt's recovery business is based in Hurricane, Utah and works areas in and about northern Arizona and southern

Utah and there are many videos on YouTube showing the team in action. Very entertaining to watch!

The Lakewood rides on a custom frame and is powered by an LS 5.3 Chevy in the "trunk" hooked up to a Turbo 400 transmission. It uses a Dana 60 differential up front with a

Dana 70 in the rear hooking up 38-inch tires all around. She weighs in at a mere 5460 pounds.

Matt's staple vehicle is a Jeep Cherokee XJ and does most of the recoveries. The Corvair is a much heavier duty vehicle and is called into action when the going really gets rough.
vp





by Fitch

FOR LESS THAN \$500, FITCH MAKES A NEW FUN CAR INTO A SPORTS CAR

ONE OF THE PLEASURABLE aspects of testing the Corvair Sprint besides the car itself is the chance to visit with John Cooper Fitch, its builder.

About the only way you can tell the Fitch operation in Falls Village, Conn., from any wayside garage is the clerical personnel jammed into one end. These people handle the considerable mail-order business generated from customers "Sprinting" their Corvairs on a do-it-yourself basis. In the small remaining space, there are always a couple of cars getting the professional treatment and nowadays, a Toronado or two being "phantomed" (see page 48).

The purpose of our visit was a mysteriously missing three seconds in 0-60 acceleration time. Fitch himself advertises a time of 9.5 seconds with one aboard. In our first test Sprint, used normally for low flying by an Air Force officer, acceleration with two up produced a rather dismal 13.0-second average to the mile-a-minute mark.

Checking, we found an assortment of minor maladies, including one of the four carburetors completely disassociated from its linkage, water in the gas tank and a timing setting of 16 degrees BTDC instead of the recommended 21. But even after correction, we still couldn't come up with a figure better than 12.4 seconds.

The only recourse left was for Fitch to prove his claim at his favorite race course, Lime Rock. In a second car, also owned privately, we perked through at 10 seconds quite handily and repeatedly, even though the course was a little wet and John was not having one of his better days with the gearbox. He torque-stalled on take-off, which with the weight of a passenger, easily accounted for the last missing half-second.

In any case, screeching acceleration is not the reason for

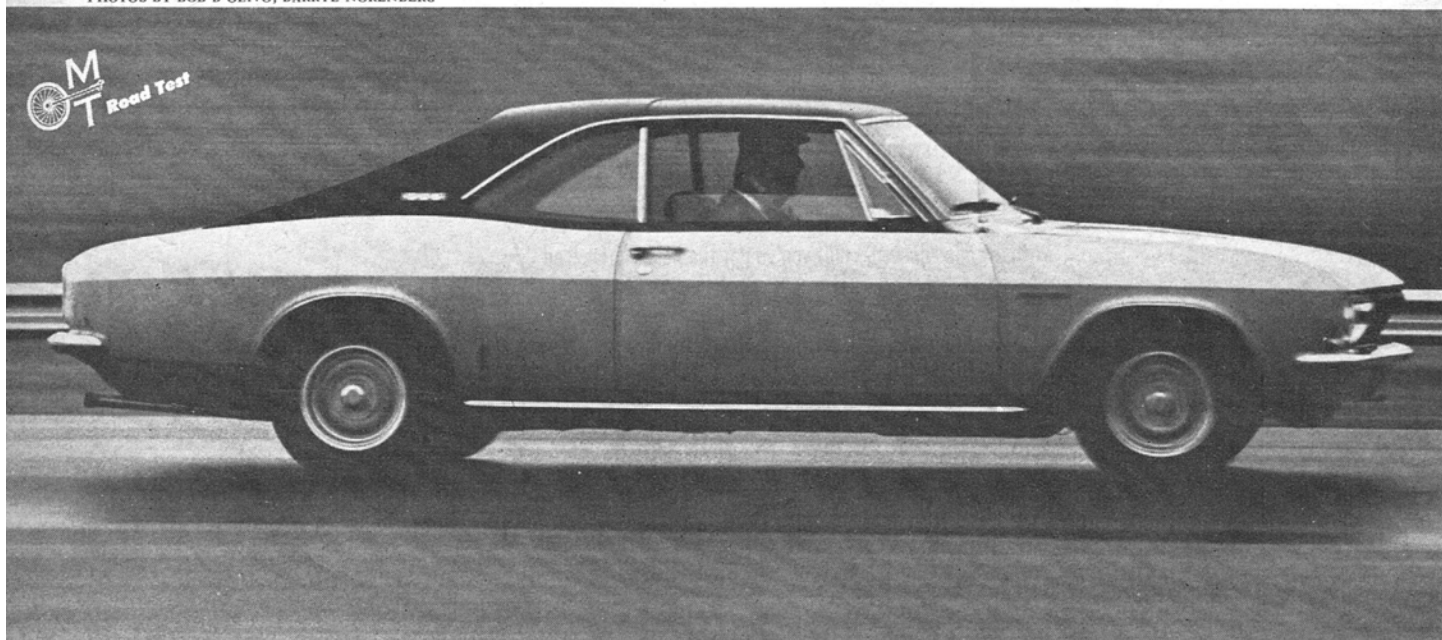
buying one of Fitch's Sprints. The engine phase of the kit involves only a switch to less restrictive air cleaners, a special breathing unit of Fitch's own design and advancement of the timing. The net gain from the 140-hp, 4-carburetor factory unit is only 15 hp, even with the addition of a Fitch dual-exhaust system. (But this does make a pleasing noise.) The changes are more noticeable in the ups and downs of normal driving than during all-out acceleration. The car is more responsive, as is claimed.

What really makes a Sprint different from other Corvairs are changes in the suspension, steering and braking systems. The suspension is transformed from good to almost track quality by the addition of four progressive-rate auxiliary rubber springs. These are the same Acons as used on Lotuses and Ferrari, and to them are added two Koni, replacing the regular Delco shocks at the rear. In this manner, for \$80 installed or \$69 in kit form, you can create an arrow-straight, non-bottoming but still reasonably soft ride that differs as much from stock as a Porsche does from a Volkswagen, especially when it is combined, as on our first test car, with Michelin-X tires.

Another essential Sprint feature is the fast-ratio steering gear which, with its relation of 15 to 1, reduces lock-to-lock motion by 37%. When the \$29.50 damper is added, you get a true sports car feel without the feedback that frightens wives. On the winding road leading from New York City to Falls Village we easily maintained the speed limit through some rather tight turns where the suggested (yellow sign) speed of passage was much lower.

Equally necessary for this performing machine are Fitch's metallic brake linings. He brewed up the alloy for these one dark night and won't tell anyone what it is. They're some-

PHOTOS BY BOB D'OLIVO, DARRYL NORENBURG



SECOND TEST SPRINT STREAKS DOWN LIME ROCK STRAIGHT, CONSISTENTLY ACHIEVING 0-60 IN 10 SECONDS IN RAIN WITH TWO ABOARD.

52 MOTOR TREND / JULY 1966



Tempest-Olds-like roof add-on is Sprint trademark. Dull black paint is neatly carried over into the body striping for \$125.



Unlike earlier models, an optional mesh covering the Sprint "grille" is not offered. Left high beam is Lucas "flame thrower."



Instruments, including needed tach, are for real in a fully equipped Sprint. This car does not have optional racing wheel.



Miniature, chromed individual air cleaners replace umbrella-like unit in standard 4-carb Corvairs. Spare remains in back.

times a little noisy, but they give you the fade-free characteristics associated with a full set of discs and do it with a lot softer pedal.

There isn't much point in adding all of this nice but out-of-sight stuff without telling the world about it. For this reason, the black plastic add-on roof and associated body striping at \$125 is almost universally specified by Sprint

buyers. Inside, the Sprint may be gussied up by instruments to replace Corvair warning lights, a sports steering wheel with a reduced dish for better arm positioning, carpeting for the luggage deck and backwall, and the usual special knobs and nameplates. Our test car had a Lucas "flame thrower" in place of the left-hand high beam. It may not be legal, but it sure is safer.

—Don MacDonald

(See following page for specifications and performance chart)



FIRST TEST CAR, SHOWN HERE, DID NOT HAVE OPTIONAL FITCH DUAL-EXHAUST SYSTEM, WHICH PROTRUDES THE PIPES DIRECTLY REARWARD.

MOTOR TREND / JULY 1966 53



CORVAIR SPRINT

SPECIFICATIONS FROM MANUFACTURER

ENGINE IN TEST CAR: Ohv flat-6
Bore and stroke: 3.4375 x 2.94 ins.
Displacement: 164 cu. ins.
Advertised horsepower: 155 @ 5200 rpm
Max. torque: 160 lbs.-ft. @ 3600 rpm
Compression ratio: 9.25:1
Carburetion: 4 2-bbl.

TRANSMISSION TYPE & FINAL DRIVE RATIO: 4-speed manual; all synchromesh. Floor-mounted lever. 3.55:1 rear-axle ratio.

SUSPENSION: Independent front with coil springs. Fully independent rear suspension; articulating link-type rear. Koni tubular shocks at each wheel.

STEERING: Semi-reversible, recirculating ball nut. Turning diameter: 35.2 ft., curb to curb. Turns lock to lock: 3 (approx.)

WHEELS: Short-spoke disc, steel

TIRES: Radial-ply 6.95 x 14 tubeless Michelin-X

BRAKES: Hydraulic duo-servo drums; self-adjusting. Metallic linings
Diameter of drum: front, 9.5 ins.; rear, 9.5 ins.

SERVICE:
Type of fuel recommended: Premium
Fuel capacity: 14 gals.

Oil capacity: 4 qts.; with filter, 4.5 qts.
Shortest lubrication interval: 6000 mi. or 60 days
Oil- and filter-change interval: 6000 mi. or 60 days

BODY & FRAME: Integral construction; step-down underbody floor
Wheelbase: 108.0 ins.
Track: front, 55.0 ins.; rear, 57.2 ins.
Overall: length, 183.3 ins.; width, 69.7 ins.; height, 51.3 ins.
Min. ground clearance: NA
Usable trunk capacity: 7.0 cu. ft.
Curb weight: 2675 lbs.

NA — Information not available at presstime

PERFORMANCE

ACCELERATION (2 aboard)
0-30 mph 3.9 secs.
0-50 mph 8.0 secs.
0-60 mph 10.0 secs.
0-75 mph 17.9 secs.

TIME & DISTANCE TO ATTAIN PASSING SPEEDS
40-60 mph 5.0 secs., 366 ft.
50-70 mph 6.9 secs., 607.2 ft.

STANDING-START QUARTER-MILE: 18.5 secs. and 79 mph

BEST SPEEDS IN GEARS @ SHIFT POINTS
1st 33 mph @ 5000 rpm
2nd 47 mph @ 5000 rpm
3rd 68 mph @ 5000 rpm
4th (not maximum) 90 mph @ 4500 rpm

MPH PER 1000 RPM: 20

SPEEDOMETER ERROR AT 60 MPH: 0%

STOPPING DISTANCES: from 30 mph, 37.5 ft.; from 60 mph, 164 ft.

ACCESSORY PRICE LIST

Engine options: From *140-hp to 155-hp** (140 std. on Corsa) \$ 24.00
GT suspension** 80.00
*Fast-ratio steering** 46.00
*Steering damper** 29.50
*Wood-rimmed steering wheel** 59.00
*Long-range driving light** 9.95
*Fastback "904" Ventop (painted)** 125.00
*Leather steering-wheel cover 9.95
*Judson electronic magneto 52.50
*Michelin-X tires (set of 5) 120.00
*Metallic brake linings 47.00
Tuned dual mufflers 49.95
Cast-aluminum wheels 198.00
Pirelli Sempione tires (set of 5) 65.00
Competition suspension 134.00
Racing suspension 184.00
Koni replacement shocks (each) 24.50
Complete Sprint Kit (includes items ** marked, plus: luggage deck and back-wall carpeting, Sprint gearshift knob, and Sprint nameplates) 383.65

CHEVROLET ACCESSORIES
*4-speed transmission 89.55
Limited-slip differential 36.85
*Pushbutton radio AM/FM 133.75
*On test car

MANUFACTURER'S SUGGESTED LIST PRICE: \$2658.94 (incl. taxes, safety equip't & PCV device)

PRICE OF CAR TESTED: \$3322.94 (incl. Sprint options, excise tax, delivery & get-ready charges, but not local tax & license)

MANUFACTURER'S WARRANTY: 24,000 miles and/or 24 months

SECS.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ACCELERATION	0-30																			
	0-50																			
	0-60																			
	0-75																			
PASSING	40-60																			
	50-70																			

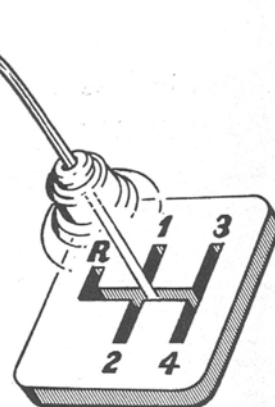
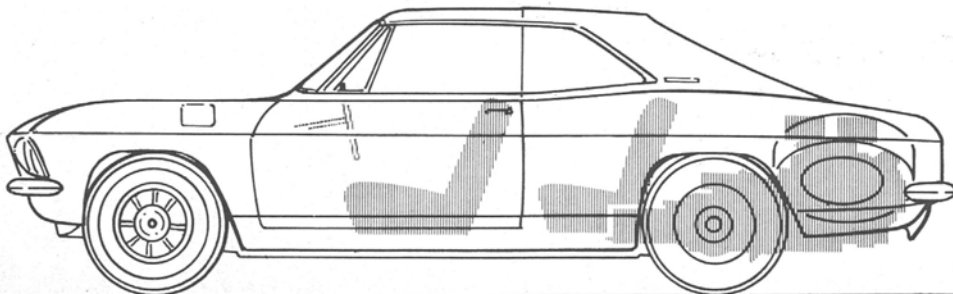
1/4-MILE

FT.	25	50	75	100	125	150	175	200
STOPPING	FROM 30 MPH							
	FROM 60 MPH							

18.5 SECS., 79 MPH

CORVAIR CORSA SPRINT

2-door, 4-passenger hardtop



SCALED IN 1-FT. UNITS																				
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