TUCSON Corvair ASSOCIATION
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Corvairsation
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Carbureted or turbocharged: which Corvair is right for you?

Chevrolet gave buyers a surprising amount of variation for the rear-engined Corvair, but those in the know seek out two configurations more than any others: The turbocharged engines, making 150 or 180 horsepower; or the naturally aspirated versions, cranking out 140.

The 150-hp turbo was introduced in the 1962 model year as the new "Spyder" option. It was the first time Chevrolet put a turbocharger on a production car, and it was an admittedly rudimentary system by today's standards. The Carter YH carburetor was placed before the turbocharger as a draw-through arrangement. This limited boost only to what air could be pulled through the relatively small Carter carb and then compressed into the long intake runner that spanned the aluminum cylinder heads on opposite sides of the flat-six engine.

As such, a turbo car is known for not being able to take advantage of its boost until third or fourth gear, even when it's perfectly tuned and set up. This can make these Corvairs a little lackluster in stop-and-go traffic, but they come on strong once rolling and spooled up.

On the other side of the coin is the 140-hp engine that came out in 1965. The turbo cars may have been literally breathing through a straw, but the 140-hp engine had to drink from a fire hose. A quartet of Rochester carbs—HV-model primaries and H-model secondaries—are operated with a progressive linkage that gives a second kick in the pants as the driver presses the throttle to the floor, opening up all four throttle blades.

Each Rochester is capable of roughly 100cfm airflow, which is a whole lot of carburetor—400cfm total—on a relatively small 164-cubic inch engine. It's a tried-and-true system, though, and the theory that an engine will only pull what it needs comes from situations like this. Just like the turbocharged engines, the 140-hp models have their weak points. The 140-hp engines had the largest valves of any Corvair engine and thus the valve seats pressed into the head have a tendency to drop out and cause chaos in the combustion chamber.0

Both have similar power and some compromise on performance and reliability. So why choose one over the other?

Having spent over 16 years in the Corvair community myself, and owning the white, naturally aspirated '65 Corsa you see here for six of them, I think the answer comes down to two factors: drivability and history.

Buyers of "driver" cars often shop for the 140-hp cars due to their motor's flatter torque curve and easier tuning compared to the mills of the turbo cars. This leaves the boosted engines for those who want to own a milestone of unique tech that was cutting-edge for its time. Even if they are choosing the comparatively boring engine, like I did, the Corvair is still a great driving car with character and history to spare.

Fortunately, cost is not a significant factor for those weighing their Corvair engine choices. In order to be as apples-to-apples as possible, we took a look at values for 1966 Corvairs in the same Corsa trim, with the engines being the only major difference. An Excellent, #2-condition, 180-hp turbo car only carries a $1200 premium over its same-condition, carbed sibling, while the delta shrinks to only $500 between #3 (Good) condition, driver-quality cars.

Corvairs have long been the affordable little brother to the heavy-hitter big-body cars of the 1960s, though that doesn't seem to have endeared them to younger generations looking for an entry point into American cars from the '60s.

Those who count themselves among the Corvair faithful are drawn to its history and misunderstood nature. Their die-hard enthusiasm and taste for intricate and unique details is a big part of what's kept the community for this outcast Chevrolet thriving. The choice between turbocharging or carburetion merely adds another layer to how the Corvair is appreciated.

From Kyle Smith's article in the April 20, 2023 Hagerty Insider

140 hp Corsa option: 4 single-barrel Rochester carburetors.

150 hp Spyder option: a single Carter YF carburetor.

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 (CORSA) 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
CORSA membership dues are $45 per year ($90 for 26 months) and include a subscription to the CORSA Communiqué, a monthly publication. Rates are $37 per year and $74 for 26 months for a "virtual" membership. CORSA 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 2023 Events at a Glance

3rd Sat of each month	**Monthly Meetings**: 9:00am, Old Times Kafe, 1485 W Prince Rd, Tucson, Arizona
Sat, Dec 9, 2023	**1st Annual Air-Cooled Gathering** hosted by Tim & Cindy Lindhorn. (See website for details)
Sat, April 6, 2024	**Chevy Showdown**, 9a –3p. Desert Diamond Casino, Pima Mine Road, Sahuarita, Arizona.
Sun, May 24, 2024	**3rd Annual Arizona Corvair Challenge**, Pinal County Fair Grounds.

TCA outing to the Ignite Sign Art Museum in August.

What really finished the Corvair

Introduced in April of 1960, the Monza featured bucket seats, deep-twist carpeting, full wheel covers, and other deluxe trimmings designed to appeal to a younger, sportier audience. It was an instant success, quickly becoming the most popular Corvair model, accounting for nearly half the volume. The Monza was so successful, in fact, that it caught the attention of the Ford Motor Company and product man Lee Iacocca, who could see a market segment emerging that the Monza barely tapped. Ford immediately went to work developing the Mustang, and according to Iacocca himself in his autobiography, the Monza was its direct inspiration.

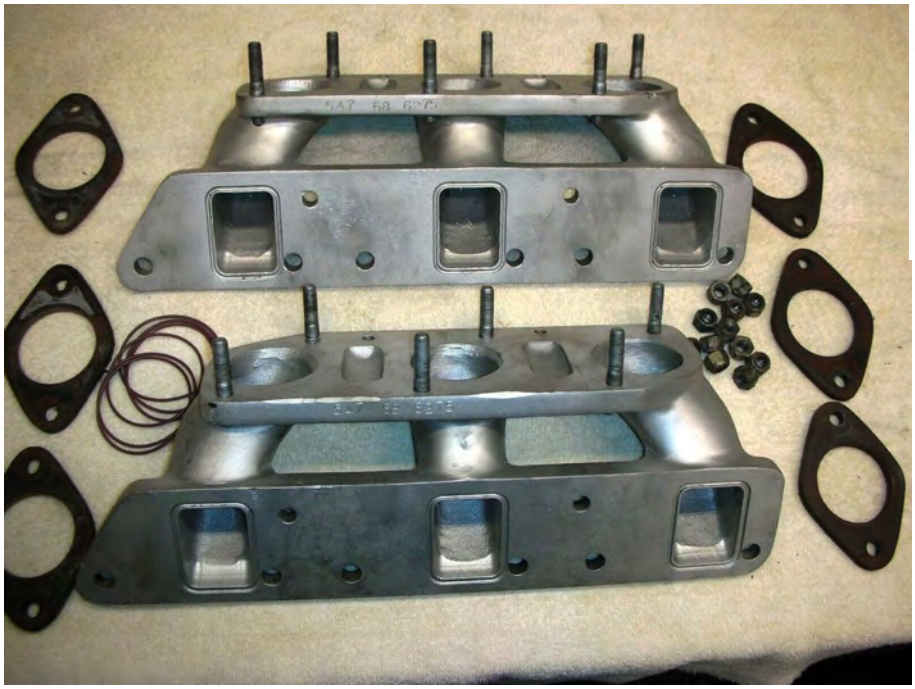
A runaway hit from its introduction on April 17, 1964, the Mustang broke every sales record in the Motor City. Naturally, Chevrolet had to craft a response and in August, Chevrolet started work on its Mustang competitor, initially designated the XP-836 and finalized in November of '64. Just as the Corvair Monza begat the Mustang, the Mustang begat a Chevrolet pony car, and now there was no longer any clear place or purpose for the Corvair in the Chevrolet lineup. Announced on June 28, 1966 and officially introduced on September 26, to the left is the car that killed the Corvair: the 1967 Camaro.

Mac's Motor City Garage

Weber Set-up for your 140

Carburetors: $3,200
Manifolds: $1500
Machining your 140hp heads: ???
Power increase? Some.
Expensive? Yes.
Worth it? You be the judge!

Weber 40IDA Carburetors



Crown manifolds

Built in Italy, Inspired by Porsche: The "Turtle" Was the Greatest Corvair of All Time

Razvan Calin—4 May 2023

Giorgetto Giugiaro drove it back to Turin after the event. Probably during that motoring gathering from March 1963, Bertone's styling drew the attention of another tremendous Italian name. Lamborghini was showcasing its first automobile, the 350GT, in Geneva. The long and fruitful association between the House of the Raging Bull and Bertone could be the merit of this Corvair.

Apart from its stunning looks and daring features – the fighter jet-inspired plexiglass canopy, steering yoke, and offset instrumentation gauges – the Testudo has a profoundly brief history. If grammar doesn't agree with the two terms working alongside, note that the chassis was delivered to Bertone in the winter of '62. On March 3 of the following year, the car drove from Italy to the Swiss car convention and back.

If that is not a fantastic engineering feat, then I don't know what else is. The coachbuilder needed just two short months to practically invent the automobile. The Corvair Monza chassis was shortened and strengthened while the drive train was left untouched. This is perhaps the turtle-most feature of the Testudo – the crucial "go fast" element isn't awe-inspiring.
At least, not by American standards of 1963, which were a pledge of allegiance to the classic layout of liquid-cooled front-engine and gearbox and rear-wheel drive. The Testudo came with the Corvair high-performance 145 cubic-inch flat-six rear-mounted plant. It was small enough to allow Giugiaro to create his wonderful optical illusion but strong enough to push the car around without effort.

When seen from the side, the long hood immediately gave the onlooker the impression that a massive engine resided in front of the cabin, in the tradition of European sportscars. The small flat-six neatly fit in the small space behind the two seats, directly over the rear axle. The four-speed manual transaxle and engine assembly added enough weight over the drive wheels to keep the car firmly in its tracks.

The output from the overhead camshaft, two-valves-per-cylinder, twin-downdraught-carbureted engine was rated at 102 hp and 134 lb-ft. The Berlinetta body left a sporty impression, partly due to its sleek styling and shallow height.

Bumper to bumper, the Testudo measured just 169 inches, with a wheelbase of 94.5 inches. At almost 68 inches wide and 41.7 inches tall, the Turtle appears to be a track-born athlete. At just 1,980 lbs, it was nine hundred pounds lighter than a same-year split-window Corvette.

To aid the dynamics of the Testudo, Bertone installed all-around independent suspension with wishbones, coil springs, telescopic dampers, and an anti-roll bar at the front. Semi-trailing swing axles and coil springs support the rear, and four-wheel drum brakes provide stopping power.

More than a decade after drawing this stunning Corvair, Giugiaro recalled the Testudo "was a car with which I really felt I contributed to car design." Influences of his first significant project are still visible today, despite GM never pushing forward with the concept.

The American motoring giant – pressed by the cataclysmic success of Ford's Mustang – dropped the Corvair altogether by the end of the sixties. Instead, Chevrolet focused on another project that would eventually become a motoring icon: the Camaro.

The Tucson Classics Car Show — October 21, 2023

Even Dennis Gage showed up!!