

CREATIVE WORKSHOP

Corvair Special

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This Corvair started as a stock Corsair - 140hp. It was a completely rusted out junk pile brought to us by our Client, James Anderson. In fact, the car was so badly rusted, we had to purchase a donor car out of Texas and have it shipped to the shop to take panels off.

James provided the basic outline for how he envisioned the car - he was specific in some areas, general in others - but he certainly knew what he wanted - and through regular check-ups, we continued to tweak and fine tune the build to get it just right.

The car is completely performance upgraded - fitting into a process we call "Converted Restoration". What this means - and how it plays out with a car - is we take a look at an original car - and imagine what the original designers/builders would have/could have done, if the technology was available to them. We don't say "we want more horsepower - so let's put in a Chevy 350" rather, we say "we want more horsepower - what do we need to do to the original engine to provide that horsepower".

When you apply this type of thinking to all aspects of the car, you end up with a perfectly restored car, that is true to its origins - can still be called a Corvair - but, is transformed into a thoroughbred modern piece of machinery, custom tailored to an individual's desires.

This Corvair has been customized and upgraded in the following areas:

- 4 wheel disc brakes
- Fast ratio steering box
- Shift linkage redesign
- A/C system
- fan/cooling system
- Suspension: performance shocks and coils. Lowered approximately 1.5"
- fuel delivery
- ignition system
- Engine: performance cam, high compression pistons, valve train Geometry, oil cooling, balanced and blueprinted
- interior: seats, leather, center console, stereo, stick shift, 4 point harness

For each of these "categories", the technology and/or customization is a story unto itself. For instance: The Stereo: we took an original 1966 Am/FM radio and gutted it, put in modern stereo equipment and ran it to high power speakers. The radio looks exactly original, but when you hit the button, perfect sound comes out. For the A/C system, we took the original under dash box (which was a very rare option on these cars), gutted it, put all new, modern components inside, plumbed



it to a modern compressor and redesigned the plumbing and condenser system. For the "cooling" system, we removed the original engine box and pulley operated fan (if you recall, original Corvairs had that ridiculous 90 degree bend in the belt, which ran up and

over the engine to turn the fan - which was not only prone to breaking but also sapped a lot of horsepower from the engine) - and made a custom aluminum cooling box cover and installed twin electric fans.

The list/story goes on....