

Descriptions of the Corvair models

Corvair two tone

This was built from the AMT 1969 Corvair kit and completed about 2005. The concept was to build a Porsche competitor. I did that by shortening the wheelbase and body to the same as the contemporary Porsche. The wheels date the build and look out-of-fashion today. The engine has the turbo setup from the AMT parts pack. The nose and engine cover are options in the kit. The license plate is from my 1990 Taurus wagon.



Corvair Mid-engine V8

In the late sixties/early seventies when Corvairs were just used cars, a number were converted to mid-engine vehicles. I believe there were kits to convert Corvairs to mid-engine versions which were advertised in the back of hot rod magazines.

The base kit is the 1969 AMT Corvair. The engine I used is a twin-turbo Callaway Corvette V8 from the Monogram kit released in 1992. As the car was no longer air-cooled, I needed a radiator at the front and a grille. I had a built Camaro from which I used the grille which fitted very nicely. (It turns out this wasn't an original idea as others had done it on full size autos.) The hood vent is an optional piece from a Fujimi Porsche 917.

The Camaro also donated its seats, door panels, steering wheel and wheels. The floor is flocked and I added shoulder belts (something I don't do very often as I find it difficult to mount in a conventional build.) I used instrument faces from Bestmodelparts in the stock dash. The bulkhead is from my parts box and fortuitously fit with just a bit of sanding. The paint is a Lamborghini colour from Zero paints, Arrone Apus.



Corvair Convertible

This was made using the Missing Link resin cast which appears to have used a 1969 AMT Corvair body. I removed the emblems and marker lights to backdate it. Interestingly, AMT included a convertible boot even though, to my knowledge, they never made a convertible. The interior is restored from a 1966 which I had built when it was new and fortunately, not a glue bomb. AMT changed the dash and interior pattern, from 1967 on. The dash here is six instruments and later Corvairs only had three dials.

The instrument and radio faces are from Best Model Parts designed for Corvairs. Seatbelts with the GM emblem are from Gofer racing and the door handles, and window cranks are white metal from Protech.

The engine is the AMT Parts Pack turbo engine mated to the kit transaxle. Another note of interest is that AMT included most of the turbo parts right to the 1969 release, although not included in the directions. Paint is Tamiya Bright red over their pink primer. The chrome windshield frame is AK Extreme Chrome.



Corvair Race Car

I had an earlier project using the Revell Whistler Mustang which I had narrowed to fit. Unfortunately, I accidentally destroyed that body. It fit nicely under the Corvair but don't tell anyone it's a Ford under a Chev! I did have to shorten the wheelbase on the Corvair body, however. The lower part of the nose is also from the Mustang. The hood is from a Camaro. Wing is a parts box piece. The taillight and rear grille are Corvair kit custom pieces. The protection around the exhaust is the foil from a wine bottle. Using an xacto handle as a rolling pin flattens it nicely and it contours to surfaces easily.

I had to scratch-build a seat and I used the rally dash from the Corvair kit in place of the lost Trans-Am one. Photo-etch seatbelts and hood pins were used. The door decal is from the 1966 Corvair which I kept all these years. I saved it as best I could. I used number six as that was a number most commonly used by Mark Donohue whose name is on the roof. Testors orange airbrushed over Tamiya primer.



Corvair Custom

This is a custom version from a built-up and uses the sprint roof which is in all years of this kit. It was designed as an overlay by John Fitch but I cut the roof to mold it in. The custom nose with fog lights is from the '67 release. The Crager wheels were only in the 66 kit I believe. The engine is a resin cast by a friend of an experimental flat six engine in the Chevrolet Astro 1 kit. The fuel injection is from the 67 Fujimi Porsche 911 R and the pins fit right in as if designed for it.



Corvair Custom restoration

I bought this built-up at the 2023 NNL East show from the widow of the builder. The design intrigued me. It is a first series Corvair with the custom roof from the 69 Corvair. It had the '69 interior and chassis and a V8 engine. The roof is the custom one from the '69 Corvair molded in. I replaced the interior with a narrowed '69 tub using the builder's seats. The chassis was also replaced, and the engine is a resin cast from the Astro 1. The grill is Datsun but I have no idea where the rear clip is from. I also made new glass but kept the wheels and tires. I tried to stay true to the builder's vision but did remove the wipers and door handles. I changed the colour too from red to silver. A fun project and nice to have a survivor from some unknown builder.

