

For Sale: '65 Corsa coupe, 140, parts car

The time has come for me to say good-bye to my Corsa. Extensive rust [see ant's-eye view photo below] in the driver side rear suspension attachment point of the body makes it necessary. There is the other usual rust everywhere else [doors, behind turn signals, rear quarters, etc.] I drove it in the spring, summer, and fall for 22 years and put 90,000 miles of wonderful driving on it. I'll miss it.



Last July it dropped a valve seat on #3 exhaust valve. It still runs, but I didn't drive it because I didn't want the seat to break and bounce around inside the combustion chamber, causing damage. The body is too poor for me to justify replacing the seat. I had to have #5 exhaust valve seat replaced a few months after I bought the car. At that time, I had new valves and springs installed in the head as well. I changed the oil and filter at the end of the driving season, about every 4000 miles.

It was a great-running and -driving car though.

Details:

- The seats are okay for a daily driver, but not for show. It's on it's second set. There is a split seam starting on the passenger seat cushion and cut on the top of the seat back.
- Glass is good except for windshield which is starting to fog around the edges.
- Stainless trim around windows and gutters is good.
- Engine air exhaust grill is good, but dented.
- Bumpers [with guards] are good, though someone apparently used fine sand paper on part of the front one.

- Trunk lid, engine lid, and air intake cowl panels are good.
- Carpet is good for a daily driver.
- Wheels are 16" X 8" Camaro IROC-Z with 205-50/16 BFG G-Force Super Sport tires.
- All ball joints have been replaced.
- Idler arm and pitman arm bushing have been replaced.
- Quick steering arms
- Rebuilt shift tube with Clark's bronze bushing kit
- Replaced shifter coupling
- New clutch release bearing, Viton front main seal, input shaft seal and bell housing gaskets in 2016
- New Viton rear main seal and oil cooler seals, but the engine still drips, probably from the dented oil pan; Viton pushrod tube seals
- New brake system: Everything has been replaced [except for the line in tunnel] from the master cylinder to the wheel hardware; Kevlar brake shoes; silicone brake fluid
- Speedometer cable and housing were replaced
- Speedometer refurbished and tach movement [does not match original] replaced by Irv Simon [a Corvair instrument specialist from 20 years ago]
- Clark's heavy-duty shocks in front; gas shocks in rear
- Replaced transmission cross member mounts
- Mileage: I'm guessing around 160,000. The odometer showed 35,000 when I bought it in 1995 which obviously wasn't accurate. The instrument cluster and glove box door were replaced [probably at the same time for unknown reasons]. It now shows 25,842.

It was hit on the driver's quarter panel [see photo below] and on the passenger side quarter panel just behind the rear wheel [not shown]. These were from people pulling out of parking lots as I was driving by.



Before the quarter panel dent:



Asking price: \$1200 or best offer. About half the price is the value of the wheels and tires [noted from e-Bay]

If you want to look it over, hear it run, or want photos of a particular area of the car, please contact me:

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