

ago with a GM rep, the Corvair didn't go heads, akin to the and several air-dials? The rep said Corvair design was, al heads—actually prototypes. The trouble GM bean counters, such a move would casting to do the more per car. Multi-air production—or a units—it could equal on in added cost. too, would have top-up possibilities. here is more to the rate decisions than hindsight. About the n do in that regard a kit—which Piper is a fact, though, ng up in stock Cor- is in the cylinder e valves are small o reach; and other do a great job of ng. Deciding to im- rformance involves ok at the choice of ifications.

sions, from 1966 to no such embarrass- orvair changed the esigns to the Sagi- was used on the at this means, es- gears from a 327 be stuffed into the gears were inter- the Saginaws; not 427, but the 327. n '66 on were the e became different

All the above fixes are things that Piper concentrates on—when you take your Corvair and a few dollars along. Remember, it's low budget.

## CORVAIR AND FERRY PORSCHE

To sanctify the battle-scarred Corvair legend, there comes to mind a story that San Juan Capistrano VW-Porsche dealer Bill Yates likes to tell. Yates, by the way, is an avowed Corvair hater. The story goes that Yates, who is also an old dragster man, was at the Porsche factory in Stuttgart a couple of years or so ago (as a member of the Porsche Le Mans team).

Yates reported that the first day at the factory, a number of drivers were standing on the front steps, along with dealers from all over the world. Discussions were taking place, when all of a sudden, Ferry Porsche—the owner of the entire enterprise—drove up nonchalantly to the reps' meeting in his '69 Corvair. Yates reported that everyone "nearly had a hemorrhage." After sufficiently recovering, Yates asked Porsche's factory manager, who was likewise waiting on the steps, if the Corvair appearance was some kind of joke. The manager, who spoke English, said that Porsche had helped design the Corvair in '58 and '59, before it went into production. Part of the deal with GM, the manager related, was that Porsche would get a new Corvair every year. Porsche was, very simply, driving the last one he had received.

## CORVAIR AND SCHNEIDER

A Los Angeles County employee, who deals with collective bargaining and arbitration procedures, decided