

## Another Experimental Corvair From the GM Styling Studios

THE INCREASING FREQUENCY of stories about a small, Falcon Sprint-based sports car from Ford Motor Co. tends to make *Car Life* editors believe that this entity is not too far away. In fact, there's reason to believe it might be introduced as early as the "1964½" models.

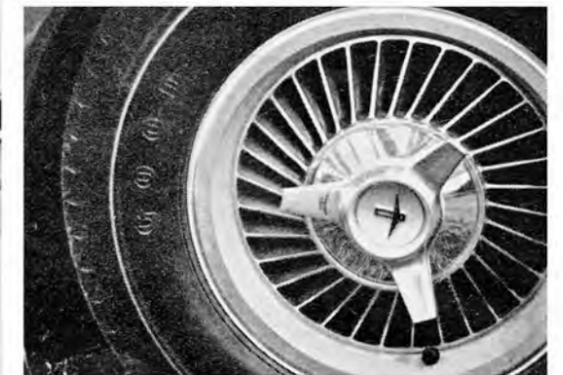
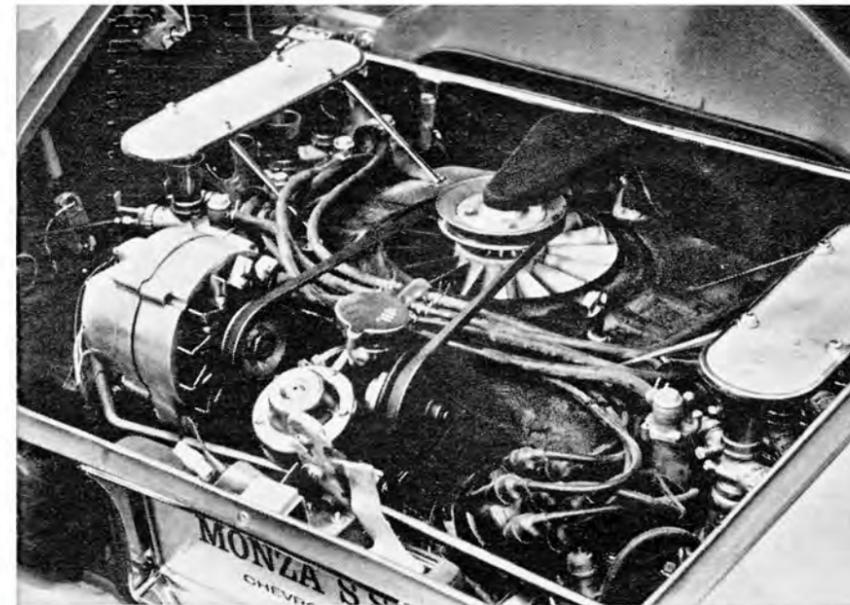
Where does this put Chevrolet, and General Motors? Perhaps not in the

spot many of us would at first imagine. GM Styling has been experimenting with Corvair-based sports and sporting cars now for several years and the version pictured here, the Monza SS, is the latest progeny. Its ancestors include the Corvair Monza, the Sebring Spyder, the Super Spyder and the Monza GT (CL, May).

Of all of them, the SS most resem-

bles the super-aerodynamic GT. Its front and tail end configurations are much the same, its cockpit/seating virtually identical. In format, however, the two widely differ.

Where the Monza GT follows current racing/sports car practice of mounting the motive power amidships, i.e., ahead of the rear axle, the SS has its engine in a normal Corvair attitude, aft of the axle. The GT has a wheelbase of 92 in., the SS is only 88 in., some 20 in. less than the standard Corvair but nearly 5 in. longer than the sporting German Porsche.



Access to the SS engine, a normal Corvair flat-Six warmed up with eight Dellorto carburetors and several internal modifications, is through a hinged hatch in the rear deck. The hatch cover is louvered, to admit air for the cooling system. The carburetors are fed from twin fuel tanks, mounted in the front fenders just behind the front wheels.

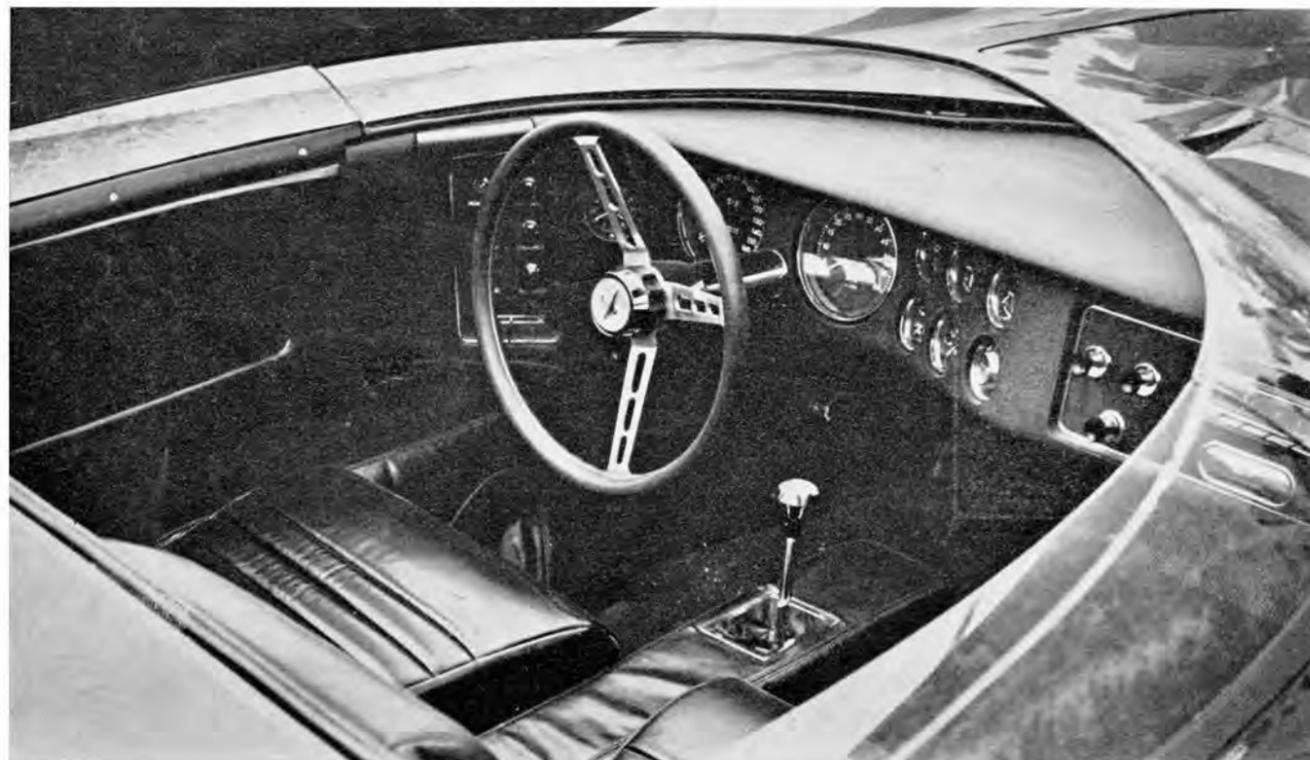
Disc brakes are used at all four wheels on the SS. The wheels are cast of light alloy and mount 6.50-13 racing tires. Suspension of the roadster is from the Corvair Spyder, slightly

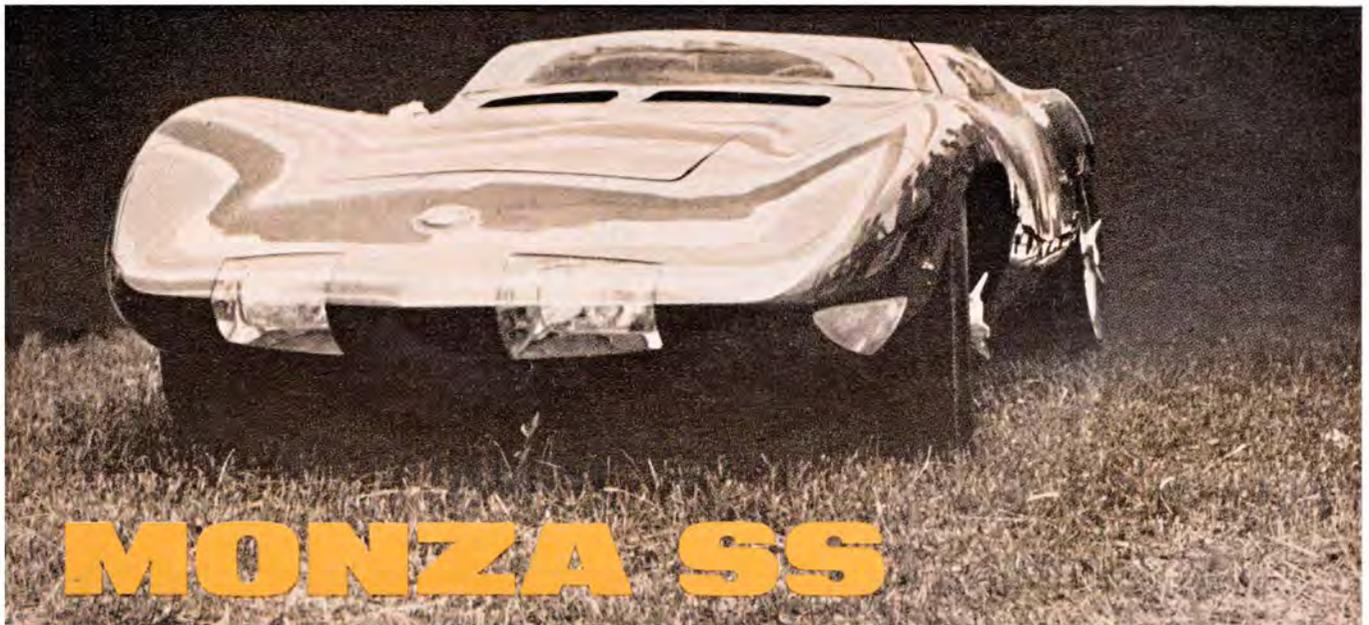
modified because of the difference in weight.

Driver and passenger are accommodated in black-upholstered, cradle-like bucket seats, which are stationary. Adjustment is accomplished by sliding the foot pedals and steering wheel fore-and-aft. All operating switches and controls are on a separate panel at the left hand, with only the shift lever at the right. Huge speedometer and tachometer faces are flanked by seven round-dial instruments set in a black crackle panel. The windscreen on the SS extends up only 5 in.

First shown at the New York International Auto Show in April, the Monza SS subsequently was displayed in June at Elkhart Lake, Wis. An obviously working, running, drivable "dream" car, it looks as if it could be translated into a production-line version without too many problems should the market-research people say "Now!"

	DIMENSIONS	
	Monza SS	Corvair
Wheelbase, in. ....	88.0	108.0
Tread, f & r. ....	53.0	54.5
Length, o/a ....	164.5	180.0
Height ....	30.0	51.5
Width ....	63.8	67.0





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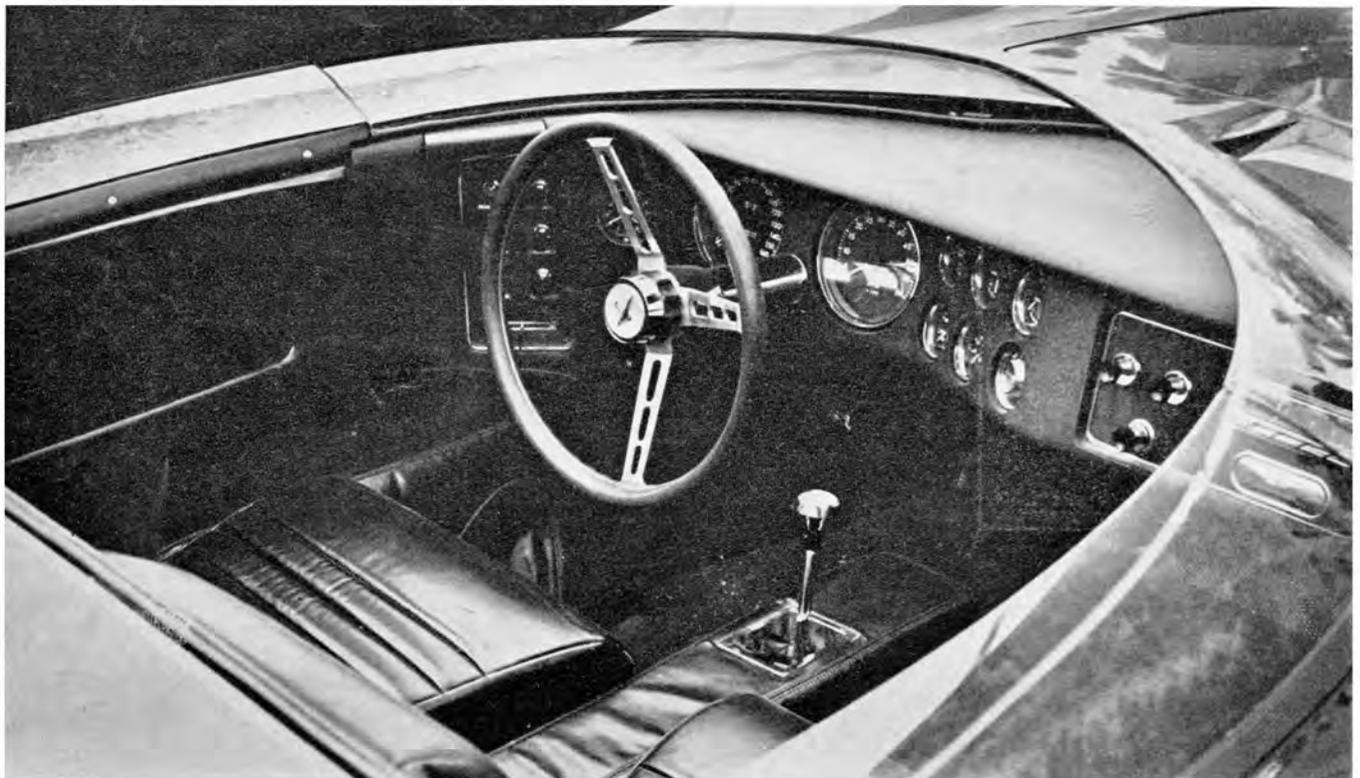
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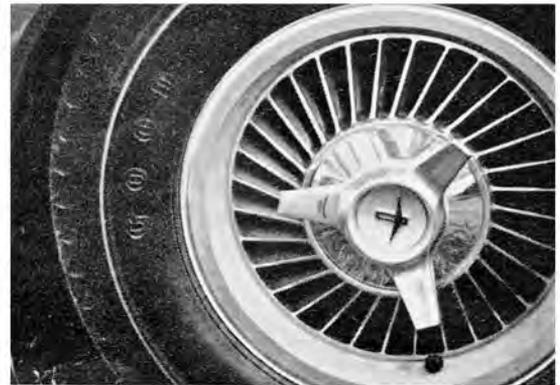
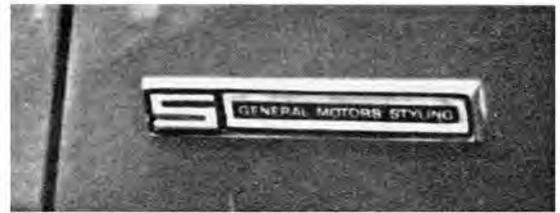
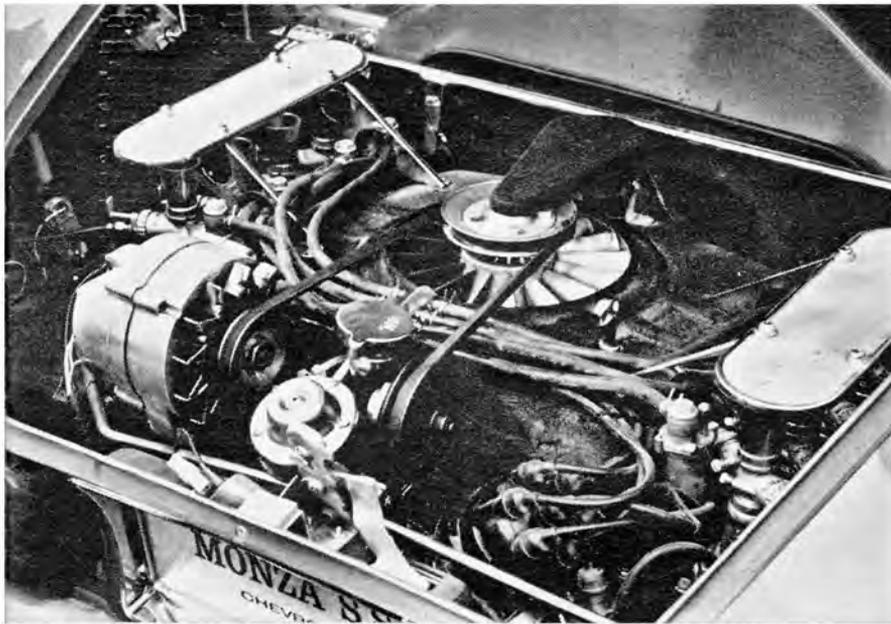
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