

Security:

Corvairs in general are not very secure cars compared to some of the current offerings. To lock a car or not is sometimes a difficult question. If you lock it, you seem to be saying that there is something inside worth stealing. If you have a convertible, you invite the obvious. As I pointed out last month, getting into a locked Corvair is easy, and I only touched on one of many methods. Someone who plans to steal a car would come prepared, perhaps using the three steps I outlined last month.

My feeling is that if a thief cannot get a car on the road in the first minute the odds are that he will make a hasty retreat. A cranking car that will not start attracts far too much attention, thus my suggestion:

Install a hidden switch under the dash, grounded on one side and connected on the other side to the negative side of the coil. You are simply grounding the coil when you close the switch. Use a wire that looks original, combining it with the regular harness, and it will look identical to a tachometer wire. If you have a tachometer in your car, wire the switch into that wire in your dash harness. It will take a technically inclined person with some time on their hands to determine what you have done.

If you cannot get motivated to do that much work, you can at least make a jumper with alligator clips and do the same thing in the engine compartment. You could also pull out the coil wire or unplug the starter connector, but ends of coil wires come off sometimes and doing these things is a nuisance every time you leave your car.

Every Corvair (five to date) that I have worked on after they were stolen and recovered had been started and run by jumping the wires under the dash. Getting access to Corvair wiring is easy but you are still safe with a grounded coil. If you do have an attempted theft, repairing dash wiring is better than waiting in vain for your car to return in one piece.