

Corvan Antics

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Volume 43 Issue 6

Founded in 1972 by Ken Wilhite



The Bi-monthly Newsletter of the

Corvanatics

The Forward Control Corvair People



Riding with the President

by Chris Nickel

Hi all,

A lot has happened in the past couple of months. We have made official Corvanatics business cards. All officers should have some. We have also made Corvanatics Belt Buckles. They look amazing!! We have a new tech editor, Gary Baxter.

Today I had an amazing conversation with a manager while in a job interview. We were talking about Corvairs and he was asking what got me into Corvairs since im so young. I was telling him about my first Corvair convention and what really got me into them. Other than my grandfather introducing me into the classic cars. I was telling him that not only are they classic but you could also call them race cars and just how the engine and mechanics work has got me really interested in them. I remember the first thing the interviewer asked me. He asked, "Now do you have a Corvair?" I replied, "Not right yet, but I want one." We went on for about half an hour on Corvairs. That was an very interesting interview but I think I will get the job.

He was also stating that they are problematic engines. He told me that he had one once upon a time but had to sell it but when he had it he always found himself working on it. I told him that's what makes it fun. You are always fixin it. It keeps you busy.

I also remember I was watching an episode of pawn stars and they had a Corvair on there. That was a cool episode.

I have also been listening to the news and they said that Winter is kind of late. Its November and in Tennessee its coat



weather usually by now but its like 60 and 70 degrees. Thats warm for November.

Well that's it for this article,

Have a happy Thanksgiving and Merry Christmas. And don't forget to get your FC's out and show them off. Keep on Truckin' Corvanatics!!!

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Item	PDF	Mailed
Corvanatics Jacket/Hat Patch	N/A	\$2.50
Corvanatics Window Sticker	N/A	\$2.00
Corvanatics Magnet	N/A	\$2.00
Corvanatics Lapel Pin	N/A	\$3.00
Corvanatics Key Fob	N/A	\$8.00
Corvanatics Hat	N/A	\$18.00
Corvanatics Roster*	Free	\$2.00
Powerglide Transmissions booklet by Bob Ballew	Free	\$10.00
Differential Booklet	Free	\$5.00
3 booklet set: <ul style="list-style-type: none"> • Paint Codes (includes cars thru 64) • Prices and Options • Paint and Trim Combinations 	Free	\$5.00

Closeout Sale - When these are gone, they're gone!

Item	Size	Price
2014 Convention Poster Closeout sale – soon to be a collectible	24"x31" Shipped rolled (only 8 left) GONE	\$40.00
Corvanatics Canvas Tote Bag	15 1/2" tall x 15" wide	\$40.00 \$6.00
Corvanatics T-shirt	Small (only 2 left)	\$12.00 \$6
	Medium (only 3 left) GONE	\$12.00 \$6
Men's Polo Shirt	Small (only 1 left) GONE	\$18.00 \$8
	Medium (only 1 left)	\$18.00 \$8
Women's Polo Shirt	Medium (only 2 left)	\$18.00 \$8
	Large (only 3 left)	\$18.00 \$10
	X-Large (only 2 left)	\$18.00 \$10
	XXL (only 1 left)	\$22.00 \$10

Corvanatics
PO Box 155
Pine Mountain Valley, GA 31823

Membership and Merchandise payments can be made through PayPal Corvanatics@gmail.com

Roster only available to current members send request to Corvanatics@gmail.com.

Details and pictures at: <http://www.corvair.org/chapters/corvanatics/merchandise.php>



From the Secretary *by Molly Bacon*

The Winner Is
Jesse Wright
 \$10 Clark's Gift Certificate

Remember, you can only win if your
 dues are current




Reminder:


Dues Change – On October 1, 2015 dues for members requesting a mailed newsletter increased to \$12/year. Emailed newsletter memberships are still \$10/year.

Corvanatics Business Cards

Email, call or write me for a “stack” of Corvanatics business cards to give out whenever you see an FC.







Corvanatics
 Dedicated to the preservation of
 Corvair 95 light trucks and vans



The Corvanatics chapter of the Corvair Society of America advances preservation, restoration and enjoyment of Corvair Forward Control (FC) vehicles.

More information and how to join on the back of the card.

Corvanatics, formed in 1972, is open to anyone with an interest in Forward Control Corvairs. Dues are \$10.00 per year with an emailed newsletter, \$12.00 for a mailed newsletter. Membership information is available at www.corvair.org/chapters/corvanatics or from Corvanatics, PO Box 155, Pine Mountain Valley, GA 31823.

Hi all,

I know some of you have moved your FCs into hibernation. It's been sad to read in newsletters and on Facebook where people mention going to the last show/cruise, etc. of the year. For some it will be a good time to get some work done to keep or even get your FCs on the road for the next driving season. Some of us in the southern areas can still occasionally find an event to attend. Chris tries to drive the Corvan daily. He always has to go out searching for some bolt, nut, etc.

WELCOME !! to our new members

Gary Greenwood	SC	1962 Loadside
Derek Bronken	MT	1963 Greenbrier, 1963 Rampside
Alan Gonick	CA	1962 Greenbrier Deluxe AKA Rosie, (6 door) White w\ red band, Red interior, 80hp\4sp Bought it in Nov 2015 was parked for 15 years.. rust on roof rails and doors but chassis had on overcoat
Stig Holm	Sweden	1964 Greenbrier – the first FC in Sweden

From the Secretary *by Molly Bacon*

Welcome Back!!

Jim Davis

KY

Rampside – rejoined after an 8 year absence

Please encourage any FC owner you see or communicate with to join Corvanatics. I can provide you with a PDF of a welcome letter and membership form you can print and pass out. Just email me at Corvanatics@gmail.com or call me to have printed ones mailed.

Dues Due!!

Everyone should have a membership card. Please let me know if you don't or have misplaced it, I will send you another one. It has your "Good till" membership dues due date on it, so everyone will be able to keep up with when to send in their dues. That way your name doesn't get published in the newsletter and you stay eligible for the gift certificate giveaway. Send those dues in on time or even early and pay for multiple years, too! Paying early doesn't cheat you of any time on your membership. It will be renewed to the number of years from your current due month.

Last Chance

We still have a few members on the last chance list. This list is folks who are seriously overdue. If you are on it, this is your last newsletter unless you pay your dues. There is no penalty. Please pay up so this list goes away and you become eligible again for the gift certificate drawing.

Due July and Aug

You are **NOT** eligible to receive a gift certificate even if your number is generated.

Rick Buck	July 2015	Jim Cheek	Aug 2015
James Cheek	July 2015	Dick Dean	Aug 2015
Kelly Macfarlane	July 2015	Ray Langley	Aug 2015
Fred Palmer	July 2015	Frederick Marsh	Aug 2015
Benjamin Stiles	July 2015	John Mellies Jr	Aug 2015
Duane Wentlandt	July 2015	Michael Pfingsten	Aug 2015
Chad Barrett	Aug 2015	Lon Wall	Aug 2015

Dues Already Owed

Due Sept and October *Second notice*

You are also **NOT** eligible to receive a gift certificate even if your number is generated.

Paul Bayoff	Sept 2015	Robert Marlow	Sept 2015
Tom Berg	Sept 2015	Clark Hartzel	Oct 2015
Michael Burgio	Sept 2015	Ron Mann	Oct 2015
Phil Dally	Sept 2015	Thomas Robinson	Oct 2015

Coming due in the next two months (early reminder)

Due November and December – coming up, pay now! Stay eligible for the gift certificate drawing.

Remember, your dues can be paid for more than one year at a time. When you pay your dues, you will be sent an updated membership card with your new expiration date. Dues can be paid from the website with PayPal or sent "snail" mail with a check or money order.

David Barclay	Nov 2015	Lee Richardson	Nov 2015	Vincent Rohr	Dec 2015
James Carrington	Nov 2015	Steve Turner	Nov 2015	Gary Sibert	Dec 2015
Graham Dell	Nov 2015	Jess Corrigan	Dec 2015	Michael Simmons	Dec 2015
Forrest Gist	Nov 2015	Don Filkins	Dec 2015	Bob Sullivan	Dec 2015
Nicole Kennon	Nov 2015	Eric Lucas	Dec 2015	Les Campbell	Dec 2015
Paul Leimer	Nov 2015	Gary W Moore	Dec 2015	Brian Tucker	Dec 2015
Keith Martin	Nov 2015	Eric Prosize	Dec 2015	Russ Thuleen	Dec 2015

Thanks, Molly Bacon

Introducing New Tech Editor

by Gary Baxter

Hi, my name is Gary Baxter. I am the new Tech Editor for "Corvan Antics". My job is to review the tech articles submitted. That means I need you to send in articles so I can do my job. Do not think that everyone knows how to do what you thought was



Gary Baxter

a simple job. There are people new to FC's and Corvairs that just might need that information. The excuse of "I don't write well" does not cut it. That can be addressed. Send in your notes, some pictures are nice too, and I will turn it into an article for you. I want to see your name in print, not mine, so send in articles! Don't complain to Gary M about the newsletter not having tech tips if you haven't sent in some. He can only print things he receives.

As to me, my first Corvair was an engineless '62 Corvan that had been used as a trailer by a rock band and was painted 13 different colors. I got it in 1970 as my 29th vehicle in ten years. I built a 110 and converted it from PG to 4-speed. It was replaced by a '66 turbo Corsa convertible. There have been many other Corvairs since then. We currently only have 14. I got my current Rampside in 1989 and a '64 SW Bell phone truck in 2001. We are a Corvair family. My wife, Mary has her own '61 Rampside, along with a '61 Lakewood and a '65 Corsa, which is usually the one we drive on trips. Our daughter has five, ranging from projects to a Senior '67 Monza. We do our own work, except for chrome, powder coating, and some upholstery. They tend towards stock appearance, while I am more into modified.

I am looking forward to seeing many of you in Springfield next year.

Vairs in the Valley FCs

by John Nickel



FC winning trophies at the 2015 Vairs in the Valley included Jerry Murray from Moncks Corner, SC received the First Place Trophy for the FC Class with his Red/White 63 Rampside. John Downer from Cambridge, OH was tied for Second Place with his Red/White 64 Rampside. Cecil Triplett from Lenoir, NC tied for Second Place with his White/Red 64 Greenbrier.

Deciphering the FC Paint and Trim Codes

- An "Exception-al" Subject

By Steven R. Spilatro

Corvair 95 paint and trim codes provide information about factory regular production options (RPOs) for a vehicle's exterior paint and interior custom features. The codes were stamped on a metal body tag located on the cowl wall of the cab below the fuse box. The "Paint" code showed the RPO code of the original exterior color and the "Trim" code presented the Custom Equipment RPO code if the vehicle was outfitted with Deluxe features. The RPO codes were typically followed by one or two additional letters, such as "Trim 431N", "Paint 747G" in 1961, or "Trim 5Z60KB", "Paint 5540AB" in 1964. The meaning of those additional letters, called Exception Control Letters (ECLs), has long been confounding for Corvair 95 owners. In this two-part article, I will first describe various types of "codes" that are pertinent to this discussion – Models, VINs, RPOs, and ECLs – and discuss building of the Corvanatics FC registry. In the next issue I will report on progress deciphering the ECLs of the paint and trim codes – as well as those for other factory-installed FC options. Much credit for this project goes to many other people, so please read the acknowledgements at the end.



Concerning Model Numbers and VINs

In 1960 Chevrolet rolled-out a new system in which truck series were designated with a single letter followed by four numbers conveying information about the payload, wheelbase, and model. The new line of "light-duty forward control" (LDFC) vehicles introduced in 1961 was assigned the letter "R" and rated among the series "10", ½ ton payload trucks – creating Chevrolet's "R10" Series. Within the R10 Series were the four Corvair 95 "R12" models (the "2" signified the 95 inch wheelbase): the Corvan panel van ("R1205"), Greenbrier Sports Wagon ("R1206"), and Loadside ("R1244") and Rampside ("R1254") pickups¹. In this article we will refer to the entire line as Corvair 95 or "R10", to individual models by their names, to Loadside and Rampside together as the "pickups", and to other groupings by model numbers, such as "R1205/44/54" for Corvan, Loadside and Rampside.

The vehicle identification number (VIN) plate is spot welded to the driver's door jamb. The VIN (e.g., "3R126F132031") starts with the year (1 – 5) followed by the model designation ("R124" for the pickups, "R125" for Corvan and "R126" for Greenbrier), although in 1965, the model designation preceded the year (e.g., "R1265S123104"). The "S" or "F" identifies the site of assembly, St Louis, MO or Flint, MI. The final six digits are the vehicle production number at that plant, initialized each model year at 100001, showing the sequence in which the FCs rolled off the assembly line.

Concerning Optional Equipment

Prior to 1963, factory installed optional equipment were designated as a FOA (Factory Optional Accessory) or RPO (Regular Production Option) with a 3 – 4 digit number². In 1963, these options (except paint codes) were consolidated as RPOs under a new alpha-numeric Option Identification System wherein a "General Equipment Group" letter preceded a "Part Identification Number" between 01 - 100. As examples, RPO 431 (Custom Equipment) became RPO Z60 in 1963, FAO 123 (Radio) became RPO U60, and RPO 269 (Supplemental Rear

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Seat) became RPO A59. In this article, both designations will be used when referring to RPOs across years (e.g., RPO 431/Z60). As practiced by Chevrolet, vehicles with Custom Equipment will be referred to as DeLuxe models.

Concerning Cowl Plates and Their Trim and Paint Codes

The FC cowl plate identifies the Gross Vehicle Weight (GVW) rating (“4600 lbs.”), trim code, paint code, wheel base (“95”), and engine horse power (Figures 1A, 1B, 1C).³ Typically, the trim code was either “STD” or had the Custom Equipment RPO 431 or Z60, and the paint code included the exterior color RPO (Figure 1A). ECLs were usually appended to the RPO numbers, but the assembly plants had different habits about doing so.

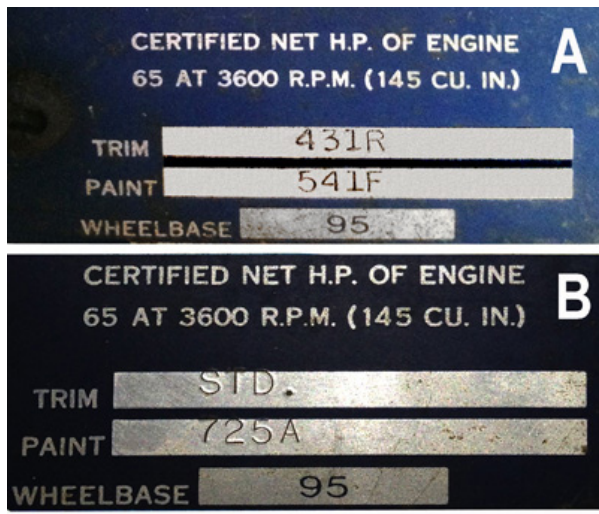


Figure 1A. (A) 1962 Greenbrier cowl plate from St. Louis with Custom Equipment Trim code. (B) 1961 Rampside cowl plate from St. Louis with ‘STD’ Trim code.

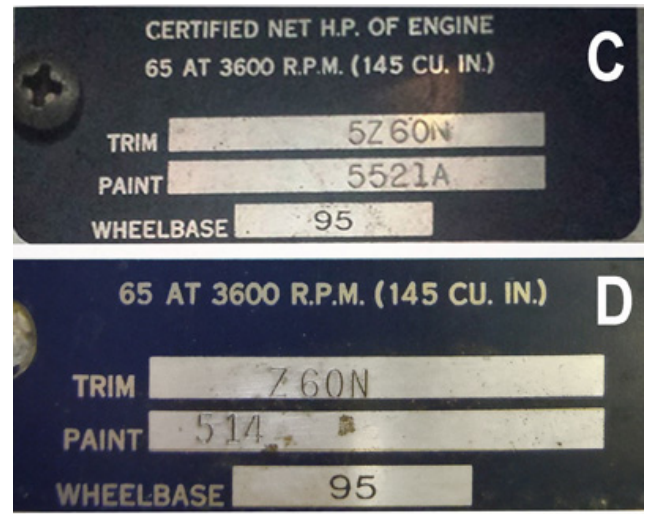


Figure 1B. 1963 Rampside cowl plates. (C) from St. Louis with prepended ‘5’ and (D) from Flint lacking ‘5’ and paint code ECL.

Cowl plate engraving is a tale of two cities. Along with donning a new identification system, in 1963 RPO codes were also prepended with a number reflecting a book of codes used for that particular model line. This is the “5” that is often found preceding the paint RPO or trim “Z60”.⁴ For example, a Deluxe Pure White Rampside exiting the St. Louis plant might have been stamped with Trim “5Z60N”, Paint “5521A” (Figures 1B-‘C’). However, the Flint plant engraved the cowl plates according to its own enigmatic rules – ECLs only sporadically followed the trim and paint codes, and the leading “5” was prepended to neither. The cowl plate from a FC rolling of the Flint line might have Trim “Z60N” (or just “Z60”), Paint “514” (Figures 1B-‘D’). In 1964, the codes for our St. Louis FCs inflated further when Chevrolet initiated two-character ECLs, with a primary (first) letter followed by a secondary letter, such as Trim “5Z60DB”, Paint “5540AB” (Figures 1C-‘E’). Apparently, the Flint plate stampers deemed this too much bother, and ceased to include ECLs entirely through the 1963 calendar year, when Flint’s production of Corvair 95s ended

Concerning Exception Control Letters (ECLs)

ECLs were used by Chevrolet to specify a particular configuration of an RPO. They were the basis for ordering parts from suppliers and informing the assembly line of exactly which parts were needed for each vehicle. For an excellent explanation of the role of ECLs in the assembly process, see the article by John Hinckley written for

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Corvette Enthusiast magazine (1). Here, we'll give an overview of the reasons why were they needed.

When assembly of a vehicle commenced, line workers needed to know which parts were required, and that all the required parts would be available. Generating complete parts lists for each vehicle model in its standard, or base, configuration was relatively straight forward, but tracking the parts required for RPOs was a far more complicated matter. RPOs frequently had different configurations when installed on different models. For example, the Custom Equipment package for R1205/44/54 was quite different than for the Greenbrier. Additionally, when different RPOs were ordered together, their parts lists might need to be modified with additions, deletions or substitutions, such as when Custom Chrome (RPO 393/V37) and Wheel Covers (RPO 132/P01) were combined and the chrome hubcaps were deleted from RPO 393/V37. Interactions between options were not always obvious: RPO 123/U60 (Radio) differed for vehicles with standard and automatic transmissions because different accessory wiring harnesses were needed. The myriad interactions between RPOs created many different installation configurations – in both 1962 and 1963 there were 27 different configurations just for RPO 123 (direct air heater). Tracking the specific parts required for all of the different RPO configurations could easily become an inventory management nightmare.⁵

The solution was the Exception Control Letter (ECL) system: for every possible RPO configuration the engineers created a separate parts list and assigned a unique ECL. ECLs from 1961 – 63 were single letters, but as previously noted, became a two letter code in 1964. For example, a late model FC with Custom Equipment might have been “Z60GB” if a Rampside and “Z60JA” if a Greenbrier; full wheel covers were P01AA normally but P01AB when ordered along with RPO Z60 on a Greenbrier; and the standard Corvair 95 radio was RPO U60AA but U60AB in concert with RPO M35 (Powerglide Transmission). These “exceptions” to standard configurations were logged with the RPOs on the truck or car shipper, window sticker⁶(Figure 2) and, usually, the cowl plate for each vehicle.

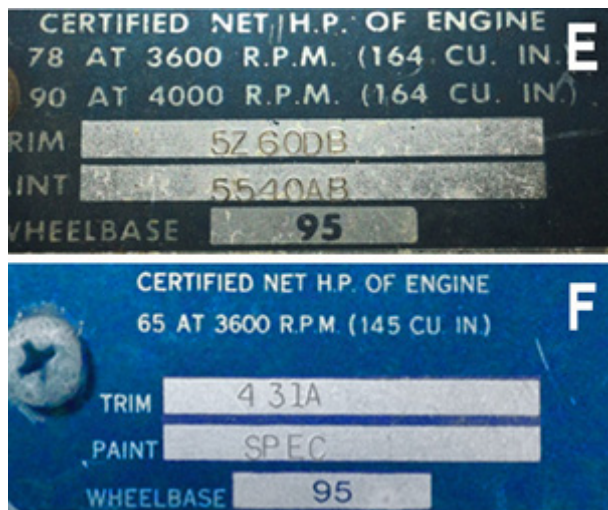


Figure 1C. (E) Cowl plate from 1964 Greenbrier with new 2-letter ECLs (F) Cowl plate from a 1963 Pacific Bell Corvan showing the “SPEC” paint code, as well as Custom Equipment RPO.



Car Shipper



Window Sticker

Figure 2. Sample Corvair-95 Car shipper and Window Sticker showing RPO and Exception Control Letters.

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With the appropriate ECLs appended to the RPOs, the plant could identify all of the parts needed for assembly of each vehicle. Typically, parts for assembly of 500 or so vehicles were batched together into “schedules” that went to different parts suppliers. This way everything was available when assembly was scheduled, say six weeks later. When construction commenced, the vehicle was built according to the RPO codes on a Broadcast Sheet that accompanied the vehicle down the line. Documents called Exception Control Letter Sheets showed how different RPOs were configured for each ECL, and Engineering Parts Lists identified everything needed for each configuration. Not uncommonly, RPO configurations changed during a production year, necessitating corresponding changes to the ECLs, and further complicating the task of deciphering the ECLs today.

Concerning ECL Decoding Resources

So what do those E's, F's, KA's, JB's, etc. mean? Fifty years after the last Corvair 95 first hit the road we are left with few resources that can decipher them. The ECL “Rosetta Stones” – the Exception Control Letter Sheets – were purged long ago, a practice common in that era. In theory, ECL configurations could be derived from window stickers, factory Broadcast Sheets, shippers, etc. Unfortunately few of these exist; window stickers were only required for passenger vehicles, so they were produced for Greenbriers but not Rampsides and Corvans, which were classified as commercial vehicles. Currently only six of these documents have surfaced, all for Greenbriers, only one for a Deluxe model, and far too few to help much in resolving the ECLs. Fortunately, other documents shed some light. The first is the Dupont 1961 Chevrolet Color Bulletin No. 33, which is discussed in the section below about paint codes. Chevrolet distributed documents called Chevrolet Car and Equipment Prices that gave dealer and retail prices for RPO/ECLs combinations (Figure 3), including paint and trim. Like the Exception Control Letter Sheets, the Car and Equipment Prices were updated as RPO configurations changed. Dave Newell contributed an early version of the 1964 Car and Equipment Prices and the GM Heritage Center provided others for each production year. Although the configurations associated with ECLs were not typically included, the Car and Equipment Prices at least revealed the range of ECLs associated with each RPO (usually).

Additional resources are the Truck Engineering Features books, Truck Data Books, Corvair 95 Assembly Instruction Manuals, and Chevrolet Parts and Accessories manuals.⁷

Along with the article by John Hinckley (1), literature on Corvette ECLs from the National Corvette Restorers Society (2) and Noland Adams (3) afford insight into the arcane world of Chevy's ECLs, as do web pages by the Camaro Research Group (4) on the ECLs of their favorite car.

Concerning the Corvanatics FC Registry

Despite the paucity of original GM documentation, in theory the ECL code could be “reverse engineered” by correlating cowl plate paint and trim codes with the RPO configurations on the vehicles. To this end an inventory of data from existing FCs has been created, including VINs, paint and trim codes, and other pertinent information. This has been posted online as the Corvanatics FC Registry (5).

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CHEVROLET CAR AND EQUIPMENT PRICES		
SHIPPING PLANT	ASSEMBLY PLANTS	
EFFECTIVE FROM	FIRST SHIPMENT	TO FURTHER NOTICE
	DESCRIPTION	LIST PRICE
#5-260	<u>Custom Equipment</u>	
GA,GB,	R1205,54	23.00
HB,HD	R1205	21.00
HA,HC		
JA-JD,		
KA-KD,	R1206	200.00
LA-LD,		
MA-MD		
5-500		
thru		
5-529	<u>Color Combination - Single Color</u>	
	R10	N/C
5-530		
thru		
5-544	<u>Color Combination - Two-Tone</u>	
AA,AB	R1205-06	25.00
AC	R1254	30.00
5-545	<u>Color Combination - Two-Tone</u>	
AA-AP,	R1205-06	25.00
BA-BF	R1254	30.00
CA-CP		
5-546		
thru		
5-559	<u>Color Combination - Two-Tone</u>	
AA,AB	R1205-06	25.00
AC	R1254	30.00

Figure 3. Page from 1964 Car and Equipment Prices. This page has been abridged and compacted in size.

Deciphering the FC Paint and Trim Codes

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To successfully reverse engineer the ECL code, a sufficiently large collection of Corvair 95 data must be amassed, which is difficult. First of all, we have a very constrained data set to begin with. Compared to other vehicle lines, few Corvair 95s were produced (127K overall vs almost 300K Corvair cars in 1961 alone), and now just a small fraction of those remain. As a start, Kent Sullivan generously provided data from his Corvair 95 registry (6) of 1962 Loadsides, 1964 Rampsides, and 1965 Greenbriers -- the final production year for each model. To extend the data set and fill production year gaps, requests were sent through forums and emails, and many Corvair 95 owners responded enthusiastically, sometimes tallying codes for multiple vehicles, reporting codes from friends, and obtaining codes at car shows. The author was not above sending requests to every seller of a Corvair 95 on eBay and Craigslist. Overall, the registry now includes approximately 350 vehicles.

Cowl plates from some vehicles are more informative than others. In general, ECLs were included with paint RPOs on all cowl plates, but trim code ECLs are present only on vehicles with the Custom Equipment option. Unless, of course, the vehicle is from Flint, in which case inclusion of the ECLs is unpredictable. Some of the vehicles in the registry lack either the VIN or the paint and trim codes, so only records for vehicles with all codes are summarized in Table 1.

The registry data has chaff mixed with the wheat, and must be sieved for discrepancies. Unlike the typical embossed body tags, the cowl plate trim and paint codes were lightly engraved and, now almost 60 years post-production, are easily misread, leading to erroneously-reported codes. At the time of assembly, the cowl tags were faithfully prepared by the "Material & Production Control" unit, but Chevrolet acknowledged in 1963 that inconsistencies did occur in the coding of trim tags (7). Kent Sullivan observed occasional mis-engravings in his registry (8), and others have been identified. One example is the paint code of a Loadside (2R124S111985) with the ECL "J", expected only on a Fleetside, instead of the appropriate "G". Further tainting the data set, cowl plates occasionally migrate between vehicles, such as the plates on 3R124S110777 (codes and plate design are 1964) and on 4R124S102528 (codes are for R1206).

Some undocumented codes might be COPOs. COPO stands for Central Office Production Order, and was the system by which customized, fleet, and special order vehicles could be ordered and assembled at the factory. Although most commonly fleet vehicles were assigned a paint code of "SPEC" (Figure 1C-'F'), this was not always the case. For example, see the discussion of vehicle R1265S100880 with the "0793-97215" paint code in Kent Sullivan's 1965 registry (6). Another example is vehicle 3R124S102347, which has an undocumented paint ECL of "B" and reportedly had been a NASA fleet vehicle. Figure 1C-'F' also shows that fleet vehicles were sometimes outfitted with RPO 431 Deluxe trim, which is interesting since fleet vehicles were usually sparingly-equipped.

		R1206	R1205	R1254	R1244	Totals
Production year	1961	8	0	16	3	27
	1962	10	4	10	17	41
	1963	6	9	12	--	27
	1964	31	7	106	--	144
	1965	74	--	--	--	74
Fleet ¹		0	2	0	6	8
8-door ²		14	4	--	--	18
Trim		R1206	R1205	R1254	R1244	
STD interior		58	11	87	19	175
Deluxe Interior	fawn/gray	21	4	40	1	66
	red	28	5	17	0	50
	turquoise /blue	20	--	--	--	20
	green	2	--	--	--	2
Totals		129	20	144	20	313

¹Fleet includes only those that have a 'SPEC' paint code.
²Based upon this data, roughly 12% of the vans were 8-door models.

Table 1. Registry data summary. Includes data only for vehicles where VIN as well as paint and trim codes are known

If you have a Corvair 95 that is not included in the Corvanatics FC registry, please share the coding information by sending it to corvanatics@gmail.com.

Deciphering the FC Paint and Trim Codes

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Simply recognizing original factory configurations can be problematic because our FCs have been extensively “tinkered with” over the years, often obscuring the original features. For this reason, sometimes the roughest, least restored vehicles are the most valuable for this research because they are closest to the factory configuration.

In the Part Two of this article, we will explore the configurations specified by the ECLs of the paint and trim codes, as well as ECLs for other FC RPOs.

Acknowledgements and Resources

I would like to thank Kent Sullivan, who has maintained a FC registry on his CorvairKid website (6) and graciously provided digital files of those records as well as for other vehicles, gave much time for discussions of Corvair 95 options and ECLs, and helped with the editing of this article. Thanks to Paul of winvoices.com, John Hinckley of the NCRS and Keith Seymore (prior Chevrolet Flint Assembly Line Supervisor), for sharing their knowledge of the Chevrolet RPO and ECL systems; Paul also helped in tracking down Corvair 95 trim and paint codes. Dave Newell, expert in all things Corvair, provided a key document and several essential insights. I greatly appreciate the willingness of Christo Datini of the GM Heritage Center to repeatedly look for documents. Thanks to Mark Corbin, Dave Newell, Dennis Dorogi and Paul C for providing window stickers and truck shippers; and to Ray Sedman, James Dunham, Chris Pickel, Molly Bacon, Chris Brown and Gary Moore for collecting FC codes at several Corvair shows.

Also, much gratitude goes to all of the FC owners who sent information about their vehicles, often times responding to my requests for more information. The data you all provided contributed significantly to the “critical mass” of data needed to decipher the codes to the extent now possible.

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1. John Hinckley (2009) Alphabet Soup – Making Sense of the ECLs. *Corvette Enthusiast*: May 2009, pgs 60-65.
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4. Kurt Sonen and Rich Fields. VIN, Cowl Tag, and other Numbers Decoding, Camaro Research Group. <http://www.camaros.org/numbers.shtml#ExteriorColors>
5. The Corvanatics FC Registry can be accessed at <http://www.corvair.org/chapters/corvanatics/VINregistry.php>.
6. Kent Sullivan CorvairKid Web Site, <http://www.corvairkid.com/>
7. 1963 Corvette Specifications Book, pg 41. GM Heritage Center
8. Kent Sullivan (1999) Tracking Down “64 Trim & Paint Codes. *Corvanatics*: vol 27(3), pg 2.

Other resources

Kent Sullivan (2002) The mysteries of 1966 Corvair paint codes and trim codes. *CORSA Communique*, February issue; and also posted on Kent’s CorvairKid web site.

Corvair 95 Options Resource page

<http://www.corvair.org/chapters/corvanatics/OptResources.php>

This is the “Gateway” page to other web pages and resources covering

- Factory and Dealer, Options and Accessories

Continued on Page 12

Deciphering the FC Paint and Trim Codes

Continued from Page 12

- Exterior and Interior, Colors and Materials
- Paint and Trim, Codes and ECLs
- Other RPO ECL codes
- Engineering and Price Documents
- FC Registry

Footnotes

¹ Some other series designations were "C" (conventional cab), "K" (4 wheel drive) and "M" (tandem), and some other payload series were "20" (¾ ton), "30" (1 ton) and "50" (1½ ton) trucks. Among Series 10, ½ ton trucks, other wheelbase designations were "13" (102 inch), "14" (115 inch) and "15" (127 inch). Note also that the Corvair 95 model numbers incorporated standard Chevy model designations of "04" (pickup), "05" (panel), and "06" (carryall).

² From 1953 through 1962 Factory Optional Accessories (FOA) were items approved by GM and available for installation by the dealer, whereas Regular Production Options (RPO) were only available for installation at the factory. In 1958 Limited Production Options (LPO) were introduced for special run features, although none were available for the Corvair 95.

³ Some of the cowl plate images have been "Photoshopped" to make the trim and paint codes clearer. From 1961- 63 cowl plates gave the certified engine net horsepower as "65 AT 3600 R.P.M. (145 CU. IN.)". In 1964, the horsepower certification was upgraded to "78 AT 3600 R.P.M. (164 CU. IN.)" and "90 AT 4000 R.P.M (164 CU. IN.)".

⁴ Other code book assignments in 1963 were "1" (passenger cars), "2" (Corvette), "3" (Corvair), and "4" (C10 truck).

⁵ There is an online post stating that "GM did an internal study in the early 80s on their full size Chevrolet (B' car) looking into how many different combinations were possible. The study showed that there were 700,000 different configurations possible. In other words they could conceivably build 700,000 'B' cars without building two EXACTLY alike." NCRS Discussion Board, September 10, 2009.

⁶ Window Stickers and Car and Truck Shippers were printed at the factory and delivered with the car. The window sticker documented the vehicle model, VIN and options for the customer. The two existing Car Shippers are both for 1961 Greenbriers and, along with other information, have "(Dealer Copy)" printed at the top and list the RPOs with ECLs below. The RPOs and ECLs were also present on a document called the factory Broadcast Sheet, which informed the assembly line of the RPO configurations for each vehicle. No Corvair 95 Broadcast sheets are known to exist.

⁷ The Truck Data Books were dealer documents that annually described in detail the different truck models, from body and frame dimensions and construction to the powertrain specifications and features of standard and Deluxe trim. Truck Engineering Features did likewise, but in a more general, less exhaustive, and more readable fashion. Interestingly, the Assembly Instruction Manuals rarely detailed RPO installation under different configurations, but do occasionally give some insights. An excellent article by John Hinckley about the organization of the Chevrolet Assembly Manuals can be found at <http://www.camaros.org/AIM.shtml>.

In Memorial *Harold Dexter*

Harold Dexter's Obituary and a couple of photos from past CorvanAntics. The Corvanatics made a donation in Harold's name to the Corvair Preservation Foundation.

Dexter, Harold G. Fenton - Age 87, died Tuesday, September 8, 2015. Funeral services will be held 1:00 PM Monday, September 14, 2015 at Sharp Funeral Homes, Fenton Chapel, 1000 Silver Lake



SECOND PLACE WINNERS -- (front-left to right) Jim Abbet, Jim Collins, **Harold Dexter**, Ron Hogan, (back row) Bill Amey, Dennis Loroff, Dennis Kettel, Doug Brown.

Road, Fenton, MI. Pastor John Ashley officiating. Burial in Oakwood Cemetery, Fenton. Those desiring may make contributions to the Corvair Society of American or the Covair Preservation Foundation.

Harold was born August 30, 1928 in Howell, MI, the son of Cornell and Jeanette (Cook) Dexter. He was a veteran of the Korean War serving in the U.S. Army. He married Kitty Leigh Doom August 19, 1950 in Hartland and she preceded him in death December 5, 2005. Harold retired in 1989 from Buick Motors after 40 years of service. He had resided in the Fenton area his entire life. He was a member of the U.A.W. Local 599. He also was a member of the De-

troit Area Corvairs Club, Vermont Independent Corvair Enthusiast, Corvantics, and Corvair Society of America.

Surviving are: 5 children, Mildred "Midge" Nickel and husband Jim of Fenton, Frances "Fran" Ingersoll and husband Gary of Spring Hill, FL, Harold Dexter and wife Bonnie of Howell, Darold Dexter and wife Cathy of Fenton, and Frank Dexter and wife Rachelle of Las Vegas, NV; son-in-law, Norman Pfeiffer of Fenton; 8 grandchildren and 7 great grandchildren; sisters, Marilyn Fisher of Holland, Constance Thomas of Grand Ledge, and Diane Jackson of Grand Ledge; brother, Larry Dexter of Tennessee; and several nieces and nephews. He was also preceded in death by his daughter, Mary Pfeiffer.

CORVANATICS AT INDIANAPOLIS



Harold was best known for 1964 Rampside w/camper. He won many trophies with it back in the 70s and 80s. Harold also discovered the Corvan model used in wind tunnel testing during the development of the Corvair FCs



Commentary on CORSA 1974

by Dave Newell

Dave Newell announces his retirement as CorvanAntics Historian

Dave has been around from the beginning of CORSA and Corvanatics. He has worn many hats and written many articles over the years. Here is a commentary on the state of CORSA published in the April 1974 CORSA Communiqué's newsletter from its then 23-year-old President Dave Newell.

There was a time when CORSA was thought of as a fluke: a tiny upstart in the hobbyist's world, casually regarded as a club that could have easily failed. Were it not for some real leadership and pure dedication to the Corvair marque in those days of infancy, you probably wouldn't be reading this now.

But remarkably, this Communique (CORSA Communiqué's newsletter) comes from one of the top ten single-marque car clubs in the country. A club with more than 2,500 members and still growing, striving to offer you quality and enthusiasm for a low price. CORSA dues are so reasonable, in fact, that no Corvair enthusiast can afford not to join and still enjoy his car to the fullest. Chevrolet used to call value "a new world of worth" - we still do. (1974 CORSA dues \$8 = \$45.61 in 2015 money)

All this puts us in the rather awesome position of being the Corvair's last stronghold, and I hope that the many projects we're beginning will live up to that image in your minds. CORSA's Board of Directors has been working overtime and the fruits of their work are beginning to appear.

Born after much thought and debate, our new program for awarding prize money to winning Corvair race drivers is described in this issue. Racing is only one part of the Corvair world, so we're working with the fast growing CABLE organization to help protect your supply of parts cars and hopefully save Corvairs

from retrofit devices.

In May, custom-imprinted binders will be available for both the Quarterly and Commu- niques. A membership roster, being edited now by Ms. Scotty Smathers, will be mailed at no cost to all CORSA members. A new supply of badges will be available soon from a new, more efficient source, but with the same quality. Reference Guide editor Bob

Helt is preparing a book filled with nothing but technical tips and fixes for Corvairs which will be sold at a modest charge. Your contributions are requested and should be sent to Bob at 414-4 West McLellan, Phoenix, Arizona 85019. (Address not current)

Very soon, the first offering of a series of original and reproduction Corvair parts and printed matter will be announced. The money made will be continually reinvested to enable the Society to bring you many useful items for your Corvair, items that can no longer be purchased or affordable for reproduction by an individual.

So as you can see, we've a lot going. Why not make a point of helping us celebrate our fifth birthday this August in Chicago? We're planning to announce an even more far-reaching program there which will shape the future of all organized enjoyment of Corvairs. All this for the cars your neighbors used to laugh at!

Vairs at Georgia National Fair

by Molly Bacon

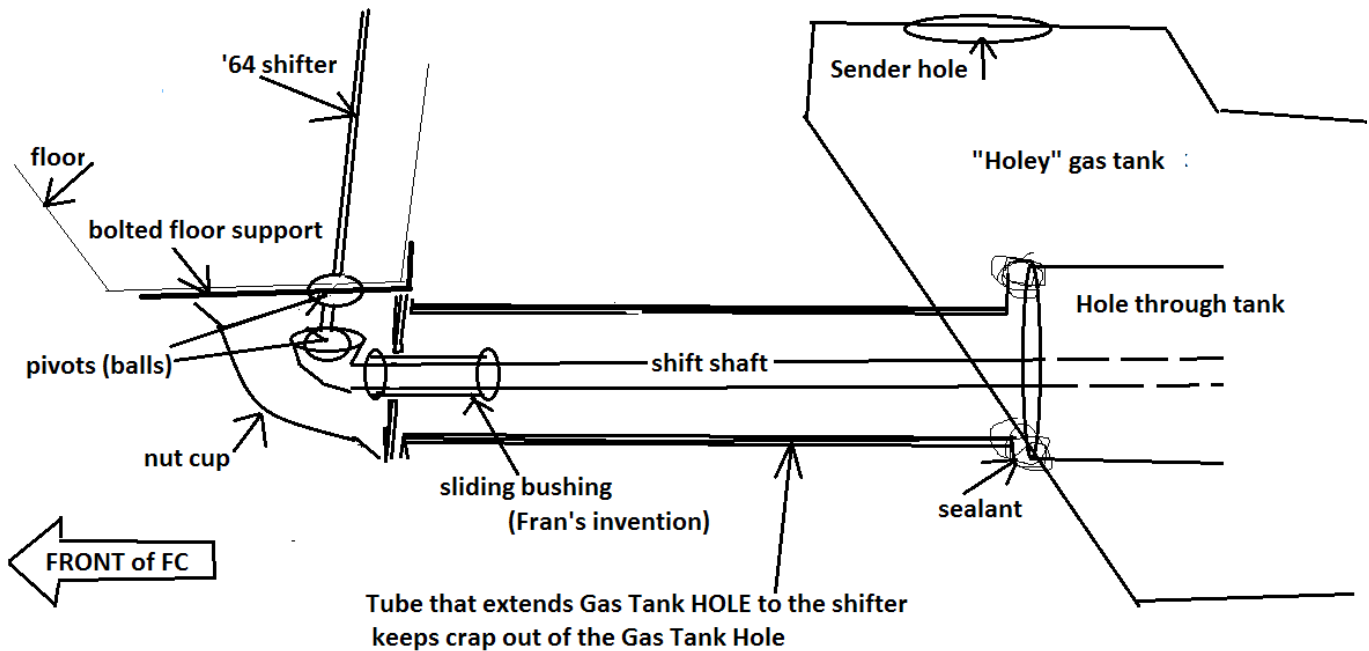


Mother Nature almost rained on our parade, but she cleared it all out by parade start and it was nice and sunny. There were almost 40 Corvairs but only four FCs and our Ultra Van. As always, the Corvairs led the parade and then were the only ones allowed into the fair to park along the lake on the midway. What's more fun than throwing candy at hundreds of parade watchers along a route almost three miles long having them ooh and ahh at our wonderful vehicles? Not your average Corvair event. Put it on your Corvair bucket list.

Updating the FC Floor Shifter

by Fran Schmit

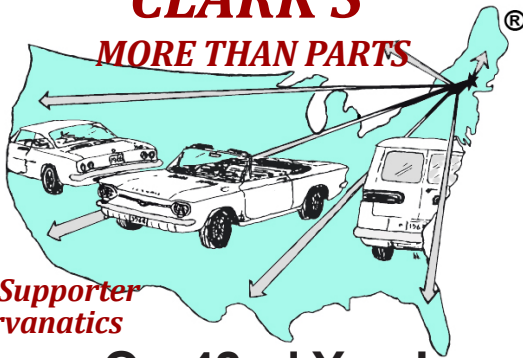
'Advanced version' shifter in my '61 FC: The Early version was superseded in mid-'63.
Summary note. The 'shifter is in' and it shifts "mighty good!"



In case some of you don't know (or care) how the 'new' design shifter works I thought I'd draw it out. Here's a sketch of what we put in. First I had to obtain and mount the Holey gas tank, which we have already talked about. Then I moved the Fuel pump (already talked about). Then we (son Peter and I) took out the old shifter and made room for the new guy. The plate in the floor had to be installed next...the plate that holds the new shifter in place is one I had Peter Prudden of the Duluth club cut out of one of his donors and send it down to me. That plate is thick and tough and was held in place by about 30 spot welds, as it was mounted into regular sheet metal which might not take kindly to banging (!) into second gear. In the following sketch I noted 'FRONT' of the FC so you could keep your perspective...it shows the hole of the tank looking straight-up the road and possibly catching 'road-kill', or such. We had to move some brake lines when the tank went in, as it turned out that the lines were exactly in front of THE HOLE. Interesting question came up when I talked about the fuel level sender coming in from the top of the tank. The sender's access hole is over on the passenger side of the tank (17" from the right wheel-well) and THE HOLE is over by the driver's side - so there's room for the float to swing down all the way without hitting THE HOLE. THE HOLE is actually a steel tube secured to "and through" the tank - from front to rear - right in line between the shifter and the tranny. The shift-shaft goes six + feet, straight back, without touching any middle part of the FC.

One of the problems the General had with the 'sticks' was HE put a very small bushing in a thin metal wall on which the shifter rode back and forth and twisted from 4th to 2nd and over into Reverse. The slim little bushings were totally inadequate, so I reversed the logic and secured a long bushing to the shift-shaft (in the cars and the FCs) so that the thin steel wall would rub across a whole lot of (greased) plastic and even if the wear factor is the same it will be spread out over a hundred times the area - therefore lasting a whole lot longer and keeping the tolerances 'snug' for many more tight shifts.

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Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor. All of these can also be sent by email to: CorvanAnticsNews@gmail.com. Technical material will be sent to the Technical Editor for review. Authors are also asked to submit a photograph of themselves for the article.

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95s Show at Great Plains Roundup

by Gary Moore & Terry Kalp

All four years of Rampside production were represented on the show field of the 2015 Great Plains Corvair Roundup. Shining in the last Saturday of September sun were two 1961 Rampside's owned by Clyde Jones and Helen Moore; a 1962 Rampside brought by Robert O'Neal; John Miller arrived with his 1963; providing the 1964 Rampside was JC Ash.

The show was just a part of a weekend of Corvair activities in North Little Rock AR. On Friday night several of the FC owners participated in the Valve Cover Race. Several of the valve covers raced had a strong resemblance to their owners FCs.

After the Saturday morning show there was an afternoon Dice Run. Once again the FCs were spotted on the streets of Little Rock seeing the sights and racking up points during the run. The 2016 Great Plains Roundup will be in Tulsa, OK Sept. 23-25.



John Miller's '63 Rampside in '56 colors took First Place FC in the Participants Choice Show. John is from Paris Springs, MO.



JC Ash's '64 of Sand Springs, OK took Third in Participants Choice.



Helen Moore, Lawson, MO scrubbed her '61 Rampside to a Second Place award .



Rounding out the Rampside years with a '62 was Robert O'Neal.

Summer Sweep for Sullivan FC



by Bob Sullivan

Well, we're 4 for 4 this summer and recognition awards in each one.

This weekend was "Cruise the Narrows 2015" with 170 cars. We received "Favorite GM" and "Best Truck". Lots of fun!

CorvanAntics

newsletter

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