

# 1965-1967 Regular Production Options

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## Introduction

Judging by topics on the Virtual Vairs e-mail discussion list and conversations at CORSA events over the years, owners of 1965-67 Corvairs often wonder how rare a given option on their cars is. Chevrolet published (internally) year-end totals of factory-installed options. Some factory-installed options could also be dealer-installed as accessories, and no record was kept of those installations, or for dealer-installed accessories of any kind.

Factory-installed options fall into two categories:

- Regular Production Options (RPOs) available in all of the commonly-seen dealer sales and ordering literature.
- Central Office Production Orders (COPOs) not widely publicized but available if you knew what to ask for.

Almost all Corvair factory-installed options for 1965-67 are RPOs. The 140 HP engine for 1967 was a COPO. Dave Newell, Historian for the Corvair Preservation Foundation, obtained copies of the year-end U.S. RPO reports and dug in the Chevrolet records for the Tonawanda engine plant production totals in 1967. CORSA members are the lucky beneficiaries of his eagle eye for copying irreplaceable information. Note that the actual number of 1967 cars sold with the 140 HP engine may be a small amount less than the number Dave retrieved from the engine production report, since it was common practice to make a few extras for replacement or engineering purposes.

Information from the equivalent reports for "cousins" of the Corvair is also available:

- Chevy II (1962-67): <http://www.novaresource.org/rpo1.htm> (NovaResource)
- Camaro (1967-69): <http://www.camaros.org/options.shtml> (Camaro Research Group)

Dave previously provided the equivalent information for 1966 Canadian

Corvair production, which was featured in the June 2000 CORSA *Communique* and is described on the web: [www.corvairkid.com/66stats.htm](http://www.corvairkid.com/66stats.htm). Corvairs were not produced in Canada after 1966.

The three original reports list the quantity of each RPO produced and the percentage of cars on which it was installed, rounded to the nearest whole number. This information is of enormous value on its own but is further enhanced by:

- Grouping the options by Uniform Parts Classification (UPC), to be consistent with the assembly manuals.
- Extending the percentage calculation to include two decimal places, to make the statistics more meaningful for RPOs installed in small amounts.
- Comparing the information across the three years.

The result of that work is shown in the table on the next two pages. Note that, like the original Chevrolet reports, the RPOs for 1965 Greenbriers are not included. Corvair Forward Control vehicles used a completely different set of RPOs than Corvair cars. The table below gives the yearly production totals for each model year, along with a by-model breakdown. To minimize confusion, the table uses the total yearly Corvair production figure to calculate all of the percentages, even when a RPO was available only on a subset of the total production.

What the original RPO reports do not provide is any data on combinations of options installed beyond the "Z" option groups, as documented in the Special

## U.S. Production Totals

Year	1965	1966	1967
500 Coupe	36747	24045	9257
500 Sedan	17560	8779	2959
Monza Coupe	88954	37605	9771
Monza Sedan	37157	12497	3157
Monza Convertible	26466	10345	2109
Corsa Coupe	20291	7330	n/a
Corsa Convertible	8353	3142	n/a
Total	235528	103743	27253

## U.S. Powerglide Installation by Engine Type

Engine	1965	1966
95 HP	27151	11922
110 HP	90121	43499
140 HP	7775	3948
Total	125046	59369

Items section of the table on page 13. The only way to get that information would be to calculate all of the combinations from the factory records for each car. Unfortunately, these production records are not available. (As discussed in the *Communique* previously, Canadian Corvair owners can obtain this info from GM Canada's Vintage Vehicle Services.)

However, Dave Newell located some very interesting combinatorial info from a different source, namely the year-end powertrain production reports for 1965 and 1966. They list how many of each engine type were equipped with Powerglide automatic transmissions. That info is presented in the table above. This report does not break down the three- or four-speed transmission combinations similarly. The reason given in the report is that the manual transmissions were the same across all engine types; meaning that the engine production part numbers were the same regardless of whether the transmission was three- or four-speed. A review of engine block code suffixes confirms this.

## Analysis and Discussion

The most striking facts are how few options were installed in large numbers and how many options were installed on barely any cars at all:

- Only about a quarter of the options were installed in quantity (i.e. over 10% application).
- About half of the RPO options were installed on 1% to 10% of the cars.
- Strikingly, about a quarter of the options offered were installed on less than 1% of production.

Of interest is that this breakdown appears similar to the Corvair's close

**Table 1: 1965-1967 Regular Production Options**

RPO	Description	1965	1966	1967
<b>Body–UPC 1 (A01-E99)</b>				
AL5	Custom Deluxe Center Rear Seat Belts (sedans only; requires A39)	n/a	n/a	198/0.73%
AS1	Custom Front Shoulder Belts	n/a	n/a	72/0.26%
AS2	Strato-Ease Bucket Seat Headrests (Monzas only)	n/a	n/a	204/0.75%
A01	Tinted Glass–Windshield and Side Windows	22479/9.48%	8739/8.42%	2047/7.51%
A02	Tinted Glass–Windshield Only	94759/39.97%	40910/39.43%	9444/34.65%
A39	Custom Deluxe Front & Rear Seat Belts with Front Retractors	see A47+A49	24811/23.92%	5273/19.35%
A47	Custom Deluxe Rear Seat Belts (note 1)	260/0.11%	see A39	see A39
A48	Seat Belt Delete (code A48 used in 1966-67 only; 1965 used code A62)	see A62	note 2	note 2
A49	Custom Deluxe Front Seat Belts with Retractors	77951/32.88%	see A39	see A39
A62	Seat Belt Delete (code A62 used in 1965 only; 1966-67 used code A48)	17462/7.37%	see A48	see A48
A64	Custom Rear Seat Belts (note 3)	174/0.07%	standard	standard
A67	Folding Rear Seat (500s only)	4417/1.86%	2322/2.24%	976/3.58%
A68	Custom Center Rear Seat Belt (sedans only)	n/a	n/a	750/2.75%
A82	1966: Bucket or Bench Seat Headrests; 1967: Bench Seat Headrests (500s only)	n/a	1188/1.15%	35/0.13%
A85	Custom Deluxe Front Shoulder Belts (note 4) (requires A39)	n/a	29/0.03%	140/0.51%
B37	Floor Mats (color keyed)	n/a	n/a	2033/7.46%
B70	Padded Dash	114143/48.15%	standard	standard
B93	Door Edge Guards	n/a	see Z19	3554/13.04%
C06	Power Convertible Top	9956/4.20%	4350/4.19%	743/2.73%
C48	Heater Delete	1867/0.79%	1050/1.01%	147/0.54%
C64	Air Conditioning	9418/3.97%	4780/4.61%	1396/5.12%
D10	Rear Door Armrests (500 sedans only)	225/0.09%	189/0.18%	n/a
D33	Outside Remote Control Rearview Mirror	see Z13	see Z19	569/2.09%
D99	Two-Tone Paint Molding	1832/0.77%	717/0.69%	178/0.65%
<b>Front Suspension–UPC 3 (F40-F99)</b>				
F41	Special Performance Front & Rear Suspension	see Z17	3227/3.11%	905/3.32%
<b>Rear Suspension–UPC 4 (G50-H99)</b>				
G81	Positraction Rear Axle (all ratios)	14463/6.10%	7097/6.84%	1318/4.84%
G93	3.27:1 Rear Axle	493/0.21%	296/0.29%	standard
G95	3.55:1 Rear Axle	1988/0.84%	818/0.79%	237/0.87%
<b>Engine–UPC 6 (K01-L99)</b>				
K19	Air Injection Reactor	n/a	5627/5.42%	1316/4.83%
K46	Heavy Duty Air Pre-cleaner	600/0.25%	128/0.12%	n/a
K47	Oil Bath Air Cleaner	13842/5.84%	4929/4.75%	659/2.42%
K84	Heavy Duty Alternator (47 amp)	419/0.18%	193/0.19%	65/0.24%
L62	110 HP Engine	140702/59.35%	63178/60.90%	19118/70.15%
L63	140 HP Engine (note 5)	18273/7.71%	7500/7.23%	279/1.02%
L87	180 HP Engine	7206/3.04%	1951/1.88%	n/a
<b>Transmission–UPC 7 (M01-M99)</b>				
M20	4 Speed Manual Transmission	79028/33.34%	27659/26.66%	4031/14.79%
M35	Powerglide Automatic Transmission	125046/52.75%	59369/57.23%	18517/67.94%
<b>Steering–UPC 9 (N30-N49)</b>				
N30	Deluxe Steering Wheel	n/a	n/a	756/2.77%
N34	Wood Grained Plastic Steering Wheel	2647/1.12%	2169/2.09%	341/1.25%
N36	Telescoping Steering Column	12569/5.30%	2248/2.17%	299/1.10%
N44	Quick Steering	see Z17	2100/2.02%	415/1.52%

RPO	Description	1965	1966	1967
<b>Wheels &amp; Tires–UPC 10 (N50-T49)</b>				
N96	Magnesium Wheel Covers	n/a	768/0.74%	196/0.72%
P01	Wheel Covers (500s only)	8718/3.68%	5350/5.16%	2425/8.90%
P02	Simulated Wire Wheel Cover	12900/5.44%	3364/3.24%	377/1.38%
P19	Spare Tire Lock	83729/35.32%	33778/32.56%	6853/25.15%
P38	Tire Delete	note 2		
P53	6.50x13 White Wall Rayon Tires	173578/73.22%	n/a	n/a
P54	7.00x13 White Wall Rayon Tires	n/a	70161/67.63%	16470/60.43%
<b>Electrical &amp; Instrument–UPC 12 (T60-U99)</b>				
T60	Heavy Duty Battery	7327/3.09%	4592/4.43%	1227/4.50%
T64	Battery Delete	note 2		
U15	Speed Warning Indicator	n/a	n/a	274/1.01%
U25	Luggage Compartment Light	n/a	see Z19	1910/7.01%
U26	Underhood Light	n/a	see Z19	1786/6.55%
U27	Glove Compartment Light (500s only)	see Z01+Z13	see Z19	611/2.24%
U28	Ashtray Light	n/a	n/a	1875/6.88%
U29	Courtesy Lights	n/a	n/a	1873/6.87%
U35	Electric Clock	n/a	n/a	1885/6.92%
U57	Stereo Tape System	n/a	n/a	125/0.46%
U60	AM Manual Radio	26306/11.10%	n/a	n/a
U63	AM Pushbutton Radio	119222/50.29%	62412/60.16%	17342/63.63%
U69	AM/FM Push Button Radio	2714/1.14%	1303/1.26%	345/1.27%
U73	Rear Antenna	55094/23.24%	13484/13.00%	1629/5.98%
U75	Power Rear Antenna	n/a	416/0.40%	n/a
U80	Rear Speaker	12212/5.15%	4274/4.12%	954/3.50%
<b>Bumpers &amp; Misc.–UPC 14 (V30-V99)</b>				
V31	Front Bumper Guards	14736/6.22%	6390/6.16%	1907/7.00%
V32	Rear Bumper Guards	14621/6.17%	6278/6.05%	1885/6.92%
V74	Hazard Switch and Flashers	n/a	10984/10.59%	standard
<b>Special Items (Z01-Z99)</b>				
Z01	Comfort and Convenience Group Type “A”: outside rear view mirror, 2-speed wipers, washers, day/night inside mirror, backup lights (500s only), glove compartment light (500s only)	156305/65.94%	note 6	note 6
Z13	Comfort and Convenience Group Type “B”: remote outside rear view mirror, 2-speed wipers, washers, day/night inside mirror, backup lights (500s only), glove compartment light (500s only)	6406/2.70%	note 7	note 7
Z17	Suspension and Steering (note 8)	110/0.05%	see F41+N44	see F41+N44
Z19	Convenience Group: inside day/night mirror, remote outside mirror, underhood light, luggage compartment light, door edge guards, glove compartment light (500s only)	n/a	5111/4.93%	note 9
Z83	Highway Emergency Kit (note 10)	n/a	68/0.07%	n/a
<b>Notes</b>				
<p>1: A47 entered production March, 1965.</p> <p>2: The reports did not include information on every option, specifically three RPOs which were available only on exported cars: A48, P38, and T64.</p> <p>3: A64 entered production March, 1965.</p> <p>4: A85 entered production March, 1966.</p> <p>5: The 140 HP engine was not an RPO in 1967, but instead was COPO 9551. These COPO engine figures are included with RPO L63 for ease of comparison.</p> <p>6. Option not available: all standard except U27.</p> <p>7. Option not available: all standard except D33, U27.</p> <p>8: Z17 entered production June, 1965.</p> <p>9: Option not available: inside day/night mirror standard, other items available separately as D33, U26, U25, B93, and U27.</p> <p>10: Z83 discontinued December, 1965.</p> <p>The notes specifying dates were taken verbatim from the three original reports, which are more authoritative than some other sources such as the assembly manuals, where pages were sometimes changed well in advance of the actual changes on the factory floor.</p> <p>The following UPC groups had no Corvair RPOs during 1965-67: Frame UPC 2 (F01 - F39), Brakes UPC 5 (J50 - J99), Fuel &amp; Exhaust UPC 8 (N01 - N29), Sheet Metal UPC 11 (T50 - T59), Radiator &amp; Grille UPC 13 (V01 - V29).</p>				

cousin, the Chevy II. A quick comparison to the Chevy II data shows that many of the same options appear similarly large or small in number. Similar trends were seen when comparing 1967 Corvairs with 1967 Camaros.

From a collector's point of view, this means there are a large number of rare options; it is fun to track down cars so equipped. It might also translate into increased value in some situations. From a historian's point of view, it isn't clear why Chevrolet offered so many options that didn't sell well, given the cost of designing and producing each option.

Another interesting point is how consistent the percentages are across the three years for many of the options, even though production totals differed dramatically. 1966 production was less than half that of 1965 while 1967 was about 25% of 1966 or just 10% of 1965.

Speaking of production totals, it's odd that the number of RPOs offered was increasing even as Corvair production fell. 44 RPOs were offered in 1965, 46 in 1966, and 54 in 1967 (including export-only options). This may seem a bit odd given the declining production numbers but can be explained by two factors:

- Many of the additional RPOs in 1967 came from unbundling options from the "Z" groups, which were discontinued.
- Other Chevy lines were going strong in

1967 and the default policy was to offer each RPO across all of the lines.

Interestingly, three of the highest-volume options (Z01, B70, and V74) became standard or required equipment in 1966 or 1967 and one (U60) was dropped entirely. In all four cases, the profit associated with them was essentially lost.

When interpreting these data, keep in mind that some of the options were installed on few cars partially because they were not applicable to the whole Corvair lineup. In some cases the item was standard equipment on certain models (e.g. G93), not applicable except to certain models (e.g. D99), or both (e.g. D10).

Quite surprising was the Highway Emergency Kit (Z83); few have ever heard of this option but that's not surprising since it was only offered for the first three months of 1966 production. Four other options (Z17, A64, A47, and A85) were introduced during the production year.

It was also quite surprising to see how few cars were equipped with magnesium wheel covers (N96). These covers were offered as dealer-installed accessories during the 1965 model year (introduced roughly in February) but were not offered as an RPO until 1966, as the table

on page 11 shows. A relatively large number are seen on Corvairs today. Apparently dealer installations and later installations by owners resulted in more Corvairs having these wheel covers.

### Next Steps—More to Come

Stay tuned for the next article on 1965-67 RPOs, which will provide information on how to decode them on the Fisher Body tag in the engine compartment. 🚗

Common Options 1965-67		
P53	6.50x13 White Wall Rayon Tires	73.70%
Z01	Convenience Group Type "A"	66.36%
P54	7.00x13 White Wall Rayon Tires	64.03%
L62	110 HP Engine	63.60%
M35	Powerglide Automatic Transmission	59.42%
U63	AM Pushbutton Radio	58.14%
B70	Padded Dash	48.46%
A02	Tinted Glass—Windshield Only	38.11%
A49	Custom Deluxe Front Seat Belts with Retractors	33.10%
P19	Spare Tire Lock	31.08%
M20	4-Speed Manual Transmission	25.00%
A39	Custom Deluxe Front & Rear Seat Belts with Front Retractors	21.63%
U73	Rear Antenna	14.12%
B93	Door Edge Guards	13.04%
U60	AM Manual Radio	11.17%
V74	Hazard Switch and Flashers	10.59%

Rare Options 1965-67		
Z17	Suspension and Steering	0.05%
A64	Custom Rear Seat Belts	0.07%
Z83	Highway Emergency Kit	0.07%
A47	Custom Deluxe Rear Seat Belts	0.11%
D10	Rear Door Armrests	0.14%
K46	Heavy Duty Air Pre-cleaner	0.19%
K84	Heavy Duty Alternator (47 amp)	0.20%
G93	3.27:1 Rear Axle	0.25%
AS1	Custom Front Shoulder Belts	0.26%
A85	Custom Deluxe Front Shoulder Belts	0.27%
U75	Power Rear Antenna	0.40%
U57	Stereo Tape System	0.46%
A82	1966 Bucket or Bench Seat Headrests; 1967 Bench Seat Headrests	0.64%
D99	Two-Tone Paint Molding	0.71%
AL5	Custom Deluxe Center Rear Seat Belts	0.73%
N96	Magnesium Wheel Covers	0.73%
AS2	Strato-Ease Bucket Seat Headrests	0.75%
C48	Heater Delete	0.78%
G95	3.55:1 Rear Axle	0.83%