

CORVAN-ANTICS

May-Jun 2023, Vol. 51, Issue 3



<https://www.corvair.org/chapters/corvanatics>

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To the Membership:

Corvanatics is at a crossroads. While membership is at an all-time high, the number of members serving as Directors and Officers is low. We are hoping to implement some changes to the chapter bylaws that will encourage greater involvement by more members.

We would like your thoughts on 5 questions and are asking that you respond by May 20th to this survey that is on [page 14](#).

You can either take it online anonymously or complete the survey questions on a paper copy and mail it to Corvanatics, 5425 Morrow Rd, Gladwin, MI 48624. Thanks for your support.

Coming Soon To Your Mailbox

2023 Special Member Collectible Clings



Corvan - Antics is published for the benefit of the members of Corvanatics. We're the largest chapter of the Corvair Society of America and are supported solely by membership dues. If you are not a Corvanatics member, please consider joining us. Membership information can be found at <https://www.corvair.org/chapters/corvanatics/membership.php>.

Riding with the President—Dale Dewald

In my previous letter I outlined some of the proposed changes your Corvanatics board had proposed for updating the bylaws, particularly with regard to the makeup of the board, elections and the selection of officers. There was some urgency to finish these revisions prior to the annual meeting to be held this June at the CORSA International Convention in Wisconsin. However, after careful consideration the bylaws committee decided not to rush and instead obtain useful feedback from the members at large by conducting a survey. Please take the time to read over and think about the questions asked on [page 14](#) because the bylaws committee really desires to obtain your input. There you will find a link to the online questionnaire, or you may copy the page, complete and mail it in.



In less than two months the CORSA Convention will be upon us. If you haven't already made up your mind to attend please do so quickly. There are very few rooms left in the reservation block at the Chula Vista Resort, but arrangements have been made for additional lodging at nearby hotels. I have been preoccupied with setting up the Rally and Economy Run routes and writing the route instructions for both these events. Beta copies of these have been placed in the hands of members of the Capitol City Corvair Club (Madison, WI) who will pre-run both to look for errors or ambiguities. I really do not want anyone to get lost on either route. I think both routes will be challenging in their own unique way but should be fun tours of the area. I am hoping to add separate sheets for each route that will explain some of the geology, culture and history of what the participants will see.

Please see the Convention announcement on [page 7](#) of this newsletter for information on our annual meeting.

For clarification to Survey question #5 on [page 14](#) concerning the role of Directors

Corvanatics shall be Governed by a Board of Director consisting of elected officers. The Board of Directors shall have general management authority over the affairs and property of the Chapter and shall perform all duties appropriate and necessary to sustain the Chapter's purposes. The Board of Directors shall list his or her contact information in the newsletter. The Board of Directors shall meet at times as deemed necessary by any of the elected officials. It shall be the duty of the Board of Directors to make available online (and a printed copy when requested) a dated and complete copy of the bylaws after any amendments or revisions.

Director Duties:

- ◆ Shall support the Chapter, its purposes, and uphold the bylaws of CORVANATICS.
- ◆ Shall provide liaison between members and the Board of Directors and have voting privileges as part of the Board of Directors.
- ◆ Shall list his or her contact information in the newsletter.
- ◆ Will act as an ambassador to any functions or activities held by the chapter or any other he/she attends
- ◆ Will seek ways to help build membership and create ideas and help promote and maintain interest for and by its members.

From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,
Be sure to read the front page about the Corvanatics dilemma and help us out by completing the survey on [page 14](#). It is your club, we really need your input.

Since the last newsletter :

- 334 members
- 4 new members
- 9 member renewed their dues
- 3 members dropped



WELCOME !! to our new members

- Stephan Haabet** Norway 1963 Corvan
- Gary Martinson** NC 1961 Rampside
- Alan Bilke** KS
- Normand Legault** Canada

Dues Expiring

Easily renew online here, <https://www.corvair.org/chapters/corvanatics/membership.php>
You will not be penalized for paying early, your due month stays the same.

Due in May

Sam Baxter	Alex Becker
John Cleveland	Rob Ernst
Richard Kemp	Curt Podd
Billy Price	

Due in July

Jerry Brown	Jim Crawford
Greg Czopek	Gary Duncan
Nolan Grant	Mel Herwald
Ricki Jannise	Howard Kolus
Van Pershing	Bill Ramsden
Francis Schmit	Ray Segó
Allen Short	Dave Todd

Due in June

Mark Aksmait	Raymond Coker
Jim Craig	Ray DeForge
Diodato Grisi	Christopher Guthrie
Matthew Hardesty	Christopher Heckel
Gordon Hunter	Gerald Johnson
Ted Moon	Edward Murphy
Rod Murray	Jason Van Fleet
Greg Vargas	John Wyss
Dave Ziegler	

Due in August

David Brown	Mark Corbin
Spencer Duffey	Ray Fuenzalida
Marvin Hickman	Lars Lindahl
Ed Lindsay	Robert Marlow
Bill Muno	Greg Renfro
Michael Slotwinski	Ed Thompson
Chad Thorpe	Richard Warren

The Winner Is
Dave Todd
\$10 Clark's Gift Certificate
 Remember, you can only win if your dues are current

Stock Was . . .

9. The Data Plate and VIN Plate

By Steven Spilatro

In this edition of Stock Was . . . we will look at the cowl data plate, located on the cab cowl below the fuse box, and the Vehicle Identification Number (VIN) plate, located on the driver-side doorjamb. And since I will be discussing the VIN, we will crawl under the FC and look for the hidden VIN, stamped on an undercarriage sill.

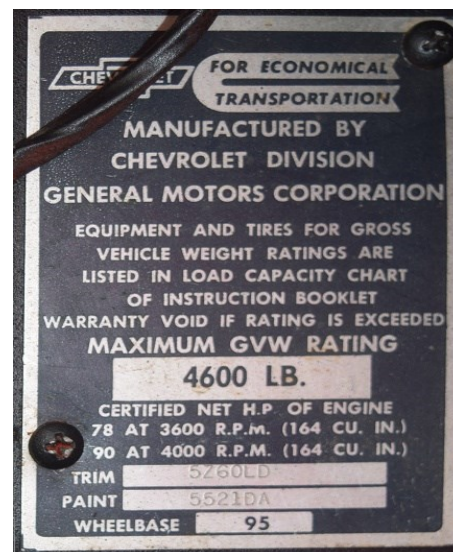
Cowl Data Plate

The data plate, located on the cab front wall below the fuse box, identifies the Gross Vehicle Weight (GVW) rating, trim code, paint code, wheelbase ("95"), and engine horsepower. Data plates of 1961–1963 models were blue and stated the Horsepower as "65 at 3600 R.P.M. (145 CU IN)". Beginning in 1964 the plate showed "68 at 3600 R.P.M. (164 CU IN) 90 at 4000 R.P.M. (164 CU IN)", reflecting ratings for the newly introduced stock 95 HP engine and the performance 110 HP RPO. The new plate used a different text font size and although initially the plates were initially still blue, in late 1964 the color was changed to black.

'61 – '63 #3785498



'64 – '65 #3844960



I used data collected with the FC registry to track the type of fastener that attached the plate to the cowl wall. The plates in early 1961 FCs were riveted in place, but later screws were used. The transition occurred first in St Louis where the earliest serial number currently in the FC registry that used screws is S116490, which would have been assembled in January 1961. The lowest serial number from Flint with screws is F113674, which came off the line in June 1961. Through the end of 1961 production clutch-head screws were most commonly used but Philips-head screws are sometimes found; but from 1962-1965 only Philips-head screws were used.

Trim codes were either "STD" (standard) or the Custom Equipment RPO number, "431" for 1961–1962 or "Z60" from 1963–1965. The paint code presented the exterior paint RPO, which occurred in a 7xx series (e.g., "721") in 1961 and a 5xx series (e.g., "521") other years. Beginning in 1963, the RPO codes were preceded with the number "5" (e.g., "5Z60" and "5528"). Usually, special non-RPO paint or trim were specified with a paint code of "SPC" or "SPEC"; however, there are examples of other paint codes being engraved instead of the standard FC RPOs.

RPO codes were followed by Exception Control Letters (ECLs), such as "431N". I have written elsewhere about the meaning of these letters and will not go into the details here. From 1961–1963 each RPO would be followed by a single letter, and then expanded to two letters in 1964. The Flint assembly line ceased to include the paint code ECL in 1962 and the trim code ECLs in 1964.

(Continued on page 5)

(Continued from page 4)

Characteristics of Corvair 95 Data Plate of different years						
Year	Plate color	Engine displacement	Paint codes ¹	Trim codes ²	ECL ³	Flint ECLs ⁴
1961	blue	145 CU IN	7xx	431 or STD	One letter	With both codes
1962			5xx			Z60 or STD
1963				black	164 CU IN	
1964	---					
1965						

¹ Custom commercial and fleet paint jobs were coded typically as "SPC" or "SPEC".
² Occasionally commercial vehicles had a trim code of "SPEC"
³ ECLs were included with the RPO trim codes but not "STD" code.
⁴ The Flint assembly line ceased to include ECLs with the codes.

Data Plate Errors



While engraving mistakes on the data plates are relatively rare, they did occur, and the figure shows several examples. Three are errors to the trim codes: the early RPO as "4E1" instead of "431", the late RPO as "Z70" instead of "Z60", and standard trim given as "XTD" instead of "STD". A paint codes error is illustrated by the pure white RPO written as "52I" instead of "521". One of the images shows a paint code Exception Control Letter error – "530J" instead of the "530G" appropriate for a Rampside.

Vehicle Identification Number (VIN)

The Corvair 95 Vehicle Identification Number (VIN) was embossed on a chrome plate mounted on the driver-side door jamb and included the year, model, site of assembly, and serial number. It was presented in three different forms. From 1961–1963 "CHEVROLET" was centered above the VIN written in the format "yR12ms1xxxx" (e.g., "3R125F10001") where "y" is the year (1, 2, or 3), "R12m" is the model (R124, R125, or R126), "s" is the assembly site (S or F), and "1xxxx" is the serial number. Note that the truck code "R124" did not distinguish a Rampside and Loadside.

(Continued on page 6)

(Continued from page 5)

On June 19, 1963, the home office notified dealers about a new policy of stamping a vehicle delivery date on the VIN tag. The VIN plate was modified with the "CHEVROLET" name left-justified and followed by "DD", for "Delivery Date". Additionally, spaces were added before and after the factory designation letter (e.g., "4R124 S 100001 "). Dealers were supposed to stamp the vehicle delivery date (month and year) on the plate to document initiation of the warranty period. When done, dates were often stamped haphazardly almost anywhere on the plate, and sometimes including the day also. But evidence shows that dealers generally did not want to be hassled doing this, and most plates are undated. The third VIN plate in the Figure shows that, at least in Flint, the early style VIN plates were not discarded but still occasionally used well into the 1964 production model.

Chevrolet changed its corporate mind again in 1965. The font size for "Chevrolet DD" was diminished, the spaces in the VIN were removed, and the code was rearranged such that the year followed the assembly site. Since at that time assembly was limited to Greenbriers in St Louis, all 1965 VINs begin with "R126S5". Beginning with the 1965 model, VIN plates for all Corvairs were attached via rivets instead of spot welds. The industrial standard was to use special "rosetta head" rivets that had a hexagonal and not available to the general public. Apparently, arrival of the rosetta head rivets was delayed and initially round head rivets were used instead, and quite possibly production of Corvair 95 ceased before any received the special rivets.

Several vehicles have been found with an additional code formatted as "C" – "two-digit year" – "number". These are believed to be government contracted vehicles. The number appeared to refer to a particular contract and increased sequentially beginning with each production year. The FCs that share the same code may have been fleet vehicles.

Typical '61-'63



'64 with Delivery Date



'64 without Delivery Date



1965

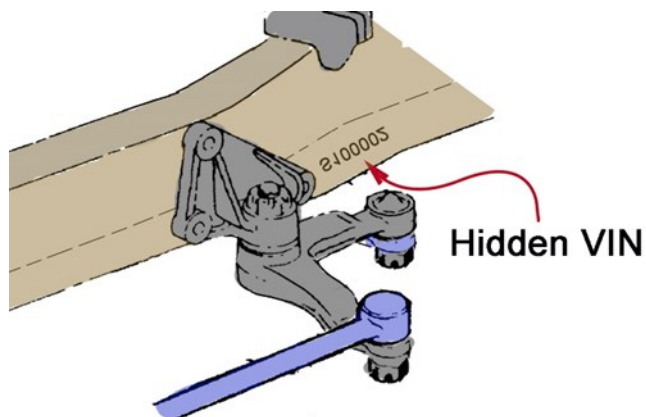


Government Contract



Hidden VIN

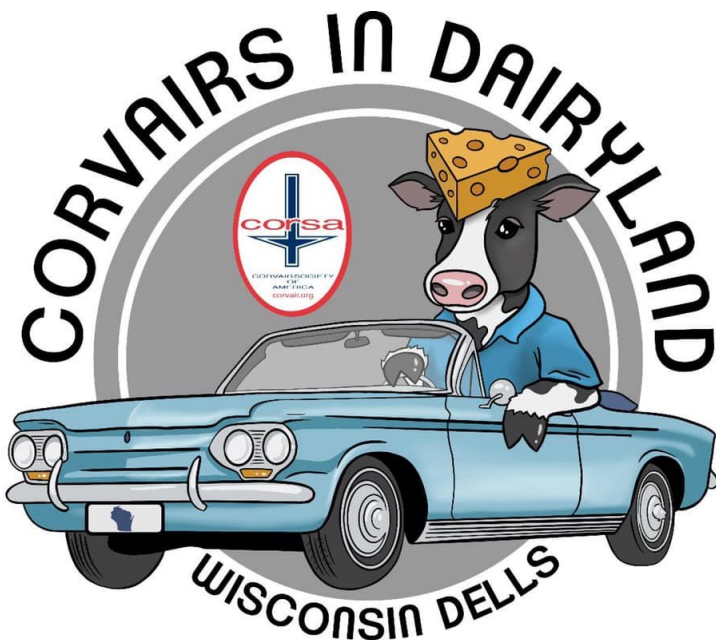
As protection against vehicle fraud, lest the VIN plate be removed or switched with one from another vehicle, the VIN, or part of it, was also stamped elsewhere on the vehicle. The hidden VIN (also known as the "confidential VIN" or, by GM, as the "Frame VIN") consists of the assembly plant single letter abbreviation plus the vehicle serial production number. Thus, if the VIN were 2R124F101410, "F101410" would be the hidden VIN. It is located on the front underbody left side outer rail, approximately parallel to the position of the relay (boomerang) arm.



In Memorial

Two of our long time members lost their wives very recently.

Billy Bruce and Billy Cannon. Please keep them and their families in your thoughts.



**Corvanatics
Annual
Meeting
Wednesday**

June 21

8:30 PM - 10:00 PM

**2023 INTERNATIONAL CONVENTION
JUNE 19 - 24**

Submitted by Ed Thompson from CORSA Communiqués, Vol. 9, No. 6, June 1978

Dear Editor:

I hate to open old wounds, but to Lynn Boyd and his fellow trailer advocates, if you must haul it, haul it in style on a Corvair. The pictures were taken at Mid Ohio race course in 1966. The Corvair transporter was allegedly powered by two turbo Corvair engines. Regardless, it would be a very classy way to not drive your Corvair and drive it too.
Jan Bristow, 5425 Planeview Dr., Ft. Wayne, IN 46815.

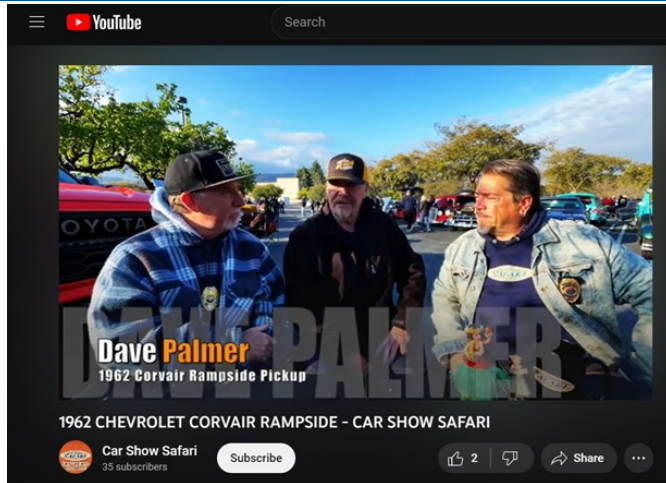


Your editor's clean out her files page



Member Dave Palmer on YouTube

<https://www.youtube.com/watch?v=nHhjqbRptXA&t=65s>

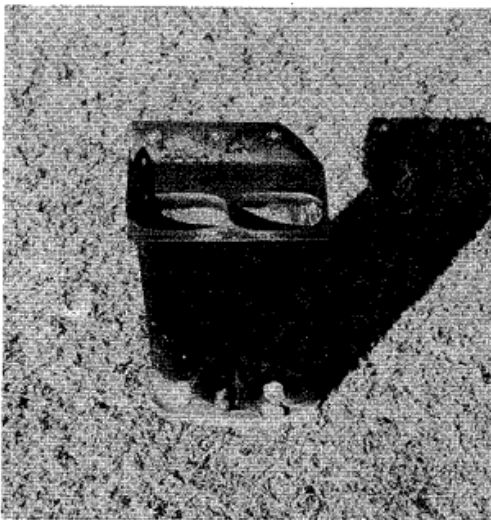


Models and custom made display case from the estate of the late Harold Dexter, long time Corvanatics member.



Taken from Corvan - Antics 1985-1

Whatzit?



The item pictured above is a genuine Forward Control option. It was spotted at the Palm Springs Fan Belt Toss Swap Meet by Corvanatic Curt "Eagle Eye" Stanley. After picking the brains of our entire group he finally let us in on what this odd item was. Give up??? The mystery item was a part of a very obscure safety option and was used to store four spare road flares! It mounted behind the front seat.

Very Organized Traveling Mechanics Briefcase



Found on Facebook



Visit the [Corvanatics—Corvair Trucks & Vans](#) Facebook group

**John Miller, Man Show
Springfield, MO**

Car Shows

**Ron Mann, Sunset
Walk Car Show,
Margaritaville, FL**



**Charles Wingate
Cars and Coffee**

**Michael Hill
Found a friend for the truck,
Motobècane Mobylette**



**Jim Reich-63 8-door Any golfers?
Monza, my 3-wheel cart made to fit
perfectly-in one side out the other**



Tim Colson



Corvan Antics—thru the years

Steve Spilatro—Historian

50 years ago

There was a gap in newsletter publication in 1973. The next edition was not until the July/August issue.

40 years ago - Corvan - Antics Volume 11-3, May-June 1983

Dave Anderson's Murphy Law as it applies to Corvanatics (selected items):

2. The availability of any part is inversely proportional to its need.
4. Nothing is ever as simple as it seems.
6. Whatever you set out to do, something else must be done first.
10. If everything seems to be going well, you have obviously overlooked something.
12. Experience is directly proportional to the amount of equipment ruined.

[Steve's 2023 addition: You will spend twice as long looking for tools than actually using them.]

30 years ago, Corvan - Antics Volume 21-2, May-June 1992

From the cover of this issue:



A VIEW OF BOB MARLOW'S GREENBRIER DRAWN BY KEN OAKLEY OF NJACE

20 years ago - Corvan - Antics Volume 31-2, May-June 2003

This issue has a remembrance of Bob Kirkman, longtime CorvanAntics technical editor, and previously a Chevrolet factory engineer. Bob's technical articles of the 1980s are a treasure trove of information about FC design, engineering, and assembly.

Jesse Wright conveyed the story about "A day at the Movies", when his Corvan was used in the filming of the movie "Girl Interrupted". Jesse's van was one of several classic vehicles that were on the set. The scene was a minor traffic jam set in 1969, and involved about 25 takes. In the end, when he viewed the finished film in the theater . . . the scene had been cut.

10 years ago - Corvan - Antics Volume 41-3, May-June 2013

This issue featured lots of FC pictures from car shows, the shows were the New York International Auto Show, Tulsa International Auto Show, North Texas Corvair Association's Heart of Texas ("HOT") Corvair weekend event, Spring Warm-up in Myrtle Beach, SC, and the Springfest in Helen, GA. There was also a picture of former President Jimmy Carter shaking hands with a dubious character named Chris Brown

ed - Chris is the current Corvanatics Central Director and your editor's husband. Sorry it's not an FC, but at least it's a Corvair. This was at a car show in Plains, GA, Jimmy Carter's home.



Penetrating Oils Compared

Machinist's Workshop magazine actually tested penetrates for break out torque on rusted nuts. Significant results! They arranged a subjective test of all the popular penetrates with the control being the torque required to remove the nut from a "scientifically rusted" environment.

Penetrating oil	Average load
None	516 pounds
WD-40	238 pounds
PB Blaster	214 pounds
Liquid Wrench	127 pounds
Kano Kroil	106 pounds
ATF-Acetone mix...	53 pounds

The ATF-Acetone mix was a "home brew" mix of 50 - 50 automatic transmission fluid and acetone.

Note: The "home brew" was better than any commercial product in this one particular test. A local machinist group mixed up a batch and all now use it with equally good results. Note also that "Liquid Wrench" is about as good as "Kroil" for about 20% of the price.



Don't forget about Corvanatics gift memberships. The perfect item for any-time gift giving.

Corvanatics Merchandise

See more items, details, pictures and how to purchase::
<https://www.corvair.org/chapters/corvanatics/merchandise.php>

Corvanatics also has two online merchandise stores:
<https://www.cafepress.com/corvanatics> (US & intl shipping)
<https://www.zazzle.com/store/corvanatics> (US shipping only)

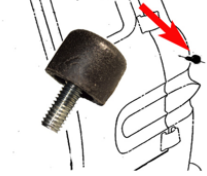


Reminder: With the newsletter only being published bi-monthly, it is not practical to publish advertisements of vehicles or parts for sale. Too often they sell before publication date, frustrating potential buyers. With so much online, the best bet for selling is either eBay, Facebook, or the ever-popular Corvair forums, Corvair Center and Corvair Forum. Thanks for your understanding.

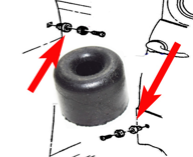
Steve's FC Parts Mart

(740) 374-8778
 spilatrs@marietta.edu

Rear Door Outer
 Bumpers (2)
 \$20



Side Door
 Bumpers (2)
 \$14



Carburetor
 Swivel \$23
 Linkages



Early Style
 Shifter Boot
 \$60



Heater Fresh Air
 Intake Boot
 \$65



Front door
 Check-arm
 grommets
 \$14



Gas Filler Grommet
 \$29

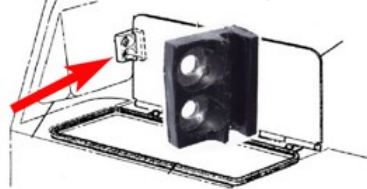


Master Cyl. Floor Plug
 '63 - \$39 '64-'65 - \$69

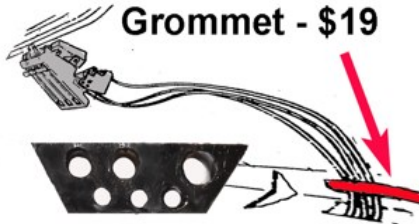


\$20 core refund for '64-65

Battery Compartment
 Lid Retainer - \$24



Cab Floor Cable
 Grommet - \$19



Hinge Grommets (4)
 Side doors - \$25
 Rear doors - \$23

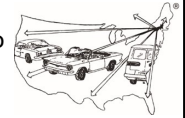


Colored - \$119
 for 6-door van



CLARKS 50TH ANNIVERSARY

Thanks to the support of 1,000's of Corvair owners over the last 50 years. We continue to grow and reproduce more parts every year. Have a great year and enjoy our monthly sales and specials all year - Joan & Cal Clark



SPECIAL SALES EVERY MONTH - we'll send a list by email (if you have signed up) or check our website sale section

FREE 50th MEMENTO GIFTS with your first order in 2023
LIST YOUR CORVAIR OR SPARES FOR SALE
 For all of 2023 we will list it on our website at **NO CHARGE**-
 check website (Corvairs For Sale)

CLARKS CAR SHOW & PARTS SALES - See our 2023 supplement or website for more details. Tours including the Upholstery Dept and a slide show by Cal. Parts on sale!
SEPT 16, 2023 - rain or shine

2023 SUPPLEMENT- On our website or as a hard copy - many new repros & updates.

INTERNATIONAL CORSA CONVENTION
 Wisconsin- June 19 - June 24
 We will be there Tues, Wed & Thurs with lots of recent repros on display. Stop by and say hello.

CATALOG-over 450 pages, \$8 postpaid USA, free with an order

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CORVAN - ANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September 1972, Corvanatics is dedicated to the preservation and enjoyment of America's most original and innovative small vans and light trucks, the Chevrolet Corvair 95 Series.



Corvanatics is open to anyone with an interest in Forward Control Corvairs. Annual dues are \$10 for an emailed full color newsletter and \$15 for a mailed black and white newsletter. Application and payment is made to the Secretary/Treasurer either through the Corvanatics website at

www.corvair.org/chapters/corvanatics/membership.php or by mail. If mailed, include a completed membership form. Forms can be printed from the website or obtained directly from the Secretary/Treasurer.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor. They can also be sent by email to CorvanAnticsNews@gmail.com. Authors are asked to submit at least a photograph of themselves for the article with any other photos.

Technical material received will be sent to the Technical Editor for review.

For advertising in the newsletter, please contact the Secretary/Treasurer. Members can have a free small ad in the newsletter. Display advertising is also available at the following rates:

- Full page \$25
- Half page: \$15
- Quarter page: \$10
- Business card (2" x 3.5"): \$5
- Photos for ads are \$6 each and can be color or black/white

Please submit print-ready or typed copy and pre-payment to the Secretary/Treasurer. Authorization and payment must be received prior to each issue. All ads must be Corvair-related.

Deadline for publication is the 15th of February, April, June, August, October or December.

Awards

Old Cars Golden Quill Compact Chapter Award - 2020, 2021 & 2022
CORSA Chapter Newsletter Award - 2020 1st place, 2019 2nd place, 2018 2nd place, & 2015 3rd place

Corvan - Antics uses material from many sources and may not always give appropriate credit. If your material appears without acknowledgement, we thank you for your contribution. It was used in good faith to help preserve, maintain, drive and enjoy our Corvairs.



Founded in 1969, **CORSA** is group of automobile enthusiasts working to satisfy the common needs of individuals interested in the preservation, restoration, and operation of the Corvair. CORSA's long range goal is to promote reproduction of parts and render technical assistance to increase your enjoyment of the Corvair, and to further the general public's appreciation of the car.

Corvanatics encourages membership in CORSA. Visit their website, www.corvair.org

By 5/20/2023 either complete this survey anonymously online at this link, <https://ultravan.org/corvanatics-bylaws-survey/>, or print this page, complete, and send to: Corvanatics, 5425 Morrow Rd., Gladwin, MI 48624



Corvanatics Bylaws Revisions Survey

1. Since relatively few Corvanatics members are able to attend the national Convention, to allow the entire membership to vote we are considering holding future elections via either an online poll or an a mail-in ballot.

What are your feelings on this? (select only one)

- Strongly Support
- Support
- Neutral
- Oppose
- Strongly Oppose

Comments:

2. Since Corvanatics does not sponsor any regional events and the Directors do not have any specific responsibilities as a regional representative, we are considering making all Directors 'At large'.

What are your feelings on this? (select only one)

- Strongly Support
- Support
- Neutral
- Oppose
- Strongly Oppose

Comments:

3. Since Directors often serve longer than a one-year term, we are considering having 6 Directors, serving 3 year staggered terms, such that only two positions would need to be filled annually. This will be implemented over a three year period.

What are your feelings on this? (select only one)

- Strongly Support
- Support
- Neutral
- Oppose
- Strongly Oppose

Comments:

4. Because it can be daunting for someone to step forward without prior Board experience and run for an Officer position, we are considering having the President and Vice President positions selected for 1-year terms by and from within the 6 elected At Large Directors to ensure baseline experience and support from the overall Board membership (similar to how CORSA chooses officers).

What are your feelings on this? (select only one)

- Strongly Support
- Support
- Neutral
- Oppose
- Strongly Oppose

Comments:

5. We have already implemented one of the proposed bylaw changes by holding all Board meetings virtually via Zoom, which has allowed for more personal interactions among the Directors without the need to travel plus having all voting online. Also, Director attendance at the CORSA Convention will not be mandatory, but they should consider trying to be present whenever possible. This is so Corvanatics will have a good representation of board members at the Annual Meeting

Simply to gauge the interest among the membership to serve as a director, but not representing a commitment to do so, would you be interested in serving as a Director? (see [page 2](#) for Director duties) (select only one)

- Yes
- Maybe
- No

Comments: