

Corvan Antics

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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

It's already January, it seems just yesterday I was in Knoxville helping out with the convention. I got some good news, I finally got a job making stoves. I love it. It's my first job, yippee.

In other news I am working on getting my license, I just got my permit and I am looking for a cheap usable or fixer-upper Corvair, preferably a coupe. I am not picky on the year. I just want to have one, or two, or six, or twelve hahaha ya can never have enough of a collectible vehicle they do not make anymore.

It has been a bit rough trying to get used to 3rd shift, aka night shift. I am starting to get used to working at night and sleeping during the day. The only problem is that I forget what day it is, or I think it was yesterday and it turns out its the next day. Anyone who has worked night shift can understand my struggle. Like I said I love my job. My coworkers are nice funny people and we all joke round and pass the time but also get the job done.

I am currently looking into going to college too so I can move up in my job and I think it will be more beneficial to me. There's only so much a high-school diploma will allow ya to do now-a-days. It's like everyone wants ya to have a college degree but they wont pay for ya to get it.

Well guys and gals I hope ya'll are enjoying this wonderful (cold) weather we are having, well here in Tennessee it's 15 degrees. Get those FCs or non-FCs, but as long as it's a corvair, out and show the world your pride in a 1960s Chevy Corvair.



See the children give that strange but interesting look, see those teenagers stare at its glory and magnificence, and see the people that grew up around them smile and say, "I don't see many of those anymore."

"Keep on Trucking Corvanatics"

Sincerely, Christopher Nickel

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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
Corvanatics Canvas Tote Bag	15 1/2" tall x 15" wide	\$10.00 \$6.00
Corvanatics T-shirt	Small (only 2 left)	\$12.00 \$6
Women's Polo Shirt	Medium (only 2 left)	\$18.00 \$8
	Large (only 3 left)	\$18.00 \$10

Corvanatics
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Pine Mountain Valley, GA 31823

Membership and Merchandise payments can be Mailed or completed on the Corvanatics website:, <http://www.corvair.org/chapters/corvanatics/index.php>



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 Vincent Rohr \$10 Clark's Gift Certificate

Remember, you can only win if your
dues are current



Hi all,

Last newsletter I wrote about some of you going into hibernation and attending your last show or cruise, but I know that a lot of people have had an extended fall this year due to the strong El Nino. If you still are like we are here in Georgia, get out and enjoy every minute you can.

As I read some other chapter's newsletters, I realize I have been negligent in posting our membership numbers. So, my New Year's resolution is to let you know where we stand with membership.

Since last newsletter:

252 members

4 new members

28 members renewed their dues

12 members were dropped

WELCOME !! to our new members

Michael Raley TX Flatbed Fred (1962 Rampside)

Mitch Hodge TN 1963 Rampside

Garry Krum MI

Michael Callahan SC

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 or request some of the Corvanatics business cards. Just email me at Corvanatics@gmail.com or call me to have these 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.

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.

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.

From the Secretary

by Molly Bacon

In Memorial

Forrest Gist

Due September

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

Paul Bayoff	Sept 2015
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Dues Already Owed

Due Nov and December **Second notice**

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

James Carrington	Nov 2015	Les Campbell	Dec 2015
Graham Dell	Nov 2015	Jess Corrigan	Dec 2015
Lee Richardson	Nov 2015	Gary W Moore	Dec 2015
Steve Turner	Nov 2015	Eric Prosize	Dec 2015
Nicole Kennen	Nov 2015	Brian Tucker	Dec 2015
Don Filkins	Dec 2015		

Coming due in the next two months (early reminder)

Due January and February – coming up, pay now! You're still eligible for the gift certificate drawing, but renew and stay eligible

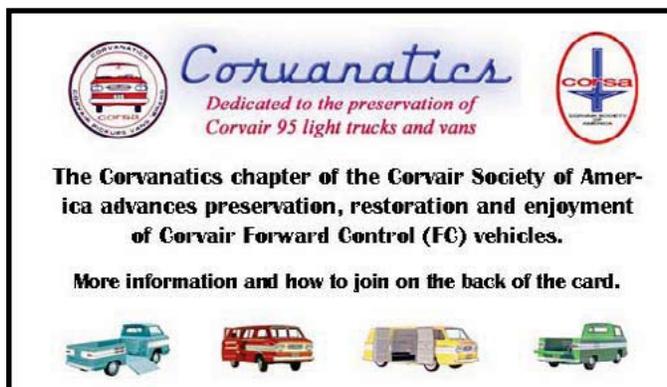
Jamison Hiner	Jan 2016	Gary Duncan	Feb 2016
Ralph Loewinger	Jan 2016	Ron Fedorczak	Feb 2016
Chris Pickel	Jan 2016	Ralph Gubser	Feb 2016
David Sanger	Jan 2016	Paul Huelskamp	Feb 2016
W Barden	Feb 2016	John Sunden	Feb 2016
Patrick Connors	Feb 2016	Eric Taylor	Feb 2016
Mark Dixon	Feb 2016		

Don't Forget

Corvanatics Business Cards

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

Thanks,
Molly Bacon



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.



Ultra Van Club and Corvanatics Member Forrest Gist died Tuesday, December 8, 2015. He was 84. He was born in Oregon to the late Forrest and Pearl Gist, November 27, 1931, and grew up in Willamina, Oregon. Forrest graduated as valedictorian from Willamina High School and then went on to study and graduate from Oregon State University. Forrest married Sara Gist in 1960 and in 1969 they moved together first to Tigard, Oregon and then eventually to their family farm in Newberg, Oregon.

Forrest loved cars – his first car was a white convertible MC Type A, and he owned over 50 cars during his lifetime. Forrest always had several simultaneous car projects underway.

Forrest and Sarah loved to travel and they were blessed to have the opportunity to travel by car extensively throughout the Western United States, where they would meet with other car aficionados. They loved their trips and would travel several times per year.

Forrest is survived by Forrest Jr. of Portland and Elizabeth Bellanca, of Encinitas, CA. He is also survived by one grandchild, Michael Bellanca.

A celebration of Forrest's life will be held on Saturday, January 16 between 2 and 4 p.m. at the Babica Hen Café in Dundee, Oregon (1410 N. Hwy 99W, Dundee, Oregon 97115).

Club Historian Introduction

by Chris Brown

I would like to take a minute or two and introduce myself. My name is Chris Brown and I am the new club historian. After Dave Newell announced that he was stepping down, I volunteered for the job.

I live in Georgia, about 75 miles southwest of the Atlanta airport. I have been interested in Corvairs since I was a teen, however, I did not acquire my first one until about five years ago. I found out, like many of you, Corvairs are as irresistible as a stray kitten. We now have several, including three FCs. The 1963 6 door is driven almost daily when the weather is warm. I may get around to putting a shifter boot in it and fixing the heater this winter.

I am looking forward to serving you.



Chris Brown



by Chris Brown

From the CorvanAntics Vol. 25 #5 Sept-Oct 1997

Extra! Extra! READ ALL ABOUT IT! Corvanatics member Corbin Tayloe becomes first FC owner to win the prestigious Ed Cole Award. Lake Placid was the place to be when Corbin put his beloved '62 Greenbrier up against "the best of the best" Corvairs and their owners. After the smoke cleared, Corbin had beaten the two-time previous winner, Tom Severson, by only 0.53 points. Corbin showed that he and his FC were up to the task. I personally congratulated Corbin for leading the way for other FC drivers to follow.



Corbin Tayloe

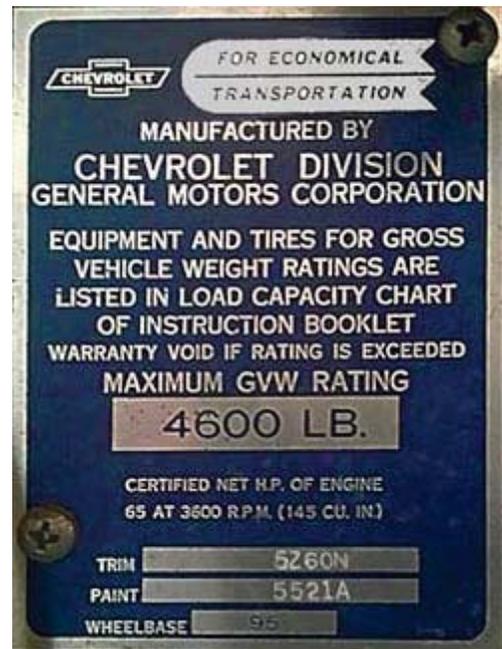
Ray Mitchell, President Corvanatics 1997.

Deciphering the FC Paint and Trim Codes

- An "Exception-al" Subject Part II

By Steven R. Spilatro

This article continues a status report on the deciphering of the FC paint and trim codes. Part I reviewed the characteristics of the FC model designations, VIN numbers, and the cowl plates on which the trim and paint codes were engraved. We noted that the paint and trim codes included one or two letter codes – Exception Control letters, or ECLs – whose meaning have long been mysterious. A registry of codes from over 400 FCs has been compiled to aid in the deciphering these codes. Now we will explore what those ECLs actually mean.



Concerning the Trim Code ECLs

The trim code ECLs describe certain interior features of Deluxe FCs.¹ The current interpretation (Table 2) involved analysis of the registry data in Excel using custom functions to find correlations between ECLs and trim features. Because exterior and interior colors were keyed, the original interior trim color could be deduced from the paint code. The presence of other features was recorded from images and reports from owners, to the extent possible. Correlating the ECLs with original factory configurations of the vehicles is challenging 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 project because they are closest to the factory configuration.

Let’s begin by discussing Trim code ECLs for the Corvan and pickups. Priced at only \$20 (vs \$200 for the Greenbrier), the meagre “Deluxe” interior for R1205/44/54 included only two-tone paint on the doors, an additional right side visor, cigarette lighter, a left-side armrest and fancier seat upholstery.² The full bench seat was the standard and only choice for pickups, whereas the Corvan default was a single driver’s-side seat but with options for a full bench seat (RPO 482/A54) and (beginning in 1962) an auxiliary passenger side seat (RPO 264/A57). Although there are few 1961-63 Deluxe R1205/44/54 vehicles in the registry, various Chevrolet documents help to resolve which configurations are associated with the different ECLs.

In 1961, gray (charcoal) was the only upholstery color available for Deluxe R1205/44/54. The 1961 Car and Equipment Prices assigns ECL “A” to R1205/44/54 (\$23) and ECL “B” to Corvans (\$21), corresponding to vehicles having a full bench seat or a driver’s-side seat, respectively. Why would RPO 431/Z60 be \$2 less expensive for a Corvan with the single driver’s-side seat? We do not have a definite answer but possibly the superfluous right-side visor was deleted.

Beginning in 1962, two interior trim upholstery colors became available for R1205/44/54 – fawn and red³, used for the seat and armrest – and the Corvan auxiliary passenger seat was introduced. The ECLs expanded accordingly to include “A, C, H, N” @ \$23 and “B, P” @ \$21. Logically, “B” and “P” were the ECLs for Corvans configured with the single driver’s-side seat in a fawn or red interior; and similarly, “A” and “N” were for R1205/44/54 with a full front seat and either interior color. That leaves “C” and “H” for the two interior colors in Corvans ordered with the new auxiliary passenger-side seat⁴. The same system was used in 1963. Registry data support these configurations,

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Deciphering the FC Paint and Trim Codes

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although codes from Corvans with driver's-side and passenger-side seats are sparse.

In the final year for R1205/54 the ECLs became two letters (Table 2) and the trim codes were made additionally confusing by a mid-year change in the ECLs. Initially ECLs for 1964 Deluxe R1205/54 were "AA", "AB" and "BA - BD", but later became "GA", "GB" and "HA - HD". The change occurred in January of 1964 and is documented by two different versions of the 1964 Car and Equipment Prices as well as analysis of VIN production numbers for 1964 FCs. While it is not presently known why the ECL revision was made, Dave Newell has suggested that the change may have been related to the introduction of the new Chevy Van in 1964.

Now, onward to Greenbriers – but the late models first. Here too, we must recognize that two different sets of ECLs were used in 1964 (Table 2). When 1964-65 Deluxe Greenbriers in the registry are appropriately sorted, the primary (first) Exception Control Letter of the trim codes correlates with the original interior trim color: fawn was designated by "C" initially (and "J" subsequently), turquoise was "D" (and then "K"), red was "E" (then "L"), and green was "F" (then "M"). The latter ECL series ("J, K, L and M") was carried forward to the final, 1965, Greenbriers. Fortunately, the same secondary letters ("A, B, C or D") were used throughout the 1964 -65 production years

The secondary letters ("A, B, C or D") pertain to addition of RPO 645/E85 (left-side doors) and RPO 269/A59 (supplemental 3rd rear seat). Deluxe 8-door vans, which required a vinyl panel for each of the left side doors, were assigned a secondary letter of "C" or "D", whereas Deluxe 6-door models (with a single large left side vinyl panel) have either an "A" or "B". Option price guides⁵ from the Truck Data Books indicate that when a Deluxe Greenbrier was ordered with the supplemental 3rd rear seat, two rear armrests were added to Custom Equipment. The addition of rear armrests to RPO 431/Z60 necessitated different ECLs, and this explains the secondary letters: "A" and "C" (no armrests) vs "B" and "D" (armrests included). Two window stickers exist for Deluxe 6-door Greenbriers and the Trim code ECLs are "JA" and "LA"; neither of these vehicles included RPO A59, consistent with the interpretation that "B" or "D" added the rear armrests.⁶

Stepping backward in time, although the ECLs were single letters, the pattern of ECLs for 1962 – 63 resembles that for the later models –four codes for each of the four interior colors: "D -G", "J - M", "Q - T", and "W -Z". Although there are few example codes in the registry, Table 2 shows the current best interpretation of which codes

Trim Code (RPO 431/Z60) Exception Control Letters				
1961	1962 & 1963	1964	1965	Configuration
431 (61 - 62)		Z60 (63 - 65)		
R1205/44/54				
A	A	AA / GA	--	full front seat: gray (61) fawn (62-65) interior
--	N	AB / GB	--	full front seat: red interior
R1205				
(B)	B	(BA / HA)	--	driver seat only / gray (61) fawn (62-65) interior
--	C	(BB / HB)	--	driver seat + auxiliary front seat / fawn interior
--	(P)	(BC / HC)	--	driver seat only / red interior
--	H	(BD / HD)	--	driver seat + auxiliary front seat / red interior
R1206				
(D-U) ¹	with Gray (61) / Fawn (62-65) interior			
	(D)	CA / JA	(JA)	6-door
	E	(CB) / JB	JB	6-door + 3rd seat armrests ²
	F	(CC) / JC	JC	add left side doors (8-door) ³
	(G)	(CD) / JD	(JD)	8-door + 3rd seat armrests
	with Blue (61) / Turquoise (62-65) interior			
	J	(DA / KA)	(KA)	6-door
	K	DB / KB	KB	6-door + 3rd seat armrests
	(L)	(DC / KC)	(KC)	add left side doors (8-door)
	(M)	(DD / KD)	KD	8-door + 3rd seat armrests
K	with Red interior			
	Q	(EA) / LA	LA	6-door
	R	EB / LB	LB	6-door + 3rd seat armrests
	(S)	(EC / LC)	(LC)	add left side doors (8-door)
	(T)	(ED / LD)	LD	8-door + 3rd seat armrests
	with Green interior			
	(W)	(FA / MA)	(MA)	6-door
	X	(FB / MB)	MB	6-door + 3rd seat armrests
	(Y)	(FC / MC)	MC	add left side doors (8-door)
	(Z)	(FD / MD)	(MD)	8-door + 3rd seat armrests

"()" = ECLs not yet found on vehicle trim codes
 "--" = ECLs do not exist for this model/year/configuration
Bold = ECLs documented on vehicle trim codes
¹ The only 1961 Deluxe Greenbrier in the registry has the "K" trim ECL. Correlation of the other 1961 ECLs with options is not yet possible.
² Rear seat arm rests were added when RPO 269/A59 (3rd rear seat) was also ordered.
³ Left side doors (RPO 645/E85) substituted two left side interior trim panels for the single large panel used in 6-door models.

Table 2. Interpretation of trim code ECLs.

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Deciphering the FC Paint and Trim Codes

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corresponded with each interior color and addition of RPO 645/E85 and RPO 269/A59. However, the 1961 trim ECLs (“D – U”) listed for Deluxe Greenbriers in the 1961 Car and Equipment Prices remain enigmatic. The FC registry currently contains a single 1961 Deluxe Greenbrier, which has a fawn interior and a ‘K’ trim code ECL, suggesting that encoding of Greenbrier custom equipment for this year was different than in 1962-63, and we will need more examples of cowl plates codes for Deluxe 1961 Greenbriers to sort this out.

Concerning the Paint Code ECLs

The paint color RPOs for Corvair 95s ran in a 7xx series in 1961, but in a 5xx series from 1962 on. Each color had a separate RPO for application as a solid (monotone) exterior or two-tone, such as, Cardinal Red solid (714/514) and two-tone (740/544), and Brigade Blue solid (507/707) and two-tone (537/736). The main body color was known as the primary color, while the stripe applied in two-tone jobs was called the secondary color⁷. There were two white colors used on FCs. “Pure White” comprised RPOs 721/521 (solid) and 545⁸ (two-tone). “Cameo White”, with RPOs 726/526 (solid) and 747/541 (two-tone), was sometimes referred to as “Off White”. For two-tone vehicles where the primary color was either of the two whites, the secondary color was Cardinal Red.⁹ For all other two-tone jobs, the secondary color was Cameo White.

Tables 3A and 3B show the current interpretation of the paint code ECLs. As for the trim codes, paint code ECLs were single letters in 1961-63. The 1961 Dupont Chevrolet Color Bulletin No. 33 (Figure 4), with agreement of registry data, indicated that all solid color RPOs carried an ECL of “A”, whereas the ECLs for two-tone RPOs were “E” for the Corvair, “F” for Greenbrier, and “G” for pickups. This system is also reflected in the 1961-62 Car and Equipment Prices. The different codes were necessary because two-tone painting was more expensive than applying a solid color, and the process of two-toning a pickup was different and more expensive than for a van. The exceptions to this system were commercial fleet vehicles as noted above. The same system is observed for 1963 models, but the 1963 Car and Equipment Prices also lists the ECLs “M”, “N” and “V - X” for Rampsides, and “H - L” and “P - V” for R1205/06. It seems probable that these additional codes were intended for vehicles with RPO 521/545 (although no examples have yet been found on cowl plates), a distinction for pure white vehicles made in 1964-65 as described below.

As explained by Noland Adams (3), in mid-1963, Chevrolet endeavored to unify the paint ECLs by using two letter codes. “AA” reflected that the primary and secondary colors were the same, and this ECL was appended to the paint RPOs of all Corvair 95 with solid color exteriors – except 521 (see below). For most two-tone paint RPOs, “AB” was appended for R1205/06 models and “AC” for Rampsides – two different letters to represent two colors (Table 3A). The exceptions were RPO 545 (pure white, see below) and some two-tone RPOs that carried the “AA” ECL. Almost always these are

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NOTE: RPO combination letter designations are:

A—Over-all (solid color).

TWO-TONE COMBINATIONS

B—C-1405, K-1405, C-3605 Models.

C—C-1406-16, K-1406-16 Models.

D—All Cabs (except Fleetside).

E—R-1205 Panel.

F—R-1206 Suburban.

G—R-1244-54 Pickup.

J—Fleetside.

L—Tilt Cab.

Figure 4. Excerpt from the 1961 Dupont Chevrolet Color Bulletin.

Paint Exception Control Letters, except RPOs 521 & 545 ¹				
1961 - 62	1963	1964	1965	Configuration
Solid color RPOs except RPO 521				
A	A	AA	AA	Solid color R10
Two-tone RPOs except 545 and those listed below				
E	E	AB	--	Two-tone R1205
F	F	AB	AB	Two-tone R1206
G	G	AC	--	Two-tone R1244/54
RPOs 542 (maroon), 549 (drk yellow), 554 (copper), 555 (fawn)²				
--	--	AA	AA	R1206
-- = ECLs do not exist for this model/year/configuration.				
¹ RPOs 521 and 545 are covered in Table 3B.				
² Two-tone paint RPOs from 1964 - 65 cowl plates found to have an 'AA' ECL.				

Table 3A. Interpretation of paint code ECLs, other than RPOs 521 and 545.

Deciphering the FC Paint and Trim Codes

Continued from Page 8

RPO numbers or colors that were newly introduced in 1964 - 65: RPO 542 (Maroon, in 1965), 549 (Dark Yellow, in 65), 554 (Copper, in 64) and 555 (Fawn, in 65), although there are a couple of outliers to this pattern. Adams noted that the paint ECL coding system changed frequently, and significantly so for Corvettes in 1965, so it may not be surprising to see incongruities among the FCs.

Registry data show that Pure White FCs (RPO 521/ 545) were assigned ECLs more complicated than that used for the other colors – Terra incognita, unlike that previously described for other Chevy lines (2, 7). The use of different ECLs with RPOs 521 and 545 begs several questions: Why would RPOs for Pure White but not Cameo White vehicles have their own ECLs; and why so many? Most likely, the difference was that Pure White needed to be substituted for Cameo White on other painted features, such as bumpers and the hubcaps. On the other hand, the Truck Data and Engineering Features books state that the dash panel and door interior accents (of Deluxe R1205/54) were always Cameo White. If those sources are accurate, then additionally, only FCs with RPOs 521 and 545 received both Pure White on the exterior and Cameo White on the interior.

The ECLs of Pure White FCs in 1964 – 65 are shown in Table 3B. The Car and Equipment Prices for 1964 (Figure 3) identifies ECLs for RPO 545 (but not 521): “AA - AF” and “BB - BF” for R1205/06, and “CA - CF” for Rampsides. Cowl plate data support these assignments although the registry includes no examples of Corvairs comprising the ‘A’-series ECLs. Unlike RPO 545, the ECLs for RPO 521 applied to all R10 models; four (“BA”, “BB”, “CA”, “DA”) have been observed so far among Pure White vehicles in the registry, and two additional ECLs (“CB” and “DB”) are expected to occur. At first blush, the failure of the Car and Equipment Prices to list ECLs for RPO 521 seems perplexing. However, we must bear in mind that these documents typically only listed RPO configurations that carried different prices; since all solid color FCs were priced the same, the ECLs for solid Pure White vehicles would not have been distinguished¹⁰.

So, to what configurations of Pure White vehicles do these sets of six ECLs refer? Possible candidates are the outside rear view mirrors, RPO D32 (round) and RPO D29 (Jr West-coast). For D32, the mirror was black and the bracket was painted the main body color; however, for factory-installed D29, both mirror and bracket were Cameo White. If, like bumpers and hub caps the D29 mirrors required painting only when coordinating with the exterior of Pure White FCs, we would expect special ECLs for the different mirror configurations. For 1964 Greenbriers and Rampsides there are 6 possible mirror configurations, and one hypothetical assignment would be “A” = no mirror, “B” = D32 left & right sides, “C” = D32 right side only, “D” = D32 left side only, “E” = D29 left & right sides, and “F” = D29 left-side only.¹¹ Nevertheless, the assignment of ECLs to these mirror configurations is speculative, and their resolution, along with the additional paint code ECLs in 1963, will require additional data or documentation.

Concerning ECLs for other Corvair 95 RPOs

The ECLs for the other RPOs are of interest to anyone wishing to understand how different options were configured in Corvair 95s, or desiring to make accurate window sticker and truck shipper reproductions.

1964 - 65 Paint Exception Control letters for RPO 521 and 545 (Pure White) ¹				
R10	R1205	R1206	R1254	Hypothetical Configurations ²
RPO 521	RPO 545			
BA	(AA)	BA	CA	no mirror
BB	(AB)	(BB)	(CB)	D32 Lt & Rt
CA	(AC)	BC	CC	D32 Rt side only
(CB)	(AD)	(BD)	CD	D32 Lt side only
DA	(AE)	(BE)	(CE)	D29 Lt side
(DB)	(AF)	(BF)	CF	D29 Lt & Rt

¹“(J)” = ECLs not yet found on vehicle paint codes.
Bold = ECLs documented on vehicle paint code.

¹1963 *Car and Equipment Prices* lists for RPO 545 the ECLs “H - L & P - V” for R1206/05, and “M, N, V - X” for R1254. However, these codes have not yet been observed in the registry for Deluxe vehicles with a Pure White exterior.

² Possible configurations not yet supported by registry data.

Table 3B. Interpretation of paint code ECLs for 1964-65 RPOs 521 and 545.

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Deciphering the FC Paint and Trim Codes

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The 1961-65 Car and Equipment Prices encompass all of the standard Corvair 95 RPOs, listing the ECLs and prices but with little guidance as to their configurations. Fortunately for many RPOs, there was only a single configuration, although for others, such as heaters, there are many. Without the long-lost Exception Control Letter Sheets, deciphering these codes will require Window Stickers, Shipper forms and Broadcast Sheets, which we have already noted are few in number. Using the seven that are available and information gleaned from the other Chevrolet documents, interpretations for several RPOs have been possible. Since this is a rather lengthy list of RPOs, they will not be presented here, but are available online (9).

Concerning the future of past ECLs

Hopefully the future will bring greater clarity to the configurations associated with Corvair 95 ECLs. I will continue to research this project, and encourage anyone with Chevrolet documents pertaining to Corvair 95 ECLs to send them my way. Our best hope for a more complete understanding of ECL configurations is continued addition of data to the Corvanatics FC registry. If you haven't already, this is a great opportunity to help by sharing information about your FC.

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.

Cited Resources

1. John Hinckley (2009) Alphabet Soup – Making Sense of the ECL's. *Corvette Enthusiast*: May 2009, pgs 60-65.
2. Al Grenning and Roy Sinor (2004) NCRS Authentication Library Volume One GM issued 1963-1967 Corvette rim Tags. NCRS.
3. Noland Adams. 1988 *The Complete Corvette Restoration and Technical Guide, Vol. 2: 1963 Through 1967*. *Automobile Quarterly*.
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.
9. ECLs for RPOs other than paint and Custom Equipment <http://www.corvair.org/chapters/corvanatics/ExcCtlLtr.php>

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

Footnotes

¹ All R10 models ordered with the base configuration (identified with a trim code of "STD") had an interior color theme of gray (1961) or fawn (1962-65). When these colors were specified for Custom Equipment, the upholstery was fancier than that of a standard interior.

² RPO 431/Z60 for R1205/44/54 did not include vinyl panels or interior paint color-keyed to the exterior color. It did include several external features, such as chrome front window trim, but did not include chrome bumpers or hubcaps.

³ The red interior was used only for Deluxe FCs that had an exterior color of white, red, or gray. The fawn interior of Deluxe vehicles was more "elegant" than that found in standard models.

⁴ Although other documents are vague on this point, the Parts and Assembly Manuals confirm that the auxiliary passenger-side seat was available for the Deluxe Corvan in both trim colors.

⁵ The list of Custom Equipment for the different models is presented in the documents titled Options And Accessories When Installed By Chevrolet, often found in the Truck Data Books. However, these do not present a complete list of all the features included for the Greenbrier, and a full inventory requires review of other GM documents. The Corvanatics "Options and Accessories" webpage endeavors to tabulate all the Custom Features included for each model year.

⁶ In the highly nuanced and sometimes counter-intuitive world of ECLs, when RPO 132/P01 (Wheels Covers) is combined the Greenbrier RPO 431/Z60 (Custom Equipment), the deletion of the chrome hubcaps appears to be a configuration of Wheel Covers, not Custom Equipment. This is best shown in the 1961 and 1962 Car and Equipment Prices, which attribute certain ECLs for Wheel Covers as for "R1206 w/ RPO 431". If this does indeed reflect deletion of the chrome hubcaps, it is surprising that the price differential is only \$2.

⁷ The primary and secondary colors were frequently referred to as lower (L) and upper (U) colors on the color charts provided by paint suppliers. Tables of all the paint codes for each year is posted on the Corvanatics web site.

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⁸ Pure White was available in 1961 as a solid color (RPO 721) but not in two-tone.

⁹ Wheels of Deluxe R10 with either white exterior were painted the secondary color (Cardinal Red) instead of the primary color, as was the case for other colors. However, vehicles painted Pure White were the only ones to also receive Pure White (rather than Cameo White) bumpers and hub caps.

¹⁰ A similar situation is found in the 1965 Car and Equipment Prices. Since only the Greenbrier remained in production that year, the book includes no ECLs for solid color or the two-tone color RPOs because within each group the prices are the same. Nonetheless, RPO 545 and 521 carry distinct ECLs in 1965 as well.

¹¹ The left-side D32 rear view mirror became standard equipment for the Corvan in 1963 when rear door windows were made optional (RPO A12) and the inside rear view mirror became useless. When RPO A12 was ordered, the left-side D32 mirror was deleted. The Dealer Order Forms, on which dealers would check off the options ordered with a vehicle, do not restrict the D32 right-side only option to the Corvan, suggesting that this could be ordered for a Greenbrier or Rampside as well.

Radio Controlled Corphibian by Gary Moore

With the real Corphibian coming up for auction I asked Dave Palmer about his RC Corphibian that was featured in the July/August 2001 CorvanAntics. Dave has built two of them, the prototype was small with limited controls and the 1990 Generation II that is pictured in this article. The G2 Corphibian was larger with a more sophisticated drive and control system. Dave actually had the original out this year at the Fan Belt Toss racing in the pool. Dave said he might do an updated article. Who knows RC Corphibian Racing might catch on and replace Valve Cover Racing.



Creating a 164 cu. in. FC Engine

by Scott Allison

Chapter 1 of my fun appears in the September/October 2015 Corvanatics; The Only Known Double Loadside. Chapter 2 has now come to pass where the Late Model 110 car engine was removed and a 1964 110 (long stroke) engine was fitted to a 61 FC block. The rebuild was necessary due to low compression and copious amounts of oil leaving the crankcase (mostly through the top cover).

First task was to find an FC donor block for the project.



Travis Bolton had just the engine along with the desire to modify a short stroke case to support the later model long stroke design. Relieving the case wasn't near as dramatic as I thought it would be and within a few hours we were testing the rotation with rods on the crank.

Second task was to acquire needed parts (serviceable 1964 cylinders) and determine what parts in the current 110 late engine can be used in the new build. I used the one year 1964 cylinders because I

had a set of 1964 110 heads which had been worked over with new guides, valves, and deep/staked seats. After removing and disassembling the 110 car engine I found only three pistons that were serviceable so I had to go to the shelf for three other good



pistons. The crankshaft, cam, and lifters (deep dimple) were all in perfect shape so I simply moved them over to the newly modified case.

I also had a few parts to acquire for cosmetic reasons. The oil filter adapter for the FC engine (supporting a generator) was obtained from Mark Whitman. The top shroud came off of the 1961 donor engine but had to be modified since I no longer could use the road draft tube. Just one new hole in the top to support the later PCV setup. I also updated the pressure plate and flywheel from the early 'flat' style to later 'stepped/bent finger' style. I also used the 1961 one-piece lower shroud assembly as it was in good shape and absolutely no reason not to use it. I did however get rid of the 1961 exhaust manifolds and utilized the later design.

Third task, while the engine is out, was to reinstall all components supporting the forced air heater. Many years ago all of this, except the long tunnel from the back to under the seat, had been removed as it appears a gas heater was once installed but was no longer present. I've spent the last few months gathering; the non-gas heater under the dash panel, in the cab defroster plenum, controls, control mounting plate, cables, the tunnel from under the seat to the defroster, defroster and heater hoses, heater box, blower motor/fan, and wiring pieces.

With the engine reassembled and the heater box in place it was time for the engine to go back into the truck. All new shroud seals were installed (with pop-rivets) and the missing driver side and rear seal metal work was acquired that allowed me to seal everything up nicely. I always use a bottle of Hy-Per Lube Zinc Replacement Additive (Lucas also makes a great product for this purpose) when I rebuild an engine along with Castrol HD-30W for engine break-in. The truck started right up with only one lifter coming late to the party. I am now waiting for the weather to break and roads to dry out to get it out for a test drive and proper ring break-in.

In Memorial *Bruce Alexander*

M. Bruce Alexander, age 76, of Loomis, SD died Wednesday, December 2, 2015 at his home. Funeral services were 11:00 AM Monday, December 7, 2015 at the Will Funeral Chapel with burial at Servicemen's Memorial Cemetery.

M. Bruce Alexander, son of Maxwell and Eleanor (Simmington) Alexander, was born June 28, 1939 in Camden, NJ. He grew up in Camden and received his schooling there, graduating from high school in 1957. Bruce served in the US Navy from 1958 to 1962 on the USS Des Moines. After he was honorably discharged, Bruce owned and operated a gas station near Camden, NJ and later worked at a manufacturing factory in Philadelphia, PA. He then worked in the restaurant and beverage industry in New Jersey, while working there Bruce met his future wife.

Bruce was united in marriage with Vonda Stoebner on March 25, 1972 in Vineland, NJ. The couple moved to South Dakota in 1976. In Mitchell, he was employed at the Holiday Inn as the food and beverage manager. Bruce later was employed by Rhinehart Foods, Maxwell Supply, managed the First Edition Restaurant in Sioux Falls and then managed the Moose Lodge in Mitchell. In the early 1990's he worked at Bauer Dental in Mitchell where he honed his carving skills. In 1992, Bruce began wood carving full time. He was a lifetime artist and became a self-employed wood

carver. He created wildlife carving for clients all over the United States.

Bruce enjoyed restoring Corvair's and was a member of the Nationwide Corvair Forum.

Grateful for having shared his life are his wife, Vonda Alexander, Loomis, SD; a son, Daniel (Mary) Alexander, Mitchell, SD; a step son, Mike Duffy, Mitchell, SD; a daughter, Chrissy Pierson, Woodside, DE; four grandchildren, Emily and Michael Duffy, Lauren and Maxwell Alexander; three great grandchildren, Alex, Piper and Scarlett; three sisters-in-laws, Rochelle Edwards, Cheyenne, WY, Lila (Fred) Metler, Rapid City, SD, Cheryl (Frank) Lutjens, Ethan, SD; numerous nieces and nephews.

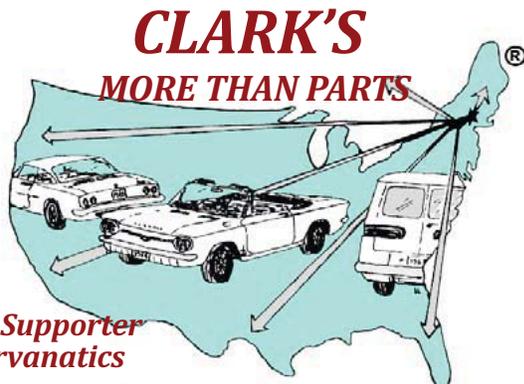
He was preceded in death by his parents; a step son, Edward Duffy; a sister, Peggy Courtney; a brother-in-law and sister-in-law, Kenny and Marlys Stoebner; a sister-in-law and brother-in-law, Delvis and Jerry Fenner; brother-in-law George Edwards.

CORVANANTICS 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. Dues are \$10 for an emailed newsletter and \$12 for a mailed newsletter. Application and payment is made to the Secretary/Treasurer either through the Corvanatics website at <http://www.corvair.org/chapters/corvanatics/membership.php> or by mail. If mailed, please 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. 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.

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; Please submit print-ready or typed copy and pre-payment to the Secretary/Treasurer. Photos for ads are \$6.00 each and can be color or black/white. Authorization and payment must be received prior to each issue. Deadline for publication is the 15th of February, April, June, August, October, or December. All ads must be Corvair related.



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Yes Virginia, There is a Dual Rampside

by Gary Moore & More

From emails from Dave Feasel photos by Rick Loving

Custom built by Walter Hundertmark in the early 90's the dual Rampside has always fascinated Corvanatics. Dave Feasel, the current owner thought Walter kept it hidden away for too many years. Dave plans show it off and to have at Springfield, IL for the 2016 CORSA Convention. The truck was recently on display at Denver's Forney Transportation Museum along with Dave's Greenbrier.

After Walter's passing John Koll restored the truck to how it looked 1994 and named the truck "Walter". Leaving off the exhaust stacks that had been installed somewhere along the way. Walter (the man) had made his own wiring harness for the truck, which added some difficulty to the restoration.

Walter (the man) had researched the dual Rampside and believed that GM had actually built a few. Unfortunately his documentation was lost, hopefully only temporarily. So whether GM actually built double Rampside remains a mystery. There is always hope that a factory built one will surface. But in the meantime plan on seeing "Walter" the truck at the CORSA convention in July.



Creating a New Shifter Boot

by Fran Schmit

I recently upgraded my '61 FC's shifter (the one that went under the front axle) to one that goes through the "Holey" gas tank. All is well with the shifting but I see a problem coming up. The BALL built into the shifter is right at floor level – great for getting the job done exactly – on the money! However; since that greasy ball is right there on the floor it will get dirt kicked into it on a daily basis. Clark's is making me a nice new rug with a hole in it for the FC shifter, but that does nothing to protect the 'greasy ball' lying there in the middle of the rug. Here's the ball... see how easy it is for dirt to get in there - - it's already getting in there as I take the picture!

My proposal is that I cover the Ball with some sort of attached screen that would move with the unit. I looked around and found some ugly rubber boots that didn't really fill the bill, for me. Then I decided to make a cover that moves with the stick/ball by punching a small hole in a sheet of plastic and stretching the hole over the stick to make a 'seal'. I found some plastic that

sort of worked and decided to get cute with it. Remember



Unprotected shifter base



New "Old School" base cover

the stick shift balls that had the shift pattern burned into the ball? Well, I thought I could draw that pattern on my plastic sheet...like this. Then I thought I could get really cute, since this is an OLD truck I could put the shift pattern in Roman Numerals...like this.

Until I get a consensus, I will put it on with the Roman Numerals up, but I'm asking for reader input to see if anyone is interested enough to suggest I change it around. Send comments to The Editor, please. He wants to know if anybody reads this stuff! Also, If you have a better idea for a Protector, send that in as well. Here's hoping we hear from a lot of interesting readers!!!

Those Pesky Critters

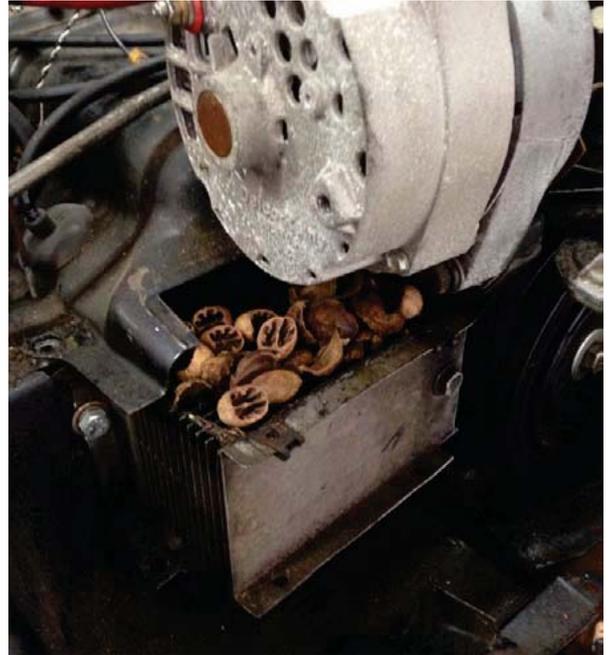
by Noland Grant

Last year I bought a 1961 Rampside from my Dad. It has a 140 engine in it and ran well, except for an engine-overheating problem.

My Dad, being the aggressive and creative engineer that he was, installed an elaborate cooling system that involved pumping the engine oil from the engine through piping that he attached under the frame. This system was supposed to cool the oil and send it back to the engine. Unfortunately it did not cool as well as planned, the overheating continued.

Not long after I became the new owner of the Rampside the clutch went bad. I removed the engine to replace the clutch and to do the tedious job of cleaning up the engine; I discovered the cause of the overheating problem. Hundreds of walnuts had been stored by some pesky critters on top of the oil cooler and between the cylinders. The picture tells the story.

My good friend and Rampside owner Al Hilderbrand commented, "That sure is a funny place to store your nuts."



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