
TAKING STOCK

Volume 1, Issue 1

June 2005

Welcome to the SCG

Stock Corvair Group is CORSA's newest Chapter

Bill Hubbell
President, SCG

Hi. I would like to welcome all interested CORSA members to join CORSA's newest chapter, the Stock Corvair Group (SCG). This article will attempt to give you a brief introduction to the group.

The SCG is open to any CORSA member who is interested in research, preservation, restoration, operation and/or enjoyment of the Stock Corvair. The SCG defines "Stock Corvair" as *any Corvair or Corvair powered automobile kept in, or restored to, the condition and configuration in which they left the factory.*

Purpose of the SCG

The SCG Bylaws explain the reasons of this new chapter. They are to:

continued on page 2

1965-69 Corvair Coil Spring Tags

By Kent Sullivan

Late-model Corvairs were equipped with a variety of suspension coil springs, depending on the body style and whether certain optional equipment was present. Every factory-installed coil spring had a tag attached to it featuring the part number and a two-letter code in a repeating pattern.

The two-letter code were apparently used to help assembly line workers quickly locate the correct springs for a given car, since a two-letter code was shorter than a 7-digit number (and was also printed in larger type on the tag). The few Chevy final assembly broadcast sheets I have seen list the two-letter code for the rear springs. Interestingly, the front springs are coded on the broadcast sheets using a different system; the two examples I have seen to date show D1 (for HC) and D4 (for HE).

Tables 1 and 2 list the spring applications, their part numbers, and the corresponding letter codes. You will notice different springs for:

- Convertibles ("-67") from coupes and sedans
- Standard suspension vs. Heavy Duty (RPO Z17 in 1965 and RPO F41 thereafter)
- Air conditioned cars (RPO C64)

Table 1: Front Springs

| Application | Part Number | Code |
|-------------------------------|-------------|------|
| Standard (all exc. -67) | 3857688 | HC |
| Standard w/ AC (all exc. -67) | 3857689 | HD |
| Standard (-67) | 3857690 | HE |
| Standard w/ AC (-67) | 3861886 | HF |
| Heavy Duty (all exc. -67) | 3875088 | HJ |
| Heavy Duty (-67) | 3875089 | HK |

Table 2: Rear Springs

| Application | Part Number | Code |
|---------------------------|-------------|------|
| Standard (all exc. -67) | 3859201 | HA |
| Standard (-67) | 3859202 | HB |
| Heavy Duty (all exc. -67) | 3875090 | HL |
| Heavy Duty (-67) | 3875091 | HM |

continued on page 3

INSIDE THIS ISSUE

- 1 Welcome to SCG – Bill Hubbell
- 1 1965-69 Coil Spring Tags – Kent Sullivan
- 3 Charter members and Officers List
- 4 Join Us!

Encourage interest in and aid in the research, preservation, restoration and operation of Stock Corvair automobiles, trucks and related vehicles

Provide an environment in which members can expand their knowledge and common interest in Stock Corvairs

Provide a friendly social environment in which members can appreciate and enjoy their progress in maintaining or restoring Stock Corvairs.

Provide a means for gathering and publishing data documenting the physical appearance, and historical background of Stock Corvairs.

Annual Stock Corvair Event (ASCE)

In order to meet the goals of the SCG as stated in the Bylaws, the SCG intends to create and hold an annual gathering of interested parties and their cars to be called the Annual Stock Corvair Event (ASCE). The ASCE will be open to anybody in who is interested in preserving, promoting, researching, assessing, restoring, or writing about Factory Stock Corvairs. The plan is for this event to be held at the annual CORSA international convention at such time as not to compete in any way with any of the established events. The ASCE is not intended to be a competitive event, but rather an educational experience, providing members with positive feedback about their cars and research. According to the SCG's policy, the ASCE will be used to:

Encourage interest in Factory Stock Corvairs.

Encourage preservation of originality in whatever quantity and degree it is displayed on any given vehicle, as originality is the supreme testament to the actual (with age) factory stock condition.

Gather knowledge about Factory Stock Corvairs for purposes of creating detailed manuals describing them.

Help members trying to preserve or restore Factory Stock Corvairs by providing them with detailed feedback about their efforts using standardized "Assessment sheets"

Reward the progress of members as they proceed in their Stock restoration efforts by giving "Certificates of Recognition" or similar such awards.

Help create a network of knowledgeable "mentors" who can be contacted during the course of a Stock restoration project.

Stock Assessment Manuals

A major goal of the SCG is to eventually produce detailed manuals describing the appearance of the Stock Corvair, in all its year and model variations. This is indeed a daunting task, and is not expected to be completed in the short term, but rather to be initiated and refined as data is acquired on an ongoing basis. The exact format of these manuals is yet to be determined, and may in fact involve computerized databases as opposed to traditional paper manuals. At some point, though, it is hoped that SCG will be able to provide CORSA with enough information to permit the publishing of such manuals, as desired by the membership.

SCG members agree that all information obtained from our research shall be ultimately donated to CORSA or to the CPF, and it is not the intent that SCG should directly profit from such information.

Questions and Answers

Why do we need a Stock Corvair Group if we have the CPF?

Although the CPF's mission to preserve does include Stock Corvairs, it also includes other aspects of the Corvair's history. Were we to use the CPF as the vehicle for promoting Stock Corvairs, it might interfere with other aspects of the CPF's mission. In particular, there is concern that an overemphasis on Stock Corvairs could hurt CPF funding. Thus, the Stock Corvair Group was born

Doesn't CORSA already have a mechanism for recognizing and promoting Stock Corvairs by way of the Concours?

It is true that Concours does provide some recognition of Stock Corvairs. Unfortunately, the degree of recognition is very limited, and open only to Corvairs which have met a very narrow (and sometimes contradictory) definition of Stock. Basically, Concours provides an all or none form of recognition, and we want to provide a broader base. Also, the purpose of Concours is to recognize Corvair beauty more than to recognize Stock.

Who really cares about Stock anyway?

Everybody who has a Corvair should care at least a little bit about Stock. Even if your car is highly modified, chances are that it still uses a majority of stock components. Understanding stock is the first step in making sure that our replacement parts fit and function correctly. Aside from that, we who love this car have an obligation to preserve and restore its history and heritage for posterity ❖

OFFICERS OF THE SCG

| | |
|----------------------|-----------------------|
| President: | Bill Hubbell |
| Vice-President: | Stan East |
| Secretary-Treasurer: | Mark Corbin |
| Historian: | Rich Thompson |
| Newsletter Editor: | Bill Hubbell (acting) |

CHARTER MEMBERS OF SCG

Douglas C Barneck
 Ed Bittman
 Bill Chellis
 Mark Corbin
 Stan East
 Bill Hubbell
 Henry Kaczmarek
 Robert Landers
 Denny Loroff
 Duanne Luckow
 Tim Mahler
 Mike McKeel
 David Newell
 Jeff Schramm
 Mike Stillwell
 Kent Sullivan
 Richard Thompson
 Tony Vizyak
 Duane Wentlandt

SCHEDULE OF EVENTS

| | |
|---------------------|--|
| 1st Meeting of SCG: | July 29, 2005 6:30 p.m. CORSA Convention Location TBA |
|---------------------|--|

Interestingly, cars equipped with air conditioning had unique springs in the front but not in the rear. Cars equipped with both heavy-duty suspension and air conditioning used the heavy-duty springs.

The tags were between 15/16" and 1" wide and were either white with black lettering (rear) or black with white lettering (front). The tags varied in length, apparently because they were applied manually from a continuous roll (like a tape dispenser). Also like tape, the tags had pressure-activated adhesive on the back. Figure 1 shows part of a sample tag.

Figure 1: Spring Tag (partial)

HA
385920I
HA
385920I

Note: Based on samples seen to date, replacement coil springs available from the Chevy parts department featured yellow tags with black lettering and included only the part number, not the two-letter code.

Clark's Corvair Parts has expressed willingness to reproduce the spring tags but they need enough people to indicate interest before moving forward. Please contact them if you are interested. The part number is C11713 and the approximate cost is \$2. (See page 26 of the 2005 Supplement.)

I would like to thank the many Corvair enthusiasts who shared spring tag samples and information with me. Without their efforts, this article would not have been possible.

- Larry Claypool
- Mark Corbin
- Chuck Sadek
- Zoltan Szilagyi
- Dave Trull
- Norbert Voll
- Duane Wentlandt

After creating the taxonomy of spring tags, Dave at Coil Spring Specialties in St. Mary's, KS was able to verify my research by looking at the original Chevy spring blueprints that he has on file❖

SCG CONTACTS

Bill Hubbell whubbell@umich.edu
President/Newsletter Editor 757-467-2412

Stan East sgeast@interlog.com
Vice-President

Mark Corbin airvair@richnet.net
Secretary/Treasurer

Rich Thompson richard.w.thompson@usa.dupont.com
Historian

Join Us!

We hope you have enjoyed this introductory newsletter. We thank Kent Sullivan for providing the interesting article on Late Model Spring Tags. This is the sort of information we look forward to seeing more of in future editions. If we have peaked your interest in Stock Corvairs and you would consider joining our group, please contact one of the officers listed to the left. We look forward to hearing from you!

Bill Hubbell, President SCG

Copies of our Bylaws and Policies are available in electronic format upon request.

William J Hubbell
4613 Dorchester Lane
Virginia Beach, VA 23464-5841

| |
|------------|
| BUILD RATE |
| US POSTAGE |
| PAID |
| PERMIT NO. |
| 00000 |

ADDRESS CORRECTION REQUESTED

Mailing Address
Street Number and Name
City, State 98765-4321