

CORVAIR GOLD

by David Trull

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Decoding that mysterious Fisher bodytag

(We generally have good information regarding the codes for 1962 to 1967 Bodytags. So only codes for those years will be listed. This info was gathered by examining a number of bodytags for those years. It represents a best guess for these codes. 1960-61 have yet to be decoded & 68-69 do not have ACC codes)

Body build date

The first set of characters you see are a three character code on the top left corner of the bodytag. This represents the date code. The code consists of two digits and a letter*. The digits represent the month, and the letter represents the week. Example 11B means November 2nd week. The week began on a Monday. For the last week, if the week went through a Wednesday, it was that month's week. If it only went through Tuesday, it was the next month's week. This code represents the date the body was completed by Fisher body. The body would then be delivered to the Chevy side to install the drivetrain and complete the car. There is a definite time interval between when the body was completed and delivered and when the car was finished on the Chevy side and a VIN number assigned. This was usually within a week or two, but sometimes could be longer. This system gives rise to the possibility of a body built date at the end of one month and a final production date at the start of the subsequent month. Fisher would also deliver bodies in groups and was known to sometimes hold back bodies for one reason or another, so it is possible to have cars bodies that are out of sequence with the VIN numbers. (i.e. body 8 has a Vin # higher than body 12). * An exception to the 2 digit- one letter code is a 3 digit number code used on 1965 Los Angeles models built in Mid-September 1964. This is discussed later at the end of the Decoding section.

STYLE

Next in line is style, which list first the year and then model of the Corvair.
(i.e. 63-0967 means 1963 Monza Convertible or 65-10567 for 1965 Monza Convertible)

BODY

This line lists the plant code* and body number. The body number represents the number of that body style built. (i.e. if the car is a Monza convertible, then the body number represents the number of only Monza convertibles built, it would not include Corsa convertibles or Monza coupes or sedans.) The body number is specific and linked to the style number. So for example in 1966 there were 7 different styles (10137, 10139, 10537, 10539, 10567, 10737, 10767) and each style had its own series of body numbers for that plant.

*See plant codes on next page

Plant codes on the bodytag include:

1962 plants: OA = Oakland, WR = Willow Run

1963 plants: OA = Oakland, VN = Van Nuys, WR = Willow Run

1964 plants: WR = Willow Run (no other plants that year)

1965 plants: WRN = Willow Run, LOS = Los Angeles (Van Nuys)

1966 plants: WRN = Willow Run, LOS = Los Angeles (Van Nuys)

1967-69 plant: WRN = Willow Run (no other plants these years)

TRIM

This 3 digit codes represents the interior color and seat type. An extra digit is include for 1963-64 convertibles for the top color. On 1966-67 models the extra digit denotes whether the car has optional headrests or not. **E** = headrests on bench or bucket seat cars built in WRN in 1966 and bench in 1967. **Y** = headrests on bucket seat cars built in Los Angeles or buckets built in WRN in 1967. **Z** = Corvair trim designator on LA built cars only. 1966 Willow Run cars without headrests, have this area left blank.

PAINT

Exterior: 1962 through 1964 Corvairs use a three digit exterior paint code. Late models (65-68) have a different paint code. They used a two character code employing two letters for hardtops and a one letter /one digit code for convertibles. Ex. R-R = Regal red, R-C = two tone white top/red bottom, R-1 = Convertible with red paint and white Conv top. 1969 used a two digit number repeated twice for hardtops and the second number is replaced with a letter for conv top (ie. **50 50** for hardtop, **50 A** for convertible)

Interior: The 1962-63 Corvairs have an extra digit on the trim or paint section of the tag. WRN has the extra digit for interior paint on the Paint section. *Ex.* 922-7 = Red with black interior paint Oakland cars have the code on the trim line. 1964 models have an extra letter instead of number in the Paint section of early style Fisher bodytag plates. The bodytag plate was changed in mid Oct (between 10A and 10E) to a 2nd style and the interior paint code letter is relocated to the bottom right corner of bodytag. The 64 bodytag plate is changed again in Mid March (3C or D) to the same style that is also used on late model 65-67 Corvairs. Interior paint code is located at the top right corner of the late model bodytag. Bodytag style changed in 1968, and again in 1969.

Top colors:

1962: Code for top color found on ACC line.

1963-64: Code for top color found on TRIM line.

1965-69: Code for top color found on PAINT line.

Top color codes:

1962: **1** = white **2** = black **3** = Blue? **4** = Cream

1963: **1** = white **2** = black **3** = beige

1965: **1** = white **2** = black **3**(WRN) or **6**(LA) = beige

1966: **1** = white **2** = black **3**(WRN) or **6**(LA) = beige

1967: **1** = white **2** = black

1968: **1** = white **2** = black

1969: **A**= white **B**= black

Interior paint codes: (*Interior paint codes do not appear on Los Angeles built cars*)

1962: **2**= Blue **3**= Aqua **4**= Fawn **5**= Red **7**= Black **8**= Saddle **9**= Gold

1963: **2**= Blue **3**= Aqua **4**= Fawn **5**= Red **7**= Black **8**= Saddle **R** = White/Red.

1964: **A**= Aqua **B**= Blue **C**= Saddle **D**= Red **E**= Black **F**= Fawn **Q**= White/Red

1965: **A**= Aqua **B**= Blue **C**= Saddle **D**= Red **E**= Black **F**= Fawn **H**= White/Aqua **S**= White/Black **W**= Slate

1966: **F**= Fawn **T**= Turquoise **S** = White/Black **D**= Red **R**= Bright Blue **E**= Black **Z**= Bronze.

1967: **1**= Blue **4**= Black **5**= Fawn **6**= Bright Blue **7**= Gold.

1968: **E**= Black **O** or **G**?= Gold **?**= Blue

1969:**A**= Black **D**= Blue **G**= Green

ACC = Accessory line

When decoding ACC line on the Fisher bodytags, be aware that bodytags do not include any options that did not require any body modification be done by Fisher. Fisher was only concerned with items that required modifications during the assembly of the body. A good example is that you won't find Telescopic column listed on the bodytag. Although this is a major option, it did not require any special consideration during body assembly. Top color is listed on the ACC line for 1962 Convertibles. Also there are no group numbers in the 1962 ACC line, and 63 Oakland cars

Fisher bodytags ACC line

The code letters are listed in the order they generally would appear. (A question mark (?) appears after those options where the level of certainty is not as great due to a low sample in the survey or options that are often added or removed and may not reflect original equipment. Late model 1965-66 Cars had a single ACC line and LA cars had the ACC codes split onto 2 lines. Canadian cars had the actual RPO codes on the bodytag.

1962 Fisher bodytags ACC line. (WR, OA)

Willow Run bodytag codes (NO Group Numbers i.e. no numeric indicator)

- **A** = Direct Air heater (Always listed 1st and listed on every WR car in survey)
- **D** = Spyder
- **E** = Bucket seats on 4 door models
- **H** = Padded dash
- **N** = Powertop
- **K** = Tinted Glass (all windows)
- **J** = Tinted Windshield?
- **L** = Convertible top code followed by a number indicating color.
- **O** = Manual Transmission (no code for PG for WR cars)
- **B** = Air Conditioning
- **F** = Rear folding seat optional on 500/700 models
- **C** = Rear door armrests (500/700 sedans)

Top color 1 = White, 2 = Black, ? = Blue, 4 = Cream (Blue is probably coded 3)



1962 decoding example: 07B = July 2nd week. **Style** = 1962 Monza Conv. **Body** = Willow Run 13125th

Monza Conv body built at Willow Run. **Trim** = Med Red int

Paint = Roman Red Ext. - Red Int. **Acc** = A = Radio? D = Spyder option H = Padded dash J = ? L = Conv top 1 = White top color.

Oakland bodytag codes (NO Group Numbers i.e. no numeric indicator)

- **H** = Direct air Heater (Always listed 1st and listed on every OA car in survey)
- **B** = Powerglide (no code for manual trans for OA cars)
- **X** = Spyder option
- **P** = Padded dash
- **W** = Tinted Windshield
- **E** = Tint glass (all windows)
- **L** = ?
- **F** = Folding rear seat. Optional on 500/700 models
- **A** = Air Conditioning
- ? = Powertop
- ? = Rear door armrests
- **K** = Rear Speaker ?

1963 Fisher bodytags ACC line. (WR, OA and VN)

The Letters are listed in groups. Letters following a number is in that group. The code letters are listed in the order they would appear. Some letters are in more than one group

WRN and VN Bodytags

First Group (no numeric indicator)

- E = RPO A01 Tinted Glass (Soft Ray glass in all windows)
- F = RPO A02 Tinted Windshield
- L = Rear folding seat (500-700models)

2 = Second Group

- C = RPO Padded dash
- D = RPO Powertop
- E = RPO C60 Air Conditioning
- M = RPO Powerglide
- L = Manual trans (VN only)
- Y = Rear seat Speaker

3 = Third Group

- C = RPO Turbocharged Spyder option
- P = ? (VN only) *might* be Comfort and Convenience -- as with '65, may indicate two-speed wiper and washer (carryover from FS Chevys built in same plant)

Oakland bodytags (It appears that the 1962 OA codes carried over to 1963)

Does not use group numbers

- W = Tinted Windshield
- E = Tint glass all
- P = padded dash
- A = AC
- X = Spyder option
- K = Rear seat speaker?



1963 decoding example: 09C = Sept 3rd week. **Style** = 1963 Monza Conv. **Body** = Willow Run 1575th Monza Conv body built at Willow Run. **Trim** = beige conv top - Med Fawn int **Paint** = Cordovan Brown Ext. - Saddle Int. **Acc** = group 1- E= tinted glass all windows, group 2 - C= padded dash, D= powertop, group 3 - C= Spyder option

1964 Fisher bodytags ACC line. (WR only)

The Letters are listed in groups. Letters following a number is in that group. The code letters are listed in the order they would appear. Some letters are in more than one group

Tag style change at either 10C or 10D

First Group (no numeric indicator)

- **E** = Tinted windshield and side glass
- **D** = Power Top (Manual top standard, no indicator)
- **W** = Tinted Windshield only

2 = Second Group

- **M** = Powerglide Automatic
- **L** = 4 Speed
- **E** = Air Conditioning
- **P** = Convenience group (2 speed wipers, w/ washer, day/night mirror, glovebox light, backup lights)
- **R** = Rear speaker
- **S** = Rear antenna

3 = Third Group

- **C** = Padded dash
- No other letters reported in group 3

4 = Fourth Group

- **F** = convenience group Z13 (not available with 2P but includes all 2P options plus remote door mirror)

5 = Fifth Group

- **W** = Custom Dlx seat belts with retractors RPO A49 (after Feb 1, 1964)
- **O** = ?
- **V** = Custom Dlx seat belts no retractors RPO A37 (before Feb 1, 1964)
- **Z** = ?



(All three different 1964 bodytags styles shown above)

Example: 03D = Mar 4th week. Style: 1964 Monza Conv.

Body: 18548th Monza Conv body built at Willow Run. Trim: Black uph - black conv top Paint: Desert beige Ext. Acc: W= Tinted WS, grp 2: L= 4 spd, grp5: W= std seatbelts. E: interior paint Black

1965 Fisher bodytags ACC line. (WRN and LOS)

The Letters are listed in groups. Letters following a number is in that group. The code letters are listed in the order they would appear. Some letters are in more than one group

First Group (no numeric indicator)

- E = RPO A01 Tinted Glass (Soft Ray glass in all windows)
- O = Two tone paint trimpiece (sedans)/ Manual top (pre Jan 65 LA cars only)
- D = RPO C06 Power Top
- W = RPO A02 Tinted Windshield only
- L = folding rear seat (500 series only)

2 = Second Group

- M = RPO M35 Powerglide Automatic
- L = RPO M20 4 Speed
- E = RPO C60 Air Conditioning
- P = (LOS cars only) 2 spd Wipers (LOS listed this separately from the CC group)
- R = RPO U80 Rear speaker
- S = RPO U73 Rear ant.
- H = Heater delete (code carried over to 66)

3 = Third Group

- C = Padded Dash
- A = Rear armrest on 500 sedans

4 = Fourth Group

- P = RPO Z01 convenience group (2 sp wipers, washers, day/night inside mirror).
- O = RPO L87 Turbo engine
- U = Spare tire lock
- F = Outside Remote Drivers Mirror/ with CC group

5 = Fifth Group

- W = RPO A49 Deluxe Seatbelts (Chrome Buckles)
- O = Seatbelt delete
- G = std rear seatbelt
- Y = dlx rear seatbelts

Unknown if the dash at the end of the ACC line has any meaning. (On 50% of WRN tags)



Example: 918 = Sep 18th 1964 **Style** = 1965 Corsa Conv. **Body** = 76th Corsa Conv body built at LOS **Trim** = Blue uph **Paint** = Mist Blue ext with Black top **Acc** = **group 1** -W= tinted windshield, powertop, **group 2** - L=4 spd, 2spd wipers, rear antenna, **group 3** - C= padded dash, **group 4** - P=CC group, U= ? O= turbo, **group 5** -W= dlx. Seatbelts.

1966 Fisher bodytags ACC line. (WRN and LOS)

The Letters are listed in groups. Letters following a number is in that group. The code letters are listed in the order they would appear. Some letters are in more than one group

Most 1965 codes carried over to 1966 unchanged. (New std equip eliminated some codes)

First Group (no numeric indicator)

- E = RPO A01 Tinted Glass (Soft Ray glass in all windows)
- D = RPO C06 Power Top (Manual top standard, no indicator)
- W = RPO A02 Tinted Windshield only
- O = Two tone paint trimpiece (sedans only)
- L = folding rear seat (500 series only)

2 = Second Group

- M = RPO M35 Powerglide Automatic
- E = RPO C60 Air Conditioning
- R = RPO U80 Rear speaker
- S = RPO U73 Rear ant.
- T = RPO U75 Power Rear antenna
- H = Heater delete

3 = Third Group

- A = Rear armrest (500 series sedans)

4 = Fourth Group

- O = RPO L87 Turbo engine
- F = Remote outside mirror / updated CC group (lighting grp, door guards)

5 = Fifth Group

- Y = RPO A49 Deluxe Seatbelts (Stainless Steel Push-button Buckles)
- O = Seatbelt delete? (No cars found with this code, but may carry over from 65)
- ? = Shoulder harness

**Standard seatbelts, old CC group and padded dash are now standard. So C in group three, P in group four and W in group five no longer listed. Also 4spd transmission no longer listed, with the introduction of the new Saginaw transmission. Rear seatbelts are also now STD. Willow Run cars had the ACC codes all on one line.*



*11C = Nov 3rd week. **Body** = Los Angeles 133rd Corsa Conv body built at Los Angeles. **Trim** = Black uph with Z (Corvair trim) designator. (LA cars only) **Paint** = Sandalwood tan exterior with white top **Acc** = group 1 -W= tinted windshield,group 4 - O = Turbo*

1967 Fisher bodytags ACC line. (WRN)

The Letters are listed in groups. Letters following a number is in that group. The code letters are listed in the order they would appear. Some letters are in more than one group
Most 1966 codes carried over to 1967 unchanged

First Group (no numeric indicator)

- **E** = RPO A01 Tinted Glass (Soft Ray glass in all windows)
- **D** = RPO C06 Power Top (Manual top standard, no indicator)
- **W** = RPO A02 Tinted Windshield only
- **O** = Two tone paint trimpiece (sedans only)
- **L** = folding rear seat (500 series only)

2 = Second Group

- **M** = RPO M35 Powerglide Automatic
- **D** = RPO C60 Air Conditioning
- **R** = RPO U80 Rear speaker
- **S** = RPO U73 Rear ant.
- **U** = RPO U57 Stereo tape system
- **H** = Heater delete

3 = Third Group

- (no group three options found)

4 = Fourth Group

- **F** = Remote outside mirror RPO D33

5 = Fifth Group

- **Y** = RPO A49 Deluxe Seatbelts (Stainless Steel Push-button Buckles)
- **O** = Seatbelt delete? (No cars found with this code, but may carry over from 65)
- **Z** = ? Front Shoulder Belt, Custom Deluxe (available only when A39 is installed)
- **C** = ? Front Shoulder Belt, Standard Type

**Rear armrests are now standard, and power antenna no longer available . So A in group three, T in group two are no longer listed. Also the AC code changed from "E" to "D". Shoulder belts now available. Willow Run is only plant producing Corvairs now. Corvair production has stop after 1966 in Los Angeles and Oshawa Canada.*



1967 decoding example: 01D = Jan 4th week. **Style** = 1967 Monza Conv.
Body = Willow Run 1170th Monza body built at Willow Run.
Trim = Med Bright blue **Paint** = Capri Cream with white top
Acc = group 1 -W= tinted windshield,

VIN number decoded

Early model VIN codes



The early model (US cars) Vin decode as follows, in order of how numbers appear:
(?) last digit of year, (0) Corvair, (5, 6, 7, 9) 500, Spyder, 700, Monza,
(27, 35, 67, 69) coupe, stationwagon, convertible, sedan, (W, L, O, K) Willow Run, Los Angeles, Oakland,
Kansas City, (*****) consecutive serial number, starting with 100001. Each assembly plant had their own series of Vin numbers. (you could have the same serial number from two different plants) Vin attached via spot welds

Late model VIN Codes:



The late model (US cars) VIN decodes as follows in order of how numbers appear:
(1) Chevrolet, (0) Corvair, (1, 5, or 7) 500, Monza, or Corsa, (37, 39 or 67) coupe,
4door, or convertible, (?) last digit of year, (W or L) Willow Run or Los Angeles,
(*****) consecutive serial number, starting with 100001. Each assembly plant had their own series of Vin numbers. (you could have the same serial number from two different plants) This holds true of all lates, with the noted exception being in '69 where the consecutive serial number started with 700001. (1965 LA built Vin tags face the opposite direction of WRN Vin tags that year. LA tags face the same direction as WRN in 1966.)

Delivery Stamps: *(Great idea that was poorly executed)*

The delivery date (DD) procedure (stamping the VIN plate) began with the 1964 model year. This was always done by the dealer for warranty purposes, to identify when coverage began. Coverage was to begin when the new car was delivered to the new owner and the date stamp was to indicate when the car was delivered to them and not when it was delivered to the dealer. The only problem was that the majority of dealers forgot or didn't bother to stamp on the DD. Since the day of the month wasn't necessary for warranty purposes, the code was only 3 digits, showing MONTH and YEAR. Thus "124" was December 1964. January 1965 would be 165 or 1-65, depending on the dealer. Until you got up to October, when it would be 105. Some dealers did not follow the format and full dates have appeared (ex. 1 14 66) for Jan 14th 1966. Vin attached via rivets. Usually rosette headed, but round headed rivets found, especially on L.A. cars.

THREE DIGIT DATE CODE FOR VAN NUYS BUILT 1965 CORVAIRS



Several very early 1965 Van Nuys built Corvairs were found to have a three digit date code on the Fisher body tag instead of the usual two digit and one letter code that is found on other Corvairs. It appears to be confined to only very early 1965 model Corvairs built in September at the Van Nuys plant. Subsequent Bodytags from Van Nuys after September have the usual two digit-one letter date code. This has been verified by examination of several early 65 Vairs built in LA. Here are my four examples: There were three late model convertibles and one late model coupe. Two 1965 Corsa conv, a 1965 Monza conv, , and a 1965 500 coupe. All four cars were LA built cars, and had 3 digit numbers instead of the usual 2 digits and a letter for the date code. These are the date codes found. 914 (500 sedan), 921 (Monza vert), 918 and 924 (Corsa vert). I found the Vin # for the Corsa (bodytag 918) to be 107675L102045. It is possible that the build date decodes as easily as (918) = Sept 18th. The serial number indicates a late Sept 1964 build date according to the list of production numbers, which coincides with the bodytag date. Fisher body will produced the body of the Corvair and then deliver the body to have the drivetrain etc. installed by the Chevy side. So the date on the bodytag indicating when Fisher finished the body will always predate the actual completion of the car when the VIN is assigned. This interval can vary from days to weeks. On some 1969 Corvairs, the body was held back months before arriving on the production line and getting a VIN. From the VINS and bodytags I have examined, most seem to indicate bodytag to production intervals of no more than a few days to a week. So in other words the date code is usually close (i.e. a week or so) to the actual production date most of the time. The example from above has only a about a week difference.

An August built Corvair, date-coded **08D** and Vin # 105675L100268 has been found. This means that the three digit code only occurred on Sept built cars. A full size Chevy and recently a Corsa was found with the build code of 09B, so this isolates it to Mid Sept. Due to a UAW strike, practically no cars were produced in October 1964. When production resumed in Nov 1964, the date code reverted back to the 2 digit one letter code.

Early model Trim codes 62-64

Code	Trim Style and Material	Model Availability
1962 Bench Seats		
731	Med. Blue cloth, Lt. blue Imitation Leather	727-69
735	Med. Blue cloth, Med Blue Imitation Leather	935-69
745	Med. Aqua cloth, Med. Aqua Imitation Leather	527
748	Med. Aqua cloth, Med Aqua Imitation Leather	935-69
751	Med. Aqua cloth, Lt. Aqua Imitation Leather	727-69
756	Med. Fawn cloth, Med. Fawn Imitation Leather	527
757	Med. Fawn cloth, Lt. Fawn Imitation Leather	727-69
759	Med. Fawn cloth, Med. Fawn Imitation Leather	935-69
779	Med. Red cloth, Med. Red Imitation Leather	527
780	Med. Red cloth, Dk. Red&Ivory Imitation Leather	727-35-69
782	Med. Red cloth, Med. Red Imitation Leather	935-69
793	Lt. Gold cloth, Lt. Gold Imitation Leather	935-69

Code	Trim Style and Material	Model Availability
1962 Bucket Seats		
712	Black Imitation Leather	927-67
715	Black Imitation Leather	969
719	Med. Aqua Imitation Leather	935-69
732	Metallic Med. Blue Imitation Leather	927-67
736	Metallic Med. Blue Imitation Leather	935-69
755	Metallic Med. Aqua Imitation Leather	927-67
758	Metallic Med. Fawn Imitation Leather	927-67
769	Metallic Med. Fawn Imitation Leather	935-69
781	Med. Red Imitation Leather	927-67
785	Metallic Red Imitation Leather	935-69
795	Lt Gold Imitation Leather	927-67
799	Lt Gold Imitation Leather	935-69

Code	Trim Style and Material	Model Availability
1963 Bench Seats		
720	Metallic Med. Aqua/Lt. Aqua Imitation Leather	527
731	Med. Blue cloth, Lt. blue Imitation Leather	727-69
751	Med. Aqua cloth, Lt. Aqua Imitation Leather	727-69
757	Med. Fawn cloth, Lt. Fawn Imitation Leather	727-69
764	Metallic Med. Fawn/Lt. Fawn Imitation Leather	527
780	Med. Red cloth, Ivory Imitation Leather	727-69
783	Med. Red/Ivory Imitation Leather	527

Code	Trim Style and Material	Model Availability
1963 Bucket Seats		
705	Med. Saddle Imitation Leather	927-67-69
712	Black Imitation Leather	927-67-69
727	Ivory Imitation Leather	927-67-69
732	Metallic Med. Blue Imitation Leather	927-67-69
755	Metallic Med. Aqua Imitation Leather	927-67-69
758	Metallic Med. Fawn Imitation Leather	927-67-69
781	Med. Red Imitation Leather	927-67-69

Code	Trim Style and Material	Model Availability
1964 Bench Seats		
720	Metallic Med. Aqua Imitation Leather	527
731	Med. Blue cloth, Med. Blue Imitation Leather	769
751	Med. Red cloth, Lt. Red Imitation Leather	769
757	Med. Fawn cloth, Lt. Fawn Imitation Leather	769
764	Lt. Fawn Imitation Leather	527
780	Med. Red cloth, Med. Red Imitation Leather	769
783	Med. Red Imitation Leather	527

Code	Trim Style and Material	Model Availability
1964 Bucket Seats		
705	Med. Saddle Imitation Leather	927-67-69, 627-67
712	Black Imitation Leather	927-67-69, 627-67
727	Ivory Imitation Leather	927-67-69, 627-67
732	Metallic Med. Blue Imitation Leather	927-67-69, 627-67
755	Metallic Med. Aqua Imitation Leather	927-67-69, 627-67
758	Lt. Fawn Imitation Leather	927-67-69, 627-67
781	Med. Red Imitation Leather	927-67-69, 627-67

Late model Trim codes 65-66

Code	Trim Style and Material	Model Availability
1965 Bench Seats		
723	Med. Turquoise Pattern Imitation Leather	10139-37
771	Lt. Fawn Pattern Imitation Leather	10139-37
782	Med. Red Pattern Imitation Leather	10139-37

Code	Trim Style and Material	Model Availability
1965 Bucket Seats		
706	Med. Saddle Imitation Leather	10537-39-67, 10737-67
713	Black Imitation Leather	10537-39-67, 10737-67
733	Med. Blue Imitation Leather	10537-39-67, 10737-67
773	Lt. Fawn Imitation Leather	10537-3967, 10737-67
785	Med. Red Imitation Leather	10537-39-67, 10737-67
795	Med. Slate Imitation Leather	10537-39-67, 10737-67
797	Ivory Imitation Leather	10537-39-67, 10737-67
798	ivory Imitation Leather	10537-39-67, 10737-67

Code	Trim Style and Material	Model Availability
1966 Bench Seats		
701	Lt. Fawn Pattern Imitation Leather	10137-39
721	Med. Blue Pattern Imitation Leather	10137-39
739	Med. Red Pattern Imitation Leather	10137-39

Code	Trim Style and Material	Model Availability
1966 Bucket Seats		
702	Lt. Fawn Imitation Leather	10537-39-67, 10737-67
722	Med. Bright Blue Imitation Leather	10537-39-67, 10737-67
740	Med. Red Imitation Leather	10537-39-67, 10737-67
758	Black Imitation Leather	10537-39-67, 10737-67
788	Med. Bronze Imitation Leather	10537-39-67, 10737-67
792	Med. Aqua Imitation Leather	10537-39-67, 10737-67
795	Ivory Imitation Leather	10537-39-67, 10737-67

CORVAIR ORIGINAL PAINT CODES:

1960- 1964

Color	code
Tuxedo Black	900
Cascade Green	903
Jade/Laurel/Meadow green	905
Ivy/Bahama green	908
Horizon blue (1960 only)	910
Royal/Silver blue	912
Midnight/Monaco blue	914
Tasco/Twilight turquoise	915
Daytona blue	916
Seamist turquoise	917
Twilight/Azure blue	918
Marine/Lagoon aqua	919
Fawn beige/Autumn gold	920
Ember red	922
Roman red	923
Crocus/Coronna cream	925
Saddle tan	932
Cordovan brown	934
Ermine white	936
Almond/Adobe/Desert beige	938
Saleen/Satin silver	940
Goldwood yellow	943
Honduras maroon/Palomar red	948

1965-1968

Color	code
Tuxedo black	A
Ermine white	C
Mist blue	D
Danube/Fathom blue	E
Marina blue/Island teal	F
Willow green	H
Granada/Ash gold	G
Cypress green	J
Mountain/Grecian green	H
Artesian/Tripoli turquoise	K
Tahitian turquoise/Teal blue	L
Aztec bronze	M
Madeira/Cordovan maroon	N
Evening orchid/Seafrost green	P
Regal/Bolero/Metador red	R
Sierra tan/Fawn	S
Sandalwood tan/Capri cream	T
Cameo beige/Sequoia green	V
Glacier gray/Chateau Slate	W
Crocus/Lemonwood yellow	Y

Some colors have same number or letter but a slightly different color(i.e. Crocus vs. Lemonwood) * For late model cars, the letter is repeated for coupe (i.e. NN, or RR) and two different letters for two tone sedans (i.e. NC, or RC). Convertibles use a letter followed by a number (i.e. N1, or R1) with the number representing the top color.

ENGINE BLOCK CODES:



(Spyder only code, followed by Corsa only 140hp, 180hp and AC code)

The "T" represents Tonawanda, NY the place where Corvair engines were manufactured. The next 4 digits represent month and date of manufacture, thus 0211 means the engine was made on February 11th, and the last 2 digits = Two digit engine type code.

All **first generation(early)** Corvairs have a block code that starts with **V** thru **Z**. An example is T0808YR. I emphasized the letter to show where the code letters begin. This is a early Turbocharged 150hp code.

Second generation (late) Corvairs have block codes beginning with **R** or **Q** or **A**. The last 3 examples above are all Corsa only codes. 1969 codes begin with **A**, such as **AG** for a 1969 140hp, and **Q** code cars are limited to air conditioned A.I.R cars made in 1967.

All other second generation codes 1965-68 begin with the letter **R**.

The following list will cover both early and late models. They will be divided into early codes **V** thru **Z**, and second generation **A** & **R** Codes cars 1965-69. (All 164ci)

Is there a known correlation between the date stamp on the engine block and when it would be installed in a car?

Usually 1 to 2 weeks ahead of body build date, but could in rare occasion be up to 8 weeks. The exception to this is the 1969 models. In 1969 the engine could have been built after the body, since there were periods where bodies were stockpiled. Read more about it in the 1969 finger tip facts book.

Early model engine codes (Y code for manual trans, Z code for powerglide)

<u>CODE</u>	<u>YEAR</u>	<u>HP</u>	<u>DESCRIPTION</u>
V	1961-3	80	Manual, FC
V	1964	95	Manual, FC
VA	1962-3	80	Manual, FC export version
VA	1964	95	Manual, FC export version
VB	1964	110	Manual, FC
W	1961-3	80	Powerglide, FC
W	1964	95	Powerglide, FC
WA	1962-3	80	Powerglide, FC export version
WA	1964	95	Powerglide, FC export version
WB	1964	110	Powerglide, FC
Y	1960	80	Manual, 3spd
Y	1961	80	Manual, early 61 exc. SW
YA	1960	95	Manual, 3spd early 60

Early model engine codes (continued)

<u>CODE</u>	<u>YEAR</u>	<u>HP</u>	<u>DESCRIPTION</u>
YB	1960	95	Manual, 3spd late 60
YC	1961-3	80	Manual, exc. SW
YC	1964	95	Manual
YD	1960	95	Manual 4spd
YD	1961	98	Manual exc. SW

YF	1961	80	Manual early SW
YH	1961-3	80	Manual late SW
YJ	1961	98	Manual, early 61 SW
YL	1961-3	80	Manual, Air conditioned exc. SW
YL	1964	95	Manual, Air conditioned exc. SW
YM	1961	98	Manual, Air conditioned exc. SW
YM	1962-3	102	Manual, Air conditioned exc. SW
YM	1964	110	Manual, Air conditioned
YN	1961	98	Manual exc. SW
YN	1962-3	102	Manual exc. SW
YN	1964	110	Manual exc. SW
YQ	1961	98	Manual late 61 SW
YQ	1962	102	Manual SW
YR	1962-3	150	Manual Turbocharged
YR	1964	150	Manual Turbocharged
Z	1961-3	80	Powerglide exc SW
Z	1964	95	Powerglide
ZB	1961-2	80	Powerglide SW
ZD	1961-3	80	Powerglide, Air conditioning exc SW
ZD	1964	95	Powerglide, Air conditioning
ZE	1961	98	Powerglide early 61 SW
ZF	1961	98	Powerglide exc SW
ZF	1962-3	102	Powerglide exc SW
ZF	1964	110	Powerglide
ZG	1961	98	Powerglide Air conditioning exc SW
ZG	1962-3	102	Powerglide Air conditioning exc SW
ZG	1964	110	Powerglide Air conditioning
ZH	1961	98	Powerglide Monza only
ZH	1962-3	84	Powerglide Monza only exc SW
ZJ	1961	80	Powerglide Monza only Air conditioning
ZJ	1962-3	84	Powerglide Monza only Air conditioning
ZK	1961	98	Powerglide late 61 SW
ZK	1962	102	Powerglide SW
ZL	1962	84	Powerglide Monza SW only

Late model engine codes

<u>CODE</u>	<u>YEAR</u>	<u>HP</u>	<u>DESCRIPTION</u>
AC	1969	95	Manual, A.I.R
AD	1969	110	Manual, A.I.R.
AE	1969	95	Powerglide, A.I.R.
AF	1969	110	Powerglide, A.I.R.
AG	1969	140	Manual, A.I.R.
AH	1969	140	Powerglide, A.I.R.
QM	1967	95	Manual, A.I.R. Air conditioned
QO	1967	95	Powerglide, A.I.R. Air conditioned
QP	1967	110	Powerglide, A.I.R. Air conditioned
QS	1967	110	Manual, A.I.R Air conditioned
RA	1965-68	95	Manual
RB	1965-66	140	Manual, Corsa only
RD	1965-67	110	Manual
RE	1965-67	95	Manual, Air conditioned
RF	1965-67	110	Manual, Air conditioned
RG	1965-67	95	Powerglide
RH	1965-67	110	Powerglide
RJ	1965-67	95	Powerglide, Air conditioned

RK	1965-67	110	Powerglide, Air conditioned
RL	1965-66	180	Manual, Corsa only, Turbocharged
RM	1965-66	140	Manual, Monza/500 only
RN	1965-66	140	Powerglide, Monza/500 only
RQ	1966	140	Manual, Monza/500 only, A.I.R.
RR	1966	140	Manual, Corsa only, Air conditioned
RS	1966-67	95	Manual, A.I.R.
RT	1966	140	Manual, Corsa only, A.I.R.
RU	1966-68	110	Manual, A.I.R.
RV	1966-68	95	Powerglide, A.I.R.
RW	1966-68	110	Powerglide, A.I.R.
RX	1966	140	Powerglide, Monza/500 only, A.I.R.
RY	1966	140	Powerglide, Monza/500, Air conditioned
RY	1968	140	Manual, Monza/500 only, A.I.R.
RZ	1966	140	Manual, Monza 500 only, Air conditioned

Date codes of components:

Some common components are dated besides the engine block and transaxle.

Trans code:(1963-66) ex. **S 0808 N** S=3 spd, R=4 spd T=PG **0808**=Aug 8 N= night shift D= day shift (the N or D may or may not be present)

Dist, Alt, Starter: (Codes are in the same format) ex. **5B28 = 1965 Feb 28th** First digit = year Second letter = month represented in order by A to M excluding I since it resembles 1. Last two digits is the day of the month.

Carb: Code uses letters A to M for month, & last digit of year. ie. **D5 = April 1965**

Glass codes: Ex. **TA08 = August 8, 1966** Jan = N, Feb = X, Mar = L, Apr = G, May = J, Jun = I, Jul = U, Aug = T, Sept = A, Oct = Y, Nov = C, Dec = V, 1963 = C, 1964 = G, 1965 = J, 1966 = A, 1967 = Z, 1968 = X, 1969 = V, 1970 = T, 1971 = N, 1972 = Y

DIFFERENTIAL CODES: 1962 thru 1969* (*excludes 1960-61)

FIRST GENERATION 1960-64

<u>CODE</u>	<u>YEAR</u>	<u>MODEL</u>	<u>RATIO</u>
BC	1961	Powerglide	3.27
BF	1961	Manual	3.55
BJ	1961	Powerglide	3.55
BQ	1961	Manual	3.27
BR	1960	Manual 3spd	3.89
BS	1960	Powerglide	3.89
BT	1960	Manual 3spd	3.55
BU	1960	Powerglide	3.55
BY	1961	Powerglide	3.89
HA	1962-64	Manual	3.27
HB	1962-64	Manual	3.55
HC	1962-64	Powerglide	3.27
HD	1962-64	Powerglide	3.55
HE	1962-64	Manual	3.89
HF	1962-64	Powerglide	3.89
HG	1962-64	Manual, Posi	3.27
HJ	1962-64	Manual, Posi	3.55
HL	1962-64	Manual, Posi	3.89
HN	1963 only	Manual	3.08
HQ	1964FC	Manual	3.55
HR	1964FC	Manual, Posi	3.55
HS	1964FC	Powerglide	3.55

SECOND GENERATION 1965-69

<u>CODE</u>	<u>YEAR</u>	<u>MODEL</u>	<u>RATIO</u>
AA	1965-69	Manual	3.27
AB	1965-69	Manual	3.55
AC	1965-69	Manual, Posi	3.27
AD	1965-69	Manual, Posi	3.55
AE	1965-69	Powerglide	3.27
AF	1965-69	Powerglide	3.55
AG	1965-69	Powerglide, Posi	3.27
AH	1965-69	Powerglide, Posi	3.55

Tooth count:

3.08 = 12/37 3.27 = 11/36
 3.55 = 9/32 3.89 = 9/35
 4.11 = 9/37 * Aftermarket gearset.

CYLINDER HEAD CASTING NUMBERS:

Sample casting number for a 1965 110hp

This is a list of 1960-69 casting numbers. (In numerical order)

<u>CASTING #</u>	<u>YEAR</u>	<u>HP</u>	<u>CR</u>	<u>COMMENT</u>
3786588	1961	80	8.00	
3786589	1961	80	8.00	
3787841	1961	80	8.25	
3788738	1961	80	8.25	
3788739	1961	98	9.00	
3789426	1960	80	9.00	
3795960	1961	98	9.00	
3796023	1961	98	9.00	
3813511	1962-63	102	9.00	
3813512	1962-63	84	9.00	
3813513	1962-63	80	8.00	
3813516	1962-63	102	9.00	
3817286	1962-63	150	8.00	Oil drain boss
3817287	1962-63	150	8.00	Oil drain boss
3817566	1962-63	80	8.00	
3817568	1962-63	80	8.00	
3819876	1964	110	9.25	
3819904	1964	150	8.25	Oil drain boss
3820857	1962-63	80	8.00	
3820859	1962-63	80	8.00	
3839886	1964	95	8.25	
3839887	1964	95	8.25	
3840578	1962-63	80	8.00	
3856626	1964	95	8.25	
3856631	1964	110	9.25	
3856632	1964	110	9.25	
3856636	1964	150	8.25	Oil drain boss
3856638	1964	150	8.25	Oil drain boss

<u>CASTING #</u>	<u>YEAR</u>	<u>HP</u>	<u>CR</u>	<u>COMMENT</u>
3856727	1965-66	140	9.00	
3856728	1965-66	140	9.00	Oil drain boss?
3856743	1965-67	95	8.00	
3856756	1965-66	180	8.00	Oil drain boss
3856759	1965	110	9.00	
3856762	1965-66	180	8.00	Oil drain boss
3878561	1965-67	110	9.00	
3878562	1965-67	110	9.00	
3878564	1965-66	180	8.00	Oil drain boss
3878565	1965-66	140	9.00	Large valves
3878566	1965-67	110	9.00	
3878568	1965-66	180	8.00	Oil drain boss
3878569	1965-69	95	8.25	
3878570	1965-66	140	9.00	Large valves
3880707	1966-69	110	9.00	
3880708	1966-67	110	9.00	
3883858	1965-67	110	9.00	
3883860	1965-66	180	8.00	Oil drain boss
3883861	1965-66	140	9.00	Large valves
3883862	1966-69	95	8.00	
3883864	1966	140	9.00	Large valves
3885165	1966-69	140	9.00	Large valves
3886241	1962-63	84	9.00	
3886247	1962-63	102	8.00	
3886248	1962-63	150	8.00	Oil drain boss
3886249	1962-63	150	8.00	Oil drain boss
3886251	1962-63	80	8.00	
3886255	1964	95	8.25	
3886257	1964	110	9.25	
3886258	1964	150	8.00	Oil drain boss
3886259	1964	150	8.25	Oil drain boss
6256711	1960	80	8.00	
6256721	1960	80	8.00	
6257838	1960	80	8.00	

DISTRIBUTOR CODES: (Second design)

Code is stamped on distributor housing

<u>CODE #</u>	<u>YR</u>	<u>MODEL</u>	<u>CODE #</u>	<u>YR</u>	<u>MODEL</u>
1110269	62	80hp MT	1110271	62	80hp PG
1110272	62	102hp all	1110278	62	84hp PG
1110294	63	80hp MT	1110295	63	80hp PG
1110296	63	102hp all	1110297	63	84hp PG
1110298	63	150hp Turbo	1110310	64-7	95hp MT
1110311	64-8	95hp PG	1110314	64	150hp Turbo
1110319	64-8	110hp all	1110329	65-6	180hp Turbo
1110330	65-7	140hp MT	1110339	65-8	140hp PG
1110368	66	95hp MT/AIR	1110369	66-7	95hp PG/AIR
1110370	66	110hp PG/AIR	1110371	66-8	140hp all/AIR
1110372	66	110hp MT/AIR	1110434	68	95hp MT
1110452	69	95hp MT	1110453	69	95hp PG
1110454	69	140hp MT	1110455	69	110hp PG

Production numbers (Total US Corvairs produced 1,786,243)

Model no.	Type vehicle	Production	MSRP
1960 (total 1960: 250,007 cars 14%)			
Corvair 500			
60-0569	4d Sed	47,683	\$2,038
60-0527	2d Clb Cpe	14,628	\$1,984
Corvair 700 Deluxe			
60-0769	4d Sed	139,208	\$2,103
60-0727	2d Clb Cpe	36,562	\$2,049
Corvair Monza 900			
60-0927	2d Clb Cpe	11,926	
1961 (total 1961: 282,075 cars, 47,557 trucks 18.5%)			
Corvair 500			
61-0527	2d Clb Cpe	16,857	\$1,920
61-0569	4d Sed	18,752	\$1,974
61-0535	4d Sta Wag	5,591	\$2,266
Corvair 700 Deluxe			
61-0727	2d Clb Cpe	24,786	\$1,985
61-0769	4d Sed	51,948	\$2,039
61-0735	4d Sta Wag	20,451	\$2,331
Corvair Monza 900			
61-0927	2d Clb Cpe	109,945	\$2,201
61-0969	4d Sed	33,745	
1962 (total 1962: 292,531 cars, 35,969 trucks 18.4%)			
Corvair 500			
62-0527	2d Clb Cpe	16,245	\$1,992
Corvair 700 Deluxe			
62-0727	2d Clb Cpe	18,474	\$2,057
62-0769	4d Sed	35,368	\$2,111
62-0735	4d Sta Wag	3,716	\$2,407
Corvair Monza 900			
62-0927	2d Clb Cpe	144,844	\$2,273
62-0969	4d Sed	48,059	\$2,273
62-0967	Conv	13,995	
62-0935	4d Sta Wag	2,362	\$2,569
Corvair Monza 900 (Spyder option)			
62-0927	2d Clb Cpe	6,894	\$2,636
62-0967	Conv	2,574	\$2,846
Model no.	Type vehicle	Production	MSRP
1963 (total 1963: 254,571 cars, 26,968 trucks 15.7%)			
Corvair 500			
63-0527	2d Clb Cpe	16,680	\$1,992
Corvair 700 Deluxe			
63-0727	2d Clb Cpe	12,378	\$2,056
63-0769	4d Sed	20,684	\$2,110
Corvair Monza 900			
63-0927	2d Clb Cpe	117,917	\$2,272
63-0969	4d Sed	31,120	\$2,326
63-0967	Conv	36,693	
Corvair Monza 900 (Spyder option)			
63-0927	2d Clb Cpe	11,627	\$2,589
63-0967	Conv	7,472	\$2,798
1964 (total 1964: 191,915 cars, 15,199 trucks 11.6%)			
Corvair 500			
64-0527	2d Clb Cpe	22,968	\$1,990

Corvair 700 Deluxe			
64-0769	4d Sed	16,295	\$2,108
Corvair Monza 900			
64-0927	2d Clb Cpe	88,440	\$2,270
64-0969	4d Sed	21,926	\$2,324
64-0967	Conv	31,045	\$2,481
Corvair Monza 600 Spyder			
64-0627	2d Clb Cpe	6,480	\$2,599
64-0667	Conv	4,761	\$2,811
1965	(total 1965: 235,528 cars	13.3%)	
Corvair 500			
65-10137	2d HT Cpe	36,747	\$2,022
65-10139	4d HT Sed	17,560	\$2,096
Corvair Monza			
65-10537	2d HT Cpe	88,954	\$2,297
65-10539	4d HT Sed	37,157	\$2,370
65-10567	Conv	26,466	\$2,440
Corvair Corsa total 65 Turbos:7206 \$158 for Turbo option			
65-10737	2d Cpe 140	15,186*	\$2,465
65-10737	2d Cpe Turbo	5,105*	\$2,623
65-10767	Conv 140	6,252*	\$2,608
65-10767	Conv Turbo	2,101*	\$2,766
1966	(total 1966: 103,743 cars	5.8%)	* = estimate
Corvair 500			
66-10137	2d HT Cpe	24,045	\$2,083
66-10139	4d HT Sed	8,779	\$2,157
Corvair Monza			
66-10537	2d HT Cpe	37,605	\$2,350
66-10539	4d HT Sed	12,497	\$2,424
66-10567	Conv	10,345	\$2,493
Corvair Corsa total 66 turbos:1951 \$158 for Turbo option			
66-10737	2d Cpe 140	5,964*	\$2,519
66-10737	2d Cpe Turbo	1,366*	\$2,677
66-10767	Conv 140	2,557*	\$2,662
66-10767	Turbo Conv	585*	\$2,820

* = estimate (All MSRP is for base model less options)

Model no.	Type vehicle	Production	MSRP
1967	(total 1967: 37,253 cars	1.5%)	
Corvair 500			
67-10137	2d HT Cpe	9,257	\$2,128
67-10139	4d HT Sed	2,959	\$2,194
Corvair Monza			
67-10537	2d HT Cpe	9,771	\$2,398
67-10539	4d HT Sed	3,157	\$2,464
67-10567	Conv	2,109	\$2,540
1968	(total 1968: 15,399 cars	.9%)	
Corvair 500			
68-10137	2d HT Cpe	7,206	\$2,220
Corvair Monza			
68-10537	2d HT Cpe	6,807	\$2,484
68-10567	Conv	1,386	\$2,626
1969	(total 1969: 6,000 cars	.3%)	

Corvair 500			
69-10137	2d HT Cpe	2,762	\$2,242
Corvair Monza			
69-10537	2d HT Cpe	2,717	\$2,506
69-10567	Conv	521	\$2,625

Production numbers Canada (Canadian Corvairs produced 48,297)

<u>Model no.</u>	<u>Type vehicle</u>	<u>Production</u>
1960 (total 1960: 3,261)		
Corvair 500		
60-0569	4d Sed	1,172
60-0527	2d Clb Cpe	362
Corvair 700 Deluxe		
60-0769	4d Sed	1,165
60-0727	2d Clb Cpe	562
1961 (total 1961: 7,739)		
Corvair 500		
61-0569	4d Sed	1,158
61-0527	2d Clb Cpe	590
61-0535	4d Sta Wag	331
Corvair 700 Deluxe		
61-0769	4d Sed	2,213
61-0727	2d Clb Cpe	758
61-0735	4d Sta Wag	547
Corvair Monza 900		
61-0969	4d Sed	612
61-0927	2d Clb Cpe	1,530
1962 (total 1962: 7,505)		
Corvair 500		
62-0527	2d Clb Cpe	903
Corvair 700 Deluxe		
62-0769	4d Sed	1,656
62-0727	2d Clb Cpe	881
62-0735	4d Sta Wag	547
Corvair Monza 900		
62-0969	4d Sed	1,020
62-0927	2d Clb Cpe	2,772
62-0935	4d Sta Wag	205

* No Spyderys or Convertibles built in Canada 1962.

1963 (total 1963: 6,880)		
Corvair 500		
63-0527	2d Clb Cpe	843
Corvair 700 Deluxe		
63-0769	4d Sed	1,059
63-0727	2d Clb Cpe	665
Corvair Monza 900		
63-0969	4d Sed	799
63-0927	2d Clb Cpe	2,821
63-0967	Conv	693
63-0927	2d Spyder Cpe	204
63-0967	Spyder Conv	76
1964 (total 1964: 7,369)		
Corvair 500		
64-0527	2d Clb Cpe	1,050
Corvair 700 Deluxe		

64-0769	4d Sed	1,022	
Corvair Monza 900			
64-0969	4d Sed	892	
64-0927	2d Clb Cpe	3,190	
64-0967	Conv	559	
Corvair Monza 600 Spyder			
64-0627	2d Clb Cpe	502	
64-0667	Conv	154	
1965 (total 1965: 10,036)			
Corvair 500			
65-10139	4d HT Sed	842	
65-10137	2d HT Cpe	1,596	
Corvair Monza			
65-10539	4d HT Sed	1,826	
65-10537	2d HT Cpe	3,382	
65-10567	Conv	679	
Corvair Corsa			
		total 65 turbos: Unknown	
65-10737	2d Cpe 140	1,055*	
65-10737	2d Cpe Turbo	296*	* = estimate
65-10767	Conv 140	243	
65-10767	Conv Turbo	117	
1966 (total 1966: 6,137)			
Corvair 500			
66-10139	4d HT Sed	365	
66-10137	2d HT Cpe	1,289	
Corvair Monza			
66-10539	4d HT Sed	793	
66-10537	2d HT Cpe	2,518	
66-10567	Conv	279	
Corvair Corsa			
		total 66 turbos:237	
66-10737	2d Cpe 140	539*	
66-10737	2d Cpe Turbo	143*	
66-10767	Conv 140	117*	
66-10767	Turbo Conv	94*	* = estimate
Total # 1966 Turbos built 237.			

HOW RARE IS IT? (total US production = 1,786,243) 1960 - 69

Total models produced in US * = estimated #

This list includes all US built Corvairs with a total of less than 10,000 units built.

Models are listed in order of numerical rarity. Estimated values are gross estimates which employed the same ratio formula used to derive the generally accepted estimated value of 585 for the 1966 Turbo Convertible.

1966 Corsa Conv w/AC	46	*est (Tonawanda engine figures, 153
1966 Corsa Coupe w/AC	107	*est A/C 140s were built for use in Corsas)
1962 Loadside	369	
1969 Monza Conv	521	
1966 Corsa Turbo Conv	585	*est
1964 Rampside	851	
1966 Corsa 180 Coupe	1,366	*est
1968 Monza Conv	1,386	
1965 Greenbrier	1,528	
1963 Rampside	2,046	
1967 Monza Conv	2,109	
1965 Corsa 180 Conv	2,101	*est
1962 Monza Wagon	2,362	
1961 Loadside	2,475	
1966 Corsa 140 Conv	2,557	*est.
1962 Spyder Conv	2,574	
1969 Monza Coupe	2,717	
1969 500 Coupe	2,762	
1967 500 Sedan	2,959	
1967 Monza Sedan	3,157	
1962 Lakewood 700	3,716	
1962 Rampside	4,102	
1964 Spyder Conv	4,761	
1965 Corsa 180 Coupe	5,105	*est.
1961 Lakewood 500	5,591	
1966 Corsa 140 Coupe	5,964	*est.
1964 Greenbrier	6,201	
1965 Corsa 140 Conv	6,252	*est.
1964 Spyder Coupe	6,480	
1968 Monza Coupe	6,807	
1962 Spyder Coupe	6,894	
1968 500 Coupe	7,206	
1963 Spyder Conv	7,472	
1964 Corvan	8,147	
1966 500 Sedan	8,779	
1967 500 Coupe	9,257	
1967 Monza Coupe	9,771	
1965 Turbocharger option	7,206	
1966 Turbocharger option	1,951	

HOW RARE IS IT? (total Canada production = 48927) 1960 - 66

Canadian produced Corvairs

1962 700 SW (Canada)	68	
1963 Spyder Conv (Canada)	76	
1966 Corsa 180 Conv (Canada)	94	*est.
1965 Corsa 180 Conv (Canada)	117	
1966 Corsa 140 Conv (Canada)	117	*est.
1966 Corsa 180 Coupe (Canada)	143	*est.
1964 Spyder Conv (Canada)	154	
1963 Spyder Coupe (Canada)	204	
1962 Monza SW (Canada)	205	
1965 Corsa 140 Conv (Canada)	243	
1966 Monza Conv (Canada)	279	
1965 Corsa 180 Coupe (Canada)	443	
1961 500 SW (Canada)	331	
1960 500 Coupe (Canada)	362	
1966 500 Sedan (Canada)	365	
1964 Spyder Coupe (Canada)	502	
1966 Corsa 140 Coupe (Canada)	539	*est.
1961 700 SW (Canada)	547	
1964 Monza Conv (Canada)	559	
1960 700 Coupe (Canada)	562	
1961 500 Coupe (Canada)	590	
1965 Corsa 140 Coupe (Canada)	1,055	*est.
Total turbos produced 1965	560	per Dave Newell
Total turbos produced 1966	237	per Dave Newell
1965 Corsa Convertibles: 321 built, with 39 exported.		per GM Canada
1966 Corsa Convertibles: 192 built, with 19 exported.		per GM Canada

* Regarding how the estimated values were derived. Estimates involve only the breakdown of Turbo vs. 140 cars in the Corsa model. The only known value for Canadian built Corsa Turbos is the 117 value for the 1965 Corsa Convertibles. This number was blessed by GM Canada. Kent Sullivan and Dave Newell have examined records spanning a period covering 863 1966 Corvairs. Using this data they were able to extrapolate a breakdown of 92 turbo Convertibles, 141 Turbo Coupes for a total of 233 turbos. This projected total agrees quite closely to the actual total of 237 Turbos. This is within 1.7% of the actual, so this gives us a very reasonable estimate. So the estimates above for the 1966 Corsas use the ratio of Coupes to Convertibles Kent and Dave derived, and were plugged into the equation with the known total (237) built.

HOW RARE IS IT? (*total US Corsa production = 39,116*) 1965 - 66

Since we separated US and Canadian produced models due to build location, we can further separate US built Corsas by where they were produced. Production totals from each plant are available, but actual production numbers for each model are not available. We can estimate by using the same ratio formula* employed to get the 585 estimate for the US built 66 Turbo Convertible (this number seems to be the general consensus). Understand that this is a rough estimate, and assumes that the ratios are similar in the two plants, but this will give you a general idea of the scarcity of these rarer US built cars.

Los Angeles vs. Willow run produced cars:

1966 Corsa 180 Conv (LA)	79	*est.
1966 Corsa 180 Coupe (LA)	184	*est.
1965 Corsa 180 Conv (LA)	256	*est.
1966 Corsa 140 Conv (LA)	345	*est.
1966 Corsa 180 Conv (WR)	506	*est.
1965 Corsa 180 Coupe (LA)	622	*est.
1965 Corsa 140 Conv (LA)	761	*est.
1966 Corsa 140 Coupe (LA)	805	*est.
1966 Corsa 180 Coupe (WR)	1182	*est.
1965 Corsa 180 Conv (WR)	1845	*est.
1965 Corsa 140 Coupe (LA)	1849	*est.
1966 Corsa 140 Conv (WR)	2212	*est.
1965 Corsa 180 Coupe (WR)	4483	*est.
1966 Corsa 140 Coupe (WR)	5159	*est.
1965 Corsa 140 Conv (WR)	5491	*est.
1965 Corsa 140 Coupe (WR)	13337	*est.

MONTHLY PRODUCTION NUMBERS 1960-69

The following chart list the serial number of the last Corvair produced that month in the listed plant. There were a total of six U.S. plants producing Corvairs.

WR = Willow Run, KC = Kansas City, OA = Oakland, LA = Los Angeles, SL = St. Louis, and Flint built the FC's, and the first 4 plants built only cars.

W R	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	
Aug.			107244			101953					
Sep.		108662	117556	116258	117009	116264	106041	103659	102773	701081	
Oct.	141471	125425	138772	138316	138675	120744	116361	107970	103643	702194	
Nov.	146628	143782	157260	157235	158607	143935	128399	112147	105243	702403	
Dec.	163018	158644	174612	174822	179364	167038	138526	115250	106806	702897	
Jan.	185102	173926	196776	196469	197468	190118	149091	118480	108575	703494	
Feb.	205183	191265	215450	215332	212973	208500	158752	119937	110024	703922	
Mar.	222252	209084	235249	235081	230679	230662	169867	121467	111093	704478	
Apr.	235919	229996	255180	253802	248412	250977	177575	123078	111617	705324	
May	249585	251266	275430	272303	264509	270467	185276	124776	112982	706000	
Jun.	257616	272438	295161	289351	282201	291663	189740	126539	114235		
Jul.	269143	290383	314819	310900	291435	306663		127157	115399		
Aug.	274564		321920	314470							
K C	1960	1961	O A	1960	1961	1962	1963	L A	1963	1965	1966
Aug.			Aug.			102856		Aug.		100231	
Sep.		100995	Sep.		101236	105505	101889	Sep.	101514	102133	100747
Oct.	104429	103810	Oct.	104185	105118	112965	104251	Oct.	104399	102489	102831
Nov.	105921	106857	Nov.	104464	109406	120966	106427	Nov.	107400	106219	105060
Dec.	109694	109488	Dec.	106477	114084	127352	108402	Dec.	110352	110222	107213
Jan.	115184	111984	Jan.	111372	119225	135117	110646	Jan.	112867	114063	109186
Feb.	119371	114978	Feb.	118562	126276	139684	112706	Feb.	115176	117546	110993
Mar.	123452	118948	Mar.	125090	132448	145914	114915	Mar.	116157	120235	113086
Apr.	123452	122420	Apr.	130231	137940	151741	117243	Apr.	117239	122122	114003
May	124359	126076	May	133663	145476	156607	119676	May		123943	
Jun.	127550	129965	Jun.	136358	153531	161254	121629	Jun.		125935	
Jul.	129098	133250	Jul.	140043	155470	165731	122403	Jul.		127839	
Aug.	129972		Aug.	140887		168811		Aug.		128865	
Flint	1961	1962	1963	1964	S L	1961	1962	1963	1964	1965	
Aug.		101113			Aug.		101399				
Sep.	100344	101858	101225	100808	Sep.	100666	102059	101336	100972	100192	
Oct.	101474	103374	102700	101904	Oct.	103725	103754	102893	102076	100747	
Nov.	102938	105057	104100	102865	Nov.	107938	105229	103785	103036	Strike	
Dec.	104545	106519	105359	103344	Dec.	112638	106931	105121	103995	101259	
Jan.	106188	108051	106794		Jan.	117603	108831	106528	105243	101528	
Feb.	107867	109385	108249		Feb.	121425	110429	107920	106395		
Mar.	109496	110857	109650		Mar.	124288	112189	109456	107626		
Apr.	111121	112264	111123		Apr.	126580	113860	110861	108925		
May	112788	113738	112591		May	128768	115617	112267	109933		
Jun.	114788	115140	113927		Jun.	130843	117285	113547	110989		
Jul.	115185	116470	115210		Jul.	132385	118960	114898	111855		
Aug.		116652	115211		Aug.		119317				

*The first Spyder Coupe or Convertible will have a serial number between approximately # 226000 - 235249. Having been built mid to late March at Willow Run.
Earliest 1962 Monza Convertible Known has a Vin of 20967W226685, Body 275.

Corvair Regular Production Options (*prices are from actual window stickers but may vary slightly within a year due to GM approved price changes during the year. A few obscure options are not listed.) *Using the MSRP and the option prices, you can determine approximately the cost of your Corvair when new.*

	RPO #	1960	1961	1962	1963	*Price
1960-63						
Engine:						
Crankcase ventilation	---	---	242	242	std	
Air cleaner, oil bath	---	---	---	---	K47	
Generator, 35 amp low cut-in	650	650	650	650	K71	\$37.70
Hi performance engine	649	649	649	649	L62	\$26.90
Spyder Turbocharged engine (150hp)	---	---	---	690	L87	\$421.95/\$327
Transmission:						
Automatic Trans	360	360	360	360	M35	\$156.60
4-Speed Trans	651	651	651	651	M20	\$64.60
Chassis:						
Heavy duty front & rear suspension	---	---	---	696	F40	\$21.55
Wire wheel covers	---	---	---	133	P02	\$26.90
Positraction axle	---	---	---	480	G81	\$37.70
3.08:1 axle	---	---	---	N/A	?	
3.55:1 axle	---	---	693	693	G95	\$2.20
3.89:1 axle	662	662	662	662	G90	\$2.20
Metallic brakes	---	---	---	?	J65	\$37.70
Kelsey Hayes knock-off Wire wheels	---	---	---	697	P45	\$269/\$403.50
Body:						
Air Conditioning	---	---	114	114	C64	\$349.70
Comfort & Convenience:						
2 spd wiper/washer, inside nonglare mirror	120	120	120	120	Z01	\$28.00
Padded dash	668	427	427	427	B70	
Radio, manual	119	103	103	103	U60	\$47.90
Radio, push button	---	104	104	104	U63	\$56.50
Radio & rear speaker, push button	---	---	---	---	Z02	\$69.95
Gas heater	118	118	118	118?	C45?	
Spare tire lock	---	---	384	384	P19	\$5.40
Tinted Glass all windows	---	---	398	398	A01	\$26.90
Power top	---	---	---	373	C05	\$53.80
Tinted glass, windshield only	---	---	---	---	A02	\$12.95
Seat belts	---	---	---	---	A37	\$18.85
Arm rests (769, 735)	248	248	248	248	D10	\$9.70
Folding rear seats (exp wagons and 900)	---	---	664	664	A67	\$26.00
Front buckets (900 4 doors)	---	---	---	?	?	\$53.80

Corvair Regular Production Options

1964 Monza, Monza Spyder	RPO #	*Price
Engine:		
Air cleaner, oil bath	K47	
Generator, 35 amp low cut-in	K71	\$37.70
Hi performance engine (110hp)	L62	\$26.90
Transmission:		
Automatic Trans	M35	\$156.60
4-Speed Trans	M20	\$91.50
Chassis:		
Wire wheel covers	P02	\$59.20
Plastic simulated wood steering wheel	N34	
Positraction axle	G81	\$37.70
3.55:1 axle	G95	
Kelsey Hayes knock-off Wire wheels	P45	\$403.50
Body:		
Air Conditioning	C64	
Comfort & Convenience:		
2 spd wiper & washer, inside nonglare mirror	Z13	\$37.70
Padded dash	B70	\$16.15
Radio, manual	U40	\$47.90
Radio, push button	U63	
Radio, push button with rear speaker	Z02	\$72.10
Spare tire lock	P19	\$5.40
Tinted Glass all windows	A01	\$26.90
Power top	C05	\$53.80
Tinted glass, windshield only	A02	\$12.95
Remote outside mirror	Z13	
Deluxe seat belts	A49	\$14.00

Corvair Regular Production Options

1965-66 Monza, Corsa	RPO #	1965	1966	*Price
Engine:				
Air cleaner, oil bath		K47	K47	
Alternator hi-output, 47 amp		K71	K84	
Hi performance engine (110hp)		L62	L62	\$26.90
Special High performance (140hp)		L63	L63	\$78.42
Turbocharged (180 hp)		L87	L87	\$158
Air injection reactor		---	K19	
Transmission:				
Automatic Trans		M35	M35	\$156.60
4-Speed Trans		M20	M20	\$91.50
Chassis:				
Wire wheel covers		P02	P02	\$58.50
Plastic simulated wood steering wheel		---	N34	\$31.60
Positraction axle		G81	G81	\$36.90
3.55:1 axle		G95	G95	N/C
3.27:1 axle		G93	G93	N/C
Tele + wood wheel 1965 / Tele only (1966)		N36	N36	\$75.35/
Mag style wheel covers		N96	N96	
Quick steering box		N44	N44	\$15.68

Performance suspension	---	F41	\$10.46
Body:			
Air Conditioning	C64	C64	\$339.82
Antenna, rear	U73	U73	\$9.41
Antenna, rear power	---	U75	
Comfort & Convenience:			
2 spd wiper, outside mirror, inside nonglare mirror	Z01	STD	\$28.00
Padded dash	B70	STD	\$16.15
Radio, manual	U60	---	\$50.05
Radio, push button	U63	U63	\$58.65/\$57.40
Radio, push button AM/FM	U69	U69	\$136.70
Radio auxiliary speaker	U80	U80	\$13.20
Spare tire lock	P19	P19	\$5.40
Tinted Glass all windows	A01	A01	\$26.90
Power top	C06	C06	\$53.80
Tinted glass, windshield only	A02	A02	\$12.65/\$12.55
Remote mirror (included in 1966 CC group)	Z13	D33/Z19	\$21.10
Dlx seat belts, FR (1965) +RR (1966)w/ retractors	A49	A39	\$7.55/\$10.55
Guard, front	V31	V31	\$9.50
Guard, rear	V32	V32	\$9.50
Headrest, conv type front seat	---	A82	
Shoulder harness	---	A85	
Lamp switch & flasher traffic hazard	---	V74	\$11.50

Corvair Regular Production Options

1967-69 Monza	RPO #	1967	1968	1969	*Price
Engine:					
Air cleaner, oil bath		K47	K47	K47	\$6.35
Alternator hi-output, 47 amp		K84	---	---	
Hi performance engine (110hp)		L62	L62	L62	\$26.35
Special High performance (140hp)		COPO	L63	L63	\$79.00
Transmission:					
Automatic Trans		M35	M35	M35	\$147.85
4-Speed Trans		M20	M20	M20	\$89.80
Chassis:					
Wire wheel covers		P02	N95	N95	\$57.95
Mag style wheel covers		N96	N96	N96	\$63.20
Plastic simulated wood steering wheel		N34	N34	N/A	
Positraction axle		G81	G81	G81	\$42.15
3.55:1 axle		G95	G95	G95	\$2.15
Telescopic steering shaft		N36	N36	N36	\$42.15
Quick steering box		N44	N44	N44	\$15.80
Performance suspension		F41	F41	F41	\$10.55
Body:					
Air Conditioning		C64	N/A	N/A	\$339.82
Antenna, rear		U73	U73	U73	\$9.50
Door guards		B93	B93	B93	\$4.25
Comfort & Convenience:					
Electric clock		U35	U35	U35	\$15.80
Speed warning indicator		U15	U15	U15	\$11.60
Radio, push button		U63	U63	U63	\$61.10
Radio, push button AM/FM		U69	U69	U69	\$133.80
Radio auxiliary speaker		U80	U80	U80	\$13.20
Spare tire lock		P19	P19	P19	\$5.30

Tinted Glass all windows	A01	A01	A01	\$32.65
Power top	C06	C06	C06	\$52.70
Tinted glass, windshield only	A02	A02	A02	\$21.10
Remote outside mirror	D33	D33	D33	\$10.55
Dlx seat belts, front & rear w/retractors	A39	A39	A39	\$9.00
Guard, front	V31	V31	V31	\$9.50
Guard, rear	V32	V32	V32	\$9.50
Headrest, special contour seat	AS2	AS2	STD	\$52.70
Stereo Tape player	U57	U57	---	\$133.80
Shoulder harness	A85	A85	A85	\$26.35
Lamp switch & flasher traffic hazard	V74	---	---	
Defroster rear window	C50	C50	C50	\$22.15
Vanity mirror	---	---	D34	\$3.20
Auxiliary light group	ZJ9	ZJ9	ZJ9	\$13.70

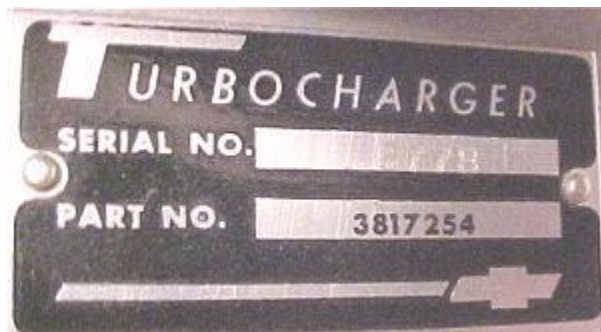
Identifying that Turbo!

Turbocharger ID # by year

`62	3817254	(Large size tag)
`63	3830651	(Small size tag)
`64	3831691	(Small size tag)
`64	3840830	(Small size tag)
`65-66	3856709	(Small size tag)

YH Carb main body casting # by year

0-1392
0-1507, 0-1580
0-1580
0-1580
0-1750, 0-1769



1962 only larger Turbo ID tag



1965-66 smaller Turbo ID tag

Real Factory Turbo cars:

This has been discussed in the decoding section, but the short version is this: The Turbocharger was an option on the '62 - '63 models and '65-'66 models. The Turbocharged car was a separate model in 1964. Since all Turbos require a body modification (i.e. Turbo cutout), This modification is listed on the Fisher bodytag. 1962 models have either the letter "D" (Willow run cars) or "X" (Oakland cars) in the ACC line. 1963 models have the letter "C" in group 3 to indicate it is a real Spyder, and 1965-'66 Corsas should have the "O" option code in group 4. A Bump was added to the spare tire bracket on turbo equipped cars in early Oct 1962 to help clear the heatshield.

Spyder Dash differences:

1962 Spyder cluster, bezel, and glovebox door are satin-chrome and '63 and '64 pieces are brush-chrome. Satin-chrome was '62 only. Another difference is the manifold pressure gauge only reads to +20hg on 1962 and +30hg on all other years. Also lense convex vs flat. Steve Goodman reports that '62 movement is greenish rather than red of '63-'64.

Spyder/Turbo option cost:**1962** = \$421.95* **1963** = \$327**1965** = \$158**1966** = \$158

* This include the following mandatory options for 1962: Metallic brakes, HD suspension, 4spd transmission, 3.55 rear axle, Spyder dash & glovebox. Some of these mandatory options (metallic brakes, HD suspension) were drop for 1963 models, which lowered the price, and late model Corsas already had the trim and dash hardware and no mandatory options other than 3.55 rear axle which drop the price to an extremely affordable \$158.

1962 Spyder Convertible Show Car:

One of the earliest known Spyder Convertibles found to this point.

Vin 20967W245087 Engine # T0410YR with extra stamping 19076-C

Bodytag:

04B

STYLE: 62-0967

BODY WR 2232

TRIM 781

PAINT 923-5

ACC ADHKL-10

Corsa pinstripe: *(posted to web)*

Regarding 1965 Corsa stripes, they all came with them excepting at most a few very early production cars, Canadian job #11 didnt have one as example that I could find. Certainly by about the first week they all did. At start production there were only three colors offered, white, black and red. AFAIK red was mostly intended for black cars, and cars with red upholstery that were not also red finish. Default seems to be black. The color was selected to compliment primarily the paint finish. Late in production a few more colors were added, to a total of seven or so, about March, 1965. Chevy Impala Sport Sedans with the Caprice Custom option (it wasn't its own series in '65, but rather a mid year option package) came with the pinstripes in the extra colors as well. The exact formulas for the stripes can be found in 1965-'66 paint catalogues for Chevrolet Models. Look for the Caprice ones. The stripes are painted a little differently at each factory and at different time of year. The vast majority of stripes are a bit below the fender 'peak' and right across the front. The original stripe paint is a one shot enamel, which didn't stick too good, they can be polished right off the car as they are much softer than the acrylic lacquer beneath. That may account for some missing from 'original paint' cars. Usually they leave a darker shadow where they had been however. Door edge guards also do this sometimes. Look close. 1965 only, not offered for the 66 model Corsa's

Pin stripe location : (Found only on 1965 Corsa)

A1/16th single line running all the way around the car except in the cove; it is positioned 1/8th below the body line. Stripe color is black on crocus yellow and red on madeira maroon.

Hv Flow carb capacity:

Rochester H models will flow 120 cfm @ 3" Hg, 80 cfm @ 1.5" Hg.

Harmonic balancer:

Late Corvairs had two different Harmonic balancers, type 1 and type 2. On 65-66 Type 1 was found on 110hp and 95hp with powerglide. Type 2 were on 140hp and 180hp engines. Type one has 3 characters stamp on it, and type two has 3 characters and the letter "C".

Late Coil Spring ID

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

Steering Box Identification

APPLICATION	TYPE of BOX	LENGTH of SHAFT Out of BOX (approx.)
1960-63 CARS	aluminum	1 1/4"
1964 CARS	cast iron	49"
1965 CARS (MOST) (exc. Tel.)	cast iron	47 1/2"
1965 CARS (LATE) (including Tel.)	cast iron	15 1/2"
1965 CARS (EARLY) TELESCOPIC	cast iron	14 1/2"
1966 CARS (including Tel.)	cast iron	15 1/2"
1967-69 CARS (including Tel.)	cast iron	1 1/2"

Quick Ratio Boxes - The Quick Steering boxes will have the same external appearance as a standard late 65 to 69 box. So you cannot identify the quick ratio box by appearance. A regular box has about 5 1/4 turns lock to lock without the steering arms attached. The quick steering box has about 3 3/4 turns lock to lock. Remember the factory matched the quick ratio box with special steering arms to further reduce the total turns to about 3 1/4. Part numbers are listed below:

Numbers for arms are:

Stock rh 3863468

Stock lh 3863467

Quick rh 3876418

Quick lh 3876417

These numbers you will find cast into the arm itself. If the arms on your vehicle are very short, and do not have any of these numbers, they probably are aftermarket type. Earlies end with 541 & 542. The late model is listed at 36 to 38.2 ft turning circle depending on who, where. The stock box is listed as a 18:1 ratio with 5.2 turns lock to lock. IECO's short throw arms are listed as a 48 foot turning circle and 3.5 turns lock to lock. It is not recommend to use the factory quick steering box with aftermarket arms. This produces a dangerous handling car for the street. A sneeze will change you two lanes.

Identifying the difference between 1965 & 66 Steering Boxes.

1965 Corvairs through April 1965 build date have a 1 piece steering shaft from the box to the steering wheel. Cars equipped with tele column from the same period have a small 2 bolt coupler located about 4" forward of the gas tank filler neck to couple steering box shaft and column. The steering box is unique for this application. A factory quick steering box was not available in either of these earlier configurations. Cars built after April 65 have a newly designed big bell shaped coupler located near the filler neck hoses. The bottom of the steering shaft has a pin going through it at a 90 degree angle to the shaft, and two bearing blocks go on pin and slide into the coupler. This allowed the same steering box to be used with all models including those with the tele column. Quick steering was now available as a separate option with this new design. The floor pan was changed at this time as well to incorporate a reinforcement plate at the bottom of the column which helps prevent rearward displacement during a collision. The bolt pattern at the bottom of the mast column and floor are now different than early 1965s. Be aware that the early 65 tele column

(identifiable by splines at the lower end instead of the crosspin of the later style) requires the unique early 65 tele steering box to go with it.

More on Quick boxes.

The 1966-'69 N44 factory quick steering option and the 1965 Z19 'steering and suspension' option come with different steering arms, as well as a 'quick ratio' box.

Theres about 3 turns lock to lock with the factory setup, this varies a bit with the specific car parts stackup and alignment. The arms are only a tiny amount shorter and do not effect the ratio very much, its mostly all in the steering box. The special arms are pretty rare, people forget to grab them off parts cars and many people have parts dept fast boxes in cars not factory ordered with fast steering.

In mid-1965 when it was introduced, the fast steering wasnt a seperate option, it came with the special suspension as a package (option Z17, sort of similar to Z28 Camaro) and I personally feel the special arms were developed to compliment the suspension and not the steering box. F41 is the suspension option and drops the nose of the car about an inch and a half from the standard suspension. Alignments were revised mid-'65 for another degree of positive caster and the arms supplied with the Z17 package relocate the tie rod end perfectly in compensation for the new trim height and alignment to prevent bump steer on cars with the special suspension. Using the regular arms on a F41 suspension car or the reverse situation works fine but its not perfect geometry and does allow a little more negative feedback thru the steering on one wheel bumps and reduces the perfect Detroit-style straight ahead stability.

In 1966, they seperated the two options (steering and suspension) and I think Chevy inadvertently made the arms part of the steering box option when they should have remained a part of the suspension option. It remained popular to order both options together, but for standard suspension cars the regular production arms would work better and for F41 cars the 'fast arms' would work best. Because the 'fast arms' correct for the suspension height they would be desirable on a car that sits low on hard springs. I dont have the part numbers of the two arm styles handy but the fast arms are visibly different from the standard part, they're somewhat thicker, and shorter and have a less pronounced bend in the both directions. Side by side its quite noticable.

There are aftermarket fast steering arms (marketed since the early 1960's) that are MUCH thicker and shorter than stock and have very poor geometry, particularly at extremes of travel but they are about as fast as the factory steering option and considerably less expensive. The glitches in geometry with the aftermarket arms arent too irritating and probably barely noticable with radial ply tires except when parking or in some bad road or high wind situations. Its more desirable to correct the ratio in the steering box because changing it at the arms amplifies the play in the steering and the faults in the linkage whereas speeding up the box mitigates these issues, compared to standard ratio.

As I have mentioned before, the F41/Z17 suspension springs, particularly in front, are a much better match for radial ply tires than the softer standard suspension. The harder springs do require a softer shock absorber than you might expect, Chevy included softy shocks with the special suspension, having virtually single action (strong rebound damping and little jounce resistance) compared to standard.

TRANS. IDENTIFICATION

Simple chart to assist in identifying various transmissions.

1960-65 3 SPEED	Has a stamped steel cover on the top. No stamped steel side cover
1961-65 4 SPEED	Has stamped steel side cover. Two different input shafts are available. (12 splines or 14 splines!)
1966-69 3 SPEED	Heavy cast side cover, has a cast boss on the bottom without a expansion plug
1966-69 4 SPEED	Heavy cast side cover. Has expansion plug in casting boss.

LENGTH OF TRANS. INPUT SHAFTS

Input shafts often get mixed up when removed. This chart gives the approximate lengths and spine number at the transmission end. The shaft must match the transmission. Check and you'll be sure you have the right transmission input shaft. *Lengths + or - 1/16"*

YEAR	4 Speed	3 Speed	# of Splines	
1960	Not Available	21 3/4"	12	.620" diameter
1961-63	23 1/4"	21 3/4"	12	.655" diameter
1964-65	23 1/4"	21 3/4"	14	
1966-69	24 3/8"	24 3/8"	14	

General tune-up Specs.

(Please check Shop Manual for EXACT specs.)

Spark Plug Gap: 80-95 hp. = .035" 98-110 hp. = .030" (torque 15-20 ft. Lbs.)
 New = .019" Used = .016"

Point Gap:
Dwell

Meter: 31-34 degrees

Timing: (General starting points in degrees)

	80-95 hp.	110 hp.	110 Smog	140 hp.	140 Smog	TURBO
Standard	4 - 6	12 - 14	4	18	4	24
Powerglide	10 - 14	12 - 14	12	18	4	---

Engine specifications:

Engine Sizes

A listing of engine sizes (horsepower and cubic inch displacement) available by model year. Actually identifying an engine is best determined by block code and the head numbers, although originally they were usually designated by an emblem on the engine hood. The lowest horsepower engine for that year had no emblem.

YEAR	HORSEPOWER	CUBIC INCH	EMBLEM	
	80	140	None	1960
	80	145	None	1961
	98	145	None	1962-63
	80	145	None	
	102	145	"Crossed Flags"	
	150	145	"Turbocharged"	1964
	95	164	None	
	110	164	"Crossed Flags"	
	150	164	"Turbocharged"	1965-66
	95	164	None	
	110	164	"110"	
	140	164	"140"	
	180	164	"Turbocharged"	1967-69
	95	164	None	
	110	164	"110"	
	140	164	"140"	

Model Designations: 500, 700, MONZA, SPYDER & CORSA

500 - Base model Corvair with lowest trim level. Always came with rubber mats, bench seats, and very little trim.

700 - Next trim level up from the 500 model. These models also came with rubber mats and bench seats but had a little bit more trim (this Model was discontinued after 1964).

LAKEWOOD - Corvair Station Wagon (1961-62) available as a 500, 700. The Monza wagon was available in 1962 and is not really a Lakewood. All window glass are specific to this model due to taller roofline.

MONZA (900) - The top of the trim line just for 1960-63. In 1964 it was below the Monza Spyder which was now its own model. For the 1965-66 model year, the Monza ranked below the Corsa in trim level. After the Corsa model was dropped, the Monza was once again the top of the Corvair line for 1967-69. Monzas usually came with bucket seats (although special bench seats were available in some years). Monzas always had carpets and special trim packages.

SPYDER - The Monza Spyder was an option package during the 1962-63 model year, and in 1964 became a full fledged model. It was equipped with a 150 hp. Turbocharged motor, "full instrumentation", special emblems and all the "Monza" trim items.

CORSA - Top of the line sporty Model for 1965-66. The only model available with the optional 180hp Turbocharged motor. Base engine was the new 4 carburetor 140hp big valve engine. Corsas had "full instrumentation", special emblems, and trim with a special Argent silver painted rear cove area and pinstripping on the 1965 models. The optional 180 hp engine delivered an increase in HP over the 64 150hp engine of the same displacement by slightly enlarging the carburetor, and increasing the size of the internal impeller and turbine blades.

CORVAN (95) - Corvair panel Van that was available 1961-64

GREENBRIER - Windowed Van that was available 1961-65

RAMPSIDE - Corvair pickup with a ramp on one side that was available 1961-64

LOADSIDE - Rampside style but without the ramp which was available 1961-62

DELUXE - Option package of upgraded interior & trim available on some of the "Van" Models.

F.C. = (FORWARD CONTROL) - Chevy term that applied to all Corvair 95 "Van" Models indicating that the Driver and controls were forward of the front wheels.

MOST DESIRABLE MODELS according to the Chevrolet Buyers guide (in order of desirability)

- Late model
1. 1965-69 Yenko stage III or IV
 2. 1965-69 Sprint Convertible
 3. 1969 Monza Convertible
 4. 1965-69 Yenko stage I or II
 5. 1965-69 Sprint Coupes
 6. 1965-66 Corsa Convertible
 7. 1965-68 Monza Convertible
 8. 1965-66 Corsa Coupes
 9. 1965-68 Monza Coupes

- Early model
1. 1962-64 Sprint Convertible
 2. 1964 Spyder Convertible
 3. 1962-63 Spyder Convertible
 4. 1961-64 Sprint Coupe
 5. 1964 Spyder Coupe
 6. 1962-63 Spyder Coupe
 7. 1962-64 Monza Convertible
 8. 1960-64 Monza Coupes
 9. 1960-64 Monza 4-Door

"Specialty" - Desirability Depends Strongly on personal preference

1966 Turbocharged Convertible, 1960 Monza, 1961-62 Lakewood & Monza Wagons, Forward Control including Loadside, Rampsides and Greenbriers, Canadian Corvairs.

"LEAST DESIRABLE" - 500 & 700 Models

DESIRABLE OPTIONS (In No Order)

(includes options from all years and models)

Air Conditioning	AM/FM Radio
Bumper Guards	Tinted Glass, all windows
4-Speed Transmission	Power Convertible top
Wood Steering Wheel	Telescopic Steering column
Fast Ratio Steering	Turbocharged engine
140hp Engine	110hp Engine
Headrest (1966-68)	Rear antenna (manual or powered)
Stereo multiplex	Metallic brakes (62-63)
Luggage rack	Remote mirror
Spare tire lock	Gas door guard
Door edge guard	4 way flasher
Desert air package	Oilbath Air cleaner (63-69)
Underhood light	Deluxe seatbelts
Compass	Positraction
3.08 transaxle (1963)	Powerglide
Rear speaker	Kelsey Hayes wire wheels (est. 400 sets made)
Mag style hubcaps	Tissue dispenser
Shoulder harness (1966-67)	Gas heater
Tape player	Padded Dash
Wire hubcaps (2 prong 62-63, 3 prong 64-66 and no spinner 67-69)	

Steering wheel options :

Prior to 1964 there were no Steering wheel options. A two spoke simulated wood "sport wheel" was offered from 1964-66. The simulated wood "Sport wheel" was changed to a three spoke design in 1967 and was discontinued after the 1968 model year and not available in 1969. Telescopic steering was still available thru 1969 in both "sport wheel" (65-68) and standard wheel (66-69). I am not familiar with the 1967-69 setups so I will confine the discussion to the 1965-66 models. The Corvair "Sport" Steering Wheel option uses a wheel drilled with a six hole on 3" circle pattern. It is used on both the '65-'66 tele column as well as a special hub for use on a '65-'66 standard column. The special hub and sport wheel are a unit, however--they are riveted together (unlike the tele setup, where the sport wheel is screwed to the hub. Both of the hubs are specially drilled for these wheels. The wheels are designed so that, when installed, there are two attaching bolt holes at the top (each 30 degrees off of vertical), two in the middle (90 degrees off of vertical), and two at the bottom(150 from vertical). The non-tele 65-66 Sport Wheel option used a hub unique to that model. (the 64 wood wheel option used a one-year-only hub with the same spline. The tele-column used a standard GM big-car spline, as did all 67-up Corvairs. A special version of the standard steering wheel and hub were available for use with the tele column in 1966. (It is reported that a few 65's may have had the std wheel on the tele column, but it is generally considered to have started in 1966.)

Examples of different Corvair steering wheels are on the next two pages



1961-63 Style Wheel



1964 Std Style Wheel



1964 Wood wheel

65-66 Std late model wheel



1965-66 wood tele wheel

1966 non wood tele wheel



1965 non tele wood wheel

1966 non tele wood wheel



1967 -68 style wood wheel



1967-69 non wood tele wheel



1967- 69 std wheel



1967 deluxe wheel

Late model door hinges

65-66 door hinges will not interchange with 67-69 and have a left and right side units..

Turbo boss on 140 heads:

Some very early 140 heads have the Turbo aluminum boss for the turbo oil drain casted into the head in the valve cover area.



1964-66 style remote mirror

Remote Control Mirror - 1964-66 style

The remote mirror is the same for 1964 - 66 models except for the base gasket against the door, and apparently the control knob. The remote mirror was changed to a new style toward the end of production of the 1966 models. A few 66 models and all 67 models now used this new style remote mirror. This change to the new style is noted in the 1966 assembly manual (3-2-66). The early style remote mirrors are pretty hard to find. The major reason for this was due to a funky design that incorporated a plastic piece inside the mirror head which often fatigued and broke, leaving a lot of mirror heads on the road. As a result, many of these remote mirrors were replaced with a non-remote mirror rather than being repaired. My 66 Corsa had the original early style remote mirror replaced with a 67-69 style remote mirror. Fortunately the previous owner had save the base of the original remote mirror, and retrieved the mirror head from the road. After replacing the brittle plastic piece, the original mirror was back on the car, good as new. The key differences between the 64-66 style and the 67 & up style is that on the 64-66 style the entire head moves, utilizes two control wires, and there is a large plastic controller piece inside the head. The 67-69 design uses three control wires and only the mirror glass moves.

Tinted Glass

Easy Eye was the early name used by LOF (Libby Owens Ford) for their tinted glass. They changed the name to Soft Ray sometime during late model Corvair production. Easy Eye looks only slightly darker than normal glass.

Corsa Differential ratio:

Only the Factory turbo equipped cars were required to have the 3.55 rear axle ratio. The 140hp Corsa could have either 3.27 or 3.55.

How to ID a Nitrided crank:

Examine the crank for a "&" denoting nitriding stamped on the flywheel end. The "&" stamped on the flywheel end of the crankshaft will identify the crank as being a nitrided crank which was available for Turbocharged engines for all years and 140hp engines.

Nitriding:

nitriding is only a few thousands deep into the metal. Undersized or oversized depending on how you describe them bearings are obviously used when any crank journal is ground to an undersized dimension. If you turn the crank .010 undersized the hardening will be gone. Nitriding, and tufftriding are surface treatments. They're all gone when you remove that first .010" of metal. Note, though that neither of these treatments alter the strength of the crank at all. They just make the surface harder.

The

Oil bath air cleaner/ Desert air package:

The desert air package is a great bonus if someone maintained it over the years. If you ever get an engine that was run with one, the rings etc are typically in tremendous condition because the oil bath cleaner removes all the fine abrasive dust that would and will get through just a paper filter. These engines usually have virtually no blowby back up through the vent tube and if they are stripped down, have virtually no ridge in the cylinder. For a stock engine, an oil bath cleaner will add years of quality running to an engine and is probably the next best thing after regular oil changes.

Desert air and oil bath air cleaner were two separate options. The Desert Air included the oil bath air cleaner and a special plenum that attached to the fresh air vent on the late model (*see picture*). Also the oil bath air cleaners have both a late (64-69) and early (1963) style to accommodate the different air cleaner designs. I have also seen the 63 design on later cars where space was an issue. Even Turbo models could be ordered with an Oil bath precleaner from 1964-66.



1963 Style oilbath



Turbo Style oilbath



Late style oilbath precleaner



Late model Desert air package. Notice plenum



FC style oil bath

Foreign Corvairs:



Export Metric Speedometer

----verses----



Standard Speedometer



Export Clear parking lamp lens



Bodytags for Export model. (*Corsa 10737*)

Canadian Vair Stuff:

As you know, the Corvairs built way up north differ from their U.S. cousins in subtle ways. Corvairs were built in Canada from 1960-66. One obvious difference is that Canadian Corvair Vin and Bodytags look different. For example a 1965 Corsa Convertible tag would read like this in the U.S. 107675W100003. The same serial number in Canada would read 510767000003. The Canadian tag places the date digit first, has no plant code, and starts at zero and not 100000 like their U.S. counterparts.

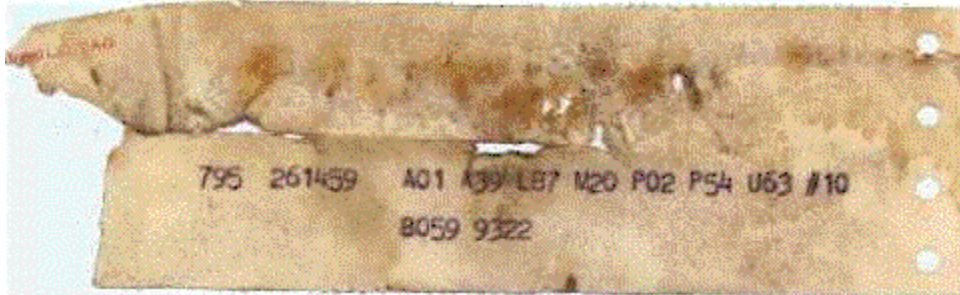
The Vin is also labeled GM CANADA DD verses the U.S. version that has CHEVROLET DD. It seems they avoided saying Chevrolet since there is no Chevrolet division in Canada, and labeled things GM including the owners manual which differs from the U.S. version.

The bodytag differs because there is no FISHER BODY in Canada. Bodies were produced at the same plant (Oshawa Ontario) that built the Corvairs. That is why the bodytag uses a completely different format than Fisher body. The body number series starts with 260000, who knows why. Just ignore the 26 and what's left is your body number. One important fact to remember is that the body number on US built Fisher body tag list only the number of that particular style built. What that means is, if you have a US built Corsa convertible, the body number is the number of Corsa convertible bodies built, and not the number of

Corvairs built. Canadian Corvairs on the other hand, do not separate the body number by Style. Also you don't need a decoder ring to decode the options on Canadian cars! What a relief! Canadian bodytags use the actual RPO codes for the options on the bodytag.

You can also write GM Canada and get a detailed report about your Canadian Corvair including options, production date, delivery date, and engine code. Wow! I wish we could get this kind of service on the U.S. built cars. GM Canada kept good records, and made it available to owners. I wish we could say the same for the U.S. built cars.

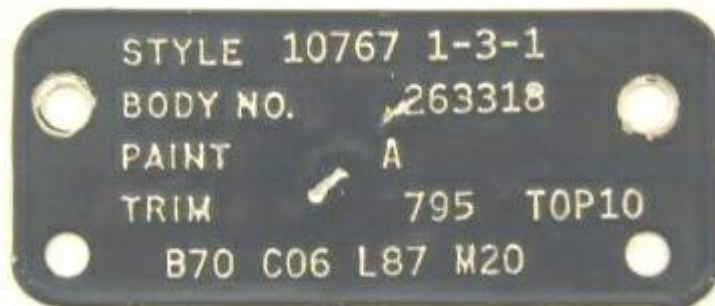
There are many other subtle differences between Canadian and US built Corvairs. I'm not going to go into detail about very small things like bulbs, battery cables and distributor caps which are different, rather I'm going to mention larger obvious difference that really set Canadian Vairs apart from its US cousin. First we will discuss paint. Canadian Corvairs used Acrylic enamel instead of Acrylic Lacquer and offered 3 more colors on 1966 models. Engine compartment and trunk compartment are both painted body color. Bodytag is also painted body color. On 65-66, the differential code is stamped on forward right side instead of lower left. Outside rearview mirror does not have the Chevy bowtie (No Chevy division, but it is interesting to note that very low production items like the wood wheel horn button still has the Chevy bowtie). Seatbelt design is unique to Canada. Hidden Vin is in a different location. (Located on the driverside frame rail on the vertical section). Many of the original printed material is different. These include owners manual, owner protection plan book, jacking instructions, non-turbo air cleaner decals, washer refill bottle label and the factory build sheet (See Kent's tag below). Further details on Canadian Corvairs can be found on Kent Sullivan's internet site or Stan East's Communique article.



(Picture of original build tag from front seat of Canadian 66 turbo convertible)

Build sheets are often found somewhere in the interior of the car. They can be often found under the front or rear seat cushions, or in this case inside the front seat back. Build sheets list the options you would find on the bodytag (i.e. model, trim color, body # etc.)

This Canadian build sheet is from Kent Sullivan's 66 Turbo Convertible and differs from its US counterpart. Across the top left reads "? - Line Schedule Tag". In the first row of numbers, the meaning of the first item (255) is not known. The second (10767) is of course the model, Corsa convertible. (these are on the torn first half). The third (795) is trim color, fourth (261459) is body number, 5th - 11th are option codes, and the 12th (10) is the top color.



A Canadian bodytag from a 1965 Turbo Convertible I found in a junkyard in California.



Trunk of late model Canadian Corvair. Notice the trunk is painted body color.

Model identification by year: (year to year trim changes in photos noted)



1960 front view on top, rear view on bottom
(concave front panel, very early production has horn grille cutout)



**Car has aftermarket split bumpers.*

1961 front view on top, rear view on bottom
(convex front panel, new front trim bar, new headlight trim bezel,
new rear Corvair emblem, notch removed from lower exhaust grill)



Model identification by year: (year to year trim changes in photos noted)



*1962 front view on top, rear view on bottom
(new front trim bars, new tail lights, new rear lower grill)*



*1963 front view on top, rear view on bottom
(new front trim bar, new tail lights, new rear lower grill)*



Model identification by year: (year to year trim changes in photos noted)



*1964 front view on top, rear view on bottom
(new front trim bar, new tail lights, new rear lower grill)*



1965 front view on top, rear view on bottom



Model identification by year: (year to year trim changes in photos noted)



1966 front view on top, rear view on bottom

(new front trim bar, emblem relocated to front panel, plastic spoiler, new tail lights, new rear lower grill)



Spyder/Turbo emblems:



1962-64 style



1965 style



1966 style (arrows now go clockwise)

There were three styles of Turbo emblems used on Corvairs. On 1962-64 emblems, both arrows are painted red, and for 1965-66 emblems one arrow is red and the other one blue.



1962-63 Monza cross contains "900". representing the 900 series.



1964 Spyders were now there own Model series 600, so 900 was dropped.

Chrome Turbo air cleaners:



Note slight difference between 1964 on left and 1965-66 Chrome aircleaner on right

Turbo impellers:



150hp

180hp

E - Flow

Factory original accessories:

Category 1) Wheels



Early model 1962-64 Kelsey Hayes Wire wheels



Factory 1962-63 Wire wheel covers



1964-69 Wire wheel covers (no spinners 67-69)



Mag style wheel covers (65-69)

Category 2) Exterior Bumper guards:

Available for both early and late models as an option. Photo of front and back for early models and front for late models can be seen in the model identification section.

Rear bumper guards for late model shown below.



Rear Antenna:



Early model rear antenna



Late model rear antenna

Luggage rack:



"Late" luggage rack (1969) has woodgrain)

Remote mirror:



1964-66 style remote mirror

Gas door guards:



Early model gas door guard



Late model gas door guard

**Category 3) Interior
Air Conditioning**



Early model AC interiort



Early model AC engine unit



Late model AC interior



1965 AC setup



1966-67 AC setup

Powertop components:



Early model Spyder switch



Late model under dash switch



Late model top motor

Miscellaneous interior options:



Late model deluxe seat belts (1966)



1966 Headrest seats



Late model optional Hazard flasher

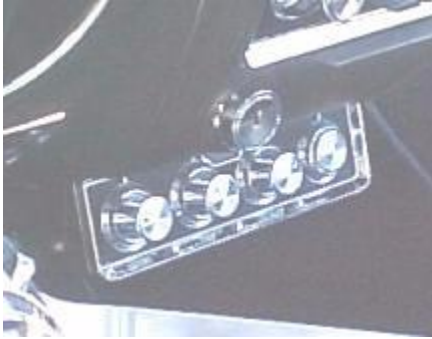


Optional under hood light

Optional Radio:



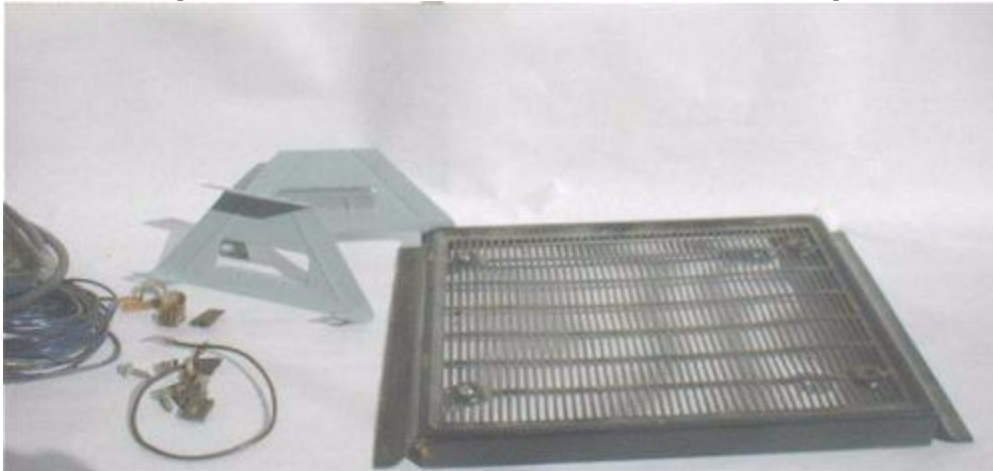
AM/FM optional radio for late models (65-66)



Late model multiplex unit



Late model radio delete plate



Rear speaker setup

Rear antenna location: (late model)

Yes, there was a template with the original installation kit. As far as placement is concerned, my '66 Corsa coupe came with a factory rear antenna. The hole centered 3.0 inches toward the rear from a line extending from the base of the rear air intake panel and 2.5 inches out from the engine compartment opening edge. There is a small (1/8") notch cut to align the antenna that is at about the 5:30 position (about 165 degrees clockwise from straight ahead). The actual hole is 1.12 inches in diameter according to the template. (I assume a 1 1/8" hole would work just fine!)

More: A template came with the accessory antenna kit. But I have 65 in the shop with a factory rear antenna at the moment, so I measured it today. It (being the center of the hole) is 3" to the rear of the air grille (the back edge of the grille) and 2 3/4' from the top edge of the fender next to the deck lid.



Late model shoulder harness mounts:

Mounting points for a shoulder harness were first installed on 1966 model Corvairs. Bodies built Feb 1 1966 or later, had welded mounting points installed behind the coat hangers under the headliner. This happened across the entire Chevy car line and possibly GM-wide.

1966 Trunk paint:

The rule of thumb is that LA-built '66 cars use the black/aqua paint and Willow Run cars use the gray/white. By "rule of thumb" I think he means that it is generally accepted but not 100% known to be correct.

Body color wheels:

On 1960-64 Monzas and 1962-64 Spyders, full wheel covers were standard, as opposed to the 500/700 models which were equipped with small hub caps. For this reason, when the Monzas and Spyders were ordered from the factory with WHITEWALL TIRES, black wheels were supplied. If blackwall tires were specified on the order, even a Monza or Spyder came with body color wheels, just as did the 500/700 cars, even though they had the full wheel covers. This was done to give more contrast with blackwalls, and to avoid

the possibility of a double stripe appearance with whitewalls.

On 1960 500/700 cars, body color wheels were the only ones to be had. On 1961-64 500/700 cars, you still got body color wheels with the small hubcaps and blackwalls, and with full wheel covers and blackwalls. However, if you ordered full wheel covers and whitewalls from the factory on a 1961-64 500/700, the wheels were black. "From the factory" is an important point, because if the wheel covers were installed as a dealer option it is likely that the wheels would remain body color, not be repainted black by the dealer.

On 1965-69 Monzas and 1965-66 Corsas, the wheels were always black, regardless of whitewall or blackwall. Full wheel covers were standard on these models.

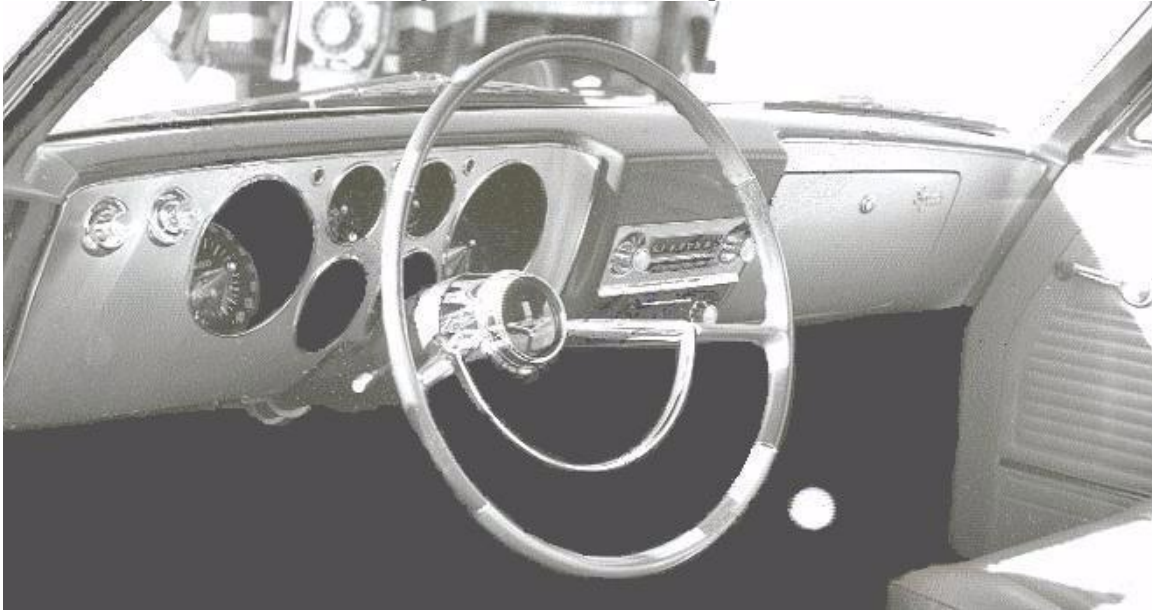
On 1965-69 500s, wheels were body color with the standard small hub caps, with or without whitewalls. With factory-installed full wheel covers, the wheels were black, whitewall or not. However, once again the possibility exists for dealer-installed full wheel covers on a 500 that came from the factory with body color wheels.

On Greenbriers and Corvair 95 trucks, the story is completely different. Tire choice made no difference concerning wheel color. What did affect the wheel color was the TWO-TONE. On all these models, 1961-65, if there was no two-tone, the wheels were black. If there was a FACTORY two-tone, the wheels were the main body color.

The only factory-available two-tone was the contrasting stripe in the indented cover around the midsection of the body. On all colors other than white, the only available stripe was white; on white vehicles ordered with the factory two-tone, the contrasting stripe was red. And on these vehicles appeared the only exception to the wheel color policy: On white vehicles ordered with the factory two-tone, the wheels were painted the contrasting color, which was red.

The Spyder badged Corsa:

The decision to replace the Spyder model name with Corsa came about because of the Mustang. Chevy management felt that it wasn't enough to introduce an all-new Corvair. By introducing it with a new name, like the Mustang, it might seem more like a new car line, or make more of a splash in the public's mind. Also Surveys showed that the "Spyder" name did not score high with women, so in May 64 the change was made. But, production parts had already been ordered; publicity and advertising photos were being taken, and yes, even the turbo engine stickers had been printed.*



Notice Silver dash and Monza cross on horn button. 1965 Monza dashes are silver and the Monza Spyder dash matches the Silver dash pictured in owners manual.

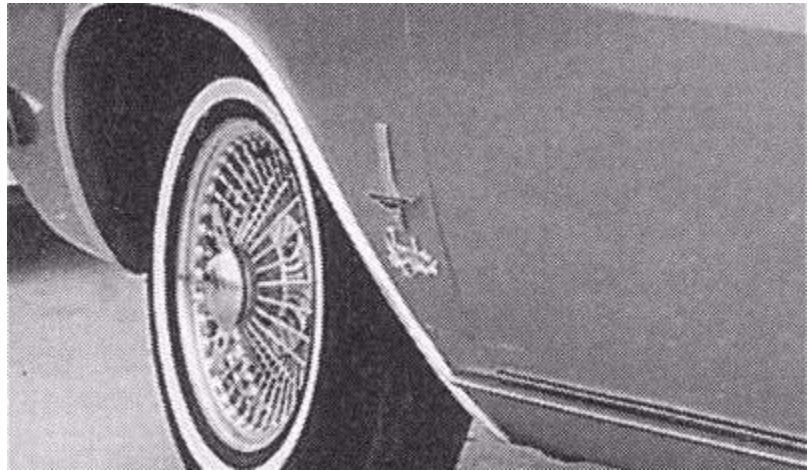
The 1965 Mockup Monza Spyder had wire wheels, which were planned for 65 but canceled. The Spyder emblems were below the Monza crests on the front fenders (that's why the 65 Monza crests are placed so high!) and regular Monza emblems on the door panels & glove box door, with Spyder script below the glove box emblem. The horn button was regular Monza, not a Spyder web as in 64. I can't say what the standard Spyder wheel cover emblems would have looked like since they weren't shown on any prototypes. They probably had the regular Monza cross.



Publicity photo of 1965 Monza Spyder mockup.



1965 Corvair mockup Spyder



Close-up of 1965 mockup Monza Spyder emblems

The Spyder web had fallen somewhat out of favor; it was a bit scary for a logo! The dash & glove box finish on prototype Spyderys was silver as on Monzas; the black crinkle finish was a last minute change. This explains why the Corsa dash in the owners manual is Silver. I heard from one Willow Run retiree that as Spyder parts ran out, some cars were equipped with some Spyder decoration and some Corsa. May or may not be true. Karl Ludvigsen's book 'The Experimental Corvair states that several 1965 Spyderys were produced for sale before the complete changeover to Corsa only emblems occurred. * The Spyder 180 sticker was available for years through Chevy's decal/sticker supplier, Prentice Products, along with other Vair & Chevy sticker



Notice the 1965 Style Monza cross and high cross location.

It is believed that several 1965 Spyder badged cars were built. There have been several possible candidates, but they have been subsequently ruled out. The first and most well known is Charles Lee's car, which was shown in 1975, and is pictured in Dave Newell's book "the Incomplete Corvair". After much detective work tracking down clues regarding the whereabouts of this car, documents showing Vin number and licence number rule out this car as a 1965 Spyder. Vin for this car was 105375W130482 and this matched the License shown in the photograph (KRV 255). This Vin explains why no evidence of Corsa badging could be found when examined. Two other cars (1st and 2nd Canadian Corsa convertibles) were believed to have been initially badged as a Spyderys, but when the inside of the front fender was examined, no evidence of Monza or Spyder badging found. Standard Corsa badging found on both. Both cars did have Spyder 180hp aircleaner stickers and Split bucket headlights. These cars were built in mid August 1964, much too late to be badged as Spyderys. Only the very first Turbocharged Corsas built in 1965 could have been badged as Spyderys. This would include any Pilot cars built and possibly a few regular production cars. One 1965 Pilot car has been found, but it is a Monza Sedan. What is significant is this greatly increases the likelihood that a 1965 Spyder Pilot car may have survived. Several 1966 Pilots have survived and this is thought to be an anomaly, since it was GM's policy to destroy all pilots. Hopefully a 1965 Pilot Spyder may surface someday. Now it is also possible that a few of the very first regular production Turbo cars may have been badged as Spyderys. They would have been built much later than the Pilots, so are much less likely to have been badged as Spyderys, but since no low Vin numbered Turbo cars have surfaced, this is still a possibility. Vin would likely be less than 20.

Corvair Pilot Cars:

** Thanks to Dave Newell for his help in this article. Without his help and wealth of information he supplied, this article would have been impossible to write.*

Pilot cars were built to test component fit, assembly methods, fixtures, timed operations etc. They had serial numbers so they could be sold. They were often put into company service, served as show jobs or PR cars, or be dolled up as special XP cars at Styling. Others met their fates as test cars at the Proving Grounds, engineering test cars and as crash test cars. Over the years, the # of pilot cars quadrupled due to safety testing. Any pilot cars used for ad/PR work could be sold because they had serial #s and weren't involved in testing. Earlier test cars, photo shoot cars and long-lead press preview cars were hand built at Chevy engineering. Most of these ad/PR cars were hand-built from prototype parts in one of 2 areas at Chevy Engineering and none of these cars had serial numbers, and thus had to be scrapped. Some were fiberglass styling models borrowed from GM Styling (like the tan 65 Spyder coupe used in publicity & literature, later retouched into a Corsas). These cars were needed in April or May for photo shoots and were way ahead of pilot build. In the case of model years like 66 where only detail changes were made, the ad boys didn't need prototypes or pilots at all. They just borrowed 65s from dealers and had the retouchers do their thing! Also any GM car, even in the 60s, that was used for testing (pilot car or not) would have been destined for scrap, because of the liability, unless an exec could get the car sidetracked (i.e., Charles Lee Spyder??)

So pilot cars were production cars, but often have previous-year parts when the new items weren't yet available. Which makes them really interesting. All of the pilot 65 "Corsas" would have been true 65 Spyders. In a minimal change year such as 66, fewer pilot cars were built. They were run right through the normal body shop line on the Fisher side, and run down the regular assembly line on the Chevy side. Often, the first pilot cars are run in between the last cars of the previous year if there's very little change, or in the case of 69s, no formal pilots at all. In a major change year, portions of a mock assembly line are set up off the main line, such as for the 65 model year, to develop the new assembly methods & fixtures. This is a true pilot line.

Van Nuys ran their own pilot program, of course. Although not nearly as extensive as Willow Run's, they had their own unique assembly methods & sequences to develop. No two plants put cars together in the exact same way, or in the same order for that matter. The Vair had to be built on the same line with Impalas in Van Nuys. Also, they had to put the Corvair back into production, since it had been dormant during 64 when they built Chevelles instead.

Fisher body

Fisher had plants adjacent to EVERY Chevy, Olds, BOP, Cad etc. CAR assembly plant. Sometimes they were in separate buildings, connected by a conveyor; sometimes the buildings were physically attached, and sometimes they were under the same roof but divided by a wall, as in Van Nuys. In all cases, though, they were autonomous financially and in management from the car division (Chevrolet, Buick etc.) "side" of the plant, though they had to work together intimately. Each body delivered to the car division was bought from Fisher by the division, if accepted. Any repairs due to Fisher goofs were charged back to the Fisher side. There were also certain assembly operations that were done by Fisher for Chevy, and vice versa, but I won't get into those now.

Fisher was only involved with car bodies. Chevy & GMC truck bodies were designed and built by Chevrolet. And Fisher didn't do the Corvette body...again, it was entirely a Chevy body. Also, there was no Fisher Body in Canada, and no Fisher plant at Oshawa. The Corvairs were built entirely under one roof. Sure, the cars had Fisher on the sill plate since they were designed by Fisher, and Fisher liaison engineers spent time in Oshawa, but the bodies were built by GM of Canada. There are other reasons why their pilot programs would have been unique, too.

There are so many variables in pilot programs that there are actually different kinds of pilots. Chevy Mfg & Assembly Research in Flint had the responsibility for most pilot programs. For major model changes, like the 65 Impala B Body, the programs were held right there, rather than in the actual plants that were going to build the car (or truck, as was the case with Corvair trucks, which were piloted there). Production engineers from the assembly plants would attend these major pilot activities. These had nothing to do with assembling the body, other than coordinating assembly problems with Fisher and taking delivery of pilot bodies from Fisher!

None of those pilot programs produced cars with serials. The cars were often used for advertising, and the agency guys referred to them as "Tinkertoy cars" because they were put together and taken apart so many times. Once they were assembled, they'd be taken apart and "built" again, over and over, to test the tooling, fixtures etc. Not all agency cars came from pilot programs, though.

The early Corvair was piloted right at Willow Run, for product security and to be close to the actual line as it was being developed. Oakland & Kansas City men were there too, learning. The area was revived in '64 for the 65 pilot activity. The last 69s were hand built in that area which was called the "green room".

But for the yearly "facelifts", the pilot work was usually done right in the various assembly plants, on the actual production line. Even when the Chevy II was added at WR and Oakland, they worked out the powertrain installation solutions right there on the line, due to peculiarities at each plant.

And in those minimal change years, there could easily be "pilots" with serials. These would have been a different breed of pilots than were built at Flint, or in the "Green Room". Especially ones marked as "pilots" by Fisher Body. What Fisher might consider a pilot body might not matter to the Chevy side of the plant. The Chevy side may still consider those cars to be pilots or the Chevy's pilot program might already be finished. Remember, the Fisher side was separate from the Chevrolet side.

Interview with Tim Barrie former GM Canada employee, regarding Pilot cars.

[Tim Barrie] I just had a long talk with the Plant Planner for the two Oshawa Car Plants, Brian Drew. It has been his responsibility to plan **pilot** build for the last ten to fifteen years at Oshawa*. He was an Industrial Engineer in the 60's and has many fond memories of the Corvair. There are still areas of the Oshawa 2 Plant that are referred to as the Corvair building.

(Question) Pilot cars were built way ahead of regular production cars of that year. My 3 examples were built in June or July, regular production started in early September.

[Answer] They tried to have at least one month separation between pilot and SOP so that fixes could be done to parts and fixtures in time for production start-up.

(Question) Pilot cars were built to test and tune assembly procedures, produce test cars and show/PR cars.

[Answer] "Assembly verification" is the term given. Just as we curse the engineers when we have to do things like getting at the gas tank sender unit, the assembly plant curses the engineers for a lack of forethought given to assembling the car in 45 second increments. Test cars were more likely Prototypes (one offs) as it would be too late to do serious testing if you waited for Pilot cars to be built. I'm sure that the odd Pilot car made it to Milford proving ground but it would be the exception. Some Pilots would make it as show cars as well, but again Production cars would be available shortly after the plant was finished the Pilot cars. They had shops in Flint in those days to build small runs of bodies. They do it at the tech Center in Detroit now. Those cars were used to validate the design.

(Question) Pilot cars often contained parts from previous year production if the new parts were not yet available.

[Answer] Rarely, as that would defeat the purpose. That would be true if there was some carry over parts. Going from 63 to 64 they probably wouldn't build allot of pilots as there would be little change to the assembly plant. Going from 64 to 65 would be another matter and they would make every effort to have all "new" parts.

(Question) Pilot cars often may have early versions of components that were not found on the regular production cars.

[Answer] , Rarely as it would be too close to SOP to make big changes. If some vendor was having big problems they would have to apply for an Engineering Deviation to supply parts not off production tools. Another purpose of Pilot is to push the suppliers and make them prove that they are ready for SOP.

(Question) The vast majority of Pilot cars were destroyed by GM. (Would you hazard to guess what the percentages of pilots destroyed)

[Answer] . Brian says that 100% would be destroyed in those days, making your find a valuable one. He had a hard time believing it existed so I sent him to the Web site that showed the Body Tag. He says that it has only been the last 6 years that Pilot cars have been salable. This is due to CAD/CAM taking a lot of the trial and error out of product and tooling design.

(Question) Pilots that were not destroyed were never intended to be sold by dealerships and ended up in the hands of GM employees.

[Answer] Not even GM employees! They had to be totally destroyed. He reminded me that when I over-saw the demolition of Pilots, I had to take a picture of the flattened car for permanent documentation. Brian said that a supervisor of security was fired in the early seventies for slipping a license plate on a pilot car and driving it home for the weekend.

(Question) Surviving pilots are most likely Show/PR cars since built quality on the assembly test cars was suspect as you stated in your post.

[Answer] Correct!

(Question) Pilot cars are very well loaded with options, especially options that require body modifications so they could tune up procedures. (All the pilots are pretty well loaded, My convertible has power top, rear antenna, Turbocharged, deluxe seatbelts, padded dash, remote mirror, tele wheel, the other pilots are similarly well equipped.

[Answer] Yes, they tried to build some of every option to try out the tooling so most Pilot cars were loaded.

(Question) Were pilot cars built in a separate area or were they mixed in the production line with the last cars of the previous year?

[Answer] Again, it would depend on the magnitude of change. If the it was significant the assembly plant would be shut down for six weeks to gut and install the new tooling. Pilot would usually be off line. Bodies are tough to frame without production tools, so they are most likely built on the assembly line as the tools are installed. The car could be painted and trimmed anywhere.

(Question) During regular production, bodies were sometimes held back until components arrived, Did this also occur during pilot production or were things pretty much on line and ready when pilot production began and bodies were not needed to be held back?

[Answer] In those days Fisher Body built the Bodies. Chevrolet would paint, trim and install the drive train. Fisher and Chevy were two separate profit centers that were very competitive. You couldn't come up with a more ridiculous way to assemble cars. Yes, Fisher would stock pile bodies and then dump them on the Paint shop.

*Remember that Oshawa was an integrated plant under one roof. There wasn't any Fisher operation there. It was all a GM Canada operation. One thing for sure is that very few pilot cars survive the crusher. GM was scared silly about one getting on the road and being sued if it was in an accident

Information on the known Corvair Pilot cars.

PILOT CAR NUMBER # 3



PILOT NO 3 T

ST 66 10537 WRN 1 BODY

TR 792 L-L PAINT

A47 A49 B70 C64 D33 M35 U80

VIN # **105376W100002. T0604RK**



Decode of bodytag:

ST = 1966 Monza Coupe Body = Willow Run 1st Monza coupe body produced

TR = Blue interior Paint = Tropic Turquoise

Acc. code = A47/A49 = Deluxe seatbelts front/rear, B70 = padded dash, C64 = Air conditioning, D33 = remote mirror, M35 = Powerglide U80 = rear speaker.

(Owner narrative) *Owner Charles Morgan*

I purchased the car from a used car lot in Oklahoma City in 1976. At the time the dealer told me that he got it from a GM executive. GM was about ready to build a plant there. A few years ago I contacted the Oklahoma DMV, but their records only went back as far as me.

I wish I had documented the car when I got it, but I wasn't a Corvair fan then--just wanted something to drive. I believe, but am not sure, that the car had '65 rear lights. The car also came with an AM/FM radio. I've repainted the dash and glove box surround, and I don't remember what they were like originally.

I believe, but again am not sure, that the car came with a tinted windshield (the tint being about a 4" band at top). Rear speaker is the '65 type.

I found the yellowish PILOT tag , just a few months ago

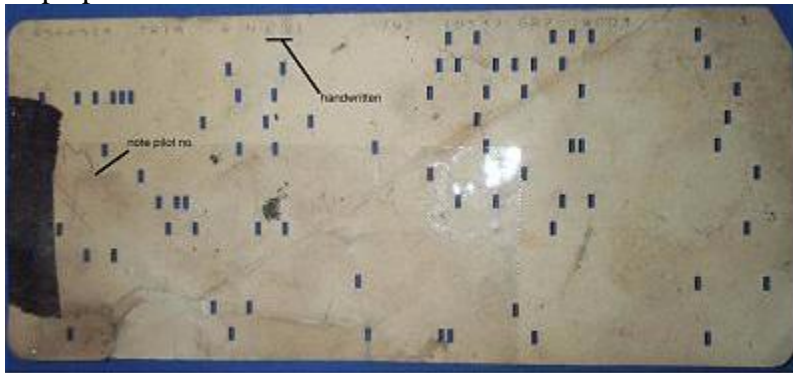
when I pulled the RR "door panel". It was on the reverse side of the

cardboard panel. I found the computer card a long time ago, don't remember where.

BTW, that's just one card



A computer punch card was found attached to the upholstery of both Pilot # 3 and # 23. The cards were decoded and found to have printing across the top of the card on the blank side. The preprinted side was not used, so you had to read it from the side that had the computer printed code, not the preprinted side. A former GM employee in the computer section said it was not uncommon to use old punchcards to save money and ignore the preprinted stuff on the card.



4544518 TRIM RN R1/4 1 792 10537 GR2 W003 3

Here is the decoding of the punch holes on the card for pilot # 3's computer card:
603590602W003-4544518-RS851SN--1----792-----TRIM-ASM-QTR-EMBSD-----GR2 10537

Printed on top of computer card

4544518 TRIM RN 1 792 10537 GR2 W003 3

Decoding of a few of the codes:

792 TRIM: is obviously the trim code for Med/Bright Blue upholstery

10537: is the model number

GR2: Group 2

4544518: is the assembly number (number matched the pilot tag found on upholstery)

EMBSD: "embossed" (meaning dielectric process embossed vinyl upholstery, vs cloth).

W003: W003 is the body pilot number (ie. Willowrun pilot #3)

PILOT CAR NUMBER #12

PILOT NO 12

ST-66 10767 WRN 2 BODY
TR 740 C-C PAINT
A47 A49 B70 CO6 D33
VIN # **107676W100006**

Decode of bodytag:

ST = 1966 Corsa Convertible Body = Willow Run 2nd Corsa conv body produced
TR = Red interior Paint = Ermine white (second digit should be a number to indicate top color) (Unable to get photo of bodytag to check for errors, omissions and verify codes).
Acc. code = A47/A49 = Deluxe seatbelts front/rear, B70 = padded dash, C06 = powertop, D33 = remote mirror.



This car is currently in poor condition. The current owner does not know any of the history of the car. The car has a 140hp engine. Owner claims the car was restored and then parked under a tree with the top down for ten years. It needs a total restoration and has significant rust. Car has been heavily molested. Interior has been changed to white with a very poor attempt to paint the dash and front lower vents white to match the seats. Also notice the replaced remote side mirror with a square non Corvair unit.

PILOT CAR NUMBER #23



PILOT NO 23 E
ST-66 10767 WRN 5 BODY
TR 795 R-1 PAINT
A47 A49 B70 C06 D33 L87 M20 U73
VIN # **107676W100016 T0612RL**



Decode of bodytag:

ST = 1966 Corsa Convertible Body = Willow Run 5th Corsa Conv body produced
TR = White interior Paint = Regal Red / top color = white
Acc code = A47/A49 = Deluxe seatbelts front/rear, B70 = padded dash, C06 = powertop,
D33 = remote mirror, L87 = turbocharged, M20 = 4spd manual trans, U73 = rear antenna.

(Owner narrative) *Owner David Trull*

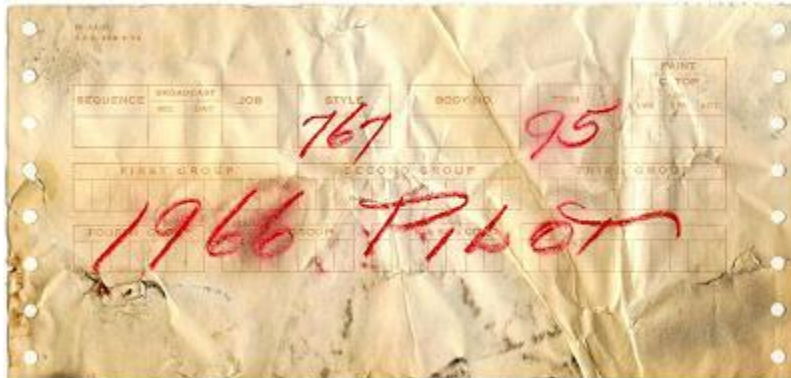
I purchased pilot #23 in Colorado during the summer of 2002. Leo Ford, a former western division Corsa director was the previous owner and had owned the car since August of 1975. I also contacted Ted Raines who owned the car before the previous owner. I found his name on the 1975 title and found him via the internet. He had the car for several years but did not know anything about the history of the car. In fact he did not even know it was a pilot car. He said he had very fond memories of the car. I have no history for the first six years of the cars life. The title does say it was first registered on October 11th 1965.



The car is a great example of a unrestored original car. The drivetrain including engine are original and unmolested. The paint and interior is also original.

Pilot #23 has alot of options. Pilots were always well option to test assembly methods. Bodytag listed options include deluxe seatbelts front and rear, remote mirror, power top, turbocharged, rear antenna, padded dash, and 4spd transmission. Non-listed options did not require Fisher body modifications. These include: telescopic wood wheel, and 4 way flasher. An interesting fact is that the 4spd trans and the padded dash are no longer listed on regular production 66 model bodytags, and the remote mirror was offered only as a package in 1966, and this car has only the remote mirror. The package included both under hood and luggage lamps, and door edge guards. Pilot #23 doesn't have those three items. No warning labels on the glovebox door on either Pilot #23 or 27.

A few 65 model years parts were used on Pilot #23. These include: 65 style thin Convertible sunvisors, and a 65 style Corsa dash paint with thin silver line around periphery of painted dash. The car also has a few Sprint options. These will be transferred to Pilot #27.



Build sheet found under driverside front seat cushion. Contrary to normal build sheets found on other Corvairs, this one contains no useful info other than identifying it as a "pilot" car



Decoding of the punch holes on the card for David Trull's pilot # 23 computer card:

603580302W023-4543472-RN851SN--1----795-----TRIM-ASM-F/D-EMBSD-----GR2 10767

Printed on top of card

4543472 TRIM R N 1 795 10767 GR2 W023 3

Decoding of a few of the codes:

795 TRIM: is obviously the trim code for White upholstery

10767: is the model number

GR2: Group 2

4543472: is the assembly number (see the pilot tag attached)

EMBSD: "embossed" (meaning dielectric process embossed vinyl upholstery, vs cloth).

W023: W023 is the body pilot number (ie. Willow Run pilot #23)



Here is the computer card found on the door panel. (Closeup of card above)

PILOT CAR NUMBER #27



PILOT NO 27 E
ST-66 10767 WRN 7 BODY
TR 795 R-1 PAINT
A47 A49 B70 C06 D33 L87 M20 U73
VIN # **107676W100015** **T0612RL**



*The numbers stamped on the Vin tag is the "DD" delivery date
(1 14 66 = January 14th 1966)*

Decode of bodytag:

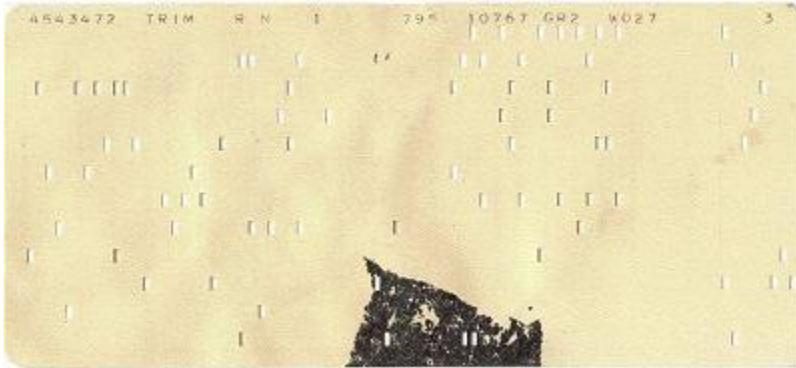
ST = 1966 Corsa Convertible Body = Willow Run 5th Corsa Conv body produced
TR = White interior Paint = Regal Red / top color = white
Acc code = A47/A49 = Deluxe seatbelts front/rear, B70 = padded dash, C06 = powertop,
D33 = remote mirror, L87 = turbocharged, M20 = 4spd manual trans, U73 = rear antenna.

As you can see, Pilot #27 is an identical twin to Pilot car #23. This is not really unusual since they were built as show/display cars and had to look the same when they were photograph regardless of the shows location. They likely appeared at the COBO Hall show for that years introduction for the new 1966 models.

Pilot #27 has the same options as Pilot #23. Bodytag listed options include deluxe seatbelts front and rear, remote mirror, power top, turbocharged, rear antenna, padded dash, and 4spd transmission. Non-listed options did not require Fisher body modifications. These include: telescopic wood wheel, and 4 way flasher. Pilot #27 also has the same 1965 model years parts just like Pilot #23. These include: 65 style thin Convertible sunvisors, and a 65 style Corsa dash paint with thin silver line around periphery of painted dash. This car is also unmolested with the original engine, transaxles, interior, paint, glass, etc. No warning labels on the glovebox door on either Pilot #23 or 27.



Build sheet found under driver-side front seat cushion. Contrary to normal build sheets found on other Corvairs, this one contains no useful info other than identifying it as a “pilot” car (apparently the same guy signed both build sheets)



Decoding of the punch holes on the card for David Trull’s pilot # 27 computer card:

603580302W027-4543472-RN851SN--1----795-----TRIM-ASM-F/D-EMBSD-----GR2 10767

Printed on top of card

4543472 TRIM R N 1 795 10767 GR2 W023 3

Decoding of a few of the codes:

795 TRIM: is obviously the trim code for White upholstery

10767: is the model number

GR2: Group 2

4543472: is the assembly number (see the pilot tag attached)

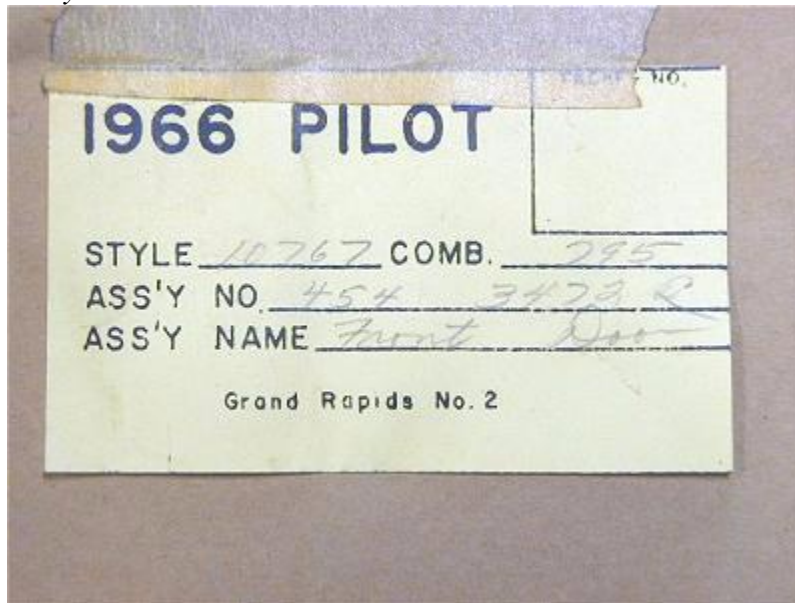
EMBSD: "embossed" (meaning dielectric process embossed vinyl upholstery, vs cloth).

W027: W027 is the body pilot number (ie. Willow Run pilot #27)

(Owner narrative) Owner David Trull

I purchased the Corvair from Sam Streiff who was the second owner of the car. He gave me a little history of the car. The original owner of the car purchased the car from a dealership in Massachusetts. The car was a Demo/Display car and was kept by the dealer for a full year before being sold to an employee of the dealership. From what was relayed to Sam, GM directed that the car could not be sold for a specific length of time. The Dealer employee drove the car until 1974, at which time he parked it at his home and

covered it with a plastic tarp. Sam noticed the car parked there while going to work. After a while he decide to knock on the owners door and see if he wanted to sell the car. Surprising the owner did, since he was restoring another collector car and had no time for the Turbo vert. Sam drove the car home, and remembers it was the "first time I ever got boost" driving a Corvair. The car then went into storage and as many projects go... was put on the back burner and forgotten. I purchased pilot #27 during the winter of 2004. Sam Streiff, the previous owner, had owned the car since 1975-6. When Sam saw my car listed in the internet and the listing asked for information on other Corvair pilot cars. He contacted me, and I was surprised to discover this car was the identical twin to my car. The Vin numbers are consecutive meaning they were built side by side destined for a short stint as display/show cars. I hope to display both Pilot #23 and #27 side by side someday.



Pilot Assembly tag. (notice assembly # matches the computer punch card)

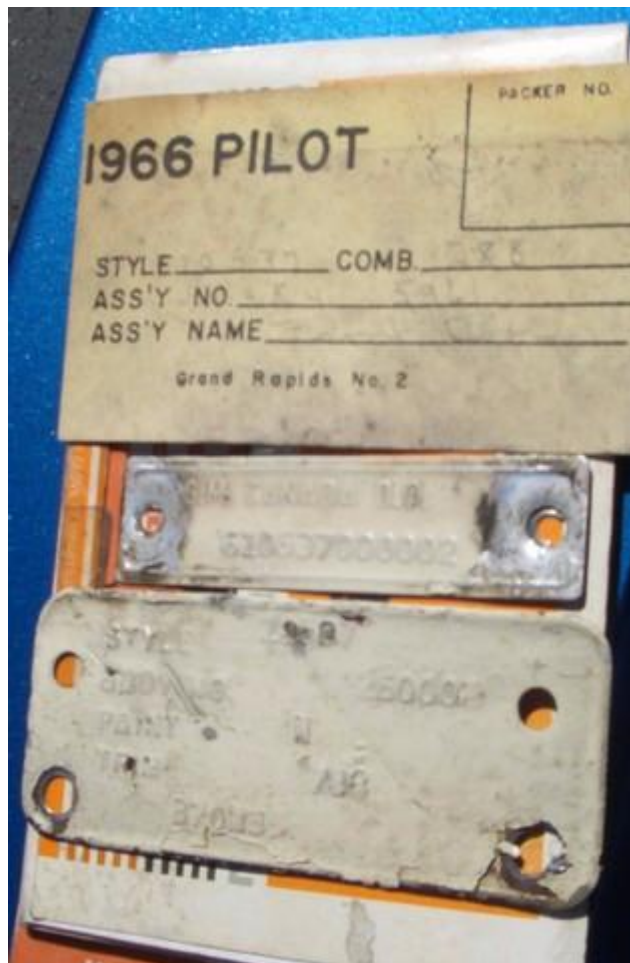
Here are a few interesting items to note regarding the Pilot bodytags, especially the verified ones. None of the 66 pilots were equipped or coded for tinted glass. The likely reason for this is that as future display cars, the clear non-tinted glass would aid in viewing and enhance clarity of the photograph through the windshields. The estimated build date for the Pilots is mid to late June 1965. This is supported by dated components such as engine, glass, carpet, etc and the need to have the cars ready for the COBO Hall show among others. No build date is listed on the Corvair Pilots but a June build date is present on the Impala Pilot, which supports this conjecture. Other items that tends to support the very early build scenario is the addition of two codes on the 1966 Pilot bodytags that were not used in 1966, but were used on 1965 bodytags. Manual transmissions were listed on 1965 Fisher bodytags, but were dropped from the 1966 bodytags. Also padded dashes became standard in 1966 Corvairs. That option which is listed on 1965 bodytags was removed from the 1966 Fisher bodytag. Padded dash is listed on all four Pilot Fisher bodytags, and manual transmission is listed on Pilot 23 and 27. This makes sense when you realize that June was still in the 1965

production year and the pilots were built on the same line. Several 1965 parts were identified and used on the pilots. These include Corsa dash, convertible visors, and optional rear speaker. Another interesting item is that neither Pilot had the glove box warning stickers applied. (See below for comparison of tags for the Turbo twins)



1966 Canadian Pilot car

Recently I received this photo of what appears to be the bodytag of a 1966 Canadian Pilot car. Since there is no Fisher plant in Canada, the bodytag does not have any special codes on it identifying the car as a pilot. But several items were found definitely confirming this car was built as a pilot in the Oshawa plant in 1965. **First**, a study of Production records that still exist, indicate that the first 5 cars built at Oshawa were built before regular production. These cars must have been built in July, near the end of '65 production (which ended July 30th). The first five cars had a "0055" dealer code which was an internal code for cars initially held within GM of Canada. The first 64s produced were all dealer coded for 0055 and look to have been built at the end of the 63 run. **Secondly**, the car's Vin number is 610537000002, which is the 2nd car built at Oshawa in 1966 and falls in this group. **Third**, and most importantly a 1966 Pilot tag was found on the door panel of this car. Prior to 1966, CDN upholstery was cut and sewn in Oshawa, but no dielectric stamping was done there, so the pre-stamped vinyl had to come from the US, namely Fisher Grand Rapids. Surely all pilot upholstery for all plants including Oshawa would have originated there: hence the same Pilot door panel tags in the US and Canada. Starting with the '66 model year, GM Canada's brand-new Windsor Trim Plant was up and running, with full dielectric operations, so most CDN production pieces would have come from there. Unfortunately this car has been parted out and cannot be fully examined. The bodytag, Vin tag and warranty book still exist.



[This is what is coded on the bodytag:](#)

STYLE 10537 (Monza coupe)

BODY No. 260002

PAINT M (Aztec Bronze)

TRIM 788 (Bronze)

B70 (padded dash) M35 (Powerglide)

According to the Production Report car #002 was a rather odd Madeira Maroon (N), Fawn interior (702) It's possible that it was initially built that way and later changed over to bronze/bronze for show purposes.

1965 Corvair pilot candidate



At the recent Buffalo convention, this tag was found. The owner had parted out the car and save some of the parts. Even though the bodytag is not labeled as a pilot, it is believed that this was a 1965 Pilot Corvair. The VIN was 105395W100021, and this car had the split bucket headlights. The transaxle was saved and is believed to be a preproduction prototype unit. Most likely this car was built in June 1964 and its bodytag has RPO codes on it and no date code like the 1966 and 1967 pilots. You will notice that the Bodytag is labeled like a 1964 bodytag using WR instead of WRN. Also the paint: HH does not have the dash between them, no interior paint code, and no dash after the trim number. No pilots tags were found on the car and it no longer exists so



Two piece headlight bucket

1967 Corvair pilot candidate



I believe that this car may be a pilot car even though it not labeled as such on the bodytag. This car has the RPO codes listed and has a very low Vin number and Body number. The car also fails to list a body build date like the 66 Pilots. No paper pilot tags or build sheet were ever found on this car. Although it cannot be confirmed, this car was likely the one used as the 1967 Accessory car displayed at the COBO hall show. Unfortunately it is currently a parts car and will be parted out in the future. It appears that only in the 1966 model year that pilot cars were labeled on the tags.



Photo of the 1967 Accessory car at Cobo hall show

1966 Impala SS Convertible Pilot car



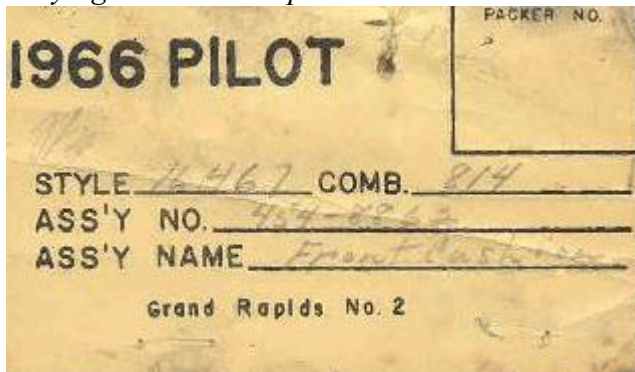
While researching Corvair Pilot cars, I was contacted by the owner of this Impala Pilot car. His Fisher bodytag is labeled as a "Pilot" and his car was produced at the St Louis plant. The "Pilot" designation is at a different spot on the tag. The location of the "Pilot" designation is most likely plant specific. This is a fortunate occurrence since it allows the date code to be read. The Corvair pilots had no Date code due to the location of the "Pilot" designation. The date code of the Impala "Pilot" agrees with our estimate of a June build date for the Corvair pilots.



Vin to "Pilot" Impala



Bodytag to "Pilot" Impala



The Impala Pilot car also had the same "Pilot" upholstery tags that were found on the Willowrun Corvairs.

Listed below are the Protecto plate info for the Impala and a special "Pilot Metal" tag not found on any of the Corvairs Pilots.

E	Y2	1646785100004	N
F0611HCR	PAINT	GQ0615G	SERIAL NUMBER
I0601D	NUMBER	3 4 1	PLATE NUMBER
TRANS NUMBER TOM RILEY			
9516 SE 5			
OWNER'S NAME AND ADDRESS			
VANCOUVER WN 5/3/66			
5-8-66			
DELIVERY DATE			
Booklet Issued By			
Chevrolet Dealer			
Address			
HELDS CHEVROLET CO.			
City 107 S E 6th State			
By <i>B. Paul</i>			
DEALER'S AUTHORIZED REPRESENTATIVE			

1966 Impala protecto plate

AIR X K. D. TRAVELER

FISHER BODY DIVISION
GENERAL MOTORS CORP.

FISHER-CLEVELAND

ITEM ASN 16337

SHIP ATTENTION: MR. VERNY
TO: FISHER - ST. LOUIS

LATEST U.S. AVIATION CHANGE No. CR 3,347J Chg # 1A

S. Chamber

ISSUING OFFICE: CLEVELAND, OHIO

INSURANCE: BOKER

BACK: 5/31

SWITCH: 5/31

1 FC

Red 'a' 7-24

1966

Unknown type "Pilot" tag

Ruled out pilot candidates and final thoughts

“Why are the 1966 models the only ones listed as pilots? It seems odd that only 1966 model year cars have Pilot on the bodytag. What was different about that year, I wonder? In terms of the number of pilot cars made, one would expect 1960 and 1965 to be the highest volume due to the unfamiliarity for the line workers of what was being built. The credentials for the 1965 and 1967 Pilot candidates are strong with the pilot style bodytag and low VIN, but since both have been parted out, we can't study them to verify any components. The bodytags are not labeled “PILOT” and not paper pilot tags were found, but both Dave Newell and I believe these two cars were Pilots and it is unfortunate they no longer exist to be examined. Frankly its incredible that any Pilots survived since they were never really suppose to be sold to the public.

Dave Newell had mentioned that most of the pilot car activity would have been at the "home" plant so I guess that it is not too surprising that the Corvair pilots are from Willow Run. (Impala home plant was St Louis). Maybe whoever had authority over pilot car production for 1966 decided to allow a few to become real salable cars, for whatever reason? If this were against normal policy then it may have been a one-time-only occurrence. It has been suggested that the Bodies may have been pilots on the Fisher side only, since they are separate divisions, but the discovery of a Canadian Pilot tends to discredits this theory since there is no Fisher plant in Oshawa. Date codes of June on various items (i.e. engine etc.) tend to support the timeline that the cars were produced well in advance of regular production that year and not during regular production as the last theory above suggests. (Start of regular production in Willow Run during 1966 was September according to GM vehicle production figures). Research on the Canadian Pilot also indicates they were produced well in advance of the regular 1966 production year. Lastly, the inclusion of items on the pilot bodytags that are found only on 1965 bodytags tend to support a early build date at least for the bodies if not the whole car. Unfortunately we can only theorize on this using the few small bits of information we can gather from the cars themselves. We have a lot of circumstantial evidence to draw conclusions from, but no concrete irrefutable proof. Now with the recent discovery of the existence of a Canadian Pilot car, we hope a Van Nuys Pilot may be found and then all Corvair plants would be represented.

The current theory is that the 65-67 Pilot cars are an anomaly. They represent the handful of pilots that escaped the crusher. Also the 1966 models may have been the only year that FISHER BODY chose to mark them as pilots. It could have been an isolated incident unique to U.S. Fisher plants for that year.

(Fisher did not label the 1965 or 1967 pilot candidate as a pilot on the bodytag)

These Pilots were most likely built well ahead of regular production that year as the evidence suggests. This would dovetail in quite nicely with the general rule that Pilot production precedes regular production by a month or more. Also, no other confirmed pilot cars have surfaced from other model years.

The former GM Employee we questioned, stated that Pilot cars were destroyed 100% of the time in those days, or at least that what he thought until these cars surfaced. These cars should not exist and he was amazed when he saw the bodytag. He was plant

planner at the Oshawa plant and planned the Pilot build there. He reiterated that in those days, 100% of the pilots were destroyed. This was not just a policy of GM Canada, but a policy that applied to US production as well.

Since we know that any possible “Pilot” candidates must have extremely low VIN numbers, all low numbered Corvairs we have encountered have been thoroughly investigated. Several pilot car candidates were explored. Two low Vin numbered Corvairs built in Los Angeles were checked out and ruled out as pilot cars. One was a 1965 Corsa coupe with a Vin number less than 20. The owner remembers that the Fisher bodytag was normal with a body number of 3, and said it definitely was not a pilot. The other was a Monza coupe with a verified Vin number of 105375L100005.

Here is the bodytag information:

Vin # of 105375L100005

GENERAL MOTORS CORPORATION

08B

ST 65-10537 LOS 15 BODY

TR 773 V-V PAINT

E 2LPS 3C

4PU 5W

As you can see, there is nothing unusual about the bodytag. First the bodytag is not labeled "Pilot". Second the build date is "08B" which is a regular production date, and the car also has the standard format for the Accessory codes.

Another 1966 Pilot candidate surfaced with a Vin of 105376L100018, the bodytag information is listed below.

GENERAL MOTORS CORPORATION

09A

ST 66-10537 LOS 6 BODY

TR 758-Z Y - Y PAINT

W

As you can see again, there is nothing unusual about the bodytag. First the bodytag is not labeled "Pilot". Second the build date is "09A" which is a regular production date, and the car also has the standard format for the Accessory codes.

*The 1967 Pilot candidate has not been confirmed. No pilot tags or build sheet were found and so far nothing has turned up to show or indicate that GM built and designated it as a pilot car. Possibly more info may surface. This one remains a strong possibility due to its unique “Pilot” style bodytag.

The third candidate was a 1963 Monza coupe with the Vin number of 12. The owner sent a rubbing of the Fisher bodytag. The tag was normal, not labeled as a “Pilot” with a production date of late August, which is during regular production. Since the car was built only a week before September, it could not be a pilot.

Here's the Info on the 1963 Monza four door.

VIN # 30969L100012 The Fisher bodytag is below:



CHEVROLET DIVISION GENERAL MOTORS CORP.

08Eetroit Michigan (the E is stamped over the d in Detroit)

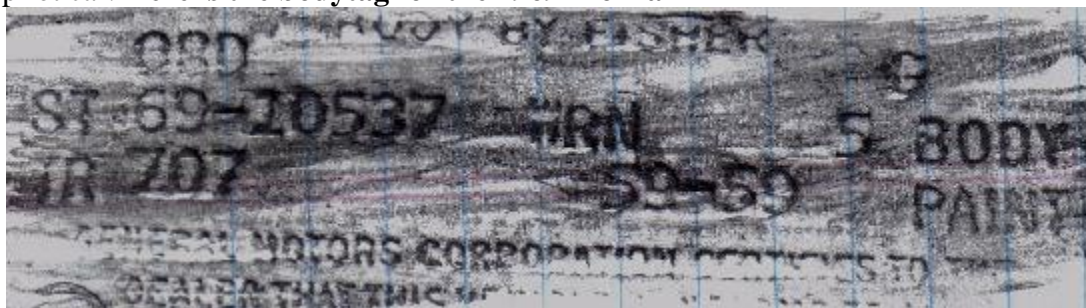
STYLE 63-0969 BODY VN 10

TRIM 755 PAINT 936

ACC. 11 E 2CL

The body number is not legible on the rubbing and was obtained by calling the owner.

A fourth Pilot candidate was a 1969 Monza. It was the third Corvair built in 1969 Vin 105379W700003. The bodytag was normal, not labeled as a "Pilot" with a body build date of the 4th week of August, which is during regular production, which rules it out as a pilot car. **Here is the bodytag for the 1969 Monza**



The Last Corvair Convertible



The last known Corvair Convertible built is a 1969 Frost Green, 110hp Powerglide equipped car. It is Vin number # 5997. There were only three cars built after #5997. Both #5999 and #6000 were coupes, and a photo from the last day of production shows what is believed to be #5998 and #5999 stopped on the assembly line for a personal photo op before the press arrived for the ceremony for #6000. Both cars in the photo were coupes, and Mark Corbin, the former owner of #5999 believes that the car in the rear is #5999. Dave Newell has examined the photo and agrees the coloration is correct for these to be #5998 and #5999, and the timing for the photo before the press arrived for the ceremony is right, but he cautions that we cannot verify the car in the photo is #5998. Regardless, Dave Newell believes that #5997 is the last Corvair Convertible built. Additionally since #5998 has never surfaced in the 35 years since production ended, it was most likely scrapped with a group of other later production 1969 Corvairs that were held back by GM and never sold. This group according to several reliable GM sources, probably included #6000. That makes #5999 displayed at the "Corvair Preservation Foundation" and #5997, the last two Corvairs off the production line known to exist.

Frost Green was the featured color in 1969 and it was the most common color for 1969 Corvairs. The popularity of this color is I believe, more due to Chevrolet promoting this color than future owners specifically asking for this paint when ordering their new Corvair. Corvair #5997 appears to have not been pre-ordered and therefore it was "spec" out by the factory with the most common color paint, interior, and options. These include Frost green exterior paint with matching green interior, Powerglide with 110hp engine, AM radio and white sidewall tires. Additional options found on the car include, remote mirror, original spare tire lock, and factory mag style wheelcovers to replace the incorrect "500" hubcaps found on the car.



Joe Casey & John Moulton 5-14-69 with #5998 and #5999 in background.



Original Fisher build sheet found under rear seat

The car was originally purchased in 1969 at Maggini Chevrolet in Berkeley California by Ed Brewer an employee of the dealership. The car still has its original License plates and license plate frames, and was in the possession of its original owner until 1999. I purchased the car from the second owner. Overall the car is in very good unrestored condition. Engine and interior are original, and the car has been repainted once, probably due to some right front fender repair in the past. A search of the car produced a Fisher build sheet (see picture) and the following original equipment coded items:

Windshield code: LV-7 (Mar 7 1969) Engine code: 19W705997 T1205AF
 Carpet date: (9/23/68) Carb Code: D 9 (April 1969)



Engine code on top, Powerglide code on bottom.



Front view with 1969 License plates and original dealer License frame from Maggini Chevrolet.

Closeup of 1969 California registration tag



Fisher bodytag from # 5997 on top, Vin tag from dash on bottom

CHEVROLET MOTOR DIVISION
General Motors Corporation

390839

Model: **CHEVROLET** Final Assembly Plant: **YPSILANTI MICHIGAN**

105679W705997

Manufacturer's Suggested Retail Price (includes Federal Excise Tax on this Model) and Suggested Dealer New Car Preparation Charge for this Vehicle as equipped with options and accessories (valued by Manufacturer)

Model: **10567 MONZA CONVERTIBLE**

Distribution Charge: **2641 00**

Final Retail Price: **136 75**

MSRP (including destination charge) in compliance with all applicable Federal motor vehicle laws, and exhaust emission control standards. Actual Manufacturer's Suggested Retail Delivered Price on Options and Accessories installed on this vehicle by the Manufacturer.

3R7BA FLOOR MATS 2 FRONT / 2 REAR	11 60
3B3AA DOOR EDGE GUARDS	4 25
3C05AA CONVERTIBLE TOP/WHITE	00 00
3D35AA REMOTE CONTROL REARVIEW MIRROR	10 55
3F41AP SPECIAL PURPOSE SUSPENSION	10 55
3L62AA 110-HP TURBO-AIR 164	26 35
3M5CA POWERGLIDE AUTO TRANSMISSION	147 85
3N96AA WHEEL COVERS / MAG STYLE	63 20
3P19AA SPARE TIRE LOCK	5 30
3P54AA 7.00 X 13 WHITEWALL TIRES	28 20
3I63BA AM PUSHBUTTON RADIO	61 00
3T07AA MED GREEN VINYL TRIM	00 00
3919WV 59-59 FROST GREEN	00 00

THIS CAR INCLUDES ALL THESE FEATURES: STRATO-BUCKET FRONT SEATS, COURTESY LIGHTS, GLOVE COMPARTMENT LIGHT, CARPETING, FRONT SEAT BACK LATCHES, LIGHTER, WHEEL COVERS, WHEEL OPENING MOLDINGS, BODY SILL MOLDINGS, HEAD RESTRAINTS

Factory Installed Options And Accessories

Subtotal	368 95
Total Amount (Does not include dealer-installed options or accessories. Tax of Each Item is an additional charge.)	\$ 3146 70

MSRP (including destination charge) in compliance with all applicable Federal motor vehicle laws, and exhaust emission control standards. Actual Manufacturer's Suggested Retail Delivered Price on Options and Accessories installed on this vehicle by the Manufacturer.

Reproduced Window sticker for #5997

Glen Pray Cord 8/10



The Glen Pray Cord 8/10 is a custom built car using a Corvair drivetrain. The car is 4/5ths the original size of a 1937 Cord. Mr. Pray doubled this number to get 8/10 and then named the new car Cord 8/10. The Cord 8/10 was conceived in Tulsa Oklahoma in 1964. Production began in late 1965 and continued until the company closed in August 1966. 6 prototypes and 91 production units were built before bankruptcy closed operations for a total of 97 vehicles. 14 additional cars were produced by a firm called SAMCO using 8/10 molds and leftover parts. All but two of the 14 continued to use a Corvair drivetrain. The other two units used a Buick V-6 Jeep front wheel drive. The original projected selling price was \$4700. One interesting feature of the Cord 8/10 was its use of ABS plastic called Royalex in the body material. The car featured a front wheel drive using a Corvair powerplant. The majority of the cars used a 140hp powerplant and about 40% used the 180hp powerplant.



The Eshleman Eagle



The Eshleman Eagle appeared in 1965 and was produced for only that one year. They were Corvairs that were devoid of all Corvair or GM markings. Approximately 150 Eshleman Eagles were produced, 125 from 1965 Corvair 500 coupes and 25 from Monza Convertibles. Titles to these vehicles indicated Eshleman and not Chevrolet. Other than the addition of large rectangular rear taillight and a single front bumperette, the additions to the Corvair by Eshleman were minor and basically involved removing or covering all GM emblems with Eshleman emblems. These include Eagle emblems on both rear quarter panels, Eshleman spelled out in individual letters on the front hood and rear decklid. Also a large eagle emblem is placed on the front between the headlights, and discs with eagles covered the Corvair emblems on the hubcaps. Eagles were also placed on the inside door panels.

GM was not amused by Eshleman's Shenanigans and this renaming of one of their products by simply changing the emblems soon stopped. Production of Eagles were halted but Eshleman continued to offer items to personalize your GM car without removing emblems.



Devins



Bill Devin produced fiberglass bodied “kit” sports cars in the late 50’s and 60’s. They were pioneers in this field. Various drivetrains have been used in Devins over the years. One of the most popular was the Corvair drivetrain used in the Devin C. Devin was one of the first to utilize the Corvair engine which was found to be ideal for this light weight Sports car.



The “Lost Cause”



ABOVE: Charles Peaslee Farnsley, creator of the Lost Cause shown above, is an attorney, publisher and the father of five children. He was the Mayor of Louisville, Kentucky from 1948 through 1953. The Lost Cause is the result of his determined effort to bring back custom coachwork in automobiles, an art almost lost in the United States. RIGHT: Panels on doors and dash are hand rubbed Kentucky burr walnut. Upholstery, both interior and on the roof, is genuine black leather. Enos Derham, of the Derham Custom Body Work, Rosemont, Pa., known for his fabulous Dusen- burg bodies was selected to do the coachwork.

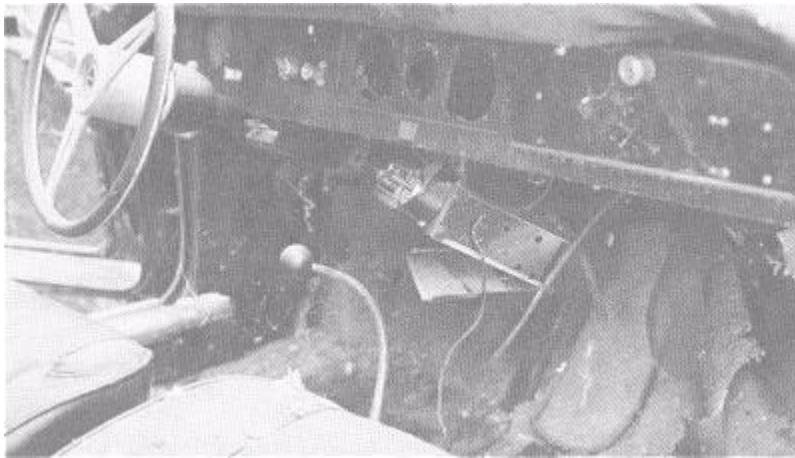
Lost cause as it appeared in the early sixties

The “Lost Cause” was a custom built 1963 Corvair. It was the culmination of a project by Charles Peaslee Farnsley to revive the old standards of luxury and craftsmanship of the custom coach builders of the past. Derham Custom body Co. was a well known premier coach builder during the classic era, and Farnsley choose them to build the “Lost Cause”. The “Lost Cause” was billed as the “World’s most expensive small car”, and was priced at \$23,200 soon after it’s debut at the 1963 New York Auto show. The list of features and equipment was unheard of in those days. Details of the features and some history of Mr. Farnsley is covered in detail in several Communique articles. (C.C. Apr 91 & Dec 95, also Quarterly V2 #1)



One little known fact about the car is its Fitch Sprint connection. In an effort to match the performance to the custom coachwork, a John Fitch and Co. conversion was done on the engine and suspension. The April article indicated that the conversion was performed by John Fitch and Co. A four carb conversion, special shocks and sway bars, quick steering arms and a Lucas Flamethrower highbeam light are the currently known Fitch options on the car. Since Early Sprints consists of Engine and Suspension mods, the “Lost Cause” qualifies as a Fitch Sprint.

The “Lost Cause is currently in the hands of a Corvair enthusiast and has undergone a total restoration. It was shown at the Lexington National convention.



Sad state of the interior of the “Lost Cause”

Pinky 1960 custom convertible



GM photos of "Pinky" XP709

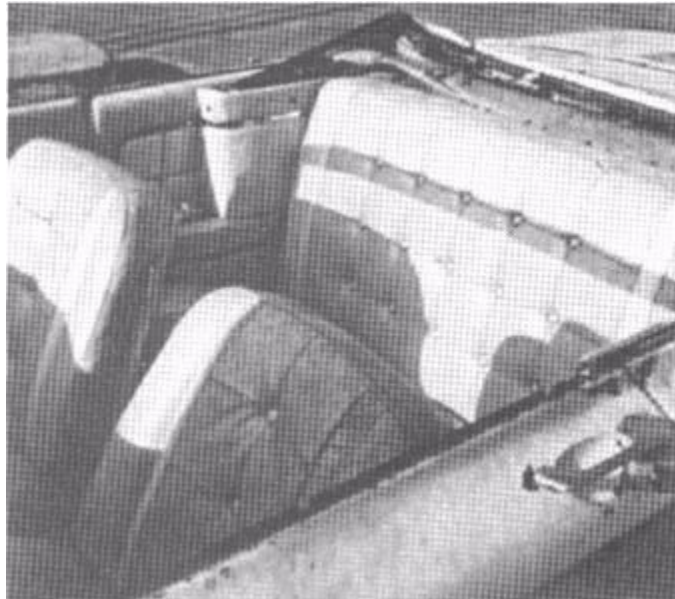


Pinky was the first Corvair convertible prototype produced. GM styling project XP709 AKA Pinky was constructed from a coupe body. Harley Earl wanted to build something different after his retirement for his wife. And Pinky was born. A great article in the Jan 1989 Communique by Dave Newell details the building of Pinky. Pinky was most definitely a "one off" with many features that were never offered on production Corvairs. These included : Custom leather interior with folding rear seat, custom Convertible top which shared nothing with its production cousin, power windows, a "Rainotronic" moisture sensor to automatically raised the top, a prototype AC unit and most interesting of all, a experimental three speed automatic (61-5R Hydramatic). This whole story is told in an excellent article by Dave Newell in the Jan 1989 Communique.



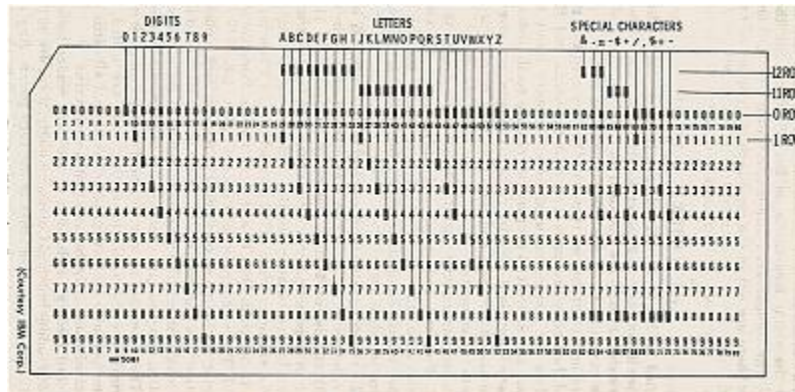
Pinky's sad appearance in 1972

Unfortunately Pinky wound up in the private sector and became "just another Corvair" A Jun 1988 communiqué article provides the sad details. Basically "Pinky" was purchased by a friend of Harley Earl named Len McKay for his Daughter's family. Jim Parker owned the car until 1972 putting more than 90,000 miles on Pinky. Pinkys condition had deteriorated to the point that she was finally parked on a concrete pad next door and covered. That's the condition Matt Zorvan found the car and not knowing the significance of the car, he later trade Pinky for a Lakewood in nice condition. The new owner wanted the car for the Kelsey Hayes Wire wheels for his restored 64 Spyder. Some addition electrical items and trim were removed and Pinky was allegedly scrapped. A sad ending to a unique car.



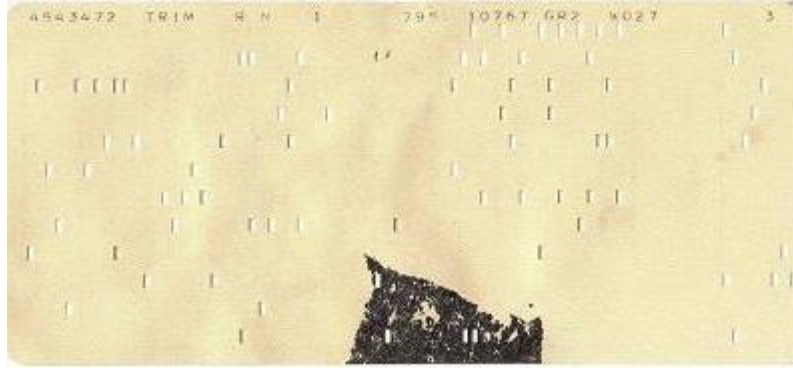
Pinky's custom leather interior was relatively intact

Decoding a Corvair computer punch card



The punches on the card line up with the small numbers that go across the top (or nearly) top of the card and across the bottom. There are 80 positions on these cards. These cards were hand key punched from hand written build schedules and then sorted and fed into the computer to build a schedule and build (assembly) sheets that went to various places in the plant for the assemblers to use to build the vehicle with. What the punches to line up with is the writing across the bottom of the card. Also, the color stripe across the top denoted Chevrolet, Pontiac, Buick, Oldsmobile. No I don't remember the color coding, but Red was Chevrolet. A single punch in a column would be a number, 2 punches would be a letter of the alphabet, 3 punches would be a special character, and more than 3 punches would be for a special program that would break them down into several numbers/letters (that was used when the information needed from an individual card required more than 80 characters. Could go up to 135 characters as I recall.

Sometimes data processing folks would use old cards for the wrong purposes and the printing on them doesn't coincide with the placement of the information punched in them. Looking at the back of the card...the printing at the top edge is (to the best of my knowledge) only possible using a #548 Interpreter. It's job is to read the card content and print characters as you see them - across the top of a card. Where the information is placed is determined by the operator who sets up the machine (using plug-wires into a control panel). Therefore, the printing can appear anywhere across the top edge; its placement has no relevance to where the information is punched, in the card itself. In addition, the machine can "emit" characters and characters printed are not restricted to information in the cards themselves. Usually, Emitted characters are constant through all cards done in a "batch"; that is, there's no logic within the machine that would change the emitted characters from card-to-card. Of course there were punch cards for all different types of use in the assembly plants. Another use, was in establishing the work of each individual assembler as to what he/she was to do to each vehicle and how long it should take to do it.



Card from 66 Corsa Conv.

Now here's what's strange. When a card is designed, the designer will have it preprinted (as you saw on the front side of the card). A data processing installation would have possibly hundreds of kinds of preprinted cards - distinguished by corner-cut and/or color - each designed for a particular purpose. A card containing inventory balances might be blue, a payroll rate card might be pink, a year-to-date earnings card might be orange. Remember - there was no "memory" in these machines; information was stored in the cards only.

When the cards are placed in the machines, there is (of course) a face-up/face-down rule for each machine. This ensures that the columns are read correctly and printing or punching is done in the correct locations.

If you look at the back of the card, it contains printing. That indicates to me that the operator (intentionally?) put the cards in the machine in reverse. Some of the numbers on it are, indeed, in the card - if you read it "backwards". For example, "W027" is contained in columns 71,70,69,and 68. If you assume the card was put into the machine "backwards" relative to the printing on the front of the card, you can see that the machine was actually reading what it found in relative card positions 10 through 13 (the machine thinks column 80 is column 1, column 79 is column 2, etc.).

The printed number 4543472 is actually (reading from the front of the card) columns 60 through 66, read backwards. GR2 is actually columns 6-8, read backwards; 10767 is columns 1-5, read backwards.

So - the possibilities are:

- a) the operator put the cards into the printing machine backwards;
- b) the card-processing procedures were intentionally designed for this manipulation (can't imagine that; it just doesn't make sense);
- c) the card itself was an old, obsolete design that the data processing folks decided to use up. You have to realize that the pre-printing of information on a blank card doesn't mean anything to a machine. Cards were expensive and old, printed but unpunched card stock could be re-used by flipping the cards over and ignoring the printing

Interesting Corvair Stories:

1) Everyone's heard of the Chevy Trailblazer. The Prototype was Corvair powered!



2) When I was at Willow Run building Corvairs, we were one of the first plants to ship via tri-level rail cars (vs. the traditional at that time 2-level rail cars); those trains had to be routed differently by the railroad in order to ensure underpass bridge clearance, as the tri-level rail cars were about three feet taller than the old 2-level cars. The railroad mis-routed one of the trains, and a bridge sheared the roofs off of about 120 Corvairs on the top deck of tri-level cars before the train ground to a halt, jammed under the bridge. The railroad returned those rail cars to the plant, and we stripped all the mechanicals (engines, transmissions, front & rear suspensions) off the cars and scrapped everything else.



3) Not as exciting as the usual "urban legend" stories, but here are a few true ones from my GM history, where I was part of the "cleanup" activity. At one point in the early 60's, Corvairs weren't selling very well, and about 1200 of them were taken to the GM Proving Grounds for storage until the dealers could be pressured into taking them. Whoever picked the location wasn't too sharp; there was one of those "hundred-year rainstorms", and the low area where the Corvairs were parked wound up about four feet deep in water. All of them were dragged out of the mudhole and scrapped.

4) Fate of last Corvair: Number 6000 was ordered out by Bill Harrah, the famed car collector and casino owner, and built to his specifications. The options were: automatic, AM push-button radio, tinted glass - all, whitewalls, door edge guards, floor mats - front and rear, clock, R.C. outside mirror, rear defogger, and deluxe belts. It was Olympic Gold, Black interior, 95 HP engine Monza coupe. Sticker price of \$2868.30 plus shipping, etc. It was NOT damaged in any way when built. That is a fairy tale. It WAS however cut up and scrapped by GM after hanging around the plant for a few weeks. That we know from most of the eyewitness reports. Why, you may ask? Simple. As I put it, since everyone wanted it, no one was going to get it. Seems Harold Boyer, a retired GM exec and best bud of the management, inquired about getting the last one. But since it was promised to Harrah, what GM didn't need was another publicity flap, this one between the most famous car collector in the world and a retired GM exec. Hence, Harrah was placated with "one" built on the "last" day, while Boyer quietly (almost secretly) got what then became the last one built that was "released to the public." So how do I know? I owned #5999, which I donated to the CORSA museum. I, along with considerable help from Dave Newell, researched everything possible on the last Corvairs. He managed to talk to practically everyone from the floor sweeper to the top GM brass. I got the inside story on #5999 from the second owner, a family friend of Boyer, and the sales manager that delivered the car personally. So we can put the fate of #6000 to rest. Now you know. (posted by Mark Corbin)

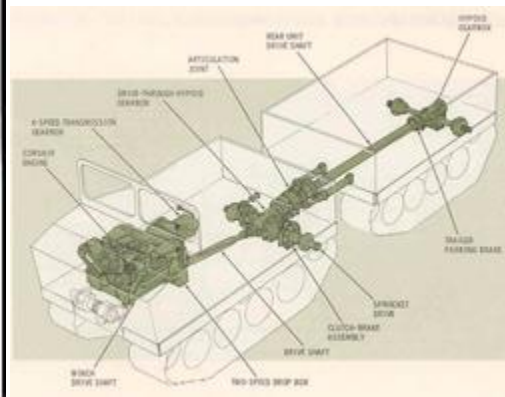
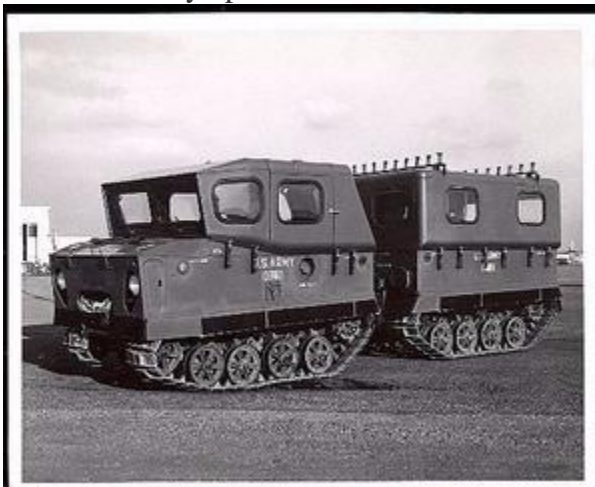


5) The rarest Corvair is the amphibious Corphibian Loadside pickup. One was built.



6) Modular Corvair engines were built to bolt together in 4-, 8- and 10-cylinder configurations. One, a 10-cylinder front-wheel-drive configuration, was used in the development of the Olds Toronado.

7) The GM plant in Oshawa, Ontario, built 100 amphibious Corvair Dynatrack articulated vehicles for the U.S. and Canadian Armies. The Australian Army ordered 500 but didn't have the money upfront.



8) Apollo astronauts trained on a Corvair-based lunar rover in [New Mexico](#).

9) Approximately 8,000 Corvairs were stockpiled at the GM's Milford Michigan Proving Grounds in preparation for the October 1959 launch when 250 were caught in a flood, but were cleaned up, reupholstered and then sold.

11) A four-wheel-drive Corvan was tested.

12) Horn slots were found on the front fenders of the earliest 1960 models, before being removed, after approximately 500 cars into the production run.



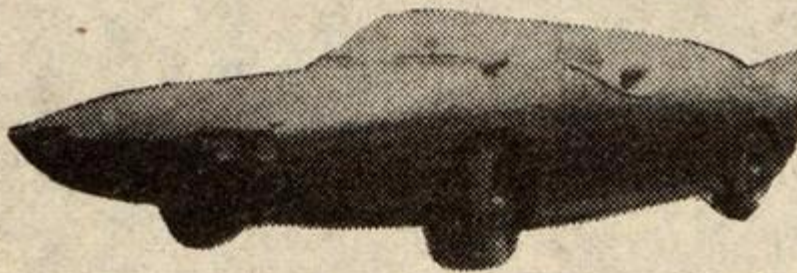
13) As Strange as this sounds, Cassius Clay aka Muhammad Ali once commissioned a custom Car to be built, called the Claymobile! It was built on a 1965 Corsa Chassis. It was later discovered rotting in a field. The Tires have raised white letters saying Corvair 1965 Claymobile!!



CLAYMOBILE



!! ATTENTION !!
Museums & Collectors



ONE OF A KIND

Specially built for CASSIUS CLAY
Completely redesigned metal body
(not Fiberglas)

Excellent Chevrolet running gear
Drive anywhere
Partial trade considered
Delivery can be arranged

\$6,500

██████████ weekdays

██████████ other times

Greenville, SC

Changes to 1966 model year from 1965 model year *

Items include those first offered in the 1966 model year and items that were put into production during the transition between the 1965 and 1966 model year. This list contains items and changes generally considered to be 1966 in nature but, many were running changes that occurred towards the end of the 1965 model year and therefore can be found on a number of late production 1965 Corvairs. Also a few items were first made available later in the 1966 model year and will not be found on all 1966 models. When possible, dates for running changes are included. Dates on running changes were gathered from the 1965 and 1966 assembly manuals. The dates listed represent the date the change was incorporated into the assembly manual with a revision. I believe these dates are at best a ballpark figure, give or take a week or two on when the changes took effect. I find it unlikely that GM would be so precise with running changes that the change would occur the day as listed. I'm sure they may have used up the stock of older parts until new parts became available, or just day before a listed change one part would be used and as occurred

(1966 represented the last year for (Van Nuys) and Oshawa Canada built Corvairs, , all subsequent Corvairs were all built at Willow Run).

BODY

- 1) New style tail light lenses (wedding band style on early 66s)
- 2) New style rear lower exhaust grill.
- 3) New style trim insert for redesigned lower exhaust grill for Corsa models
- 4) No pinstriping on beltline of Corsa model.
- 5) New style Monza cross
- 6) New plastic front "spoiler" lower valance
- 7) New style "wide" chrome lock trim piece with blue instead of red center.
- 8) Corvair script relocated from hood to front panel. (three instead of two prongs)
- 9) New style standard hubcaps with new design plastic inserts
- 10) New style one piece wheel well trim
- 11) Different trunk lock cylinder
- 12) Restyled thinner "look" rocker trim
- 13) Front aluminum headlight bezels have minor change. (added weep hole)
- 14) Remote mirror style changed to the "1967" style (03/02/66)
- 15) (most 66 models had the older style which moved the entire head when adjusting)
- 16) Headlight backing plate changed
- 17) Sheet metal box on air inlet shelf now gone.
- 18) New style rear hood emblems for 110hp emblem (new mounting holes on rear hood. Fits newer 110hp emblem only)
- 19) New style rear hood emblems for 140hp emblem (new mounting holes on rear hood. Fits newer 140hp emblem only)
- 20) New style rear hood emblems for 180hp emblem (same mounting holes as all 1965 rear hood emblems)
- 21) New improved firewall mounting for steering column to improve safety
- 22) Less spot welds on body
- 23) New style outside rearview mirror (nonremote)
- 24) Trunk splatter paint color darker on 1966 Van Nuys built Corvairs
- 25) Gas tank strainer removed (according to GM parts catalog)
- 26) Attaching screws for tunnel pan changed. (01/04/66) '65 part # 9417881 '66 part # 9421479
- 27) Front hood spring retainer has 2 screws on 65's and only 1 on 66's
- 28) Steel floor plugs no longer have a notch on opposing sides like the 1965 models.
- 29) Lower heater hose straps mounting position changed
- 30) Speedometer cable routed differently. (07/09/65) The cable is routed under the brake line on 1965 models and over the brake line on 1966 models. (See assembly manual for details)
- 31) Front license plate mounting frame changed. 1965 models had only round holes to mount plate. This required a nut and bolt to install the plate. 1966 models have square holes for plastic inserts, which require only a bolt to screw into the insert.
- 32) Different routing of AC lines in body.

BRAKES

- 33) Front brake shoe anchor pin changed

- 34) Late 1966 models have predrilled holes for dual master cylinder.

CHANGE IN FACTORY OPTIONS

- 35) Quick steering option now available factory option. RPO (N44).
36) Headrest bucket seats now available RPO (A82)
37) Rear power antenna now available. RPO (U75)
38) Telescopic column without wood wheel now available RPO (N36)
39) Hazard flasher now available factory option. RPO (V74)
40) Shoulder harness now available factory option (after Feb 1st 1966) RPO (A85)
41) Special performance suspension now an available factory option RPO (F41)
42) Hood and Trunk auxiliary lights now available as factory RPO (Z19) pkg.
43) Door edge guards now a factory RPO (part of the “Z19” Convenience pkg.)
44) Manual tune radio is no longer listed as a factory RPO. (Still avail from dealer)
45) 2 spd wiper/washer no longer an option and now standard
46) Padded dash no longer an option and now standard
47) Backup lights no longer an option and now standard
48) Triangular glass refill bottle no longer part of 2spd wiper/washer pkg. (This was likely a Cost saving decision due to the fact that the 2spd wiper/washer was now standard and not an extra cost option as in 1965) (Still avail from dealer)
49) Outside rearview mirror no longer an option and now standard
50) Rear Seatbelts no longer an option and now standard
51) Tires changed from 6.50x13 to 7.00x13
52) Window sticker style changed.

ELECTRICAL

- 53) Brake pedal switch changed. (07/07/65) '65 part # 1993509 '66 part # 1993353
54) + battery cable now routed through grommet in body instead of grommet in front shroud. (07/07/65)
55) Slightly different wiring to powertop relay on framerail. See assembly manual for details.
56) Different colors used on wiring harness. (changed to match rest of Chevy product line)

ENGINE / ENGINE COMPARTMENT

- 57) Linkage for 140hp engine changed
58) New battery holddown (06/04/65)
59) New style rear engine motor mount. (03/04/65)
60) AC condenser relocated up away from engine.
61) AC now available for 140hp models including Corsa.
62) Receiver dryer moved from the engine compartment to the trunk
63) ¼ in. size bolts for rubber engine perimeter seal (01/25/66) 1965's used 5/16in.
64) New Style Turbo aircleaner sticker.
65) Fuel lines on right side of 140hp models changed. (due to AC or smog pump)
66) AIR smog pump added to California vehicles except turbocharged 180hp models.
67) Some larger shroud bolt attaching holes on cylinder heads.
68) Body platform code “Z” added to trim line on bodytags on Van Nuys built Corvairs. excluding those with optional headrests. This was added to identify Corvair platform since Van Nuys was producing other Chevy models now.
69) No group 3 options on Fisher bodytag
70) Front engine shroud changed to delete axle dipstick tube hole
71) Fan shroud has larger attaching holes due to use of larger attaching bolts in heads.
72) “High” mount bracket for AC now available for use on 140hp engine. Low mount bracket still used on two carb models.
73) Different mounting location for fast idle solenoid (Now mounted to fan shroud)
74) AC cars no longer use 1961-63 style air cleaner assemblies. Std late model units used
75) Different ignition coil mounting location on 1966 AC cars vs. 1965 AC cars. (11/11/65)

- 76) Different distributors “recurved” for AIR models
- 77) AC rear lid mercury switch added to shut off compressor when lid is opened
- 78) Transaxle oil dipstick check label in engine compartment now gone
- 79) Voltage regulator mounts in different position. No longer mounted diagonally as 1965 models. Now mounts pretty much straight up and down.
- 80) Spare tire carrier assembly attached to frame rail changed. (01/07/66) Lug wrench no longer attaches to carrier and now attaches to floor shelf near jack.
- 81) Clips attaching the molded insulation to the rear hood changed. '65 part # 9775412 '66 part # 389609
- 82) Front shroud engine grommet changed from 4 hole to 3 hole. (06/15/65)
- 83) Special crankcase vent tube for 1965 AC cars no longer needed and deleted.
- 84) Special 1965 AC oilbath aircleaner setup deleted. 1966 models do not require a special oilbath setup for AC cars.
- 85) Carburetor assembly changed. New part number with jetting changes

INTERIOR

- 86) New style upholstery with trim buttons and without map pockets.
- 87) Wrinkled finished Corsa instrument cluster (dash) no longer has silver striping surrounding the dash. (08/13/65) '65 part # 6455028 '66 part # 6457062
- 88) New style horn button for sport wheel option (non-telescopic)
- 89) Different style ignition switch
- 90) Different ignition lock cylinder
- 91) Rear speaker grille style changed
- 92) Thicker sunvisors
- 93) Tire pressure warning sticker in glovebox changed
- 94) Deluxe seatbelt buckles design changed
- 95) Monza emblem on horn button changed
- 96) Ashtrays now have a plastic "handle" that is screwed onto the front lip of the ashtray.
- 97) New face design on tissue dispenser
- 98) Different style rubber floor mats
- 99) Monza dashes now black instead of silver colored.
- 100) Shifter housing changed (05/05/65) '65 part # 3872873 '66 part # 3872875
- 101) Shifter lever changed (07/07/65) '65 part # 3872871 '66 part # 3872872
- 102) Chrome Corsa shifter housing changed. (07/07/65) '65 part # 3861871 '66 part # 3886500

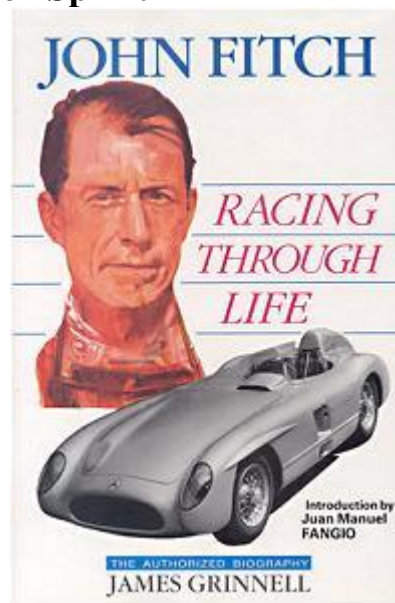
STEERING / SUSPENSION

- 103) New two piece steering shaft with new type coupler (03/31/65)
- 104) Steering column mast jacket different

TRANSAXLE

- 105) Change to a new Saginaw transmission for both 3 and 4spds.
- 106) Front strut rod bracket to transmission crossmember changed
- 107) Axle halfshaft u-joint to hub bolts size enlarged on both ends. (late '65 running change)
- 108) No longer have dipstick for transaxle
- 109) Backup light switch relocated on manual trans from bottom to the side
- 110) Shifter rear stabilizer bracket changed
- 111) Differential case changed (i.e. New mounting holes) to mount new style transmission.
- 112) On the shifter assembly, the receiver for the ball of the shifter is a welded on stamped version, replacing the 1965 style cast piece.
- 113) Throttle rod redesigned for new manual transmission.
- 114) Different longer (24 3/8" Vs 23 1/4") transmission input shaft
- 115) Rear transmission crossmember redesigned for use with the new “Saginaw” transmission.
- 116) Special flat metal locking piece attached to axle u-joint strap deleted. Bend up tang to lock. (08/13/65)
- 117) Accelerator linkage crossbar pivot attached to transmission redesigned.

John Fitch and the Fitch Sprint



First lets delve into a little background regarding John Cooper Fitch. John Fitch was one of the racing pioneers of the 1950's In 1951 Fitch was crowned the first national champion of the Sports Car Club of America (SCCA). In 1952 Fitch joined the prestigious Mercedes factory team and proved that the Americans could compete internationally. Fitch was also involved with the fabled Briggs Cunningham All-American team that raced at LeMans in the mid 1950's. He has driven for Maserati, Jaguar, Ferrari, and Mercedes Benz. In 1955, he was codriver of the Mercedes 300SLR racer at LeMans that produced the most horrific accident in car racing history. John was in the pits preparing to take over driving chores when Driver Pierre Levegh lost control and the car careened into the crowd killing 85 spectators and the driver. This had a lasting impact on John, which he would address later in life with his contributions to Auto safety. John soon returned to the United States and became involved with the Chevrolet team of racing Corvettes. As a consultant with GM, John was aware of the development of the soon to be released Corvair.

John Fitch was given the opportunity to test several models of the brand new Corvair during the fall of 1959. He had the cars for two weeks and tested them at the Lime Rock track in Connecticut. During this prepublic tryout, which was accompanied by much secrecy and a small army of Pinkerton guards, John left enthused with the Corvairs potential as a Grand touring machine with a European flavor. He then set out to develop various engine, chassis and body modifications that he hoped GM could adopt for future models. As you know, GM refused, and did not share his vision of the Corvair at this point in time. GM wanted to market the Corvair as an economy car at this point in time, but later relented and began making the Corvair sportier with the introduction of the Monza in late 1960, and the Spyder in 1962. Anyway, back to our story about John Fitch's vision for the Corvair. John being a persistent fellow, decided to market these modifications and the Fitch Sprint was born. John's first Corvair was a 1961 Monza coupe. John used this car as the basis to build the first prototype Sprint. Several different induction systems were tried before settling on the 4 carburetor setup. Both the Judson and later the Paxton Superchargers were fitted to the engine, but the 4 carb setup was

found to be both less costly, and more driveable than the supercharged versions. Four free flowing individual air cleaners along with a tuned trombone style exhaust and some tweaking to the ignition completed the engine package.. Later a Judson electronic magneto was added to the list of options on the engine side.

Handling was the next thing on the menu that John wanted to improve. Steering was quickened by cutting and shortening the steering arms. A Steering Damper was added, and HD adjustable shocks were installed. Rear springs were replaced with new units with higher spring rates, which provided 2 degrees of negative camber. Michelin X tires replaced the factory tires and you now had a car that really handles. Later Sprints would boast of additional options such as metallic brakes, Aeon rubber spring blocks, Hands aluminum wheels, and Koni shocks.

Exterior appearance was not neglected by Fitch. He want the cars to look as distinctive as a great Touring car should. Distinctive racing stripes were added to the tops of the fenders. A nifty vinyl roof was added with or without a mask treatment to the rear window. A full width stoneguard was mounted up front, along with a Lucas flamethrower driving light replacing the left front highbeam. A chrome bow was added to give the roof a notched look and Chromed Sprint emblems completed the exterior mods. Later a very attractive fiberglass 904 venttop roof was added for late models, along with fog-cote headlights.

Interior amenities was last on the menu. A special wood wheel with aluminum spokes and Sprint horn button were available, and later a matching shiftknob with Sprint emblem. Headrests for both front bucket seats, tachometer, chrome grab rail, seat tilt mechanism, tall drivers seat bracket, Blaupunkt AM/FM radio, quick shifter, heel toe bracket, carpeted rear seatback and packaged area, and headlight flasher.

This pretty much covers the more common Sprint options that were available over the years. I'm sure I missed a few, some may have been placed on the car by John Fitch & Co. by special request. Remember the company operated over a decade, and would cater to the needs of the owner during the conversion.

Fitch Sprints were available in three different flavors. A customer could have his new Corvair drop shipped to Fitch's Falls Village shop and have Fitch's mechanics install the Sprint kit options desired. Or, the Sprint kit could be installed by a local Chevrolet dealer who is authorized by Fitch to install the Sprint kit. Fitch recalls that more cars were converted at dealerships than at his shop. And lastly and most popular, you could mail-order the kit and options you desire and install the Sprint kit yourself. At its peak, Fitch's company was shipping out 30 kits per week according to Pete Koehler's Communique Sprint article.

Fitch continued producing Sprints until GM pulled the plug and later sold all inventory and tooling for the Sprint to Art Hershberger of Solar Automotive in November 1971. Chris Happe of Ontario Canada had his 1967 sedan converted to a Sprint at the John Fitch & Co.'s shop in September 1971. According to John when asked, it was probably the last Sprint converted by the John Fitch & Co. shop.



Chris Happe's 67 Sprint sedan. Last Sprint converted by John Fitch & Co.

As Corvair production ended, John Fitch now concentrated his energies on other projects and formed a new company called "Fibco". Fibco stood for Fitch Inertial Barrier Company, and they started in the same shop used to produce Sprints. This new company produce the Fitch barrier. Those sand-filled Plastic drums you can see on the highways all over the country. As a result of John's diligent efforts, this invention has saved countless lives over the years. Fitch later sold the company to a competitor after a patent infringement suit and continues to live in Connecticut.



John's shop in Falls Village

How to identify Fitch Sprints: (Posted by Pete Koehler)

Trying to identify a Fitch Sprint is easy, and it is hard. If you are looking to trace the lineage of a Sprint back to John Fitch and his shop in Falls Village, Connecticut that is hard. If you are trying to identify a car as a "Sprinted" Corvair (owner conversion from parts ordered from the Sprint works) that is easy. The headrests on the seats and the Sprint emblem might be all that a particular person wanted to buy from Mr. Fitch and install on his car. That, in the original owner's mind, made his car a "Sprint". CORSA Concours rules require a few more changes from stock to qualify as a "real" Sprint. In fact the rule book would be a good place to start to see how many different parts were available on a Sprint.

If you want to prove that a particular car was built in Connecticut by John Fitch's employees, that is harder. Many Chevrolet dealers had arrangements with John Fitch to have ordered Corvairs "drop shipped" to Falls Village so John could perform the conversion. The new car customer would then arrange to pick up the car in Connecticut and drive away a happy camper. Don Yenke Chevrolet was on this list of approved "Sprint by Fitch" dealers! To prove lineage today would require some original paperwork

Keep in mind that most of the business transacted at the Falls Village shop was filling mail orders for parts and/or partial Sprint conversion kits. Very few complete cars were done there. The records are not available any more and neither Mr. Fitch, his Parts Manager, nor his Service Manager have any accurate recollection as to the numbers of projects completed and shipped out. Since no number plate was affixed (as in the Yenke Stinger scenario), it is anybody's guess.

Pete Koehler's excellent post about identifying Sprints is probably the most useful. CORSA Concours rules requiring 3 major Sprint options to qualify as a Sprint is fair and adequate. Subsequent posts about splitting Sprints into 4 categories of a 1) "Fitch" 2) "Mostly Real Fitch" 3) "Real Fitch" 4) "Really Real Fitch, all according to who installed the kit, and how well the owner documented the kit installation, is rather silly. It is granted that documentation that the car was converted at John Fitch & Co. may make the car more desirable in the eyes of some collectors, but it doesn't make one Fitch Sprint more real than another. If someone wants to pay extra for a Sprint because John Fitch & Co. turned a wrench to installed a simple kit instead of the owner, then that's cool. Provenance is the big buzz word in collector circles these days.

Remember that John Fitch & Co. sold many more mail order kits for the Sprint than were ever produced at his shop in Falls Village. John Fitch & Co. produced the Fitch Sprint kits for about 10 years before selling the Sprint business to Solar in November 1971. Specifying that a Sprint must have three major Fitch Sprint option to qualify as a Sprint makes sense, considering it was offered as a mail-order kit and Sprints were never serial numbered like Yenkos. Any other criterion would be too confusing. Many Sprints were converted years after they were manufactured like Chris Happe's 1967 sedan which was converted by John Fitch & Co. in Sept 1971. Add to that, the sale of major Sprint options including Sprint emblems by Solar automotive until they folded and it becomes a mess.

The bottom line is: the Fitch Sprint is a kit. It has no serial number. A Corvair becomes a Sprint when the kit with major Sprint parts is installed, regardless of who installed it. (i.e. Dealer, John Fitch & Co. or by owner from mail-order parts.) If the Sprint parts are remove, it is no longer a Sprint, even if you have documents stating that the kit was installed at one time by John Fitch & Co. Documentation of lineage back to John Fitch & Co. is cool, but not necessary to fully qualify your Corvair as a Fitch Sprint. The total number of Sprints produced by all sources ranging from John Fitch & Co. to mail order kits is not large. The Kits never sold like "hotcakes" peaking at 30 kits per week*, and actual conversions by John Fitch & Co. were done in a small four bay shop. Fitch himself recalled that many more Sprints kits were installed by Dealers than were ever installed at his shop at Falls Village. They were spending much more time filling

mail-order requests for the Sprint kit. So let's just say that the total number produced was not large.

By the way, many of the Sprint options are near impossible to find now, and when they do appear for sale, Sprint owners usually swoop them up to add to their Sprints. You see, most Fitch Sprints did not have all the Sprint options. Sprint owners are always on the lookout to add more Sprint options to their Sprints.

* per Pete Koehler's Sprint article

Hands Wheels: (*posted to internet*)

I have seen Hands wheels in 13" & 14" rim sizes. Seen both Corvair 4 bolt & 5 bolt patterns. I own a set of 5 bolts which are on my '65 Fitch Sprint. Aluminum composition. Made by Hands Wheels Company. I believe they are(were) based in the U.K. Offenhauser Wheels of Los Angeles, CA, was the American distributor according to ads by them in 1960's Road & Track magazines. I suppose they're as strong as any other alloy wheel, but certainly lighter than a steel wheel. As far as Corvairs go... they were offered on Fitch Sprints (earlies and lates) and were on Devin C's. The classic Hands wheel has a 3-prong spinner (knock-off simulator). I have also seen them on Sunbeam Tigers & Alpines (Aka Lat 70's) and heard they were on other British cars, including Triumphs and MG's.



(hands wheel casting name on reverse side of wheel)

Fitch Quick Steering

Fitch cut, shortened, and welded the steering arms. No changes to the rest of the steering on late models. The length, measured from the center of the tie-rod hole to the center of the steering axis (half way between the two mounting bolt holes) is 5 inches. This compares with 5-15/16" for the factory quick steering arms, and 6-7/16" for the standard arms. Remember Fitch was trying to quicken up the steering on cars with the standard steering boxes.

Sprint Options :

Options are broken down approximately by year introduced, but be aware that there is some overlap across years. Fitch produced these parts over approximately a 10 year period from 1961 to 1971 until he sold all rights, parts and toolings to Art Hershberger of Solar Automotive in November 1971. So any year Corvaire could have any of the following options that were not early or late model specific. (Information for this list is derived from Sprint brochures, articles and Rick Lovings list)

Notable exceptions:

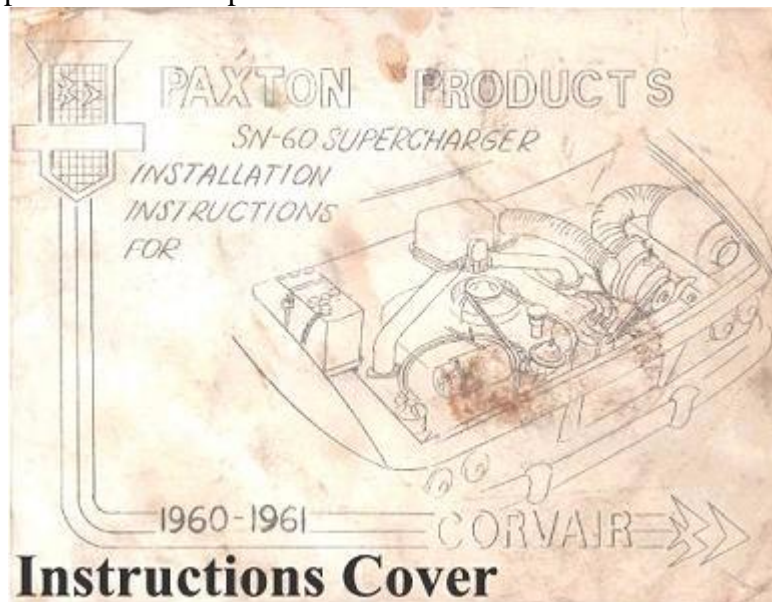
<i>Full width stone guard</i>	<i>Early models only</i>
<i>Black vinyl top</i>	<i>Early models only</i>
<i>Chrome bow at top of back window</i>	<i>Early models only</i>
<i>Masked rear window</i>	<i>Early models only</i>
<i>S P R I N T letters</i>	<i>Early models only</i>
<i>Custom rear coil springs providing 2 deg. neg. camber</i>	<i>Early models only</i>
<i>Matching colored vinyl covered glove box door</i>	<i>Early models only</i>
<i>Hydraulic steering damper (Mercedes type)</i>	<i>Early models only</i>
<i>SPRINT by Fitch emblem (large)</i>	<i>Not used on late venttops</i>
<i>Sprint fastback 904 venttop</i>	<i>Late models only</i>
<i>Aeon rubber spring bumper blocks</i>	<i>Late model only</i>
<i>Hydraulic steering damper (Delco Stingray type)</i>	<i>Late models only</i>

1961 S P R I N T (Fitch Prototype)

Prototype 98 bhp w/ 4 speed trans.

Paxton supercharger:

Bolt on supercharger kit providing 130 bhp at higher Rpm's. Due to high cost, Fitch decide to add one carb pad per head to produce a four carburetor set up instead, which produced similar performance at a lower cost.



Instructions Cover

Paxton installation manual

Full width stone guard

Chrome plated wire mesh screen hinged at bumper, 2 piece split vertical at center of car

Black vinyl top

Attractive black textured material giving padded appearance.

Chrome bow at top of back window

Provides a modified notch effect

Masked rear window

For appearance and to Reduce headlight glare (used same material that was used on top of car and covered part of the back glass) reduces rear window to 18 wide x 12 high.

Racing stripes

Runs down front fender seams, half on trunk lid and half on fender top for the driver to use as visual reference of lateral movement between car and road, and rear stripes placed inboard of rear fender seams and on engine lid

Radson tachometer

Tach mounts underneath cowl, partially blocking the lower speeds on regular instrument cluster, or on top of dash by ashtray.

Wood rimmed steering wheel

Provides a better grip due to thicker ring, with a better dish than stock, (made by the Wilhelm B. Hahn Company), with SPRINT horn button emblem mounted in stock 62 Monza horn ring cap

Helphos windshield-mounted spotlight**Compass****S P R I N T letters**

Located on dashboard and front trunk lid in chrome

Custom rear coil springs providing 2 deg. neg. camber

Provided at rear wheels by Fitch custom rear coil springs with a higher spring rate and shorter height.

Tuned length dual muffler

Trombone shape glass pack style mufflers provide enough length for mellow exhaust sound with a free flowing exhaust. Also known as Exhaust extractors.

First generation Early model Sprints 1962- 1964



Early Sprint magazine ad dated march 1964

4 carburetor w/specially tuned engine

145 bhp, was 102bhp. Cylinder heads were reworked to add one carb pad per head to produce a four carburetor setup.

Four individual small air breathers

Replaces stock setup with altered crankcase breather hose re-routed into single aircleaners.

Full width stone guard

Chrome plated wire mesh screen hinged at bumper, 2 piece split vertical at center of car



Black vinyl top

Attractive black textured material giving padded appearance.

Chrome bow at top of back window

Provides a modified notch effect

Masked rear window

For appearance and to Reduce headlight glare (used same material that was used on top of car and covered part of the back glass) reduces rear window to 18 wide x 12 high.



Radson tachometer

Tachometer mounts underneath cowl, partially blocking the lower speeds on regular instrument cluster, or on top of dash by ashtray. When used with Spyder dash, then Radson tachometer replaces stock tachometer



Optional Spyder dash w/ Radson tachometer

Offered on non Turbocharged cars

Racing stripes

Runs down front fender seams, half on trunk lid and half on fender top for the driver to use as visual reference of lateral movement between car and road, and rear stripes placed inboard of rear fender seams and on engine lid

Tuned length dual muffler

Trombone shape glass pack style mufflers provide enough length for mellow exhaust sound with a free flowing exhaust. Also known as Exhaust extractors.

Lucas Flamethrower

1/4 mile pencil beam high beam light replaced left side high beam.

S P R I N T letters

Located on dashboard and front trunk lid in chrome

Wood rimmed steering wheel

Provides a better grip due to thicker ring, with a better dish than stock with SPRINT horn button emblem mounted in stock 62 Monza horn ring cap. Several different styles of Wood wheels have been available through Fitch over the years.



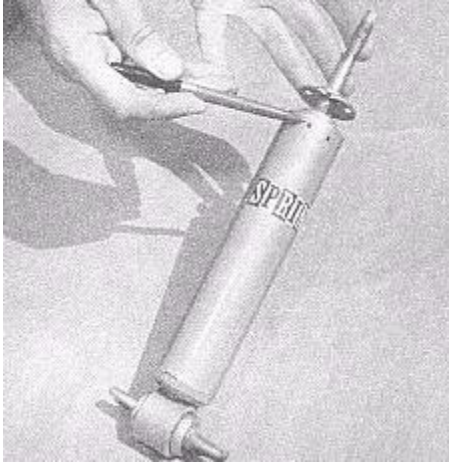
Style one

Tall drivers seat bracket

Allows drivers with long legs to sit comfortably, or to allow the passenger to stretch their legs

Adjustable heavy duty shocks

4 adjustable shocks replace factory shocks and improves handling



Grab rail

Chrome grabrail mounts under glove box for passenger comfort and stability (TR3 part)



Indicaps,

Replaces valve stem caps. Preset to tire pressures 18,20,26,28,or 30 lbs.

Leather, mahogany, or matching colored vinyl covered glove box door, radio face plate , and lower instrument panel cover(if spyder dash is not ordered)

Reduce possibility of glare and improve finish of interior by matching steering wheel or interior



Dark vinyl covering on radio faceplate and glovebox door with Grab-rail option.

Fast ratio steering arms

3 turns lock to lock(with out reducing turning radius). Stock steering arms are modified by cutting and rewelding to shortened arms. The arms are then magnifluxed.

Fold down rear seat and rear luggage deck compartment carpet

Improves appearance and helps prevent luggage from sliding around.

Gear shift boot (black)

Replaces stock shift boot when quick shift kit is used

Seat tilt mechanism

This will allow passenger to sleep or rest



Adjustable headrests

Round headrests that attach to seat backs via thumbscrews and brackets. Available for driver side, passenger side



Short throw gearshift assembly

Reduces shift travel to give a sportscar like feel.



Michelin X tires

Exchanged for factory tires

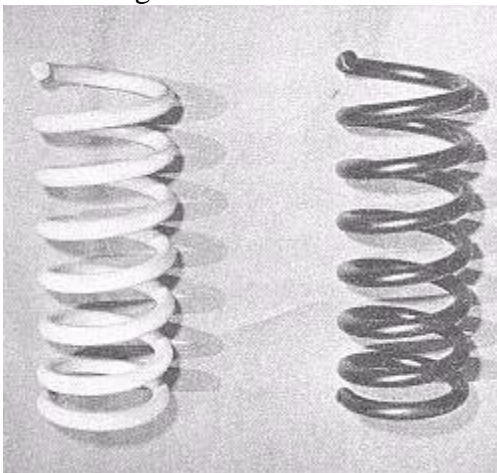
Blaupunkt am-fm radio

Installed in place of stock a.m. radio



Custom rear coil springs providing 2 deg. neg. camber

Provided at rear wheels by Fitch custom rear coil springs with a higher spring rate and shorter height.



White = right Black = left

Hydraulic steering damper

(Mercedes type) to eliminate road shock

Stage II engines

Uses 2 carburetor engines and raise HP by adding the Sprint exhaust, Air cleaners and special tuning to achieve HP gain.

Judson electronic magneto

Provides for longer spark plug and point life, hotter spark, and longer mileage between routine tuning. Early precursor to a electronic ignition system.



New options Added for 1963

13 inch Hands aluminum mag wheels

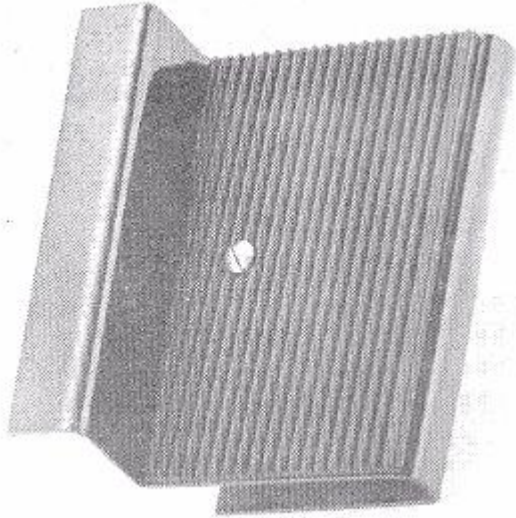
4 lug, 8 slot mags w/ 3 prong spinner



(Hands rims, with spinner)

Heel toe bracket

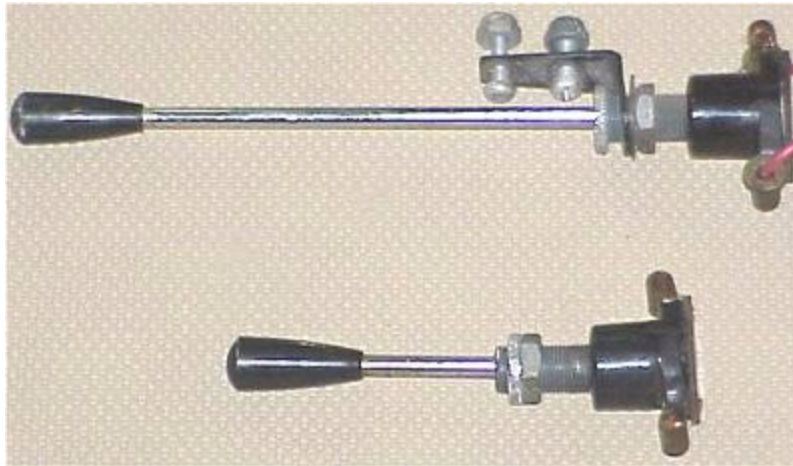
Attaches to accelerator pedal, for proper racing style shifts. (hooks on accelerator pedal and allows driver to have his heel on brake pad and his toes on the accelerator pedal to keep engine rev's up while braking and down shifting)



HEEL AND TOE BRACKET \$4.95

Head light high beam flasher switch

Mounts to the left of wheel below the instrument panel, (silver rod with black tip). Used to blink lights to signal approach where horn would not be heard because of distance and speed.



Longer shaft is late, short shaft is early

New options Added for 1964

4 carburetor specially tuned engine

155 bhp, was 110bhp. Cylinder heads were reworked to add one carb pad per head to produce a four carburetor setup.

Fitch metallic lined brake shoes

Reduces fade, Improves braking

Pirelli tires

Replaces factory tires and now used instead of Michelin X

Brazilian Rosewood gear shift knob

Attractive Rosewood shift knob with three dimensional embossed Sprint checkerboard insignia.

Racing stripe

Stripe continues down trunk lid and fills entire area between headlights. Stripes are also painted inside trunk lid gasket area

Wood rimmed steering wheel

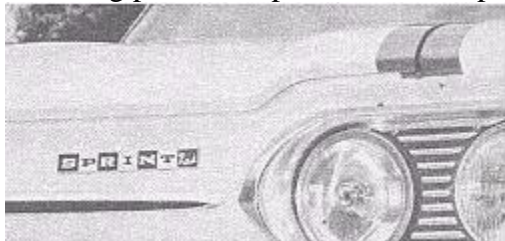
Provides a better grip due to thicker ring, with a better dish than stock. with SPRINT horn button now uses 1963 "700" style horn button with sprint insert. Several different styles of Wood wheels have been available through Fitch over the years.



Style two

SPRINT by Fitch emblem

Replaces chrome Sprint letters on trunk and dash with SPRINT by Fitch emblems on the front fenders* above and in front of the wheel well openings and on the rear body panel (C O R V A I R letters now occupy space where Sprint was written) Uses large size Sprint emblem with studs. (* Sprint emblems were often mount in other places on the car. Notice the emblem replaces the Corvair script on the front panel of a 1963 Corvair). The following photo was published in a Sprint article done in 1963.



Second generation Late model Sprints 1965- 1969



1965-66 Sprint Brochure

1965 S P R I N T

Four individual small air breathers

Replaces stock setup with altered crankcase breather hose re-routed into a single air cleaner. (Different style Air cleaners available over the years)



Notice Sprint sticker on air cleaner

Sprint fastback 904 venttop

Very attractive large fiberglass roof attachment, which gives the late model Corvair coupe a fastback appearance. (not available for Convertible or sedan)



Pair of adjustable Gabriel shocks

Replaces stock rear shocks for better handling.

Leather wrapped steering wheel

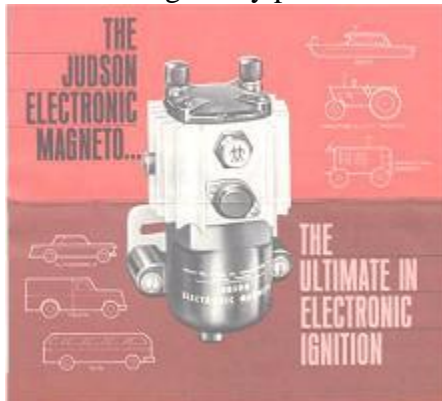
Attractive leather steering wheel wrap often used if wood wheel option is not ordered. Can be used with wood wheel if so desired.

Rear seat sound insulation

Double layer of foam insulation added under the rear seat to reduce road noise in passenger compartment.

Judson Electronic Magneto

Provides for longer spark plug and point life, hotter spark, and longer mileage between routine tuning. Early precursor to a electronic ignition system .



Tuned length dual muffler

Trombone shape glass pack style mufflers providing enough length for mellow exhaust sound with a free flowing exhaust. Also known as Exhaust extractors.

Michelin X or Pirelli Tires

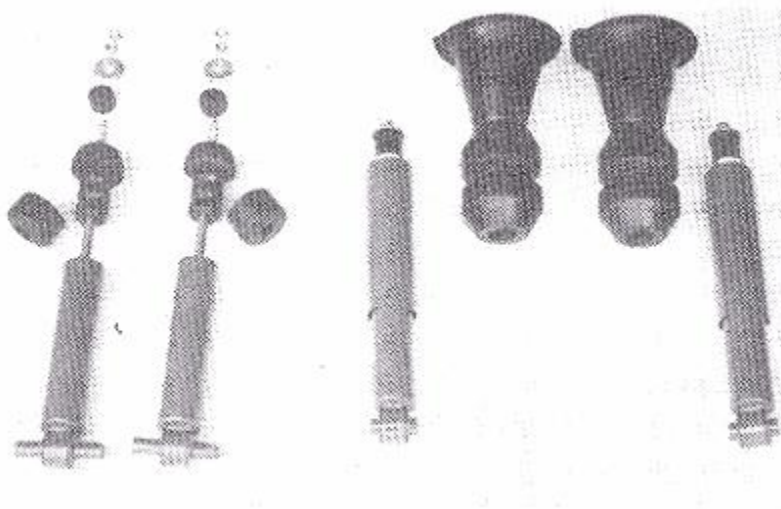
Choice is offered regarding which you prefer. Exchanged for factory tires

Fog-Cote Yellow Dye

Attractive painted yellow dye applied to the outboard lowbeams to work better in fog conditions.

Aeon Progressive rate auxiliary rubber spring bumpers

These mounted on the spring rebound pad in the rear and on the shock absorber stem on the front. Improves the cars handling.



Indicaps,

Replaces valve stem caps. Preset to tire pressures 18,20,26,28,or 30 lbs.

Seat tilt mechanism

This option was not offered for late models, but may possibly be adapted to lates.

Adjustable headrests

Round headrests that attach to seat backs via thumbscrews and brackets. Available for driver side or passenger side (1966 and prior only, without factory headrests)

Blaupunkt am-fm radio

Installed in place of stock a.m. radio

Lucas Flamethrower

1/4 mile pencil beam high beam light replaced left side high beam.



Grab rail

Mounted above glove box door sticking straight out. This contrasts with the early model which mounts the grab rail under glove box pointing down.

Fold down rear seat and rear luggage deck compartment carpet

Improves appearance and helps prevent luggage from sliding around.

Fast ratio steering arms

3 turns lock to lock (with out reducing turning radius). Stock steering arms are modified by cutting and rewelding to shortened arms. The arms are then magniflaxed.



Short throw gearshift assembly

Reduces shift travel to give a sportscar like feel.

Tall drivers seat bracket

Allows drivers with long legs to sit comfortably, or to allow the passenger to stretch their legs

Gear shift boot (black)

Replaces stock shift boot when quick shift kit is used

Hydraulic steering damper

(Delco Stingray type) to eliminate road shock.

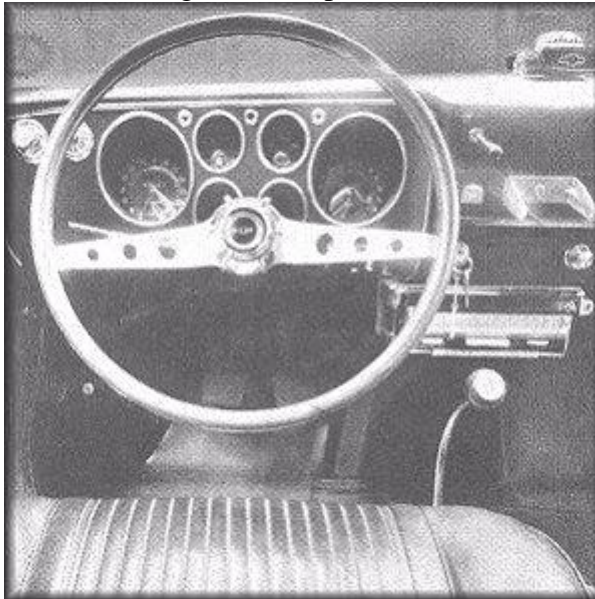


Heel toe bracket

Attaches to accelerator pedal, for proper racing style shifts. (hooks on accelerator pedal and allows driver to have his heel on brake pad and his toes on the accelerator pedal to keep engine rev's up while braking and down shifting)

Head light high beam flasher switch

Mounts to the right of wheel above radio, (silver rod with black tip), longer than early model flasher. Used to blink lights to signal approach where horn would not be heard because of distance and speed. (* mounting location listed was usual location, but could be placed anywhere according to owner preference)



Headlight flasher and Blaupunkt am-fm radio installed in a 1965 Sprint

Fitch metallic lined brake shoes

Reduces fade, Improves braking

Essential light monitor

Precision instrument protects you by monitoring your running lights and advising you if they cease to function correctly.

One-time Windshield wiper switch

Switch stem at your fingertips clears the glass with one sweep

Brazilian Rosewood gear shift knob

Attractive Rosewood shift knob with three dimensional embossed Sprint checkerboard insignia.



Racing stripe (painted)

Stripe runs front to back along top of fender but not on front or rear hood. Optional paint to fill in entire area between headlights. Optional rear cove painted to match stripe. (in acrylic lacquer) Available at John Fitch and Co. only

Racing stripe

Available in vinyl as a kit

Paint - top only

Hood painted Black satin acrylic lacquer. Available at John Fitch and Co. only

Paint - roof only

Roof painted Black satin acrylic lacquer. Available at John Fitch and Co. only

SPRINT by Fitch emblem (small)

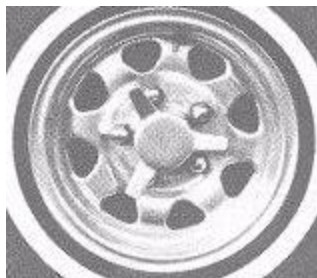
Replaces large SPRINT by Fitch emblems. Smaller emblem designed to fit and work correctly on new Venttop offered for late models. Larger emblem was still used on the rear hood in place of HP emblem until supplies ran out and was replaced with the small emblem. (i.e. Both small and large Sprint emblems may be found on rear hood on late models) Also smaller Sprint emblem were used as replacements on early models.



Two styles of early large emblem on top. Notice difference in the “I” and the “T”. The two smaller emblems on the bottom are the late model style. The very bottom emblem is a reproduction and slightly smaller than the NOS late Sprint emblem above it.

13 inch Hands aluminum mag wheels

5 lug, 8 slot mags w/ 3 prong spinner for 65 and later (Few were so equipped, due to the scarcity of these wheels. Fitch himself could not locate a set for his Phoenix)



* Hands wheels for earlies were not available until 1965. So Sprints built before that time were not originally equipped with these wheels. Owners opted to add these wheels later.

Tachometer

For Monza and “500” models only (Corsas already have a tach). All transistorized and self contained. Custom made to mount in the center hole in the Monza and “500” dash.

Wood rimmed steering wheel

Provides a better grip due to thicker ring, with a better dish than stock. with SPRINT horn button now uses 1963 "700" style horn button with sprint insert. Several different styles of Wood wheels have been available through Fitch over the years. Not available for cars with factory wood wheel or Telescopic column.



Style three

1966-69 SPRINT



Late 1967 to 69 brochure

Koni shocks

These adjustable shocks are mounted at front and rear. An upgrade from the Gabriel shock.

Englebert Rallye 220 Steel Belt Radial with tire tubes

Exchanged for factory tires (FYI. Fitch continually upgraded the tires he offered. Fitch first offered Michelin X tires followed by Pirelli tires in 1964 and the tires listed above for the 66 and later brochures)

Forced air - ventilated bucket seat.

This option was not listed in any brochure I have seen, but I have seen it listed in a roadtest of a 1966 Sprint. The test also featured a picture which clearly shows the front bucket with the ventilation holes in the front seat upholstery.



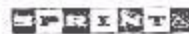
*Late model Sprint options on the cover of the September 1965 issue of Car and Driver
Notice the Trombone exhaust extractors.*



THOROUGHbred

No wild, untamed, uncontrollable car here. But a car bred in the finest tradition of European originality and American know-how. Our car is not meant to go terrifically fast until the first bend or dip in the road appears. It has been designed to cruise on all surfaces, on all roads, in all weather with response, performance and quickness. Car & Driver Magazine states, "We can't think of anything within \$1,000 of the Sprint's price range that will do what it will do with

comparable handling, silence, maneuverability, economy and comfort." We invite you to drive this civilized car (it doesn't drive you). You'll sell yourself. That's the difference between a quarter-horse and a thoroughbred. The Corvair Sprint is available through authorized Chevrolet dealers or send 25¢ for a components catalog to John Fitch & Company, Inc., Falls Village, Conn. 06031.



Late model Sprint ad.

YENKO STINGERS



Among all the specialty Corvairs produced, Yenko Stingers along with Fitch Sprints are the most well known. We discussed the Fitch Sprints earlier, so let's examine Yenko Stingers.

Don Yenko was a well known Chevrolet dealer in Canonsburg Pennsylvania who shared a common trait with John Fitch, they both loved to race. They both also decided to weave their magic on the Corvair. John produced the Sprint as a grand touring road car with a European flavor. Don Yenko on the other hand, had a totally different vision for what he wanted to do with the Corvair, HE WANTED TO RACE. He had campaigned successfully in the SCCA, winning many races, and decided to follow Carroll Shelby's lead when he modified a car already in production (the Mustang) so that the SCCA would view it as a separately recognized car. So a competitor could take a certain number of cars and alter them all in the same way and thus under SCCA rules produce a new production car. 100 cars must be manufactured and it is called Homologation by SCCA. Don being a Chevy dealer and Corvair fan, had always felt the newly introduced 1965 Corvairs were vastly underestimated and would make a much better sports car than the Mustang. Don felt he could do as good a job with the Corvair as Shelby had done with the Mustang. Being a man of action, Don ordered 100 white Corsas, and the Stinger saga begins.

Soon after getting the 100 White Corsas, Nader's "Unsafe" book appeared and Don was sick thinking no one would want to buy or race a Corvair after that. Fortunately this turned out to be untrue. Not only did he sell all the Stingers, but the Stingers were very competitive, winning D production in 1967. Stingers are still racing today!

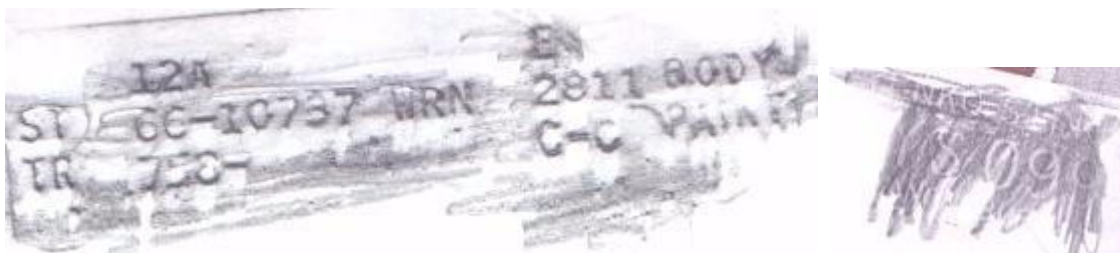
Over the years, it is reported that approx. 185 Stinger ID's were produced. The first 100 were used on the original 1966 Corsas used to homologate the Stinger. Although it is reported that Don's shop converted all the Yenko's this has been found to be untrue. After the first one hundred, Don's shop converted a number of 1967 Monzas into Yenkos. After the 1967 year (with the exception of the 1969 ordered by GOODYEAR) there was a period where you could either deliver your car to Yenko to convert it, or

order a kit complete with Yenko ID direct from Yenko Sportscars and prep your car to Stinger standards. Seth Emerson bought one such kit from Yenko Sportscars to produce his Stinger. It's been said that toward the end you could buy just the Yenko ID plate from Yenko Sportscars and make your own Stinger and go racing.



Doorjamb location of Yenko ID tag (YS74)

So what makes a Corvair a Stinger? Well just like the Sprint, the upgraded Yenko options make it a Stinger, but with one important difference. The Sprint did not have a special serial number and the Yenko did. So you must add the Yenko ID plate to the list of items to make a car a Stinger. In fact it is the most important item in the eyes of many Yenko lovers. If it doesn't have the Yenko ID plate, you cannot claim Yenko status. This is the opinion of many of the Yenko owners I contacted, including one who's car is missing the ID plate. Since the ID plate can be easily removed and transferred to another car, rebodies are common. Whether a car is destroyed in a racing accident, terminal rust or car fire in Florida as one Yenko suffered, the ID plate and thus that Yenko Stinger lives on in a new body. The Yenko Stinger dies only if the Yenko ID is lost or destroyed. Of course its more complicated than that, but with the "Yenko" status often doubling or tripling the value of a car, that thin 2 inch long piece of tin becomes very valuable.



Yenko ID tag and Bodytag from original Yenko Stinger (notice absence of ACC codes) Yenkos from the first 100 units were equipped the same, the bodytags should match the one above except for the body number. TR 758 = Black interior, Paint C-C = Ermine White exterior paint.

So the general consensus is that if the car has a Yenko ID plate and some Yenko options, then it is considered a Stinger. Also due to the availability of ID plates, Stingers

cover all late model production years, and even include a least one convertible. For those who want a Stinger that can be easily identified as a original Stinger produced by Don without Documentation, then you'd have to get one from the original 100 1966 Corsas Don produced for Homologation or the 25 1967 Yenkos. These can be identified from the Fisher bodytag. The bodytag will list a approximate early Dec 1965 body build date, White paint, black interior, WRN plant code, body number in the 1900 - 3000 range for the 1966 Corsas, and most importantly the Accessory line will be blank for both 1966 and 1967 models since these 125 cars were part of a fleet order. (100 in 1966 and 25 for 1967) (YS25 has Vin 107376W131015, and body tag ST 66-10737 WRN 2708, TR 758 C-C) Also those who purchase a Yenko Stinger as a collector car should be aware that fake Yenko ID plates are known to be floating around, so they should research the car if it is to be purchased as a collector car



Yenko offered 4 different “stages” of Stingers that he sold.

Stage I	Stage 2	Stage 3	Stage 4
160 hp	190hp	220hp	240hp
Dual master cyl	All stage I equip	All stage I equip	Same as stage III but
Fiberglass decklid	Full instruments	Full instruments	lightened
Rear landau panels	Turn cutout carbs	Turn cutout carbs	Price varies
Stinger trim	10 to 1 compression	10.5 to 1 compression	\$5000 base
Tuned headers	Price \$3,950	“40 over” pistons	
aluminum oilpan		Wood steering wheel	
4 chrome aircleaners		Price \$4,350	
Stinger emblems			
3.89:1 axle ratio			
Modified carbs			
Rear compartment paneling			
Moraine bearings			
Constant tension belt retainer			
Price \$3,450			

Stage I and II were streetable, and Stage III and IV were for racing.

**1967 Yenkos were equipped with 140hp engines after GM discontinued them as a RPO. Although later available as a Special order option, few 67 were equipped with a 140. YS-117's original engine code is an RM. It is a special block, though, because it has a plugged hole for an FC/Wagon filler, since the 67 140s were technically "replacement engines*

Solar Automotive



Solar Automotive was an outfit in Wisconsin that existed from about 1972 to 1978. The owner of the company was named Art Hershberger. He owned a propane business named SolarGas, which explains the use of Solar name in his Corvair products. He was also a former CORSA board member. Solar automotive initially offered remanufactured late model Corvairs which they called Solar Cavaliers. Later they switched emphasis and sold parts and kits to convert your Corvair. The product end of the business included a whole slew of Corvair add-ons ranging from performance oriented to appearance items. Some of this included Fitch Sprint goodies. Art purchased the rights, inventory and tooling for producing these from John Fitch after he got out of the Corvair tuning business in 1971.



Solar Catalog circa mid 1970's

Like Fitch, in addition to selling the goodies, they would install it. The Corvairs Cavaliers

that Art built were completely stripped and heavily rebuilt. Bodies, engines, suspensions, brakes, steering, almost everything were redone. Art called them remanufactured Corvairs. You could also have them Solarize a car you already owned, or you could buy one that was already done. These Solar cars were built up in varied levels of trim. You could get fairly conservative ones that were mirrors of Fitch Sprints. These were called sensibly enough, "Solar Sprints", and could be equipped with the Sprint Vent-top if so desired. Solar Cavaliers on the other hand were much more extensively modified than the Solar Sprints. The difference between the two was primarily in the reworking of the body on the Cavaliers. Cavaliers not only had the Fitch vent-top, but the rear tail lights were replaced with Camaro units, "Nader" eye side marker lights from 65-67 Mopars were installed, and the headlights area was redesigned for a single 7" headlight on each side. (This was a rarely done option). Vinyl roof in front of the vent-top edge with matching vinyl in the rear cove area was offered along with a sunroof option. Wheelwell flares along with several different 14 inch mag wheels pretty much covers the exterior changes. Interior changes included reclining English bucket seats, three VDO gauges installed above radio, courtesy lights and a Acousti-kit for sound suppression. All in all, a fairly attractive package. Unfortunately for Art, the idea of remanufacturing a 5 to 10 year old car that was out of production never caught on. Art estimated that between 25-29 Cavaliers were completed and sold. The Final chapter occurred in Oct 1983, when an Auction for the remainder of his stock of unbuilt and partially built cars took place. It was a sad end for the Cavalier and the remaining cars were in such poor shape from sitting that the many were sold for less than \$100 and some as low a five dollars. There is a good article about the Cavalier in the Oct 1991 Communique.



Nice view of Solar modified tail lights and Fitch vent-top

More on Solar (posted to the internet)

My friend John Engelhart and I sent a 65 Corsa (55k, one owner car sniff, sniff) back to Solar in 73. Solar was going under by late spring 74 and John and I went back in June 1974 with a good powertrain to try and power the car and salvage what we could. Our car turned out to be just a shell in primer. We made a deal with Art (Hershberger) to take one of his sample cars, a red car with a black and white interior. That car had Arts "acousti-kit", sprint fastback, '68 Camaro lights, all the handling mods as well as the custom interior and 4bbl carb. It ran extremely well and was the quietest Corvair I have ever driven. Handling was phenomenal. I believe our car was the last one delivered as there were no other complete cars and the business was shut down. John hired Perry Millikin, one of Arts laid-off mechanics, and Perry and his wife soon moved to LA. This trip happened in June 74. I am not sure when the bankruptcy liquidation occurred but late '74 is a good estimate*.

* According to published sources, John Fitch sold all inventory and tooling for the Fitch Sprint to Solar Automotive in November 1971. Art Hershberger officially sold Solar Automotive to Bill Coyle in June of 1978. Bill then liquidated in August of 1980. I'm sure that the show was pretty much over, long before it was sold to Bill Coyle.

Custom Corvairs



Corvair wagon is converted into a El Camino style Corvair



Corphibian



A stretched Corvair Greenbriar Van



A shortened Early model Corvair



A shortened Late model Corvair



An Early model Corvair converted into a 4X4.



Late El Cormino



Late Limo



Super Spyder copy



Cushenbery custom



Late model Wagon



Tucker replica built on a Corvair frame

Prototypes



Prototype Rampside with extended wheelbase . (Cameo style)



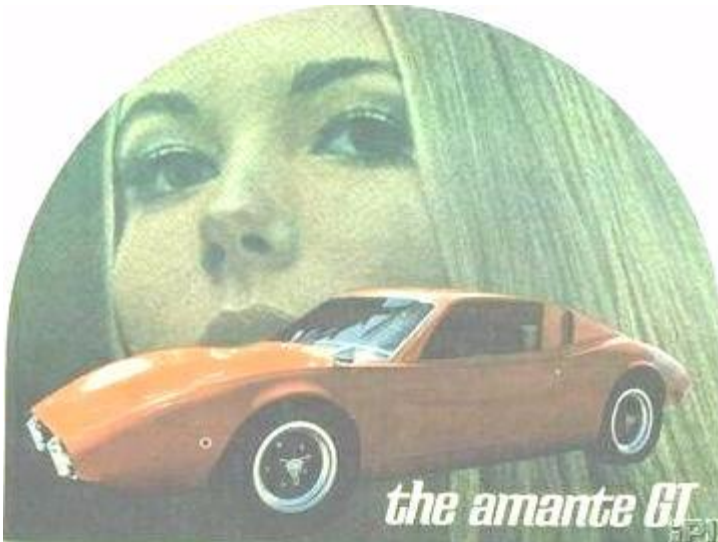
Pontiac's version of the Corvair using Corvair components, called the Polaris on right.



1961 Convertible prototype. (see article about 1960 convertible prototype "Pinky")

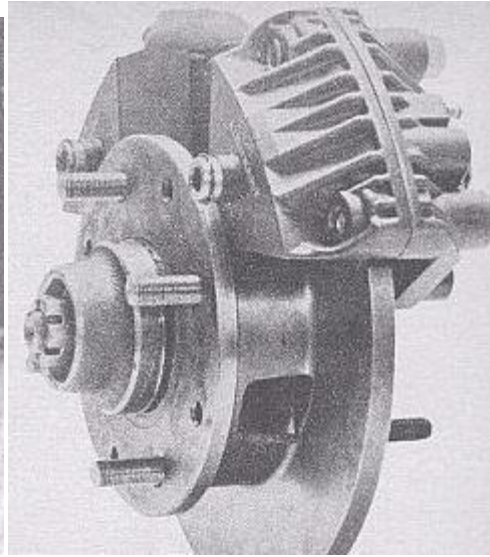
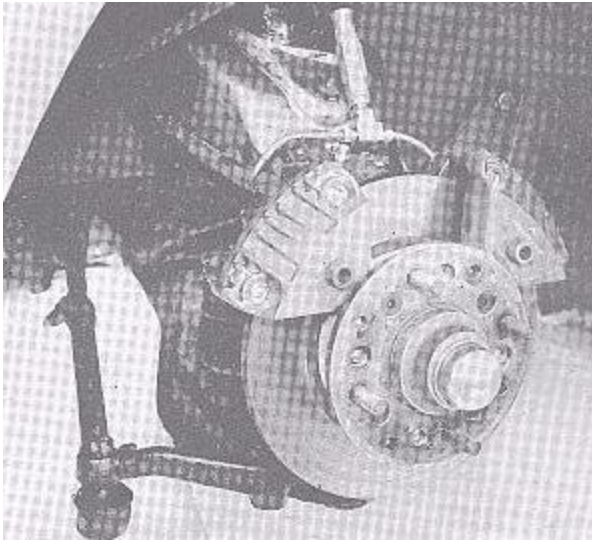


1960 Super Monza

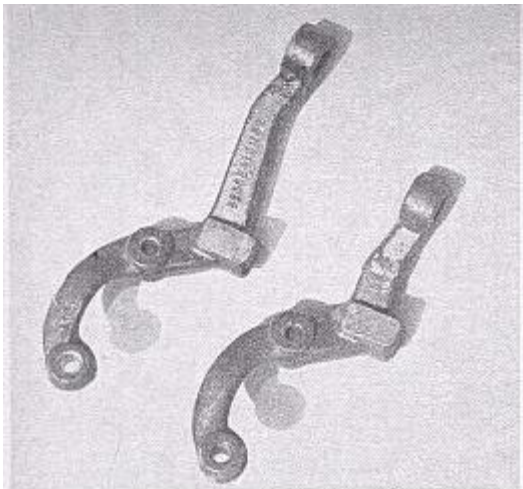


Corvair powered kit car.

Miscellaneous Corvair upgrades

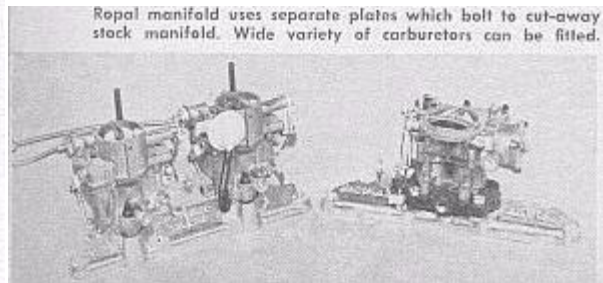


Bell marketed the Airheart Front Disc brakes \$200



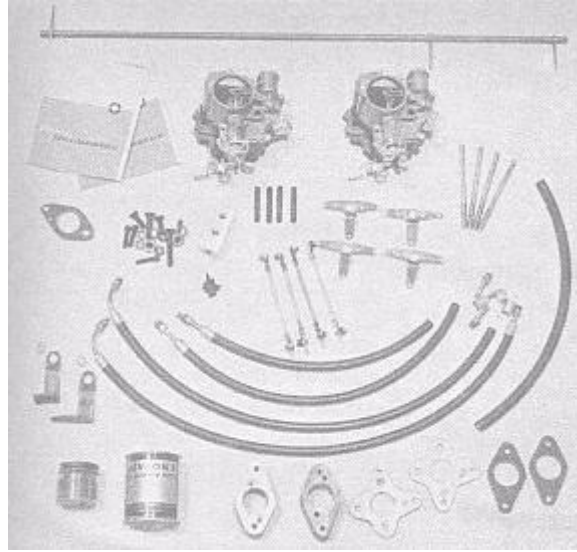
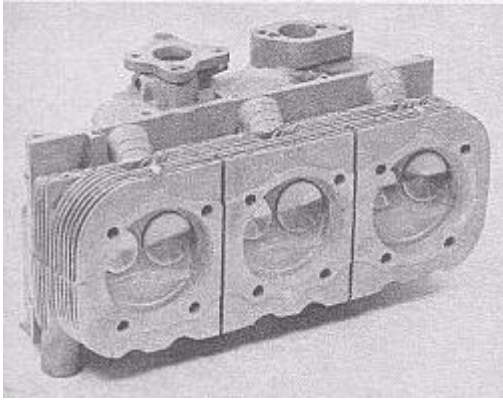
Steering arms are shortened to decrease number of turns from lock to lock. Stock arm is at left, Sprint shortened arm at right. Steering arm and duplicate idler arm must be shorter. Work is precision because of need to maintain proper turning radius.

Quick steering arms available from several vendors

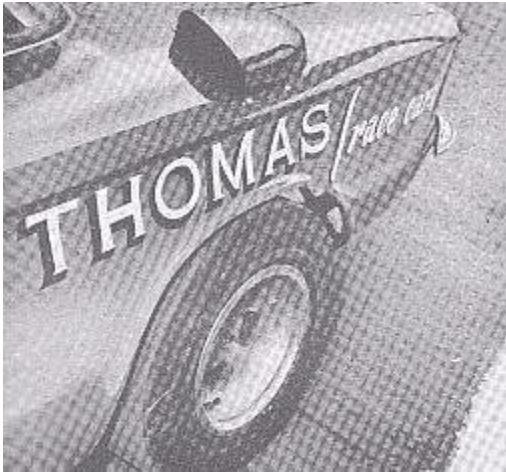


Ropal Manifolds

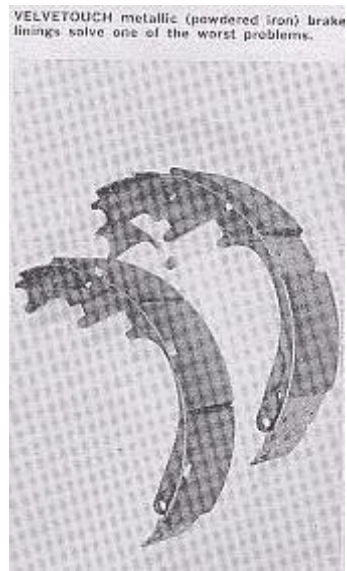
Miscellaneous Corvair upgrades



Bill Thomas big Valve upgrade and 4 carb upgrade



Bill Thomas rear scoop



Velvetouch Metallic brake shoes

Typical Corvair performance ads of the early 1960's

VINYL SHIFT BOOTS
in authentic interior-matching colors for
CORVAIR MONZA



EASILY INSTALLED

Dress up your Monza/Corvair
Prevent grease from soiling clothes and car interior.
\$2.95 ppd.



PLASTIC RIM STEERING WHEEL,
non-slip rim, chrome spokes and hub,
dish, 13 1/2" dia.
\$20. Wire assembly kit **\$16.50.** Black,
white or red, green,
blue, silver or gold metallic.

GT SHIFT KNOB
Coneco "GT" wooden gearshift knob. The chip-resistant high-gloss finish on this hard maple knob will keep its new look for years. For all cars, specify make, model & year..... **\$2.95**



coneco 322 S. San Gabriel Blvd.
San Gabriel 16, Calif.



Custom Corvair panel send **\$1.00**
for info. and color photos.
\$1.00 refund with purchase.
Other compacts available soon.
Panel without tachometer also
available.

**NORTH AMERICAN
INSTRUMENT CO.**
2224 West 5th Avenue #304
Gary, Indiana

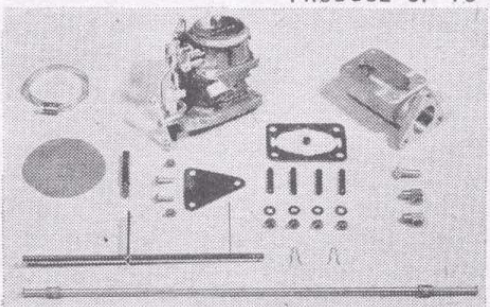
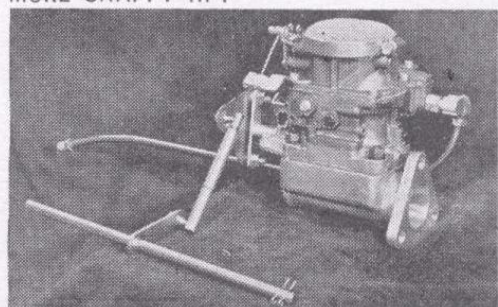
**NATION'S FASTEST
UNBLOWN CORVAIR**



99.38 MPH...13.45 ET...another advance
in our active Corvair development program
...a result of engine and chassis modifica-
tions designed to release the full potential of
the Corvair. New brochure illustrating com-
plete line of products and modifications 30¢

BILL THOMAS / *race cars*
510 EAST JULIANNA, ANAHEIM, CALIFORNIA

MORE SPUNK FOR YOUR SPYDER!!
WITH A DICK GRIFFIN CARBURETOR/MANIFOLD KIT
START YOUR TURBO WORKING AT 2600 RPM INSTEAD OF 3600 RPM
PRODUCE UP TO 34 MORE SNAPPY HP!

Complete Kit **\$79.95**
DEMME TOOL & DIE CO., P. O. BOX 478, LANSING, MICHIGAN

Typical Corvair performance ads of the early 1960's

california corvair goodies by EELCO

CHROME CONTOUR KNOB



#4314 Spider Insignia

#1742 4 Speed

#1743 3 Speed

Positive shifting is now yours with EELCO's unique and superbly functional CONTOUR SHIFT Handle. Properly shaped and weighted for fast, sure shifts. Specify insignia design.—\$4.95.

HIDE THAT UGLY HOLE!



Kool new designs in authentic CORVAIR colors. Hide that ugly carpet hole completely. Boots are precision molded of lifetime high-gloss vinyl—will not crack or rot. Style A in following colors, \$3.50. Fawn #9053, Blue #9056, Aqua #9054, Red #9050, Black #9051, Gold #9055, White #9052, Silver #9057. Style B, #1576 Black \$3.95 #1577 White \$3.95

MEET THE ADJUSTABLES



Eelco presents a pair of versatile and useful ideas in the CORVAIR ADJUSTABLES. One is an adjustable ratio fan pulley which eliminates the need for several pulleys of varying ratios. 4 ratios are delivered from this unique EELCO pulley: 1.2, 1200 rpm - 1.25, 1250 rpm - 1.325, 1325 rpm - 1.4, 1400 rpm. (fan rpm figures are per 1000 engine rpms). To select desired ratio just unscrew 4 bolts and rotate upper pulley flange to proper stop, bolt securely and you're off! #3411 Pulley.....14.95

Next is the CORVAIR adjustable steering arms. Ruggedly designed of ductile steel with far thicker cross-sections than the stock arm. One piece construction - no dangerous welds! 3 ratios available to cover all driving conditions from road racing to trips to the supermarket! Easily adjustable by removing one nut and repositioning tapered pin in desired holes. EELCO arms are easily installed. Ratios available: 3 turns lock-to-lock, 4 1/4 turns lock-to-lock, and stock. #4321 Steering Arms.....39.00

NECK-SAVING SAFTI-REST



- Prevent dangerous neck whiplash
- Scientifically engineered for safety
- Available for most other makes

Shock-absorbing urethane pillow upholstered with premium vinyls in popular colors. Fully adjustable, chrome plated hardware. Very attractive continental appearance. SAFTI-REST can also be installed on other makes having car seat with normal sheet metal lined seat frame. Single head-rest—\$21.95. Pair \$39.95.

HEADLIGHT GRILLES



Corvair goes continental with these very European grilles. Heavy gauge chrome plated wire and welded at all points. All screws clips included. #4328\$10.95 pr.

EELCO POST OFFICE BOX 4095 INGLEWOOD 25, CALIF. NO C.O.D.'s PLEASE! New '63 Corvair broch. & footprint decals—25c



CORVAIR '83



Since 1971



GARVIN

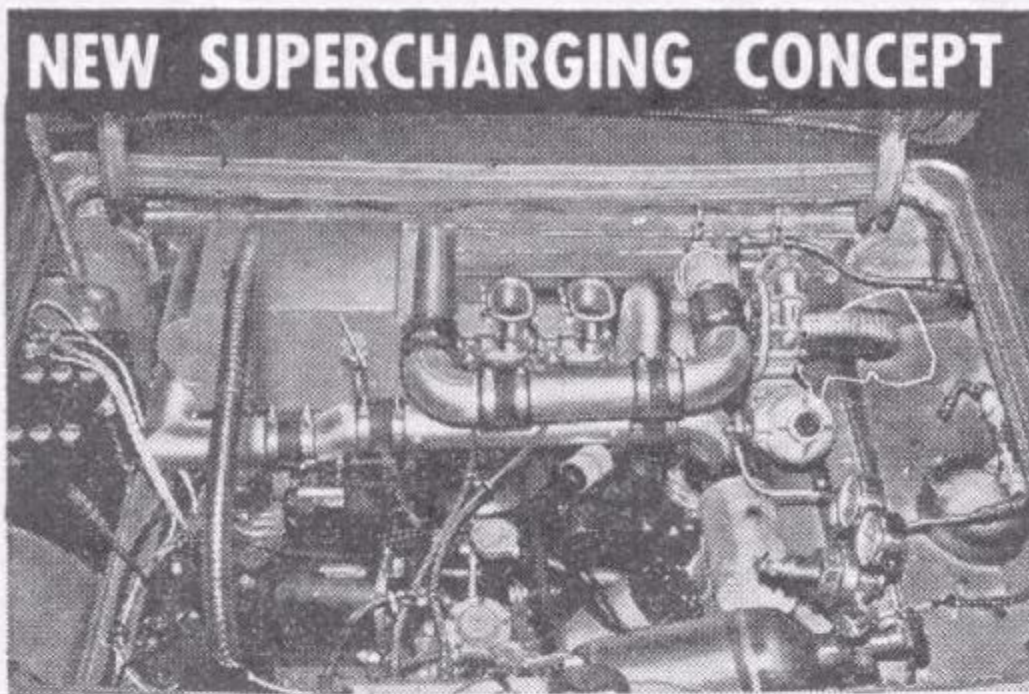
ENTERPRISES

has been designing and building products to make your Corvair run better, look better and just plain make it more fun to own! Over 21 Custom Crafted Products for 1960-64, 1965-69 and Corvair Vans. For \$1.50 our illustrated catalog will show all.

GARVIN ENT. 11450 Wayburn, Detroit, Mich., 48224, 313-527-0878

PAID AD

Typical Corvair performance ads of the early 1960's



NEW SUPERCHARGING CONCEPT

CROSS BREED YOUR AUTO ENGINE with a Turbine and Enjoy the Fantastic Performance of a Pneumatically Coupled Turbo-Reciprocating Compound Engine.

FEATURES

- Horsepower Boosts of 100% or Greater Guaranteed or Your Money Back
- Adaptable to All Makes and Models
- Low Cost — Light Weight — Compact
- Powered by 45 HP, Self Contained Turbine Engine
- Turn On or Off at Will
- Instant Response
- Transferable Car to Car
- Simple Installation
- The Economical Way to Big Horsepower.
- Obsoletes Competition
- Doubles Power Strokes

TURBONIQUE, INC., P. O. BOX 8641, ORLANDO, FLA.

\$1.00 incl. Send literature, prices. \$2.00. Send 33 1/3 rpm recording of operating noises. \$5.00. Send technical manual. \$5.00. Send 8 mm x 50 ft. color demonstration film, or \$10.00. Send everything. All money refunded first order.

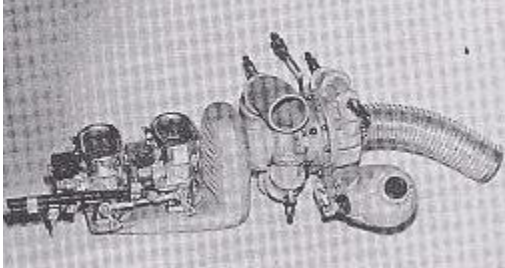
Auto Model _____

Name _____

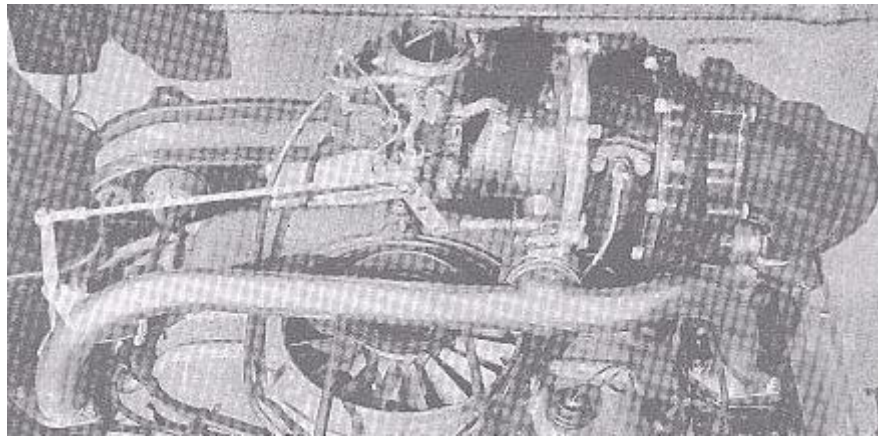
Address _____

City _____ State _____

Picture of an installed Turbonique system



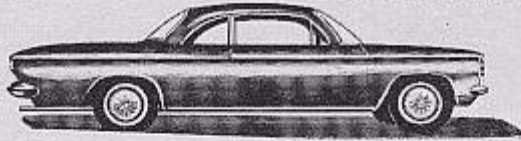
Uninstalled Turbonique system



Crager Turbocharger setup

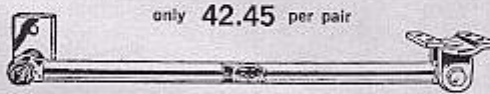
Typical Corvair performance ads of the early 1960's

if you're the lucky owner of a
CORVAIR



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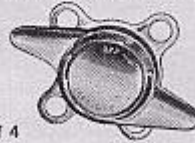
Newly engineered for all 60, 61 and 62 Corvairs (including the Spyder) — genuine Gold Seal Traction-Masters make a world of driving difference in these fine little cars. TM's will give you flat, smooth corners . . . end side sway . . . firm the rear end to insure solid "drag strip" starts . . . safety with performance. Clean arc-weld installation with precision fit.



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