

# Corvair 95: Stock was. . .

## 4 - Other Doors, and Emblems

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This article originally was published in Corvan Antics Sep-Oct 2020 volume 48(5)

We have been looking most recently at doors, so let's check out a few others and then move on to some other features of the FC exterior.

### Engine Access Door

Overall, the early style engine access door was a rather clumsy affair. Its purpose was to allow inspection, minor repairs and tuning of the engine without having to remove the engine cover. The latch often did not adequately pull the door tight against the seal, especially if the panel had been bent from mechanics leaning on it. The little door latch handle was a flimsy affair and awkwardly designed to curve around and over the license plate.



Open, the door was supported with a pair of check arms that folded back when the door was shut. Subject to oil, dirt and grime the check arms tended to foul and hang-up when opening and closing. Ostensibly to rectify this problem but probably also as a cost reduction, in mid-'62 the check arms were replaced by rubber coated metal chains that bolt to the door. Too bad I feel, because the bolt heads are exposed on the exterior of the door.

1961 - '63



1964 - '65



The 1964 models arrived with an entirely redesigned engine access door. The door was of fiberglass construction and more prone to cracking than bending. On the left side a recessed license plate housing included an integral light, eliminating the accident prone early style lamp housings. The new door retained the chain supports and the same basic latch mechanism, but the flimsy latch handle was replaced with a much more substantial handle.

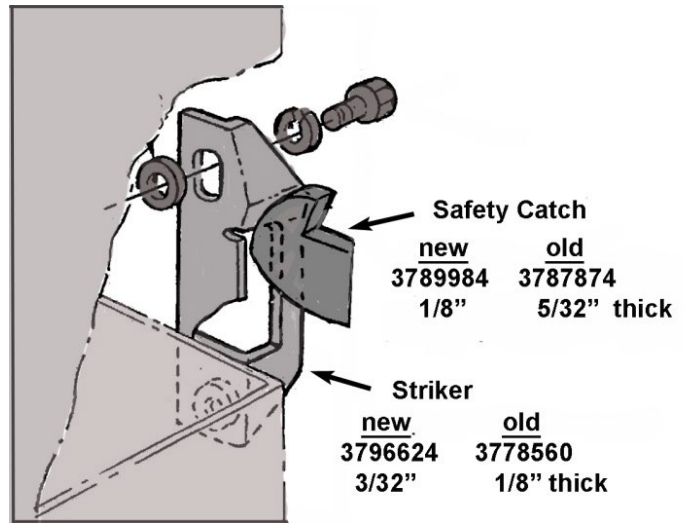
Speaking of those early style light housings (#5952343) that straddle the license plate, they were accident-prone because they were one of the few plastic items in the whole vehicle. Inside the housings was the lamp socket assembly (#5952682). Now, maybe this is best filed under "Stock wasn't but should've", but the 1960 - 61



Corvair car used a similar lamp socket (#5952338), that also incorporated a clear thimble-shaped glass lens (#5949532). That lens fits perfectly the FC unit, begging the question whether it was intended for FCs also. Alas, the evidence suggests not; the lens is not shown in the FC assembly manuals and the parts and accessories catalogs list the lens for vehicles “exc. Lakewood, FC” – probably another cost-savings measure. Nevertheless, it’s a nice addition if you can find them.

### Rampgate and tailgate

OK, well technically not doors, but both open. Around February 1961, the latches of the R1254 rampgate were modified. As explained in Technical Service Bulletin DR-464, the primary locks and safety catch for the rampgate were modified to improve gate retention for all pickups beginning with F102775 (in Flint) and S107214 (in St Louis). The length of the primary lock bolts and the size of the safety catch hook were slightly increased, and the former lip-type striker was replaced with a new window-type opening to receive the hook, preventing the hook from disengaging. Additionally the loop of the safety catch release handle was enlarged.



Also in 1961 the latch of the tailgate was modified, although I’m not sure of the exact nature of that change. The original left and right side latch assemblies had part numbers 3776623-4, which were superceded by 3787755-6.

### Emblems

Since we’re looking at features of the vehicle exterior, let’s check out the chromed name emblems, which all FCs carried on the cab doors. Emblems for Greenbriers always read “Greenbrier” but designated all other FC models as “Corvair 95”.

The ‘61 - ‘62 emblems used scripted lettering. The Greenbrier emblem for these years is the only one that was entirely chrome, whereas the Corvair 95 emblem is staged on a red bar.

The names were italicized for ‘63 and ‘64 emblems. Below the names a half-length chrome banner was engraved with “by Chevrolet”, painted black, and chased by the Chevy bowtie in a recessed red rectangle.



Different part numbers were issued for LH and RH emblems only for early '61 FCs, both Greenbrier (3785051 & 2) and Corvair 95 emblems (3784665 & 6). However, I can document that in March 1961, the RH-side version of the Greenbrier emblem was discontinued; I suspect the RH-side Corvair 95 emblem was discontinued around the same time. Consequently, different part numbers only appear in early 1961 parts manuals. From 10/61 onward, parts manuals give what had been the LH-side emblem part number for both LH and RH sides. Unfortunately, the '62 FC assembly manual confuses the matter by still showing different part numbers for the LH and RH emblems - but this would be just one of many changes that did not make it into later assembly manuals.

Thus, I suspect that the emblems with the different LH and RH part numbers were from early '61 production. There probably was a large stock of RH emblems produced, and these continued to be used for some time. Beginning in 1963, the assembly manuals and parts manuals give the same part number for the RH and LH side emblems.

The emblem of '65 Greenbriers is distinctive on several accounts. The name in block letters is embossed on a black banner above a small right-justified triangle with a red and blue bowtie logo. Additionally, unlike the previous four years, the emblem placement was moved down into the upper of the door panel double coves.



**Emblem location 1961 - '64 (left) and in 1965 (right).**

The only other chrome emblem used on Corvair 95s was the "Chevrolet" name secured to the back end. This emblem was found on pickup tailgates during all production years, but was not provided for vans until 1962. It is placed in the center of the tailgate on pickups and near the bottom of the right-side rear door in vans.

