



Stock Is...

Larry Claypool

[This article was originally printed in the July 1987 issue of the CCE Airhorn. Larry has updated it to contain information as of 2024.]

Update

Remember back six months ago when I started the series? The first story was prefixed with disclaimer that everything published here is believed to be accurate based upon currently available technical data, but anyone who had information different than mine was encouraged to contact me with same. Well, two *Comunique* readers did just that. Ric Markin of North Texas Corvair Association wondered about the headlight buckets of 1962 models being painted black on the trunk side. A few cars known to Ric appeared to have been always spatter painted. An impromptu survey of several dozen cars at One Corvair Place produced an explanation: all of the spatter painted headlamp buckets were on cars built in Oakland, California ("O" VIN letter), and all the black buckets were on Willow Run cars ("W" VIN letter). While Ric's check was limited to 1962 models, 61 and 63 probably followed the same pattern. (Corvairs were not built at Oakland in 64). Perhaps some of our readers can help confirm this for other years.

The other letter came from noted Corvair authority Dave Newell. Always a wealth of information, Dave provided copies of a March 1960 Chevy parts book showing a new dealer accessory rocker panel molding kit for 1960 500 and 700 models. A slightly later edition lists separate parts of the kit available for service replacement. Both left and right moldings are shown. The accessory kit is part #988372. Does anyone have a pair of these who could provide a description of them? Undoubtedly, they're stainless steel and similar to the '61-'62 accessory moldings shown in the article dealing with that topic.

Dave also provided a copy of "Mid Year Changes" from a 1962 Chevy truck book which notes that Corvair trucks would begin using new "narrow" whitewall tires, while regular Chevy trucks would continue with the previous "wide" whitewall. So it appears a 62 FC could have either wide or narrow whitewalls and still be stock.

Many thanks to both Ric and Dave for their help in finding what stock really is!

Rear Grills

As promised, this month our article begins a look at the rear of the car. There's an awful lot of ground to cover here so we'll start at the bottom and work our way up.

All Corvairs use a rear grille of some sort to facilitate exit of engine cooling air. '60s use an anodized aluminum grille with a vertical line motif. The right side is notched to provide half of the opening for the tailpipe. Attachment to the body is by five clutch or Phillips head sheet metal screws at the top, and two hex head sheet metal screws on the left side. The right side also uses two hex head sheet metal screws, but only the top one goes directly to the body. The lower screw attaches a reinforcement rod to the inside lower corner of the grille. The rod extends upward where it is connected to the body by another screw.

In '61, only the new Lakewood wagons had the tailpipe exiting straight back. The grille and attachment for the wagons was identical to that used on the 60 models.

All other '61s had their tailpipes bent 90° to exit towards the right, so an opening in the body and grille was no longer provided. Thus the '61 sedan and coupe grille was squared off on the right to be identical in appearance and attachment to the left side.

1962 found a new look with a horizontal pattern replacing the previous vertical format. Sedans, coupes, and the new convertibles all used the same part. Attachment was by the usual setup: 5 Phillips head screws on top (the unpopular clutch head screws were no longer being used here), and two hex head screws on either side.

The short-lived '62 wagon continued to have its tailpipe out the back, so a special grille was made just for this model. It featured the horizontal lines of other '62s but included a cutout for the tailpipe as did the '61 wagon. Attachment was identical to that of the '61 wagon.

The new Spyder models added a little twist that catches people today: while the grille itself is the same as other coupes and convertibles, a reinforcement rod similar to (but not the same as) that used on '60s and wagons was added because of the large cutout provided in the rear body panel for the tailpipe. The top of the reinforcement connects to one of the existing perimeter seal retainer screws, while the bottom utilizes the lower rear grille-to-body screw.

No changes were made in '63 except of course for the elimination of the wagon.

Grilles were revised along with most other trim in '64. This style grill is commonly seen today as it was sold for many years over the Chevy parts counter and was one of the early trim reproductions made by Clark's Corvair Parts. It features two waffle-like mesh areas, each surrounded by smooth accent bands which join to form a split in the middle.

What is not commonly seen, however, are the two stone guards that are used behind the grille. One guard is used on each outboard end of the grille, but both left and right guards are different. Each guard is attached by the outermost top Phillips head screw that also holds the grille on, and by two Phillips head screws that go through the holes provided at the bottom of the grille. The guards themselves are simple sheet metal stampings about the size of a postcard; they're painted undercarriage black.

See Figure 1.

Spyders continued to use the reinforcement rod as before.

Greenbriers in all years used a sheet metal grille painted body color. Its design is vaguely similar to that of '62-'63 cars, but the openings of the grille work are a bit wider. The grille was also provided on 61-62 pickups and panel vans, but none were installed (nor listed as an option) for 63-64 commercial models. Why not you ask? The Corvans and Rampsides were selling quite poorly compared to the rival Falcon based Econoline models which sold for about \$300 less than the Corvair models. In 1963, \$300 was a lot of money, and many fleet buyers didn't even *consider* the Corvan/Rampside based on the price difference. So in an effort to lower the list price, Chevrolet decided to delete a few items that had been standard equipment previously—the glove box door, rear door windows

on Corvans, and the rear grill on both models. The glove box door was the most noticed (and complained about), so Chevy reinstated that as standard pretty quickly; the rear windows became an option (which many buyers ordered), but the grille? Apparently, nobody seemed to care, so it remained deleted, and not offered as an option.

Late models also used sheet metal construction for their grilles. 1965 featured two large rectangular openings, with a rectangular meshwork inside. 500 models had the entire grille painted body color, while Monzas were additionally accented with bright silver paint on the meshwork. For the new top-line Corsa series, a special grille was used that was void of any meshwork at all. Two anodized aluminum inserts are screwed into the openings to provide a chrome-like mesh and surround. Attachment of the grille itself to the body is done by hex head sheet metal screws; four at the top, and two on each side.

Grilles were slightly revised for 1966, with the previous dual openings replaced by a single wide opening. The mesh slots were also widened up for a bolder appearance. As before, those on 500s were painted body color in their entirety. Monzas again featured a bright silver paint accent, but it was now applied to both the recess and the mesh of the grill.

Corsa models used an aluminum insert this year, but it was made in one piece to match the overall theme. The insert covers only the recess of the grille and forms a narrow split in the middle. The sheet metal grille itself is the same on Corsas as other '66 models, but holes are drilled for attaching the insert, and the mesh section only is painted bright silver.

Incidentally, spacing of the outermost holes that attach the top of the grill to the body is different between '65 and '66, so if you switch them around, only two of the upper holes line up.

'67 through '69 grille details remained the same as 1966, except of course the special Corsa insert was no longer used.

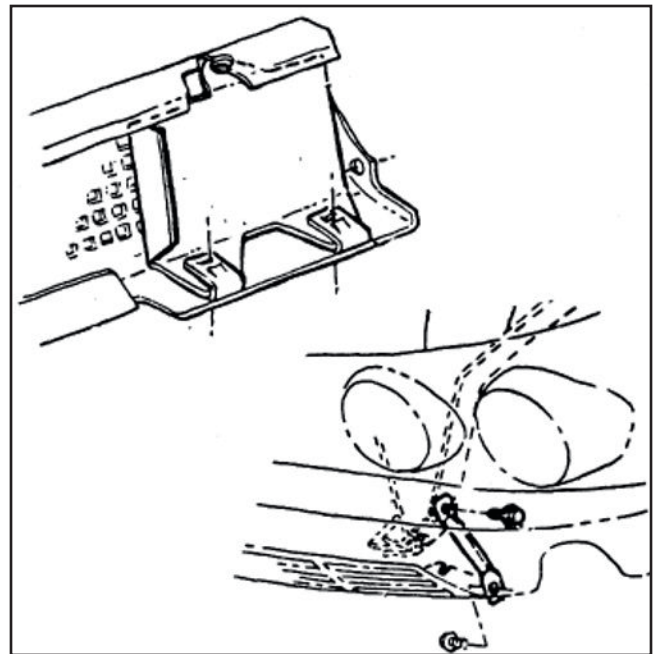
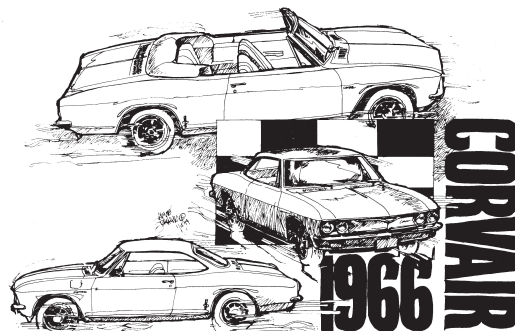
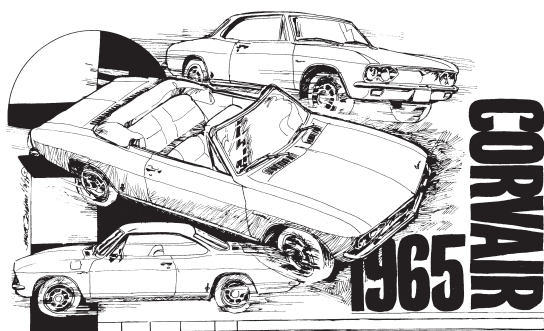


Figure 1. Rear grill details, 1964.



Activities Calendar

CCE Board

CCE SPONSORED OR RECOMMENDED EVENTS

Jan 8 – Board Meeting, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. All members are welcome.

Jan 15 – General Meeting, 7:00 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 6:30, meeting starts at 7:00. **We have the room until 9:30.** Entertainment is the annual What's It Contest, where members guess at the purpose of obscure Corvair parts.

Jan 22 – Articles are due for the February Airhorn.

Feb 12 – Board Meeting, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. All members are welcome.

Feb 19 – General Meeting, 7:00 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 6:30, meeting starts at 7:00. **We have the room until 9:30.** Entertainment is annual Sweets Auction.

Feb 26 – Articles due for the March Airhorn.

Mar 12 – Board Meeting, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. All members are welcome.

Mar 19 – General Meeting, 7:00 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 6:30, meeting starts at 7:00. **We have the room until 9:30.** Entertainment is annual Chili Cook-Off.

Mar 26 – Articles are due for the April Airhorn.

Apr 9 – Board Meeting, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of

Route 83, on the north side of the street. All members are welcome.

Apr 16 – General Meeting, 7:00 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 6:30. Meeting starts at 7:00. **We have the room until 9:30.**

Apr 23 – Articles are due for the May Airhorn.

DOWN THE ROAD

Second Wednesday of the Month – CCE Board Meetings, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. If the parking lot in front of Manny's is full, there is a larger parking lot further west across side street Pick Avenue. The place we will meet in is the room with the pool table to the right when you come in the front door. The pool table is not being used during the time we will be meeting.

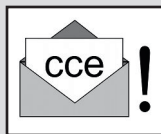
Third Wednesday of the Month – CCE General Meetings, 7:00 PM, Villa Park VFW Post 2801, 39 East St. Charles Road, Villa Park 60181, at the eastern end of the Jewel parking lot. Meeting is upstairs in the main hall. The bar is downstairs. Meeting starts 7:00 PM. We have the room until 9:30. Doors open 6:30.

OTHER EVENTS OF INTEREST

July 10–July 12 – Detroit Area Corvair Club Homecoming, Wyndham Garden, Ann Arbor, MI. It's not against the CORSA Convention this year. See www.DetroitCorvairs.com for more information.

Please let us know about any other events that you think should be listed here.

ALERTS AND REMINDERS



For alerts and reminders of these events and more, e-mail your name and e-mail address(es) to which you want the alerts sent, to CCE.Corvair@gmail.com, and specify "Alerts and Reminders" or "Alerts Only." Also, if you want text messages to your cell phone, include your phone number and your carrier, and whether you want "Alerts and Reminders" or "Alerts Only".



established 1968

The monthly publication of CCE. Deadline for contributions is the 4th Wednesday of the month preceding the issue month. All articles and advertising should be mailed to the *Airhorn* Editor, Charley Biddle. Items can be e-mailed or sent direct mail. The *Airhorn* is mailed as a benefit of membership of CCE, and is also sent to most chapters of COSA. All material is subject to editing.

Classified Advertising: Classified ads are considered any ad selling a car or car part. Classified ads are free to members of CCE. Deadline is the 4th Wednesday of the month preceding the issue month. Nonmembers may submit classified ads for a \$5 fee.

Commercial Advertising: Commercial ads are defined as those representing a business or commercial enterprise. Current circulation of the *Airhorn* is over 200 copies per month. There is a fee for all commercial ads. It's low rates make it an excellent buy for the alert commercial advertiser. Rates are \$30 for a full page, \$20 for a half page and \$10 for a quarter page. All advertising rates are quoted for camera ready or typeable copy only. Any production charges (including screening of photographs, special art, etc.) will be billed at cost. The Editor reserves the right to determine what is commercial advertising.

Original Articles: The *Airhorn* prides itself on publishing original material from a variety of contributors. This material represents a great deal of work by the authors, and therefore the *Airhorn* reserves all reproduction rights with the following exception: any material may be reproduced or reprinted by COSA or any COSA chapter only for nonprofit purposes benefiting Corvair enthusiasts. Any such reproduction must credit both the author and the *Airhorn*. Rights for any other use must be requested in writing from the Editor.

CCE Meetings: Meetings are held the third Wednesday of each month at the Villa Park VFW, Post 2801, 39 E. St. Charles Road, Villa Park, Illinois 60181 (0.7 miles west of Route 83). Doors open at 6:30 PM; meetings begin at 7:00.

Membership: CCE offers Individual (\$30/year) or Family (\$32/year) memberships with digital newsletters and printed and mailed newsletters

for an additional \$36/year Distribution Fee. All are payable to Chicagoland Corvair Enthusiasts.

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(or search on "facebook chicagoland corvair enthusiasts")

CCE Instagram: www.instagram.com/chicagocorvairclub

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