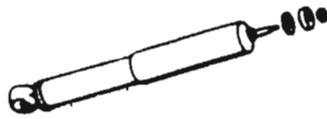


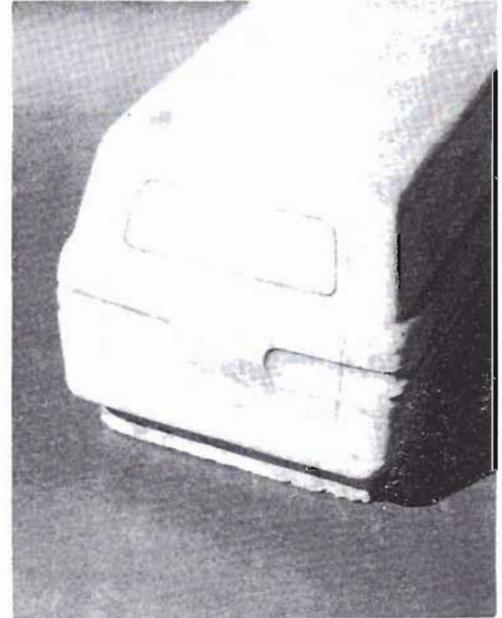
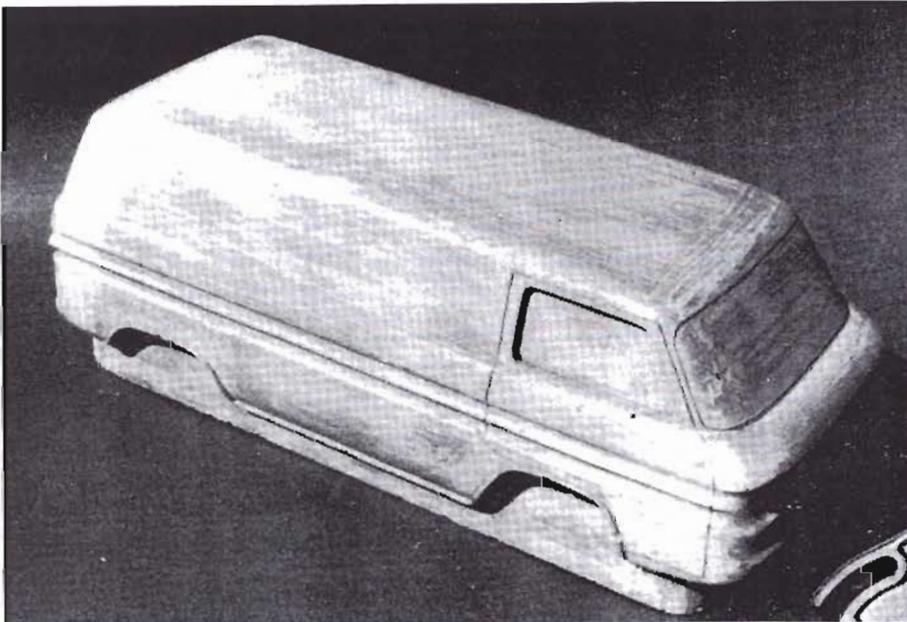
Tech Topics



MYSTERY IN PLASTER

In 1978, a plaster model surfaced at Chevrolet after X-years of being shuttled between cabinets, under desks and behind doors with no real interest of what it was and where it came from. As soon as I saw it, I started asking questions of those that had worked on the Greenbrier body and were still working at Chevrolet and calling some that had retired. Here's what we have, and the bottom line is that it's a mystery.

The model is about 17 inches long, made of plaster and sisal over a wood frame. It is a dual model representation in that the RH side is a van and the LH side has windows and doors. The rear end door is one piece similar to the 1964 VW. Roof drip rail area, rocker configuration and miscellaneous corners and edges are not quite like the production vehicle. Obvious question is whether this is an early styling concept or whether it represents a second generation styling. No one that had worked on the Greenbrier body or styling liaison that I talked to had any knowledge of any second generation Greenbrier work. Replacement vehicle for the Greenbrier (FC series) was designated G-10, and I know of the styling concepts for that vehicle right from the start. This plaster model is in no way representative of any early G-10 work.

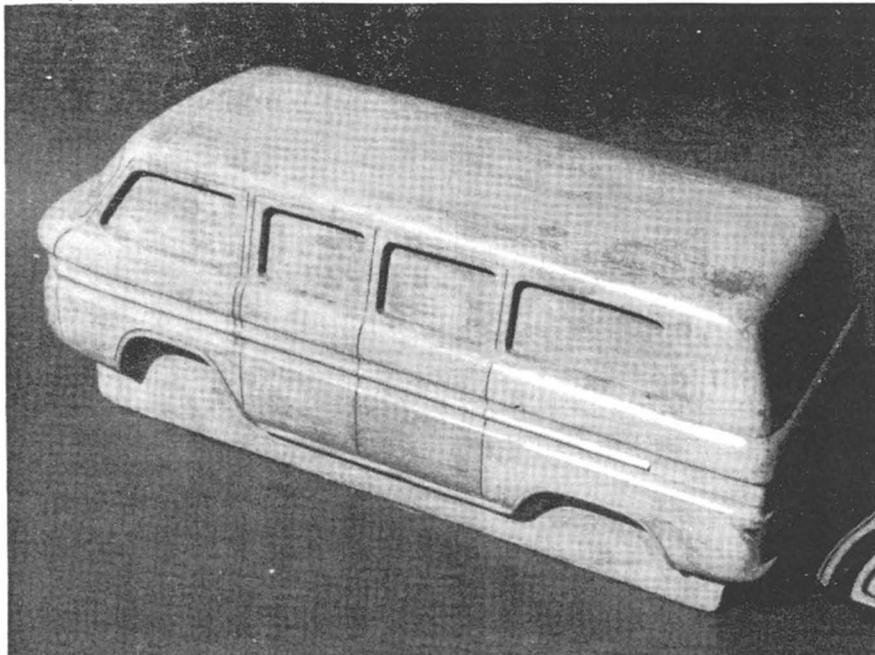


If the model is not of a second generation design, then I conclude it is early styling, before the Greenbrier design solidified. Significant is that the rear end would indicate an area for an engine access door (rear engine), but there is no intake grille on the side. Much work was done early in the Greenbrier program concerning where the intakes should be placed for minimum dust entry. VW's were used for pre-test vehicles and had air intake areas all up and down them for test purposes. Therefore, early in the program, it was not known at Styling where the intake would be. That being the case, the model would date from perhaps 1958; being 20 years old when it surfaced. No one associated with the Greenbrier (FC) project that I have talked with has any knowledge of when the model was

made and absolutely no story concerning it.

The model was on display at the 1979 Detroit Convention and remains in my possession until CORSA has a museum.

R.A. Kirkman



Ed. Note: I have found evidence to indicate the model may actually be even older than 1958. There is a GM Design Staff photo appearing in the article "Corvair Styling Evolution", Special Interest Autos, May-June '74 that may shed a little light on the time frame in question. It shows an early prototype sedan, but in the background can clearly be seen a FULL-SIZE clay mock-up of a Greenbrier, complete with side scoops located just a little bit back from the final production location. The photo is dated December 1957. Apparently then, this could place the UNlouvered model well back into 1957. Incidentally, this photo also shows, once and for all, which U.S. auto manufacturer designed their van line FIRST!