



RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



VOL. 32, NO. 3

MAY / JUNE 2004

# CORVAN ANTIQCS

A CHARTERED CHAPTER OF CORSA, CORVAIRE SOCIETY OF AMERICA

## L'UNIVERSELLE



### 1955 GM L'UNIVERSELLE

GMC first showed L'Universelle, a one-box multi-purpose van, at it's 1955 Motorama, a General Motors traveling car show. L'Universelle was imagined as a replacement for the suburban station wagon and delivery van, with a special version for what were then known as outdoorsmen and what are now called "people with active lifestyles." It combined the carrying capacity of a truck with the traction of front-wheel-drive, and single-handedly predicted the "crossover" segment that is the fastest-growing part of the US auto market today. The mechanical layout was unique, with a Pontiac

*(Continued on page 6)*

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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September, 1972, Corvanatics is dedicated to preserving and enjoying America's original and most innovative small vans and light trucks, the Chevrolet Corvair 95 Series.

Membership in Corvanatics is open to any CORSAs member with an interest in Forward Control Corvairs. Membership applications are available from the Secretary/Treasurer, Diane Galli, 5000 Cascabel Road, Atascadero, CA. 93422-2302.

Dues are \$10.00 per year and must be sent to the Secretary/Treasurer. Sending them to any other address will only slow your renewal and possibly cause you to miss an issue.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor: Garry Parsley, 402 Forrest Ave. Cleburne, TX. 76033-5343. All of these can also be sent by e-mail to: geparsley@att.net. Technical material should be sent to the Technical Editor for review.

Classified ads are free to Corvanatics members and should be sent to the editor. Display advertising is also available at the following rates: Full Page: \$25; Half Page: \$15; Quarter Page: \$10; Business Card (2 x 3.5): \$5; Please submit print-ready or typed copy and pre-payment to the editor. Photos for ads are \$6.00 each and can be color or black/white. Authorization and payment must be received for each issue. Deadline for publication is the 15th of February, April, June, August, October, or December.

**Web Page Address:** [www.corvair.org/chapters/corvanatics/](http://www.corvair.org/chapters/corvanatics/)



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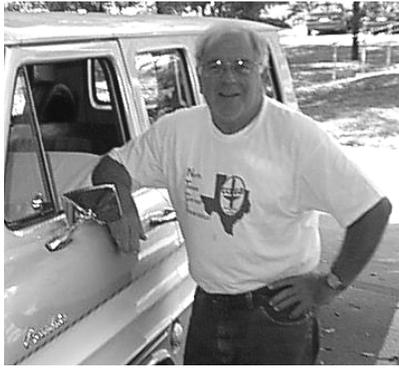
HGLWRULDO#GHHS##WKR.XJKWVÂ 1#

As I write this, it is about 65 degrees outside, the sun is shining, birds are singing, flowers are blooming, hay fever hazing...in short, the perfect day to be out Corvairing in some way. Later today that will happen. Thanks to the generosity of Clay Wispell, I now have a donor carcass from which to extract the front floorboard for my 8-door project. It is now later today. Someone, I don't know if it was Clay or a previous owner, had the forethought to undercoat this floor top and bottom. Very tough scraping off. I've never done this extensive of a repair before, so it will be interesting to me to see how it goes. I'll publish a few pictures of the progress as space permits. I *HIGHLY* encourage you to submit photos of the same. We're all interested in the "re-birth" process of a Corvair.

On an editorial note, there hasn't been much in the mail lately. Nothing to write about? The excellent story from Collectible Automobiles last issue was made possible by no submissions at all. I'm afraid I don't have a storage vault of historical articles I can publish, so if you don't want a smaller, or blanker newsletter, I suggest you write! Of course, I could always keep you fully informed of my 8-door's progress! No, even I get bored with that.

*Garry Parsley*

# RIDING WITH THE PRESIDENT



Here we are at the "count down" to Lexington. With only about seven weeks left, it is still not too late to make plans to attend this year's convention. It looks like it's going to be a good convention. Check the Corsa Communique for all the times and details.

Spring is here and summer is around the corner. I don't know if every Corvanatics member is a member of a local club. If you are, I hope you support your club. If you are not a member of a local club, then you should join your local club. The more support you give your local club only helps to support the Corvair, Corvanatics, and, in the end, it is a great support to Corsa. We must do all we can to support our organizations, so the one thing that we have a lot of interest in, "The Corvair," will only grow. This summer make it a point to support your local club. With picnics, parades and car shows, it's a good time to get your forward control out and show it off. Almost no one sees your Corvair sitting in your garage. It's time to show and go.

I hope to see you in Lexington, and be sure to attend our

## Remember!

The dues for Corvanatics was raised at the last convention to \$10.00 per year. This was done after a lengthy discussion, and by a unanimous vote of the members present. The purpose of the increase is to offset the rising costs of publishing and mailing the newsletter. Diane informs me that many people are still sending in the old \$6.00 dues. Please look at your mailing label. The new rate is printed right on there, alongside the big "DUES DUE" sign. Also, it is printed in the boilerplate on page 2. If you want to continue receiving your issue of CorvanAntics, and not your check back, remember it's now .....

# \$10.00

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Corvanatics meeting at 5:00 p.m. on Wednesday night.

Until Next Time,

*Corbin Jayloe*

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Dear Editor,

I have enjoyed reading your CorvanAntics magazine for the past year and I am renewing my membership. About twenty to thirty years ago, I remember that from time to time I would drive for Craig Wilson, in what I believe was a white with red trim Greenbrier. I believe this is correct because of my memory of the pretty red and white seats. I have fond memories of driving this vehicle, but do not know what happened to it.

Since the death of Barbie Doll, my romantic, loving, sweet wife twelve years ago (due to lung cancer, even though she was a non-smoker), I drove for Craig in his pick-up, with it's rusted, feathered out front cab floor. I have enclosed a picture of it.



He often wanted it hauled to the metal recycling yard. I did offer to buy it several times so I could convert it into a flatbed to haul the garden and lawn tractors that I have been collecting over several years. Craig wanted the engine and some other parts for another truck, which I think had more dents than this one! I'd been teasing him that I would not be able to drive for him any more for about a year. He was at a loss. Finally he let me have my wish, and let me keep the truck. I love this truck, which is equipped with a Powerglide trans.

Routinely we would go to Wendy's every Tuesday, then to NAPA or Arnolds for parts. During the winter we would prowl around the city. We'd go out in the country from spring to autumn, since I am a farm boy at heart. I love the farm scene and am a supporting member of "The Barn Foundation", which exists to restore old barns.

That's the background. This 1961 Rampside has not fallen apart yet. Twelve years have passed! Oh, I'd better knock on wood!

**Kent W. Kischer**  
**Waterloo, Iowa**

(ed. Note: We love to hear about all Corvair F.C.'s, especially working ones! Thanks Kent)



## Chevrolet Restoration Kit

There are 9 Steps to getting your Genuine GM Chevrolet "Restoration packages" ....

- 1) [www.chevrolet.com](http://www.chevrolet.com)
- 2) Select "Contact Us"
- 3) Select "Email Us"
- 4) Select "I have a question/comment not related to any of the categories above"
- 5) Submit
- 6) Skip the "please select" dialog box and fill in the required fields below this box. Be sure to ask for a "Restoration package" and include the V.I.N. and year for your auto.
- 7) Submit
- 8) Check your mail box and pick up your copy of the "Restoration package"
- 9) Enjoy!

**KEITH HAMMETT**

Taken off of the Corvanatics discussion board



## 8-DOOR UPDATE

Well, I warned you in my regular column. Now you're going to have to look at photos of my 8-door project. This installment will deal with the rusted floor project. The first couple of pictures are the driver and passenger sides, under the sill plate areas.



Next is a close-up of the passenger side floor.



...and finally, some cut out sections of the floor



Dear Corvair Enthusiasts,

I would like to invite all of you to next years CORSA International Convention. This invite is geared towards all the members of local chapters that do not belong to Corsa. The Corsa members will read all about the convention in upcoming Communiqués but to reach everyone else I have to rely on word of mouth and the newsletters of each chapter. Did you know that over half of all members of local chapters do not belong to CORSA? Also, did you know that over half of CORSA'S members do not belong to a local chapter? If all the Corvair people would support each other, as Peter Noone would sing "What a wonderful world this would be".

Yes, it is true that you have to be a CORSA member to compete in the competitions but there are so many other things you can do. You don't have to belong to CORSA to buy parts, sell parts, attend tech sessions, watch the auto-cross, visit the hospitality room, watch the welcoming parade, stay in the host hotel, look at all the cars, buy a chance on the beautiful restored 1966 Monza convertible, win a beautiful restored 1966 Monza convertible, enjoy an inexpensive family vacation in beautiful Lexington, and most importantly share the friendships with everyone else that attends. I promise you, if you have never been to a convention before you will love this one! If you have been to a convention before, you will love this one even more! Come see us in Kentucky. Visit our web site at [www.kycorsa.com](http://www.kycorsa.com) to see all we have to offer.

Thank you,  
Greg Scarboro



I'm almost ready to start removing the donor floor. I've been learning where, and how many, spot welds there are that GM used when assembling these vehicles. The floor assembly, by itself, must contain somewhere around 100 spot welds. I know I'm impressed! Hopefully by the next issue, I'll have some installed patch panels to show you. Unless, of course, you elect to submit an article!

**Garry Parsley**

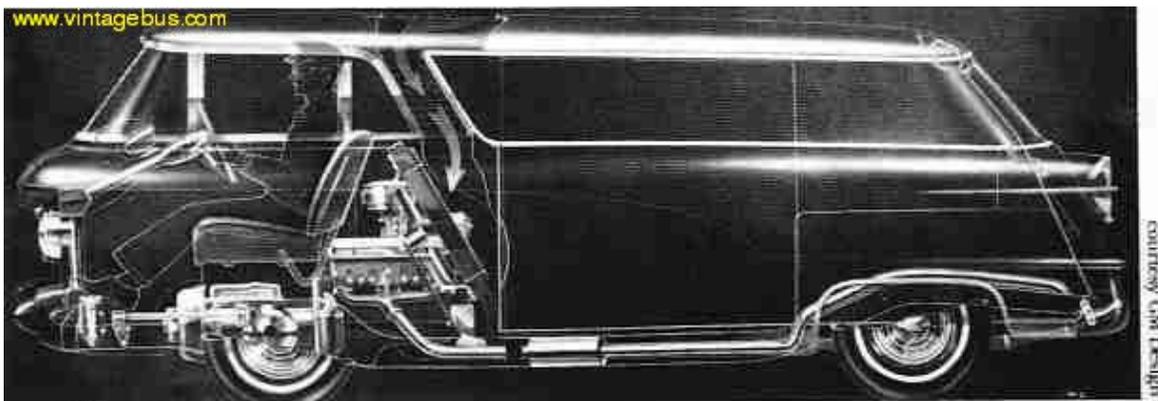
(Continued from page 1)

V-8 engine mounted behind the front seats, driving the front wheels. (Toyota used a similar layout, with a four-cylinder, for its first US-market minivan, introduced in 1984.)

L'Universelle was penned by Chuck Jordan, a design whiz who later became GM's vice president of design. The van featured the bullet-shaped front bumpers popular on late '50s Buicks and Cadillacs, side doors that opened upward, like the cargo doors on a Greyhound bus, and the obligatory two-tone paint scheme. In its 1955 annual report, GM announced plans to build L'Universelle, and engineers went as far as buying a special piece of equipment to press the giant roof sections. But it ultimately proved too expensive to manufacture and was relegated to the scrap heap of failed concepts.

The GMC L'Universelle concept truck was unveiled in 1955 to show forward thinking in the area of delivery vehicles. The futuristic styling of L'Universelle influenced design in the '60s with the first compact passenger van from Chevrolet, which was built on a Corvair chassis.

(ed. Note—I found this on various websites. This was the first I had seen or heard of this vehicle. Does anyone out there have better information, pictures, etc. about this? Where is it now?)



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# CLASSIFIEDS

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Email address: rickiewilliams@peoplepc.com

Snail Mail: Rickie Williams

901 Appen Ave

Columbia, KY 42728

Telephone: 270-384-9433

## FOR SALE

34 Corvairs of which, 3 are Greenbriers, 4 Rampsides, 2 panels, and 4 wagons. 25+ years, some driven plus stored. \$300 up, as is, where is.

Fred Johnston P.O. Box 323 Temple, PA 19560

(610) 939-9593

## FOR SALE

Aftermarket springs and shocks for the front of the FC. This is the often heard about Mustang spring already modified and ready to go in. The full kit with shocks is \$160. Springs only, if you want to try your shocks, (not recommended), \$105 for the set. All plus shipping, 30#. This will lower the front of the FC and take away that roller coaster ride up front. The lower A-arms need to be slightly ground at the shock mounting hole to fit the shocks.

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## FOR SALE

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\$2,475.00 OBO Leave message: Tele: 1(626)584-6957; E-Mail: rimisac@lycos.co.uk.

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1961 CORVAN With all glass good, little body damage, small dents on cargo doors.. with oxidized surface rust. Has factory Stewart Warner gas heater, was equipped with custom air conditioner under dash AC and roof mounted condenser coil and fan, this was a demo model for after market manufacturer of AC products for vehicles without AC named FrigiKing. The 140 engine I remember putting inside the cargo area about 20yrs ago should be a good working engine complete and ready to use, I do not recall the year of car I took it out of. There is no engine installed on this van. I have to move this by the 30th of this month (April), if I don't sell it, I will take it to west Texas where I have approx 15 more cars and vans... I am pricing this for \$600 OBO

John Floyd" jfloyd11@hotmail.com



## FOR SALE

Vehicles for sale:

61 Rampside - car engine, manual transmission

64 Corvan - 8 door, good straight body, no engine

62 Corvan - was AT&T service van, has engine, last ran 1994

62 Rampside - no engine, some rust

62 Greenbrier - fair body, PG with car engine

Bodies for Parts: 5 Greenbriers, 4 Corvans, 2 Rampsides

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Craig Desaulos gren63cor@yahoo.com



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