



RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



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# CORVAN ANTIICS

#A CHARTERED CHAPTER OF CORSA, CORVAIR SOCIETY OF AMERICA



**One of a Kind Tow Truck**

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FOR 2007-2008

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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.

Corvanatics is open to any CORSA member with an interest in Forward Control Corvairs. Membership applications are available from the **Secretary/Treasurer, Larry Schumhl 4563 Deep Grove Ct Jacksonville, FL 32224**

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: Mike Moyer 2736 Sherwood Dr Navarre, FL 32566**. All of these can also be sent by e-mail to: **corvanantic@gmail.com.com**. 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/corvanantics/](http://www.corvair.org/chapters/corvanantics/)



## FROM THE EDITOR

In order to simplify my job I have added a new Email Address just for CorvanAntics.

It will be [corvanantics@gmail.com](mailto:corvanantics@gmail.com)

Thank you everyone that contributed to this months Newsletter I will be attending WFCC Corvair Lovers Holiday this weekend and hope to have this newsletter printed and ready to distribute there as well as sent out to all of you.

I am looking forward to spring and Car show seasons Hope to see many of you @ nationals this summer.

Mike Moyer

Editor



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# From the Secretary

Our condolences to the family of Bob Ballew who passed away.

**Welcome new members:** Rod Murry Rancho Santa Margarita CA 64 Greenbrier Deluxe 95hp  
Richard Boxdorfer Bethalto IL 62 Rampside

Okay onliners members here (finally) are your dues notices. Please find your name on the list and bring yourself current.

Overdue mail members have yellow high lighter on your label.  
If you move or change E-mail, Please drop me a line

Thanks  
...Larry

## Corvanatics Email Dues List

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Gary Anderson	08/2009	Louis Armer	02/2009
James Ash	01/2009	Larry Asheuer	07/2009
Larry Ashley	09/2007	Fred Bangle	08/2009
Gary Baxter	05/2008	Doug Bell	05/2008
Bryan Blackwell	05/2009	Kenneth Boulan	02/2008
Ward Bourgondien	01/2008	Richard Boxdorfer	02/2010
Jerry Boyles	04/2008	Steven Brown	07/2008
Michael Burgio	06/2009	Paul Campbell	03/2008
Donald Cekus	11/2009	Bill Chellis	01/2010
Sam Christ	09/2009	Kevin Clark	03/2008
Tim Colson	08/2010	Brently Cooper	06/2010
Linda/Eldon Dahl	07/2010	Ray Davis	03/2009
Mike Dikerson	09/2008	Phil Domser	07/2009
Dennis Dorogi	12/2008	Spence Duffey	03/2010
Terry Dumerauf	12/2008	Barney Eaton	12/2007
Harold Eignman	08/2007	James Enfield	10/2009
Gayle Finch	11/2007	Mike Fiscus	09/2009
Robert Gali	Lifetime	CharlieGarthwaite	06/2009
Richard Gebhardt	09/2009	Steve Geddes	10/2008
Robert Grant	09/2009	Rich Green	12/2010
Robert Gieshaber	06/2009	Ralph Gubser	08/2009
Bruce Gwyther	02/2010	Robert Hall	08/2009
Keith Hammet	06/2009	Ken Hand	01/2015
Dorothy Hansen	08/2009	John Herkenratt	01/2010
Mel Herwald	08/2009	Larry Hickerson	07/2010



<b>Ron Hinz</b>	<b>09/2009</b>
<b>Vic Howard</b>	<b>11/2008</b>
<b>Edward Iglar</b>	<b>03/2008</b>
<b>Richard Jenkins</b>	<b>08/2009</b>
<b>Clyde Jones</b>	<b>07/2009</b>
<b>George Koenig</b>	<b>03/2009</b>
<b>Norbert Laubach</b>	<b>07/2010</b>
<b>Harold Layher</b>	<b>07/2009</b>
<b>Ralph Loewinger</b>	<b>01/2008</b>
<b>Duanne Lucklow</b>	<b>07/2009</b>
<b>Delbert Lynn</b>	<b>01/2010</b>
<b>Ron Mann</b>	<b>07/2009</b>
<b>Walt Matenkosky</b>	<b>08/2009</b>
<b>David McChesney</b>	<b>03/2008</b>
<b>James McLott</b>	<b>03/2009</b>
<b>Michael Mehl</b>	<b>05/2010</b>
<b>Rod Murray</b>	<b>01/2010</b>
<b>Joseph Nelson</b>	<b>10/2008</b>
<b>Cherlie O'Hare</b>	<b>10/2009</b>
<b>Dave Palmer</b>	<b>02/2009</b>
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<b>Raymond Paul</b>	<b>08/2008</b>
<b>John policella</b>	<b>11/2008</b>
<b>James Reinhart</b>	<b>11/2009</b>
<b>Kenneth Richardson</b>	<b>07/2009</b>
<b>J Salazar</b>	<b>11/2008</b>
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<b>Timothy Shortle</b>	<b>10/2011</b>
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<b>Michael Moyer</b>	<b>07/2010</b>
<b>Doug Musselman</b>	<b>03/2012</b>
<b>John Nickel</b>	<b>08/2010</b>
<b>Timothy Palmer</b>	<b>08/2008</b>
<b>Ronald Parsell</b>	<b>10/2007</b>
<b>Del Patten</b>	<b>01/2008</b>
<b>Jim Pennel</b>	<b>01/2009</b>
<b>JR Read</b>	<b>07/2008</b>
<b>Lee Richardson</b>	<b>11/2008</b>
<b>Vincent Rohr</b>	<b>11/2008</b>
<b>David Sanger</b>	<b>12/2009</b>
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<b>Thomas Silvey</b>	<b>Lifetime</b>
<b>Bob Skinner</b>	<b>10/2009</b>
<b>Gary Swaitowy</b>	<b>01/2009</b>
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<b>Bill Van Lieshout</b>	<b>01/2008</b>
<b>Richard Wiedner</b>	<b>05/2010</b>
<b>Laura Willshire</b>	<b>07/2008</b>
<b>Darrel Woofter</b>	<b>03/2008</b>
<b>Greg Wrobleske</b>	<b>11/2007</b>



# ONE OF A KIND - CORVAIR "TOW-TRUCK"

This truck started out as a 1962 Corvair Rampside by Chevrolet. When Richard Boxdorfer of Bethalto, IL. purchased this truck in March of 1990 in Tenn. from it's previous owner, the basic "tow-truck" design was there. It just needed to be completed with pulleys, cables, lights, and maybe a different bumper that the one the truck came with.

The big bumper that is now on the truck was picked up a couple of years before Richard purchased this truck. When he brought it home from the junk yard, I asked "What in the world are you going to do with that?" He said, "Some day I'll find something that it will fit on." The bumper had been on an old Corvair truck-welded right onto the original bumper - this explains the perfect fit.

Part of the wrecker boom is Holmes, and part is a special design by a man in St. Louis, Mo. who has been in the wrecker boom business for many years. He also special made the pulleys for this truck.

The old hand-crank winch was given to him by his friend Charlie, who had been saving it for "something special" and decided that this truck was that something special... Richard just found out last year that this winch was used on W W II B-17 and B-24 Bomber planes. In case of a failure in their hydraulic system, a hand powered winch was used to open the boom doors. This was told to him by a Military Historian/Collector who had seen the truck on display at a show. He said he had never seen one outside of a museum and in use before.

This truck is powered by a 140 hp engine and has a 4-speed transmission. In order to get plenty of air to the engine, air-scoops have been added to each side behind the rear wheels. Access to the battery is through a hinged opening on the left rear side of truck. There is also a storage space (a hinged door) on the side where the ramp would normally be. The 14" wheels are from an Olds Cutlass.

The interior is carpeted. There are carpet inserts on the doors and also lining the roof. It has an AM/FM radio with cassette player and a C.B. has been installed. The color of the truck is Carmine Red with a Silver band. (Fresh new paint last year)

Chrome eye-lids and the special license plate (1 TOW TK ) completes the front of the truck, along with the Chevy Bow-Tie painted on the bumper. The hook-up of the lights and the oak side boards was the last step in completing this project.

This truck has been on display and shown at Corvair functions, along with local shows. Each time it has drawn quite a crowd around it. Richard has been asked many questions, such as-how many were made? What can you tow with it? He just laughs and says "It's one of a kind, & maybe I could tow a lawnmower with it..."

Now you know why my husband is so proud of his Corvair " Tow-Truck".

Ruth Ann Boxdorfer



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## FC Tie Down Hooks

**Ben Stiles**

I always worried about things rolling around in the bed of the Rampside when I drove it with a load. I especially struggled when moving a lawn mower which obviously rolled without abandon on its own wheels. Early on, I made some stakes for the stake pockets with eye hooks in them for securing items. Well before I had the truck painted, though, I came up with a better idea. The bolt holes/threads for the transaxle cover are perfect for installing 5/16" eye hooks. All one needs to do is remove the stock bolts (a tough job if the original clutch head bolts are still there!) and replace them with 5/16" eye bolts with a washer underneath. This gives a solid place to tie things in with rope or a bungee cord. I installed two in the lower center holes of the cover, but all of the bolts could be replaced to give lots of tie-down options.



I went one step further realizing that my unhinged and unbolted engine lid was a hazard while driving down the road. The original engine lid hold down screws (of which I have a complete set) had a straight slot wide enough for a quarter or nickel to be used to take them out. A smaller Phillips head slot was also included in these stock screws. I decided to make my cover even easier to remove than doing it with a quarter. I bought two eye hooks with the same sheet metal screw thread diameter as the original screws. I placed a washer under each one and screwed them in tightly in the center/side screw holes. This gives me a place to attach things securely on top of the engine lid if I like, or simply the ability to quickly and easily remove the lid when I need to check the engine.



# Greetings From Ben's Bus

As I write this, I long to take either one of my FCs for a ride down the road, but alas we endured a good snow storm last evening, and the Jeep Grand Cherokee has served well in this salty and snowy season.

I do miss the handling and traction of the Corvair van in the snow. I drove it for fifteen winters without fail. The Jeep does pretty well, but it is not as good as a Corvair, mostly, I think, because it is too light.



Since the last installment of Ben's bus, the Rampside got "finished." Small parts that were lagging in the paint booth were primed and sprayed, a pretty good windshield was installed after the original one got broken, and I did get to take the truck for a few road trips before the cold and snow engulfed our area. It runs very well, especially considering that the engine is not at all pretty. It has some oil leaks and it still maintains a dull red color reminiscent of the color of the actual truck when I bought it. I have never really been into a perfect looking engine, anyway. Despite all of this, it runs well and is for the most part reliable. That is a good thing because I intend to run it pretty hard this Spring and Summer.

The teacher of the auto body shop class that painted the truck also bead blasted and painted a crusty, rusty Structo Rampside to match my full-sized version! It turned out really well. If I get it reassembled in time for the next issue, I will send in some pictures. If not, I will send them when it is finished. I can't wait to sit the custom painted Structo on the front seat at car shows! I also recently picked up a Structo camper in gold on eBay. It has the typical broken door hinge, but the paint is nice, the windshield is intact, and the wheels and white walls are immaculate. I really think the Structo Rampside is a cool toy. They have held up pretty well over the years, anyway.

The two real Corvair FCs live in the barn all winter, but I do pull them out into the driveway and let them idle about once every two weeks. This is good for the bearings, tires, and the battery charge. The FCs make a neat pair, and when I have them out, I often have people honk as they pass by on the main road in front of the house.

I had put out an e-mail query to the Corvanatics webmail group to keep an eye out for an early 1960's Silverside Scotty camper to go along with the FCs for an ultra-retro camping experience. The bad news is that I did not hear back on any prospective campers from members, but I did find one on the Internet. I got a 1961 (same year as the Rampside!) Front Kitchen model weighing in at a little less than 1000 pounds. I think I will be able to use the Scotty and Corvair combos locally for campouts and car shows, but for longer trips, we will most likely take the Jeep. I think we are planning on attending the Florida CORSA convention with the Jeep and trailer. Although I do not like to attend conventions without a Corvair, we also do not like the Florida heat in July without air conditioning!





**For Sale: 1963 8 Door window van**, with all seats. 110HP car engine, ran when parked, auto, green with surface rust. Should be trailered to your destination. \$1,000. Christy Barden Boulder, CO 303 530-1288,

**For Sale: Set of seats (3) for Greenbriar or Van**, Includes deluxe Greenbriar interior panels (green). \$225 takes all. Christy Barden, Boulder, CO 3030 530-1288.

**For Sale: 1964 110HP Truck engine** Needs rebuild TO918vb distributor 110319 head 3813516 9:1 102 62-63 102 heads on 164cu give 110 HP Automatic Bellhousing Complete minus carbs \$400 You arrange pickup. **Bill Clemons Panama City FL 850-763-1605 clemwh@aol.com**

**Wanted: Rampside** Prefer Powerglide but will consider manual Must be Restored or very nice original Bob Grant 352-259-9776

**For Sale:** I have a white birch plywood blank for the optional table for the Greenbrier. It is 2' x 4' with a cut-out for the window handle and slight angled cuts at the other side. It is ready to finish and the price is \$50. My name is J C and the phone # is 818/362 3489

**For Sale: Set Greenbrier 2nd & 3rd row seats** Will need recovering but are a good start if yours are missing Make offers **Mike Moyer 850-261-1709 Navarre FL** [vairvert67@yahoo.com](mailto:vairvert67@yahoo.com)

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**ALTERNATE HEATER MOUNT SOLUTION**...I know I'm not the 1<sup>st</sup> FC owner to do this, but thought I'd share this fix-it tip from the perspective of a novice wrench-turner – point being that if I can do it...well, you know the rest...

Anyway, I've had to get into the heater system a few times since buying my greenbrier last January, and I quickly discovered the PITA process of having to go under the vehicle to disconnect heater cables, clamps & hoses, fan motor power, ground, and the underside blower assembly bolt before ever being able to then remove the decklid and ultimately access the blower unit itself. Obviously there had to be a better access solution – certainly one that would allow full topside access. My solution was to make a simple, standalone blower mount using a 4' piece of flat iron and 4 sets of standard nuts & bolts – all available at your local hardware store for less than \$10. See attached pic for a self-explanatory visual. In addition to what you see, I created a flat flush decklid fit by a) using a Dremel to A) notch the decklid at the rear bolt points, B) removing the original decklid mounting bolts, and C) setting the forward bolt points into the rubber seal channel – the seal easily molded to fit.

Assembly together a little over 3 hours on a Saturday afternoon. As you can see by the pic, this solution provides full topside access to the entire heater system as well as the starter, fuel line, accelerator cable, and tranny. The fit is solid and the mounts are firm. I was surprised at how easy this was to put together, and I'm very happy with the results. Btw, I also re-painted, insulated, and sealed the decklid underside as part of this repair, and plan to eventually repaint / powdercoat the blower, mounts, and compartment area as part of an engine / diff replacement.

If anyone has any one-off questions or comments, feel free to send 'em my way. Til then, here's to FC "Forward Thinking",

Rod Murray ([artonwheels@cox.net](mailto:artonwheels@cox.net))  
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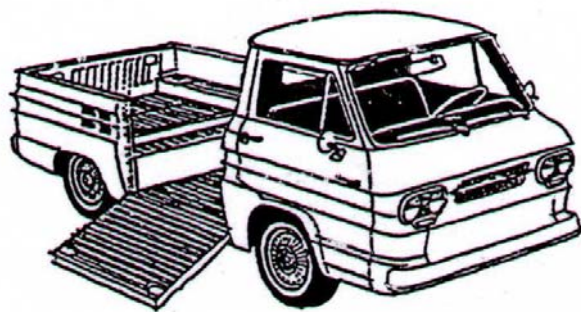
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