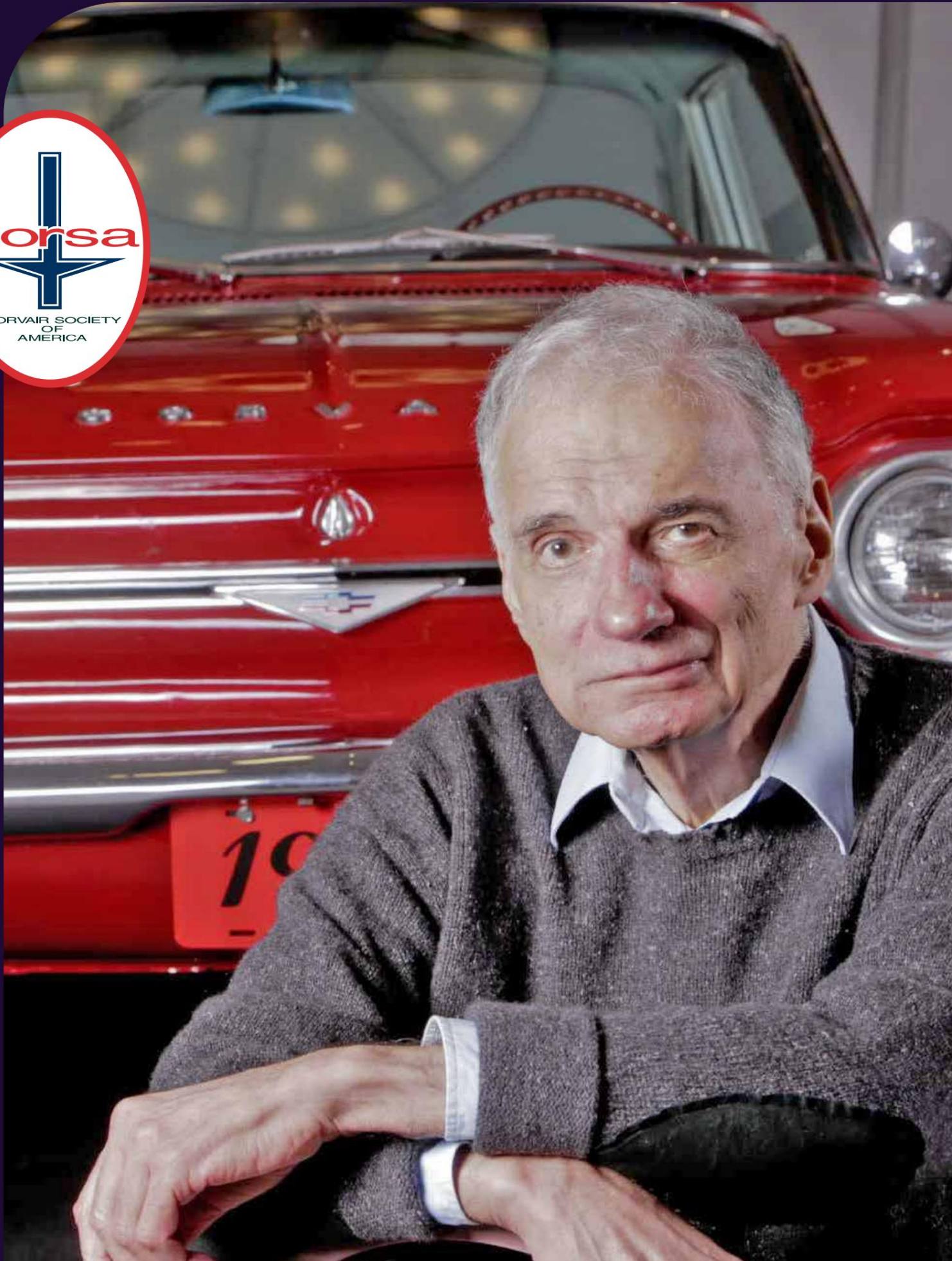


# CORVAIR MAIL





# Singer Williams 500HP air-cooled 6 cylinder boxer

It seems that if you have enough money and patience and know the right people, you can get a unique piece of engineering. Singer Williams then makes an even more spectacular engine than the "rebuilt" Porsche 911 engine normally already is. Singer Williams is working on a new 500HP air-cooled 6 cylinder boxer engine.

To manufacture this incredible powertrain, Singer (the Los Angeles-based Porsche restoration company) has sought a partner to work with. This has become Williams Advanced Engineering. Williams Advanced Engineering is part of Williams Grand Prix Engineering Formula 1 team.

As if this wasn't enough for a particularly fast drivetrain, they have

also hired Hans Mezger as technical advisor. Mezger is also called the father of the Porsche 6-cylinder boxer.

The basis is the 3.6 liter boxer engine of the Porsche 964. The drawings have been overhauled in such a way that you have to look closely to know the 964 engine. The engine has been increased to 4 liters with 4 valves per cylinder and a double overhead camshaft. A lot more "research & development" has been done under the skin. There are titanium piston rods, carbon fiber air inlets, inconel (nickel small) and titanium exhaust system and finally a carbon fiber air filter housing.

The results of this development and testing are phenomenal! The 6-cylinder presses



500HP out at 9000RPM. A great result for a "street engine" and especially for a turboless, air-cooled boxer engine. Put this power source in an already lightweight Porsche and you get a perfect weight-performance ratio.

With 1179KG total on 500HP it is still less than 2.5 kg per 1HP.

The collaboration with Williams for the engine has resulted in a larger future collaborative project, where not only the engine but also other parts will be developed together.

**Ralf Verhees**

## Edition December

New stories, old stories, events, key updates, projects, good and bad Corvair moments. Everything is possible in the club magazine. If you still have a nice story for December, grab your pen (or keyboard) and write it down.

I look forward to seeing stories from members again for the December club magazine. Send an email if you're going to write something and I'll take it into account in the club magazine.

**rverhees@gmail.com**

**I would like to see the stories published before Sunday 4 December.**

## Corvair Club Day October 8

Gather at **11:00** at Restaurant **Eeterij d'n Oven**, Connectionsweg 1, Zeeland (North Brabant) with coffee / tea.  
Possibility to have lunch

A small tour starts around **12:30** towards the Langenboom museum

Start tour of the museum **14:00**

In between there is enough time to chat about the different projects, (technical) questions and to admire and listen to each other's Corvair.

**Email for registration will be sent soon!**

Make sure your email address is known to us!



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By deposit of € 42.00  
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## From the new treasurer

Ruud Keers already said it when he handed over the treasurer: filling the column of the treasurer is a challenge.

Indeed, after the contribution for a new membership and the postage costs for the shipment of the previous edition of this club magazine, it was quiet again at the cash register.

Fortunately, 'membership' is also in my portfolio. For this I keep the members list up to date. My total overview contains both contact details of the members and information about their car(s). So it is also a fleet list. And that can be useful for members who want to exchange specific technical information.

But which model does everyone have exactly?

That could be a bit more specific than is stated now. In order to update this list, you will shortly receive an e-mail in which we will also ask for the VIN code and the Engine code of your car or cars. After all, those codes describe the DNA of your car. Never searched for? Don't worry, that'll be fine.

So to be continued.

The Netherlands is beautiful, this time of year! So enjoy it!

**Saskia Zonderland**

*\* This is MY Corvair, received from Ruud.*



## From the editor

In the previous club magazine I wrote about the Corvair flame that struggled to burn due to various circumstances.

Now I have also written in club magazines that I often sit by the fire to type. With the current energy prices, that is completely fine, although wood is currently the price of the pan just like the rest. Fortunately, with the good weather, I'm not sitting by the fire yet, but 3 weeks of vacation has done me quite well.

Nice away and (almost) no computer and internet on. The times I've had it on I've used it nicely to write a few stories of Corvair related items. There is so much going on in the world right now that even our friend Nader has woken up again. He is once again very concerned about road safety. You can read more about this in the club magazine. We also have another club member and

posting on the internet of Corvairs that are in the showroom.

Now that the holidays are over and I am a bit recharged, I have also worked with more pleasure on the club magazine. This was certainly due to all the stories provided. From plastic to Vreeswijk. Also Jay Leno (I think that man is fantastic, although I've never seen a talk show, and even a few films on Youtube from his collection) is in the club magazine. Furthermore, I came across some air-cooled engines that are worth it

goods.

In short, it has become a normal varied edition again.

Club members, thanks for submitting and keep it up for the December issue!

**Enjoy reading!**

**Ralf Verhees**

Auto Mooij also keeps beautiful photos



# We, Heleen and Erwin Prinsen introduce ourselves:

***Also now a nice piece has been written by new members to introduce themselves. Nice and spacious and a lot of information about them, which is always nice and welcome to read and place in our magazine. Would like to mention again that not enough stories can be sent to Ralf. That also makes his job of filling the sheet a lot more pleasant.***

Hello all! We are Heleen and Erwin Prinsen from Uden (NB). We were married in 1995, have two adult children Jop (25) and Dirk (22) and a dog Milo (1). We love hiking, traveling, skiing, tennis, and of course classic cars.

My 1942 Willys MB jeep already played a role when we met in 1990. We got to know each other at a party with mutual friends, and a few weeks later Heleen came with me to a WWII army vehicle meeting in Belgium that I attended with my brother and those friends as well. That was in Dilsen, a beautiful location where we could drive around in a very large sandbox with our old army vehicles, varying from jeeps to larger army trucks (including

Dodge, GMC), right down to Sherman tanks. It led to our relationship and also our shared passion for the old Willys. I was interested in classic cars from a very young age, especially



in old army vehicles. There were a few Willys jeeps driving around in Uden at the time and that was what I wanted. This led to the fact that in 1984 at the age of 16, together with my brother who was already 18 and so just had his driver's license, I went to look at a Willys MB from 1942 that was standing in De Mortel. It was in fair condition and the owner had done everything necessary to fix it. The engine and drivetrain were good, but it was clear that it still needed a lot of refurbishment. We thought it was a good deal for fl 2900. It became a moving restoration, in which my brother and I tackled all kinds of things along the way, and while learning, but at the same time also drove a lot in the area and we soon joined a club for military vehicles from WWII in Limburg. The first challenge was to get a license plate from the RDW, which required the necessary adjustments (according to the inspector we met a car from 1942 had to have windscreen washers and windscreen heating, etc, while those things on a jeep from that time certainly Later at the re-inspection it also turned out that this was not necessary at all, everything was done for nothing, but a license plate!).



Over the years, we've been through a lot with the Willys. Lots of rides in the neighbourhood, into the woods with the dogs, meeting, puzzle rides, etc. We have already driven 6 times with the whole family and trailer to Normandy to attend the 5-year commemorations of the invasion there. That is always very impressive, with a lot of WWII vehicles and still mainly English and American veterans. The whole region there is simply full of history and the two days drive one way if you do a maximum of 75 km/h over the inland



we are happy to talk about roads. Our kids are just as fond of the Willys as we are, which is why I will never get rid of them.

So how do we get to a Corvair? I had long wanted to have another vehicle besides the Willys. But then again, no time, no place and no budget. It was also not clear what it should be then, and I looked around a lot for all kinds of vehicles on Marktplaats and the like. Finally, with the search criteria of convertible, spacious enough (I am almost 2 meters tall), 4-seater and affordable, a red Corvair Monza from 1965 came by a number of times, which was also for sale near us, at Auto Mooij in Beek and dark. On a Saturday afternoon we went to see if that might be something for us. Arrived there, the car in question turned out to be in the workshop and they were busy

to make it roadworthy, things like replacing the master brake cylinder, new petrol pump, etc. It was actually a hit for me right away. The model, the technology and the history really appealed to me. The condition of the car was also better than expected. We made another appointment for a test drive a few weeks later.

We ended up taking that test drive with the kids around, and we were all very excited about the Corvair. The deal was closed a few days later and then the long wait began for the car to be registered. The waiting time at the RDW is 7 weeks and at the time of writing this story we still have 2 weeks to go. Auto Mooij takes care of the inspection and delivers the car with service and MOT.

We look forward to getting to know you at future club events, hear your stories and have

looking forward to fun rides and adventures with the Corvair!

Regards,  
Helen, Erwin and the kids.

***A very nice story and above all well informed about their hobby. It's great that the youth is also involved, because we desperately need them for the survival of our fine Corvair club. Perhaps even Erwin's brother is enthusiastic about the Corvair.***

***Also with this family it turned out that the company Mooij is the club supplier. The Prinsen family is very welcome in our club and we are also looking forward to meeting you at a meeting.***

***Greetings***

***Jaak Eijkelenberg***





## From the key club..... 4

### brake system overhaul (Corvair 769A, 4-door sedan 1961).

Not every day you stick your head under the dashboard, especially not when you get a day older. But because of a broken light of the high beam indicator, I did that recently. That was a good thing because I saw that the master cylinder was "sweating" a lot (photo 1). I had never noticed that anything was wrong and the car always braked excellently. But still, it will happen to you that you think you are braking and nothing happens. Maybe skid marks in your pants but not on the asphalt. I once experienced that in the early nineties with a Peugeot 505. So my conclusion was: don't drive another meter and take things apart.

Although the overhaul of the braking system is neatly described in the Shop Manual, I thought it worth while to tell you how that overhaul went. Reality is always a little different than you expect.

The master cylinder is located under the dashboard on the 60 and 61 models, right next to the brake pedal. So be careful with leaks inside the car. The brake pedal operates the brake cylinder directly. The brake cylinder is attached with 3 studs that pass through a mounting plate and the bulkhead with nuts in the luggage compartment. The filler opening is also located in the luggage compartment. At the bottom, the brake cylinder has 2 connections for brake lines. Left for the front wheels, right for the rear wheels. To prevent leakage of brake fluid, I first emptied the system via the bleed nipples with

a vacuum pump on compressed air. First right rear, then left rear, right front and left front. An unbelievable amount of filthy junk came out, just dredge. I was then able to disconnect the brake lines from the brake cylinder without any leakage. By the way, they were so stuck that I had to use locking pliers to get them loose.

Disassembling the brake cylinder with the brake pedal seemed easy. Just loosen the return spring from the brake pedal, loosen three nuts and take it out. So no. There was no movement in it. Whatever I did, wring, jot, beat on the wire ends. Wall-tight.

Am I overlooking something? Are there still a few nuts between the bulkhead and the mounting plate?

An email to Clark's for advice. There was an immediate answer with the message that he should just be able to get out. Then hit very hard with a fist (with wood in between) and sure enough, there was movement (photo 2). A little more beating and jotting and there it was. What was going on? There was probably an error during manufacture with the location of the 3 holes in the mounting plate that sits between the brake cylinder and the bulkhead. They then cleaned up those holes very frayed with a piece of iron or something until the 3 threaded ends went in a bit. Then the threaded ends were pulled through with the nuts and secured. So when I install it, I have to



Photo 1

first make decent holes in the mounting plate with a round file (photo 3).

The brake cylinder turned out to be heavily soiled are (photo 4). The circlip that blocks the piston was stuck in a cake of rust. And when I had removed the piston and the other parts, the entire brake cylinder was found to be full of sludge. Removing the rubber ring under the foot valve was still a thing. The brake cylinder has only 1 opening and you have to be at the bottom.

You also don't know exactly what the bottom of the cylinder should look like. Right?

Conical? Why is that ring stuck? je



Photo 2



Photo 3





**Photo 4**

you can look into it with a light, but if you put something in it, you can't see anything anymore. Solved by flattening the tip of an iron barbecue pin and bending it at a right angle at 5 mm. Stick it in, search until you feel the underside of the rubber, the handle of the hammer next to it, pry and sure enough, it's loose. Look closely when taking out how it sat, which side was at the bottom? Because that's exactly what it says on any drawing.

After cleaning (with pure alcohol) the inside of the brake cylinder turned out to show considerable damage at both brake cups and also a clear "must" at the end of the brake stroke.

Because I had already ordered and received a revision set for the master cylinder at Clark's, I decided to hone the cylinder (photo 5). The tolerance of piston to cylinder is quite tight, just over 0.2 mm. on the maximum diameter.

Fortunately, the revision piston was at the oversize so it seemed to be possible. The interings turned out to be quite deep, especially at the height of the top sealing ring. Honing away completely would create too much play between piston and cylinder. So at some point I just gambled that I had taunted enough.

After the honing, it was a matter of cleaning things well. Only alcohol or brake fluid may be used. Gasoline, etc. can make the rubber swell. Difficult with 2 holes in the bottom.

What you put in comes right out. Solved with 2 earplugs (photo 6). Assembly starts with placing the rubber ring under the foot valve. It must be flush with the conical side up (I remembered that). Not twisted

because then the foot valve will not close. But, you can't see that. Look, look again, measure with the vernier caliper, doubt, take it out with the barbecue pen, put it back in, etc. Then the foot valve on the spring with the primary brake cup on the other side, cylinder upside down and straight up, pierce the assembly. You can't see anything anymore and yet you have to be sure that everything is in the right place (see photo 7 for parts). Push in, bounce out, I heard the spring scrape against the cylinder wall, so not good. After 2 or 3 times I had the feeling that the whole springs smoothly and made no noise. Piston with secondary cup in it, the circlip in it and that had to be it, but I didn't know for sure. After all, it will have to be seen if everything is all right.

Mount the brake pedal and the assembly is ready to be mounted in the car (photo 8).

Because of the pollution, I alternated the brake lines per wheel with compressed air



**Photo 5**



**Photo 6**



blown through. That was easy because the brake lines were still separate from the master cylinder. First unscrew the bleed nipples per wheel and replace with new ones after blowing through. A lot of junk came out.

Put the master cylinder back in place after tampering with the holes in the bulkhead/mounting plate. Both brake lines (front and rear) connected to the master cylinder. The swivels were overcooked so tightening was difficult. I'll see if it's closed soon.

Now it's the turn of the rear wheels.

Before using the handbrake cable/ completely loosen the equalization center under the car. Then first pull off the brake drum on the right-hand side. My goodness what a black mess, but luckily no brake oil leakage (photo 9). Unhook the two return springs of the brake shoes with a screwdriver and water pump pliers. Press the springs of the brake shoe mounting with a pipe wrench, turn a little and loosen. And finally the brake shoes with the whole composition taken out. Pats, that's where the parts were flying around. With difficulty pressed the spring of the handbrake and hooked it out of the handbrake lever. Stupid, stupid, stupid. You have to let it go, because getting it back in takes blood, sweat and tears. You can also keep the brake shoe oil-free by tying a plastic bag around it, as I did later with the left wheel (photo 10).

Remove the dust caps from the brake cylinder and push the brake pistons, cups, etc. out to one side. Because the brake lines were empty, there was no brake oil feast. Lots of black stuff.



Photo 8



Photo 7



Photo 9

The cylinder itself was in fair condition. So clean it, rub it with brake oil and run the honing device through it. Clean again, lubricate with brake fluid, put a new dust cap on one side and a brake piston on the other side, a cup, the spring, another cup, a brake piston and the dust cap. Then squeeze the push rods into the dust caps of the brake cylinder. Hook the removed parking brake cable back into the parking brake lever. Hook the brake shoes together with the adjusting screw and the spring and put them back. Sitting on a stool with your knees trying to hold the assembly in place and then place the parking brake pressure bar with the anti-ratchet spring. You are short of hands, hence the knees.

Note: The anti-ratchet spring has a locking curl. This should be on the right wheel at the front of the brake shoe and at the left wheel at the back. The other side of the push rod should be placed on the parking brake lever and not on the secondary brake shoe. if

you understand how it works, that makes sense, but a mistake is easily made. Just so you know.

When the parking brake rod and the brake cylinder pressure rods are in place, the brake shoe springs can be installed. Push in with a pipe wrench, twist a bit and you're done (although they usually fly around a few times already).

Put on the brake drum and secure with 2 nuts. Then set the brakes. There are special tools for it, but I use a tire lever. Move the end of the tire lever up by notches until the drum is locked and then set back 15 notches.

Retighten the parking brake release. Apply the handbrake briefly and then release it again, check whether the brake shoes are free. The front brakes are simpler because there are no parking brake parts. To remove the brake drums, remove the cotter pin and unscrew the castle nut. A bit of jotting and you can get the circlip and front bearing out. Then pull the drum off. Remove the return springs and the brake shoe springs,



exactly like the rear wheels. Do not allow the brake shoe assembly to explode. Just put it down. Then remove the dust caps, brake cylinders, etc. as behind. Clean and polish through as behind. Put it all back together. Provide the wheel bearings with new grease. Work well at it. And finally set the brakes. At the front brakes 12 teeth back instead of 15.

Everything is now ready for commissioning. There is no brake fluid anywhere, only air. The Shop Manuel tells you to fill the reservoir with brake fluid and press the brake pedal slowly a few times. Well, that doesn't seem to work, the brake fluid doesn't just want to sink into the brake cylinder.

That's why we started with the compressed air pump on the bleed nipples. Just start with the farthest bleed nipple, right rear and suck until no bubbles come out of brake fluid. But, no. Because there was only air in the wheel brake cylinders, false air was drawn along the brake cups. That's why I put the air pump directly on the brake hose. First there was a lot of dirt and then, sure enough, clean brake fluid.

Because of all that filth, a brake hose got clogged. To do it all right, I installed 4 new brake hoses. Then the filling

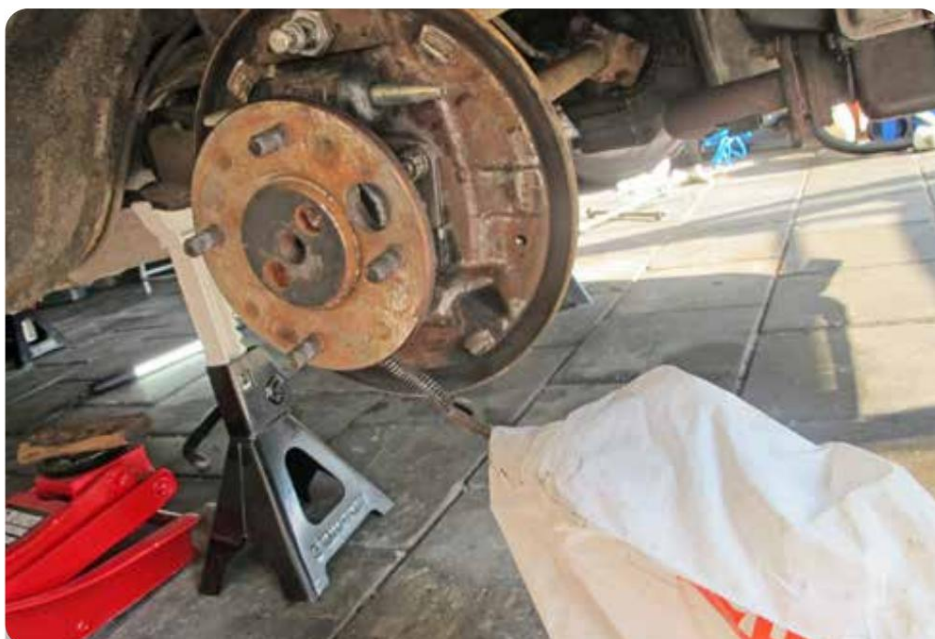


Photo 10

completed by the familiar in/out of the brake pedal and open/close of the bleed nipples.

Then hit the brakes hard, head under the dashboard and, shocked, the brake cylinder was sweating again. So I hadn't taunted far enough.

I was already done with it. The previous efforts had indeed served "for the purpose of learning and vermae ck", but with that brake cylinder I was just as far along as when I started. Not

further fiddling, I thought, just order a new master cylinder from Clark's and do the first part of the whole tune again.

That was actually all done pretty quickly and, after having checked extensively for leaks, a nice test drive. The brakes worked fine, so on to the next job.

Wim Boon

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# Plastic fantastic!

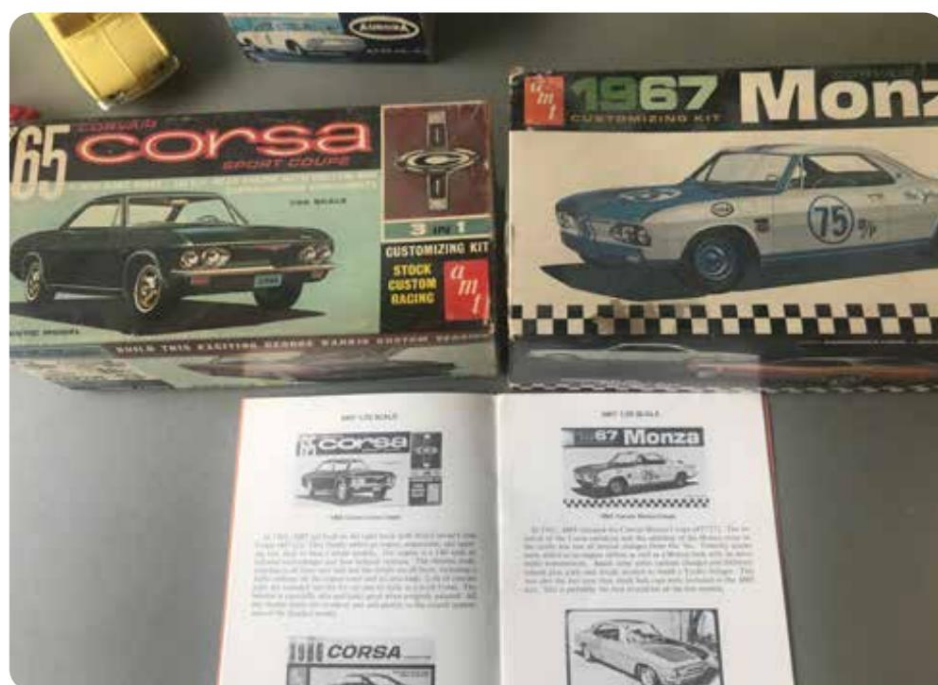
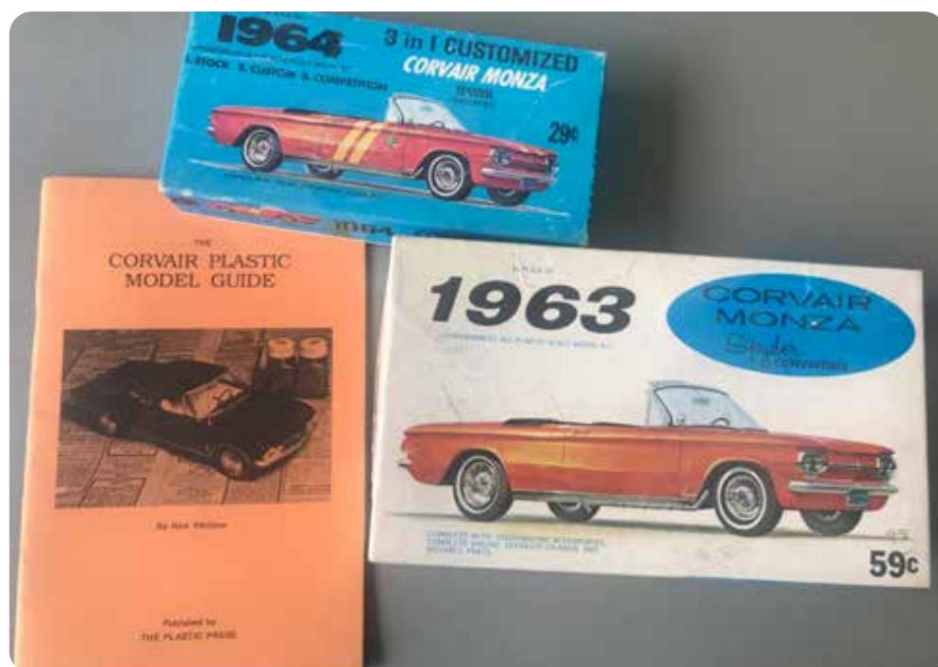
Those who already knew this can skip the first part of this story, but I largely owe my Corvair to model construction sets.

A long time ago I was thinking about how I could get a real nice classic, different from the nice, but half-baked copies I had before. So not another Renault Cara velle that was 100 kilos too heavy because of all the filler. And not another crooked Datsun Bluebird.

But yes, quality has a price and I was not in the slack wash. Until I realized that I was well into the building boxes! I've been buying them since I was a teenager and much faster and more often than I could build them. In addition, there were now quite a few rare copies among them. In short, I sold a large part of the collection at various fairs. That's how I got the starter capital for my 1964 Spyder.

Of course I didn't get rid of the Corvairs kits. Over time, a few more have been added. Here I would like to quote from and add to a booklet I once found about Corvairs building kits: The Corvair Plastic Model Guide. It is a simple booklet in black and white in A5 format, but very informative. There is no year in it, but it must have been released around 1980.

I agree with what the writer, Nick Whitlow, says: until then the best kits have been released by SMP/AMT, in the 1:25 scale, with a new release every year corresponding to the model year. At least, according to AMT. In this booklet, Whitlow goes over each issue and checks that it is correct. I'm not going to check him again, I trust him both on his knowledge of Corvairs, and of the boxes and their contents.



An example of a mistake by AMT: the 1968 Corvair had sidemarker lights, but these are missing on the AMT model. She does have the 1969 edition. Every year AMT adapted the molds of the

model on. The molds that are now used for reissues determine that you will only see reissues of the 1969 model. Which in turn means that for the model years 1965 to 1968 you have to rely on the construction sets from those years. And they are now quite rare. According to the book, the top of the series is the box from 1967, partly because this is the last year that standard hubcaps were supplied. Of the early models, the 1960s to 1963 are almost impossible to find in kit form, also because those molds no longer exist.



The photo with the cover of the booklet also shows two beautiful boxes from Palmer, another manufacturer of kits. The content is very coarse and will not easily lead to a beautiful model. Premier is yet another producer with the same problem:





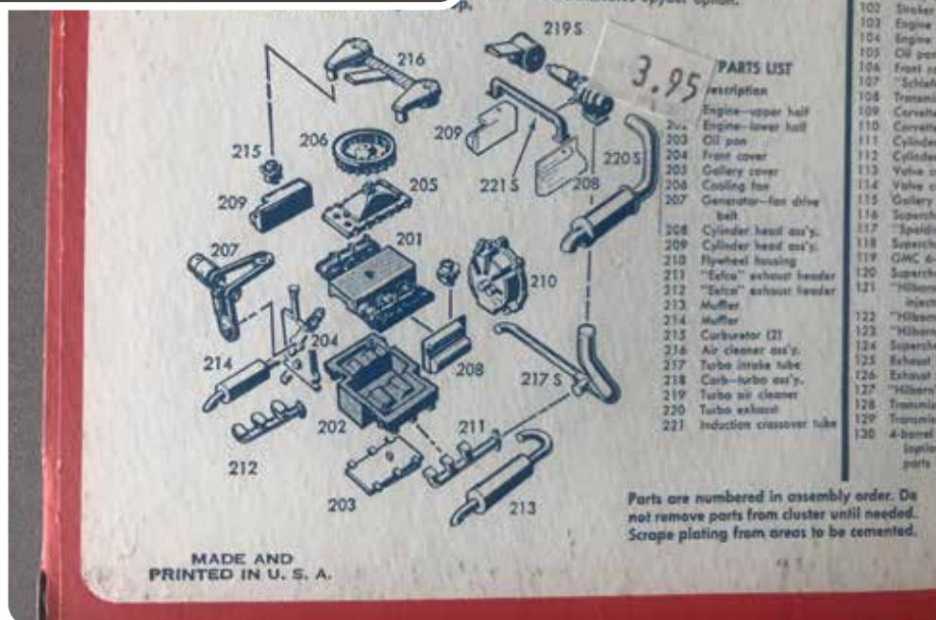
beautiful box, disappointing content. But apparently there is an exception. Premier has released a simple, but very acceptable model of a Rampside. Extra interesting, because AMT has never released a bus or pickup. A highly sought after model!

In the heyday of AMT, the 60s, 70s and 80s, customizing and drag racing were of course hot. That is why you could often build a kit in 2 or 3 versions: Stock, Custom and (Drag)Race. But AMT (and also Revell, for example) also supplied boxes with parts to put together your own model, the so-called Parts Packs. In one of AMT's Parts Packs you'll find a Chrysler V8 and a

Corvair Pancake 6. And the latter you could build with 2 carburetors or with the turbo. I would like to know what combinations that led to. After all, in 1:25 scale it can be even crazier than in real life.

About author Nick Whitlow: Recently he wrote a book about Gene Winfield's Reactor, with Citroën suspension and Corvair power source (see club magazine number ??) and he still gives model building tips on the internet.

**Ad Dijkstra**



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De moeder van Wim Boon aan het Gardameer met de Corvair Early. Kleurbewerking is van Ralf Verhees  
Uit de verzameling Corvair Live van Ruud Keers, Jaak Eijkelenberg, Ralf Verhees en Hans Aarsman







# Why Ralph Nader Wrongly Destroyed the Chevrolet Corvair

***Ralph Nader calls Tesla's Full Self-Driving Beta option irresponsible and dangerous. But who is Ralph Nader? And why should we listen to an 88-year-old man?***

After all, in the 1960s he wrongly destroyed the Chevrolet Corvair with his book *Unsafe at Any Speed*. At least, that's according to an independent study from 1972.

Ralph Nader (1934) fought for consumer rights and tried several times to become president of the United States. In 1965, he published a book, *Unsafe at Any Speed*, in which he accuses American automakers of being too casual about occupant safety. In fact, the Big Three actively opposed innovations in that area. Why? Because safety costs money and Chrysler, Ford and General Motors only thought about profit.

## **Ralph Nader argued for safety requirements for cars**

Nader rightly argued for security requirements imposed by the US government

had to be imposed. *Unsafe at Any Speed* has brought a lot of good. Following the bestseller, the United States Department of Transportation and the National Highway Traffic Safety Administration (NHTSA) were founded in 1966. Have American manufacturers learned anything from it? No! In the nineties they tried with all their might to get the airbag duty off the table. In vain.

## ***Unsafe at Any Speed over the Chevrolet Corvair***

Most people will know *Unsafe at Any Speed* from something else. The book was to the Chevrolet Corvair what Youp van 't Hek was to Buckler beer. Nader devoted a chapter to the oversteer tendency of the Corvair, which had its engine in the back. In fast corners, the camber of the inner rear wheel changed so much that the contact patch with the road became too small to maintain grip. GM engineers knew this and suggested a stabilizer bar. The board refused.

## ***Corvair was no more dangerous than competitors***

The Corvair's reputation was ruined. In 1965 Chevrolet still sold 220,000 units, three years later that had plummeted to 14,000. And yes, the Corvair could be dangerous at the limit, but certainly no more dangerous than the competition. A 1972 study by the NHTSA found that the Corvair did not lose grip in fast corners any more than the Ford Falcon, Plymouth Valiant, Renault Dauphine and Volkswagen Beetle. Porsche and Mercedes also used the same kind of rear suspension.

## ***General Motors tried to destroy Nader***

Are we saying that the handling of those models is excellent? No. And it's right that Ralph Nader broached the subject in *Unsafe at Any Speed*. But perhaps he could have included cars other than the Corvair in his book.

In any case, General Motors reacted as if stung by a wasp. The group hired private detectives to dig up "dirt" about Nader and sent prostitutes to tempt him into a slip. It all didn't work.

***Submitted by Hugo Donkers  
Story from Autoreview 15 Aug 2022***





## More Further News:

### Ralph Nader focuses on Tesla's FSD technology

Tesla's entire self-driving system has been attacked by Ralph Nader.

**Safety lawyer Ralph Nader calls it "the wrong thing at the worst time" and wants Tesla's semi-autonomous driving system removed.**

Nader is one of the newest and one of the most prominent critics of FSD and the original Tesla Autopilot system.

The technology has been linked to dozens of accidents and failures, as well as several deaths.

The system is currently facing dozens of individual investigations by the National Highway Traffic Safety Administration, and some observers believe the federal agency may soon order a recall for hundreds of thousands of Tesla vehicles.

"I call on federal regulators to act immediately to prevent the increasing deaths and injuries caused by Tesla with this technology," said 88-year-old Ralph Nader in a statement.

NHTSA has done several tests of the original Autopilot system. On the latest Full Self-Driving test, Nader said the agency "must use its safety recall authority and that the FSD technology in



Ralph Nader  
@RalphNader

Tesla's major deployment of so-called Full Self-Driving (FSD) technology is one of the most dangerous and irresponsible actions by a car company in decades. My full statement: [nader.org/2022/08/10/sta...](https://nader.org/2022/08/10/statement-by-ralph-nader-on-tesla-full-self-driving-fsd-august-10-2022-for-immediate-release) -R



4:35 PM · Aug 10, 2022 · Twitter Web App

every Tesla should be removed."

#### Musk promises a more advanced FSD this year

The Detroit Bureau has reached out to Tesla for comment, but has not yet received a response.

The automaker no longer has a media relations department and rarely responds to news requests unless CEO Elon Musk posts a Tweet himself.

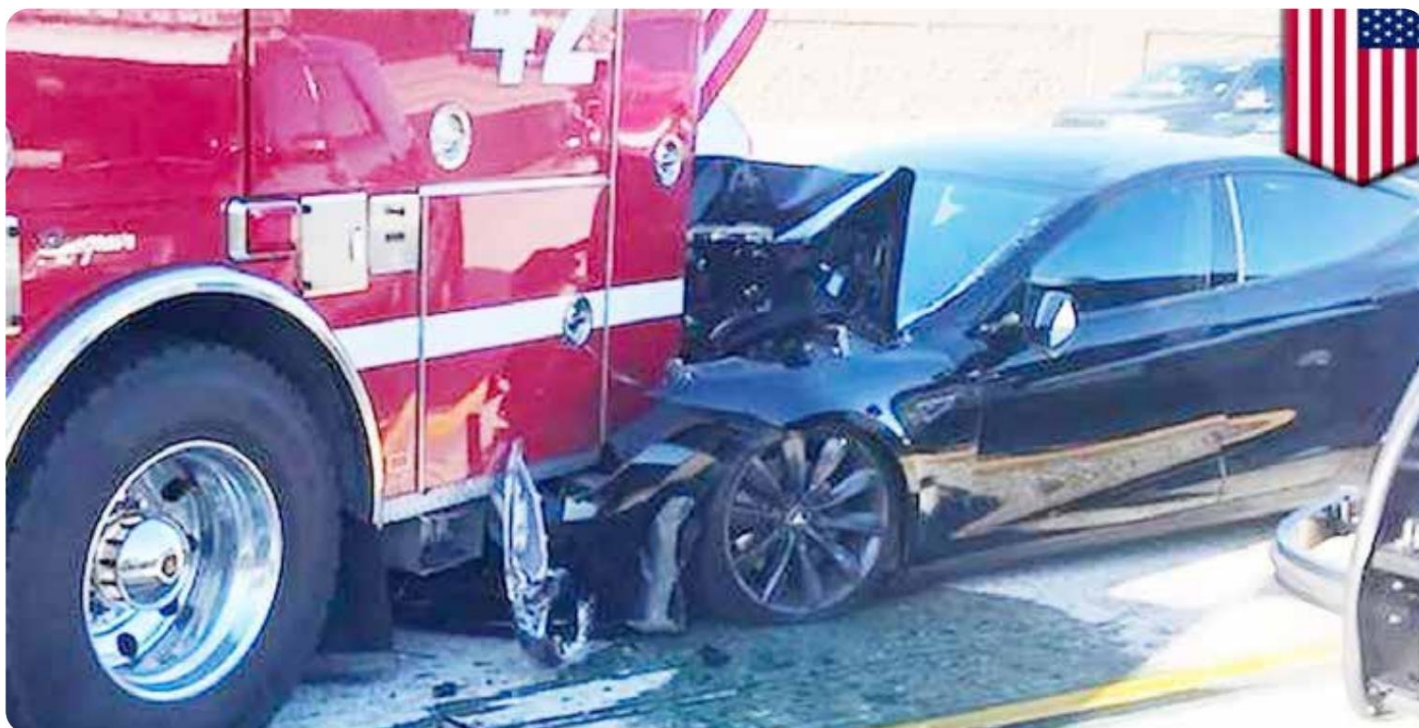
At the time this story was published, he had not responded to Nader's attack. But in recent weeks, Musk has promised that against the

an even improved version of FSD will be launched at the end of this year. This one will actually work without any driver intervention. He also indicated that it will become a crucial source of income for the automaker.

Currently costing buyers \$12,000, Musk called that figure "ridiculously low," indicating the price will increase once the next major update is scheduled.

**Story from The Detroit Bureau, the voice of the automotive world.**

**Ralf Verhees**





# Authentic Day Vreeswijk

*It was still exciting whether we would make it, the authentic day in Vreeswijk.*

Full of enthusiasm I signed up after a call from Saskia to participate in this day with our Corvair, exactly after 2 weeks after we had picked up the car. During a number of first test drives, the Corvair sometimes showed a small malfunction here and there. For example, it stalled a few times in drive while standing still, suddenly wouldn't start during a stopover and the dashboard lights no longer worked. Refueling was also a problem, it was not possible to refuel more than a few liters. For Erwin and son Jop, this resulted in a few evenings of tinkering to check and check the most important things. Fortunately, the night before departure, Erwin had the confidence in his new addition to guide us safely through the first real ride.

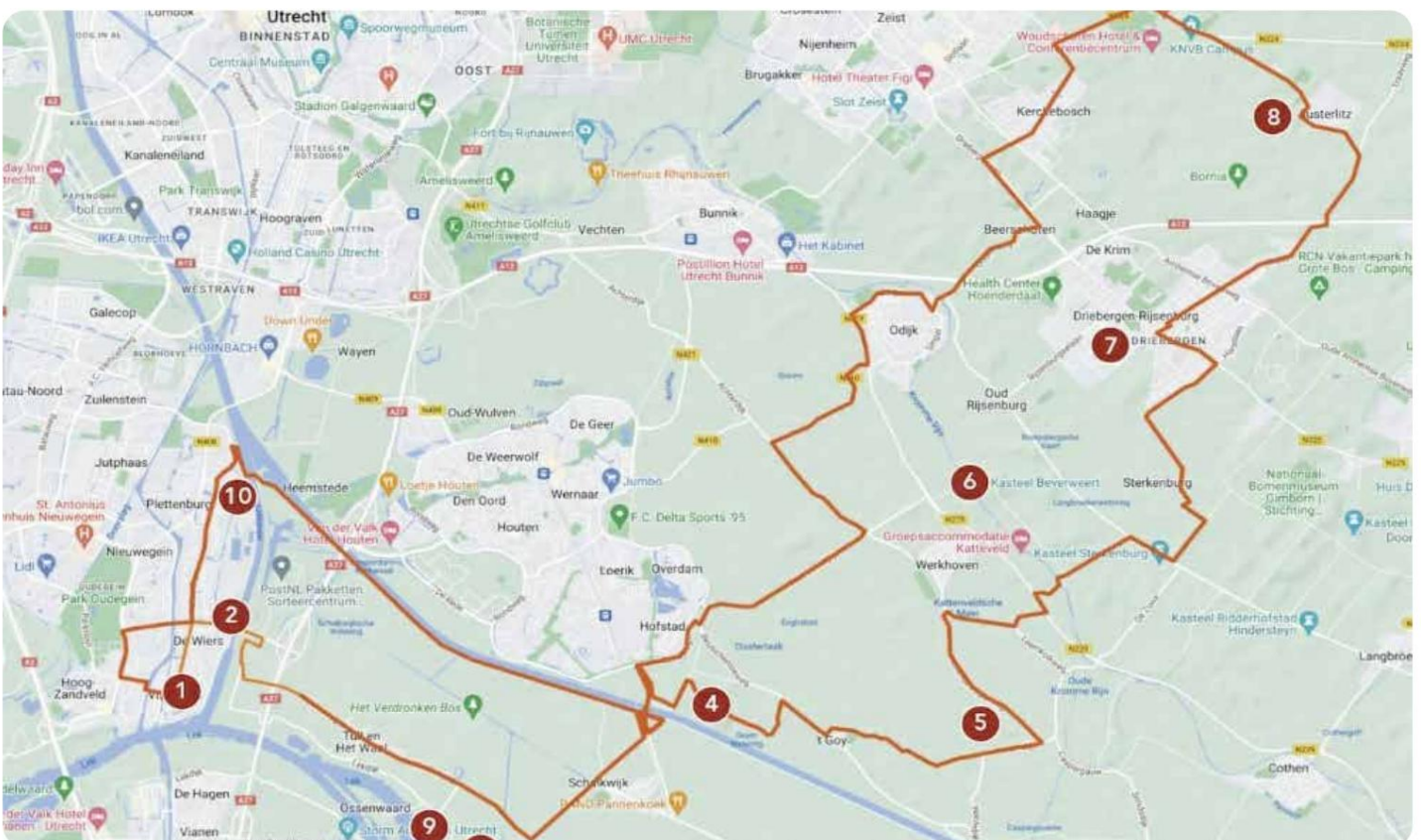


## Too late

We had agreed to meet in Nieuwegein at 9 o'clock, but we didn't make it...

At 8 o'clock sharp we left full of energy and good courage with Milo in the back for the 65 kilometer ride to the home address

from Wim. Unfortunately, the entrance of the highway to Den Bosch turned out to be closed due to an accident and we had to drive a long way inside, so that we arrived too late on our first meeting with the Corvair members. That was shit. The 2 Corvairs of Wim & Saskia and Ruud & Annemiek were already lined up for departure and we drove to Vreeswijk together. Vreeswijk was cheerfully decorated with many stalls, flags and garlands.







We got a route book, packed lunches and parked our Corvairs in the city center. This was the time to meet our new Corvair friends.

And what a warm welcome that was! Our car was immediately inspected and admired and we received a nice compliment. And Ruud had a nice welcome gift for Erwin, a Corvair cap, how cool!

After about 20 minutes the ride of more than 65 km through the beautiful surroundings of Nieuwegein started. It was a special procession of vintage cars. Beautiful specimens from all years and countries participated. Nice that in the villages we passed through people were watching and waving. The Corvair has done an excellent job. Lovely in the sun, hair in the wind and nice and comfortable touring through the Utrechtse Heuvelrug. On return in

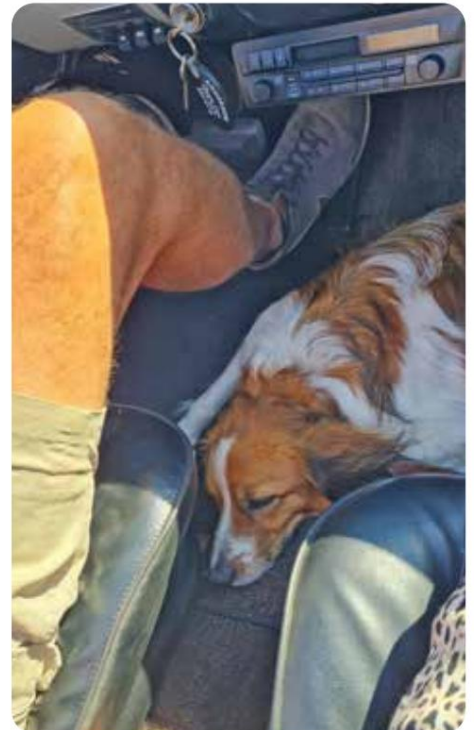
Vreeswijk the whole village was on the road to overtake us. What a beautiful experience. We parked the cars again in the village street for the static show and they could be admired by the visitors.

A nice table in the sun on the quay was ready for a nice cup of coffee and a closer acquaintance with each other. We had a wonderful day! We are fans! And Milo, our Kooikerhondje, slept wonderfully under the dashboard on the way back, tired of all the impressions and tensions of the long day.

***Wim, Saskia, Ruud and Annemiek  
thank you for the warm welcome!***

See you soon on Corvair Day in October!  
We look forward to meeting other club members.

***Erwin & Helen***





# 10 cylinder front wheel drive.

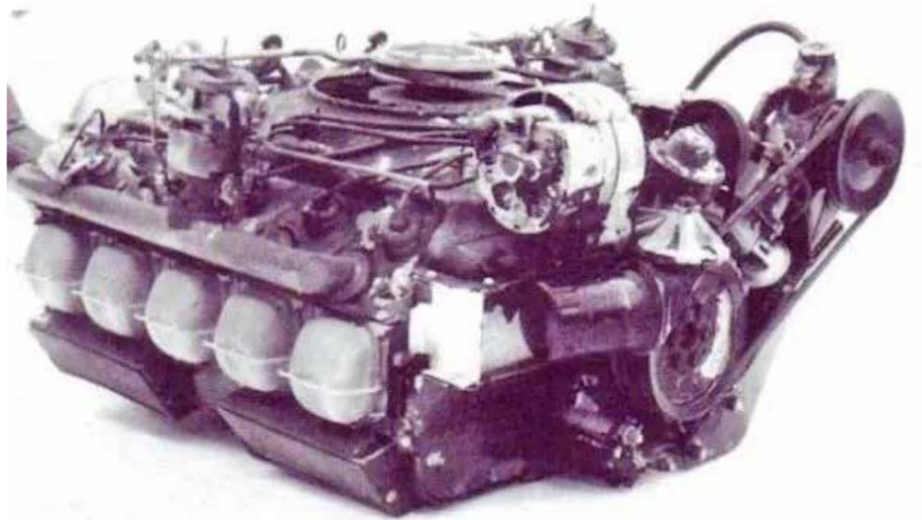
Countless General Motor prototypes never see the light of day. Take this one: a 1962 Chevrolet Impala with a flat 10 (also called a 10-cylinder boxer) and front-wheel drive.

This concept originated after the production of the 1961 Chevrolet Corvair, when Chevrolet Engineering started work on an improved, second generation version of the Corvair air-cooled 6-cylinder.

To justify the cost of a new engine, the designers and engineers at Frank Winchell's group studied a wider range of applications of the Corvair air-cooled "pancake" architecture with the construction of a 4-cylinder, an 8-cylinder and finally a 300 cubic inch (4.9 liter) 10-cylinder experimental engine. On paper, this 10-cylinder boxer would easily reach 250 hp. Besides the 10-cylinder boxer version as in the photo, there was – allegedly – even a 12-cylinder version, but that remained with drawings.

Meanwhile, General Motor was also designing a front-wheel drive system. It eventually came on the market in a 1966 Oldsmobile Toronado.

The 10-cylinder boxer was coupled to a modified front-wheel drivetrain with Corvair and Pontiac Tempest parts



and rotated 180 degrees so that the engine was "front out".

This new powertrain was then fitted into a 1962 Chevrolet Impala Sports Coupe.

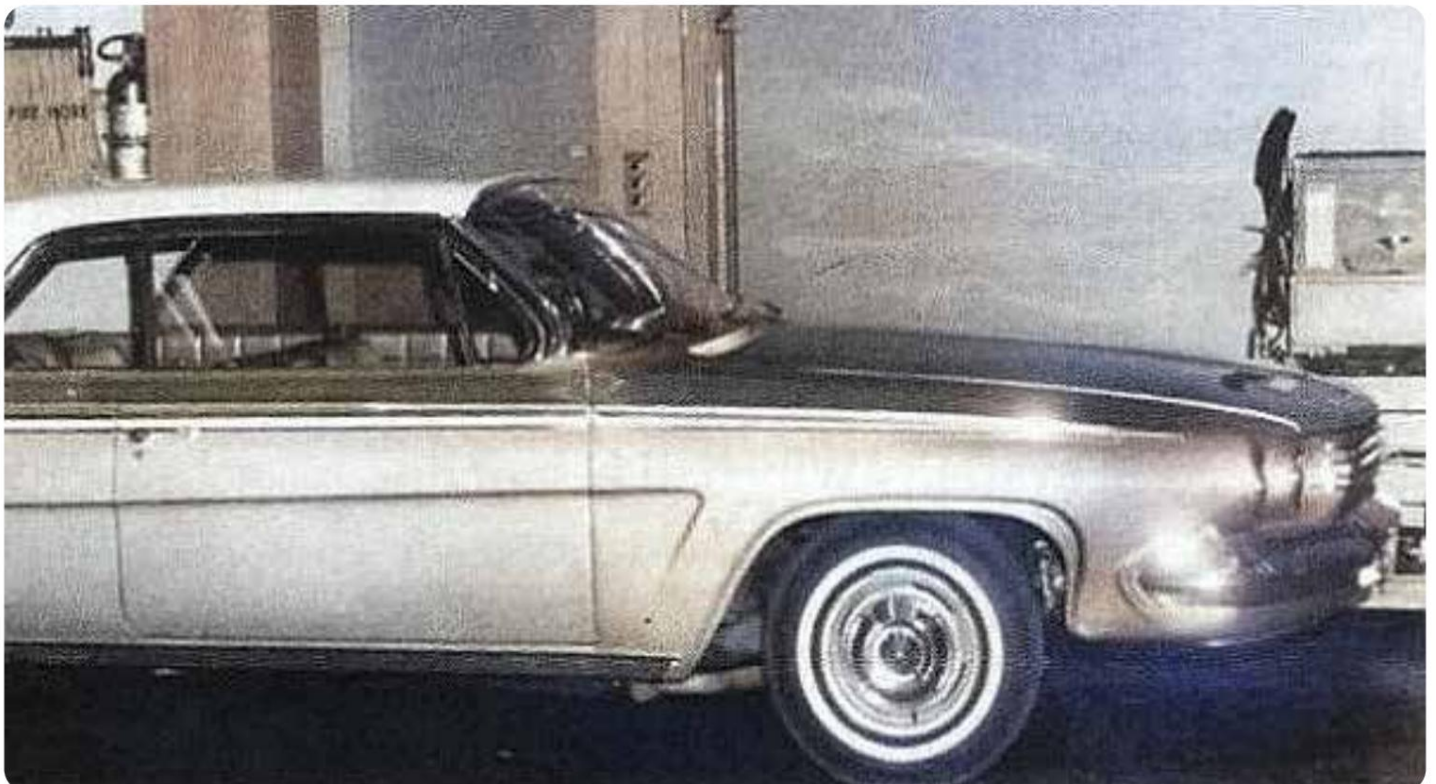
The front of the Impala was extended. The hood and fenders were fiberglass. Everything was made bigger to house the drivetrain in the front of the Impala. It may have looked odd, but it seems that the front to rear weight ratio was quite acceptable this way.

Although the "long nose" Impala was not really a beauty, General Motors was mainly about the practical part: testing the 10-cylinder boxer with front-wheel drive.

Despite the test going quite well, the second generation of the Corvair never went into production. The Corvair kept its 6 cylinder which was improved.

Shortly after the test, the "Chevrolet Impala Aircooled 10 Sports Coupé" was destroyed.

**Ralf Verhees**





# Jay Leno, the collector

How come a car considered one of America's worst is one of my favorites? I think it's because that car was misunderstood at the time. I think we do the Chevrolet Corvair justice by calling it the most 'European' American car ever built. Developed by Ed Cole, it was GM's first car with a unibody construction. He had an air-cooled flat-six, about six years before Porsche's 911. He also had pendulum axles, like a Volkswagen, and these formed the basis of Ralph Nader's book *Unsafe at Any Speed*.

By the time the book came out, however, the suspension drawbacks had been eliminated and in the early 1970s, the SAE (Society of Automotive Engineers) reported in a study that the Corvair was no safer or unsafer than any other American car. . But then so much had already been destroyed. Many believe that Nader's book extended the life of the Corvair somewhat.

The car was so blown away by the Mustang that GM had already wanted to pull the plug in 1967, but GM did not want to give the impression that it was bowing to Ralph Nader and kept it in production until 1969.

Don Yenke came from a family of Chevy dealers, he was one himself. He was also a driven driver: Le Mans, Daytona, Sebring, and he was even a four-time SCCA champion. The man was Chevrolet's Carroll Shelby. He saw the potential of the unique Corvair and was determined to make it - don't laugh - the American Porsche. He hoped to race it in the SCCA's D-production class. Remember that Chevy had already replaced the pendle axles with a completely independent construction. When he wanted to race his Corvair, it was refused by the officials because it was not a sports car, it had a back seat - and because it was not homologated. No problem, Yenke said. He placed his first legendary COPO order, which stands for Central Office Production Order. That gave him the opportunity to have 100 cars come without back seats and with a number of performance improvements that could not be ordered for a regular production car, such as a 3.89 position differential, a more direct steering box, an oil cooler and double master cylinder from a Cadillac. It was the first

time a Chevrolet was delivered with a double, separate braking system. Yenke also tinkered with the Corvair's aerodynamics and gave it a \$15 Grant steering wheel from JC Whitney's catalog.

He called his version of the Corvair the 'Yenko Stinger'.

I've been looking for a car like this for years. Like the Shelby Mustangs, they are easy to counterfeit, so you have to be on your guard. Finally I found one, here in Los Angeles - car number 54. All real Stingers are white, with blue stripes, and most of them have had a hard life. This one was perfect.

Jeff, the owner, was a real enthusiast and had restored it thoroughly and with feeling. It's the first car I haven't had to redo from scratch.

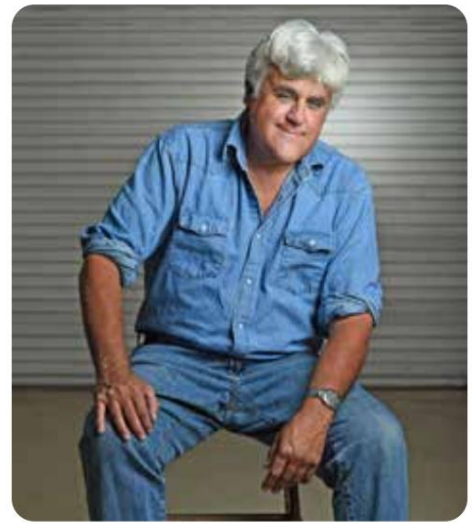
It is a Stage Two version, with four carburetors, a four-speed gearbox and 190 horsepower. There was also a Stage Three with 240 horsepower, but it was only for the track. I know that 190 horsepower doesn't seem like much today, but remember that this car only weighed 1159 kilos - that was about 140 kilos lighter than the competition.

The problem with the Corvair was that it was so different from what the Americans were used to. They thought why would I take a six-cylinder if I

the same money a V8 can get in a Mustang? The engine is in the back, the trunk in front of me, the tires at the back have to be inflated harder than at the front. It reminds me of a statement by Mark Twain: "I love for"

exit, but I don't care about changes'. I enjoy the Stinger. At car shows young enthusiasts ask if it's a Karmann-Ghia and they can't

believe it is a Chevy. Most



have never heard of it. The Stingers are from 1965 and '66 and still look great even now, despite being almost sixty years old. I like Porsches - I have a '63 Carrera, a '71 911 and a 2004 Carrera GT - and I can really appreciate what Don Yenke has tried to achieve. What I can hardly believe is how cheap these cars are. Not the Yen kos, although they are more affordable than Shelby Mustangs. But the regular Corvairs, such as the Monza and the Corsa and even the 180 hp Turbo, cost surprisingly little in relative terms.

There are clubs and parts suppliers who do their best to keep these cars running - on the track and on the street. The name Corvair was incidentally a combination of Corvette and Bel Air. The car was considered a flop as only 1.8 million were sold. Times have changed, haven't they? Now sell 1.8 million units of I don't know what and they'll instantly make you CEO of the company...

***Story from car magazine Octane van Juni, submitted by Ruud Keers***







Foto: Jay Leno met zijn Corvair Yenko #54