

CORVAIR MAIL



Lakewood updates.

We haven't been sitting still lately. The latest story is in the June club magazine.

Let's start how it is with the alternator power problems. These are still there. Yes, after 6 months we are not one step further and I have again enlisted help through the club.

I took the alternator away to find out where the problem is. If I know what works and what doesn't work, then I'll automatically keep the problem, I thought. At company 1 I was told what didn't work, but they couldn't fix it. I also wanted to have another company checked, so I went there. They had no time that same week. Since I don't either



in a hurry they would then work on it to see what is wrong with it.

After 5 weeks I picked everything up because it still hadn't been worked on.

On to the third act, 3 times a charm I thought. There they did measure it (what they say), and both the dynamo and the voltage regulators (I included 4, even 1 new and 1 almost new) were concluded: with a new interior it should probably all work again. to work.

Yes, I was that far, if I buy a new alternator it will also work. The alternator was overhauled just before I started the restoration. This one sat on the shelf for a long time until we built it in. Something could always have broken, but I find it hard to believe that everything doesn't work. So I'm still looking and trying to cross things out before we buy everything "new again".

The heater unit has been connected, all cables of the control unit have been fed through from the back to the front and we have also rebuilt the sides.

Everything has been taken apart, cleaned, polished, adjusted and the cables are new. A nice job and part by part the valves started moving from open



and close. Successfully done so far. The next step is to put the power on the heater motor so that it is mapped.

The steering wheel has also become very nice and we had hoped to be able to install it. However, after fitting and admiring it, we loosened it again to fix the interior. The steering wheel is still ok. Unfortunately, the "cone" behind the wheel fell on the floor of the Corvair (that is certainly 70 cm) and it looked afterwards as if a truck had driven over it. Unfortunately we have to make it round again and repaint it. It keeps us busy.

That was it at the Lake wood at the moment. Until the next update!

Ralph Verhees

Invitation Winter Meeting 2023

**On Saturday, January 28, 2023,
the annual Winter meeting / members meeting will take place!**

**It's been a while but the location is still the same: 'Bar Dug Out' in Hotel
Papendal, Papendallaan 3, Arnhem.**

At 14:00 coffee & tea are available for members, immediate family and guests. (We ask guests for a contribution of € 7.50.) At 2.30 pm we start with the meeting of the Corvair Club Netherlands. After that official part there is plenty of time - while enjoying a snack & drink - to chat until about 6 pm.



At the beginning of January you will receive the agenda, annual accounts and budget.

If you want to add items to the agenda, please send them to Saskia or Ralf before the meeting. The e-mail addresses are in the colophon.

The board hopes to see you all again, to be able to plan a new year full of activities together.

Finally

Papendal offers the possibility to eat and sleep. This is at your own expense. You can book a room via Papendal.nl or the well-known booking sites. Dinner is also possible in groups.

If you are interested in this, please let us know upon arrival.

See you in January!

Colophon

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From the treasurer

Dear All,

As I write this, Sinterklaas has only just set foot ashore and we are already busy with the winter meeting at the end of January next year. The invitation for this can be found elsewhere in this magazine.

We meet as usual in Papendal, Arnhem. But, I wondered: is Arnhem really that central? After all, we have members in just about every province. Even across the border, disregarding Bonaire. Yes, Arnhem is centrally located on the axis between north and south. But no, not on the axis between east and west. Maybe we should look into that sometime?

By the way, agenda items for the annual meeting are of course very welcome!

This edition of Corvair Mail also contains the bill for the contribution for 2023. The amount has remained the same as decided at last year's annual meeting. Only € 35 for a network of enthusiastic Corvair drivers and contacts with expertise. Also for original tours and meetings, for

From the editor

The fire is burning again so we are again at the end of the year. 2022 has flown by with ups and downs. But luckily we were able to organize meetings again without any problems and we have almost forgotten about the masks, 1.5 meters and other rules. The club magazine is therefore also well filled with all kinds of different stories. Thank you for sending. Hopefully 2023 will be just as good a year!

I want to wish everyone a lot of reading pleasure during the holidays and see you in Papendal, then we will plan new events!

Ralph Verhees

Why Papendal for 2023

Papendal has been our regular location for the Winter Meeting for years. We have recently looked critically at alternatives. We looked at various locations and requested prices.

Papendal does not charge rent for the space and this is a decisive point compared to other locations. Renting a room quickly costs around €200 without drinks. The drinks and snacks are a bit more expensive in Papendal, but the variety is much greater.

We hope to see you next Winter Meeting at Papendal!

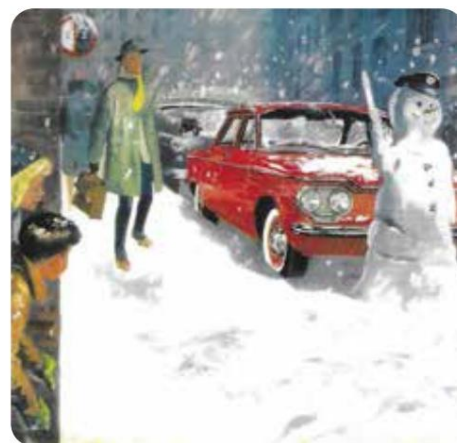
an extensive website full of information. Last but not least, for this glossy quarterly magazine with informative articles, personal presentations and - every time - that unique centerfold. This year already the 25th year!

So, will you join us next year?

Finally: many thanks to all who contributed in one way or another to the Corvair Club Nederland in the past year.

And best wishes for 2023 and see you in Papendal.

Saskia Zonderland



Edition March

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

I would like to see members' stories appear again for the March club magazine. Send me an email if you are going to write something and I will keep it in mind in the club magazine.

rverhees@gmail.com

**I would like to see the stories
published before Sunday 5 March.**

Corvair Club day Langenboom and surroundings.

*The last club day of 2022 is also over.
Not surprising since this is also the
last club magazine of 2022.*

The club day was organized by René
and Ingrid van der Ven (thanks for this).

The starting point was a cozy gathering
at the Eterij d'n Oven in Zeeland (North
Brabant). Many club members were
looking forward to it, both with and
without Corvair. It had been a while since
we had seen each other so many stories
and questions were circulating. After
lunch it was time to see and hear the
Corvairs. All Corvairs were ready for a
one and a half hour tour in the area of
Zeeland and Langenboom.

Beautiful area, from agriculture and livestock
to the waterways of the Netherlands that
we followed. The weather was beautiful so
many convertibles had the hood down. The
ultimate Corvair convertible ex perience.

The goal was to end at the Museum for
Nostalgia and Technology in Langenboom.
A nice courtyard on the property ensured
that the Corvairs could stand together nicely.





The Museum for Nostalgia and Technology in Langenboom in Brabant is a unique museum for men and women of all generations. Started as a collection of restored antique tractors, the museum has grown under the direction of founder Wim van Schayik and his girlfriend Joke into a special collection of old tools and utensils from more than 70 crafts and professions with thousands of objects, tools and machines. from the past. From hand tools to the first electrically powered machines for the home, garden, kitchen, workshop, office, practice, church and on the land; you look your eyes out!



And the piece mentioned above (from the website) is not a lie. We all really looked our eyes out and especially laughed out loud a few times.

So much collected and put down, you can hardly believe it if you haven't seen it yourself. The museum is truly one of a kind and we hope it will be around for a long time to come. There are certainly plans, even an expansion is planned.



Who knows, as a club we may come back to this special, wonderful museum. After a farewell drink from the museum, we took a few more pictures of the Corvairs and it was time to say hello again. On to a new meeting in 2023!



Rene and Ingrid, thank you for organizing and arranging this day. It went great and a great idea!

Club members who were present, thank you for coming and see you at the next meeting!

Ralph Verhees

From the key club..... 5 Electric fuel pump (1961 Corvair 769A, 4-door saloon).



Photo 1

Do you know the joke about the man who went to install an electric gas pump? He didn't.

My white Corvair, a sedan from 1961, had stood still for about 6 months awaiting some maintenance. That maintenance involved an overhaul of the braking system, a new exhaust and some smaller things. When that exhaust was under it I thought: just start it, see if it's closed. Well, that exhaust was closed, but the gas pump was not. It sprayed petrol neatly around the lower sealing ring. Quickly tighten the bolts. That helped, but drops kept coming out of the "pee gutter" under the lower sealing ring. This gutter is used to drain fuel in the event of any leakage so that it does not end up in the crankcase.

Took the pump apart and sure enough, the lower sealing ring was aged and cracked. The pump was there for almost 10 years, so that wasn't really that strange, although the ethanol must also have played a role. So order a new pump from Clark's. But no. Currently out of stock. Informed others. Also posted on facebook. Forget it. No more mechanical pumps.

What's the case? Everyone installs an electric pump and there is not enough demand for mechanical pumps.

However, my Corvair is completely original and I would like to keep it that way. But, alas, where there is not the emperor loses his right. So I had little choice but to buy an electric pump



Photo 2



Photo 3

place. But how do you do that? If you open the hood of a Corvair, you will see that characteristic gas pump with the fuel lines right in front of you.

Visually very typical for a Corvair. Besides, if you remove that pump, the fuel lines will float in the air. So you have to reorganize everything.

I wanted to keep that characteristic image of the pump with pipes. That's why I came up with a fake construction where you don't see that the mechanical pump has been replaced by an electric one.

No doubt I'm not the first, but others will have done that before.

For me it went like this:
If you take the pump apart you will see



Photo 4

at the middle ring a "little dam" between the chamber where the petrol enters and the chamber where the petrol exits. I sawed that dam out (photo 1 and 2). Then have



Photo 5



Photo 6

I sealed the middle ring with aluminum plates at the top and bottom. This allows the gasoline from the electric pump to simply flow from the input directly to the output. For the cover plates I used aluminum sheet of 0.5 mm thick (Hornbach). You can just cut that with scissors.

I took over the 5 holes from the middle ring (photo 3). Everything marked because the holes are not evenly distributed. I then glued the aluminum plates to the top and bottom of the middle ring with a petrol/ethanol resistant sealant (Loctite gasket sealant) and pressed them with petrol/ethanol resistant rubber plates. It was not easy to get the right material for this. In the end, these became Viton rings, 80 mm externally, 10 mm internally and 3 mm thick from Technirub. Here too I took over the place of the 5 holes and tapped them out with a hollow pipe. Furthermore, the "pimple" of the pump foot was sawn off (photo 4).

See photo 5 for the "exploded view" of the final composition.

The whole thing wrapped up with sealant and fitted together with the help of clamps (photo 6) because it slipped everywhere. Then mounted the cover and the spring (photo 7) and it actually looked like a petrol pump again. Tighten the bolts and remove excess sealant. The intake swivel and exhaust pipe were screwed in with a drop of Loctite 577 to seal the threads and the dummy pump was ready to be mounted in place on the sump.

I thought for a moment that I should not forget to remove the spring and the Pushrod from the crankcase with a magnet. Because otherwise they will dance like crazy.

For the electric pump I chose a Hardi. I decided to mount the pump and crash switch in the luggage compartment near the bulkhead.

Simply with a petrol hose from the tank somewhere into the trunk, out again after the pump and connected to the existing petrol line.

I decided to get the power supply from the fuse box from a fuse that gets voltage as soon as the ignition is switched on. If necessary, install a heavier fuse.

So far were the latest progress. Then, to my great surprise and eternal gratitude, at the Corvair meeting, completely unexpectedly, I received a brand new original mechanical fuel pump from our acclaimed Jaak Eikelenberg. That pump is now in it and runs like a charm. The dummy pump is next to the Hardi and the collision switch, waiting to be needed again. Will it function then?

We shall see.

William Boon



Photo 7

The story behind Corvair Live.

It certainly started with a book of news photos from 1963. In it I saw a photo of a nonviolent civil rights demonstration by African Americans in Birmingham, Alabama. In the background a glimpse of a Corvair Early. When I showed the photo to Ruud Keers, my sister Annemiek's loving husband, we came up with a brilliant idea for Corvair Mail.

A recurring center page with a full-screen photo of a Corvair as they drove around in the sixties and seventies. Not as classics, but simply themselves.

Title 'Corvair Live!'.

We emailed a number of suitable photos to Corvair Mail's then-editor-in-chief. He didn't react very enthusiastically. After some further questioning, the photo of the riots in Birmingham turned out to be the reason. Corvair mail was nominated to be chosen by Corvair Corsa as Corvair magazine of the year and he was afraid that photo would throw a spanner in the works. We proposed postponing the publication of the photo until after the election, and so we did. Money for an extra page was also a problem, but Ruud came up with a solution, he paid for the printing of the pages out of his own pocket.

In May 2008 the first 'Corvail Live!' in the Corvail Mail. As I searched every photo book from the sixties and seventies I got my hands on for Corvairs, Ruud focused on the golden age of the postcard. Those were the days when a village street, a motel, a parking lot still counted as a good motif for a postcard. Ruud knew a dealer in postcards who went on a search with him, and he bought many a postcard from him. Ruud now has more than two hundred. In a special edition of Corvail Mail in 2013, his best finds were published full page. In addition, the grid with which the cards are printed becomes very large. That adds to the charm.

In 2014, Ralf Verhees joined the detective team. Ralf's first contribution was a trailer full of Corvairs, a photo he had found on the internet. Ralf turned out to be good at searching the internet. Another good detective is Jaak Eijkelenburg, who joined the Live team in 2019 with a photo of a nightclub in Los Angeles. Not a week goes by without Jaak e-mailing a photo to his Corvail-Live friends. Sometimes they have a resolution that is too low for our double page, which then ends up on the club's Facebook page.

If I must say what I after all these years

find the best: that of the disturbances in Birmingham. A historic moment with an Early in the background, however, is not possible. We are still looking for a postcard of a rocket launch at Cape Canaveral with a Corvail in the foreground. We know he exists, he slipped through Ruud's fingers when bidding on the internet.

Hans Arsman



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Een Early bij de strijd van zearten voor gelijke rechten, Alabama, USA, 1963
Uit de Collectie: Corvair Live van Ruud Keers en Hans Aarsman



8 postcards from the Corvair Live Collection:
Corvairs in the days they were not classic yet,
collected by Hans Aarsman and Ruud Keers.
For more information: www.corvair.nl

CORVAIR MAIL
magazine of corvair club nederland november 2013

CORVAIR LIVE
special edition

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Classic
Corvairs
Only

Ventura, California, USA





Nova's en Corvair Early's van de GM-assemblagefabriek in Janesville, Wisconsin, 1962
Uit de collectie **Corvair Live!** van Ruud Keers, Hans Aarsman en Ralf van Hees



Replacement fan bearing.

Underrated job.

Years ago, when I received help from the club with the construction of my engine block, Leon pointed out to me during the assembly of the engine cover that the fan bearing really should be replaced, because it is much too noisy. Thanks again Leon, because from then on I thought the same thing every time I started.

That fan bearing, should be replaced soon. When my motorcycle finally got comfortable in its own skin, this job was next this spring.

Early and late bearings

While studying the hows and whats, I came across an article in the June 2017 Corvairsati on (nice name). This is the magazine of the Tucson Corvair Association.

One Mike Dawson writes about the Corvair Engine Cooling Fan Bearings in this. The article makes it clear that a larger bearing has been used since 1965, so that the crankcase cover, fan and pulley have also received larger shaft diameters. I discovered that my '64 block indeed had a small bearing. Unfortunately. At GM they must have had very good reasons to use a heavier bearing I thought, but yes, that means a lot of new parts, so a job of a few hundred Euros. Would you rather order the first model lower than that?

But wait a minute, I still have an engine block lying around. What would be in there? With little hope I went to investigate because this is an 80 HP block from the early period, so.. To my surprise I see a crankcase cover with a large bearing and matching pulley. So a parts swap has already taken place here.

Auctioned early fan to late

But the fan is unfortunately no longer present and this bearing also turns out to be a noise maker. But with a late sump cover within reach, I decide that I will take the step to a large bearing. So order a large bearing. But also a fan? If I could file out the hole of my early fan around 2mm I would have a 'late' and I would be done. Asked on the Corvair forum if anyone has experience with this. The reactions are predictable.

Why make it difficult when it can be easy? Late fans are still aplenty. And with filing you get imbalance, watch out. I presented the latter to Jaap Slob.



Late and early pulley



Late pulley as a file template for early fan

If you were to file on the outside, you would indeed get imbalance. But you file in the middle. There the fan makes much less speed. So no risks. Of course Jaap, logical, thanks again for thinking along. The order of the bearing can go along with an order from Ruud Keers at the last minute and I will have it at home in no time. To work.

Remove the late crankcase cover from the spare block, heat it up, tap out the bearing, clean the cover, done. Late pulley bolted to my early fan as a file template, file away 2mm aluminum all around, done. Sanding parts, removing rust, spraying, oh how beautiful, also done.

Moment supreme

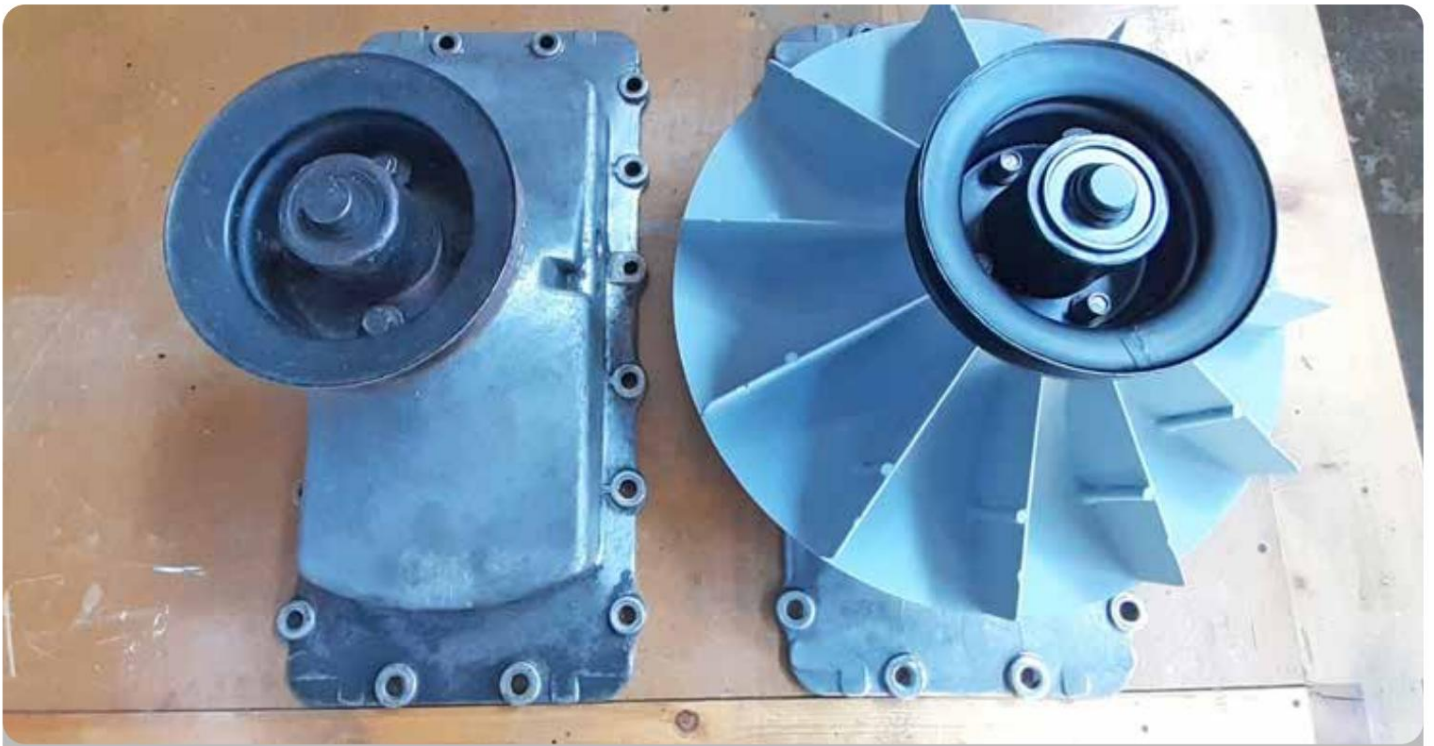
And then comes the real butt squeezer. The bearing pin must be clamped in the hole in the crankcase cover. And at the right height. That is a very critical job. The crankcase cover should be heated, but evenly and not too hot. It's just light metal. The bearing has already been in the freezer overnight. Under these conditions it should be possible to lower the bearing pin into the cover hole with a few taps. But as soon as the materials touch, the temperature difference disappears, so there is little time to reach the correct position. In addition, Clarks adds a tube of locktite with the advice to really use it.

Even less time to get the bearing in the right position. Conclusion: if you want to carry out such a job, it is always useful to have seen it fail once and to know why. Preferably with someone else of course. I've seen it fail. With myself.

In the resit

When the bearing had sunk an inch or two into the hole I tried to get it to the right height with small taps. I broke into a sweat when I noticed that my taps no longer made an impression. It no longer mattered how hard I hit. The bearing was stuck like a wall, 8mm too high in the lid. The dust ring had now jumped out of the bearing.

I had just destroyed an \$80 bearing. After my nervous breakdown I turned out to be able to hitch a ride again with an order from Ruud. The destroyed bearing was tapped out of the lid and thrown into the old iron container with my hands in front of my eyes. Lower



Early and late parts

No.2 is already freezing and freezing cold in the freezer next to the Jägermeister and the crankcase lid is patiently warming up again under the flame of the newly purchased Sievert gas burner. What is very clear to me is that there is no time for adjustment of the height of the bearing. It has to be done in no time. The next morning I give it another good sitting at once. To make it as possible on the two of them. Now it's quiet and smooth that runs. makes that as thick as the distance between the outer bearing and top cover and block and rebuild the motor to fit the bearing axle. Now it's tomorrow is a club day. Always Lager from the freezer with the video, a portable hole, fork in between, big But am I seeing it right? Good heavens, er

push and tap with plastic hammer, pull out in clamped fork, splash cold water over it, DONE!

Tear in lid

There is a crack in the lid. Not yesterday, I'm sure. How is this possible? It doesn't take me much time to figure out the cause. That big cold splash of water had clearly become too much for him. How stupid to do that and how do I get this right again? With the Subaru to the club day? I can't take that.

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Hero Hank

Welding aluminum? Should be possible, but where? After calling back and forth for an hour and having the most atrocious prices



Tear in lid

I am referred to Jos Mulder Carrosseriebouw in Bunnik.

I'm not going to call because then I'll be brushed off for sure. Straight to it, nothing to lose. Big company, shiny entrance. I enter with a sad face and a strange part under the arm. If you say so, one of the account managers calls from behind a shiny desk. I don't think they have better things to do. He sniffs the lid and mumbles something. Come along, says the man. We walk into the workshop where he picks up Henk from his work who is welding an aluminum trailer together. Henk, make that right for that gentleman. Henk drops his work and becomes my hero of the day.

Two tens lighter I'm outside with a repaired lid and the promise was that if I ever need a refrigerated truck I will buy it from Jos Mulder.

OK, it has now become Thursday afternoon all in all. If I manage to rebuild the engine tomorrow, we will still be there on Saturday at the club day. And so it happened. A hundred euros too much spent on stupidity? Oh no.

Exciting experiences sometimes cost a bit of money.

William Smith



Cover clamped ready for welding



Hero Hank

Dealer plate

I can't help it, but I have an abnormality. Not one to worry about, but one that occasionally raises eyebrows. When I see cars of certain brands and from before a specific year, I always walk to the back. Not because I necessarily like that side better, but because maybe, maybe even a dealer picture can be seen on it. And around me I see people thinking: "what-is-he-doing-there?". I can't blame them!

Even when I come across photos in car magazines, I always hope that the deviation is a picture with a view of the butt. I've already viewed hundreds of cars that way, but the times "eureka" can be counted on the fingers of one hand. But sometimes it hits the mark, as recently in the Auto Motor Klassiek magazine of May 2022. The brand is right. The year of construction is eligible. And there is a photo of the back with a dealer plate with the same shape, color, screw holes and location as I had seen so often as a young male and was allowed to screw on it a few times - I was not allowed to drill the holes then, a real mechanic did that to prevent misalignment.

It is therefore almost impossible to miss whether there is a dealer plate of car company Th. Vlemmings on the rear of the white 1967 Chevrolet Corvair Monza Sport-Sedan featured in the magazine. To be completely sure I should be able to read the letters on the picture, but unfortunately the picture is just not sharp enough for that. After an e-mail to the editors of the magazine I get the e-mail address of the owner: Stefan Strothjohann. And sure enough, he e-mailed immediately, the metal dealer plate on the back of his Corvair still reads Th. Vlemmings Eindhoven NV

That car company Th. Vlemmings originated from the trade in bicycles that my great-grandfather Theodorus Vlemmings started in 1884 in Geldrop, near Eindhoven. About ten years later he not only sells them, but also makes them himself and thus becomes a manufacturer of bicycles. In 1900, however, fate strikes: Theodorus, only forty years old, dies unexpectedly. Fortunately, my great-grandmother manages to keep the business afloat. The four sons, Willem, Janus, my grandfather Johan and Harry will then join the business once they are old enough.

With the second generation at the helm, things move quickly. From 1902 motorcycles are also sold and since 1905 also cars.

A few years later, the company Th. Vlemmings importer for the Netherlands of the Belgian Saroléa motorcycles and those of the Swiss Motosacoche. From the early 1910s to the early 1930s, the company was also present with its motorcycles at the RAI exhibition in Amsterdam. For promotion, especially Harry Vlemmings participates for years with Saroléa motorcycles in various racing and reliability competitions at home and abroad.

Meanwhile, the cars are not forgotten. Th. In those early years, Vlemmings was a dealer of various brands such as Eysink, Ford, Oldsmobile and Renault and was also an importer of the German Dürkopp automobiles. In 1922, a branch was opened on Stratumsewijk in fast-growing Eindhoven. Two



years later, the Chevrolet dealership followed, followed by the General Motors brands Oakland, Pontiac, Oldsmobile, Vauxhall and Bedford.

The company is now growing rapidly and in 1927 a second branch is opened in Eindhoven on Stationsplein (where I was born, but then it is 1956).

The bicycles have already been said goodbye and in the early thirties the motorcycles are also said goodbye. They make way for the taxi company Vlemtax, which will of course use Chevrolet. In 1938, the building on the Stratum - sedijk was thoroughly renovated and expanded. This happened again in the early 1950s and the company, which still had Chevrolet as its main brand, was ready for the future. It is also at this time that the dealer plate on the back of Stefan's Corvair is introduced.

December 1959 in the showroom of Th. Vlemmings exhibited the Chevrolet Corvair for the first time on Stratumsewijk in Eindhoven. How many were sold and to whom is unknown, so unfortunately it is (still) unknown who is the first owner of that white 1967 Chevrolet Corvair Monza Sport-Sedan. It is certain that the Chevrolet brand is also slowly but surely overvleu in terms of sales numbers in Eindhoven - money is being made by Vauxhall. In those years, the company in Geldrop has become a dealer for Morris and MG, and from the late 1960s also for Mazda and a little later Austin. At that time, a second branch was also opened in Geldrop on Eindhoveneweg, where a large hall accommodates the truck activities (with Bedford, Leyland and OM). And of course there is an Esso gas station there, just like at the other branches since the 1920s and from 1946 at the Wilhelminapark in Den Bosch.

In the summer of 1969, as a ninth grader, I took my first active steps in the company, which was then led by my uncles Theo and Huub (Eindhoven) and their cousin Dorus (Geldrop). For example, I experience up close that the Vauxhall brand is also slowly but surely going under. Because Chevrolet no longer generates the sales of previous years, Saabs have also been in the showroom from the early 1970s. At that time, a company with Audi was started on Bisschop-Bekkerslaan in Eindhoven under the name Vlemmings-Woensel.

However, that only lasts a short time because the importer of that brand is pushed aside a little later and the dealers can no longer sell Audis.

In 1978 it is celebrated that Th. Vlemmings Eindhoven has been a Vauxhall dealer for 45 years, but in the same year the cooperation with General Motors comes to an end (after 54 years of Chevrolet!) The company in Geldrop has now been sold. And although Vlemmings has also been a Mitsubishi dealer since 1975, the end is now quickly in sight. Construction is still underway on a new building on the Kanaaldijk in Eindhoven, but the curtain falls before the doors there can be opened. December 31, 1982, the up-and-over door on the Stratumsewijk will come down for the last time and what started in Geldrop in 1884 with the bicycle business of my great-grandfather Theodorus will come to an end.

Eindhoven, December 1, 2022

Paul Vlemmings

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Th. Vlemmings

Wij herdenken deze maand het feit dat wij 40 jaar dealer zijn voor de grootste automobiel-fabriek ter wereld „General Motors“.

Daarnaast doen wij ruim 40 jaar zaken met Esso, 's-werelds grootste benzinemaatschappij.

Als derde jubileum vieren wij het 80-jarig bestaan van onze zaken.

Th. Vlemmings Eindhoven n.v.
Th. Vlemmings Geldrop n.v.



Chevrolet Impala 1965



Chevrolet Corvair 1965


Op 18, 19 en 20 december houden wij een show van diverse Chevrolet modellen 1965 in onze showroom

STRATUMSEWIJK 23

Vrijdag van 10 tot 22 uur
Zaterdag van 10 tot 22 uur
Zondag van 12 tot 22 uur

CHEVROLET - VAUXHALL - BEDFORD

CORVAIR



BY CHEVROLET

NU VANAF f 11.400,-

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TH. VLEMMINGS - EINDHOVEN N.V.

STRATUMSEDIJK 23 - TELEFOON 16264

A Corvair, the moon and Mars.

Moon driving, developed by General Motors.

There's a long time between the Corvair air-cooled six-cylinder in-line engine and the Mars Rover Curiosity.

From the dusty test site in the southwest of the USA to the barren surface of Mars. Before Mars and robot Curiosity, there was the moon and robot Surveyor which, like Curiosity, were controlled from a command center on Earth. The remote-controlled Surveyor was a linchpin on the road to driving on the lunar surface. We were going to the moon and we needed something to drive.

MOLAB

The Marshall Space Flight Center developed a concept for a vehicle that could drive on the moon with an enclosed cabin to protect against the space "air" so that the pilots could move freely and the lunar suits would not be needed. This mobile laboratory, or MOLAB, would have a range of 100 kilometers. The first design had four wheels on the front and two wheels on an articulated trailer.

According to General Motors, MOLAB could create a research environment for 2 weeks with a range of 400 kilometers. (400 kilometers is not far on planet earth, but there are no gas stations on the moon).



A working test vehicle of the MO LAB concept and technology was built by Delco Electronic General Motors Santa Barbara Operations in Goleta, California. The Corvair-powered machine served as a valuable part of the ongoing Lunar Roving vehicle development.

Two scientists simulated an Earth-bound geo for two weeks in a similar environment with full freedom of movement (without lunar suits).

logical excursion. This was commissioned by the Ministry of the Interior.

From General Motors:

"GM completed the MOLAB (or "MGL" for "Mobile Geological Laboratory") in 1964 for NASA's use in the Apollo astronaut program. It was built and developed by GM engineer Vic Hickey and is one of the most unusual Corvair-powered vehicles ever



For sale at Car Beautiful

Make: Chevrolet, Corvair Monza
Version: 1962 Cabrio Mileage : 62,368 mi **Power:** 71 kW / 97 HP

- Chevrolet Corvair convertible from 1962 in Monza version.
- Manual transmission with 4 gears.
- Runs and drives well.
- Convertible top will need to be replaced, is torn.
- Car comes with American registration. All import duties paid.

If desired, we can provide a Dutch license plate at an additional cost.

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built. NASA used MOLAB for seven years, developing lunar suits for the Apollo astronauts (who trained and rode MOLAB in the New Mexico desert). It was loaned to the US Geological Survey and performed pioneering work by mapping mineral deposits and taking soil samples."

While the MOLAB series of longer-range lunar vehicles depended in part on the development of a permanent lunar base and subsequent

longer road trips across the moon that never came, the focus shifted to the lighter open cockpit, the Lunar Roving Vehicles. These Roving vehicles were piloted on the Moon by the astronauts on Apollo 15, 16 and 17. The Corvair-powered MOLAB, also known as MGL, continued to explore Earth here for the United States Geological Survey and is parked at the US Space and Rocket Center in Alabama.

Ralph Verhees



Specifications MOLAB:

Mobile Lunar Laboratory / Mobile laboratory / MOLAB

American manned lunar rover/mobile laboratory

Project canceled in 1968

Gross mass: 3,732 kg (8,227 lb).

Height: 6.15 m (20.17 ft).

Speed: 16 km/h Range: 396

km Turning radius 7 m

Working space 12.8 m³

plus an additional airlock of 3.46 m³

Gross mass: 3,732 kg (8,227 lb)

Length: 5.5 m (18 ft)

Width: 2.90 m (9.5 ft)

Height: 6.15 m (20.17 ft).

Turning radius 7 m

Speed: be 16 km/h

Range: 396 km

Electrical system: 160.00 kWh.

Crew size: 2.

Habitable volume: 5.66 m³.

Workspace 12.8 m³ 3.46

m³ airlock

3,732 kg divided into: 1,036

kg cabin systems 825 kg mobility

282 kg power 210 kg electronics

340 kg scientific equipment 466

kg for Lunar Flying Vehicle

(missile platform for emergency return to LM

Taxi) 126 kg for lashings 437 kg for consumables

(propellants for fuel cells and oxygen for the crew).



