



CORVAIR MAIL



Correction Finance

The previous edition contains an incorrect overview of the annual figures for 2022 and the budget for 2023.
Here is the correct version

Saskia Zonderland

RESULT 2022				
43 members		Bank account	Savings account	Total 1,617.37
01-01-2022 total property		618.24		2,235.61
income	contributions 2022	854.00		
	contributions 2023	742.00		
	don't sponsor/members	595.50		
	merchandise	70.40		
	savings account	1,000.00	-1,000.00	
	total revenue	3,261.90		
expenditure	printing costs Corvair Mail	671.72		
	postage costs	822.90		
	ING	198.62		
	spending meetings	355.78		
	website	43.55		
	savings account	1,400.00	1,400.00	
	total expenses	3,492.57		
31-12-2022 total property		1,386.70	1,018.24	2,404.94

dd. 20-03-2023

BUDGET 2023				
45 members		Bank account	Savings account	Total
31-12-2022 total property		1,386.70	1,018.24	2,404.94
income	contributions 2023	850.00		
	contributions 2024	750.00		
	sponsor non/member	500.00		
	merchandise	175.00		
total revenue		2,275.00		2,275.00
expenditure	printing costs Corvair Mail	700.00		
	postage	800.00		
	costs ING	205.00		
	spending meetings	600.00		
	merchandise	p.m		
	website	45.00		
	total expenses	2,350.00		2,350.00
31-12-2023 total property		1311.70	1,018.24	2,329.94

From the treasurer

Dear members,

No news about tokens this time; about the member base.

We currently have 39 members due to some cancellations for various reasons. Unfortunately also in connection with a death. 45 members

12/31/2022 total property The children of Jan Bruin reported the death of their father, Jan Bruin had been a member since 2011. He then drove a Corvair Convertible '62 but rarely, if ever, came to club meetings. The Corvair Mail non sponsors/members put the kids on the trail of our club. merchandise

Wilco Joosten and Anna Zaytjeva have as members following the Season 2023 Opening Ride registered total income

expenses printing costs Corvair Mail They immediately bring the Rockin'Wouw on to be entered in the magazine including an ING matchspediege and the club magazine, website

Saturday 19 Aug. from 12.00 to 00.00 total expenses

The idea of making a membership list-for-the members 31-12-2023 total property is still on my action list. Definitely to be continued.

See you first in Friesland, on 10 - 11 June

Greeting,

Saskia Zonderland

Edition September

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 3 September.

Colophon

Editing and publishing: Corvair Club Netherlands

Administration and Membership:

Saskia Zonderland
Sloestraat 3 III 1078 BE Amsterdam
tel: 06-26498274
saskiazonderland@gmail.com

Editor Corvair Mail:

Ralf Verhees
Vetch 5 5552 ET Valkenswaard
tel: 06-38482230
rverhees@gmail.com

Club site: www.corvair.nl

Member login: CCN2023

Become a

member: By depositing €
42.00 Annual membership fee plus € 7.00
registration fee. account number: NL71 INGB
0007 8149 05 Annual contribution € 35.00

2 Correction Finance
From the treasurer

3 From the editor

5 A sparkling Sunday

7 Clark's future

8 The Lying Dutchman

10 Corvar Live

12 Corvair Museum of America

17 Sounds from the front
Corvair Doctor

18 Anna and Wilco introduce themselves

Club magazine sponsors



From the editor

Finally the word is what can summarize this quarter. I am and will always be a Dutchman, so let's start with the weather. Finally that big copper sphere is up in the sky and we can see and feel it. Everything suddenly becomes a lot happier than that gray rainy

weather.

I can also tell you that we were finally able to go to the USA again. We already wanted to do this in 2020, but the virus did not make it possible. Last year we thought it was too early with all the rules and this year it finally happened. It turned out to be 2 weeks of Texas during the May break, since Rosalie is in school. We had a great holiday, and how wonderful it was to finally set foot on the soil of America again. We felt at home the first day.

Now you must be thinking, here comes another story of a tour through Texas from Corvair to Corvair. But hey, this time I have to disappoint you (or are you thinking hey hey finally no travelogue). Of course we did a Corvair activity. We spent a few nights with a friend (Michael) of ours in Corpus Christi.

Michael also has a Corvair (we know him from that) but the question was whether he would finally get the Corvair ready for when we came. Unfortunately it wasn't, his Corvair was still in a friend's workshop, 2 hours away.

We have not visited this due to lack of time and enough other things in the area. We did visit the beach (and fed seagulls), viewed the aquarium and finally stood on an aircraft carrier. This with many other sights in Texas made it a nice varied trip. A trip to think about already, can't we go again next year?



Think about it

As a result of this block in the previous club magazine, a number of members have reported that they want to take on various tasks.

We have a meeting with these members in June.

In the next club magazine we will report what we have discussed there and how we will do it in the future

going to do.

Ralf and Saskia



Is there nothing new to report since March?

After some deep thinking, I really haven't been able to do much about the Lakewood.

My parents moved, so I helped out a lot. Preparing new house and preparing old house for sale. What a lot of mess comes out of such a house, I'm also happy that they're finally in their new place.

There is one thing I did do to the Corvair. I picked out the interior and ordered it from Clarks. In following the club magazine I will tell more about that and the road and time it took to finally have the interior in the Netherlands.

I won't say finally the club magazine is ready again, because that sounds so negative. It is always a nice feeling when the club magazine goes back to the printer. I want to thank all club members who contributed to this varied edition including a lying Dutchman, another Corvair museum, a good financial annual overview, the first meeting of new members, Clarks and finally since

a Corvair doctor again for a long time!
In short, sit back and enjoy reading!

Ralph Verhees

A sparkling Sunday

Organized by Linda and Marcel Sprangers Donks This story described by Rosalie and Jaak with photos of Rosalie.

After a nice description of the Season opening ride posted by Linda and Marcel on Facebook and circulated by email by Saskia, the members and their supporters were called upon to participate on Sunday, April 16, 2023. Much attention and effort was given to it by the organizers with a beautifully printed "flyer" was not to be missed on facebook.

Meeting at 10:30 am at the Vijf Eikenweg 56 Oosterhout where a beautiful restaurant is located. Early in the morning we drove to Oosterhout, took dog Rex and a cool box with breakfast for the road. The weather was a lot grayer than the day before, when we still saw a lot of sun. It was also very humid and so let the wipers run occasionally which worked well. We arrived early, just before 10:00 am but Stefan was already waiting and visibly happy to see us. Perhaps it was not the intention to meet in the restaurant, but in the parking lot there. Since we still had some time and Stefan had been there for a while, we went for a coffee together.

More members soon joined.

The stay in "Natuur Poort Café Bos & Co" Bos & Co - Oosterhout (bosenco.com) was in an attractive conservatory where we stayed with too short a pleasant time together. Linda kept a close eye on the time because of the daily schedule and associated appointments, so unfortunately there was not much time.

After the other members had arrived at the parking lot, the short but fun ride to Game Castle Retro (Unique retro and vintage products | Game Castle Retro (game-castle-retro.nl)) in Rijen began. On departure but also on the way there was much interest in the 10 Corvairs in a row. Arriving in Rijen at Game Castle Retro it was a beautiful sight of all that tin.

Also at the beautiful atmospheric location where we were kindly received, there was already a lot to see outside, which fit nicely with the Corvairs. Inside we were welcomed by hostess Lucienne Puijn, her husband Peter and a few employees.

Linda gave a short introduction and then everyone was provided with coffee, tea or soft drinks. There were also various bowls of goodies waiting for us, we received a great welcome and more than friendly, which promised a lot of good. Game Castle Retro is



Rosalie: This car has a beautiful red color



Rosalie: This one too, because I like red on cars



Rosalie: This one was special and different from the other cars

a large building that is filled with jukeboxes and related items. There are also Elvis, Christmas corners and much more decorated with beautiful items to see and buy. You are short of eyes, especially for a great enthusiast like me. These are buildings where I could be locked up, but don't forget to give me a cup of cappuccino now and then. The members had a great time looking around and chatting together. Outside around the Corvairs it was a nice gathering and talking about it. Surprise for me was the presence of my 2nd Corvair from Las Vegas. I hadn't even recognized him.

Nice to chat with the owner again.

The hostess gave us access to the large warehouse, which was also filled to the roof with restored jukeboxes etc. and the huge workshop. Here the jukeboxes, pinball machines and other stuff that needed maintenance were worked on. The explanation of various employees about this was pleasant. For me all a big party, but everyone visibly enjoyed it. Linda handed out a nice memento of this day/ride in the form of a magnet similar to the brochure. This gets a permanent place in the Corvair. Unfortunately, this certainly came to an end too quickly for me because we still had a ride to make and after that it was hamburger time. Yes Linda was strict but fair about this and kept to the times. I would like to note that as a jukebox enthusiast I have been to many locations in Europe and America where jukeboxes etc. were sold, but this was one of the most beautifully decorated locations that I have seen. After saying goodbye to the people, we were waved goodbye and we drove the tour towards Waspik via a beautiful route.

We passed beautiful houses, churches, farms, bridges that alone were worth seeing.

We drove through neighborhoods where street fair



Rosalie: The small cars between the big cars



R. : There was a bus without windows



R. : And there was a bus with windows



Rosalie: Super cute polar bear couch and Pac-Man like daddy's socks



R. : Candy canes!



R. : All colored candies



R. : Look, there was a dog on the bus

buy took place but unfortunately there was no time for that. We also had enough attention and approving looks from passers-by. Lunch was served at Linda and Marcel's house, Marcel provided everyone with drinks and Linda started on the burgers. These were smoked by her on the BBQ, which gave a delicious taste. Their daughter prepared the salad, sandwiches and other accompanying delicacies and the feast could begin. Soon there was a food line and it took a while. That it tasted was evident from the fact that they joined for a 2nd and 3rd time. Afterwards, but also during the meal, there was a lot of fun talking about everything. Saskia and Ralf put the hostess and gentleman in the spotlight. Attention was also given to whether the club logo should be renewed or whether it could remain that way. The majority voted for the old logo. Ruud did have the idea to make this in the 3 colors red / white / blue. Heleen will arrange the clothes as agreed at the annual meeting. Every member is free to make a nice addition, for example on the back of a shirt or something larger on the front, etc. If you have ideas about this, work them out and send them to Heleen.

It was great to see how Rosalie could keep the adult ladies busy with all kinds of fun things. Linda also appears to have a creative gift with drawing, among other things. Evidence is a photo of

the plate she made. We all thought this was a ready bought sign with the burger and text on it, it looked very professional.

Linda and Marcel thank you again for your hospitality and care for our club members it was a wonderful day.

It is a pity that participants who were always there are seeing less and less, but fortunately new members are returning. The best thing is to be able to greet every Corvair member, but that will remain a dream.

Rosalie Verhees & Jaak Eijkelenberg.



R. : Nice picture of you



Rosalie: Super nice to be able to take a picture of you 2 as well



The Burgers



Great fun



Burger buffet and "the infamous plate"

Card

After the New Year's Eve meeting, we sent a card to Clarks for its 50th anniversary.

Below is the message I received from Cal Clarks and employee Barb.

Dear Ralf, Thank you everyone for the card - unexpected & a nice surprise!
Cal

Thank you for the anniversary card signed by everyone. We hang it above the time clock so everyone can see it when they enter the building. Barbara

Clark's team

The dedicated employees and their number of years working in the following departments: office, customer support, taking orders, preparing orders, packing and shipping, technical info, making interior parts, overhauling parts and so much more.

Sharon-46	Jay-15
Linda-41	Ellen - 11
Nadin - 37	Cheyenne-11
Kurt-37	Todd-9
Barbara-34	Cindy-8
Pearl - 31	Amy-7
John-31	Crickett-6
Cheryl-23	Liam-5
Crystal-22	Kay-5
Laurel-21	Jillian - 2
Kelly-19	Merara - 2
Lori - 16	Megan-1
Karen-16	

Clark's future

Following the Clark's timeline I got the comment from club member Jaak

"super nice such a timeline, only how would it go in the future".

This also made me think on several points including: - Cal is also of retirement age.

- Will Clark's continue (family, maybe the employees) Clark's can continue in the future?

- How is it still possible to make new parts / find new parts / improve new parts?

- How does Clark's see the future? (petrol cars banned, all electric cars, maybe Corvair conversion kits to electric)

- Young people are less interested in classic cars / other classic cars, the current generation of cars are also becoming classic.

I put the questions together and sent Cal an email explaining why I got the following answer.

Dear Ralf, Those are all questions we've been thinking about - the ones that concern us the most are:

- shift to electric cars, although we assume petrol will be a long time coming before everyone has switched

- Young people who are not interested in cars (by the time they turn 50 they may have had enough of video games, social media and self-driving cars!) Are there still classic cars from that time or is the current generation shifting?

cars through and do they become a classic? I personally won't do more than an oil change on my "now everyday car", let alone a restoration. I wouldn't dare do this one on the current generation, when I can easily do it on a 50's and 60's car. The last time I changed the brake pads I needed help from a younger person with his computer to connect to do with the car.

- We have excellent suppliers and so far have been able to get just about anything we wanted produced.

Sometimes it just gets more difficult because of parts that are only used on old cars, but luckily we have had enough customer orders so far to be able to reproduce most of the parts needed. Unfortunately, however, many parts require larger order volumes and prices are always going up, unfortunately. Every order we receive is important to the success of Clark's Corvair Parts.

- We have an excellent succession plan for Clark's Corvair Parts, but we are not ready to release the details at this time. Joan and I have always given our employees responsibility for running the business and we only supervise and assist where necessary.

We are "semi" retired, I try to work less than 5 hours a week on average. I mostly work on new parts that I come up with as I work on my own Corvairs.

Thank you Cal

Ralph Verhees



The "Lying Dutchman" Hard to imagine, but ever

internet was new. At that time I worked at Veilig Verkeer Nederland and I was sent out to explore the world wide web. I was allowed to choose any subject. Something I liked. That was quickly thought of. I was planning to buy a Corvair and had already thoroughly studied information on paper. Could the internet help me even further?

There were hardly any forums left, certainly not for fans of classic cars. But I did discover a precursor: Virtual Vairs, then no more than a Mailing List. Awesome!! I asked a question and the next day I had an answer from the US from one Larry Claypool. By the way, also from England and Finland. I even met a few enthusiasts from my own country: Leon Janssen, Mike Cramer and Guus de Haan.

That Virtual Vairs was addictive: technical info, details about options and versions, and humour, lots of humour. I had only just joined and I immediately got a few April fools jokes around my ears.

One day someone shared a crazy copy. A press release about a Corvair with wings and an extra engine with propeller on the roof. A flying Corvair!!? It is unclear whether the thing had ever flown and no one knew where that car was ven was.

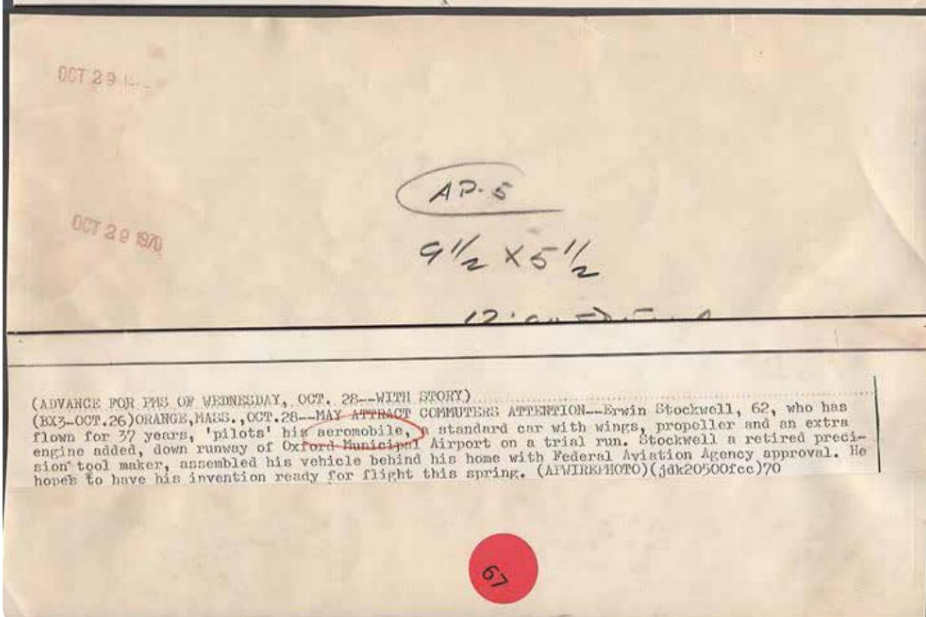
Erwin Stockwells Flying Corvair. Unsafe at any altitude.

Then I got an idea. It was almost April again, and I wanted to add to the jolly fun by making fun of the group: April's Fool.

April's Fool.

I told them that I lived in Amersfoort, near the American airbase Soesterberg. That copy reminded me of something I had once seen during a tour there, afterwards in a hangar with discarded equipment. After supposedly making inquiries, I revealed that I had found the Flying Corvair. It was once given as a playful gift to Prince Bernhard, who was, after all, an enthusiastic aviator and car enthusiast. For that occasion, the car was painted orange.

Well, an April 1 joke only really works if you can get people to take action. Over there



I expanded the story a bit. The Americans were going to leave the airbase and a large part of the terrain would be given a different destination (it really was). Hangars were torn down and the contents would go to the dump or scrap yard. It was rumored that a large car junkyard in Soest wanted the Corvair to put it on the roof as an eye-catcher. Now the car was already in a sad state and in the Dutch climate that place would mean a quick end. If I could show enough support from Corvair friends, I could be the commander of the

airbase to donate the Corvair to the Corvair Museum. A decision would be made about that in three weeks and I asked everyone to send me a motivational email, which I would then use as a kind of petition.

Many people fell for it and I received several enthusiastic reactions. But not only that. Money was promised to pay for the transport. The counter soon stood at a three hundred dollars.

LOOK, RALPH, it's flying!

Old Corvairs never die, they just sprout wings and learn to fly.

By Paul Wahl

If Ralph Nader ever has nightmares, this could be a scene from the worst of his bad dreams: "Unsafe At Any Altitude." A blue and white aircraft roars down the runway at the Orange (Mass.) Municipal Airport. Is it a plane? No, it's a car with wings. It's the "Flying Corvair"!

Seven years ago, retired toolmaker Erwin Stockwell, who is a veteran pilot, decided that it would be nice to have a car that would fly, and set about converting the family automobile—a 1960 Corvair—into an "aeromobile." Now the job is done and, with FAA approval, inventor Stockwell is completing preflight testing.

The "Flying Corvair" has a detachable airframe—wings, tail assembly, prop-driving engine (an 80-hp Corvair powerplant like the one in the car), gas tank, electrical system, flight controls—that mounts on top of the automobile and is secured by special brackets and guy wires. Airframe construction is all wood, except the engine compartment which is aluminum. For road travel, the plywood-covered wings fold up along the sides. Wing span is 29 feet and the gross weight, including the standard

Corvair, is about 3500 lb.

Stockwell, who says he's always liked his Corvair, reports that when equipped for flight it handles well on either road or runway. The "Flying Corvair" really hasn't flown yet; the inventor is still testing its ground handling characteristics. Some spectators, however, claim to have seen it airborne—just skimming the runway. While Stockwell doesn't believe that the "Flying Corvair" has actually been off the ground, he admits that "in high-speed runs with a strong headwind, it will skim down the runway as though it was on water."

For takeoff runs—as in current taxiing trials—the aircraft engine will get an assist in building up ground speed from the car's normal engine. Once airborne, the latter will be shut down. Before flight trials begin, the present prop-driving Corvair engine will be replaced by a 200-hp aircraft powerplant.

I hope that Erwin Stockwell soon realizes his dream of taking that old Corvair up into the wild blue. If I were the pilot, I might be tempted to buzz the headquarters of Nader's Raiders.●



Oops, that was not my intention. Of course they shouldn't take it too seriously... Then expand the story a bit with nonsense to make it more unbelievable and to put a hint in it. I wrote that they did not have to donate because everyone in the Netherlands was also enthusiastic and wanted to help get that special car into the Corvair Museum. For example, there was a company that once again wanted to provide sustainable transport across the ocean with zeppelins. Soon their state-of-the-art 'blimp' would make its maiden voyage. As a publicity stunt, the Flying Corvair would be transported for free. I was able to share the name of the zeppelin under embargo with the members of Virtual Vairs: Afril Pool.

It didn't matter. The promised donations kept coming. Now for restoration or a nice display in the museum.

One more week until April 1. Long enough for things to really get out of hand. I didn't want that, even for me the joke was over. I don't remember how I framed it, but a few days before April 1, I already confessed that none of it was true. I wanted to fool the club and I had succeeded a little too well.

The reactions were diverse. From 'Great story' and 'Best joke in years' to 'Oh boy, you fooled me'. The best one was: 'No Flying Corvair, but one Lying Dutchman'. And of course also some less nice ones, the last one being a mail bomb, which made my mailbox unusable for days.

Ad Dijkstra







Corvair Museum of America



A few months ago we received a message that a Corvair Museum of America is on its way. It is a different museum than the Corsa National Corvair Museum.

What kind of Corvair museum is this, who is behind it, why and what are the ideas?

I had a Facetime call with Christopher Shade to ask a few questions and he talked a lot about the future museum. Below the story, along with the website and screenshots of the promotional film, we hope to give you a clear picture of the Corvair Museum of America, which is located in Hastings NE.

Why a museum

As far back as he can remember, Chris Shade remembers the Corvair as part of his family. Corvairs were not only his parents' means of transportation, they were also a source of pleasure when they drove to the ice cream parlor or drove mom and dad to race to church. Chris' love for Corvairs also led him to meet and eventually marry the love of his life, Stephanie.

Certain twists and turns in his life eventually led Chris to a full-time career dedicated to Corvairs. His company, Shade's Classic Corvairs, grew over time and has become a destination for many car enthusiasts. It even led to an annual Corvair event, the Corvair Track Classic, attended by Don Yenke's daughter, Lynn.

Through his business, Chris has met many great car enthusiasts from around the world, including those who are now on the CMoA board.

The mission of the Corvair Museum of America is: "...to share in a common way, knowledge - enrichment - history and experiences about the great car:

The Corvair.

The vision of the Corvair Museum of America is to preserve the legacy of the Corvair through engaging, educational exhibits.

Christopher Shade - Visit Shades Classic Corner

We go back in time a bit. May 2013 to be exact. It was the time I traveled alone across America for 3 weeks. Now alone also sounds so alone because I have met many people.

So is Christopher Shade. I was driving back from South Dakota to Iowa and I got a message on my phone telling me to make a stopover in Hastings Nebraska (about halfway). Christopher Shade had a garage there and was also a Corvair enthusiast.

I drove there and with a tense feeling I entered the showroom, at the time still at the old location. I was amazed, there was not one Corvair, but a showroom full of Corvairs. Christopher's auto garage had focused on buying, selling, servicing and refurbishing Corvairs. I was approached by a young lady (Danielle Kroger) and told her why I had entered. Full of excitement she called Christopher, because he was just on his way to the Convention in Kalamazoo, where I was going too. Christopher answers the phone "Full access to the entire building!" I was shown all the Corvairs he had. From project to competition state. It was beautiful to see. Luckily I later on the conven



Tie Christopher himself also seen and spoken, to complete the picture.

Now, many years later, Christopher has moved his company to larger premises and plans to establish the Corvair Museum of America at his company. This step is very logical since he receives daily calls and visits from people from the neighborhood as well as from America and abroad who want to see the Corvairs in his collection. The Corvair Museum of America is an extension of visitors' almost daily comments:

"This is a museum!"

Christopher Shade is married to Stephanie. They have eight children and have lived in Hastings since 1998. Chris is a former music teacher, active in his church, and a member of the community parent council and school board.

Christopher has been a Corvair enthusiast all his life, he had his first Corvair when he was 14 and hasn't been



How is the museum organized

We are going to do a tour through the museum with the drawings that were made. At the moment the museum is still housed in the building of Shade's Classic Corner and will have its own building from 2025, hopefully as shown in the drawings here.

As a Corvair Club Nedrland member, we will of course keep you informed of the developments of the museum, and we will provide an update in the future.



The museum will be located in Hastings Nebraska, next to the location of Shades Classic Corner.

The museum remains independent and is a non-profit organization.

The total area of the museum will be almost 1700m²



Sixties dinner, complete for a snack and a drink



Entrance and sponsor/donation wall



Gift shop

Management



Christopher Shadow
President & Treasurer



Rob Amsler
Secretary



Teresa Miller
Media and Merchandise



Greg King
Historic



Eric Elliott
Technology



The space in the museum will be filled with, among other things, a 1960 Chevrolet car dealership as it would have looked in the past. The museum will feature a timeline of historical moments from the Corvair era. In addition to the historical moments, every Corvair will also highlight the technical aspects of the car. As a special Corvair there will be a '66 Bonneville Corvair record holder, Corvairs that have played in movies and the concour restored Lakewood that Christopher and his son made.



Yenko Experience

The highlight of the museum will be placed in the corner. A tribute to Don Yenko. Yenko's showroom will be recreated to tell Don's story. As a special item, 1 of the 100 Corvair Yenko Stingers built will be on display. 2 other highlights





will be featured here. A multi media presentation showing what great racing cars the Corvair was/is. Another part in the Yenko area are the race simulators where you can race against each other. A great way to get an impression of how things used to be in the Corvair racing era. The center piece in the museum will be used for changing exhibitions. Various special Corvairs will be exhibited here. Entertainment and learning will also be combined here (by means of active elements) for the children.



More than a Museum

We have now discussed the museum and the entrance, but more will be done in the building. For example, there will be a space for events that can be rented for "parties and parties" as well as for car clubs. Outside the main room there will also be a small meeting room. The Corvair Classic will also take place again in 2025. This is an event which

will take place at Motorsport Park Hastings A local track where fun comes together, races and shows come together. The main thing here is to have fun together. There will also be room in the "back yard" for a drive-in theater. Every month a movie will be played and people can take a seat with the (classic) car. The inner man will be taken care of by Special Scoops Ice Cream Parlor, which also works here



Support

Corvair Museum of America is a non-profit organization.

To cover the costs and to realize the museum, an Apex 2025 has been created.

Apex 2025 is the \$5.9 million capital campaign for the expansion of the Corvair Museum of America that will hopefully reach its goal by 2025.

The purpose of this campaign is to raise money for the museum and facilities to preserve the legacy of the Corvair. The plan is to put the shovel in the ground in 2025 and to be able to open the doors in 2027

You can support in different ways. Sponsorship, a one-off donation, purchasing merchandise as well as donating special Corvair items for the museum's collection.

Look for the possibilities on the website:

corvairmuseum.org



one of Christopher's children. So there are plenty of activities that will be set in motion over the years.

overnight

Outside on the site there is room for a camper to spend the night. The place is complete with electricity and water drainage. More places will be created in the future.

We are currently also working hard on a B&B. This is currently being completely refreshed and will be available again this summer.

Finally

The next goal is to get the financing together so that construction can start. We are curious about the future and hopefully this major project will start and we will see the doors of this museum open in 2027. If you are in the Hastings Nebraska area, be sure to stop by Shades Classic Corner (the current "museum")

It was already worth seeing 10 years ago, even more so at the new location and the future will be completely crazy!

Ralph Verhees

Thanks to the phone conversation with Christopher Shade.



For sale at Car Beautiful

Make: Chevrolet Corvair

Version: 1967

Mileage: 90,169 mi **Power:**
81 kW / 110 HP

- Interior is in very neat condition.
- Nice basis for a beautiful project.
- Underside has some rust.
- The car drives and brakes but needs to be checked.
- Are already European headlights and a set of hubcaps.
- This car comes directly from America and is currently not yet equipped with a Dutch registration.

For more information, visit: www.automooij.nl

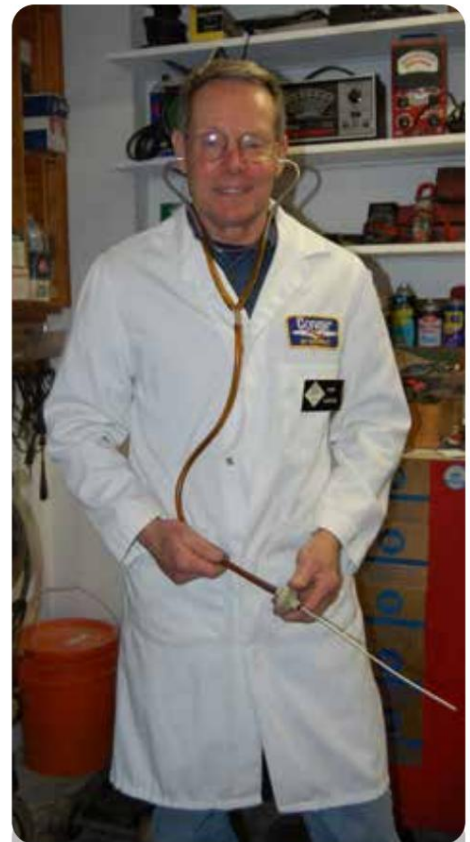
Auto Mooij • Lange Vonder 16 • 5741 TT Beek en Donk • info@automooij.nl • 0492-778267 Viewing: Mon - Fri 9:00-18:00 • Sat 9:00-17:00 (Please call in advance due to availability)

Sounds from the front

In this edition of the Corvair Doctor an attempt to identify sounds coming from the front of the Corvair.

These tips and tricks apply to Corvairs of all years and models. If there are exceptions, this is stated in the text.

- A creaking noise heard at low speed when steering is usually a dried up idler arm joint. By the time it cracks, it's often too late. There is an option to install grease fittings where there are none to keep things lubricated and running smoothly.
- A rapid squeal when hitting small bumps at low speed is usually a worn pitman arm bushing. It will be accompanied by play in the steering wheel. This only with Corvair cars, no FC's. The solution is to replace the bus.
- A very sharp metal knock when driving over a bump with only one wheel is usually a missing or split outer stabilizer bar bushing (if your car has one). If both busses are bad, you get twice as much noise. The top bushings can also cause the problem, but not as common.
- A loose lower shock absorber mounting bolt on later model cars will also cause a series of metallic noises. You can see rusted metal powder around a loose bolt. Add washers to push the A-arm against the shock when you tighten the bolt.
- Very soft thumps that can be simulated by slightly moving the car may be in the shock springs themselves. Long term storage causes this and replacement is the only cure.
- A loud squeal when driving over potholes and bumps or when bouncing the car is that the spring is rubbing against the inside of the back of the spring housing. Caused by negative caster or springs that have collapsed and are subjected to more impact from heavy impacts.
- Light knocking that seems to get worse the more you drive against curbs / bumps. These may be the bushings of the strut rods. The lower A-arm is steered and the shock is absorbed by the strut mount on the crossmember. As the bushings wear, the metal support will run into the mounting hole. This will also wear out the steering.
- Tapping can be a loose inner hubcap, wire spokes, loose front wheel bearings, an unnatural object in the hubcap or a nail in a tire.
- Bad A-arm bushings usually make a clicking noise when making fast turns at low speed. As they get worse, the noise can be heard as they go over bumps.



*Translated from the
"THE PREVENTATIVE
MAINTENANCE SERIES".
Mike Dawson, aka the Corvair Doctor.*



There are probably many more noises to diagnose, but these are some of the most common.

An annual check of steering parts, suspension, springs and shock absorbers is a good way to prevent problems; sounds are not normal.

Preventive maintenance is in most cases preferable to repairs.

Mike Dawson

*Mike Dawson has written more than 100 technical tips and tricks and we will translate and post them again.
Mike Dawson thanks for this!*

Ralph Verhees

Anna and Wilco introduce themselves

Again a nice story of people who bought a Corvair from the company Mooij. Nick peters from that company pointed out our club to them and so their story luckily ends up in our magazine and they joined the club. It should also be mentioned that these people don't happen overnight, before they signed up as a member they attended the last meeting to see what kind of members were in such a club. This must have given a good feeling as they came to strengthen our club as members

We are Anna Zaytseva and Wilco Joosten. Married and since a small year we live in Wouw (municipality of Roosendaal). Before that we lived in Zevenbergen. We have no children, but we do have 2 cats and 2 dogs. We like to go to museums, concerts, restaurants or are regularly on the road for short trips. Anna now works as a supervisor at Calvin Klein. Before this she had her own travel agency, but unfortunately it was closed due to circumstances. She also enjoys reading and doing creative things and takes English lessons. Wilco works as an inspection engineer in the oil and gas sector. Once started in the distant past as a car mechanic at a Peugeot garage.

But always been active on the operational and maintenance side of the industry. He also enjoys playing the piano and has an above average interest in (fine) mechanical tools.

Naturally, our question is, how did the purchase of the Corvair come about?

Phoe.. I was looking for a car for a project with some work. My first thought was towards a Datsun 240 / 280.... I found a Datsun 280Z via a search site at Auto Mooij and went to have a look. But it was too much work for me to make it into something I wanted at the time. Seen other nice cars and wanted to come back with my wife Anna. After we visited the company together again, she finally opted for a Corvair, but the question remains which one? I had the best feeling with the one we ended up buying. We finally decided to have the car refurbished to a certain level. This mainly consists of sheet metal and refinishing. I would like to do the rest myself, that is the most fun after driving!

The choice fell on a red Che violet Corvair Monza Spyder Convertible

1963. License plate: Not yet known VIN code: 30967W285153 Engine block code (last 2 digits): not yet known

After purchasing the car, I started to study the Corvair. To be honest, I had no idea the Corvair even existed. That may sound strange.

You would think that you would first immerse yourself in the subject matter.

Now that I have immersed myself in the Corvair and know its history, I have a good feeling about it. To be honest, I think Albert Einstein comes close with his theory of relativity, only the interpretation of the formula is w
Emotion=MensCorvair2 It doesn't get any better.

A beautiful story with a beautiful conclusion "Emotie=MensCorvair2 It doesn't get any better". Again we have received nice members with a beautiful car. If you look at the pictures I wonder what the sheet metal work still needs to be done, it already looks radiant. A few years ago I would not have dared to hope that our club would grow like this. This gives a lot more certainty for the future of the Corvair Club with all these enthusiasts.

Jack Eijkelenberg.





New 2019-2025 Clark's Corvair Catalog!

Free with a parts order (you pay shipping)

- Over 500 pages in 1 volume
- 330 interior color samples on 8 pages
- All new text & layout
- More photos & information
- Includes all new parts as of 2/1/19



Catalog - **Free** with a parts order (you pay shipping)

Order just a 2019-2025 Catalog

USA - order Cat-9 \$8 (catalog & shipping) using credit card or sent in money

International - you pay the actual shipping (starting at approximately \$30 shipping)

Clark's Corvair Parts®

400 Mohawk Trail, Shelburne Falls, MA 01370

413-625-9776 Fax: 413-625-8498

www.corvair.com email: clarks@corvair.com



