



CORVAIR MAIL



Corvair Club Netherlands 2.0

The Corvair club has been around since 1997. Leon Janssen and Mike Cramer are the people who founded the club and spent the first few years keeping everything running. From treasurer, club magazines, organizing events, there is a lot that comes under the name club. Since the foundation of the club, the management of the club has been with the people who have actively contributed to the club. Sometimes this was a number of people, sometimes it was 2 members. There have been years when the club was at a standstill, but fortunately the last few years have been very good for the club. This does not mean that we immediately have many new members. Members come and members go. It does mean that we have more active members and the events are also more frequented. All this has a positive effect on the entire club.

We can also see this in the active members who have applied for a position in "the steering group" on their own initiative. A club cannot survive without members, and a number of active members who help the club move forward. Fortunately, with our growth and the demand for help, there has been a response from various members who introduce themselves in this club magazine. With this fixed group we can divide the tasks more easily to keep the club running.

However, we also found out that the Corvair Club Netherlands is not an official club, which really surprises many (new) members. With the current growth and better attended events, we as a steering group have delved further into this to see what the possibilities are to officially register the Corvair Club Netherlands as a club. What are the pros and cons, versus how we did it in recent years. Does it benefit us, open doors, or just add more hassle?

After an investigation, having spoken to ourselves, various advisors, and also looked at other car clubs, it is very strange that we are not an official club already. We do the same as all other clubs. However, the risks are also for the people who run the club, not for the club itself, but private, this applies to organizing something as well as the financial obligations. Everything must be done in good faith, and as long as that goes well, nothing is wrong, as the past 25 years have shown. However, times are changing, what we say the events are more crowded, more is done via the internet etc etc. The risk for the club has also grown with this and the benefits of registering the club include insurance through the municipality (this costs us nothing). The bank also asks for an official registration, which we were able to avoid last year because we are not an official club.

What do we have to do to become an official club? Register with the Chamber of Commerce! This can be done in 2 ways: Full jurisdiction (this is with a notary) or limited jurisdiction (without a notary). The latter is much cheaper, but with the disadvantage that the board can be held liable. However, various municipalities have insurance for this to encourage the organization of a club / social events, which you can fall back on if necessary. This point is very important to us as a steering committee. You can compare it to getting married, everything is going well, but you also want to have everything well organized when you break up again. Of course you assume that this will not happen or is necessary, but if it does come to that, it is nice that it is there and that it is clear how and what.

We can also place statutes and regulations in the Chamber of Commerce. The basis of our club will be established. For this we will use some other statutes and regulations of car clubs as a basis (why reinvent the wheel if it is already there). However, we will always keep in mind that the basis of the club will not change. We remain a group of friends with a passion for the Corvair! Nothing changes to the outside world, only it is fixed and it is clear and the same for everyone.

The registration of the Chamber of Commerce will cost us €75. A bite out of the greenhouse to make everything official. However, for the future of the club, the backing for the steering committee and the clarity to the members that we are an official club, it is more than worth it.

Do you have questions and/or comments about this subject?
Or would you also like to play an active role within the steering group? Please do not hesitate to contact us! You can email to communicatie@corvair.nl
We will keep you informed via email or the club magazine about the progress of making the Corvair Club Nederland official.

Corvair Club Nederland moves into the future with Corvair Club Nederland 2.0

Same name, same fun, only officially.

Steering group Corvair Club Netherlands

December edition

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

I would like to see members' stories appear again for the club magazine of December. Let me know if you're going to write something and I'll take it into account in the club magazine.

editor@corvair.nl

I would like to see the stories
published before Sunday, November 26.

Colophon

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Member login: CCN2023

Join:

By depositing € 42.00
annual contribution plus € 7.00 registration costs.
account number: NL71 INGB 0007 8149 05
Annual contribution € 35.00

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New members introduce
themselves

From the editor

Tony Fiore Memorial CORSA Chapter Newsletter Awards

The winners of the Tony Fiore Memorial CORSA Chapter Newsletter Awards for the year 2022 were announced at the Corva convention in Wisconsin Dells.

First place for CORSA Chapter newsletters went to the New Jersey Association of Corvair Enthusiasts for their The Fanbelt newsletter.

Second place is CorvairMail from the Netherlands Corvair Club, located across the ocean in the Netherlands. CorvairMail is also a multi-year winning newsletter. Editor Ralf Verhees was also responsible for the publication when CorvairMail took third place in 2015. Among other editors, the Dutch newsletter has won prizes: second in 2007, 2006, 2005 and 2003. Third in 2004

In third place was the Central Pennsylvania Corvair Club newsletter, The Four Wheel Independent

Newsletters from 43 CORSA groups were reviewed for the year 2022.

Story Corva Magazine - Terry Kalp

On to 2023! Ralph Verhees



Job offer

Treasurer

We are looking for a new treasurer for the club.

If you know something about numbers and think I can help, let us know!

The content of treasurer is to keep track of payments. There will be cooperation with the steering group and in particular the member administration (this is done by Jaak).

In addition to the payments, a budget and an overview of income and expenditure will also be submitted.

If you are interested, send an email to

Communicatie@corvair.nl

Think about it

We are an ambitious club, which is evident with the good growth of new members that there is.

As you can read, we are working on a major adjustment of the club, with which we can use all the help.

If you think; I want to fill a position of an open vacancy, or do you think I can support or help in something else.

Let us know!

Send an email to

Communicatie@corvair.nl

Club magazine sponsors



Chairman steering committee, editor Corvair Mail and website

I am Ralf Verhees. I have been a member of the Corvair club since 2010. The first few years I just participated as a member. When Leon asked in 2014 if someone wanted to take over the baton of the club magazine, I accepted this with 2 hands. I have been making the club magazine together with the members (because without stories there is no club magazine) for almost 10 years. For years I have been pulling the cart with Ruud Keers (former treasurer) and now that we are entering a new phase with the club, I have been asked to become chairman of the club. This because of the experience of the ins and outs of the club.

In addition to the steering committee, I will also continue to make the club magazine as an editor. I place the articles, supplied by you, and prepare the club magazine. I also take care of the website. Keeping an overview, lending a helping hand and sometimes just a chat, that makes me who I am in the club. Many already know me from the club magazine or a meeting. Some members have seen my Corvair at home. This will change once it is well underway, but good work takes time, as does setting up a steering committee.

Ralph Verhees



treasurer

As treasurer you are 'the dashboard' of the club. So if the club goes too fast, you have to make sure that the gas is slowed down. In order to be able to assess this, I have made a report of the first six months. It turns out that the budget for the meetings has already been exceeded. On the other hand, there are four fantastic meetings: the Winter Meeting, the Introduction Ride with the relaxed hamburger feast and a whole weekend with excursions in beautiful Friesland.

What does that mean for the second half of this year? We will discuss this shortly as the Steering Group.

Finally, while the other members of the Steering Committee introduce themselves in this edition, I hereby announce my resignation as treasurer. I've been looking after the wallet of the friends club, but I'm not going a step higher. I am not the treasurer of an official association.

So: think about it again. Who will take over that wallet from me?

I am prepared to complete this fiscal year. And anyone who already wants to talk to it in the Steering Committee is very welcome at Ralf.

Kind regards, Saskia

communication & social media

I am Linda and I have taken on the task of communication & social media within the steering committee of Corvair Club Nederland. I have been a member of the club with my husband Marcel since the summer of 2021 and we own a beautiful Corvair Cabriolet. As a lover of the Corvair and everything related to communication/social media, I have found the perfect task in which I can combine these 2 hobbies. I enjoy being able to contribute to the continued existence of our beautiful club in the future.

I'll be busy thinking of creative ways to communicate our club news and events to you.

Whether it concerns writing catchy social media posts, making fun videos, or designing fun flyers for meetings, and also thinking about organizing a meeting, you can email me. Together with the other enthusiastic steering group members of the club, we make sure you are always up to date with the latest news and that you don't miss out on what's happening in the Corvair world.

I have already met many of you once or more, if we have not yet met you, I hope to meet you soon at one of our meetings, where we can enjoy all the beauty that the Corvair has to offer.

See you soon!

Sincerely, Linda Sprangers



Members administration

Dear Corvair enthusiasts, now I can imagine myself what is actually superfluous for the loyal participants of Corvair rides and meetings.

I Jaak (sJaak veur de Ollanders) of the good year 57 am a great lover of everything before 1980. Especially the 50s and 60s. I am married to my great love, Linda. Daughter Heandra who has long since left the house and dog Rex also known to the loyal meeting visitors. Living in the beautiful Ophoven Sittard Limburg. I have been retired for several years now. Have owned many Corvairs and now in our garage a red coupé '65 (the Keers car) a blue convertible '67 (the van Aken car) and finally a light blue Van 95 from '64 (the Jacko car). Cars are named with respect to previous owners. We also own a Ford Thunerbird '62 and a Volvo/Daf 66 Station '78.



My task for the Corvair club is to introduce the new members in our magazine and now also to manage the membership file. We hope that a few more enthusiastic people will sign up for the Corvair Steering Committee.

Gr. Jack.

merchandise

I'm Heleen Prinsen, and I've been working hard on the new webshop over the past few months.

My husband Erwin is a real old-timer enthusiast, and we bought our 2nd old-timer in 2021. In addition to our old bakkie from 1944, we opted for a beautiful red Corvair Monza Convertible from 1965.

We wanted to be able to tour comfortably with our dog and two sons and are happy and proud with this beautiful acquisition. Last summer we met quite a few club members at some events and became very enthusiastic Corvair members.

Because help was requested several times within the club for various activities, I signed up as a volunteer. It soon turned out that there was a nice group of enthusiasts who wanted to give the club a modern lift, and I joined them. Many hands make light work, right? I recently became a member of the steering committee.

My task is not that big, but I am happy that I can contribute. Together with my son Jop, I have set up a webshop where nice, beautiful and high-quality clothing and accessories can be ordered with the club logo in 3 different colors of your choice: black, white or color. This way, everyone can order a suitable piece of clothing or a cap to their own taste via this webshop. And the great thing is that a small part of every order benefits the club.



I am bound by the store's offer, and therefore cannot just put everything up for sale or have it printed. But there is plenty of choice in various colors, feel free to take a look!

Do you have questions or wishes? Reassure them. I can best be reached via email or WhatsApp.

There are regular promotions in the webshop. These will be shared via Social Media, so stay tuned! If you log in to the website and there is a discount promotion, it will also be shown in the banner.

See you soon, before: shop them!

Regards Helen



Friesland Weekend



In the weekend of 10 and 11 June, club members Pieter & Carolien Klinker organized a 2-day meeting in Oranjewoud, Friesland, where they live.

The anticipation started a few weeks in advance with a 1st email from Pieter containing a global program of what we could expect and a number of tips for a nice place to stay. Following this tip, we booked Parkhotel Tjaarda, just 500 meters from the home of the Klinker family. We soon found out that the Corvair Club Netherlands would be well represented in this hotel. Like many other members, we decided to make a long weekend of it, and to leave for Friesland on Friday.

For us, Friesland is really a new province to discover, we had never been further than Bolsward and Sneek. We had never even heard of the village of Oranjewoud. All the more pleasant that Pieter already sent an extensive email to all participants of the meeting in the week before our arrival with background information about Oranjewoud and the region where we would end up. For example, we read that in 1676 Princess of Orange Albertine Agnes van Nassau, widow of Willem Frederik van Nassau-Dietz, bought an existing estate called Sickingsta together with 3 farms and she gave it the name Oranjewoud. Such a country retreat was fashionable at the time. She had long avenues, canals and gardens built in Barok style, following the French example.

On Friday morning, June 9, we left mid-morning for Friesland, a 2.5-hour drive from Brabant. For the first time we had our Corvair on a large trailer, so that we could comfortably drive that way in our bus (with air conditioning, because the weather was beautiful with about 30 degrees). We personally do not like to drive very long stretches with the Corvair on the highway, and all the way in we found it really too far, hence this choice. Really American, Jaak later told us with a laugh.

When we drove into Oranjewoud from the highway near Heereveen at the roundabout, we were amazed. What a beautiful village, beautifully situated in the woods, and what beautiful and stately homes. We understand why the Oranges chose this for their country residence. Oranjewoud is only a small village, so we soon drove through the forest to Parkhotel Tjaarda, also beautifully situated! Once we got there, we first checked the

Removed the Corvair from the trailer and parked everything neatly. We really liked this combination. Then we got the keys to our beautiful hotel room. After putting away all the stuff, it was time for a drink on the hotel terrace.

After half an hour we heard the characteristic sound of an air-cooled Corvair, and Jaak, Linda and





Mario and dog Rex drive up in their beautiful blue bus. As always, this reunion was most cordial.

Friday afternoon we went on our own for a nice ride around the Tjeukemeer. To settle down again after a few hours on the lounge terrace at our hotel, where more Club members had already arrived and were having a nice drink. Here we had a nice chat with each other, and then enjoyed a good dinner in the restaurant of the hotel.

Saturday morning started with a delicious and extensive breakfast at the hotel. The sun was shining brightly, with a clear blue sky, we couldn't have done better! After breakfast, everyone prepared their car for the meeting, in our case, lowered the convertible top and covered the hood. Also bring a cool bag with enough water. Then we gathered in front of the hotel to drive together in column to Family Klinker.

When we arrived at Pieter, Carolien and daughters Isa and Ella, we were warmly welcomed! Isa and Ella had made a nice note for everyone, saying "Welcome to Oranjewoud". We were treated to cake, coffee and tea. Pieter welcomed us all and explained what the day would be like. Ralf handed out the cool magnets from this Friesland weekend, I suspect these will become a true collector's item. Then it was time for lunch. Fresh soup made by father and father-in-law of the Klinker family, there were also sandwiches and fresh strawberries from their own garden. Everything was taken care of again!

All members had a pleasant chat, and also met new member Peter Visser, with his beautiful Corvair Wagon. The cars were admired, and tips



and opinions were shared with each other. After this it was time for the ride of about 84 kilometers through the Frisian Gaaster country. This is the region in the southwest corner of Friesland, it is located in the municipality of De Fryske Meren. We alternately drove through villages, through the polder and through the forest. What was striking was that it was a rolling landscape, with plenty of space for nature. We especially loved the part where we drove along the IJsselmeer for a long time. Along the way we stretched our legs at viewpoint "Oudemirder Klif", here we had a beautiful view over the IJsselmeer. And we also stopped at the smallest fishing port in Europe: Laaxum.

After 84 km we arrived in Lemmer, at the Ir.DF Woudagemaal. We saw the 60 meter high chimney looming from the distance. The Woudagemaal is the largest still functioning steam pumping station in the world and dates from 1920. It has been on the Unesco World Heritage List since 1998. This pumping station is still used when water levels are too high

ensure dry feet in Friesland.

All Corvairs were parked neatly in a row, after which we were given a guided tour in and around the pumping station. What an impressive building, both inside and out.

After this the ride continued back to Heereveen. We refueled on the way, just to be sure, because our fuel gauge stuck again.

Arriving in Heereveen, we had a drink there and dined together at restaurant "Het Hof van de Koning".

Nice location with tasty food. I think it was already around 10 in the evening when we drove back to our hotel. There we had a nice drink in the hotel bar with a small club. Heard beautiful stories about the earlier years of the Corvair Club. Around midnight it was really time to end this day tired but satisfied.

Sunday started nicely again with a good breakfast in the hotel. The hotel

cleaning up the room and checking out, getting the car ready for the ride. Because we didn't have to be with the vowel family until 12.30 today, we enjoyed a nice cup of coffee together on the terrace of the hotel.

Then back in column to Pieter and Carolien. And a short drive from there





about 30 km to the Opel Museum.
Fortunately we drove through the forest a lot today, and that was a good thing, because it was very warm, with 32 degrees.
At the Opel Museum in Tijnje we were warmly welcomed with coffee, tea and Frisian fast jelle cake. The museum is actually a hobby of Meindert van Wijk that got out of hand. He started collecting Opel old-timers in the late 1970s. There are now more than 55 cars ranging from year 1935 to 1980. Very nice to have seen.

After walking around the museum for an hour, we decided to go back to the hotel. It was very hot and we still had a long drive home ahead of us. After saying goodbye to everyone, we drove back to Tjaarda. There we put the Corvair back on the trailer together. And we drove back to Brabant with our combination.

With a head full of impressions and beautiful memories, we arrived home with our daughters and dogs in the early evening. They had also enjoyed their first weekend at home alone.



Earlier I indicated that the contact was most cordial among each other.
We think that's the best thing about being a member of the Corvair Club. You get to know a lot of new people, both young and older, but you all have a shared hobby/interest. I get on very well with most people, so you quickly make new friends.
We have experienced this time that you especially during a weekend meeting

get to know people really well!

Pieter & Carolien Klinker, thanks again for your hospitality and commitment to organizing a wonderful Friesland weekend!

We enjoyed it and look forward to next time!

Linda & Marcel Sprangers





Parkeerplaats van Whittier College op afstudeerdag, vol auto's van ouders, Los Angeles 1963
Uit de collectie 'Con van live!' van Ruud Keers, Jaak Eijkelenberg, Ralf Verhees en Hans Aarsman



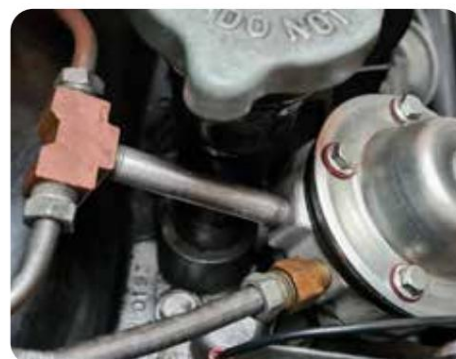
Replace mechanical fuel pump with electric pump. Monza Coupe '65

After fuel came out of the top of the fuel pump and it made a strange noise, I decided to replace the pump with an electric pump.

After disassembling the old pump, the iron plate of the diaphragm appeared to be torn, probably due to a wrong type / year of manufacture of the fuel pump ??



I replaced the diaphragm plate with a dummy, so that I could reinstall the original fuel pump and the fuel supply line and the lines to the carburetors as well.



After installing the pump and wiring incl. Crash emergency stop (the fuel pump will be switched off in the event of a collision) everything works perfectly again for the time being.

Grt. Arjan v/d Meer.

We hereby introduce Anita & Stephen for us:

Dear Corvair friends, the number of members continues to grow considerably this year. Unfortunately, some of them also leave us, but the new addition is fortunately many times larger, as are the Corvairs that are added. You would expect new members to take over the Corvairs from those who leave. It is true, but even more new Corvairs are coming on the road in Europe. Yes, Europe must write as Anita and Stephan live in Belgium. Here's the story of these champs in the original Belgian.



Hello Corvair friends, We have been asked by Jaak to tell us a little more about us and our Corvair.

Let me start with my wife Anita, who is 62 springs young and has recently made a major career switch, from administrative assistant at both lawyers and at a notary to healthcare professional. This decision is not without

bump or bump happened but in the end the right one. The training lasted about 1.5 years and of course successfully completed at the end of June, what did you think..... From September 1, she will work for family help to do home care whatever suits her.

I myself, built in 1962, have had a career with Defense. Started in 1979, yes yes then the animals still spoke,



and on October 1, 2018 with "Rest pension due to age limit, sounds good, doesn't it". I was a military police officer, better known to you as "Koninklijke Mare chaussee", and I was able to fulfill various functions. For example, I was an instructor and responsible for the Dutch-language training courses and for the motorcycle police officers.

At the police academy of the province of Antwerp, I was a guest lecturer for the training of motorcycle police officers in the module techniques for traffic escort for the local police. I also participated in various foreign assignments such as: "Macedonia, KOSOVO, Afghanistan, Lithuania and back KOSOVO".

Since I was also a motorcycle cop and I was able to turn my hobby into my profession, it is therefore obvious that we also drove a motorcycle privately. Kawasaki and Honda have passed in review. In 2007 we did a motorcycle tour in the "States of America" for the first time and in 2009



For sale at Car Beautiful

Brand: Chevrolet Corvair

Edition: January 1963

Mileage: 78,057 mi

Power: 110 kW / 150 HP

EXTERIOR

Cover, Alloy wheels
Softback hood

INFOTAINMENT

Radio

INTERIOR

Leather furnishing

OTHER NOTES

Chevrolet Corvair Spyder (turbocharged) from 1963.

For more information, visit: www.automooij.nl

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Viewing: Mon - Fri 9:00-18:00 • Sat 9:00-17:00 (Please call in advance for availability)



the Harley at the door. Especially I have always had an eye for old-timers and 2023 was the year that we decided to buy an old-timer. We hung up the motorcycle helmet and sold our Harley at the end of 2022. The motorcycle chapter had been written after 42 years and it was time for a new chapter, looking up old-timers and retro events.

After a visit to the States, we decided to purchase our first Harley in 2009. After more than 42 years with

Having driven a motorcycle both professionally (Military Policeman) and privately, we have decided to turn this page and start a new chapter. A few years ago I ended up in the retro story by also following dance lessons "Lindy hop". (ed. explanation below the story).

Old-timers had and always have a special place with us "me" and especially these from the States.

The interest in the Corvair arose by coincidence, so we went to see Retro

City in Kapellen to a Ford Capri and then we saw a Corvair Convertible.

I've always had my eye on a Bel Air from Chevrolet, but getting it parked is next to impossible unless you take up two parking spaces. So I browsed the internet a bit and Retro City Kapellen had a Ford Capri for sale.

Give me something too. No sooner said than done and just after New Year's we went to look into the matter. Walk around the showroom and head straight for it

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Ford Capri, clean car but not exactly what we were looking for. I see a blue convertible in the corner of my eye. Upon closer inspection, it turned out to be a 1965 Corvair Monza Convertible. In a Medium Blue Metallic color and Blue Vinyl Bucket Seats. Everything in very good condition.

If I say I was immediately sold, this is an "understatement", rear engine, 6 cylinders, air-cooled, 2 Speed PowerGlide, not too big so that it remains parkable. The car was purchased by the then owner in 2014 from Elligson Classic Cars Inc. over the large pond and sold on consignment of the owner by Retro City.

A test drive later - which went perfectly by the way - the decision was made, we will be the new owner!
And then the problems started, for us the first oldtimer, and what can leak, leaked. The oil of the drive disappeared in the differential, the electric fuel pump placed at the level of the carburetors - which is wrong by the way - ensured that the car regularly stopped and did not want to start. The carburetors also dared to leak sometimes and it just kept going.

To make a long story short..... we are now August and apart from a few small improvements : „super !!! Just had a weekend behind, have Retro Sur Mer" where you seen some pictures of it.

How we ended up with you, simple there is simply no Corvair Club in Belgium and the Netherlands is just behind the corner, literally and figuratively. The Putte Netherlands border is about 10 km from us.

So, just sent us a message to see if we are a member

could be and yes, no problem.

We are looking forward to meeting you, talking about "den otto" and realizing fun meetings and rides together.

See you later and a nice touch to the past: our oldtimer number plate "65 UAAS"

Anita and Stephen

Well that promises something with Anita and Stephan. I am already looking forward to the first meeting, especially if we can also experience a performance of their dancing talent. Good choice it seems to me with this beautiful Corvair and we welcome them with lots of safe and good driving mls.

gr. Jack.



The Lindy Hop

Lindy hop is an African American dance that originated in the Harlem district of New York in the late 1920s and early 1930s. It is an amalgamation of many different dances, but mainly based on jazz dance, tap dance and the Charleston .

Lindy hop combines solo and partner dances and contains a lot of improvisation as well as more formal elements, similar to the music being danced to. The basic movement, the 'swing-out', consists partly of a closed dance position, in which man and woman dance together (something that was usually not allowed in African dances) and of an open dance position in which there is room for improvisation for both dancers .

When Charles Lindbergh first flew solo non-stop across the Atlantic from New York to Paris in 1927, the newspapers headlined: Lucky Lindy hops Atlantic. This is said to have originated the name Lindyhop.

The dance became known outside Harlem as the jitterbug, which would later lead to new forms such as rock and roll and boogie woogie.



I hereby suggest Manuela van Kessel for me:



For a change it is now a lady who has joined our club and has the "courage" to purchase a Corvair. Given the origin and long time of standstill, it will be a thing to get this car on the road. But perhaps with advice from our members this will work out.

So my name is Manuela van Kessel, I am 52 years old, not married, no children. Working as an independent lawyer / tax list. Travel a lot, also for work. Live in Gemonde NB in a farm renovated by me and my sister and her family (half each). My hobbies are golf, walking (with dog), traveling, reading. When asked who will accompany me on rides, the rider is Jelani van Vliet.

By coincidence, because of the Palmen auction I was looking at the Ford Mustang with my 17-year-old cousin. During the viewing days there were also 3 Corvairs in the vicinity of the Mustang. We also thought this was a very nice car. At the online

auction we were able to buy one of these Corvairs. So the interest has been coincidental.

The Corvair has been in a shed in Dordrecht for over 40 years and was owned by Mr Ad Palmen. The car was part of the so-called Palmen Barnfind - this has been in the news extensively. Mr. Palmen had more than 240 old-timers which were parked in 3 different places. Because a fire had broken out in the warehouse in Dordrecht, his collection became known. The entire collection was auctioned online. At the end of May I went to the viewing day with my cousin and the online auction was at the beginning of June. Through this auction it became the Monza Convertible year 1964 with 110 hp and the registration number JA-63-53. At the moment the car cannot drive, after 40 years of standstill, we will first see what needs to be done about it. In any case, the car can roll, that was a lot easier when picking it up.



Since we have bought a classic car for the first time, we are eager to learn from others how to repair and maintain it. We also think it would be nice to get to know other Corvair owners. At the moment the car is not running and a few things have to be done before it is. Participating in tours depends on how fast we can get the car running. I do not foresee an active role at the moment, due to busy work I am currently unable to make time for this.

Well, the purchase of this Corvair has already been quite an adventure, I think it will get a big sequel. The Palms collection has received a lot of attention, including among us Corvair enthusiasts. Manuela welcome to the Dutch Corvair Club. A 2 years ago I picked up a Corvair 2 blocks from the Palmen collection. Took pictures of Americans outside rusting away at that building not knowing what else was inside. Perhaps you can get quite a bit of information via the internet and our club to get this unique car in order. Via our facebook questions can be asked quickly and answers can also be obtained, even from outside the Netherlands. We members hope to meet you at one of our meetings.

Gr. Jack.



I would like to introduce Peter Visser:

Peter is a new member but was already registered in May but just too late for placement in the club magazine then, so it's Peter's turn now. Peter is already somewhat familiar to the members who attended the last meeting "the weekend in Friesland". Peter was immediately seen as one of "us" as if he had been there for years. For him, the meeting in Friesland was almost a home game.

So my name is Peter Visser living in Langweer province of Friesland After 42 years of teaching with great pleasure as an English teacher now retired. Car enthusiast, likes to travel a lot. Except



Lakewood or Wagon. So I bought the Corvair online there. The process went smoothly, as the American trader exports a lot to Europe. He has a representative in Rotterdam who handled the entire customs clearance process and ensured that the car was delivered to Friesland. Piece of cake.

Via Facebook I ended up at the Dutch Corvair Club. As described in the story, it has become a Wagon 1962 with the license plate PM-39-55 in a cream color with a red interior and a beautiful roof rack on top.

When asked, you also have specific expectations from the club, and club members are Peter's response. Fun, help with technical questions / problems, possibly parts or addresses. Although my garage is classic car friendly, it does not specialize in Corvairs!

the Corvair I also own several other old-timers, including Tatra's - also with air-cooled engines in the back!

When asked how the interest in the Corvair arose, the answer is quite logical, as a fan of air-cooled cars I knew the Corvair of course. But last year in Hampshire and Norfolk I took part in classic car rallies with an English friend in his Corvair

and became convinced of the qualities of the car. A Corvair would fit well in my collection....

How the purchase of the Corvair came about, through Sam (that English friend) he had bought his Corvair himself in the USA and then immediately made a trip through the USA. He recommended his classic car dealer to me as very reliable. I was looking for a good one

Peter welcome to the club and hope to enjoy you and Corvair often. If you want to know more about Peter, take a look at Facebook, he can often be found there.

Regards, Jake.



May we introduce ourselves again, Wilco Joosten & Anna Zaytseva,

For the observant among us, those names will sound familiar. Yes, completely correct "again" because you can see this as a rectification. These members were already featured in a previous magazine, but the Corvair LM they had bought at the time was ultimately cancelled. Wilco will explain this below.

Hello everyone, here we are again. When the previous introduction was published, a few things have changed. So let's go over it again. We are still the same people and nothing has changed with us. Anna and Wilco, pleasant.

You still owed us a photo.

This is from our visit to the Palmen

collection visitors days. There were 3 corvairs there. Didn't buy a nice experience richer.

But that corvair of ours, yes that car, has something to do with it.

We had bought a 1963 Corvair Monza convertible spyder, but it took quite a bit of work. Now we have bought a Corvair Monza Convertible from 1966 that will take quite a bit of work. Yes, that's how it goes. I understand that requires further explanation.

We, that is Nick (car Mooij) and the undersigned, had drawn up a contract containing certain agreements about the work to be carried out on the 1963

Corvair. On closer inspection, the scope of the work on the underside of the chassis turned out to be much more as previously thought. Not so nice. Now I had already mentioned that I also liked a late model. And Nick remembered that.

Because a late model convertible has been offered at Corvair Club Nederland. They have referred them to Auto Mooij. And we have now bought it.

This car was imported from America in 1971, which can be read from the license plate. That's the short version.



I knew that the 1963 Corvair would require quite a bit of work and I was prepared for that. But, I had assumed a solid foundation.

So now that we have changed cars, I am confident that the basis is good and that, in addition to driving pleasure, there is also enough for me to do. That does not alter the fact that it is completely different from what we first assumed. In the photos you can already see what we have in mind. Look for the differences. My fear is that we won't make it this season.

During the previous purchase, the deal with Mooij was that the bodywork would be tackled and repainted by them. They are now doing the same with this LM. So it is the red Chevrolet Corvair Monza Convertible 1966 with the license plate 70-64-PJ.

I saw the blue color scheme on a French site and I immediately liked it very much. So we're going to put him in that as well

make color scheme. That is Lagoon blue iridescent with saddle interior and hood. So this was part 2 of our Corvair story.

Wilco and Anna.

Well dear readers I think there will also be a part 3 coming and the course of the year. Wilco keeps us informed, he responds quickly to my questions, so that will certainly work out well that sequel. You are certainly welcome at a meeting despite not driving a Corvair.

Gr. Jack.

Note. Auto Mooij may have seen the red Corvair on our Facebook page and took action itself, the club has had no involvement in this.

The blue LM shown is a photo that Wilco saw and will use as an example.

I, Jan Okken, would like to introduce myself:

This car also comes from Auto Mooij and is the 3rd Lakewood / Wagon in the club that I know of. Read and enjoy Jan's story.

My name is Jan Okken, I live in Sappenmeer (middle of Groningen). My profession is a machine operator at a metal company.

Which is useful if your hobby is oldtimers and refurbishing them.

Recently acquired a '61 Corvair.

This is a blue 500 Lakewood, bought from Auto Mooij. I saw the advertisement for this car and went to look and less than a week later it was delivered by them neatly behind the house.

Why a Corvair station? I like American cars, that's why I also restored a Corvette from '69 myself. Unfortunately it was smashed because a deer jumped in front of it, but it has since been recovered. I also own a 1977 mini estate that has also been completely renovated by me.

My everyday car is a Chrysler 300c touring.

But good to answer the question why a Corvair? Especially because it has special technology for an American car and it is a refurbisher.

My intention is to get it technically in order. So I started taking the engine out to overhaul it. I have now discovered that most of the work goes into refurbishing the tinwork around the engine.

Overhaul the engine because the oil is at all



sides came out when I started it. Many gaskets have dried out or perished. The neighbor will overhaul and adjust the carburetors for me.

He's better at that than I am. In any case, will

some more orders will be placed at Clarks.

But I will also be making sheet metal for it at home or at work. Because there are parts, especially in the bottom, that are far

should be new. When all this is done, it will be registered.

By searching on facebook for Corvair.

Found your Facebook page there.

Signed up for this page.

When I was accepted, I immediately posted a photo of my Corvair.

Immediately received nice reactions and the question if I would like to become a member of the Corvair club. What do I expect from the club?

Nice contact with other members at events and maybe advice if I need to know something. And at the moment I will not be able to play an active role because of the time I will invest in refurbishing the Corvair and my work.

Jan Okken.

Jan and the work on his Lakewood will also be regularly featured in our magazine. Good luck Jan and with your experience this Corvair will certainly work out well.

Welcome to our club.

Greetings Jake.



