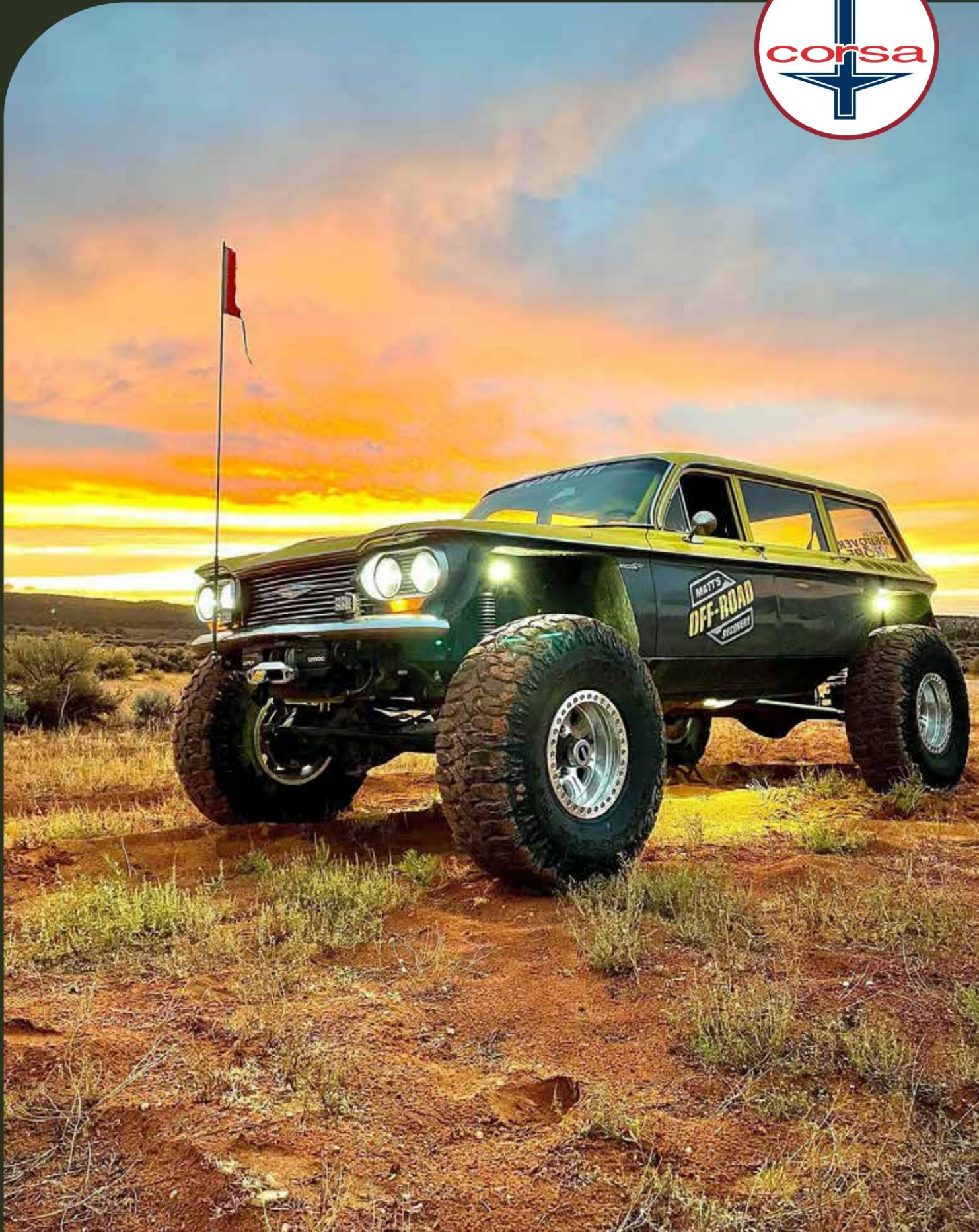




# CORVAIR MAIL





## SOUGHT!

### Treasurer

We are looking for a new treasurer for the club.

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

The job of treasurer is to keep track of payments.

There will be cooperation with the steering group and in particular the administration members (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](mailto:Communicatie@corvair.nl)

## March edition

I would like to see members' stories appear again in the March club magazine. Let me know if you are going to write something and I will take it into account in the club magazine.

[editor@corvair.nl](mailto:editor@corvair.nl)

I would like to see the stories published before Sunday, February 25.

Graag nodigen wij u uit voor de

## Algemene LEDENVERGADERING

Zondag 25 Februari 2024  
aanvang 13.00 uur

Locatie: Hotel Papendal  
Bar Dug Out  
Papendallaan 3 Arnhem



Meer info volgt via de mail



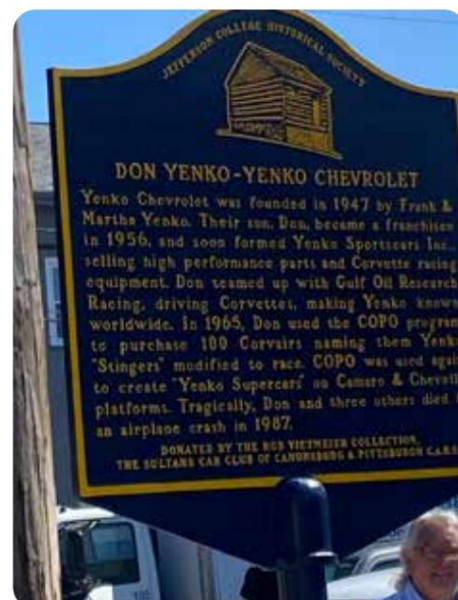
## Don Yenko memorial plaque

Don Yenko and his former Yenko Chevrolet dealership building at 575 West Pike Street in Canonsburg, Pennsylvania, were commemorated on September 16. A special plaque has been unveiled with a brief history of Don Yenko. The plaque is at the former showroom

placed.

The showroom is currently home to another car and motorcycle company.

**Ralf Verhees**



## Colophon

**Editorial and publishing:** Corvair Club Netherlands

**Chairman - Corvair Mail Editorial - Website:**

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**Merchandise**

Heleen Prinsen  
Merchandise@corvair.nl

**Club site:** www.corvair.nl

**Members 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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themselves here

## Club magazine sponsors



# Update from the steering group:

Dear members,

We would like to share with you an overview of the recent activities and developments within our Corvair Club Netherlands. In recent months, we have worked hard as a steering group to strengthen and improve the foundations of our club. Here are some important updates:

### 1. Drafting Articles of Association:

One of the first steps we have taken is to draw up official articles of association for the Corvair Club Netherlands. This document forms the basis of our association and provides clarity about the objectives, structure and operation of the club. The articles of association will be emailed to you well before the General Members' Meeting in February 2024, so that we can officially record them during the meeting.

### 2. Steering group meetings:

Regular steering committee meetings are crucial for effective decision-making and collaboration within our club. In recent months, we have therefore organized two steering group meetings to discuss the progress of current projects, tackle challenges and plan future initiatives.

### 3. Transfer of the Treasurership:

An important change within our steering group concerns the (temporary) transfer of the treasurership to Heleen Prinsen. With her experience and dedication, we are convinced that Heleen will fulfill this position well. However, we hope that another member will step up to completely take over the vacancy as treasurer. We thank the previous treasurer Saskia for her efforts and dedication to this position over the past 2 years.

### 4. Chamber of Commerce forms:

To ensure that our club meets all legal requirements, we have worked closely together to prepare the Chamber of Commerce (KVK) forms. This year our association will be officially registered. This ensures that our association is officially registered as of January 1, 2024 and meets all legal obligations.

### 5. Additional help:

We were recently able to add Jan van Geneugelijk to the steering group. Jan has experience in the financial and club/association areas and has contacted us several times advice provided.

We are still in discussions with Jan for further help and advice within the steering group.

We are excited about the progress we have made and look forward to a future full of enthusiastic activities, events and growth within the Corvair Club Netherlands.

We would like to thank our members for their continued support and involvement.

If you have any questions or comments, please do not hesitate to contact us.

Sincerely,

**Ralf Verhees, Linda Sprangers, Jaak Eijkelenberg, Heleen Prinsen, Jan Geneugelijk**

**Steering group Corvair Club Netherlands**

## "Old" Corvair magazines for sale:

Dear members,

We have a whole batch of magazines that have been published since our inception in stock, these are now for sale for 50 euro cents per magazine (you can donate more) while supplies last. Unfortunately not all songs are still available, but quite a few are.

If you are interested, please let me know from which year you became a member and I will look for the missing ones for you. I will then take them with me to the annual meeting or another meeting. Shipping is also possible, but this will incur additional costs. It's gone.

**Gr. Jaak Eijkelenberg**



## Morvair

In September/October we (Heleen, Erwin, Jop and Dirk) made a family road trip in the southwest of the USA.

We traveled for 4 weeks with a (very large) camper, from Los Angeles via national parks and places such as Joshua Tree, Grand Canyon, partly on Route 66, Monument Valley, Antelope, Moab/Arches, Zion, Bryce via Las Vegas, Yosemite and San Francisco and back to Los Angeles. What a fantastic trip to take!!



Of course, always keep your eyes open along the way to spot an old Willys Jeep or a stray Corvair. The latter in particular are also quite rare in the USA. With one exception, because we had planned a special stop between Bryce and Las Vegas, namely Matt's Off-Road Recovery in the town of Hurricane.

Matt specializes in pulling off/ mountains of all kinds of Jeeps, ATVs and even

also regularly large campers that are stuck or broken down in the vast desert and mountain areas around Hurricane. It is a true paradise for off-roaders, but not always easy, as we experienced first-hand in Moab. I have been following Matt for some time now via his YouTube channel of the same name and Matt is a big fan of...

yes Corvairs!! He owns a number of them and, uniquely, he has completely converted a Wagon into a mega off-road and recovery vehicle under his own management. It is very entertaining to watch the recoveries he and his team carry out, always finding a solution to every challenge with great humor and optimism.

Highly recommended!

Anyway, after some detective work we found the company somewhere in the back of an industrial estate. There was a high fence around it and a very small office. After some wandering back and forth, Jop and I took the plunge and went inside. We became very angry there







We received a warm (American) welcome and after some talk about the canal and Corvairs we even got a tour of the site. It's funny to see everything I've been looking at for so long in real life there. There was also a small shop with caps, t-shirts and other merchandise, of which we of course took some with us. The most beautiful was a very detailed scale model of the converted Corvair, called the Morvair.

a few project Corvairs (early and late models) and the Morvair was also there! Really a beast of a car, best of both worlds as far as I'm concerned!! Although I can imagine that some will find it sacrilege. We took pictures and we had to move on again because we still had a long way to go that day. Another wonderful experience!

*Heleen and Erwin Prinsen*

There were indeed several scattered outside

Nice episode about it  
Matt's Corvair addiction:



## For sale at Car Beautiful

**Make:** Chevrolet Corvair  
**Version:** Monza Convertible 64  
**Mileage:** 61,665 mi  
**Power:** 71 kW / 97 HP

Chevrolet Corvair Monza convertible  
from 1964

manual 4 gears.

Rare color!

Neat soft top convertible top with good  
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Runs and drives very well!

For more information, visit: [www.automooij.nl](http://www.automooij.nl)

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Viewing: Mon - Fri 9:00 AM - 6:00 PM • Sat 9:00 AM - 5:00 PM (Please call in advance for availability)

## Corvair left the building

*Dear people, here is a sequel to the "beautiful" story of Annita and Stephan, our Belgian friends. A few weeks ago the big Jukebox fair was in Rosmalen. Linda and I were present. While walking around, a cheerfully dancing couple caught my attention and I immediately recognized our Belgian members. After speaking to them, it turned out that it was indeed them. Immediately asked about their Corvair and then the sad story began as Stephan later emailed it to me. Unfortunately, this story is less beautiful, but after consultation with Ralf we decided to post it*

### "For learning but certainly not for entertainment".

Hi Jake,

Now let me take a moment to write about our experience. As already mentioned in our previous and published first message, we accidentally came across a Corvair. It had always been a dream of mine to own a vintage car, preferably an American one. So everything is purely coincidental that we bought our Corvair and it's a beautiful car, by the way! As for the experience, 0.0 nothing simply seemed. Retro City Kapellen sold this car on consignment. The owner left the car stationary for far too long, with all the consequences. According to the intermediary and owner of Retro City, it seemed to be a reliable car and had also been maintained by the in-house mechanic. Who are we not to have confidence in that. Aren't they/were the specialists in this field?

It had to be a car for daily use.

As mentioned, after a short test drive we were sold. The agreement was that we could continue to come for maintenance and this only 15 km from our home. Seemed like a great deal to us. The first thing that had to be done was the technical inspection. In Belgium, a classic car must also undergo an inspection. A week later it was available and inspected until 2028 and we were the proud owners of our classic car. I had realized that an oldtimer continued to need some work, but to that extent... never imagined. It started with removing some rust spots, so we were referred to a body shop who also did vintage cars. He was also going to treat the underside, i.e. coated.

Three weeks later the Corvair was ready. They had to do more than expected and made a provisional repair to the unibody, stating that they should first enjoy the oldtimer and have the repair carried out in two years at the latest. Ok then, we're going to enjoy ourselves now, or that was the intention.

Until then, we had no idea that all parts had to be ordered in the States, but we had every confidence in the classic car specialist and friendly mechanic.

Finally, our first ride, Easter ride, was planned and we were off. Everything went according to plan for the first half until it suddenly stopped moving forward and didn't even want to start. A friendly participant had taken us along and after his first intervention he was able to determine that simply NO gasoline was getting into the carburetors. the reason was as simple as anything, the electric fuel pump was located in the engine compartment and not at the level of the gas tank as it should be.

An electric petrol pump should push the petrol forward and the correct placement is at the level of the petrol tank and not in the engine compartment to suck the petrol from the front to the rear engine!!

The second thing that was found is the lack of oil in the power glide. . . . . did this end up in . . . . the differential? Durable seals was the verdict. So, let Corvair be towed to Retro City.

We then had the PG overhauled and as a result we lost the car for two weeks and of course also the necessary money, right? The specialist also determined that an alignment needed to be done, but... the bolts are certainly not rusted! No problem, I contacted a company specialized in vintage cars to have this done and of course to have the frame of the convertible roof overhauled with the associated rubbers, which were also endured. This was going to happen at the end of November and again COSTS.... In the meantime, our money just melts under the sun, paying a lot and having NO fun with the Corvair.

Our good in-house mechanic served the petrol pump, original from



California Corvair Parts, still to be installed with the hope that the car will continue to drive, funny. Since our Corvair was still leaking from the oil pan, we ordered a lot of material in the States so that we could carry out the necessary improvements. The air pipes for the heating also had to be replaced, those that were in them endured, were no longer worth anything. We would do this later... People also tell us that an oldtimer can sometimes leak or, as they say, if it is changed, it sweats.....I'm kidding? I can't understand it, but hey, who am I?

Suddenly we notice a ticking in the engine, the valve tappet made this sound. So order parts again to solve this problem. In the meantime, I started searching the internet for possible causes and that's how I ended up at the Corvair club. Ensure that there is always sufficient oil in the engine and also in

the PG and Dif and have them repaired as quickly as possible. Wow, our in-house mechanic can do it and lose some money.....

Meanwhile, two books via the internet purchased for maintenance and repairs to Corvairs for models from 1960 to 1964, which I now offer for sale. All help was welcome and there was hope again. The next phenomenon presents itself, "VAPOR-LOCK", let's look again at what can be done about it and yes, from insulating the metal fuel lines in the engine compartment to changing electric gasoline

fakepump. Such a vapor lock is a very unpleasant experience, especially when you are standing at a red traffic light... The bottom line is that this always appeared after about 40 km. FRUS-TRATION at its finest.





So, now it's time to show the car to friends and as agreed they were waiting for us, but hey, you have to get there first... next leak, one of the carburetors just spit out the gasoline. away! So friends gone again and nothing to watch. Fortunately, our friend came to our rescue, which meant dragging us to Retro City on a Sunday. In the meantime, I had called Patrick, one of the owners of Retro City, for every problem and he thought this was "very annoying" and even felt a little guilty?

By the way, a wonderful person and if I can blame him for something, why hadn't he warned us as a specialist about it, such as: "driving an oldtimer requires a lot of tinkering and everything has to come from the States... but the damage was done." " So again repairs, but our in-house mechanic had to leave on holiday again and if you are alone that can sometimes be difficult.

problems don't they? So wait again.

He did provisionally fix the leaking carb because... yes... we wanted to go to a meeting in Retro Sur Mer in Wenduine and miraculously this worked without any setbacks. FINALLY, after all our investments, we can enjoy ourselves a bit. I can tell you that I was close to a nervous breakdown. It was a beautiful weekend with regular sunshine and heavy rain for a short period of time.....

What should I conclude?...the floor mat on the driver's side felt wet and there was a lot of water in the trunk.....man, man, man, we're close to tears, but we'll see. Where does that water come from? I called Patrick again and yes, that's sad and that this still needs to be investigated, pffffffffffffff.

By the way, we don't know yet where this leak comes from.

Meanwhile, the new cover of the

convertible roof arrived, and something went a bit wrong there, but OK, the new one fit.

So, finally some news from Bjorn, the in-house classic car mechanic, the pieces from the States have arrived and everything can be done. Bring the car in on Monday and you will have it back on Friday, which was also needed for our next event, right? So good hope.

Of course I went to take a look on Wednesday and yes, Bjorn is doing well, I think. Well, that sweating on the oil pan, ha-haha, there are two screws that are turning crazy. Man, it makes sense that it leaks! Bjorn's solution, maybe screw in longer screws?!?! It will be fine for sure....

Then it's Thursday.....is it the name or is "thunder" coming again? PROBLEM with the carburetors.

It won't work by Friday because then I'm leaving on holiday.....HELP. Friday







I then call Patrick and ask for a little explanation. Yes, according to Patrick, Bjorn is going on HOLIDAY for FOUR WEEKS and this was the proverbial last straw. I'M FED UP WITH IT!!!!

Wait Stephan, I have another mechanic who used to work here and will ask if he will come and solve the problem on Friday. In the meantime I have found out that the heater motor for the heating is defective, I have not received any mention of the mechanic and some of the requested details have not yet been carried out??????

On Friday we drove to Retro City to take stock and it turns out he is also a specialist in air-cooled engines!!! He worked for almost eight hours to get those carburetors in order, but it turned out to be the internal springs, the new ones were too strong, so he put the old ones back in and he was done.

He also mentioned that the problem with the vapor lock can be solved in a simple way, a pump that ensures constant circulation so that the gasoline simply cannot get too hot in the pipe and therefore NOT evaporate. he also does it with the VW Beetle.

For me it was yet another blow in the face and yes, I had to conclude that I can no longer handle all the stress I had with the Corvair so far.

I have been bothered by this since I retired and it came to the fore following the death of my father at the end of last year. Maybe also because of my assignments abroad? Who knows? (Stephan was with the Belgian Marechaussee ed.)

Anyway, we can pick up the car and off we go. He drove completely differently and I was especially happy. AFTER A WHILE, I felt uneasy, it seemed as if the two carburetors were not syn-

were synchronized. This suspicion was confirmed again during the following event, driving with an on-off feeling, not fun and I had had it completely. THE CAR IS BEING SOLD.

Nita, my wife, completely understood and we knew that some things still needed to be done, so I went to the cash register again and my feeling of stress was really not good, enough is enough.

The Corvair will be sold. In Belgium it is true that you have to go to the technical inspection "AGAIN" before selling, even though it was inspected until 2028. Really Belgian..... If the car does not pass the inspection, it will hardly be sold in Belgium and my decision was made, sell abroad and preferably as quickly as possible! The drive to the garage for sale was not without a hitch, stalled again and couldn't start..... Fifteen minutes before a red light and then uphill...VAPOR LOCK??????????

The On-Off feeling while driving remained, so I decided to drive on the highway, man, man, I often said a quick prayer. We were able to complete the ride without any further problems and handed it over to the garage. Of course I didn't get as much for the car as I wanted, but the Corvair HAD to go because it would cost my health.

If you have a lot of knowledge about such a car and can work on it a lot and have a garage, it may be worth it, but I don't think about that price. I can't get rid of the impression, thieving tricks..... or certainly earns very easily.

Our decision, we certainly do not regret what we have done and I continue to support Cor-vair, but as far as my health and our money is concerned,

it stops somewhere. The aim was to have fun and not to go for a ride with tense nerves.

So Jaak, I hope you can get started with that and as mentioned, we will remain a member and will certainly accept your offer to drive a Corvair again with one that works.

Greetings, Stephan and Nita

***Yes, dear Corvair members, at least as far as I'm concerned, this is a story to pause for a moment. Stephan immediately indicated at the fair that he wanted to remain a member, so I offered him the opportunity to drive one of my Corvairs at a meeting.***

***Know that this has happened to several people who had setbacks and "car trouble". That is the point I have often talked about: "where in our country is that mechanic who can handle these problems with our fine hobby Corvairs". Unfortunately I haven't come across that garage/mechanic yet.***

***There are certainly skilled ones among the members, but yes, they are happy to be able to repair their own car and not for others. What unfortunately usually happens is first the purchase of the Corvair and then the research into what it is (also applies to other classics) but that is often buying with the heart (also my own experience). If you buy a car from the garage/shop, people also expect support, but unfortunately that is not the case in the classic car world. Often guaranteed beyond the garage door.***

***We hope to be able to greet Annita and Stephan regularly at meetings and gatherings of our club.***

***Greetings Jaak Eijkelenberg***



## Classic car fair in Rosmalen

On Saturday, November 4, I went to Rosmalen, the classic car fair, with Pierre. It was an "anniversary" edition. Autotron Classics will be 50 years old in 2023! But with the exception of a few fairs that are organized there every year, the question is what does the name Autotron have to do with that building if you know what it was once there?

Strangely enough, I came into contact with the mild Daf virus through the Corvair club. This arose from a visit to the museum in Eindhoven and to think that for years I hated the thought of a Daf.

A hall was completely filled with Daf, a feast for the eyes and for Daf lovers. All models were present in many beautiful colors. There were some that I had never seen or heard of, including home-built and buggies. Coffee was sold from a Daf truck and another made pancakes on it. Too bad no parts or gadgets were offered for sale. That's what I had hoped for. Our friends from the Corvair board often call on us to organize a ride, but this was actually much nicer to go with the club and/or meet each other. Perhaps we could pay more attention to this!

Of course there was much more to see, such as a room on the top floor filled with American trucks. Parts and many toys were offered for sale. Outside the old-timer parking lot there were also quite a few vehicles to admire that the owners had brought to Rosmalen. Also a whole square full of Dafjes parked again.

Inside I also noticed that more young timers were offered for sale



do they remain fully taxable, so is that attractive to collect?

I think I will serve my time, but I sometimes wonder whether the future will turn out well for our hobby. Can we continue to drive our hobby cars and not just own them to look at, which is also fun. Many models and types were offered, but I couldn't find a bargain unless it was the Daf 66 Marathon. A German gentleman had driven it to Rosmalen on a trialer and offered it in the parking lot there for € 4000.00 in nice condition, it seemed. I was hesitating for a moment, but then I suddenly saw an image of Linda, my sweetheart, and I quickly gave up. She is used to me usually doing my thing and apologizing afterwards, but I didn't want to do it that way.

There was a seller who had some rear lights and a box of new brake shoes for sale, I immediately took them over men.

Entrance to the event was not too bad, but parking €8.00 is scandalously expensive, as are the drinks and food, which are not top quality. And now that I'm complaining, the lighting was really crappy, you often had to use a flashlight to see the small stuff, even the exhibitors complained about it. But all in all we had a nice Saturday.

**Jaak Eijkelenberg**

This fair also shows how special our Corvair is because none were for sale or on display. Well it was











Ad Dijkstra ontdekte deze Early op een foto van een Mazda-promotour door Japan, Osaka, 1967  
Uit de collectie 'Corvair Live!' van Ruud Keers, Jaak Eijkelenberg, Ralf Verhees en Hans Aairsman





***Anyone who has experienced a Corsa Corvair Convention has probably experienced this too heard the Economy run. But what is it and why is it held.***

***Below is a bit of history about the Economy Run, as well as why***

***it is a part of the Corvair Convention that returns every year.***

The Mobil Economy Run was an annual event that took place from 1936 to 1968 (except during World War II). The run was devised to provide real-world fuel efficiency figures during a coast-to-coast test on public roads. All this under normal traffic and weather conditions. The Mobil Oil Corporation sponsored the run and the United States Auto Club (USAC) handled the run and made sure everything was fair.

The Mobil Economy Run determined the fuel consumption of passenger cars under normal driving conditions that the average motorist encounters. This differed considerably from the method of calculating fuel economy used by the United States Environmental Protection Agency (EPA). The EPA conducted this test by placing the cars on a dynamometer and then running the car in a climate-controlled room.

To require special preparation or adjustments to the participating cars

To prevent the run, the United States Auto Club purchased the cars from the dealers themselves. After the purchase they were checked and if they were found to be good, they received the certification of participation with the name STOCK (standard). To care

that the cars remained standard, the hoods and chassis were sealed.

The factory fuel tank was disconnected so that fuel consumption could be accurately measured using a special tank mounted in the trunk.

Because of the many types of cars, the Mobil Economy Run had eight classes based on wheelbase, engine and body size and price. The

Leading car manufacturers provided drivers and a USAC observer sat in each car to keep an eye on whether everything was going according to the rules. If necessary, they could impose penalties for violations of traffic or speed limits.

The event was a (marketing) competition between the car manufacturers. The goal was the coveted title as winner of the Mobilgas Economy Run in each class.

However, beginning in 1959, entries were graded on an actual miles per gallon basis, instead of the previous rate used ton-mile formula (ton-mileage formula) that favored larger, heavier cars. As a result, compact cars became the mileage champions.

In the 47-car field for 1959, a Rambler American ranked first - with an average of 25.2878 miles per US gallon (9.3015 l/100 km; 30.3694 mpg-imp) - while a Rambler Six came second was achieved - with an average of 22.9572 miles per US gallon (10.2458 l/100 km; 27.5704 mpg-imp) - for the five-day, 3055 km journey from Los Angeles, California to Kansas City, Missouri.

The efficiency of models such as the com-AMC's pactere Ramblers made sure of it that they were almost excluded from the event. As a result







Ramblers and Studebakers placed in a separate class. This was because the 'Big Three' automakers (General Motors, Ford and Chrysler) had no competing cars at the time and were beaten in the fuel efficiency rankings until they introduced smaller models (GM X-body, Ford Falcon, Chrysler A body).

book *Balloons are Available* by Jordan Crittenden. In the novel, a fictional character is hit by a car during the event. An excerpt from the novel reads: "It was terrible," she says. 'The driver could not stop because he was participating in a Mobilgas Economy Run."

Over the years, the Mobil Oil Corporation sponsored many Mobil Economy Running events across the country for various car classes and short distance car associations. In 1963, a "day-long" test between Los Angeles and the Grand Canyon eventually evolved into a "six-day" endurance test between Los Angeles and New York by US Auto

Car manufacturers tried to 'prepare' their cars to achieve better results. One example was the use of lightweight engine oil during the permitted break-in period of 2,400 km (1,500 miles) "to promote faster wear and quick loosening of engines." In addition, the drivers supplied by the factory were highly trained and experienced to drive in a fuel-saving manner. An average driver in the same car and on the same course would be lucky to achieve the results of the Run. The tests only show the "ultimate" fuel economy potential of the tested cars and their relative efficiency in fuel consumption. The event received criticism in the form of literary fiction, from the





Club. The final run began on April 2, 1968 in Anaheim, CA, but was canceled on April 5 in Indianapolis due to civil unrest across the country following the death of Martin Luther King Jr. on April 4. In

December 1968 by Richard F.

Tucker, Mobil's vice president of marketing in North America, announced that the event in the United States will be canceled, citing "changing advertising patterns and changing emphasis on vehicle performance as key factors influencing the decision."

Ralf Verhees



## Corvair and the Economy Run

The Corvair was also well represented from 1960 to 1968. In the Compact group with 6 cylinders, the Corvair achieved a podium position several times. Just like in 1966, a 3rd place. This is how this part ended up at the Corsa Corvair Convention.

### The top three performers in each class were:

Compact Six Cylinder	Rambler American 440	24.0561 Miles Per Gallon
	Ford Falcon	23.7002 Miles Per Gallon
	Chevrolet Corvair Monza	23.6270 Miles Per Gallon
Compact Eight Cylinder	Dodge Dart	21.6886 Miles Per Gallon
	Ford Mustang 2+2	20.7454 Miles Per Gallon
	Ford Falcon	19.7521 Miles Per Gallon
Intermediate Size Six Cylinder	Plymouth Belvedere I	23.2294 Miles Per Gallon
	Buick Special	22.9024 Miles Per Gallon
	Pontiac Tempest Custom	22.8473 Miles Per Gallon
Intermediate Size Eight Cylinder	Dodge Coronet Deluxe	21.1750 Miles Per Gallon
	Buick Special Deluxe	20.8514 Miles Per Gallon
	Ford Fairlane 500	19.5999 Miles Per Gallon
Standard Size Six Cylinder	Chevrolet Biscayne	21.2216 Miles Per Gallon
	Plymouth Fury I	20.7143 Miles Per Gallon
	Ford Custom	20.0054 Miles Per Gallon
Low Price Eight Cylinder	Chevrolet Impala	20.0084 Miles Per Gallon
	Chevrolet Caprice	18.7739 Miles Per Gallon
	Plymouth Fury I	18.7538 Miles Per Gallon
Medium Price	Buick LeSabre	19.3779 Miles Per Gallon
	Pontiac Star Chief Executive	19.0231 Miles Per Gallon
	Pontiac Catalina	18.7336 Miles Per Gallon
Luxury Cars	Oldsmobile Toronado	17.3737 Miles Per Gallon
	Oldsmobile Ninety-Eight	16.8005 Miles Per Gallon
	Chrysler New Yorker	16.7670 Miles Per Gallon

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[www.corvair.com](http://www.corvair.com) email: [clarks@corvair.com](mailto:clarks@corvair.com)





## Your Corvair and your miniature Corvair

A few months ago I saw a nice post from Peter Visser on Facebook. He had found a Corvair model of his Corvair Wagon. Now I also like Corvair models myself and also have one of my Corvair Lakewood. Now I was wondering if there were more members with a model of their real Corvair. I asked for photos of your Corvair and your mini Corvair via email.

I've had so many responses to this. Thank you for sending the photos! I have put the photos together on the following pages. We can say that besides the "real" Corvairs, there are also a lot of mini Corvairs.

**Ralf Verhees**



**Leon Janssen**





Patrick Veldboer



Stefan Strothjohann



Jaak Eijkelenberg





Arjan van der Meer



Guus Marinus





Wim Smit



Ad Dijkstra





Eddy Vermeulen



Sander Mooij





