



CORVAIR MAIL



	Jan	Feb	Mar	April	May	June	July	Aug	September	Oct	Nov	Dec	End of year corr.	Total
Opening balance of bank account	1,386.70	2,197.38	2,066.44	1,809.95	1,807.89	1,855.20	1,541.79	1,553.94	1,534.44	1,334.85	1,315.79	1,366.44		
Contributions 2023	700.00	105.00	.00	42.00	84.00	42.00	42.00	.00	.00	.00	42.00	.00		1,057.00
Contributions 2024												357.00		357.00
Sponsors / Non-members	215.00											165.00		380.00
Merchandise		158.02	37.65	45.00							27.71			268.38
Participant contribution Meetings				305.00										305.00
														.00
														.00
From Savings Account														.00
Total Income	915.00	263.02	37.65	392.00	84.00	42.00	42.00	.00	.00	.00	69.71	522.00	.00	2,367.38
Printing costs Corvair Mail			195.47			195.47			180.31			203.65		774.90
Postage costs	4.50		7.65	4.04	12.29		9.70					82.50		120.68
Expenses Meetings		334.30		370.00		140.00								844.30
ING bank charges	24.82	24.66	21.02	20.02	24.40	19.94	20.15	19.50	19.28	19.06	19.06	19.50		251.41
Website												50.81		50.81
Other costs for returning double membership	75.00	35.00	70.00											75.00
														105.00
														.00
To Savings Account														.00
														.00
total expenses	104.32	393.96	294.14	394.06	36.69	355.41	29.85	19.50	199.59	19.06	19.06	356.46	.00	2,222.10
Closing balance of bank account	2,197.38	2,066.44	1,809.95	1,807.89	1,855.20	1,541.79	1,553.94	1,534.44	1,334.85	1,315.79	1,366.44	1,531.98	Result	145.28
Opening balance Savings account	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24		
From bank account	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00		
To bank account	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00		
Savings account closing balance	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24		

Bank account	2,197.38	2,066.44	1,809.95	1,807.89	1,855.20	1,541.79	1,553.94	1,534.44	1,334.85	1,315.79	1,366.44	1,531.98	1,018.24	1,018.24	1,018.24	1,018.24	1,531.98
Savings account	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	3,215.62	3,084.68	2,828.19	2,826.13	2,873.44	2,560.03	2,572.18	2,552.68	2,353.09	2,334.03
TOTAL ASSETS	2,384.68	2,550.22															1,531.98
Equity	3,215.62	3,084.68	2,828.19	2,826.13	2,873.44	2,560.03	2,572.18	2,552.68	2,353.09	2,334.03	2,384.68	1,493.22	1,057.00				1,493.22
Cont received in advance 2024																	1,057.00
TOTAL LIABILITIES	3,215.62	3,084.68	2,828.19	2,826.13	2,873.44	2,560.03	2,572.18	2,552.68	2,353.09	2,334.03	2,384.68	2,550.22	.00	1,531.98			1,531.98

Budget 2024

	Jan	Feb	Mar	April	May	June	July	Aug	September	Oct	Nov	dec	corrections	Total
Opening balance Bank	1,386.70	1,984.20	1,681.70	1,684.20	1,311.70	1,289.20	1,291.70	919.20	896.70	899.20	526.70	504.20		
Contributions 2024	770.00													770.00
Contributions 2025												880.00		880.00
Sponsors / Non-members	300.00													300.00
Merchandise			25.00				25.00			25.00		25.00		100.00
Participant contribution Meetings														.00
														.00
From Savings Account														.00
Total Income	1,070.00	.00	25.00	.00	.00	25.00	.00	.00	25.00	.00	.00	905.00		2,050.00
Printing costs Corvair Mail	200.00			200.00			200.00			200.00				800.00
Postage costs	150.00			150.00			150.00			150.00				600.00
Expenses Meetings		280.00												280.00
ING bank charges	22.50	22.50	22.50	22.50	22.50	22.50	22.50	22.50	22.50	22.50	22.50	22.50		270.00
Website	50.00													50.00
Other costs	50.00													50.00
														.00
														.00
To Savings Account														.00
														.00
total expenses	472.50	302.50	22.50	372.50	22.50	22.50	372.50	22.50	22.50	372.50	22.50	22.50		2,050.00
Bank closing balance	1,984.20	1,681.70	1,684.20	1,311.70	1,289.20	1,291.70	919.20	896.70	899.20	526.70	504.20	1,386.70	Result	€0
Opening balance Savings account	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24		
From bank account														
To bank account														
Savings account closing balance	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24		

Bank account	1,984.20	1,681.70	1,684.20	1,311.70	1,289.20	1,291.70	919.20	896.70	899.20	526.70	504.20	1,386.70	1,018.24	1,018.24	1,018.24	1,018.24	1,386.70
Savings account	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	1,018.24	3,002.44	2,699.94	2,702.44	2,329.94	2,307.44	2,309.94	1.9	37.44	1,914.94	1,917.44
TOTAL ASSETS	1,544.94	1,522.44	2,404.94														2,404.94
Equity	2,260.44	2,699.94	2,702.44	2,329.94	2,307.44	2,309.94	1,937.44	1,914.94	1,917.44	1,544.94	1,522.44	2,404.94					2,404.94
Cont received in advance 2023	742.00																.00
TOTAL LIABILITIES	3,002.44	2,699.94	2,702.44	2,329.94	2,307.44	2,309.94	1,937.44	1,914.94	1,917.44	1,544.94	1,522.44	2,404.94	.00				2,404.94

Colophon

Editorial and publishing: Corvair Club Netherlands

Chairman - Editorial Corvair Mail - Website

Ralf Verhees

editor@corvair.nl

Treasurer

Heleen Prinsen (temporary)

Penningmeester@corvair.nl

Members & Membership:

Pieter Klinker

Leden@corvair.nl

Communication & Social Media

Linda Sprangers

communications@corvair.nl

Merchandise

Heleen Prinsen

Merchandise@corvair.nl

General steering member -

Sponsor Jan Geneugelijk

sponsor@corvair.nl

General steering member - Welcome stories

Jaak Eijkelenberg

stories@corvair.nl

Club site: www.corvair.nl

Members login: Monza2024

Join:

By depositing € 42.00

annual contribution plus € 7.00 registration costs.

account number: NL71 INGB 0007 8149 05

Annual contribution € 35.00

2

Corvair Club Finances
The Netherlands

3

Steering committee

4

General
Members meeting 2024

7

Annual Report 2023 - Corvair
Club Netherlands

8

New steering group member:
Jan & Pieter

10

Corvair Live

12

We hereby introduce ourselves
Ben & Richard

15

Share your Corvair with neighbors
and family

16

Corvair from Wilco Joosten
part 3.

17

Priceless Classic
Corvair Value

18

Letters about the preparation
thing of the Econorun

Club magazine sponsors



"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

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!

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

From the editor

2024 has started again and before you lies the first club magazine of this year. A nicely mixed club magazine with, as usual, the finances and annual meeting that took place a few weeks ago. You can read what was discussed here, as well as the various activities that the steering group has undertaken or will initiate. Great steps have been taken for the club in recent months, and with a few more steps to go, the board also has a little more time to develop or participate in other activities.

to assist.

We can also welcome several members again come, the first introduce themselves in this magazine. The others will appear on the next page.

This year's Corsa Convention is in Dayton Ohio from July 22 to 25. the area where the Wright brothers come from and are known for their flying machine. As a tribute, they also appear on the convention flyer.



We are not yet sure whether we will go.

We first want to wait for Lotte's treatments before we start driving the Corvair again and see if one

a visit to the convention is included.

Have fun reading this club magazine!

Ralf Verhees

I would like to see members' stories appear again in the June 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

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

General Members Meeting 2024

Report Corvair Club Netherlands in Papendal - February 25, 2024

Welcome: Ralf

Verhees welcomes everyone and takes the opportunity to update everyone about Lotte's health.



Annual report 2023:

Linda Sprangers reads the 2023 annual report, which is received enthusiastically. You can read the report in this edition.

Articles of association:

Ralf gives an introduction to how we arrived at the statutes, and thanks Wilco Boer, Ad Dijkstra and Wim Boon, among others, for carefully reading the statutes and providing feedback to the steering group. This feedback has been taken into account and has now been incorporated into the articles of association.

Peter Visser asks about the club's liability, due to a negative experience with this at another car club, and wants to protect us from this. Ralf explains that as a steering group we are covered by the volunteer insurance of the municipality of Valkenswaard because the club is registered there.

Ruud Keers asks whether it might be useful to become a member of the FEHAC, now that we are officially registered in the trade register of the Chamber of Commerce. Ralf indicates that we have also received this question by email from Ad Dijkstra, and that we will come back to this later in the meeting.

The updated articles of association are filed with the Chamber of Commerce.

Finances:

Ralf indicates that there has been a changing of the guard with regard to the treasurership. Saskia Zonderland managed the finances until the autumn of 2023, after which Ralf took over temporarily, and Heleen has now been the new treasurer since January 2024.

The updated articles of association are filed with the Chamber of Commerce.

Ralf lists the amounts in the budget and indicates that the result for 2023 is 150 euros. This sounds positive, but unfortunately it is not. The steering group looked closely at the finances and came to the conclusion that the contribution does not cover the costs. Without the sponsors and generous donations from some members, we would have incurred a loss of 500 euros in 2023.

The fixed costs per member per year are € 39, while the contribution is only € 35. Fixed costs include: bank, postage, club magazine, website.

A contribution of 35 euros has also been charged for 2024, because we are not allowed to increase this without permission from the General Members' Meeting.

Ralf mentions the amounts in the budget for this current year. We arrive at an exact figure, but just because we already include various sponsors, these are omitted and we already have a significant financial challenge.

Heleen indicates that we as a steering group believe that we should at least be able to cover the costs with the contribution.

Caroline Klinker asks what the current contribution amount is based on, Wim Boon answers that this amount has grown historically and has not been increased for more than 7 years.

The steering group has calculated everything and wants to increase the contribution amount to € 42 before 2025, and then add 1 euro every year after that due to indexation.

Several attendees indicate that they still consider this very cautious and suggest going to 50 euros. Wim Boon indicates that we should not make the step too big, especially for members who only receive the magazine, so as not to lose it.

Pierre Salden asks whether it is possible to make a distinction between members who only want to receive the club magazine digitally. The steering group indicates that it does not wish to make a distinction between different memberships.

Peter Visser suggests collecting the contribution via direct debit, but Jan Geneuglijk indicates that this entails additional bank costs.

Furthermore, Heleen indicates that this year the payment request for the contribution will not be sent in December but only in January 2025 to prevent members from transferring the contribution in December. This gives a one-off negative result on the balance sheet, but after that it is immediately more transparent each year.

After a positive discussion, the contribution amount for 2025 will be set by the General Members' Meeting at € 45, and will thereafter increase by 1 euro every year.

Ruud Keers carried out the cash audit for 2023. Everything was checked and was exactly correct. The cash audit for 2024 will be carried out by Pierre Salden and Ruud Keers.

Sponsors:

Jan Geneuglijk indicates that it is important that we all keep our beautiful club running. We cannot do this without sponsors. 1 sponsor has already committed for the current year, we are in consultation with the 2nd sponsor, and a 3rd sponsor has also already committed.

The steering group also has great ideas to generate some extra income. For example, making and selling an annual calendar with photos of the Corvairs within the club.

But advertising within our club magazine and/or social media and website may also be possible for potential advertisers. Pieter Klinker indicates that a car insurer from his area may be interested.

Ruud Keers asks whether we could perhaps sell a calendar with storage via Corsa?

Heleen indicates: If you have a good idea for sponsorship or to generate additional income for the club, please contact Jan from the steering group via sponsor@corvair.nl.

Membership administration:

Jaak Eijkelenberg speaks about the membership administration, but starts his story with greetings from his Linda from the hospital, and explains why Linda had surgery.

We have gone from a club with a black and white copied club magazine to a full-colour quality magazine. The club is very active and is rejuvenating so that we can hopefully continue to exist for a long time in the future. Jaak indicates that it is difficult to keep up with this increasingly digital age, but he is happy that he is well supported by the steering group. He likes to continue writing the stories of the new members in the club magazine.

In 2024 we have 44 paying members, 4 members have unsubscribed, 7 members have not yet paid, and we have 5 new members.

Ralf thinks it's not too bad this year, normally 15 payment reminders have to be sent. Wim Smit indicates that it might be useful to call these members.

If payment has not been received after the reminder, you will no longer receive the club magazine.

Annemieke Keers would like to receive a current membership list with contact details. Unfortunately, this is not simply possible with the privacy law.

Linda indicates that we sent out a baseline survey last summer in which explicit permission to share data was requested.

Unfortunately, not everyone responded to this. This survey will be repeated again this year. We will also mention that if you do not respond, you automatically consent to the use and sharing of your data.

Peter Visser indicates that the request for the use of photo material for the website and social media should already be placed on the registration form. This is already the case, but the steering group will certainly take a critical look at this again.

Pieter Klinker indicates that we could also indicate this additionally per meeting when submitting a statement.



Merchandise:

Heleen Prinsen indicates that she took over the merchandise last year as a new member. A webshop has been created in which we sell various items, without having to keep stock ourselves. As a club, we receive a fixed amount per item sold, 4 euros per item of clothing and 2 euros for an accessory.

Because we do this through spreadshirt, we are dependent on the items they offer, and we cannot give a discount to members ourselves. We can benefit from discount promotions from spreadshirt, and we do this regularly, for example with free shipping.

The first experiences are positive, fast shipping, beautiful clothing, and good customer service. It is noticeable that the sizes vary greatly, so Heleen's advice is to always check the size chart carefully or contact customer service.

27 items have already been placed in 12 orders.

Discount promotions are now announced via social media, but will also be communicated via email in the future.

Over time we want to create other designs for the shirts, or work with special meeting designs and/or years. To stimulate sales.

Heleen also indicates that she has brought the old stock with her and would like to sell it here at the General Members Meeting, everything costs 10 euros each. But you can always offer more, you directly sponsor the club fund.

FEHAC:

Ad Dijkstra tipped the steering group off to the FEHAC (Federation of Historical Automobile and Motorcycle Clubs) by email. There had previously been talk that the club wanted to become a member, but because we were not an official club, this was not possible. Because we are now officially registered within the Chamber of Commerce, membership is now an option.

Wilco Boer explains to those present, he was a board member of the FEHAC himself and can clearly explain what the added value is.

The FEHAC is an advocacy organization for vintage cars. They are a mouthpiece to the government. It is important that vintage cars enjoy a protected status as mobile heritage within the law. There is also a national register through the FEHAC where you can register your car, a number of Corvairs are already registered there. The RDW will then recognize you, so that you are welcome within an environmental zone, for example.

Wilco indicates that we are actually morally obliged to become a member in order to continue to protect vintage cars in the future. Membership with the club also has a major advantage for the club, we are then immediately collectively insured for liability during club meetings.

Ruud Keers asks whether the KNAC is the same as the FEHAC, Wilco explains that the KNAC is more of a refined insurance of the ANWB. They are not a mouthpiece for the government.

Wim Boon indicates that he also thinks it is important to become a member.

Ralf also endorses the need to become a member, but finds this difficult given the current financial situation of the club. Marcel & Linda Sprangers indicate that they will cover the costs of membership for the FEHC this year as sponsorship for the club.

The steering group will process the application for membership.



Meeting:

Ralf asks if anyone wants to organize something this year?

Cor & Rita Toering have indicated in advance that they want to organize a meeting (weekend) in Zeeland. This is scheduled for May 4-5, 2024.

Jaak Eijkelenberg indicates that he wants to organize a meeting (weekend) in Limburg on August 9-10-11, 2024.

Annemieke Keers has the idea to go to the Citroën 2CV museum in Andijk in North Holland with the club.

There is also interest in an autumn drink (without cars) to speak to each other during that period.

More information about the 2024 meetings will follow.

The steering group would like to thank everyone who attended the 2024 members meeting.

Annual Report 2023 - Corvair Club Netherlands

Dear members of the Corvair Club Netherlands,

It is with great pleasure that I present the 2023 annual report to you, a year that was characterized by conviviality, beautiful memories and important changes for our beautiful club.

Winter Meeting and Members' Meeting: Our traditional winter meeting took place on January 28, where we not only held a successful members' meeting, but also enjoyed a pleasant get-together in Hotel Papendal. It was a good start to the year in which we were able to discuss our plans for 2023 and exchange new ideas.



Meetings and Events: During the year we had several successful meetings, including the opening stage on April 16. We gathered at restaurant Bos & Co in Oosterhout, after which we drove to Game Castle retro. The atmosphere there was fantastic with jukeboxes, neon lighting and beautiful collector's items from America. The BBQ in Waspik was a fun gathering where I personally was the grill master for the hamburger sandwiches.



Another highlight was our club weekend in Friesland in June, organized by Pieter and Caroline Klinker. Parkho-tel Tjaarda and Huize Klinker were the vibrant center of conviviality while we enjoyed a beautiful drive through the Frisian Gaasterland where we had a beautiful view of the IJsselmeer.

Due to the beautiful summer weather, all convertible tops could be opened. The tour of the Woudagemaal in Lemmer was impressive and the visit to the Opel museum was an extra that completed the weekend.



There were no more major meetings in the autumn, but a number of members did represent our club at the classic car days in Vreeswijk and Dongen-Vaart.

Club Activities and Innovations: In addition to the great events, we have also implemented some important innovations within the club. Heleen has launched a beautiful new webshop with merchandise with our club logo, which has covered the costs of our club website. Ralf has once again created four beautiful Corvair Mail magazines, which everyone enjoys reading. His magnets for every major meeting have now become collector's items. We are also active on Instagram where we share photos and maintain contact with other Corvair enthusiasts worldwide.

All this was possible thanks to the support of our valued sponsors such as Clarks Corvair parts and Autobedrijf Mooij. But also thanks to extra donations in addition to the contributions from various members.

Corvair Club Nederland 2.0: The biggest change for our club in 2023 was the switch to Corvair Club Nederland 2.0. With an enthusiastic steering group, we have taken important steps to become officially recognized as an association. We have drawn up articles of association, registered with the Chamber of Commerce and are now officially an association. This change ensures that our club not only retains its character as a group of friends, but is also future-proof.

Acknowledgments: Finally, on behalf of the steering group, I would like to thank all members for their involvement, enthusiasm and support during the past year. I would also like to thank Saskia in particular for her efforts last year. Together we have made 2023 an unforgettable year and we look forward to what 2024 will bring us.

Linda Sprangers

New steering group member: Jan Geneugelijk

Dear fellow Corvair members,

The other steering group members have already introduced themselves, now it's my turn.

I am Jan Geneugelijk, built in 1981 from Krimpen aan den IJssel and have owned a Corvair since 2017. I delved into the archives for the club membership: I have been a member of the club since 2018. At a previous membership meeting I found out that I now own the Las Vegas Corvair, which is nice because it gives you more background information about your own car.

Already a familiar face to some, but not yet to everyone. There are several reasons for this. First of all, we have a sporty family with two kids, so Saturdays often have a busy schedule. I play volleyball where I am traditionally not used to skipping a training/match. So I have to choose a meeting on Saturday. I have also been active for many years as treasurer at the volleyball and Council of Churches in our hometown. I currently work at Stedin (grid operator), a conscious choice to contribute to the energy transition.

When I saw the call in an earlier club magazine, I signed up to contribute as I know what club life is like. The step towards an official association is something that everyone supports, but it does involve work.

The motto here is that many hands make light work. That's how I ended up with sponsorship. Sponsorship is an important one



source of income for the club. To emphasize this, the Steering Committee has chosen to pay special attention to this in order to promote the interests of the club and its sponsors.

The contribution that the sponsor makes can be in money, but also in kind, for example in the form of sports clothing or food for a meeting. In return, the sponsor receives brand awareness: the sponsor wants as much visibility as possible. This is a real challenge within a small club of approximately 40 members spread throughout the Netherlands. The key question here is:

what the Corvair club has to offer a (local) sponsor? In short: who are we and what do we want? These questions must be answered before we approach the sponsors. In addition, we also have to be creative, hence my call in the last membership meeting for input from the members in this: will you think / help?

If you would like to meet in person, please contact me and we will have a cup of coffee together at a meeting.

Jan Geneugelijk



New steering group member: Pieter Klinker

Introduce

My name is Pieter Klinker. I live with Carolien and daughters Isa (11) and Ella (8) in the Frisian village of Oranjewoud.

Oranjewoud is located on the southeastern side of the more famous Heerenveen.

A number of members have already become acquainted with us and our environment during the weekend meeting we organized last year. We have had a 'crocus yellow' Corvair convertible from 1965 for two years now and we have been members of the club for that long. Now that we have been members for a while and have been able to taste the good atmosphere, I think it would be nice to actively contribute.

At the members' meeting of February 25, Jaak Eijkelenberg indicated that he would like to hand over some tasks and, after asking questions, we decided that I would take over the membership administration from him. I was immediately asked if I would be interested in joining the steering group.

I think that can be combined well, so the answer was yes.

As you know, Jaak always wrote the nice introductory stories in the club magazine about new members. That task (fortunately) remains with Jaak. After all, you don't have to do everything



want to change what is good immediately.

When this club magazine is published, the entire administration and the associated e-mail address will have already been transferred.

For questions, changes and new members.

You can reach me at atleden@corvair.nl

Greetings and see you at the next meeting,

Pieter Klinker

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)

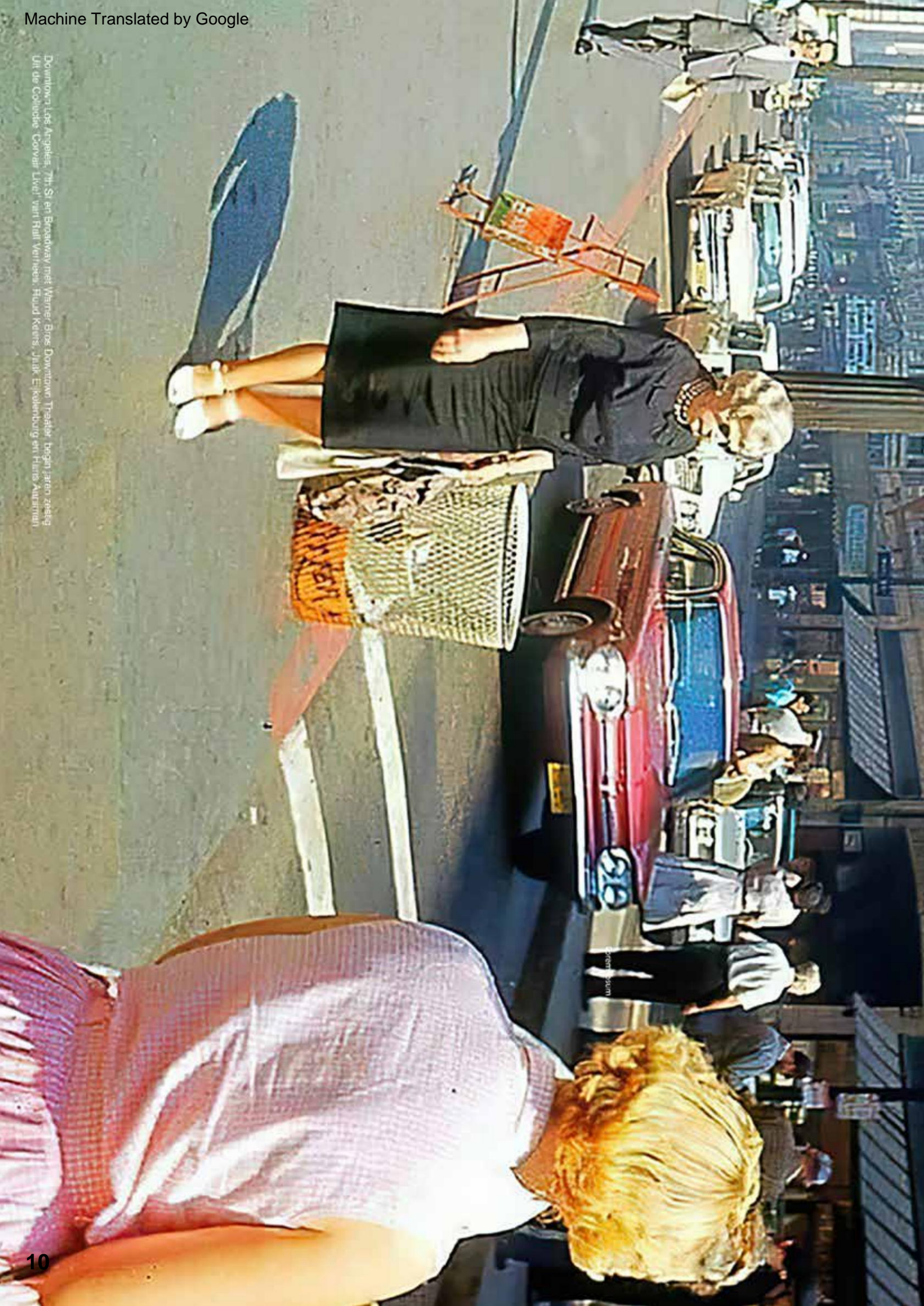
Clark's Corvair Parts®

400 Mohawk Trail, Shelburne Falls, MA 01370

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

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





Downtown Los Angeles, 7th St en Broadway met Warner Bros. Downtown Theater, toegen jaren zeventig
uit de Collectie 'Convair Live!' van Matt Verheer, Floyd Ketter, Jack Eijkelboom en Hans Aalman





We hereby introduce ourselves:

The membership of our club has remained relatively the same for years, people are quitting the Corvair hobby, but fortunately new members are also joining, which has been the case for several years. This entails a reasonable "rejuvenation". "Rejuvenation" as written because at the annual meeting the comment was made "Jaak, you are getting older and that is why the others seem younger and younger". And indeed I was once one of the younger ones, now I belong to the older generation. But that does not alter the fact that we are happy with these young people. Once again a younger person is joining the club.

My name is Ben Swerts and I live with my girlfriend Michèle and dog Woef in Hulst Zeeuws Vlaanderen. My age is



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 1964

6 cylinder air-cooled, manual 4-speed.

Rare color!

Neat soft top convertible top with good rear window.

Runs and drives very well!

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



47 years old, in recent years I have become increasingly interested in technology and since I now have more time, I have started tinkering with engines, tractors, etc.
And now it's time for the Corvair

I had had my eye on this type for a long time and was charmed by the typical 1960s feeling that the car exuded, in an American that has a European size and was very cuddly. The 6 cylinder is also my absolute preference, and it had to have a good back seat for the dog, so all in all this type of car had everything I wanted. We also own a 1996 Jeep Grand Cherokee.

I was actually supposed to do this

would trade in for a Corvair Greenbrier or Monza but I couldn't get a good deal with the seller and that evening I was scrolling a bit on the second-hand sites and I came across this Corvair at a private individual with a very good price. The next day I went to pick up the Corvair, I couldn't pass this up. Now to sell the Jeep. My girlfriend saw me coming again with another project, after an old tractor from '77, a Ural sidecar from '86 and a Triumph T100 from 2003. A man has to have a hobby!

The Corvair is a white Convertible Monza built in 1962. I will add white for the time being. Via Auto Mooij in Beek & Donk

I pointed out the Netherlands Corvair Club. At the club I hope to share knowledge and meet like-minded people with their hobby and passion. Also for gaining ideas for restoring this Corvair.

Michéle, Ben and Woef are very welcome to our club. Be sure that you are in the right place for what you describe. Much can of course be done via the internet, but meeting people is certainly the best option to fulfill your request.

Hope to welcome you to a meeting this year.

Jaak Eickelenberg



We hereby introduce ourselves:

These people are already some acquaintances to me, Richard has already been to my house 3 times in connection with the purchase of a Corvair project. They certainly did not do this overnight, but they did think about it quite carefully. Here is the story of super enthusiastic people about their purchase.

My name is Richard Llop, married to Saskia and we live in Vlijmen. I work in civil engineering. In the past I hesitated about going in this direction.

My father is a car mechanic and I used to help and tinker with him a lot. I actually wanted to go into automotive engineering, but I opted for civil. All in all, I am satisfied with this choice. It is now nicely balanced and in both cases it is about technology, and besides, I am not into electricity. I still prefer contact points, oil and petrol smells.

I started tinkering with mopeds, I still have a few of these in my possession and a few years ago we bought a Renault Dauphine from 1964. This one is almost finished.

The choice for a Corvair was made by keeping an eye on Markplaats and looking left and right around you to see what was offered. It also played a role that my father had previously worked on Corvair in the garage company where he worked. He talked about this, so the Corvair caught my eye. I know what it's like to have a car repainted.

That's not my preference, I was looking for a car that needs some technical work. The Renault and the Chevrolet certainly meet this requirement! The Chevrolet a bit more than the Renault by the way...but that doesn't matter, it's great to be working on it. I saw the advertisement for a Corvair that had been painted but still needed a lot of technical work. Have made an appointment with the seller.

So, I went to Sittard, where I met Jaak



against (not knowing he was in the club, funny and coincidental). He takes the protective cover off the car and I thought to myself, this is what we are going to do. Beautiful car, nice lines and good paint. Well, with I don't know how many boxes and parts.

You decide for yourself whether the project has a chance of success and I have decided that I should succeed. Jaak has collected a lot over the years and although I am still missing parts (we both think this is a shame), I am going to work on the car with full conviction and enthusiasm, of course with the radio on in the garage. What can I say 2 words.

Awesome and enjoy!

As soon as you put everything on the scale for yourself, you also take the components into account in your considerations. This is not a problem for the Renault. It's a bit more difficult for the Chevrolet, but that shouldn't spoil the fun. So you start looking and scouring the internet to find parts and share things.

That's how I joined the Corvair club. I have already spoken to several people from the club and it is pleasant, nothing is necessary, everything is allowed and that seems like something to me.





By joining the club I hope that people can help me with questions I have and share them.

Of course also how to get parts and all this kind of stuff. With several people you are stronger to achieve a good end result. After all, that is my goal for the Chevrolet! The goal is to first finish the Renault and then get started on the Chevrolet.

So it is a Chevrolet Corvair Sedan 4 doors, type 0769, year 1960, color green, 6 cylinder air-cooled 2295m3 / 140.1 cu-in.

I am also someone who occasionally makes side steps without losing sight of the goal. I have already inventoried all the parts and have largely taken the block apart.

This one looks good so far. Besides the fact that it is practical to share things with each other, it is nice to perhaps visit the club and of course in a few years..... to be able to go to the meetings with the Corvair and show the end result! Maybe sooner, I know, don't rush, just enjoy the Chevrolet Corvair and working on it!

Just as Richard has written his story here, they are really, very enthusiastic but certainly aware that it is a major project. Saskia was also extremely enthusiastic (this word is often used but knows no other way to describe it than as it is) and has rarely experienced such great interest from the female partner. But Richard also needs that with that hobby that your loved one supports it.

We all think so. Saskia and Ri-chard welcome to the club and hope to meet you regularly.

Jaak Eickelenberg

Share your Corvair with neighbors and family

Sometime in September.... Enjoy some nice weather for a while. No more club rides, but it is fun to organize other fun classic car rides. The downstairs neighbor has wanted to take a test drive for a long time.

For various reasons it did not happen. But in September it still worked.

Ruud Keers



Corvair by Wilco Joosten part 3.



Hello everyone: As Jaak predicted last time, here is part 3 of this mini serial. We're not going to introduce ourselves anymore. You will have to read the previous pages for this. That in itself is not a bad thing with the dark days and necessary reflection. A lot has happened since then.

Rockin' Wouw took place in August. We raised an appropriate flag, but the event was disappointing compared to last year. I think that is the case for many events. 2022 was a kind of Corona liberation for many, I think.

The repair work on our Cor-vair is progressing steadily. A lot has happened since then. As you can see, the car is now blue, but the hood and interior are still white. The interior was ordered from Clarks Corvair Parts. They had to make parts on request because these were not standard according to Chevrolet for that year (Monza convertible 1966)

. The interior is now with the upholsterer who will also make the hood and tonneau. Work is currently underway

to the mechanical part of the car and the chrome work. Part of this is at the chromer and part has also been ordered from Clarks Corvair Parts.

When you read it like this you might think, hurry up. But it's not as positive a story as last time. And now again patience is being tested.

Unfortunately there have been many delays. I really hoped that the car would be ready in September. But I don't expect it until February 2024. It remains difficult if you are dependent on other parties.

I won't go into the details, but it wouldn't have made much difference if I pulled the plug. You can expect that there will also be fun in the preliminary stages. But hey, you can only be disappointed if it doesn't meet your expectations. Maybe I'm too demanding. You can decide that yourself over time. It may not help if you are dealing with a setback on a personal level. I have now spent more words on the entire process than kilometers driven or exchanged with

the club members. I expect the balance to be straightened out again next year.

The end result will be shown in part 4.

In the last part, or publication number 1 of 2024, I will discuss the car and the choices made and the naming of the car. We will do our best to attend the February 25 meeting.

Kind regards from Anna and Wilco.

Unfortunately, dear members, things are not going as planned here either. Not the first and perhaps not the last to experience this way when purchasing their Corvair (or other classic). Hopefully for Anna and Wilco the sun will shine again when they can use the car and take it on a tour and they write a nice follow-up story about it

Jaak Eijkelenberg



ONSCHATBARE Klassieker

It has been a number of years since we mentioned the value of the Corvaire in the club magazine. What is the Corvaire worth today? I came across the book "Priceless Classic" in the bookstore and quickly took some photos of the Corvaire and the associated value given to it. In the next page we will also look at the value in America and see which types there are in the Netherlands.

Ralf Verhees (Sorry for the worse photos, taken quickly and with the phone)

CHEVROLET CORVAIR 1960-1964



A:	15.000	6 / B / 2376 CC	473.172
B:	8.000	81 HP / 4400 RPM	1095 KG
C:	4.500	8:1	274 CM
D:	1.800	87,3 X 66 MM	137 CM / 137 CM
E:	1.000	150 KM/H	457 X 170 X 130 CM

CHEVROLET CORVAIR LAKEWOOD WAGON 1961



A:	16.000	6 / B / 2376 CC	5.591
B:	7.800	80 HP / 4400 RPM	1150 KG
C:	4.000	8:1	274 CM
D:	3.000	87,3 X 66 MM	137 CM / 137 CM
E:	800	130 KM/H	457 X 170 X 131 CM

CHEVROLET CORVAIR MONZA WAGON 1962



A:	20.000	6 / B / 2372 CC	2.362
B:	12.500	81 HP / 4400 RPM	1170 KG
C:	6.000	8:1	274 CM
D:	2.500	87,3 X 66 MM	138 CM / 138 CM
E:	600	135 KM/H	457 X 170 X 136 CM

CHEVROLET CORVAIR MONZA SPIDER 1964



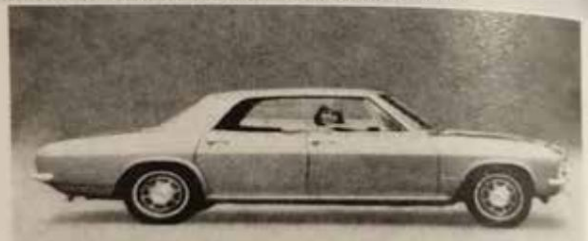
A:	25.000	6 / B / 2376 CC	4.761
B:	14.000	103 HP / 4400 RPM	1210 KG
C:	9.000	9:1	274 CM
D:	4.000	87,3 X 66 MM	137 CM / 137 CM
E:	1.500	155 KM/H	457 X 170 X 131 CM

CHEVROLET CORVAIR CORSA 1966



A:	20.000	6 / B / 2683 CC	3.142
B:	12.000	142 HP / 5200 RPM	1270 KG
C:	7.000	9,2:1	274 CM
D:	3.500	87,3 X 74,7 MM	140 CM / 144 CM
E:	1.700	170 KM/H	466 X 177 X 131 CM

CHEVROLET CORVAIR MONZA SPORT SEDAN 1967



A:	18.000	6 / B / 2688 CC	3.157
B:	8.000	112 HP / 4400 RPM	1159 KG
C:	4.000	9,25:1	274 CM
D:	2.000	87,3 X 74,7 MM	140 CM / 144 CM
E:	1.000	150 KM/H	466 X 177 X 130 CM

CHEVROLET CORVAIR MONZA HARDTOP COUPE 1969



A:	20.000	6 / B / 2683 CC	3.108
B:	15.000	110 HP / 4400 RPM	1185 KG
C:	11.000	9,2:1	274 CM
D:	5.000	87 X 75 MM	140 CM / 144 CM
E:	2.000	145 KM/H	465 X 178 X 130 CM

CHEVROLET CORVAIR MONZA 1968



A:	25.000	6 / B / 2683 CC	6.807
B:	15.000	140 HP / 5200 RPM	1174 KG
C:	7.000	9,2:1	274 CM
D:	4.000	87 X 75 MM	140 CM / 144 CM
E:	1.500	175 KM/H	465 X 177 X 130 CM

Letters about the preparation of the Econorun between Earl and Joe

In the previous club magazine I wrote an article about the Econorun in which the Corvair participated. During this search I came across some correspondence between a participant Earl and his friend Joe. I am not going to translate the letters literally, but I am going to extract a few sentences / parts so that you get an insight into how GM / Chevrolet prepared for this important

run.

I am one of twenty boys and girls, ages 18 and 19, selected by Chevrolet to form the first teen driver and navigator team ever to participate in the Mobil Economy Run.

This year's Run. From Los Angeles to New York will be the longest distance ever: 3,500 miles. We have a month to train. And boy, it gets rough!

They tell us we'll get at least 7,000 miles of instruction and practice along the way, plus classroom lectures, before the Run starts. Chevy has a great staff of engineers and experienced test drivers who coach us.

Arcadia, California. March 3, 1964

The testing machine. It's like a car seat, with steering wheel, accelerator pedal to teach us how to use the accelerator pedal.

"Just breathe on the accelerator," one instructor told me. "Keep that right foot so steady that if you looked at it you couldn't see it move."

Every time we are in a practice car we are given a warning.

In each meter of the car there is a special meter, just in front of the driver, that measures the vacuum pressure in the manifold. At the start we were told in class that the wider the throttle is open, the lower the vacuum pressure. And the lower the vacuum, the less efficiently the engine works.

Arcadia, California. March 5, 1964

Hi Joe: It's funny how quickly we break old driving habits. I already cringe when I see the needle drop from the vacuum gauge.

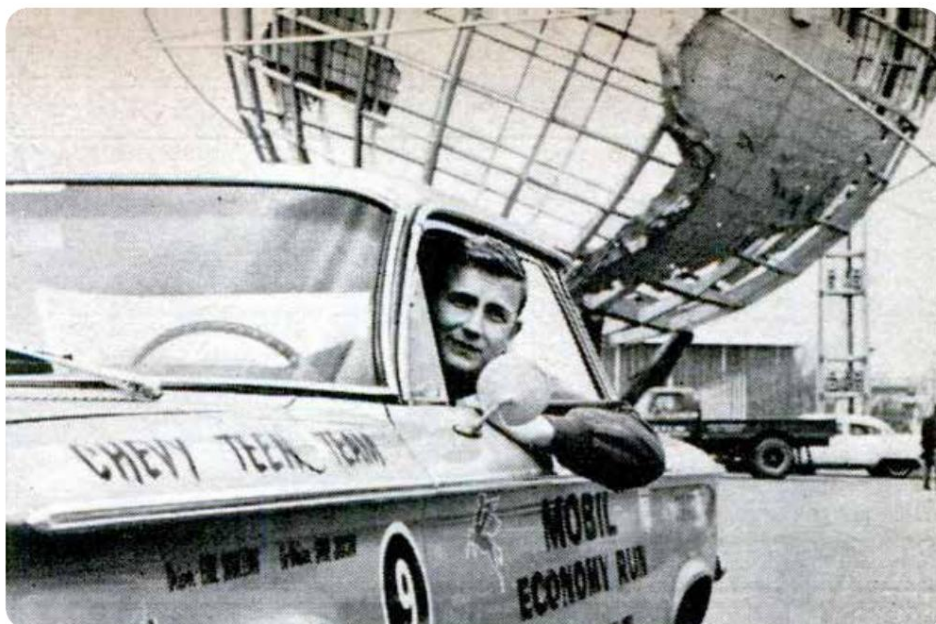
Arcadia, California. March 9, 1964

We drove eight nine hours a day during the weekend trip to Lake Tahoe. Our instructors rode at least 100 miles with each of us



and studied our driving behavior.

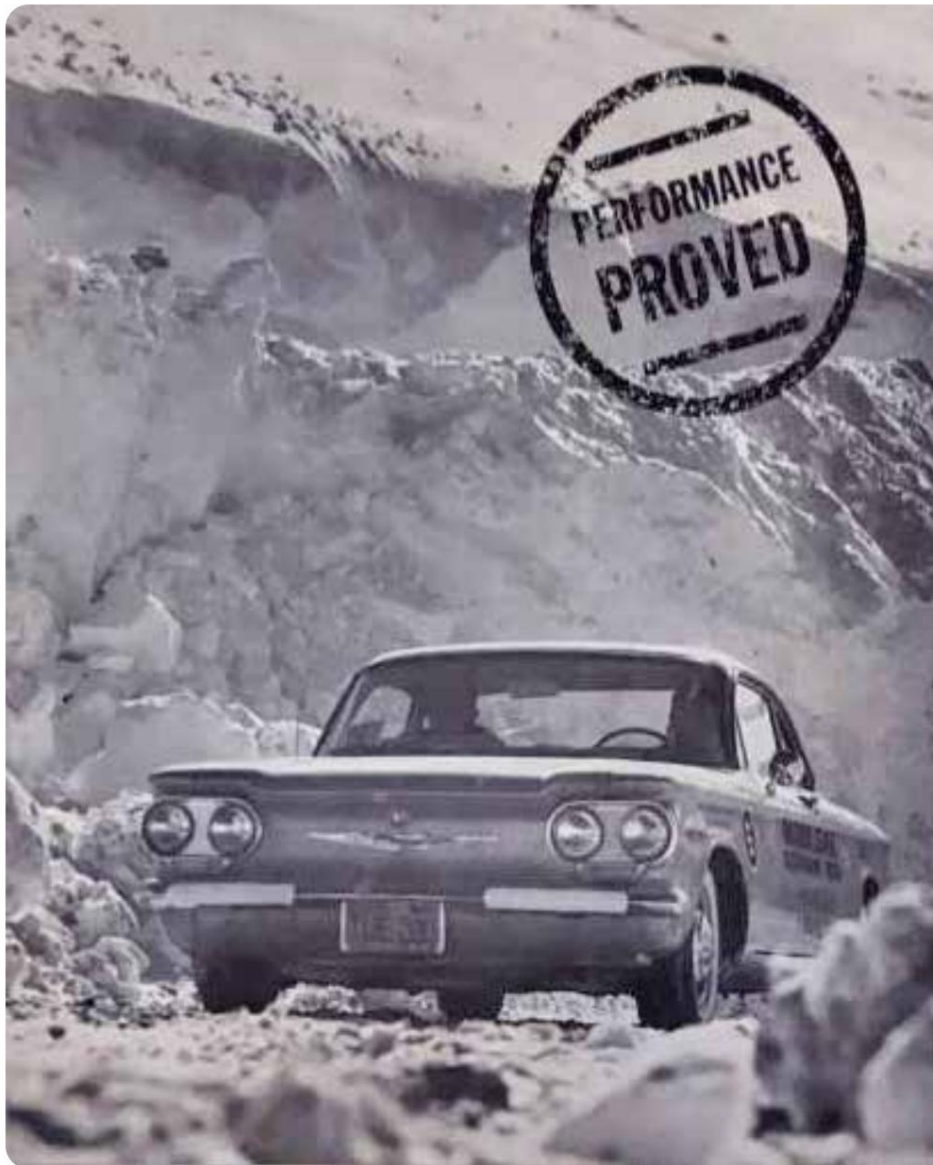
As a result, we got the big news this morning that six of us, including myself, and three of the girls have been chosen to compete in the nine Chevy entries in the Economy Run



to control. Every man gets a girl navigator. I was fortunate enough to drive the shortest (108-inch wheelbase) and least powerful (95 horsepower) Corvair of the 45 cars participating in the Run. It has a capacity of 164 cu.-in. engine and is naturally economical. The rest is up to me.

Arcadia, California. March 20, 1964

Since I last wrote to you, I've ridden at least a few thousand more kilometers, and you wouldn't recognize my right foot anymore: it's so stable. The day before yesterday we left for a simulated run to Flagstaff, Arizona, about 480 miles away. It was heavy. Try sitting behind the wheel of your car



DOES WHAT NO OTHER U.S. COMPACT
CAR IS EVEN ENGINEERED TO TRY

**THE SAME
CORVAIR
CONQUERS
SNOWBOUND
PIKES PEAK
AFTER PROVING
MONEY-SAVING
THRIFT IN
MOBILGAS
ECONOMY RUN!**

and riding virtually motionless for 12 to 13 hours, with only a few short rests. You see, keeping your body as still as possible is essential to keeping the gas pressure smooth and stable.

One of the real problems with the Economy Run is the fact that we have to cover several hundred kilometers every day in a precisely limited time. If we delay a little to save fuel, we will be late. And if we're even a minute behind schedule, we lose

we score points. On the other hand, if we rush to our destination and arrive early, we know we have wasted fuel.

It's up to the navigator (and mine, Shari Jackson, is an expert) to keep the driver on route and on time. Shari holds the detailed logbook of the day trip on her lap and keeps me informed of upcoming situations: changes in speed limit, bends, railway crossings, etc. She also keeps me informed.

information about progress and planning.

Arcadia, California. April 1, 1964

Returned from our 3,000 mile ride last night. It was not a pleasant drive, days lasting ten to thirteen hours, with two fuel stops of no more than ten minutes each and 40 minutes for lunch. That's Economy Run style.

Our main instructor encouraged me by telling me that I was driving the Corvair as economically as possible and very consistently. That's proof that I've grown a real "feather foot." My fuel consumption has not deviated from the average by more than half a liter regardless of the driving conditions (wind, mountains, stop and acceleration)

The day after tomorrow, at six o'clock in the morning, the Run starts. I'm almost at the front of the running order. Follow us in the newspapers

Ralf Verhees



