



CORVAIR MAIL

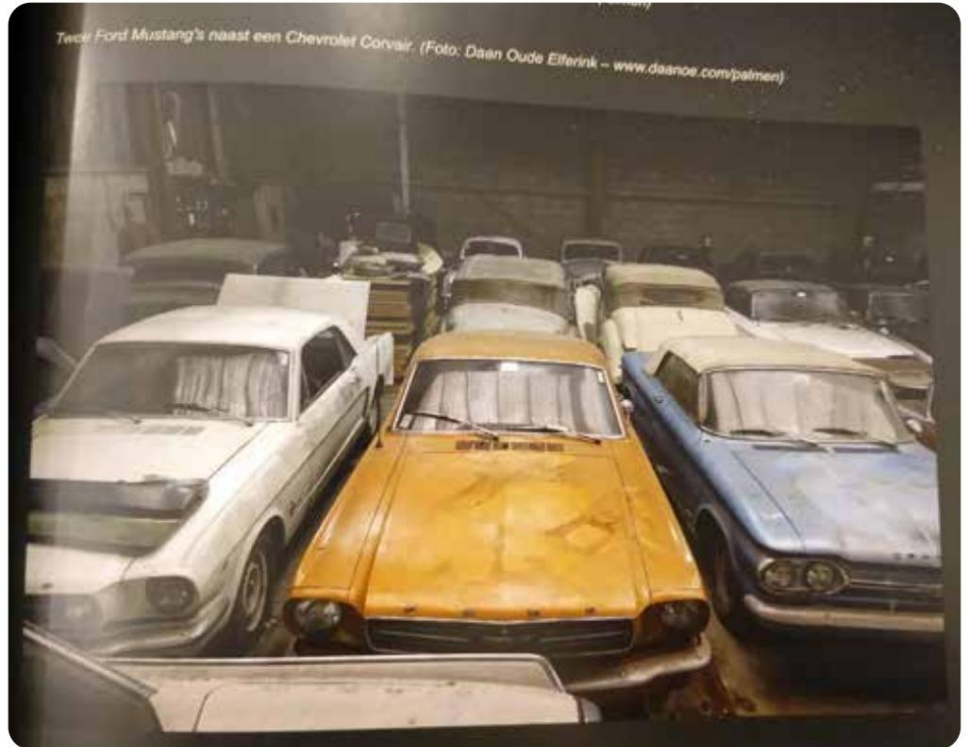


Palms Collection book



During a visit to Zwolle, we came across a large, beautiful bookstore located in an old church. Wandering around among the hundreds of books, I came across this book. Palm Collection, the famous "barn find" of the Netherlands. Curious as I was, because I knew there would be Corvairs in the collection, I leafed through the entire book. In the book I was able to spot Corvairs on 2 pages. I photographed this (sorry not the best photos). I did not take the book with me, it did not contain much information about the Corvair. But there are members who have taken their Corvair from the collection, so perhaps a nice addition to their Corvair.

Ralf Verhees



Corv-AIR BnB

Located on the grounds of the Corvair Museum of America, the Corv-AIR BnB offers a unique and comfortable place to stay while visiting Hastings, Nebraska. This 1,500-square-foot, two-bedroom home has beds for seven, two bathrooms, a large family room, three televisions, free Wi-Fi and a laundry room.



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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

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!
Send an email to:

Communicatie@corvair.nl

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to be done; text control and member login. This part takes a little more time than expected, but we will certainly find a solution / way for this. Also with this chapter, if it goes online, we will definitely let you know.

Sponsorship; Where we have made some nice steps is in the area of sponsorship. Jan and Pieter have created a plan with sponsor package options. We have fine-tuned this and with this package we will see if we can find sponsors to strengthen the club's fund. More about this in the next page.

Send; The shipping costs of the club magazine are currently skyrocketing. PostNL has announced that it will implement another increase, as well as adjust the weight group, which is disadvantageous for us. We are currently still sending with the stamps we have, and as soon as these are used up we will send a club magazine with DHL. This is cheaper and we have a wider weight class (this can also be useful for the future in connection with sponsorship).

We hope you will have a nice, less wet summer with your Corvair! The meeting is planned for Jaak and Linda in August (see club magazine or email and register if you are going to participate). Have fun with this club magazine, full of new member stories, old stories, news and meetings. A beautiful magazine with many thanks again to everyone who wrote an article.

On to the September club magazine!

From the Steering Committee

It's June again and that means... time for the 2nd club magazine of this year. A lot has happened in the club since the last edition. And we as a steering group have not been sitting still.

Meetings; We had our first meeting in Zeeland, Cor & Rita had put together a great program for us! Thank you again for the time and energy you have put into this.

You can read a report of this wonderful weekend later in this club magazine.

The steering group, together with Jaak & Linda, is also busy preparing for a 2nd meeting in the south of the country this summer. The digital registration form has already been sent to all members via email, don't forget to register before June 21!

Chamber of Commerce; One of the most important things we have done is filed the amended articles of association with the Chamber of Commerce following our members' meeting. To this extent, the Chamber of Commerce chapter has been completed.

FEHAC; The Corvair Club Netherlands has registered with the FEHAC. We have received feedback that we are currently prospective members and are going through the mill to see if we will be officially admitted. The first attempt has not yet been successful, but we are currently waiting for an answer and explanation on how to proceed.

As soon as we have more news, we will let you know.

Website; We have been working hard behind the scenes on a new website. We hope to be able to complete this after this club magazine and put it online. Currently there are still 2 items that need

Ralf Verhees



Spring in Zeeland

With our classics (and other cars) en route through Zeeland.

What a beautiful area!

Water on the left, water on the right or water on both sides of the road. Plenty of pasture animals in a fresh green landscape and day trippers waving along the road. Under the white poplars (no birches, according to Pierre). About Zuid-Beveland Walcheren, Noord-Beveland and Schouwen-Duiveland.

With nice dining options to catch up together. Unfortunately, not everyone could be there or not for the entire weekend. Being stuck on an oil rig, returning from holiday too late, returning home early, stomach flu or worse; it can just happen. On the other hand, new members participated, also from Flanders. Fortunately, there was another breakdown that allowed us to fully focus on the technology.

Rita and Cor Toering were completely ready for it in Wemel-dinge. After coffee (with real Zeeland boluses) they led us on their favorite routes. With suitable photo shoot locations such as on the Westkapelse Zeedijk, the very tip of Walcheren. With a wide view of the

North Sea. On day 1, May 4, the War Liberation Museum was on our program. Attention to the Battle of the Scheldt; the battle in which the French and Belgians had to help us prevent (the port of) Antwerp from falling into German hands. So it was significant for the later liberation of Western Europe.

On Liberation Day 2, Zeeland turns red-white-blue-orange. This day was no less impressive because of our visit to the Flood Museum. This is located in the four caissons that form the last hole in the Ouwkerk dike

1953 it was closed. Such a location makes the size of the entire operation clearly palpable at the time. The museum also shows a lot of personal image and sound material, so quite compelling. In addition to sadness, there is also a lot of heroism. Unbelievable - how the population has rebuilt the country. Then you drive more consciously over the storm surge barrier in the Oosterschel-de.

Well, then it's time to say goodbye again. At the end of the afternoon everyone went their own way. But while we pulled off the road halfway and sat on a bench in the sun, another white Corvair came driving past, honking its horn!

Many thanks to Rita, Cor and Linda who arranged all this so fantastically for us and also captured it with photos and videos.

For more information:

- liberationmuseumzeeland.nl, Nieuwdorp
- watersnoodmuseum.nl, Ouwkerk

Saskia Zonderland





With these couples JORIS AND LILA

VEREECK – VAN LAECKE imagines:



We have already met Lila and Joris, our new members also living in Belgium, Wondelgem, at the Zee-land meeting. I can also honestly say that they belong (like everyone else, by the way). From the very first greeting, it felt as if we had known each other for much longer and it was a lot of fun talking to these people. Here is their story about the Corvair

Hello Jake,

My wife Lila and I live in Wondelgem, Belgium, have a blended family with 5 people in their twenties and 3 grandchildren. Lila is an accountant at Vtg (rail transport) and I am a coordinator at Daikin, Air conditioning and heating.

Both passionate about classic car associations and old Americans. Lila is the one who chose the car, we looked for it together for about 2 years.

It turned out to be a Red Convertible from 1963 with a white roof.

We found our Corvair in Belgium, about an hour's drive from our hometown of Ghent. After a search of about 2 years, finally found it on 11/02/2024.

We have Larise , because that's her name, going to pick it up on 24/02. From that moment on, I spent every free moment working on it for 7 weeks. The first stop was actually doing a thorough check with friends of everything that needed to be replaced. Ranging from tires, rubbers, bolts, springs, so the whole technical thing under the car.

Like many, we have waited with great anticipation for every order from Clarks in order to continue. The works actually started with the disassembly of

front and rear arms, sanding and spraying.

We discovered that the underside of the car was covered with a heavy crushed stone substance, which did not promote disassembly.

After weeks of eating dust, sanding, treating and spraying, the fun work started. Assembly and finishing.

As always goes smoothly for any oldtimer enthusiast, things did not go as planned. Bolts turned out to be tight and broke off. Pipe cracked under force. Many a summary of the not very clean vocabulary of most

swear words suddenly appeared on the scene to express some displeasure.

We hope for many fun rides/cruises and meetings with the members of the Corvair club that we found through Facebook.

A second order was necessary, a third soon followed. Always with the idea that the car can be made safer. Also because you have to be able to keep up with the current traffic.

We enjoyed going to the Zeeland weekend. Had a great time and met many nice and wonderful people. All



Ordinary. And yes, we were the Belgians hoping :-).

Fun moments during the weekend when fellow members with great pleasure and dedication let us delve into their knowledge and experiences of what our Corvairs can bring. Sincere thanks to all of them!

After the weekend and the experiences there, a problem was solved with the leaking fuel pump.

Now fully electric and she runs like a sewing machine. Still a small annoying thing with the brakes, but that will be resolved quickly.

In the coming winter we want to give her a clean color and rust treatment around the wheel arches.

If time (read: money market) permits, we would also like to replace the beautiful white convertible top.

In addition to our Larise, we also have our Joline .. a crazy mafia mobile Oldsmobile Sedanette from 1948. This has now also started as a project during Corona.

A 6 in line 3.9 liter that received an engine swap to a Rocket original Olds-mobile engine. Sturdy 5 liter V8 with 210 horsepower. We hope to be able to complete it this year and will proudly show it to you all.

A big Flemish thank you to everyone for letting us enjoy what you have been experiencing for years in the Corvair club Netherlands.



As you have read, these are really very enthusiastic people, which everyone who was present at the recent meeting and spoke to them will confirm. Lila and Joris are very welcome and hope that your questions regarding Corvair will receive a good answer from the fellow members.

Greetings Jake.



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“Will and Eef van Gils” introduce themselves:

This new member was still searching when he wrote the following. He has since looked at some Corvairs and bought one. Here is the story of Will who is Dutch but lives just across the border in Belgium in the town of Baarle-Hertog.

My name is Will van Gils and my wife's name is Eef van Gils-van Gestel.

We are both 60 years old. My wife is a nurse and works 20 hours a week in a nursing home and more than 20 hours as a self-employed person in home care. I work in the tool shop at Daf trucks in Eindhoven. We have 2 sons aged 28 and 26 and 1 daughter aged 24.

My first car was a VW Beetle. For me, the interest in that car was the model 1303 with the convex windshield and the air-cooled engine with its sound.

As with many, this takes a back seat when you build a house, have children, etc. I have always been a fan of vintage cars, especially American ones. When I first came across a Corvair abroad in the spring of 2020, my interest in this car continued to linger. However, we had just bought building land to build a new house, now that we are getting older and the children are leaving the house, there is more room for things that I wanted at the time, which is common to more people. I have now turned 60 and the house is as good as ready.

Only the garden still needs to be done.

So I'm gradually starting to have more time and I'm already looking around. Via the internet and at a car meeting in Oirschot last summer where I knew a Corvair would be present. That was a very nice 4 door Corvair. I just spoke to the owner.

My wife prefers a convertible and she thinks the first generation is the nicest. A convertible is also my preference, but if it is the second generation

I think it's fine too. I also think a second-generation coupe is very nice.

I work in the tool shop at Daf trucks in Eindhoven. I'm not afraid of having to do anything to the car myself, but I have no knowledge of the Corvair. This is why I would like to join the club before I buy a Corvair.

I prefer to buy one that doesn't require too much work. But on the other hand, it just depends on what I find for what price. Through membership of the Corvair club, I hope to enjoy beautiful and enjoyable day trips together with my wife Eef and your members



can make. For me personally, it is important that I can expand my knowledge about the Corvair so that we can keep it on the road beautifully and responsibly.

I would like to say that it was nice to get to know some of you at the club day and that I have already learned something about the Corvair and its maintenance. I actually spoke to a few old hands (in a positive light) that day.

Too bad you had to go home sick. The Corvair is still stationary. Had taken it to a vintage car mechanic to have the carburetors and ignition adjusted and to have the car checked out again.

to look. The brakes appeared to be in very poor condition. I'm going to replace it completely myself. I'm going to order the stuff from Clarks. When the car was back a few days and I...



After starting it, it started to run poorly and smell of gasoline. The gasoline came straight out of the carburetor, float clogged. I'm going to clean the gas tank and everything first. But like before

I'm still halfway through finishing our new house and garden, so I don't have time to work on the Corvair yet.

Still, I hope that I and Eef and my wife will be able to go on fun tours in a few months, because we are looking forward to that. Greetings Eef and Will

We welcome Will and his wife to our club. Will has already arrived on the Sunday of the Zeeland Corvair weekend

watch and ride along. Then he said that there was already a Corvair with something

work was purchased, a red Convertible Monza from 1964. The nice thing was that I

was talking to Will. Annemiek came over and said "there is always something with those Corvairs". Will responded "well you could have said that earlier". My answer "Will if I had said that you wouldn't have become a member of the club" to which we all had a great laugh. Will has already proven with his presence that he really belongs.

Greetings Jake.



Rob Smit introduces himself:

Rob became a member a few months ago but unfortunately changed his mind and will leave the club after this year.

Rob gets the attention just like any new member and can then immediately tell his story that you are about to read.

Hello Jake,

I have not been a member for very long and the intention was to get the Corvair completely in order, but I was a bit wrong about the scope of the job. The car has a history with the club (license plate AH-22-24) and appears to have been completely restored after an engine fire.

I see many new parts such as an electronic fuel pump, alternator, new turbo parts, new upholstery and I recently replaced the shock absorbers.

to replace.

The car runs well but sometimes stutters a bit, I was planning to drain and flush the fuel tank. The clutch also intervenes very late (4-speed) and then the necessary small electrical defects such as the dashboard.

Rust has had little effect on the car, but that may also be because the bodywork has been addressed in the past, only some spots behind the right front wheel.

After replacing the shock absorbers, I could no longer get up or down for a few weeks with an uncooperative lower back, so tinkering is becoming increasingly difficult for me...

and also the high costs of a garage/workshop rental is a major consideration

I also have two modern cars and two motorcycles to maintain and the fact that I retired last year means I have to pay more strict attention to my finances.

It's a shame, but I think that's something



important choices have to be made...

I too was infected with the American virus by my father in my youth...

he had a 1955 Chevrolet Bel-Air and later an AMC

Rambler and if I remember correctly my uncle had a 4-door Corvair so the blood is thick.

I can therefore compile a large list of cars that I had in the past, a Javelin SST, Mustang 2, Mercury Zephyr, Pontiac Bonneville, Pontiac Fiero and a number of Australian Holdens and Chryslers when I worked there for a few years. .

To ease the pain I have a 2007 Lincoln Zephyr 3.0 for my daily use....very modest by modern standards. (I don't know if a second one is still running in the Netherlands).

It hurts, but what the heck... the Corvair has to go, preferably to a club member, so I'm definitely not going to ask for the top prize and hopefully someone can finish what I started not so long ago.

Rob Smits Amsterdam.

Thus Rob's story, which unfortunately turns out differently than he had hoped. We wish Rob good luck with the sale of this nice looking Spider with Turbo engine in a special color. It is the car that once belonged to Caroli-ne, one of the early members. You may find a story written by Leon about this in old magazines.

Immediately added part 2: I have now received a phone call from Rob in which he indicated that his wife did not fully agree with the sale (it's wonderful that ladies support the hobby). After wise consultation with his wife, the car is allowed after all. still remain and will not be put up for sale. Rob needed some advice and I sent him to our Facebook to ask the questions. This way he can also email some members who would certainly like to help with advice and their knowledge. Rob and wife are also good news for the club because as long as you own the Corvair we will keep them in the club, I guess. Hopefully at the meeting, the one in Limburg in August would be a great opportunity with or without the Corvair.



Greetings Jake.





Corvair Early in Maasticht, een vondst van Leon Janssen, preciese lokatie en datum onbekend
Uit de Collectie 'Corvair Live!' van Ralf Verhees, Ruud Keers, Jaak Eijkelenburg en Hans Aarsman





Pimp Keers Corvair

Ralf asked me to write a story about our Keers Corvair.

This was based on various photos that I had posted on Facebook. Now writing a story is not as much of a problem as most people think. It is a matter of sitting down in front of the PC and starting typing about what you have done, seen, etc. Even a visit to a fair or to someone else who has a like-minded hobby is worth a story.

I did have something to say about this request of "here's another story from me". For me it would also be nice to read a club magazine that I don't already know by heart before it arrives in the mailbox.

The story is that I was considering selling the Keers Corvair that we have had for 15 years now (which is a long time for me) as we now own 2 other Corvairs.

For a moment I had hoped for my nephew who used the Corvair as a wedding car, but his interest has probably cooled a bit. Last year I often used the Keers Corvair to go to local



CAR meetings to go. And it drives like a charm after I changed tires with the van Aken Corvair. Then the decision was made for me, this is not going away, but I want to do something with it.

Now the Van Aken Corvair is a very beautiful blue convertible, so we already have a chic Corvair, the Waters Corvair is a beautiful multifunctional Van 95, except for technical and interior work, it can remain as it is. These cars will definitely need engine work in the coming years because those two leak quite a lot of engine and transmission oil. That Keers Corvair doesn't leak a drop.

I had had the idea of making a "racing look"

Corvair in my head for some time.

In the meantime I had already been to Phil Van Brakell several times, who has a company called Kustomfab. He can regularly be found on our Facebook and lives 15 minutes away from us, so I contacted him. Phil himself has an EM coupe and a everything with air suspension etc. that belongs to Kustom fab. I told him what I wanted to do with my Keers car and he immediately came up with the idea of putting the car on the ground (that's what those guys call it) by installing air suspension. I kindly thanked you for this because I am already finding it difficult to get out of the car. Race numbers on the doors were something that had been on my list for a long time. Now that was not a problem with Phil because in a few months a man (One Eyed Morse Kustoms) would be added

him to do stripping etc. on cars and our Corvair would also handle that. A number was seriously considered and I ideally wanted '65, the year of manufacture of the Corvair. Jan Geneugelijk also has this song on his (Ve-gas) Corvair and I thought it was less fun for him. I thought about it for a while but decided to do this number, but with a small 19 above it on the left, a hint to the year. Jarmo the artist had made an example and scanned it on the Corvair in various sizes, one was chosen and started working with it. I also wanted to have a driver or pilot on the door near the mirror, including the flag of the country of birth. Phil suggested putting Brokken pilot Jaak on the driver's side and Co-Pilot Linda on the co-driver's side. Fortunately that didn't happen. The artist has done all this beautifully, including the Dutch and Curaçao flag with 2 stars in it. But with the paint alone it is of course not a "racing look"



car. Years ago I bought a double racing exhaust from Clarks and valve covers (ECONO Aluminum Valve Covers) with the beautiful ridges from our club member Robert Knop. Phil installed the exhausts while the paintwork still had to dry and the valve covers still need to be installed. I also bought rims from Cragar S/S a long time ago, these were also fitted and now the Corvair has a completely different look and the sound is wonderful but certainly not annoying. Well de-

Phil explained that various rubbers urgently need to be replaced. Now I want to make an overview of all 3 Corvairs that need to be replaced and then order and ship all parts at once.

In honor of Jarmo, Phil quickly organized a meet and greet evening with our Corvair in the show. Wasn't busy but very pleasant.

I still have 2 nice sporty chairs ready for the Keers Corvair, and there must also be a box with 2 mirrors somewhere that unfortunately I cannot find immediately. These are a kind of cockpit mirrors brought from a holiday in America years ago.

Perhaps some changes due to color on the car and then I will be close to my desired result. There will be an addition to this story.

Linda and Jaak Eijkelenberg



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My Corvair life and times

Part 1

by Edward N. Cole

It helps enormously if your work is also your hobby. In the early 1950s, the ideas I proposed regarding air cooling and rear engines for passenger cars were actually more of an exception than standard. I was in Cleveland at the time, running the Cadillac fuel plant. But my hours off from the factory increasingly focused on the drawing studio I set up in a room at the Lakeshore Hotel in Cleveland. There we thought about new cars with some friends from the factory.

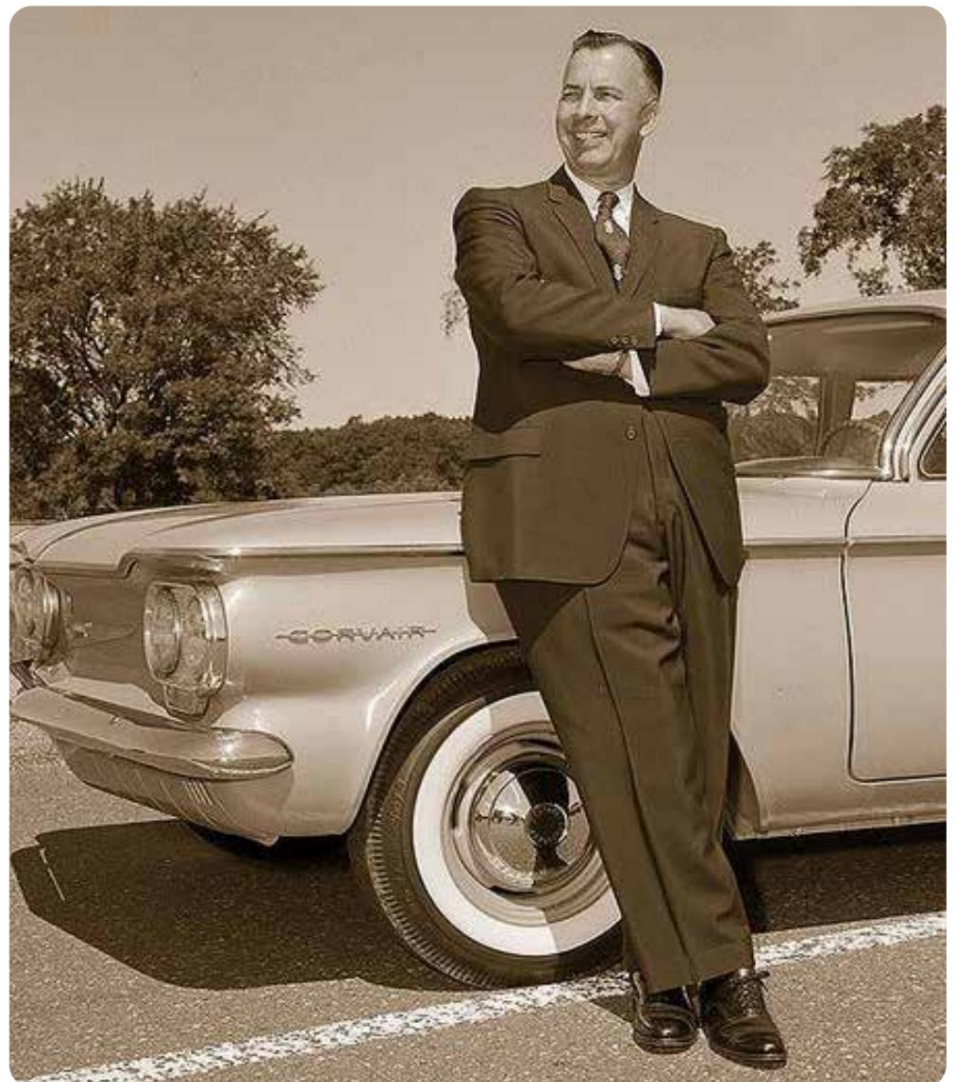
An engineer is a bit like a designer. If it stays on one item all the time, it gets stuck. He should be free and think openly, explore.

Every idea must be put on paper. I believe this is the most orderly way to get the thinking done. We developed dozens of sketches and played with many configurations. Among them I started making sketches for a small, air-cooled, rear-engined car. Coincidentally, these sketches were very similar to the final design of the first Corvairs.

My first real interest in the rear-engine configuration came earlier, around 1945, when I was working on a study project at Cadillac. In 1946 or 1947 we built an experimental rear-engine car, which showed that the concept was technically feasible, but not for a car the size of a Cadillac. As for air cooling, I was introduced to it during World War II with an experimental version of the M-3 light tank, powered by an air-cooled Wright engine.

We did a lot of testing on that specific vehicle and we quickly saw the benefits of air cooling for this application.

Then in 1950, GM was asked by the government to develop a factory.



winding for the production of another light tank. This was the M-42, and for this we used a 950 cubic inch super-charged Continental horizontally opposed flat-six. Once again we were introduced to an air-cooled engine, a configuration that was simple and straightforward. Naturally, all our engineers working on the project became very familiar with this engine, and we found that it could handle the heavy demands of a tank very well.

Harry Barr and Kai Hansen had been with me at Cadillac, and when I moved to Chevrolet as chief engineer in 1952,

they came to me. From our Lakeshore experience we already had a pretty good idea of what we wanted to do, and within a few months we started the program that would eventually produce the Corvair.

There were two elements to this program. First, we saw a clear need for a functional transportation vehicle, perhaps smaller than anything then available on the US market. This was long before we witnessed the rise of imports. Imports were not significant in the early 1950s; these small economical cars did not represent any real volume at the time.

Secondly, we could see the benefits that would come from improved technology, making a domestic car of this type very feasible.

We did not limit ourselves to specific ideas. When the brilliant British engineer Maurice Olley joined Chevrolet,...



one of the projects we presented to him was the development of a transport car that could do for Americans what Volkswagen did for Europeans. It was a simple statement of the problem and the goal. Naturally, we analyzed all available foreign cars and their configurations and made a cost estimate for many of them.

I haven't spoken to anyone at Porsche, but I have spoken to a number of people at Volkswagen; I knew Heinz Nordhoff quite well when he worked at GM. And we had conversations with Henry M. Crane, who had previously been a technical advisor to Mr. Sloan when we built several experimental rear-engine cars in the 1930s.

This is where the intrigue comes in, from an engineer's point of view. You are confronted with many questions and many choices. How would the American buyer handle a new configuration? What are his habits? What does he want? By this time, Americans were becoming acquainted with power steering – to ease steering effort, get away from the clutch pedal and make braking easier. Limited-slip differentials came onto the market, which provided an extra traction advantage. You put all these elements together and you arrive at a weight distribution of probably 40/60, forty at the front and sixty at the rear. Then you start working on configurations with rear engines. It provides good braking properties and good steering force. It allows for a better distribution of space in the passenger compartment, because you don't have to fight against tunnels and things like that. We have filled a large book with many studies.

Regarding air cooling, we firmly believed that this type of engine was absolutely necessary for the success of a competitive lightweight car. It can be made into a compact power source in combination with an automatic transmission or a conventional standard synchromesh. No radiator or cooling system is required. Also, the air used to cool the engine can be used to heat the passenger compartment.

The air-cooled engine was new to the American industry. A lot of new thinking would have to be done by GM's production staff to produce this type of powerplant in the quantities needed to compete.

run into the small car market. Continuous mold casting for producing engine blocks and cylinder heads seemed ideal for this application, even though Chevrolet had to do a lot of pioneering work in mass production aluminum casting.

Due to its location at the rear of the body, the Corvair engine required a low design. Fortunately, because we had already thought in that direction. Then the question was: should it be a four or a six? From tests we had done with the four, conversations we had with engineers at Continental and elsewhere where they were built four cylinders, and our experience with the tank operation, the conclusion came quickly. From a smooth riding and carburetion standpoint, the six was easier to handle. And all things considered, it wasn't too much of an economic barrier. Everyone voted that the Corvair engine should be a six.

A horizontally opposed

The six-cylinder engine is one of the best balanced engines in the industry from a crankshaft power perspective. With a V-8 you have some kind of balance problem on the crankshaft. The horizontally opposed six is a very fine engine, as the use of airplanes has shown. In 1950 I logged about 300 hours in a Continental powered C Bonanza,



where I have flown many times on instruments under unpleasant circumstances. I certainly got to know the great reliability that this engine had, and still has.

To be continued in the next page
Ralf Verhees

Story from the book Corvair by Chevrolet



Edward Nicholas Cole had been general manager of General Motors' Chevrolet Motor Division for three years when his all-new Corvair was introduced to the press and public in the fall of 1959. He had good reasons to be proud of the radical new car that he and his colleagues had been working on for ten years.

Points for travel

In this edition of the Corvair Doctor: A list of points to check before you travel. Whether it is a weekend or several days. All these points are suggestions for all Corvairs.

Keep in mind that even long trips are usually shorter than the interval between oil changes. If your Corvair is properly maintained, you'll be able to drive all summer long without any problems – and the big plus is that it will make you happier!

1. Check and clean all four wheel bearings, and check and lubricate them as well as the 2 or 4 universal joints. Check the front parts and lubricate/pump all nipples full of grease.

2. Have the tires balanced and aligned if necessary. Before traveling, check that all five tires are at the correct pressure. Tighten the lug nuts with the tool you use to change a tire.

3. Check or change all fluids: oil, transmission, differential, brake fluid, washer fluid. Synthetic Powerglide fluid is a very good idea.

4. Check the oil pressure sensor. Replace this (cheap) part if it does not function/partially functions (I know the consequences of not doing this on time...)

5. Check the engine settings and also clean the crankcase ventilation openings.

Check the distributor, lubricate the distributor shaft and inspect the electrical connections such as the ignition coil wires, ignition wires, alternator wires and multi-connectors. Check the carburetors for leaks.

6. Check the battery date, cable ends, ground cable attachment and check the fully charged system with the lights and accessories at maximum. Check the condition of the battery (possibly the fluid level).

Also check with the engine running and whether the charging system is also recharging.

7. Loosen the string and check the condition of the entire string (and length). Turn all three pulleys and lubricate the bearings where necessary.

8. Check all lighting. Also check the fuse block for rust. In the engine compartments of older models, check the operation of the warning light.

9. If air conditioned, blow out the condenser, check the mountings and belt, check the evaporator drain and remove the lower shrouds for better cooling.

10. Check the harmonic balancer and replace it if it is original!

Be sure to check the fuel pump mounting, as it may become loose. To be on the safe side with the increasing ethanol, make sure you have a spare pump.

11. Lubricate the ball of your clutch cable and look for frayed areas between the two pulleys under the dash. Also check the handbrake cable(s) in the same area.

12. Check the brakes; brake wheel cylinders, brake shoes, master cylinder (push rod leak) and most importantly, the steel and rubber lines.

Give your car the "bum test" in the driveway. Steel pipes above the gas tank and next to the transmission are most susceptible to rust, as are tunnel lines.

13. Take into account any speedometer correction and know your oil consumption. Take a 15-minute test drive on the highway on a hot day. If everything is ok, pack up and hit the road!

Spare parts and tools?

My favorites are: a belt, a new fuel pump and one rocker arm and pushrod and valve cover gasket, one 30 amp fuse, a set of points and condenser, oil and tools to install and disassemble these items.



Translated from the
"THE PREVENTATIVE
MAINTENANCE SERIES".

Mike Dawson, aka the Corvair Doctor.

Corvair meets Daf



In het weekend van 9 t/m 11 augustus 2024 is er in
Sittard Limburg de meeting van
Nederland Corvair Club en Classic Daf.



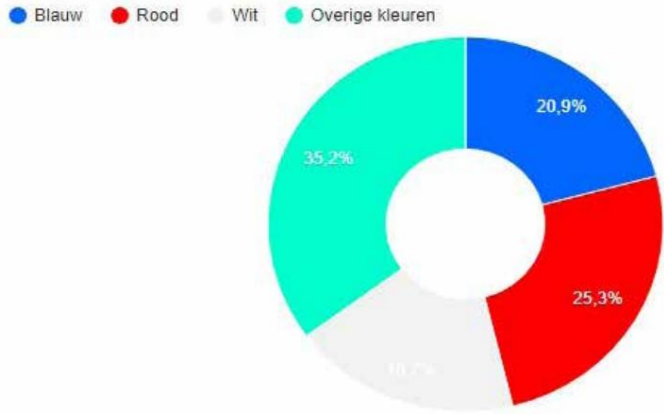
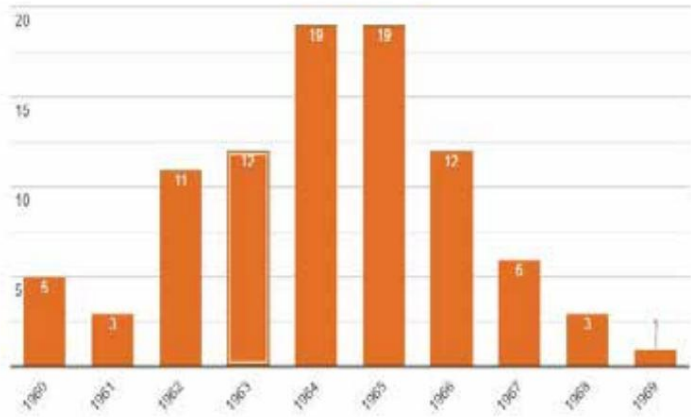
RDW database

This table shows the different types of the Chevrolet Corvaair.
The types are counted based on the trade name in the RDW vehicle data of April 3, 2024. The trade name is the name of the vehicle as specified by the manufacturer.

The trade name may differ from the indication found on the vehicle. Particularly for older cars, names and spellings may appear that are sometimes difficult to trace back to the correct model.

Thanks to Pieter Klinker for forwarding the information

Chevrolet Corvaair	Model gegevens
Aantal actieve registraties	91
Jaren eerste toelating	1960 t/m 1969
Meest voorkomende kleur	Rood
Meest voorkomende brandstof	Benzine
Gemiddelde catalogusprijs	Geen prijzen bekend
Gemiddeldvermogen	38 kW / 51 PK



Nice to read how some versions are described, or creative names that the RDW has given them.

Merk	Type	Aantal RDW	Percentage
CHEVROLET	CORVAIR MONZA	30	33%
CHEVROLET	CORVAIR	27	30%
CHEVROLET	CORVAIR MONZA 900	5	5,5%
CHEVROLET	CORVAIR CONVERTIBLE	3	3,30%
CHEVROLET	CORVAIR GREENBRIER	3	3,30%
CHEVROLET	CORVAIR 769 A	2	2,20%
CHEVROLET	CORVAIR CORSA	2	2,20%
CHEVROLET	CORVAIR CORSA COUPE	2	2,20%
CHEVROLET	CHEVROLET CORVAIR 10539	1	1,10%
CHEVROLET	CORVAIR 500	1	1,10%
CHEVROLET	CORVAIR CORSA TURBO CHARGED	1	1,10%
CHEVROLET	CORVAIR LAKEWOOD 700	1	1,10%
CHEVROLET	CORVAIR MENZO	1	1,10%
CHEVROLET	CORVAIR MONZA 2-DR. CONVERTIBLE	1	1,10%
CHEVROLET	CORVAIR MONZA 900 CONVERTIBLE	1	1,10%
CHEVROLET	CORVAIR MONZA 900 SPYDER	1	1,10%
CHEVROLET	CORVAIR MONZA CABRIOLET	1	1,10%
CHEVROLET	CORVAIR MONZA CONVERTIBLE AUTOM.	1	1,10%
CHEVROLET	CORVAIR MONZA COUPE	1	1,10%
CHEVROLET	CORVAIR MONZA HARDTOPCOUPE	1	1,10%
CHEVROLET	CORVAIR MONZA SPIDER	1	1,10%
CHEVROLET	CORVAIR MONZA SPYDER 900	1	1,10%
CHEVROLET	CORVAIR MONZA WAGON	1	1,10%
CHEVROLET	CORVAIR SPIDER	1	1,10%
CHEVROLET	CORVAIR SPYDER	1	1,10%

1964: Americans bare their teeth on the European racing hunting grounds



DE POST - no. 776 - January 19, 1964

They are officially called experimental cars, these cars from GM, which decorate our back page like metal panthers. They are not actually intended for the road. People can only look at it at the Salon. But we drove it anyway. And gained an impression of the seriousness that the USA takes with racing and sports.

"It's sticking to the track," our photographer shouted excitedly. The good boy with the best will in the world could say no more, because the chilly sailing wind drove pinpricks of ice crystals into his purple face so cruelly that he quickly closed his mouth tightly.

The upright plastic windscreen of the blood-red Monza SS roadster did not push the slipstream just high enough over our heads, even though we were almost stretched out in the cockpit and I nodded with a stiff face that I had heard him. Indeed, this red American car stuck to the track like a plank.

Poker under hand

It has now been a month since we, I believe, were the first European car journalists to have been given the god-given opportunity to drive the two latest experimental sports models from the Detroit car nurseries on the circuit, which was frozen bone dry in the winter sun. from Zolder. I still dream about it now, and it doesn't even have to involve the lady from our front page. In my sleep I suddenly hear the strong hum of the air-cooled Corvair 2.4 liter power source in my back, feel my left foot pumping on the clutch pedal, and my fist is snugly resting on the gear lever again to let it grunt.

I have re-read our archives and noticed that it has already been three quarters of a year since my friend Jean Dens, popular public relations manager of General Motors Continental in Antwerp, gave me the received the last well-meaning instructions for an hour of grunting around with the Corvette Sting Ray. It became a story called Roadtest with Shaking Knees and was an experience that I will not easily forget.

Once again my friend Dens has secured my eternal gratitude by giving me the tip that he neatly and safely transports the valuables from Detroit on a tractor-trailer I with the Monza SS Roadster and the Corvair Monza GT for TVs - Autorama - would be in the Attic.

Of course we were there too. And although our photographer Jean Van der Haegen and I do not remember ever having had such cold faces and ice blocks of feet in our eventful lives, these hours behind the wheels of the aluminum gray and "dragon" blood red Monza monsters remain unforgettable.

That gave me handling and acceleration that made you flap your ears! And at the same time sporty comfort that you don't encounter every day.

Just the way you could lower yourself onto the spring-folded bucket seat of the Monza SS and then slide gently under the steering wheel was something special.

There you lay in a padded helm seat, the backrest of which was 45° to the floor, and the journey could begin.

We were told not to go too fast. And we have adhered to this, so that we do not have to deal with you



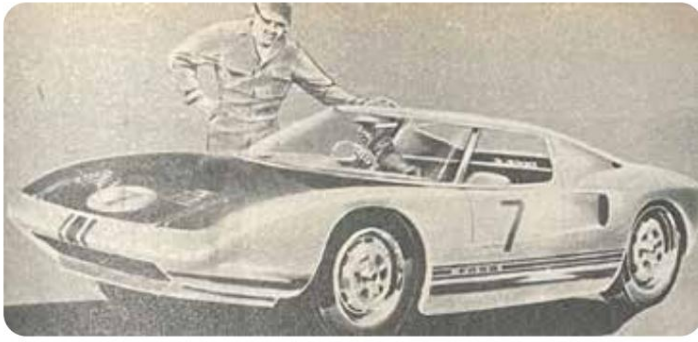
Zolder lap times will be presented, with those of Peter Arundell on his Junior Formula Lotus in the Cup of Terlaemen looking stale.

When on the street?

But the event was no less important. Later we collected some facts about the cars that we would like to share with you especially because you did not have the privilege of holding the steering wheel of these prototypes in your hands.

This Monza GT (1.07 m high) and its sister Monza SS (76 cm high) are the latest in a series of test-tube cars that started with the famous Y-job of 1938 by GM. Many inventions stem from this first dream car, which were later applied to GM production cars. The current Corvette Sting Ray is derived from an experimental car that was born in 1959 as Sting Ray. We'll see what the ideas in this Monza GT and SS ever make it to the streets. One of those ideas is not that the seats are adjustable, but the steering wheel and the pedal unit are.

The power sources are not exactly the same in both dream cars. On the GT coupe, the air-cooled 6-cylinder boxer engine with 4-speed gearbox is placed in front of the rear wheels. On the Monza SS roadster, the engine is behind the rear wheels. However, both have the same high performance machine, which with a



Ford engineer William H. Gay declared a few weeks ago that his company had seriously delved into racing. Ford is busy building a V-8 engine with two overhead camshafts for Indianapolis. The new engine will have a gasoline-injection system. People had concerns with the Ford-Lotus last year.

On the right the GT version of the Fairlane V8, which will appear in racing and rally starts in Europe next season.

bore-stroke of 87.3 x 66 mm and a cylinder capacity of 2375 cc delivering a sloppy 102 SAE hp at 4400 rpm. Two guns from Rochester downdraft carburetors are fed by an AC mechanical fuel pump and give the machine more than enough pep. Without the engine letting out cries of pain, the speed at the bottom could be allowed to grind to no more than 1000 rpm.

And picking up speed in second and third goes so smoothly that it doesn't matter whether you give it a little more gas or suddenly blow the carburetors.

We must admit that designing these experimental prodigies is a typically American privilege. There one can still do such Spie-lerei, without having to immediately think about the production figures. On the contrary.

It is even encouraged by the major American automakers, now that they are really starting to participate races.

We know that this GT and Monza SS are not suitable for that. But they are tangible evidence of a spirit. A spirit that we love dearly.

Thanks to Ad Dijkstra for sending this article



the cockpit of the Monza SS with matte black instrument panel that contains all the instruments due to its U-shape (including cylinder head temperature meter) points exactly towards the driver.



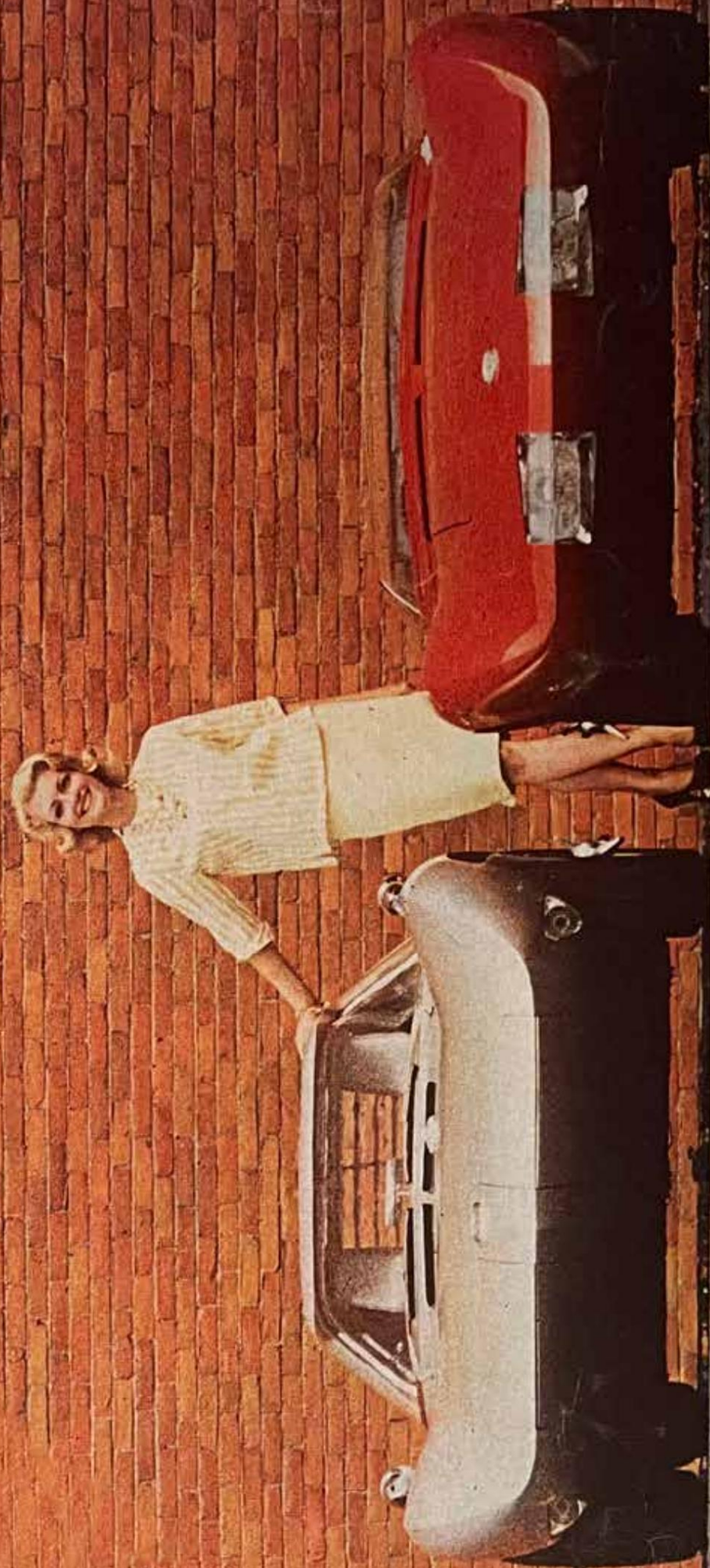
On the far left the Corvair Monza GT on the Zolder circuit. You can see the extremely low line of this car (1.07 m high). The bodywork was tested in the wind tunnels of GM's experimental department in Detroit. The driving position is semi-reclining. The front of the car remains extremely small, the streamline is very fluid, the rear is flattened, which further increases speed. The windscreen with roof and rear hood can be completely folded up. For the closed Monza SS coupe, the system of theater seats was devised, which fold up when one gets out. The rider and passenger can stand on the floor and then sit down. The seats are fixed. Pedals and steering wheels are adjustable.



The power source in both experimental cars is the same: the normal Chevrolet Corvair high performance engine, a 6-cylinder air-cooled boxer engine with a capacity of 2375 cc and a compression ratio of 9:1.

You can see how flat this engine is and also clearly the two Rochester carburetors.





Op het Salon mag u er alleen naar kijken. Op de weg mogen deze zilveren en bloedrode bliksems uit Detroit, de Corvair Monza GT coupe en de Monza SS roadster, niet komen. Maar wij reden beide wagens op het circuit van Zolder (zie in dit nummer); waar hun luchtgekoelde 2,4 liter machines behoorlijk wegeprintten.