



# CORVAIR MAIL



2024 Member



## Eerste ongeval op Rijksweg 9



ALKMAAR — Gisteravond om 11 uur is op de Rijksweg 9 een ongeval gebeurd het eerste sinds de weg op maandag j.l. werd geopend. Gelukkig bleef het bij

niet al te zware materiële schade. Mevr. M. uit Den Helder kwam uit de richting Uilgeest. Inplaats van bij de Vondelstraat om de rotonde te rijden, reed zij

rechtdoor. Haar auto bleef op de hoge kant van de rotonde steken. De Rijkspolitie te Heiloo heeft proces verbaal opgemaakt.

*Ad Dijkstra came across this newspaper article, Unsafe at any Speed?*

# Wij weten veel van klassieke auto's, omdat we er zelf ook in rijden.



**KUIPER**  
Verzekeringen / Risicobeheer

Voelt als familie.

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Electrovair

## Stories wanted!

For the December club magazine I am  
still looking for stories.

If you have something nice, put it on paper (preferably  
with photos) and email it to:

**editor@corvair.nl**

Please let me know if you have anything, even if it  
is not ready yet, and I will consider having it placed  
in the December club magazine.

## Club magazine sponsors

**PEETERS**  
DRUK EN PRINT

## Colophon

**Editing and publishing:** Corvair Club Netherlands  
Chamber of Commerce number: 92470939

Corvair Club Nederland is a car club with enthusiasts  
of the classic Chevrolet Corvair

### Become a member:

By depositing €42.00 Annual  
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Annual contribution € 35.00

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**Club website:** www.corvair.nl

**Members login:** Work in progress

## From the editor

*It's already autumn and before you lies a new edition of our club!*

*Due to health reasons within my family, maybe a little later than normal, but it is possible that you have not noticed. The most important thing is that we have made a nice club magazine again. From meetings, to technical stories and history. We also have several new members, but they will be introduced in the next issue.*

*Enjoy reading! Ralf*

## Update from the Steering Committee

**Meetings:** We are currently looking into the possibilities of organizing something this year.

If this goes ahead, we will announce this via our digital channels (email, Facebook, etc.).

**KVK:** It took a while, but the amended and approved articles of association from the members' meeting have finally been filed with the Chamber of Commerce (KVK). This process took longer because the entire steering group had to sign the articles of association.

Furthermore, the KVK had mistakenly sent the wrong forms (deregistration Corvair Club), which we fortunately noticed in time. Eventually, the correct documents were received, sent around within the steering group, and then successfully submitted to the KVK.

**FEHAC:** Unfortunately, the Corvair Club Netherlands will not be allowed to attend the FEHAC.

The FEHAC considers the risk too great because we are an informal club (with a Chamber of Commerce number but not via a notary). We are now investigating the options to make the Corvair Club Nederland a formal association and will weigh the pros and cons of this.

To be continued!

**Website:** The new website is live! The site contains both a Dutch and English section. The next step is to create a members page, for which we have found a possible solution. Now that the club magazine is ready, we will continue working on this.

**Sponsoring:** More information about this can be found in the club magazine.

The steering group hopes to have informed you well with this. We continue to build a stable and modern future for our classics!

**Ralf Verhees & Linda Sprangers**



## SOUGHT! Treasurer

**We are looking for a new treasurer for the club.**

**If you know anything about numbers and think I can help with this, let me know!**

**Send an email to:**  
**Communication@corvair.nl**



# How hot it was, and how far

Friday morning, August 9th. Today is the day I leave for Limburg for the meeting in Sittard: 'Corvair meets DAF'.

The bag is packed, the rollator is put in the car – always handy, such a station wagon! I hope to need the rollator as little as possible, but better with it than without it. The hotel is booked, the route studied on Google Maps, the TomTom programmed. Limburg is a long way from Friesland. More than 300 kilometers.

I also got the tip to avoid the A73, because the tunnels there are closed. Let's just take the A2, that's only thirty kilometers extra, what does it matter! It promises to be a warm day, and that seems to be the case for the coming days as well. I actually like that, after all the rain showers of the past few weeks! I'd rather not look at the windscreen wipers for three hundred kilometers...

I leave early, when it is still somewhat cool. And then the roads are still somewhat quiet, I hope. Still, I do not get through the traffic completely without problems. Traffic jams near Utrecht, 's Hertogenbosch, Eindhoven. The further south I go, the busier the roads. Three, four lanes sometimes, but without exception all full. Many trucks. I keep it at an average of 95 to 100 km, then you can still

overtake a truck, and I'm in no hurry. I don't have air conditioning either, but I do have arko, and let's not forget those unparalleled air intakes of the Corvair, which keep your knees cool. Quite bearable like that. That's a good thing, because it's only after a four-and-a-half hour drive that I arrive at the doorstep of Hotel Prins. However, a sign in front of the door tells me that the reception doesn't open until 1600! So I can't put my luggage away and walk into town, to end up at Coffee Mundo the Library on the Ligne. Not, as the name suggests, with my nose in the books, but with a tasty lunch and good coffee to finish. And even a refreshing rain shower! It's getting close to half past two and I call Jaak to ask if it's okay if I come a bit earlier. No problem. So a little later I park the Corvair in the spacious courtyard in the Haagstraat. It doesn't take long before others start trickling in. Everyone is warmly welcomed by Linda and Jaak. The courtyard fills with DAFs, a Cord and every possible type of Corvair.



It's hot. Very hot. These are of course great days for convertibles and almost everyone drives with the roof down.

That will not change in the coming days... And an expanding group eats outside, at the excellent restaurant 'De Vief Heeringe'.



In the evening we are kept busy with a most entertaining quiz. Teams of two people are formed from both DAF and Corvair clubs.

Four different categories, ten questions each, an answer sheet for each round. Quizmaster Ton Pagen has a laptop and screen ready. We are waiting for







the things that are to come. But first, jury member Bèr "the Belgian" takes the floor and admonishes us in a stentorian voice not to use telephones and especially not to say the answers out loud: Feind hört mit! When he puts on his yellow vest, things get serious...

What do we still know about the 60s and 70s? What about music or fashion? The questions are not all easy. And just try to come up with an answer when you are under time pressure and Bèr and his assistant Agnes demand the answer sheets back! They are checked, while the questions of the next category are asked. Fortunately, we also get the right answers.

But not only the good ones! Many still recognized a Viewmaster, but who would call a Rolodex a Rollator? And where did Heintje Davids (!!) suddenly come from again? No, that was not the right answer....

At the end of the evening, team 'Daffodil' won the first prize, team Ri-Pe (Rita and Peter, not 'raip', although that may refer to their ripe old age...) won the second prize and team R&R won the third prize. Team 'Bitterballen' had to settle for the booby prize, with only 4 out of 40 to be won

points.... The fun is no less. And while enjoying snacks and drinks it quickly gets late.

Did I already tell you that Jaak and other organizers took it upon themselves to bring those who wanted to their hotel, so that they could have an extra beer in the evening and leave their car safely? This great service continues this morning, because those who were brought away are picked up just as neatly and then welcomed with coffee and a wide selection of Limburg pie. No one says no to that.

It's warm again early. Very warm!

Today's ride goes to the DDR museum of Jack and Petra Bervoets.

Of course, we first fill up in Germany. For E98, real petrol and not the highly undesirable E10, you pay €1.88 here. That is considerably cheaper than in the Netherlands, where you quickly have to pay €2.20. The museum is not to be missed, with a Trabant in front of the door and next to it a Wartburg of the Volkspolizei!

We can park the long line of DAFs and Corvairs in the streets around the museum. The small but interesting museum houses a large collection of objects and documents from the former East Germany. Most of us still have vivid memories of that country, of the difficult border crossings such as Marienborn where you got multi-coloured stamps in your passport and had to exchange Ostmark. But also of the friendly population, of the beautiful







books you could buy, dishes you only got in that part of Germany, like the ubiquitous Soljanka. Many personal feelings that you can safely describe as 'Ostalgie'.

Here in the village of Stein the GDR flag still hangs out, in which the grain symbolizes the peasantry, the hammer the workers and the compass the academics. We take an extensive look at this forever-vanished world of real existierender Sozialismus. While looking around we exchange stories and experiences. Unfortunately I forget to buy a bottle of Rotkäppchen Sekt, which I saw at the entrance...



After a late lunch we head to Belgium, to the town of Lanaken, where a large oldtimer show is taking place that evening. Of course our cars are allowed to be part of it. Streets and squares are filled with hundreds of classic cars and there is plenty to see. To my great joy I even see an extremely rare Brütsch, a mini car for one person, which I had only known from a museum in England until now.

Here the vehicle just drives around! The terraces are also well filled on this warm summer evening and many of us not only enjoy ice cream and cold drinks, but also take the opportunity to have dinner in this pleasant ambiance. There is also live music. Even good old George Baker himself gives an act de présence.

His world hit Little Green Bag is resounding

the evening air! And when darkness approaches, most people find their own way back to Sittard. Often they quickly fill up! So do I. Only €1.71 for E98 is irresistible. Too bad Belgium is so far away from Friesland!

Sunday is warm again. What luck with the weather! Around ten and half past ten the participants start trickling in at Jaak and Linda's. There is coffee! For those who like it - and who doesn't? - there is also a piece of pie left.

Pierre has mapped out today's ride and it is a particularly beautiful one. Who would have thought that the Netherlands could be so hilly - yes, mountainous! -? The route even includes a real hairpin bend and in the picturesque village of Elsloo we even have a considerable climb up a cobbled slope. Although we are driving through it quite quickly, time seems to have stood still here. What beautiful old houses here! It is also nice that the village names here are not only in Dutch but also in the Limburg dialect on the place-name signs. For example, Elsloo is 'Aelse' and we pass through Sjenne (Schinnen), Nattehoave (Nattenho-ven) and Pöt (Puth)! (By the way, we are staying in 'Zitterd', to stay in style.)

Our destination today is a private museum, the mining museum D'r Bickel, dedicated to the history of the Limburg coal mines and the people who worked there, the 'koempels'. Outside we immediately





some mining wagons and trains our attention. Pascal Claessens and his team welcome us warmly. Many of us still have memories of coal stoves, before natural gas came.

I too am familiar with the various types of coal that are displayed in a large container. Egg coal, anthracite, nuts 4. So common to us then and so unknown now. Where the coal bin had once stood outside next to my parents' house, I once found an egg coal. I took it to school and asked my pupils if they knew what it was and what it was for. No child today had even the faintest idea! They could learn a lot from this. Not only from the many objects such as pickaxes and mine lamps, but especially from what is told. It starts with the history of the origin of coal during the Carboniferous. Mining in Limburg is older than many people think and goes back to the Middle Ages, before people went deeper and deeper and the well-known shaft towers were built. We are introduced to the lift, the mine lamps, the story of the canary, the hard work that the miners were nevertheless so proud of. In his enthusiasm the narrator loses track of time a little, and some of us are glad that Jaak secretly pulls a chair over to us so we can sit down... But the story is definitely worth it.

There is time to view the collection and ask questions. Then comes lunch, just like the miners used to: in the form of tasty sandwiches, in



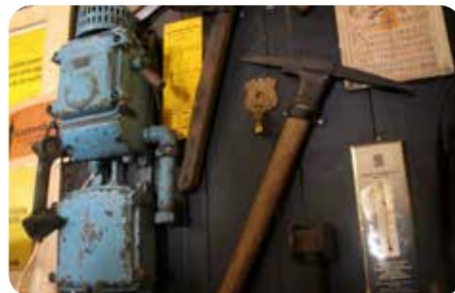
"newspapers" wrapped, the so-called "boeteren". We enjoy it!

Before everyone goes their separate ways – some go home, others back to Sittard for the barbecue – we line up our vehicles in front of the museum for a group photo. Mario sees no problem in taking an overview photo from someone's garden halfway up the mountain.

High above us we see only a head looking out between the bushes! But the photo was successful, as we all could see via whatsapp.

In the afternoon we find ourselves back at Jaak and Linda's in the Haagstraat. To conclude this exceptionally successful weekend, a BBQ follows. Bèr 'the Belgian' not only turns out to be an expert jury member, but also proves to be a gifted cook. The hamburgers and sausages all taste equally delicious. Hans also comes by with satay. Pasta and salad fill the gaps if necessary, but everyone is full and satisfied when they go home.

I myself will stay another night. To enjoy the delicious barbecue on that long,



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



hot day another four hour drive doesn't appeal to me.  
Tomorrow is another day...

We look back on a very pleasant, cheerful and successful weekend. We met or got to know many nice people, a perfectly organized and fun program. We took a wrong turn once (that's part of it!), but no serious inconveniences occurred. Many thanks to Jaak and Linda and their family team! It was hot, it was far, but it was worth it.

Hope to see you next time!

Peter Visser



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# Update Sponsoring & Members

*Now that the holiday period is behind us, it is time for a small update regarding the membership administration and the sponsorship committee.*

## Members:

In the first nine months of 2024, no fewer than eight new members were added!

With a few cancellations this brings the total to 44 members. And given the large turnout at the Limburg meeting I think we will see more and more new faces at meetings in addition to the loyal enthusiasts who meet regularly. In the future we want to expand the membership list with more data about the car(s) of our members. (Color, type, model, year, etc.). More about this later...

## Sponsors:

Some members will have already noticed it on the Facebook page, but the number of sponsors has also grown! In 2024 we can welcome 'Sprangers Metselwer-ken en Meer' and 'Kuipers Verzekeringen' to the club. Great that they support us. So think of them too if you can do something in return.

We have put together various sponsorship packages, so that there is also a choice in the amount that one wants to sponsor.

In short; Enough motivation to continue on this path!

*Peter Klinker*



## Sponsor opties 2024



**Brons - Monza**  
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Andere ideeën voor sponsoring, neem gerust contact met ons op om deze te bespreken: [sponsor@corvair.nl](mailto:sponsor@corvair.nl)





Wat er aan meubilaar kan worden meegenomen in de kofferbak van een Corvair, Lugano, 1968.  
Uit de Collectie 'Corvair Level' van Ball Verhees, Ruud Keers, Jaak Eikelenburg en Hans Aalberts.







# My Corvair Life and Times

Part 2

by Edward N. Cole

We encountered numerous problems, as you would expect with a car that featured so many completely new components and designs as the Corvair. One of the most frustrating mechanical problems we encountered was designing and developing a conventional-looking rear hatch. This required a horizontal cooling fan. It was a real challenge and the final design was a belt fan with a very unusual drive path. We had done a lot of bench testing with the horizontally mounted fan. The durability in straight-line driving was good; the annoying thing that caused problems was the mass of the fan under acceleration. The engine had so much power in relation to the size of the flywheel that acceleration put a lot of force on the belt, which accelerated the fan - so we later changed to the lightweight fan to reduce the acceleration forces.

The second annoying problem we encountered was the hydraulic lifters. They had to lie horizontally without trapping air and had to be quiet in their operation at all times. Problems like this, however, only seemed to add to the challenge and excitement of the Corvair engineering team. My greatest source of encouragement came from these men. They were very enthusiastic about this new design and were confident that it would make an excellent car. Everyone was more or less on the same page. This is what we wanted to do. When we could do it, that was another question.

We tried to develop what we thought was the best package. We had no idea when we would produce it; we just kept refining the design so that we would be ready when the need arose or the corporation felt the project should be continued. The project began to take shape in 1954



to take. It was accelerated around 1955 and we decided on the basic configuration for the Corvair in the spring of 1956.

It was approved by the corporation in late 1957 as a project for further development.



Opposite Ed Cole, at the end of the table, sat some of the architects of his Corvair. Harry Barr, Cole's successor as Chevrolet's chief engineer, pointed to the drawing with a ruler. Next to him sat Ellis "Ed" Premo, responsible for body engineering. On the left sat Robert Schilling, responsible for the Corvair's suspension concept.



There was never any objection or opposition within Chevrolet or General Motors to the Corvair project; on the contrary, there was general enthusiasm because GM had a new and exciting design concept with which to take on the competition in the small car field. The new concept embodied in the Corvair interested me for a number of reasons, not the least of which was the excitement inherent in exploring new engineering approaches. Equally important was the fact that the results provided many advantages not available in other small cars. Among them were agility, traction in mud, snow and ice, easy steering and braking without power steering, a cooler passenger compartment, a flat floor and also a lower profile for smart styling. Another reason was simply that new and different ideas always arouse the interest of the American public.

This would increase showroom traffic, which would benefit sales of all Chevrolet models.

**So the Corvair was introduced.**  
**By the way, the name came from a com-**

**combination of the two most popular names in the Chevrolet line of cars at the time: the Corvette and the Bel Air. The name "Corvair" was copyrighted by GM after it was used on a dream car in the 1954 GM Motorama. The choice of this name was my choice.**

During the last stages of the Corvair's development - from 1956 on - I was no longer in the engineering department. Everybody gives me a lot of credit for the Corvair - which I like, but basically the project was run by the engineering people under Harry Barr, who became chief engineer when I became general manager.

Of course, I had my hands full with my job as general manager at Chevrolet.

It wasn't practical or even possible at the time to get in and do a real technical job. But of course I kept a close eye on the progress and went to the Proving Grounds regularly to test the results.

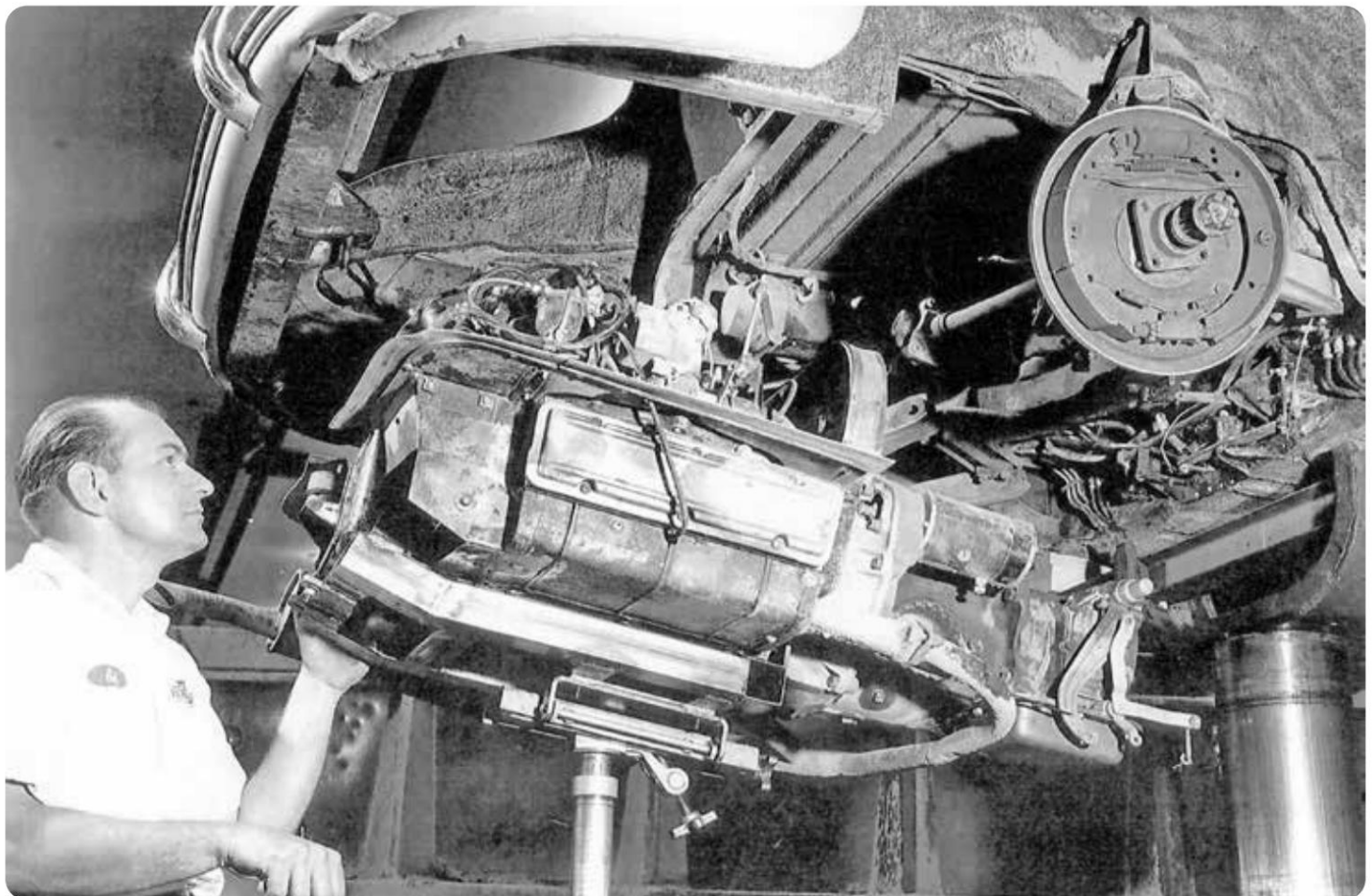
Everyone at Chevrolet was happy with the success of the Corvair project. If there was one area where it didn't quite live up to expectations, it was weight. We wanted a base car

for basic transportation with an integrally constructed body frame to save weight while strengthening the structure. We hoped to get the car into the 2,100-2,200-pound class, as we felt that the economy not only of the materials, but also the fuel economy and overall performance of the car would be improved with a smaller and lighter engine if we could achieve the lighter weight.

Not reaching the weight we wanted to achieve was a little disappointing.

The Corvair weighed about 150 pounds more than the original designs due to modifications to provide greater comfort, visibility and durability. For example, we lengthened the wheelbase by six inches to increase legroom in the front compartment. But reasons and results aside, I don't think the extra weight had any effect on the success or failure of the car.

During our development of the Corvair, we thought more about the functional than the to the sporty, a fact that was confirmed by the late introduction date of the Monza version. In fact, our first



Ed, a Chevrolet engineer, carefully lowered this prototype Corvair flat-six from the engine bay of the Porsche 356 in which he was making his first road trips (as Ed Cole had mentioned). An early version of the Corvair's trailing-arm rear suspension, using springs instead of the torsion bars used in the Porsche, was also installed in the Porsche.

This installation used a manual transmission.



approach to this car wasn't as well accepted as a pure transportation vehicle. I think we missed the fact that Americans wanted a dressed-up car for this sort of thing, something a little sportier than what we initially identified the Corvair with.

As it turned out, of all the Corvair models we built, the two-door Monza was my favorite.

The primary reason for discontinuing the Corvair was declining sales. There were a number of reasons for this, including the negative press, the tremendous success of our Chevy II, and the obvious demand for more performance from the Corvair. To meet the demand for more performance, it would have been necessary to thoroughly redesign and re-engineer the engine and other aspects of the car.

As for the engine, there has been much speculation since then about the cost of production. While it is true that the use of aluminum in the Corvair engine made it

more expensive, there were compensating factors caused by the simpler design, the omission of the radiator, and so forth. All factors considered, the Corvair engine was price-competitive with engines in similar cars. The cost of the engine was by no means a factor in the discontinuation of the Corvair.

Our Corvair experience was the most valuable. The car was essentially meant to be the American Volkswagen. We felt it fulfilled that need and could have continued to fill that position very well if it had not been so fiercely attacked by critics and if it had perhaps been given a little more TLC.

But we were in a dilemma. The critic is always right, or at least his position is considerably stronger than that of the person who is forced on the defensive.

All in all, we learned a lot from the Corvair. It was a source of excitement and pride for everyone involved in its development.

keling contributed to it. In retrospect, perhaps the biggest thrill for me personally was the first concrete evidence that the Corvair really lived up to our expectations. This came when I tested a modified Porsche that incorporated the new Corvair engine and rear suspension while we waited for our first pre-test prototypes of the Corvair to be completed. I drove this car at the GM Technical Center and Milford Proving Grounds in late 1957 and at Pikes Peak, Colorado, in early 1958. It ran beautifully.

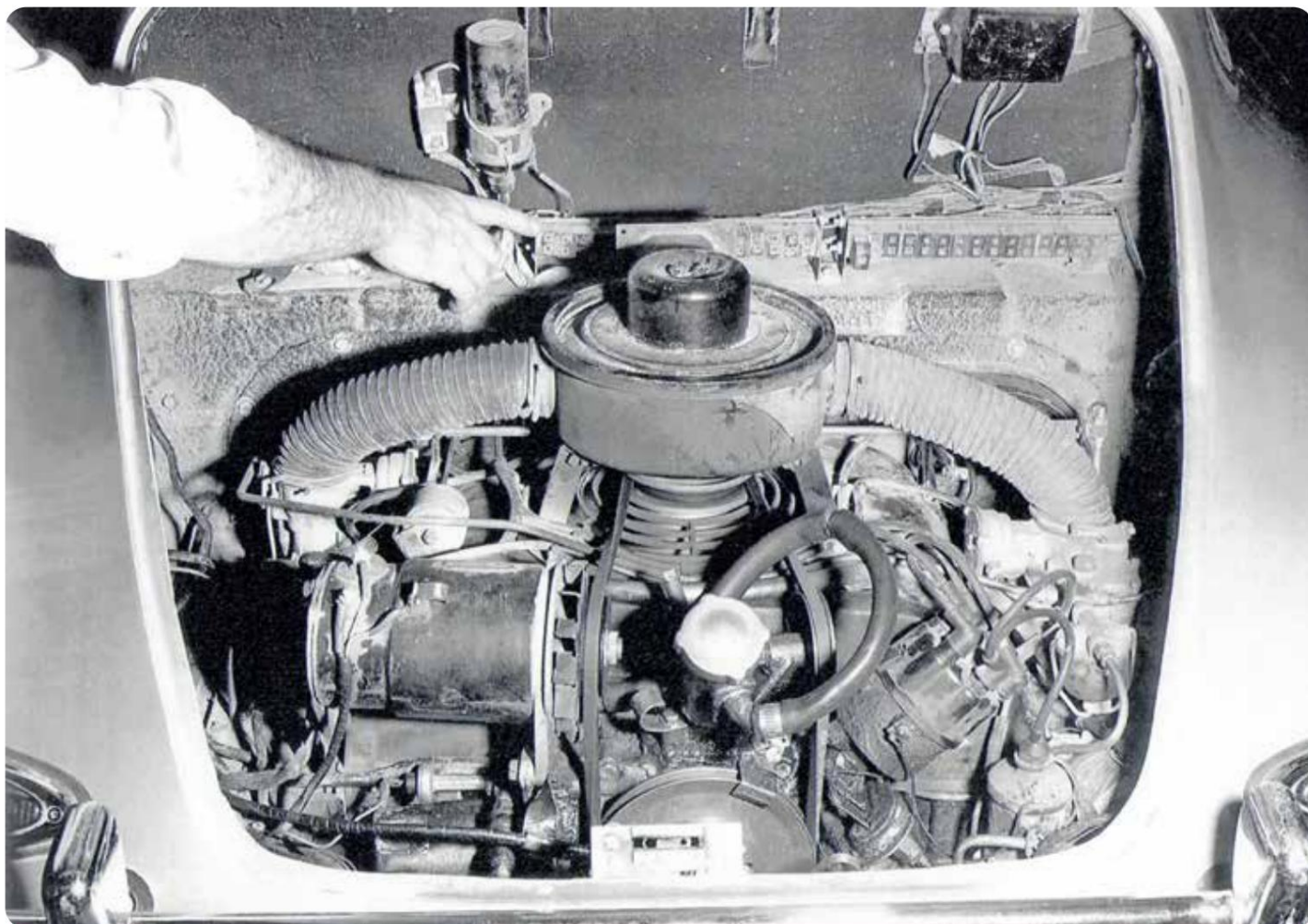
**I knew we had a winner.**

**I'm never of that changed my mind.**

*Edward N. Cole*

**To be continued in the next page**  
**Ralf Verhees**

*Story from the book Corvair by Chevrolet*



An engineer pointed to a bank of connectors across the firewall for temperature measurements on the prototype Corvair engine installed in a Porsche 356. This engine had twin carburetors drawing air from a single central cleaner. More than one Porsche was used in the GM test program, which evaluated not only the drivetrain but also other chassis elements of the future Corvair. Contrary to popular rumors at the time and later, Porsche had no part in the Corvair's engineering.



# The V-belt and its proper routing through the Corvair.

*We are picking up the quiz from the past Corvair weekend again. The subject now is: know your own Corvair. Four questions. No, don't walk to your car first. If you know all the answers, you will go towards honorary member. If you don't know the answer to multiple questions, you will earn extra penalty points for free.*

along.

**1. Is your Corvair equipped with a DC or AC alternator?**

*This should be ready knowledge so that point is in. If not, shame on you.*

**2. Does the dynamo rotate clockwise or counterclockwise when viewed from the pulley side?**

**3. Does the alternator fan suck air out of the alternator or blow it into it?**

**4. Is the fan and pulley on your alternator the correct one for the Corvair?**

*In this article I will take you on my long search for the solution to my V-belt problem and these questions will be answered. Because the V-belt has never turned its rounds in my car in a trustworthy way. And I will have had the car for 25 years soon!*

During the Corvair weekend in Zeeland it happened again. While I was not driving fast the string came off and was even broken. With a group of six! enthusiastic carers at the scene of the crime my new spare string was put on where luckily I saw the next day that the inside of the string was facing the outside. Oops, quickly put on well, the damage remained limited.

A few days later with my grandson to the Louwman Museum. Barely on the A12: Again !GEN/FAN! The new string had not lived a weekend yet.

Also broken again. Luckily Ruud Keers had lent me a spare string in Zeeland. My grandson couldn't believe that we were riding again after fifteen minutes.

What kept me busy was whether we would still make it to the museum. We did and even the way back home. The string was quickly returned to Ruud. Not another meter of driving before this string mystery is solved. Moreover, I was out of strings, so new ones had to be ordered.

But was the SPZ 1412, which had now broken down twice, actually suitable?

There is a lot of discussion on the Corvair forum in America about 'belt issues'.

There is agreement that the 3V560 is the best type for our car. So buy it. In the US you can get it from

Gates, but that doesn't work in the Netherlands.

After a tip from Jaap Slob I came across the website of Optibelt, a large German manufacturer of automotive belts. They had the 3V560 and also the SPZ. The differences between these belts were described in detail. Then the penny dropped. In the American industry, pulleys and belts have a slightly sharper profile than in Europe. The advice is: an American 3V560 on a European pulley is possible, but a European SPZ on an American pulley is not a good idea. So I was wrong with the SPZ belt in a Corvair engine. In the meantime, Ruud Keers had two Mitsubishi 3VX 560 VSN belts shipped over from Clarks that are now on our cars. As a spare belt I bought the Optibelt 3VX XEP 560. Both with toothing. All's well that ends well?

No, beware of 'jumping to conclusions'.

Because what bothered me was that the belt, when the engine was running, was skipping out between the dynamo and crankshaft pulleys. Halfway it was vibrating back and forth for at least two centimetres. On the dynamo console, where the belt runs from the pulley, there was also a shiny polished track visible. The belt was touching the console there.

Very wrong indeed. The belt also came off the crankshaft pulley at an angle on the right side. So it is too long.

It all didn't sit well with me and I was dreading the Corvair weekend in Limburg. Just before we left for Sittard I improvised a 'belt guard' that forces the belt onto the crankshaft pulley.

And that for a string that experts say is the only correct one.





Symptom control of course, but we wanted to go to Sittard and arrive there too. That worked, the rides in Limburg too and we even got through the journey home without fail. During the Corvair weekend I did the necessary comparative product research, by looking under many bonnets but I discovered nothing and no one could tell me what was wrong with me. When I got home I removed the belt guard at the crankshaft. It showed a worn track and there was rubber powder on it. Clearly this thing was our saviour during the weekend.

When I examined the string I saw that the wear process was already in full swing.

The blue paint that was still covering the entire width before the weekend had already partially come off and I saw a frayed edge in the making.

**Again: stop driving, continue looking for the causes.**

The string could no longer be the problem.

Then the pulleys come into the picture. Some Americans on the Corvair forum (20! responses) wondered if it could not be caused by the harmonic balancer I overhauled myself, years ago. But no, no runout, not axial, nor radial. The fan bearing?

Renewed last year. The tensioner? No play, no wobble. The dynamo then?

Bingo! A swinging pulley. This image fits perfectly with what goes wrong with the belt when it goes towards the crankshaft. So put on a new pulley and all's well that ends well? No, now watch out for 'jumping to conclusions'.

In my search for a new dynamo pulley I come across a Youtube film about the Corvair where among other things the V-belt routing is explained and how to tension the belt. You do this by pulling the tensioner pulley backwards by hand (so without tools!) and then tightening it. You check the belt tension by hooking your left finger behind a fan blade of the dynamo and trying to turn the dynamo towards you, slipping over the belt. If that just works, it has the right tension.

I look again at the fan in the video and then at the fan on my dynamo. How strange, I can't hook my finger behind a fan blade at all.

In my case the blades point the other way. It's starting to dawn on me. The dynamo itself is fine, but not in a Corvair. Because there it turns counterclockwise. Fortunately, it doesn't matter to an alternator whether it's CW or



CCW is running (reduction of penalty points if you know these abbreviations). However, the fan is now trying to blow air from right to left into the dynamo, but that has hardly any effect. That explains why I came across two broken diodes during the dynamo overhaul a few years ago. In the meantime, the Americans teach me that during the conversion from DC to AC dynamos, which also happened to my car, many dynamos with the wrong fans ended up in Corvairs. Used dynamos were often used and there are many more CW than CCW dynamos in circulation and the difference is not noticeable.

because the belt keeps coming off. In a drawing he shows that his dynamo pulley is too small. The belt therefore runs incorrectly on and off the engine fan and crankshaft pulley and therefore also becomes too long.

A clean circuit is then completely lost with all the misery that entails. The pleasure of recognizability, I have such a dynamo too!

Gradually, 'conclusions' can be drawn. Wim Boon was kind enough to give me a redundant CCW dynamo.

You see it when you understand it, Cruijff would say. Many dynamos have been placed on consoles of DC dynamos and then nothing remains of a good belt run. My dynamo is on the right console; that mistake was not made.

But there is something even more important than the dynamo fan and the Americans on the Corvair Forum don't mention that. I have to get that from the Corvair Center Forum. There someone asks if he has the right dynamo pulley





mo to offer that I don't need on second thought. I ask him the diameter of the pulley: 76 mm. I measure the pulley of my dynamo: 66 mm. It's fine.

Conclusions: The fan is wrong, the pulley too small. And it also swings. The solution is not far away. In my stock of parts I come across a dynamo of which I do not know the operation, but there is a correct fan/pulley set on it.

So transfer. That appears to be one component while the wrong fan and pulley are separate components. The right combination is now in my car and everything runs like a charm.

The engine sound is also cleaner. Installing the wrong dynamo is something I can add to the list of stupid things they did to this car on the other side of the world. But maybe still jumping to conclusions



us? No, I fully expect my 'beltissues' to be a thing of the past.

After almost 25 years, finally having confidence in my car, I'm ready for that. And whether the SPZ belt is really that unsuitable for our cars? They were certainly not the cause of all the misery. Finally, one last quiz question. On the insulation plate under the bonnet, just above the dynamo, a large black spot had developed over time. When I ran my hand over it, it was covered in black dust. How did that happen?

***And so everything falls into place.***

***Wim Smit***



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# Secrets of the 1966 GM Electrovair

## a pioneer in the field of electric vehicles

*General Motors is moving toward an all-electric future, but the journey won't happen overnight.*

That's not surprising, but GM has been working on electric vehicles for over a century. One of those electric vehicles was the 1964 Electrovair.

As the name suggests, the car was based on the Corvair, which was interesting in its own right because it had a rear-mounted engine and air cooling. The Electrovair went one step further, replacing the engine with a 90 hp (67 kW / 91) electric motor powered by 450-volt silver-zinc batteries.

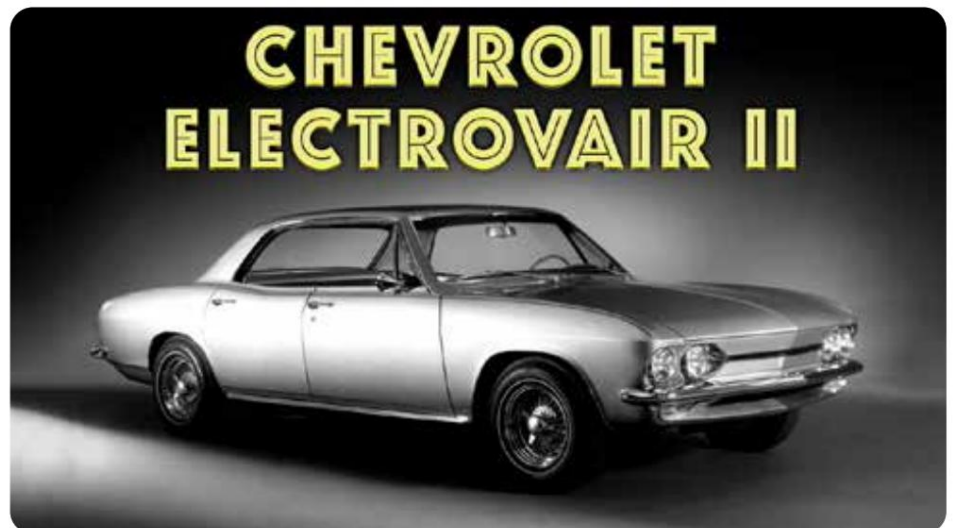


### Two years later followed GM with the Electrovair II

While Electrovair I was based on a first-generation Chevrolet Corvair sedan, Electrovair II was built around a second-generation Corvair: a slightly modified 1966 four-door hardtop in Marina Blue.

The most striking feature of the Electrovairs was undoubtedly their batteries. Both used silver-zinc cells, a type more common in aerospace and military applications.

Electrovair II used 286 silver-zinc cells connected in series and arranged in 13 trays with 22 cells per tray. Seven battery trays were mounted in the forward luggage compartment, while the other six trays were installed in the rear engine compartment to more evenly distribute their considerable weight: approximately 680 lbs. The total



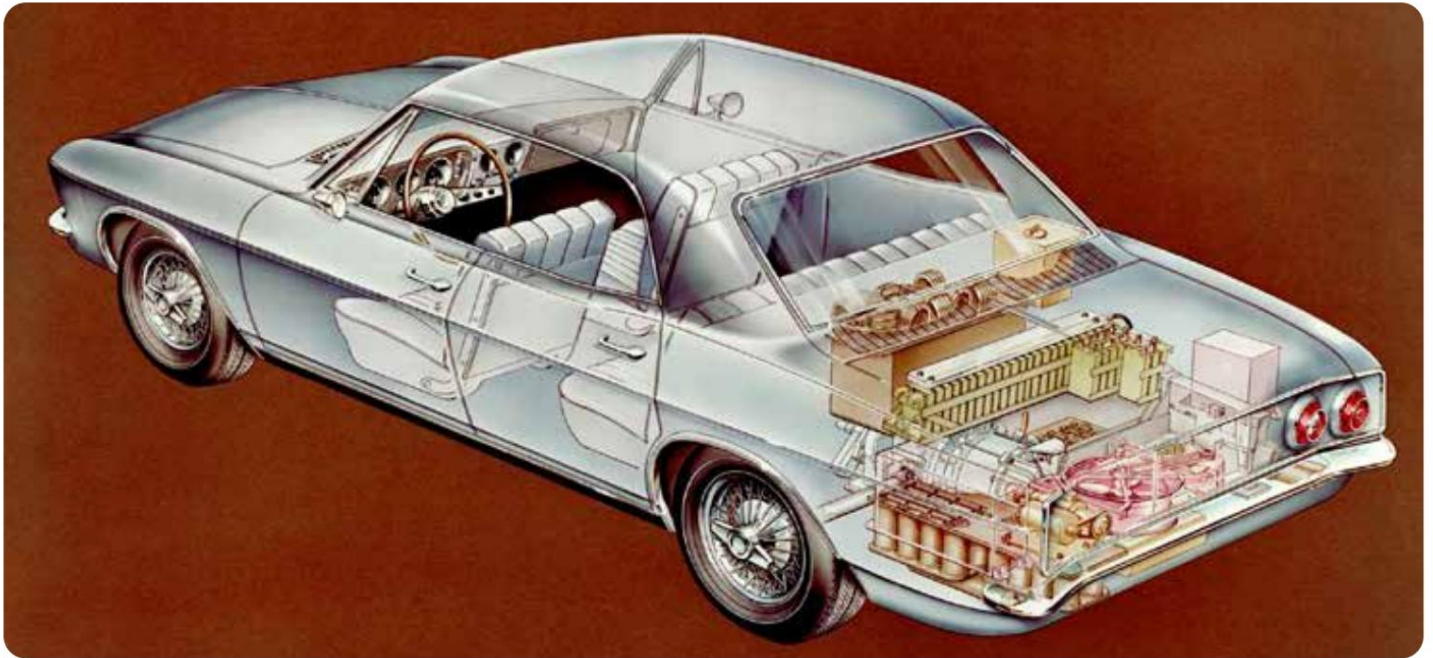
The 530-volt pack's capacity was 26.4 kWh (kilowatt-hours). For comparison, the 2022 Chevy Bolt EV has a 65-kWh battery in a more space-saving package. With five of the six battery trays in the rear engine compartment removed, we get a decent view of the engine, a 115-horsepower, four-pole, three-phase in-

transmission unit built by GM's Delco Products Division and mated to a specially designed transaxle. The inverter, motor controller and oil cooling system were also tucked away in the rear compartment, leaving the cabin free for the usual five passengers.

The road performance, including a 0-to-







60 mph time of 16.7 seconds, was described as comparable to a production Corvair with automatic transmission, although the Electrovan II's top speed was limited to 80 mph by the engine's 13,000 rpm limit.

With 680 lbs of batteries, 315 lbs of electronics and cooling equipment, and a 130 lbs engine, the Electrovan II's biggest drawback on the highway was its weight: about 3,400 lbs, about 800 lbs heavier than a production Corvair.

There were other problems, too. Range was limited to 40 to 80 miles, partly due to a lack of rain - rational braking, which the project engineers refused to do. (They saw rain - rational braking mainly as a way to replace conventional engine brakes - (GM's windup report on the project (SAE No. 670175) also cited long charging times of six to eight hours, limited charge cycles and resulting short battery life, and high material costs as obstacles to further EV development at the time.

But yeah, that was the state of the tech - niek in 1966. Incidentally, Electrovan II is still in fine condition and can be viewed in the automaker's private vehicle collection at the GM Heritage Center in Sterling Heights, Michigan.

**Ralf Verhees**





