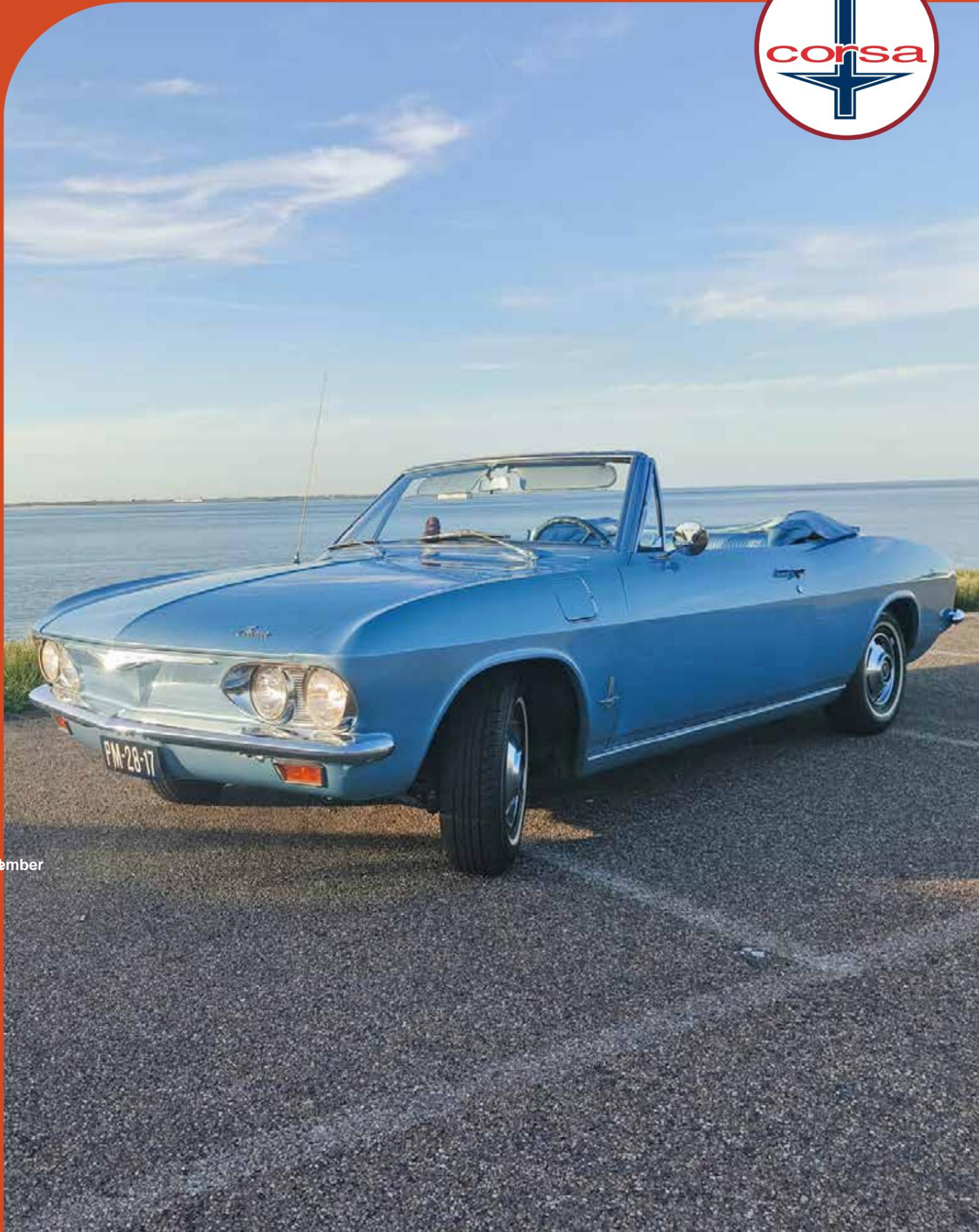




CORVAIR MAIL





Last month was the first Corvair Knowledge & Coffee. This club afternoon is meant to transfer knowledge and information among the club members. This report does not go into the subjects, but is more an atmosphere impression of this day.



On Sunday, November 10, more than 30 club members and supporters gathered in the fifties "clubhouse". It was late in the season, but some club members still dared to travel with the Corvair.

The space was beautiful and well suited for Knowledge and Coffee. The start was in and around the bar and the jukebox played some music. After having spoken to each other a bit and many new names now having a face, Wim Boon kicked off the first K&K. The workings of the Carburetor. Everyone listened attentively and many notes were taken.



After a short break Wim Smit brought the next subject to light. The ignition. This presentation had besides a nice explanation also a unique demo setup to show the working of the advancing. A "willie carrot" like device that was of great interest to other club members.

The afternoon flew by, and we actually had too little time. A sequel will be in it with the K&K 2. We will adjust and fine-tune a few things, but we can say that K&K 1 was a successful afternoon. Thanks to all members who were present and for the well-filled donation pot! A sound system / microphone will be purchased from this so that everything will be even better audible in the future.

Wim and Wim thanks for your technical explanation, and until the next K&K!

Ralf Verhees & Linda Sprangers

Late model (convertible) parts offered for sale .

Want to know more? 0651119644, wimfsmit@gmail.com



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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

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Club website: www.corvair.nl

Members login: Rampside

From the steering committee

Since the previous club magazine, the steering group has mainly been busy setting up and developing the Knowledge & Coffee meeting. An idea was transformed into an afternoon. A location was arranged and even a new logo was created. The logo was added to the merchandise options after the many positive reactions. This can be ordered via the website.

Now that we are talking about the website, this has also received a major addition. The members section is active again. Here you will find 4 categories consisting of: Suppliers, Technical items, Clubs & Forums and the Archive. Everything can be downloaded again as on the old members page. Everything has also been checked, links removed and added. Finally, the latest club magazines are also there again.



The password for the members page: **Rampside**

This password will be used until the March 2025
edition, which will contain the new password for the
year 2025 (until the March 2026 edition).

In January we will send out the contribution email
again and we hope of course that you will remain a
member in 2025. We have set up a good
foundation in 2024 with the steering group and
members. As it looks now, we will have another
members meeting in February. An email with the
date and location will follow.

As a steering group, we will conclude the year
2024 and prepare for the new year!

On behalf of the steering committee, happy holidays
and a good start to 2025!

The Steering Committee

Mika van Hoorn hereby introduces himself:



Mika is probably the youngest club member that we can be very happy with. As you can read below, he dares to tackle because a lot of work has already been done on this Corvair by him.

Read and enjoy his story that he wrote.

I am Mika van Hoorn, 22 years old, and I live in Julianadorp. In daily life I work as a gardener at Landgoed Hoenderdaell in Anna Paulowna. Since June 2024 I am the proud owner of a Chevrolet Corvair Monza Convertible from 1965.

From a young age I have been crazy about old cars, especially American ones. I just don't like the cars of today and they have little charisma. In September 2023 I got my driver's license and from that moment on the search for a car could begin. My parents wanted me to start with something small first, to gain experience. In addition, the insurance played a role: I could not insure an American classic car as a daily car because of my age. I also did not have a garage at that time and the car would become my daily means of transport.

Eventually I came across a Mitsubishi Colt Olympique from 1983. Unfortunately I had a lot of bad luck with this car. It was at the garage for more than two months and parts for this model were hard to find. I finally succeeded and then it was going to be sprayed. When removing the side screens and window frames it turned out that the Colt was in pretty bad shape. For the money I spent on repairs and spraying I could also have bought a very nice American.

After discussing the options, it turned out to be better to buy an American classic car. The Colt was sold, but with a bitter aftertaste. I had bought it as a "hard car," but unfortunately that was not the case. Only at the painter, when the screens were removed, did you see the real state of the car.

After consulting with my parents, I decided to look for my dream car. Together with them I looked at what I wanted and what was available within my budget, because I am also saving for a house. Then I found this Chevrolet and I was immediately excited. I went online to find everything I could find about it

the Corvair and only became more enthusiastic, precisely because you don't see it often. Together with my father I went to Alphen aan den Rijn where the car was for sale. We looked at the car from all sides and decided to buy it.

I took him with me the same day men.

The Chevrolet took some getting used to after my old Colt: it is a lot bigger and has more power. In the meantime I had arranged a garage and bought a Daihatsu for daily transport, so that I could put the Chevrolet under a classic car insurance. I think the car is beautiful. It is difficult to explain why, but it has to do with the lines, the chrome, the color and the fact that it is a convertible.

The day after I bought it, I wanted to put the Corvair in the garage, but my mother saw a drip trail. It turned out to be gasoline. The owner of the garage, who also has a classic car, helped me look. The previous owner had put a piece of carpet in the car and secured it with screws, right in the gas tank.

We had the tank removed and the holes soldered shut.

In the meantime I have visited some meetings in the area and participated in a historical tour in Den Helder. Now I am busy restoring the car further. I also bought this car as a "hard car," but it turns out that it needs more work than expected. There was little to see from underneath, but there are rubbers and other parts that need to be replaced.

I decided to tackle this because





This car is not going away.

When I removed the carpet (which was screwed down everywhere), it turned out that the floor needed to be repaired in some places. There were also bad spots in the trunk. Via Facebook I found someone who helps with welding. The trunk has now been welded and looks neat.

The bottom is due at the end of January. The tank has also been replaced, but something still needs to be done to it, because the stabilizer bar doesn't fit underneath now.

I found rubbers, hoses and new upholstery at Clark's and California Corvair Parts. The coming months

I'm spending on further restoring the car. Hopefully I can go to some Corvair club meetings next year.

Furthermore, I would like to show my car to my grandparents in France. Therefore, the car must be in perfect technical and engine order.

I enjoy every moment of driving the Corvair, the sound of the engine and how it handles the road. My parents help me find parts and enjoy going to meetings.

When my Daihatsu needs replacing, I want a classic car as my everyday car.

I just don't know which one yet. I'm enjoying

so much more of old cars. The Corvair is my fair-weather car, perfect for a nice drive, like along the dunes.

Gr. Mika

Didn't write too much in the headline about Mika's story. Everything sounds much more exciting and we also hope to meet Mika and parents next year.

And of course that trip to France should be possible. Mika and parents we welcome you to our beautiful club.

Greetings Jaak.

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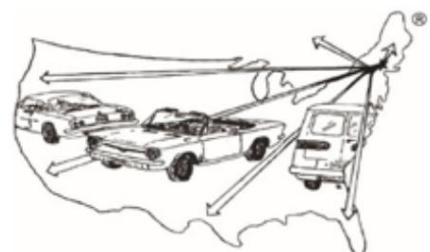
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Cord 8/10 Sportsman - Corvair Power

We have an "odd duck" in our club that still often appears at the meetings. Is it a Corvair, not on the outside, but on the inside it is certainly a Corvair powered vehicle. What is it, we dive back a bit in time and go to the beginning when Cor and Rita had seen the Cord. Yes, it is not a typo, Cor had found a Cord.

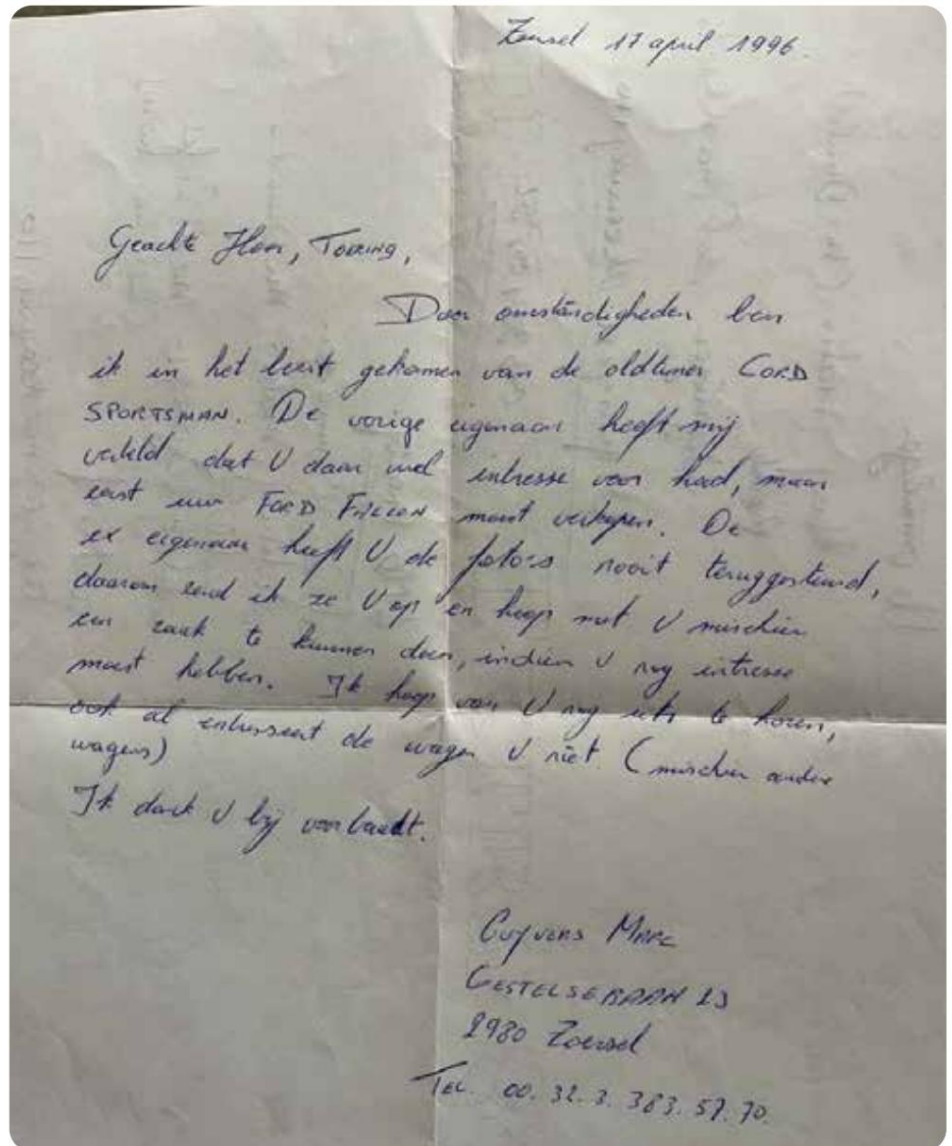
Here is a letter about how it all started. But for the club members among us, what is a Cord now and where does it come from. We dive even further back in time, 1936 and 1964 to get a piece of history of this special Cor(d)vair.

For the story of Cor and Rita, dive back into our club magazines September 2016.

This is a short story about the Corvair-powered Cord 8/10 Sportsman replicator, announced in the press in September 1964 and produced by the Cord Automobile Company until 1966. It was an 8/10th scale replica of the "immortal coffin nose" Cords produced in the 1930s.

The sensational Cord 810 of 1936

The original Cord 810 caused a sensation when it first appeared at the New York Auto Show in November 1935. Unlike earlier classic American cars, this was no limousine driven by a cocky chauffeur. That kind of car had fallen out of fashion with the Great Depression. No, the Cord 810 was meant to be driven by its owner; a driver's car.



Like the hugely successful Miller Indy cars, it was front-wheel drive.

It was powered by a Lycoming V8, a sister company that made aircraft engines. It had a Wilson electrically operated pre-selector transmission. The instrument panel was full of gauges.

And it was so streamlined, so low.

No one had ever seen a car like it. It had pontoon fenders up front, just like an airplane. Retractable headlights added to its streamlined appearance. The rear of the car was just as sleek, with flush-mounted taillights.

The radio antenna was mounted behind a grille on the underside of the car where it was out of sight. The gas cap and door hinges were hidden. And instead of a conventional chrome radiator grille, it had horizontal louvers that wrapped around its box-shaped hood. It became known as the "coffin-nose" Cord. The styling team was led by Gordon Buehrig, whose career extended into the 1960s and who is also credited with his work on the 1956-57 Lincoln Mark II coupe.

Like most radical designs, the Cord 810 had teething problems that tarnished its reputation. It was offered for only two years, in 1936 and 1937. In its second year, it was joined by a supercharged version - the Cord 812, but



Cord Cabriolet 1937-Super-Charged by Prince Bernhard-1

Sales continued to slump. The recession of 1937-38 didn't help. Production was stopped and the bodies were sold. But the coffin-nosed Cord was not forgotten. It became an instant classic.

Glenn Pray's Dream

When the Auburn Automobile Company went bankrupt in 1937, a man named Dallas Winslow, a Buick dealer from Flint, Michigan, purchased some of the remaining assets, including the entire inventory of parts for Auburn, Duesenbergs, and Cord automobiles. The price was \$85,000 plus another \$25,000 for the Auburn administration building. Thus, the Auburn-Cord-Duesenberg Company was formed. ACD Co. continued to offer parts and service from its Auburn, Indiana, facility into the 1940s and 1950s.

In 1960, Glenn Pray, a schoolteacher who was a great Cord enthusiast, purchased the remaining assets of the Auburn-Cord-Duesenberg Company from Dallas Winslow and moved them to a vacant pickle factory in Broken Arrow, Oklahoma. This would remain Pray's base of operations into the future. The venture was financed in part by a partner named Wayne McKinley.

Glenn Pray could probably have prospered by simply selling parts for these classic cars, but he had higher ambitions. He wanted to build replicas of them for paying customers. And to make his dream come true, he chose the boldest, most beautiful of them all. The Cord 810. While retaining his interests in ACD, Glenn Pray and several inventors formed a new entity to design, manufacture, and sell the replicas.

What's in it?

It was important to Glenn Pray that his replica be a front-wheel drive car, just like the original. However, during the planning stages, no front-wheel drive cars were produced in America.



Cord 1937 and 1966 - the differences, same width, length certainly different

built. The Oldsmobile Toronado had not yet been built. Mr. Pray had to be creative.

Fortunately, Chevrolet was still producing Corvairs at this point.

The original Cord 810 had a unitary drivetrain, meaning that the engine, transmission, and differential were all bolted together as one unit, with the transmission in the front, the differential in the center, and the engine in the rear, much like the Corvair Uni-Pack drivetrain. So it made sense that Glenn Pray would choose the Corvair drivetrain as the basis for his replica of the original car. It was simply a matter of putting the Corvair drivetrain up front instead of in the rear.

The next challenge was designing the suspension. The original Cord 810 had an independent front suspension with half axles. In order to steer the front wheels and transfer power to the road, the axles were equipped with cardan joints instead of simple universal joints. Otherwise the suspension was simple: nothing more than a single trailing arm on each side. The suspension was provided by a transverse leaf that was attached to the chassis in the middle and connected to the ends at

trailing arms. You could argue that a DeDion setup like the one found on the earlier L-29 Cord was a beefier setup. In the rear, the original Cord 810 had a simple live axle suspended by semi-elliptic leaf springs, like a Dodge minivan. Glenn Pray's replica was more modern in the suspension department.

Like the original, it had an independent half-axle front suspension, but instead of trailing arms, each wheel was supported by upper and lower control arms. Pontoons fenders don't leave much room for springs, so Pray's engineers specified longitudinal torsion bars, like those on Chrysler products of the era. At the rear was a live axle supported by control arms and a Panhard rod.

Like its predecessor, the 8/10 had a conventional steel frame consisting of

long box sections running from front to rear, cross members, suspension mountings, and body pads. The frame weighed about 400 pounds (181.4 kg). Nevertheless, the entire car was quite light at 2,100 pounds (952.5 kg).

the outside of the right and left





Beauty of plastic

It would have been more authentic if the body of the 8/10 had been made of steel, like the original. But this would have been financially impossible for a small newcomer like Glenn Pray. He had to think outside the box.

About the same time, U.S. Rubber Company was promoting a product called "Expan-ded Royalite" as a suitable material for ship hulls and heavy truck cabins. A special car made of Royalite would be a good promotional tool for U.S. Rubber. And so it was born.

Expanded Royalite comes in large sheets. It is a laminated ABS-based plastic with a cellular inner core between the inner and outer skins. (ABS stands for acrylonitrile butadiene styrene). Today there are probably dozens of plastics that would be suitable for molding auto bodies, but in the 1960s Expanded Royalite had a unique combination of properties. It was advertised as exceptionally stiff, lightweight, and resistant to weathering, salts, alkalis, and most chemicals. But its main selling point was that it was easy to form into shapes using conventional vacuum forming techniques.

This meant low tooling costs for small volume production.

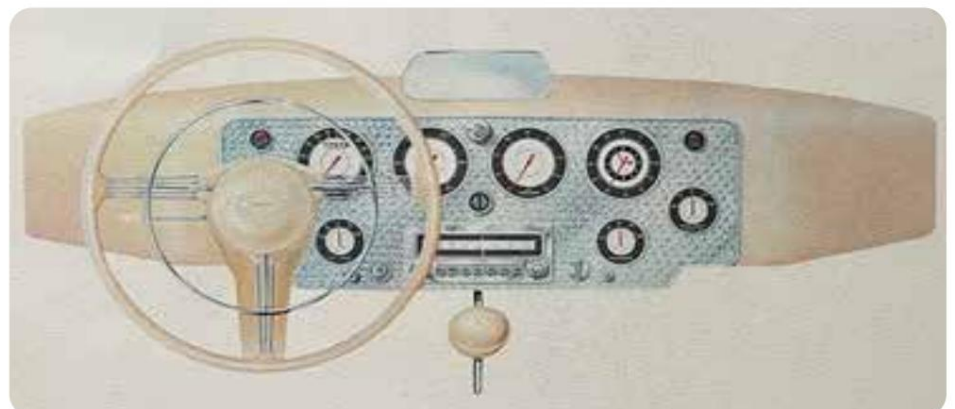
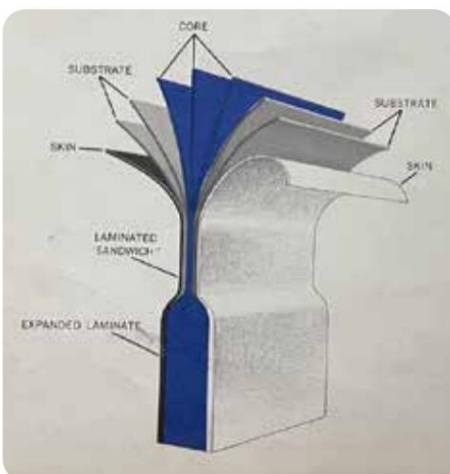


To get the ball rolling, Glenn Pray provided an original Cord convertible to US Royal to serve as a pattern for the 8/10 replica. US Royal's Consumer and Industrial Products Division in Mishawaka, Indiana, took over from there. To get the dimensions right, they made an 8/10 scale clay model of Glenn's donor car. They then made a plaster mold with five pieces to accommodate the dimensions and properties of Royalite panels. Finally, for production purposes, they prepared an epoxy vacuum mold in which Royalite panels were formed into individual body panels. Each piece took approximately five minutes to form. The pieces were assembled into a complete shell using epoxy adhesives and standard mechanical fasteners. The complete body weighed

only 200 pounds. .S. Rubber produced the bodies for all Cord 8/10s at their Mishawaka plant and shipped them to Glenn Pray's Oklahoma plant.

There they were mounted on rolling chassis units which were assembled by Pray's personnel. The rest of the work was carried out there, in Pray's workshop.

Glenn Pray and his crew did their best to use widely available parts to make maintenance and repairs easier for future owners. Of course, some parts were unique, such as the NOS Cord instrument panel with its full complement of gauges. Aside from its smaller size, the Cord 8/10 was a fitting tribute to the original car.





Rave reviews

Car magazines like Motor Trend and Automobile Quarterly gave reviews when the Cord was released 8/10. Besides being true to the original style, they were also well finished with quality components. Although the body was plastic, this was no kit car.

The magazines praised them for their comfort, handling and acceleration. Pray didn't skimp on the engines - Cord 8/10s came with the powerful 140 Cor-vair engine, with the turbocharged 180 as an option.

Whether they were really that good is debatable. Some people who have driven them are not that impressed with their handling. But no one can deny that they attract attention.

They are really beautiful cars.

Aftermath

Glenn Pray and Wayne McKinley were not the only ones financing the Cord Automobile Company. There were other investors, and a dispute arose when sales did not meet expectations. In January 1966, Pray was fired, and six months later, in July 1966, the Cord Automobile Company ceased production after only 97 cars had been built.

But that wasn't the end of the Cord story. In March of 1967, the assets of the Cord Automobile Company were purchased by a new venture backed by William P. Lear of Lear Jet fame. The name of the new company was Sports Automobile Manufacturing Company. SAMCO produced another 13 Cord 8/10 Sportsman cars, probably to use up existing inventory, and then introduced two new Cord replicas. Known as the Cord Warrior and Cord Royale, they were not nearly as faithful to the original Cord design of the 1930s.

Apparently the car buying public didn't care. They bought 400 of them, so sales were much better than Glenn Pray's 8/10 Sportsman. Still, around 1974 SAMCO decided to go into campers.

produce instead of Cords and no more Cords were produced. Meanwhile, after leaving the Cord Company, Glenn Pray began another venture - building replica Auburn Speedsters. Production continued from 1968 to 1981. At the same time, Pray's Auburn-Cord-Duesenberg Company continued to sell parts and services to the company.

pen for the original cars built in the 1930s. Glenn Pray passed away in 2011. ACD Co. is now owned by his son, Doug Pray.

From time to time, investors announced plans to introduce another version of the classic Cord 810, but none were ever built in large numbers. On or around November 25, 2016, another entrepreneur announced plans to build Cord replicas.

Maybe, but they certainly won't be Corvair powered!

Ralf Verhees

Contributions and photos by Cor and Rita

[This article originally printed in the December 2016 issue of "the fifth wheel," newsletter of the Lehigh Valley Corvair Club, Allan Lacki, editor.]



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Corvair Late One over de Duivendrechtsevaart @ Arsath Ro's 1968 / Stadsarchief Amsterdam
't de Collectie 'Corvair Live!' van Ralf Verhees, Ruud Keers, Jaak Eijkelenburg en Hans Aarsman



Hereby Govert and Connie introduces herself:

In the previous magazine there was no story of the new members. Not that there were no new members but because of the busyness of me and the new members who did not immediately have the time to send something in. This contribution is completely voluntary and glad that the new members are willing to do this and for us nice to read who those members are. It is also wonderful when the members write this so enthusiastically like this story of Govert, read and enjoy it:

Dear Corvair Club Members,

My name is Govert Rijken, I am 66 years young and have been married to Connie for over 40 years. We have three adult children, two granddaughters and a grandson on the way.

Living in Bennekom, a village on the Veluwe between Ede and Wageningen.

I am an entrepreneur in real estate maintenance on a project basis, business and privately.

My hobbies are sailing (boat in the harbour of Wageningen), golf, you know, marbles for old men. For over 40 years I have been tinkering with Citroen DS, I have owned several of these over the years and now I still have a DS estate that I still drive regularly. And now the latest hobby is of course the Corvair Monza Cabrio.

A bit much it seems but waves are on a very low flame and our youngest son sails a lot with the boat and we only rarely. So I still have room for the latest hobby our Corvair.

I was looking for something completely different than a DS, my preference was for a convertible and of course a classic. After a period of googling, my eye fell on an offered Corvair and this car knew

I didn't at all, but it did appeal to me, the line of the bodywork and also the size.

The color blue with the white upholstery also liked, so I made an offer but got no response.

Then after two weeks I sent another message that I was interested, and after viewing I could increase the offer to Euro. And lo and behold I did get a message back.

I was able to view the Corvair in the Flevopolder and made an appointment.

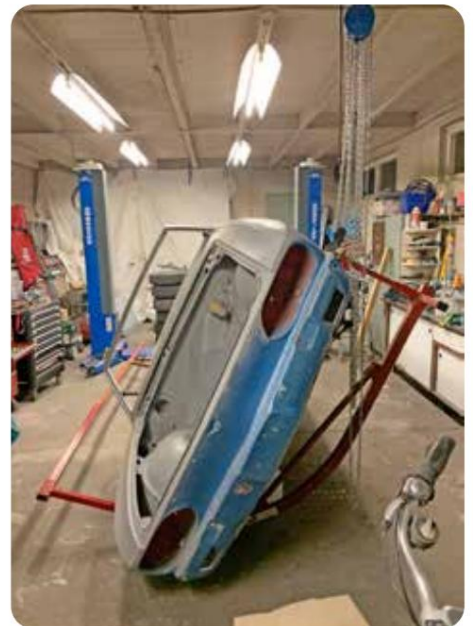
The saleswoman turned out to be the daughter of the owner who was selling the Corvair due to lack of space. The appointment was at an industrial estate where the daughter arrived with the Corvair.

I was actually sold right away what a nice car this is. I took it for a test drive, it shifted well, braked badly but I thought the sound of this engine was great. The battery was so bad that she couldn't stop the car but when she bought it she would make sure a new one was installed. It was clearly audible when neutral that there was wear on the pressure bearing of the clutch, (this had also been reported in advance).

I looked at the sheet metal and the bodywork and saw that a lot of work needed to be done, my son who was traveling with me indicated that he should not start it and that he should think about it carefully first.

But as I said I was sold and asked "what can he go for" and after a few exchanges regarding the amount the deal was closed. The following Saturday we went to pick him up.

There was no new battery in it, but I was prepared for this and had brought one with me because you never know.



This did reduce the price a bit, so that's okay. The Corvair was transferred and paid for and on July 27 I became the owner of this Corvair Series 105 Monza Convertible

license plate DH-28-03, built on 30-06-1965, with its first transfer to a Dutch license plate on 15-10-1992.

The owner (who is now present) gave me a folder with his purchase details and valuation report from 24 years ago, when he bought it from Aldering in Brummen for 24,500.00 guilders.

The Corvair was a bit jerky, but with a little more gas it got better and on the highway I pressed the gas pedal hard, after which the engine kept starting after a loud bang.

ran better. After a ride of over an hour the engine ran like a charm. I then made short trips with it, it was still the middle of summer and enjoyed it.

During my last ride I was caught in a heavy rain shower, I quickly closed the hood and quickly returned home, in just ten minutes I had wet feet in the water

came in.

It was already October and yes no more rides and so time to start this project. I stripped the car where it





removing the windshield which suffered a crack, after my call on facebook I ordered a new one in Poland via a link from fellow member Carl (thanks again for that) and it is already ready. Doors removed and emptied, engine and trunk lid removed, all hinges loosened and then the engine removed. I was ready that I had to do work but it still disappointed me a bit. The side screens in the front including the front fifty centimeters were sprayed full with polyurethane foam, I removed forty liters (who comes up with something like that), in addition, everything under the grille behind the bulkhead was glued shut with a thin type of roofing felt as a water barrier and two water drains were also closed. Current position I have completely derusted the trunk, engine compartment and bottom inside after treating it with phosphoric acid and sprayed in epoxy. Including all loose hinges and small parts. The outer sills

I had them put in and they are now in. The intermediate sills also appear to be weak and I have also made a mold of them to have them put in, I will receive these next week so I can replace the complete outer sills. In addition, weld in some small pieces of sheet metal and then make them straight again and spray.

Original according to picture W = Glacier Cray Poly also found on various parts but it still turns blue. Replace rear brake linings as well as the pressure group and clutch plate plus pressure bearing then I know for sure that the rattle is gone.

All in all, there is still some time to go before construction. My goal is to make it a good and fun Covair again, aesthetically it has to remain an old car for me, so not a showroom model, but technically and motorically 100% for many years of driving pleasure. I hope to have the job done in mid-May 2025

have completed.

This piece is for the December issue, as I understand it, and I would like to wish each of you happy holidays and a healthy 2025.

Cheers Govert.

Connie and Govert on behalf of all members, a warm welcome to our club. As you can read from Govert's story, he dares to tackle a car. These people are certainly to be applauded and will know much more about the car when it is finished. This will give us another source of information. Those who visit Facebook have already been able to read and see a few things about Govert's project. We look forward to meeting these people next year.

Greetings Jaak.



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Pimp Keers Corvair

Part 2

In the 3rd week of October, custom painter Jarmo Nuutre "One Eyed Morse Kustoms" was back in our neighborhood for various assignments. To be precise in Maasmechelen at Phil "Kustomfab". Jarmo lives in Estonia, which is not exactly nearby, but more than 2400km away. Immediately made an appointment to further modify the Keers Corvair. Brought the Corvair there on Monday

and discussed with Jarmo and Phil what we all wanted to have done about it. For Phil there was the disassembly and assembly work and certainly important in the left door frame was a bad spot and already holes visible. Phil has ground out the "rotten" spot which was more than the visible part and placed a nice piece in return. Jarmo then made the color match again.

For the "pimp" we wanted to add another color to the Corvair, for this we chose to use the "yellow" color that was processed in the numbers on the doors. Whether it would be nice was questionable and was doubted, but this would only become clear when it was finished. To start with, other mirrors on it and match them in color because they were green. Mirrors were completely disassembled and made in the color.

I also wanted the aluminum covers (Headlight bezel) around the headlights in that color. Since I still had two of them lying around, these were used so that the original ones that were on the car could be preserved. Then we wanted the back between the lights in that color too, a bit like the idea that the Corsa has in silver. And then on the hood and front lid a subtle pinstriping. And finally the logos of Kustomfab and One Eyed Morse Kustoms were placed between the rear lights. When you see it like this you think it doesn't mean much but believe me



me that Jarmo and Phil have done a lot of work on it and had. Linda and I are happy with it, for now it is good like this but not finished yet there is more to come in the coming year but that has more to do with the technique.

The Keers Corvair is unique in the world due to this metamorphosis. This will certainly not be to everyone's taste, but we are very happy with the result and the car.

Jaak Eijkelenberg





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



KUIPER
Verzekeringen / Risicobeheer

Voelt als familie.

I hereby introduce Frank Rega:

Once again the honor to introduce someone and once again a Corvair enthusiast living in our beautiful neighboring country Belgium.

Hi, My name is Frank Rega and I live with my wife and daughter in Brecht, Belgium.

I have been going to meet-ings and car shows since I was 16 and am now 60 years old but was mainly in the Hot Rod scene. Now that the government is making this difficult we started looking for an alternative.

We saw a Corvair coupe at a meeting and my wife and I thought it was a nice car. After several Chevrolets like a Suburban, Corvette and a 48 Fleetmaster that has since been sold again, we liked this Corvair.

So I went looking and found one at Marc Lenaerts's in Olen Belgium. It is an EM Coupé 95hp. from 1946, dark blue with a bit of work, 2 holes in the floor were visible. After further investigation at home, half the bottom appeared to be rotten and partly the mudguards and sills. So I started grinding and welding, replacing the rubbers in the front of the suspension and a new carpet in with insulation underneath.

When I bought it the fuel pump was broken, this has since been replaced and so has the brake pot. Okay, start it then, but a large oil leak at the gasket of the automatic seal became visible. What to do now, then just take out the engine and suspension and start working on this. Everything had been taken apart anyway, so the suspension had powder coated and all rubbers replaced including rubbers of the valve lifters, these had been sealed with paste, etc.

All parts were cleaned, painted and replaced where possible



After this everything was put back together and started. Unfortunately it turned out that the carburetor leaks, this was also revised, new cables and platines (contact points) were placed. Now the exhaust collector was replaced because of a crack and a new silencer. We also renewed everything on the brakes and the handbrake cable. I probably forgot a few things.

In the meantime, what would be a small project, we have worked on the car almost every Saturday for about a year, you never know with a classic car and it remains a hobby. Now Friday the engine will be adjusted and then drive like this for a while because the bodywork is not perfect but that is a job for later. What is that I am now much more sure of the car and have confidence in it.

Ps I have no reproaches to the seller Marc, he could not have known this either, the car comes from Florida. Greetings Frank.

With Frank, another technical "expert" has joined the club, because that's what you can call him after a year of tinkering with this car. All this can be seen from the many photos he sent of the project. Unfortunately, too many to post.

Frank and his family are very welcome to our club and we hope to meet you at a meeting/ride somewhere in the country next year.

Gr. Jaak.



Fantastic Plastic

Sometimes you know exactly what you're playing with. As a child I had a little blue Husky car, Matchbox size, that could shoot a rocket from its nose. The car belonged to a TV series: The Man from UNCLE. I was too small to understand the series, but it was always a sensation with chases and crazy big guns.

As a teenager I didn't play with model cars anymore, I built them! From kits by Monogram and Revell, but mostly by AMT.

Tough Americans with wings, preferably with big wheels and big blowers sticking out through the hood. I bought regular kits in the store, but old and more special ones at fairs. There I saw that car from the UNCLE series again, from AMT and in the scale of my preference 1 to 25. Also in miniature a timeless sports car. On the box I saw a Corvair engine in it. But the kit was much too expensive for me. It cost more than 25 times as much as any other kit. I left it.

However, I did start looking into this and other TV and movie cars a bit more.

The UNCLE car came back into my attention when I caught the Corvair virus. The car had a special history. It started with a plastics manufacturer, Marbon Chemicals. They were convinced that their product Cylolac had more applications than just for making telephones. It was the early sixties and the car industry was booming. To prove that Cylolac was a suitable material for car parts, they built a complete car from it. The lower and upper body parts were made of ABS, which is the Cylolac material.



and the intermediate frame of glass fibre reinforced polyester. The subframes and technical parts were mounted on this. The design came from Dann Deaver who had earned his spurs as a designer of Centaur racing cars. The car was named CRV, Cylolac Research Vehicle. The CRV-1, a convertible, was designed in 1964 and presented to the Automobile Engineers Association (SAE) in January 1965. The reactions were very positive and Marbon continued. After the first prototype, the CRVs were equipped with 140 hp Corvair engines.

For sturdiness, a closed version was also developed.

There is a lot of information on the internet about what happened next (see URLs in this article), I will be a bit more concise here. After the first prototype of the

Cylolac followed a few more, but eventually kit manufacturer AMT stepped up to take over production. Experience enough in manufacturing and selling large numbers of plastic model cars. How hard can it be to go to full size....

AMT also had a promotional plan. First of all, they gave the CRV an appealing name: Piranha. Easily associated with streamlining, aggression and speed. For publicity reasons, there was a collaboration with drag racer Don Garlits.

They put a V8 in a heavily modified example and took it drag racing.

And last but not least, they gave the Piranha exposure by having another example star in a popular TV series. Customizer Gene Winfield lengthened the car and equipped it with all the gadgets a man from UNCLE could possibly want.





could wish for. The car still exists and has been beautifully restored.

Only a handful of Piranhas were made, alongside the previous handful of CRVs.

Finally, the model was also offered as a fiberglass kit car called Seagull, based on a Beetle chassis.

Oh, all that long ago and far away... Or not?

Scrolling through the photos of a missed event (Wheels Mariënwaerd), I suddenly see it in front of me: the UNCLE car.

Not exactly that one, but one of the few Cynolacs built. The

estimate is two handfuls, including the movie car. And one of them is now just driving in the Netherlands. On a license plate from that time.

A small detour brings me into contact with Coen Mol, the current owner of the only Cynolac CRV in Europe.

Coen once saw a red car in the background on an internet photo that he didn't recognize. Or actually he did: it looked very much like a sketch he had made when he was younger. I saw that sketch and it's right! But what brand and model was it really?

His search led him to the story of the Cynolac

CRV and ultimately to the owner.

It turned out to be a collector of all kinds of home-made sports cars in Tampa, Florida.

As Coen describes it, the CRV stood in the background of photos for a long time when a new find had been purchased. Nothing seemed to happen to it. He did feel like reviving that rare Cynolac. With some effort and help, he managed to acquire the car and bring it to the Netherlands. It took a lot of effort to make it asphalt-worthy again. Parts were missing and the car actually had no chassis anymore, the rust devil had a great time





had in Florida. At Hot-Rod in Doesburg, a VW specialist, a suitable VW chassis was found and built with new parts to perfection.

By fusing the CRV with an old Dutch Beetle chassis, the car got its current authentic license plate. Coen drives it regularly. Not long ago, the special project was on display at the Concours d'Élégance on the Mariënwaerd estate and early October in Amersfoort at a VW meeting.

"It is a project and will remain so," says the passionate owner. He tackles things thoroughly, lets usability take precedence over originality, but then 'fit' in terms of materials and the time period in which it was designed. No expense or effort is spared. The low windshield looks simple, but could only be shaped after a mold had been carefully made. And to determine the right height, test drives were necessary that made the hair stand on end.

stand. And if someone then suggests simply gluing the perspex window directly onto the plastic body, that does not correspond with Coen's foresight. The flexible body can twist considerably while driving and then it would not go well. That is why the screen was placed in a frame and mounted that way.

On Coen's Facebook page he takes you along in the progress of his project: choices, problems and above all creative solutions. If you can't find a suitable car steering wheel, why not take a steering wheel from a speedboat? And behind the streamlined perspex covers the conveniently adjustable lights of a Jeep look elegant.

The shiny VW block contrasts sharply with the matte bodywork. Coen looks past me and mumbles:

"So historically a Corvair engine would be appropriate.....".

Ad Dijkstra



Coen's CRV VW Piranha
(Facebook)



History of the Cicolac CRV



