



# CORVAIR MAIL



# Annual Report 2024

## Corvair Club Netherlands

### Foreword

*The year 2024 was a fantastic year for Corvair Club Nederland. With a series of successful events, a growing membership, and a renewed organization, we look back with pride on the past twelve months. Our chairman Ralf expressed it aptly during the last steering group meeting: "2024 was fantastic and we cannot surpass it, but if 2025 is just as much fun, we will do well." Let's look back together at the highlights of the past year.*



### General Meeting (GMM) – February 25

Our club year started on February 25th with the General Members Meeting at Hotel Papendal. During this important meeting, the new statutes were approved by the members. Also, for the first time in years, a contribution increase was implemented. This decision was widely supported and ensures that we as a club remain financially healthy and can continue to organize our activities in the future.

### Clubmeeting Weekend Zeeland – May 4 & 5

On 4 and 5 May, the first big club weekend of the year took place in Zeeland, organised by Cor & Rita. This special weekend was all about commemoration and celebration: we reflected on the war and the liberation of the Netherlands. The impressive moments were alternated with the conviviality that characterises our club, beautiful rides and delicious food and drinks. It was a beautiful weekend in which history and club fun came together.

### Clubmeeting Weekend Limburg – 9, 10 & 11 August

The highlight of the summer was the club meeting weekend in Limburg on 9, 10 and 11 August. This event was organised in collaboration with the Daf Club and was hosted by Jaak and Linda. On Friday evening the weekend was kicked off enthusiastically with a fun pub quiz. The days after that we enjoyed beautiful rides through the South Limburg landscape, visited interesting museums and took part in a classic car meeting in Lanaken. The Sunday evening was concluded with a delicious BBQ at Jaak and Linda's home. It was a weekend full of friendship, passion for classic cars and hospitality.

### First edition Corvair Knowledge & Coffee Technology Afternoon – November 10

A new initiative within the club was launched on November 10: the first Corvair Knowledge & Coffee Technology Afternoon in Waspik. Wim & Wim provided an interesting and educational session about the carburetor and ignition. The turnout was large and the reactions were enthusiastic, which motivates us to make this a recurring event. Before this afternoon, a new logo for Corvair Kennis & Koffie was also presented, which was the kick-off for a new merchandise line.

### Conclusion

2024 was a year full of growth, fun and beautiful memories. With successful events, a renewed organization, 4 beautiful club magazines again, new sponsors and a strong club spirit we can look back with pride. We thank all members, organizers and volunteers and sponsors who made this year possible and look forward to an equally beautiful 2025!





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New password  
for the website - members page

**Member login: 2025Nader**

**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 €52.00 Annual  
contribution plus €7.00 registration fee. Account number:  
NL71 INGB 0007 8149 05  
Annual contribution € 45.00

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Ralf Verhees  
editor@corvair.nl

### Treasurer

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### General steering member - Sponsor

Jan Geneugelijk  
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### General Steering Member - Welcome Stories

Jaak Eijkelenberg  
stories@corvair.nl

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

**Member login: 2025Nader**

## From the Steering Committee

In the first months of 2025, the steering group mainly focused on preparations for the new year and the General Meeting (GMM).

During a digital meeting, we looked back on the past year and ahead to the future, taking into account the comments and suggestions received.

This resulted in various points of interest, which we then discussed during the AGM. These points can be read in this edition.

On behalf of the steering group, we would like to thank all members who have been committed over the past year, as well as everyone who attended the AGM. Together we will make it another beautiful and successful year!

*The Steering Committee*

# General Meeting 2025

Date: February 23, 2025

Present: Ralf, Lotte & Rosalie Verhees, Erwin & Heleen Prinsen, Marcel & Linda Sprangers, Jan Geneuglijk, Pieter & Caroline Klinker, Jaak Eijkelenberg, Pierre Salden, Peter Visser, Ruud & Annemieke Keers, Wilco Boer, Wim & Cecile Boon, Wim Smit & Saskia Zonderland, Cor & Rita Toering, Bas & Mika van Hoorn, Lila van Laecke, Richard & Saskia Llop, Ad Dijkstra, Hans Aarsman,

Absent with notice: Mario Casimiri

No cancellations received from other members.

Note taker: Linda Sprangers

## Welcome

Ralf Verhees welcomes everyone and takes the opportunity to thank everyone in his role as editor of the club magazine for providing the copy last year. Our club magazine has received a lot of attention from CORSA, they use our club magazine as an example for their own club magazine!

## Minutes 2024

No one has any questions or comments on the minutes of last year's AGM, so they have now been approved.

### Finance Heleen

Prinsen is our acting treasurer. Up until now, there was still a vacancy for the treasurership, but Heleen indicates that this may be withdrawn. Together with her husband and second treasurer Erwin, she indicates that she wants to continue the treasurership. This is loudly applauded.

2025 is the first year in which we only collected the contribution in January, in order to have a more realistic financial picture per calendar year. We are doing well this year, partly thanks to the sponsors and members who donated extra, for which many thanks.

A major expense was the AGM in Papendal. Because of this, we as a steering group have chosen to hold the AGM in Was-pik with Marcel & Linda Sprangers from now on, this saves a lot on the costs. We also received 100 euros from the merchandise webshop. We currently have a nice amount in the savings account, we want to do something with this for the club in the future, do you have a good idea? Put it in the mail!

Pierre Salden and Ruud Keers have done the cash audit. They have approved it. **We are still looking for a member who wants to do the cash audit with Pierre next year. You can register by sending an email to [penningmeester@corvair.nl](mailto:penningmeester@corvair.nl)** See also the financial overview below.

## Financial overview 2024

	Current account	Savings account	Total
Starting balances 01-01-2024	€1531.98	€1027.72	€2559.67
Income:			
- contributions 2024 (2025)	€1323		
- sponsorship money	€1197		
merchandise	€322.01 (104.97 from the webshop)		
	Total: €2842.01		
(for 2025 approximately 50 members X 45 = €2250)			
Expenditure:			
- Corvair Mail printing costs	€755.35		
- postage costs	€1107.50		
- Papendal members meeting	€258.10		
- ING bank charges	€257.09		
- Chamber of Commerce registration (one-off)	€80.10		
	Total: €2458.14		
Positive result of: €383.87			
Sponsorship money in 2023 = €380			
	Bank account	Savings account €	Total
Final balances 12-31-2024	€1915.85	1027.72	€2943.57

In January, €2000 was transferred from the current account to the savings account.

### Budget 2025

	2024	2025
Income:		
- Contributions	€1323	€2250
- Sponsors	€1197	€750
- Merchandise	€322.01	€100
Total		€3100

	Current account	Savings account	Total
Starting balances 01-01-2024	€1531.98	€1027.72	€2559.67
Income:			
- contributions 2024 (2025)	€1323		
- sponsorship money	€1197		
merchandise	€322.01 (104.97 from the webshop)		
	Total: €2842.01		
Expenditure:			
- Corvair Mail printing costs	€755.35		
- postage -	€1107.50 (230) €		
members meeting / meetings	258.10		
- ING bank charges	€257.09		
- Website			€60
- Other / unforeseen			€50
	Total: €2458.14		
Positive result of: €383.87			
Sponsorship money in 2023 = €380			
	Bank account	Savings account €	Total
Final balances 12-31-2024	€1915.85	1027.72	€2943.57

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Income:		
- Contributions	€1323	€2250
- Sponsors	€1197	€750
- Merchandise	€322.01	€100
Total		€3100
Expenditure:		
- Corvair Mail printing costs	€755	€880
- postage -	€1107.50 (230) €	€840
members meeting / meetings	258.10	€150
- ING bank charges	€257.09	€270
- Website		€60
- Other / unforeseen		€50
Total		€2250

## Annual Report 2024

Linda Sprangers reads the 2024 annual report, which is received enthusiastically. See annual report in this club magazine.

## Membership administration

Pieter Klinker has taken over the membership administration from Jaak Eijkelenberg since March 2024.

In 2024, 8 new members joined, at the end of 2024 we had 45 members. In January of 2025 we welcomed many new members again and we are already at 50. 1 member has canceled his membership this year, due to the upcoming sale of the Corvair.

Pieter is going to adjust the registration form a bit so that we have more information about, among other things, the Corvairs that the new members have.

When a new club member has filled out the registration form and paid his contribution, Jaak receives a signal from Pieter. Jaak then contacts the new members to be able to place a nice proposal story in the club magazine. Jaak indicates that he receives nice stories. The membership is also getting younger, which is a nice development for the preservation of the Corvair.

Jaak also wants to use this opportunity to ask members not to email Linda or Heleen if they have technical questions. These ladies are already very active for the club, and we want to relieve them a bit. They are also not at home with technology.

You better mail your question to one of the gentlemen, or even better: Ask your question on our facebook page! You will get a good answer guaranteed.

## Sponsors

Jan Geneuglijk tells us that we have 4 sponsors at the moment. We also have several members who sponsor extra on top of their contribution. We are very grateful as a club for these different forms of sponsorship!

1 major sponsor will most likely drop out next year. Jan is therefore making the appeal, if you know someone who might be interested in purchasing a sponsorship package, please contact [sponsor@corvair.nl](mailto:sponsor@corvair.nl)



## Merchandise

Heleen Prinsen says that the merchandise webshop is already doing quite well. As a club, we receive a fixed amount per sold article, 4 euros per piece of clothing and 2 euros for an accessory.

Because we do this via spreadshirt, we are dependent on the articles they offer, and we cannot give discounts to members ourselves. However, we can piggyback on discount campaigns from spreadshirt, and we do this regularly, for example with free shipping.

The experiences are positive, fast shipping, beautiful clothes, and good customer service. It is noticeable that the sizes are very variable, so Heleen advises to always check the size chart or contact customer service.

Last year 65 items were sold. Especially the new logo of the Corvair Knowledge & Coffee was popular.

Discount promotions are announced via social media.

Heleen suggests that we might redesign the CCN logo (from the savings), so that we would have an extra incentive for the merchandise.

Heleen continues to show on the big screen exactly how our webshop works. She also indicates that it is possible to make the logo smaller or larger, or to place it on the back. For this you have to contact Heleen, then she will arrange this for you: [merchandise@corvair.nl](mailto:merchandise@corvair.nl) Wim Smit gives as a tip, to immediately point new members to the merchandise webshop in the welcome package.



## Meetings

Wilco Boer has indicated that he wants to organize a meeting (weekend) in North Holland. This is planned for April 20-21, 2025. Wilco will give an extensive explanation of what the weekend will entail at this AGM. An invitation with a registration form will follow soon by email.

***Ralf asks if there are more members who want to organize something, you don't have to do it alone, you get support from the steering group. Are you interested, mail to [communicatie@corvair.nl](mailto:communicatie@corvair.nl)***

Hans Aarsman has a nice idea: a tour along various car scrapyards.

Later this year there will also be a Corvair Knowledge & Coffee. Wim Boon will then continue his story about adjusting the carburetors. Also the alignment of the cars, swing axles is a subject that Wim would like to share with us.

Wim Smit will investigate exactly what the vacuum is and will present this to the members later.

Wilco also indicates that he has a large archive of ready-made rides, you can always ask him for that. He also has a route planner program.

## Heritage Register FEHAC

Wilco Boer gives an extensive explanation of the FEHAC heritage register.

Mobile heritage falls under the heritage law. All old-timers are already registered with the RDW. However, the FEHAC now has its own register, in which they want to collect more data about the old-timers than is in the RDW registration register. They want to ensure that we are stronger towards politicians and, for example, get a green check mark so that we can continue to drive in the emission zones around the major cities. The register must now be filled in, and the various car clubs must take the lead in this. A private individual cannot do this themselves, this must always be done via the relevant club. Wim Boon indicates that we as a club simply have to participate in this. ***Wilco wants to do this on behalf of the CCN, and is looking for a volunteer who can help him with this? You can register by sending an email to [communicatie@corvair.nl](mailto:communicatie@corvair.nl)***

## General Questions

Jaak Eijkelenberg indicates that he notices that there are strange names for the Corvair registered with the RDW. Perhaps it would be smart to register all cars within the club better? Pieter will get started on this, was already working on this with the membership administration. This is also useful for Wilco, for the heritage register of the FEHAC.

Further from Jaak the question if members want to share their addresses to be able to contact each other more easily? This is not possible now because of the AVG law that we have to comply with. Members must give explicit permission for this.

Jaak also indicates that there are already members who donate extra. He asks if members also want to think about what they want to do with the Corvair stuff they have after they die. Perhaps goods or money can be donated to the club. Peter Visser indicates that an ANBI status is not feasible for a small club.

Ad Dijkstra asks if there is a European meeting planned? The steering group has been approached by Roland Mehl from Germany with the question if we want to share our meetings with the other European clubs. This is done via Facebook is the agreement. European club members are welcome at our CCN meetings if this ever happens. We are not aware of a central European meeting. If there is one, it will be shared on Facebook. Ad also has a model car and it is for sale. Ad would also like to tell something about model cars on a Corvair Knowledge & Coffee.

Rita Toering asks if they can remain members if they sell the Cord. The answer is of course! Cor adds that there are no plans to sell yet.

Ruud Keers indicates that he has the original sales books from a Corvair dealer with him for the sale. He also has the 2002-2024 years of the Corsa club magazines, these are also for sale, and the proceeds of the latter go to the club.

Ralf introduces Hans Aarsman officially. Hans is Annemieke's brother, and has been providing the middle photo in the club magazine for over 20 years. Wim Smit asks how Hans keeps getting those beautiful photos. Hans indicates that he searches Facebook for this and the Amsterdam image archive also has many beautiful pictures. Hans has developed a real eye for spotting a Corvair directly on old photos.

## Discharge steering group 2024

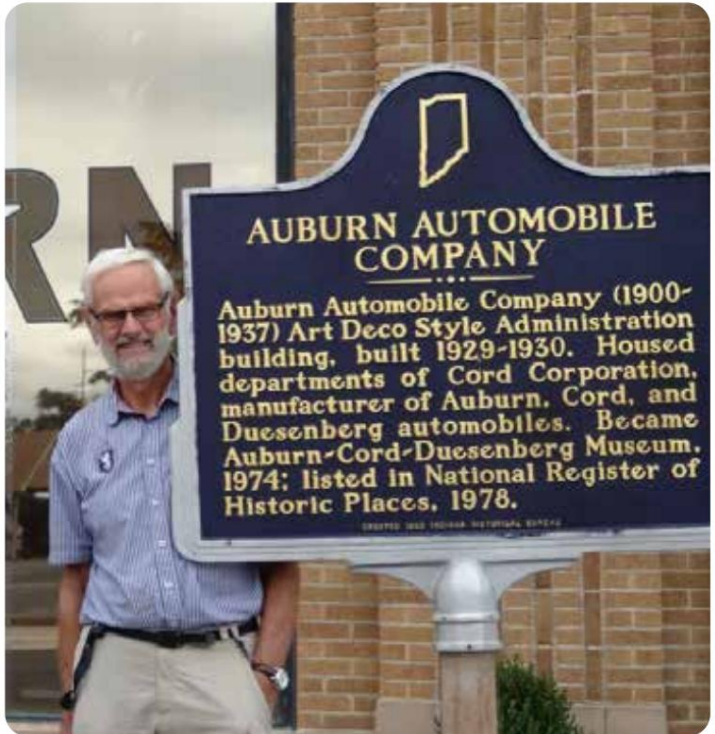
At the end of the meeting, Ralf Verhees asks the members present whether the board will be granted discharge for 2024. This is hereby granted!

And with that Ralf closes the meeting and thanks everyone for their attendance and input.



## Cord factory in Auburn

Following the Cord story in the previous edition, Cor and Rita sent me these photos of their visit to the Cord factory. The factory is still there, a beautiful, stately building, but no more cars are made there. You can admire special examples in the museum that is now housed there.



## New 2019-2025 Clark's Corvair Catalog!

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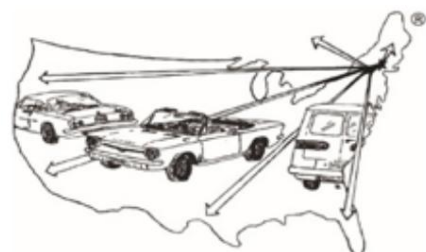
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# These are the situations in which Rosmini and Bas introduce themselves:



*And again the honor to introduce new members. These people already became members in 2024 but due to private circumstances they were not able to write this introduction last year. In the end it works out well because now we have another great story for 2025. Read their own great contributions below:*

We are Bas and Rosmini. We live in Almere with our two daughters. Rosmini works as a polyclinic assistant in an eye clinic and I, Bas, am Technically responsible for a factory that makes polio vaccines. Last September we got married in a Corvair as our wedding car.

Then quickly the question why a Corvair and why not just rent a wedding car but buy one? The answer to question two is simple:

**Because we can!**

The answer to question one is just as easy. Bas sees his chance to look for a classic car again after the proposal. Given Bas' classic car past (Mustang, Camaro, Firebird, Buick) it had to be something original. And given the family situation, the wedding car had to have at least four seats. And preferably a convertible because the weather can be nice in September.

And for me the perfect opportunity to revive an old hobby!

(not THE reason I asked you honey).

Arriving at Auto Mooij, the first glance fell on a huge Cadillac. So big that you need two parking spaces. Then the practical woman starts talking "and if you have to go to the Appie with such a car" you can't park.

Okay, then we'll choose the Olds-mobile where you could cram four people in with a bit of Vaseline. Not a good idea, the dresses would get caught in the door and it wasn't a convertible. And this Targa Corvette? Unfortunately, only two seats. And this Buick? Waaaay too expensive!

Then there was the Corvair. A beautiful

**An American  
must have at least 5.7 liters  
and roar!**

Spyder from 1963 in excellent condition! A Corvair, pffff.. Never thought of that.

An American with an air-cooled engine and a manual transmission?

That can never work. An American must have at least 5.7 liters and roar!

Still going to take it for a test drive.

What a nice car! We were both sold immediately, in terms of looks and technology (you can guess who went for what) but it was him. Still able to finish some details that can easily be ordered at Clark's and we have a wonderful car that you can also "just" grab!

Went for a few nice tours in the summer. It really is a touring car to explore the B roads with ease. It took some getting used to for Bas because a







burnout or donut is not appreciated by this car.

So bring drinks and snacks and enjoy the roads and the roaring engine in the back. It drives great!

A month before the wedding the starter motor stopped working but Clark's had one delivered within two weeks and (I'm not lying) that thing was on in half an hour. Hats off to the engineering!

On the wedding day it had to rain with a capital R so the (new) roof had to remain closed but we really enjoyed the car!

After our wedding the car went into storage and is now waiting for better weather. There are still some small details to be done that most people call "nice work" and then it will be as good as new. We can hardly

Can't wait to go out with it again because it's a really fun experience!

Fun fact: The original radio still works, but somehow it always goes to a station that plays old music, a high "Christine factor" (ed. horror film starring the 1958 Plymouth Fury).

And of course we are curious about the other club members and meetings. The aim is to visit a number of oldtimer festivals this summer where enthusiasts will certainly be present.

In short: The Corvair... The muscle car enthusiast chuckles a bit but the classic car enthusiast embraces it. A beautiful piece of rolling heritage with the same cult status as the Beetle and the Duck. That is a

great achievement! Now nice weather please!

***Rosmini and Bas.***

***Another great story and don't forget the beautiful pictures that go with it. And ending with some very nice words about the cult status of the Corvair.***

***Given their location it would be nice to meet Rosmini and Bas at our Easter meeting in Hoorn. But what would be even better would be to meet you at the annual meeting for which you have already received the invitation.***

***We fellow Corvair enthusiasts wish you many happy and safe miles/ miles.***

***Greetings Jaak***



G 95-64





# My Corvair Life and Times

Part 3

by Edward N. Cole

In the June and September club magazine we described the story of Edward Cole. How and why did the Corvair come from his idea to production? In part 1 we talked about a drawing studio where many free hours were spent. Cole had set up the studio in the Lakeshore Hotel in Cleveland.

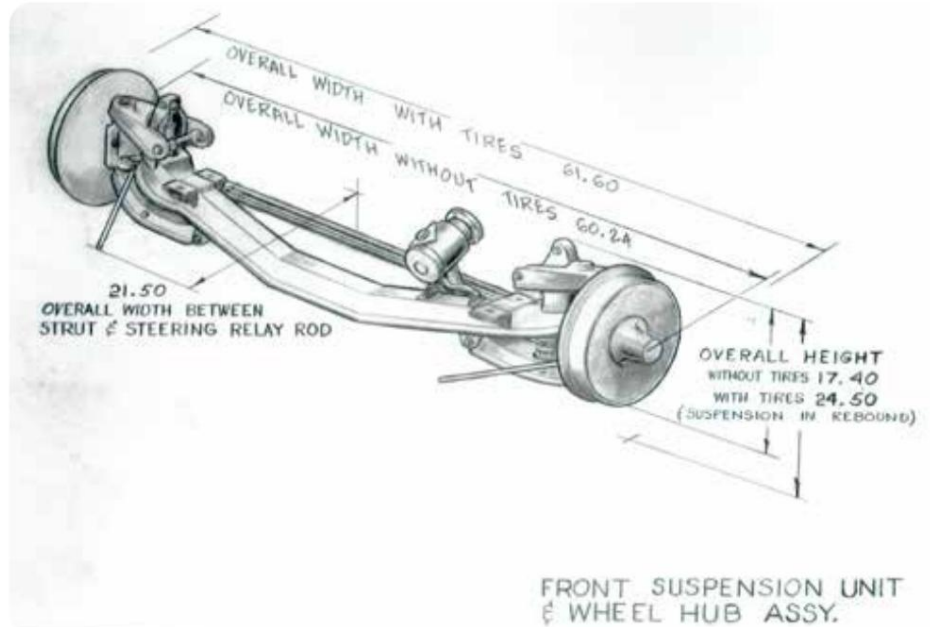


There he brainstormed with friends about "his dream car".

Every idea that came up was put on paper. The many dozens of sketches were further developed and different configurations discussed, to finally arrive at the setup of the Corvair.

In this edition we delve into a number of drawings that served as the basis for the Corvair.

Ralf Verhees



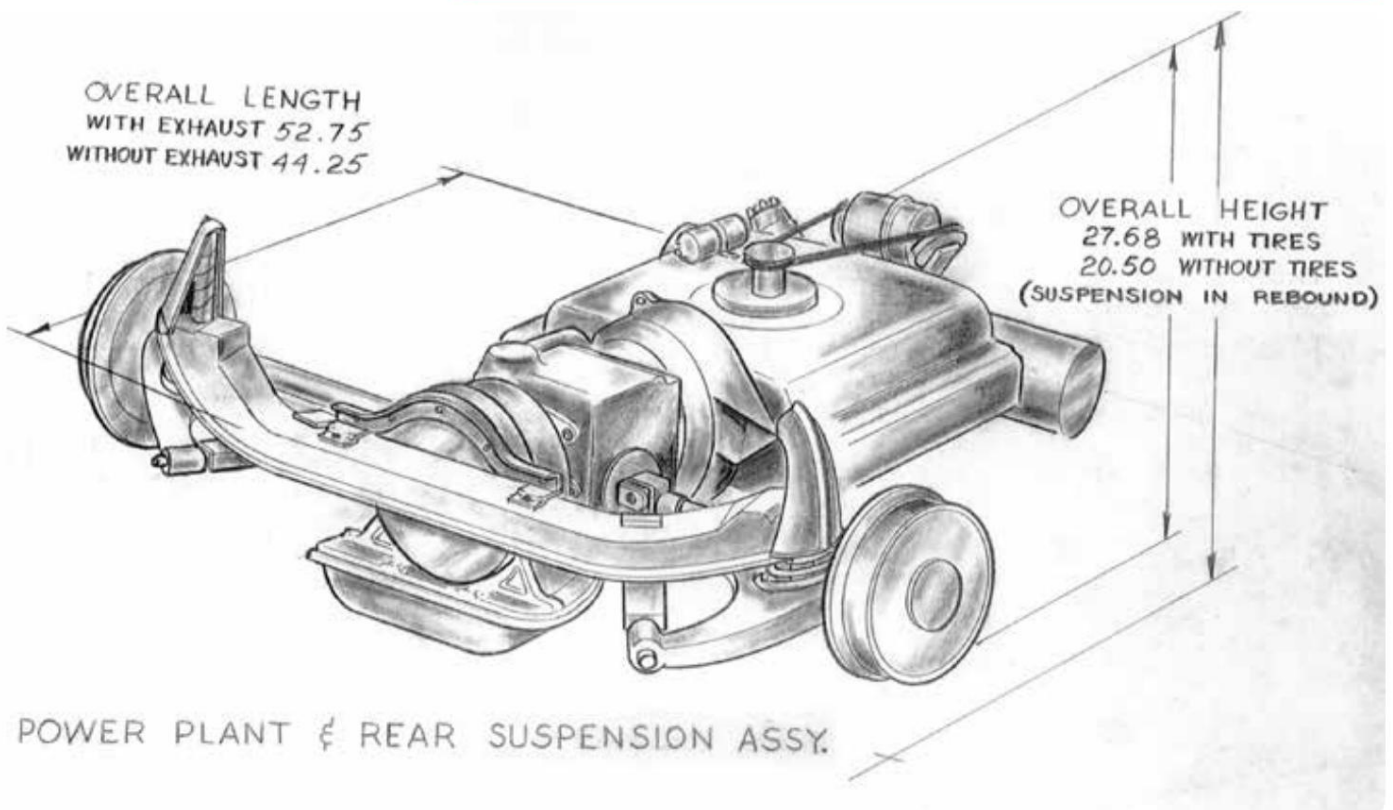
## Front suspension sketch

The suspension concepts developed by Robert Schilling for the Corvair were implemented by Charles Rubly. A 1957 drawing showed the front suspension layout, which used upper and lower control arms pivoting on a crossmember bolted to the body structure.

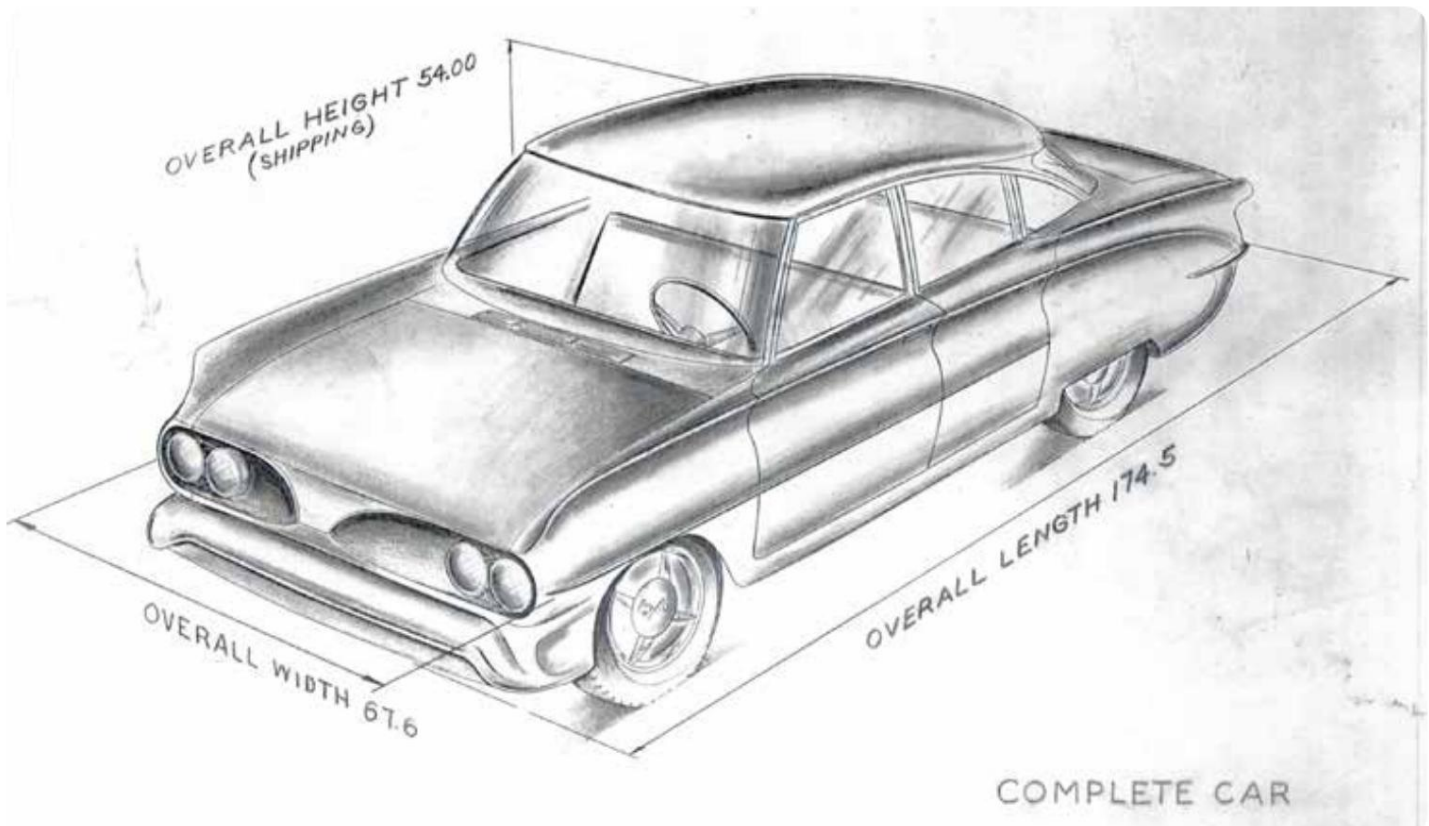
The suspension was done by means of coils.

## Rear suspension sketch

Looking at the rear of the chassis, the Corvair's rear suspension was also mounted on a steel crossbeam. The lower control arms each carried a wheel and were sprung by coil springs. This 1957 concept showed an automatic transmission and the mounting of the generator between the two pulleys that transmitted drive from the crankshaft to the horizontal cooling fan.







### Total Sketch design

A presentation drawing from August 23, 1957 showed styling very similar to the final Corvair design. The drawing more closely resembled the Pontiac Tempest that would be introduced in 1961 as a front-engine model based on the Corvair platform.

The final Corvair, as shown in this drawing, would be 2.7 inches lower than the concept shown, 0.7 inch narrower and 5.5 inches longer.

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



**KUIPER**  
Verzekeringen / Risicobeheer

Voelt als familie.

# A leaking cooling system?

Has Wim now completely lost his way with his Greenbrier and is he in need of some rest? Or is he going to write something about a problem with his Subaru Forester. I can answer both in the negative. It is like this. In an earlier Corvair Mail I reported on my V-belt and alternator discovery journey. My contacts about this with the members of the Corvair Forum (no less than 20 forum members joined in the discussion) yielded important by-catch about the cooling of the engine and I do not want to withhold that from you.

## Shortcoming 1: Missing oil cooler cover plate

In photo 1 that you see and that forum members responded to, one participant wrote: ***While you're hunting around for parts to fix your belt issue, look for an oil cooler cover. Cooling air from the fan should be forced down through the cooler. Not blown across the top.***

***This area also looks like a mismatch of parts.***

***12 plate top cover on an 8 plate cooler?*** I knew that myself, but I had never thought about how bad the lack of an oil cooler cover plate is. Oh well, I'll fix that when I find a 12-plate oil cooler, because that belongs in my Green-brier. That 12-plate cooler never came, but woken up by this club member I suddenly realized that my 8-plate cooler can hardly do its job without a cover plate. Result: engine oil that is too hot. But that's not all. The air that is blown onto the block and the cylinders by the fan shoots up again due to the lack of a cover plate at the cooler and is sucked in again. The air that the fan sucks out of the engine compartment does not fully

dig from the outside but has already partly passed over the hot block.

Short circuit! The result is that the entire block, but especially cylinder 2, is not cooled sufficiently.

## Shortcoming 2: Missing summer/ winter plate

Another member noticed another defect in photo 2 (In this photo you can see that I have already improvised an 8-plate cooler cover plate): ***You are missing the Summer/ Winter cover plate. That is a direct hole to the lower shroud area, where hot air is supposed to be sent out the cooling box door. Only in winter climes is taking it off a prudent action.***

***Make a panel and get it on to keep hot air from coming up into your engine compartment. More hot air is coming up to distress your cylinders, because the fan cooling air is recycling hot air off the cylinders back to them.*** So even more short circuit. Work to be done.

## Shortcoming 3: Missing engine mount cover plate

And the last slap on the ears I got from yet another participant because of photo 3: ***Just leave the right side bent down to keep from recirculating the hot air back into the engine. In the picture of the right side it looks like you don't have a rear motor mount cover. This will allow hot air and dirt to recirculate back into the engine.*** I didn't even know that a motor mount cover existed let alone that it was missing. And so it remained restless on the forum for a long time about that crazy Dutchie with his leaking shroud. But it was especially becoming more and more restless in my head.

After all these reprimands ( ***I don't want to rub it in but.....***) I have once again delved into the principle and practical implementation of air cooling. And actually it is not that difficult. The central fan must be able to suck in 100% cold outside air via the outside grilles. This air is blown onto the block and the oil cooler after which it is blown outside via the exhaust ducts (lower shroud). To the rear towards the street and to the front via the flexible hoses towards the interior ventilation box.

This warm air must not be allowed to re-enter the engine compartment. If it does, there is leakage and short circuit and no longer 100% cold outside air.

For example, because the rubber flaps around the engine block are loose or broken. A common defect. The hot air under the engine is then sucked up through the cracks. Or in my case because the oil cooler was not covered or the central rear engine support cover plate is missing. You have certainly seen paving stones when you have stuck your nose in a random Corvair engine compartment.

You are looking at a leaking cooling system. It is all much more precise than you would think.

## Cylinder 5

What also should not go unmentioned is the cylinder no. 5 'issue'. In the original design, part of the air sucked in at the corner of cylinder 5 is led through a hose through the bulkhead to the ventilation box. The advantage of this would be that more air, somewhat warmed up, would end up in the ventilation box. There is also a disadvantage and that is much bigger. Because it is an infringement of the



Oil cooler without cover

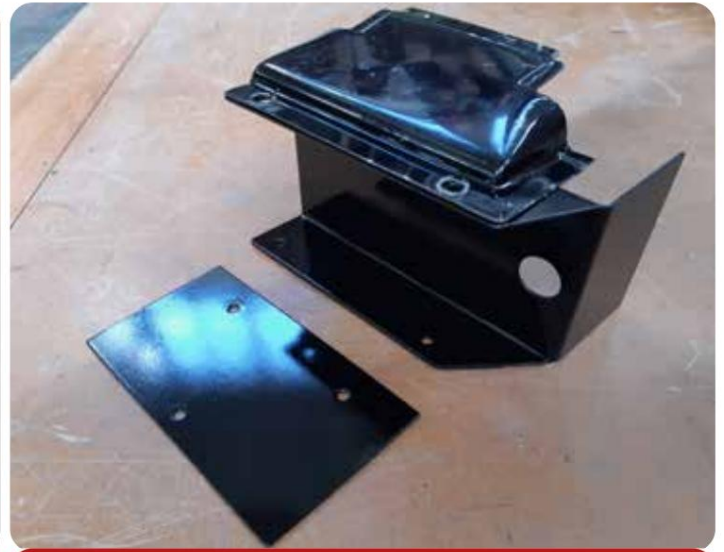


Missing summer/winter valve





Missing engine mount cover plate



Oil cooler jacket and zo/wi cover plate

ventilation principle; as a result, much less air flows past cylinder 5 towards the exhaust duct, resulting in overheating. It is strongly recommended to seal this opening on the engine plate.

Clarks supplies a picture for this but it is easy to make yourself. Even I managed it. Reconnect the hose so that you can't see it. Disconnect the connection to the ventilation box behind the bulkhead so that it can suck air from under the car. See also an earlier Corvair Mail about this.

then comfortably in storage. My car has been in a kind of super winter mode with far too much short-circuit air since it came back on the road 5 years ago.

and the exhaust ducts. Then the last leak in my cooling system will be a thing of the past.

*Wim Smit*

## Creative with sheet metal

In photos 4 and 5 you can see the oil cooler shroud that I quickly made.

It looks a bit strange with that canopy because of the 12 place top cover combined with an 8 place cooler. Also, on the advice of the overseas club members, I have wrapped the sides of the cooler.

*If you don't have any plans for the next few days, you can follow my entire conversation with the Corvair Forum via the QR code. But then you may have to create an account first. But that will only be very useful for a Corvair driver.*

## Winter mode useful?

The summer/winter valve is the only exception to the principle that as much cold air as possible should be blown past the block. In the winter period it should be open so that warm air returns to the engine compartment and is sucked in again (bypass). I understand that there are areas in America where a winter position is useful. My impression is that it is not necessary in the Netherlands. Unfortunately, we no longer have cold winters and, moreover, our carriages are

That worked out of one piece of sheet metal. GM thought that was unnecessary but the connoisseurs there think it is important that the blown air is pushed down completely and cannot escape via the sides. They have a point and Clarks also supplies sheets for that. I have closed the winter opening definitively with a flat sheet. Finally, in photo 6 you can see the engine support behind the removed grille. My next exercise in folding sheets will be the cover plate that goes over the engine support and connects to the rubber flap



Mounted in the car



Engine mount without cover plate

# And that is 4 (drs.) de Belsj

I regularly go to car/motor shows, fairs and meetings. I noticed that it has been difficult to get someone to go in recent years. Everyone will have a reason not to go, such as appointments, health, energy, etc. A year ago I got to know Phil, who owns 2 Corvairs and lives near me. Phil has quite some knowledge of technology and bodywork, which he has helped me with several times. He does this for his job (and also as a hobby) and therefore gets paid. I am happy with this and it keeps my cars running.

I regularly receive a message from Phil when he and his group of friends "Atomic Rockets" go somewhere. This group mainly drives lowered, rusty, fast and unusual classic cars and are real 50's people. Not really my thing but still a nice group of people and vehicles. It was the first week of October when Phil sent me a message asking if I wanted to go to a fair in Malmedy, we would go with the classics. We arranged to meet on Sunday at a gas station next to the A2 towards Maastricht. When we arrived there were already several classics waiting which was a beautiful sight that I can enjoy again and again.

On the way to Malmedy a nice ride through Liège and the Belgian landscape mainly up and down mountains. The Keers Corvair was next to be let out and drove fine again. We did have a petrol smell in the car. Linda was there and not happy about it, she once experienced a big car fire in her beetle when she was still living in Curaçao. The petrol smell brought her back to that moment. For some reason we stopped at the exit of Malmedy, I quickly got out of the Corvair and opened the engine cover. The petrol was leaking from the right carburettor. The men soon came walking to see what was wrong. With a bahco the bolts of the pipes were tightened and the problem was solved. That it was leaking heavily was visible on the petrol gauge.

When we arrived at "Malmedy Oldtimer Bourse" we were directed to the oldtimer parking lot and all received a wristband with free entry. That was already a nice bonus. There were already many beautiful classics on the lot and next to it the stalls with car merchandise.

After walking around for a while we headed towards

the halls to view them from the inside, which were filled with cars and related items. A real no-nonsense fair with many beautiful classics in all classes and versions, even engines and many parts and related items.

These are the fairs for the more ordinary enthusiasts and not the vehicles that cost a lot of money.

Here we walked past a small parking lot where various classics were for sale and to our surprise even a Corvair with a Belgian license plate. It was blue and looked original. The paint was somewhat weathered and touched up in a few places. Nowhere a rotten spot to be found and inside it had a nice interior in blue. The engine also looked good and you could see that it had been worked on, including the shock absorbers had been replaced. It was built in '66 but registered in February '67. There was no salesperson nearby but there was a phone number on it. Then we went to visit the halls and when leaving we walked

again along the Corvair. Linda thought it was very beautiful which surprised me and she was very interested in it. Then we went for a nice cup of coffee and something to eat. We had already lost the other companions. After this I went outside to look at all the beautiful things and Linda stayed with our car to read a book. In the meantime the group had come together again and we went to the halls again because the "Atomic Rockets" also had a stand there with 2 beautiful lowered cars. Of course we passed the Corvair again and we stayed there for a while. The salesman was there by now too, he was French speaking but that was no problem with Phil there. He started the Corvair engine at our request, it ran like a charm straight away without any additional noises or rattling of push rods etc. The other men also looked at the car extensively and were of the opinion that it was a very beautiful unmolested Corvair. It had 2 owners in Belgium and was built in Antwerp. Linda's attention was completely focused on this Corvair, which still amazed me (to this day). The necessary questions were asked and while we were doing that we saw more and more people walking in and around the Corvair and showing interest. We went back into the halls where Linda and I were extensively told about the Corvair





talk. Linda was of the opinion that we should go for it and so it happened. When we left Malmø we were a 4th Corvair richer, one with 4 doors. The car was delivered to our home on Tuesday. That same evening I requested an RDW license plate inspection via the internet which could take place a week later. That Tuesday it rained of course, it was immediately my first real drive because it had only been driven from the trailer to the garage. During this drive I noticed that the Corvair drove nicely and had a wonderful suspension, no noises, squeaks, creaking or rattling which I have with the others. The windshield wipers worked fine.

The car had white indicators that I replaced with orange lenses for the inspection. The Corvair also steered well and the brakes worked fine without pulling to one side or anything. I was almost an hour early at the RDW in Elsloo, it was still nice and quiet. I handed in the accompanying documents, paid a hefty 200.00 euros and then I could have a coffee. I hadn't finished it yet when the inspector called my name for the inspection. That was much earlier than the appointment was planned. In the meantime, the waiting room of the RDW was already filling up with customers for the inspections and all their problems. I drove the car into the large garage and was welcomed by the inspector. He was amazed at this beautiful car that he couldn't and had never seen before. I had to open the hood and then I was even more amazed that this was the back

was. I also had to tell him what kind of engine it was, how many cc and cylinders etc.

This good man neatly took over everything from me. The chassis number that was already stamped in the right place saved me a new appointment that I did not know and had not read anything about. You had to request this immediately otherwise a new appointment would be made. The license plate was a point of discussion for a while because he wanted to mention the large plates that was the rule if that was possible. Fortunately there was not enough space at the back when measuring and so a wink from the inspector and the small plates were allowed. The only thing I could not get was the year of construction 1966 because it had been on the road in 1967 he kept that that was the rule, very unfortunate but that is what it is. I could go home happy and a week later everything was in the house and the plates on the Corvair ready to drive.

The day before the ride was to take place I had an unexpected visitor. Someone came to the door who wanted information about the Chevrolet Corvair. The gentleman lived a few villages away and had been tipped off by a friend who knew me.

He introduced himself as Jeu ten Koppel. He was busy buying a Corvair because he had seen one at the show a few weeks ago. He thought the 4-door was the prettiest and he preferred the Late Model. Jeu would go and look at a Corvair 4-door Early Model the next day, Sunday. He had been busy for a while with the owner who

had received this car through an inheritance. He showed me this from the many photos and films that the owner had sent him. The car had been completely restored and there were also many good photos of it visible. Jeu asked various questions about parts, maintenance etc. I could answer most of them well but indicated that I was a great Corvair enthusiast but not a technician, although I do some work on my cars. Unfortunately, taking an engine or gearbox apart and overhauling it is a bridge too far for me. When we went to view our Corvair collection (as you can now call it) Jeu became very quiet and did not understand anything. There was the Corvair from Belgium that he had come for.

He was also looking at that car at the fair in Malmö and definitely wanted to buy it, and now it is in our garage. His mouth fell open in amazement and he was speechless for a moment. I didn't realize it right away and it didn't sink in either, it took a while before I understood his amazement. He took a picture of the Corvair and sent it to a friend who was also there in Belgium. He told him that he didn't believe it. You see how small the world can be, even the Corvair world. Jeu came to see me again and has since bought the EM 4-door Corvair. So perhaps another member in Limburg.

That weekend on Sunday we went for the first ride with the Corvair. A beautiful ride through North Limburg where we were very pleased with the Belgian





4 doors that was given the name Belsj.

It starts and drives well. On the way back I drove in less nice weather because visibility was minimal due to the fog. Still, the Belsj did well.

Next year we planned to go on holiday to America but I have trouble leaving our dog Rex to others so that has been cancelled. Now we are going to use that money for the cars to bring them into good technical condition. People who visit Facebook have already been able to read that Phil has been to America and has done some shopping for me there. All our Corvairs run but the Aken and Jacko Corvairs leak quite a bit of oil from the cardan and between the engine and gearbox. That is all going to be tackled and the Keers need new shock absorbers and rubbers.

I would like to point out that, apart from a brake cylinder many years ago and a push rod (I received a replacement via Jaap Slop) a few years ago, this Keers Corvair has never been worked on in the more than 15 years that I have had it.

Even the oil has never been changed but that will happen now. Now we all have a Corvair in the Eijkelenberg family, Linda the Belsj 4drs, Heandra the Aken Cabrio, I the Keers coupe and Rex the Jacko Van 95.

**Greetings from the Eijkelenberg family from Limburg.**

**PS: For the newer members, we named our cars with respect to the previous owners.**

Marcel  
**sprangers**  
*metselwerk en meer!*

new construction  
remodel  
bathroom  
kitchen  
tiling  
etc.

**sprangers**

t. 06 12219572

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# Greenbrier at NDSM

*In this issue a few photos from the series  
'Greenbrier at NDSM'*

The photo series came about through a chance meeting with editor Lana Schweitzer of the American car magazine 'The Cruiser'. She saw me driving by my shed at NDSM and threw herself in front of the Greenbrier: 'What a nice van you have, can I interview you for our magazine?'

Lana grew up with American cars, has the Chevrolet emblem tattooed on her arm and is currently restoring her own Chevy pickup. Clear? She had never seen a Greenbrier. Later she came to visit with the photographer and I could talk about my car history. Then to the NDSM terrain for the photos. The result is a 5-page article in 'The Cruiser' in which my Corsicas, Celebrity's, Century, Cutlass Ciera and finally the Greenbrier are discussed. Never boring such an un-American American".

*Wim Smit*



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