



# CORVAIR MAIL





# In the prizes

Belgian club member Lila unfortunately announced just too late for the previous club magazine that she had won a prize with her Corvair at the end of last year. We contacted the event and the answer below was given why Lila had won a prize with her Corvair.

Hi Ralf,

At the RDO day of the classic car I am indeed a jury member (not an organization).

Every year we are asked by the organization to award prizes and we can do this "freely", in the sense that we can determine any categories ourselves.

This edition 10 cups/gadgets were handed out. The prizes always went to a car that touched us (me and my fellow jury member Luc, renowned Mercedes specialist from Bruges) in a certain way and that are left out in the "classic" con-cours, not very common,...

The reason Lila won is because a Corvair is a pretty special appearance in general and even among other American cars, since most people go for a Corvette, Mustang,...

The other winners were: A Panard, Amphicar, Golf 1 in brand new and original condition, Audi coupe quattro, Saab convertible, Matra Bagheera, ...

Kind regards

Manu Barbé - Barbé Expertise BV



## Inspection

I received an article from Ruud Keers that is not directly about a Corvair, but more about the age and inspections that are necessary to keep your driver's license at an older age. Now the question is: the oldtimer that is added, does that have to do with the average age of the Corvair or could it be a coincidence? Another reason could be that if you do not pass the inspection you are "unsafe at any speed". I think it is a doubtful case... The makers of the article probably just picked a picture. Ruud, thanks for your observant eye, I think you can still go on for a few years!

Ralf Verhees

A newspaper clipping about extending a driver's license. The headline is "Kan ik mijn rijbewijs gewoon verlengen?". The text discusses the process of extending a license, mentioning the need for a medical certificate and a driving test. A small image of a red Corvair is visible in the bottom left corner of the clipping.

**Kan ik mijn rijbewijs gewoon verlengen?**

Mijn rijbewijs is geldig tot ik 70 word. Over een paar maanden is het zover. Wat gebeurt er dan? Kan ik mijn rijbewijs gewoon verlengen of krijg ik met een keuring te maken? Voor 70-plussers gelden speciale regels. Om te beginnen hebt u het formulier 'Eigen verklaring met Geneeskundig verslag' nodig. Dat formulier kunt u kopen bij het gemeentehuis. Het kost tussen de €20 en €30, afhankelijk van waar u woont. De Eigen verklaring vult u zelf in; voor het Geneeskundig verslag gaat u naar een arts (niet uw eigen huisarts), die uw lichamelijke en geestelijke conditie beoordeelt. Ook voor deze keuring moet u betalen. De ouderenbonden hebben een landelijk netwerk aan keuringsartsen opgezet. Een keuring kost daar €30 tot €35, wat voor u de goedkoopste optie is. Aan de hand van de Eigen verklaring met Geneeskundig verslag beslist het Centraal Bureau Rijvaardigheidsbewijzen (CBR) of u een Verklaring van geschiktheid krijgt. Alleen daarmee kunt u op het gemeentehuis uw rijbewijs verlengen. Soms kan het CBR u voor nader onderzoek verwijzen naar een specialist, zoals een oogarts. De kosten daarvan komen eveneens voor uw rekening. Het CBR mag u verder ook vragen om in uw eigen auto een rijtest te doen. Uw nieuwe rijbewijs is overigens slechts vijf jaar geldig.

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# From the Steering Committee

## Foreword – Summer 2025

Dear members,

We are already halfway through 2025 – how time flies! We have already had the first meeting of the year and here is the second club magazine of this year for you.

As always, it is packed with interesting stories, updates and great contributions from our members.

As a steering group, we have also not been sitting still lately. During a digital meeting, we discussed a number of current affairs. We would like to give you a brief overview of what we are currently working on, so that you can get a look behind the scenes:

**Evaluation of the last meeting:** We noted points of improvement for future events. An important point that we are going to implement is a liability form, which has to be signed per ride or day. An extensive report of the weekend can be read in this club magazine.

**Administrative updates:** Consider updating GDPR documentation and reviewing membership data.

**Registration with the Chamber of Commerce:** Jan and Pieter are added to the steering group in the Chamber of Commerce register.

**Welcome package:** This package for new members is being expanded. A beautiful welcome card will be added, thanks to a creative club member who is committed to this.

In addition, steps have already been taken for later this year:

**The 2025 cash audit will be carried out by Pierre and Ad.**

The 2026 audit is planned with Ad and a second person yet to be appointed.

We have also added two fun events to the agenda:

**Corvair Club Day:** Sunday 24 August, centrally located in the country. A fun day full of Corvair fun.

**Knowledge and Coffee:** Sunday 9 November in the Corvair Club Café in Waspik. An informative afternoon with two interesting subjects.

We will of course keep you informed by email about further details and registration for these days, but please note these dates in your agenda.

On behalf of the steering group, we wish you a great summer, lots of driving pleasure and see you at one of our activities!

Yours sincerely,

*The Steering Committee*



**Sunday November 9th  
Speakers: Wim & Wim**

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## 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

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# Easter weekend ride 2025

It is early on the Sunday morning of April 20th that my Corvair zooms over the Afsluitdijk, as usual accompanied by thumbs up and surprised looks. Sometimes a car drives a bit slower next to me and a phone comes out of the window, and it is filmed again! I wave back politely. In the meantime I know from conversations with car enthusiasts at gas stations and parking lots that many people notice that it is a special car, but that many cannot place it. Classic, yes clearly.

You don't see many station wagons on today's streets anymore, and certainly not with a chrome roof rack like this.

And even those who recognize it as a Chevrolet Corvair often admit they've never seen one before!

It is still a bit chilly, but the heater works great and the kilometres on that boring Afsluitdijk pass quickly. It is not that far from Friesland. Hoorn comes into view and the Tomtom guides me neatly to the parking lot of the local Van der Valk hotel.

There are already several Corvairs there! This hotel is the headquarters of the Corvair Club Ne-derland for the coming weekend, and Wilco Boer is our organizer and host.

The people who came last night are having breakfast. I greet the acquaintances and even an illegal





cup of coffee arranged for me. After all, I am not yet ready for this breakfast - report.

From 10 o'clock onwards the Cor -

vair drivers in the parking lot and the petrol conversations continue next to the cars. Hoods are opened and experts - or less experts -

glances thrown. The planned ver -

The time for today's ride is also exceeded by far, but that doesn't bother anyone. This kind of social contact is at least as important.

The ride is beautiful! Who thinks that North Holland -

The country is one big, built-up Randstad, and does not yet know the head of the province.

Here are still small, quiet and especially narrow roads, where the Corvairs find their route, mostly riding together in a column. Together out, together home.

The Netherlands may not have any mountains, but driving on the (very) narrow, (very) high and (very) winding IJssel -

meerdijken is at least as exciting as a series of hairpin bends! In the meantime we enjoy beautiful views and a photo stop is not forgotten, so that the photographers among us can live it up.

We enjoy lunch on the small fly -

field Middenmeer. Soup and croquettes are tasty, but they are apparently not quite prepared for an invasion of a group of our size. However, they do their best and so the inner man is satisfied!

The tour takes us in the afternoon along

Holland's glory, the bulb fields in full bloom. It goes without saying that here too we often stop for a picture with this splendor of colors!

My German co-driver is surprised when I tell him that it's not about the blood at all -

people are going - in fact, that soon





without any pity, will be mechanically decapitated!  
– but for the bulbs in the ground, which are exported  
all over the world.... In the evening we enjoy a copious  
Easter dinner in our  
hotel, which leaves no wish unfulfilled and it lasts  
until the early hours before the last ones seek their  
bed.

Van der Valk surprises us on Easter Monday with an  
equally rich breakfast buffet. It may not be the  
cheapest accommodation, but you do get value for  
your money. Even Holle Bolle Gijs would not have  
to go hungry here!

Today's ride takes us along the IJsselmeer again,  
now in the southern direction of Edam and then  
to the west, into the Beem-ster. I already mentioned  
that the dikes are narrow and winding. But the  
many cyclists, motorcyclists and even  
overconfident hikers form an extra challenge!

In addition, we enjoy the picturesque town of Edam  
and other villages we pass through on the way. The  
dike houses are very special, so that we sometimes  
drive at the height of someone's red tiled roof! In  
the afternoon we drive to the village of De Rijp, to  
the hotel-restaurant De Rijper Eilanden. There we  
encounter not only an antique tram, said to come  
from the city of Graz in



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Austria, but also a collection of classic -  
ke buses and trucks. It's a pity that it has started to  
rain in the meantime, so we leave it at a cursory  
glance at the vehicles and go inside.

The interior of this unusual location can best be  
compared to an overgrown version of Malle  
Pietje's shop! Everywhere you look you will find the  
most extraordinary pieces of furniture, machines,  
vehicles such as classic scooters and motorcycles,  
flying -

harness models, clocks, antique enamel re -  
billboards, children's toys, Meccano constructions  
(who remembers it...), play au -  
tomatoes, complete shop interiors from bygone  
times, in short, too much to mention. Our eyes are  
not enough. The generously sized building also has a  
corner for us, where we enjoy a 'simple but nutritious  
meal', to speak with Mr. Bommel.

Too soon the time comes for the farewell. Just a group  
photo on the stairs - is everyone in it? - then one  
more to be sure...

We wish each other well at home, thank the organizers  
of today, and head home. It was great, and worth  
repeating!



Peter Visser

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



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# I hereby propose Jeu ten Koppel me for:

*Jeu has already been mentioned in the magazine in the story of "the Belsj" where the Corvair life started for Jeu. I was supposed to get a story from Jeu but unfortunately that has not happened yet and I do not want to wait any longer, fortunately I already know so much about and from Jeu that I can make it myself with some information from the registration form.*

My name is Jeu ten Koppel and I live in Wijnandsrade (South Limburg). I am a lover of classic vehicles and I like

on the looks and technique. I have driven a number of classic cars, mainly Citroëns, and have had a Saab 95 from 1971 for many years now, one of 26 still driving in the Netherlands.

Last year I visited a classic car fair in Malmedy, Belgium with friends.

Here I saw a blue 4 drs. Corvair from 1966. This model had my full interest and I was crazy about it. I looked at it well and thought something like this is it. At the moment I wanted to take action, the owner took down the for sale sign and so I was

just too late. The Corvair stuck with me and when I got home I started looking on the internet for a similar car. No 4 drs. of the late model to be found but I ended up with a 4 drs. of the first model near Amsterdam. I called and emailed the owner a lot who provided me with the necessary information and photos.

It all looked good, I started talking about it with an old-timer friend.

This one told me that for Corvairs you should go to Jaak in Sittard, he has a few.

He had Jaak's address and was therefore on his way to Sittard. When I arrived I introduced myself and said I had his address from Roger and was interested in a Corvair and would like to have some information about it.

We got talking and Jaak took me to the garage where he had several Corvairs and a Daf. He told me



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that I had seen a Corvair at a fair in Belgium but it had already been sold and I actually thought that model was the nicest.

Walking through the garage we came to . . . indeed the Corvair it all started with. My mouth fell open in amazement and I was like, how did it get here? I couldn't believe it and Jaak didn't understand it for a moment. Then it dawned on him (sorry, that used to be a currency).

Oh said Jaak then it was you who walked around that car and were looking at it so attentively. Yes indeed that was me, I took a picture of the Corvair and sent it to my friend who was also there in Belgium. He did not believe that I was standing next to that Corvair. But anyway Jaak did not sell it, it also belonged to his wife Linda. I told him that I was working on an EM Corvair 4 drs. in North Holland. Showed pictures and told the story about it that this car was also completely restored and obtained through inheritance and was now for sale. Via Jaak I got many answers to questions about the technique and the availability of parts but he indicated that he was an enthusiast and unfortunately not an expert.

The following Sunday we went to North Holland to view the Corvair and eventually closed the deal. With my buddy Roger we picked up the car on the trailer (Roger rents it out and so he could also use Jaak who also uses this trailer sometimes) and now it proudly stands at my home.

For reliability, some things still need to be done. The Corvair is a Late Model, built in 1961, colour Mid-night Blue, automatic, registration number FD-87-29.

In the meantime I have been to Jaak a few more times for even more questions and soon the Corvair will go to a mechanic for inspection to see what needs to be done to make it drive well and reliable. After the first contact with Jaak I already felt that it was good and the social aspect is of course also appealing. I have already experienced that it is a lively and social community.

*Yes Jeu is absolutely right, our club is lively and social for sure. Hope he will have a lot of riding pleasure and that we can meet him at meetings etc. Even now you see how it can all go and how small the world is. Jeu welcome to our club.*

Jaak Eijkelenberg



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# Route 66 round trip

Finally we were able to make our Route 66 "honeymoon". Actually, it was already planned for 2020. Due to various circumstances, it took 5 years before we saw an option to drive Route 66. In a short time we dusted off the 2020 route book, checked it and booked several hotels, plane tickets and car.

I will not bother you with a complete travel report. If you are interested, this can be booked on request and takes about 3.5 days of stories (the 3.5 days does include coffee and donuts, excluding sleeping place)

We'll stick to the Corvair related items we've come across on the 5000+ kilometres. There are quite a few though! Surprisingly enough, something pops up in the strangest places. Unfortunately, not all photos are equally good, due to reflection, but the idea won't be any less.

*Ralf Verhees*



## Route 66 State Park Visitors Center - Eureka MO

Spot the Corvair in this large photo that hung in the museum.

Texaco Truck stop in Fenton, the spot where Route 66 crossed the Meramec River.



## Route 66 Experience - Illinois State Fairground

Route 66 Experience at the Illinois State Fairground.

A special arrangement of information panels about Route 66, and what there is to see and do. The museum was well-known, and this one was also among them. Then my eye spots a 2nd Corvair on a picture at Country Classic Cars, but we didn't go there.

## Hubcaps on Route 66 Sculpture

One of the many Route 66 artworks along the road.

Consisting of a metal 66 covered in hubcaps. After looking at the hubcaps we spotted a Corvair 'dog dish' in the artwork.







### Corvair St Louis MO

We were just standing there with our rental car outside the hotel at the exit of the parking garage when a Corvair (blue, early model 4 doors with fender skirts) drives by. We were busy with the route and looking where we had to go, so no camera at hand to capture this beautiful Corvair. As quickly as it came, it also drove by and turned right, where we had to go left. We were just able to take a blurry photo, still a piece of evidence of our first real spotted Corvair this trip.

My Facebook appeal has unfortunately not (yet) yielded an owner.



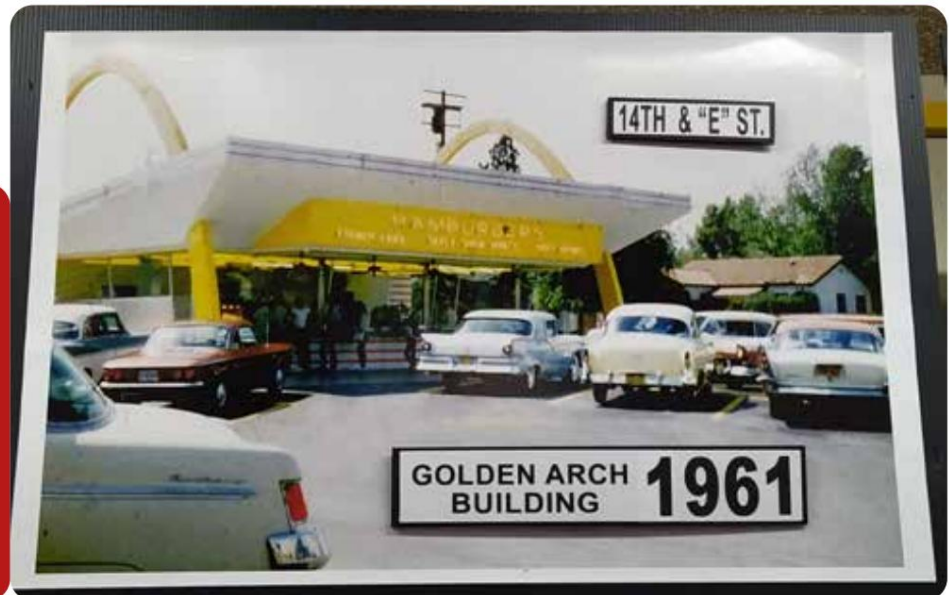
### Rock Cafe - Stroud OK

Eating in one of the many diners / restaurants was part of our trip. In Stroud we spotted on the wall: 2 Corvairs, 1 photo and 1 newspaper. We asked the waitress if she knew more about it, but unfortunately she didn't. I will dig into this further and hopefully I will find out more.

### First Original McDonald's Museum - San Bernardino CA

A small museum with the history and many Happy Meal items of McDonald's. Outside the museum we have

didn't visit a single McDonald's (not really our thing) but in the museum we did spot this photo of the Golden Arch Building from 1961. The era when there were still real cars at "a diner"!



### Route 66 Fun Run - Kingman AZ

When booking our hotels we had a problem in Kingman. It was a weekend and the hotels were either full or super expensive. After much deliberation and looking at various other options we made the decision and unfortunately booked the worst ho-tel of the trip (for way too much money). As it turned out, the Fun Run was held that weekend. About 800 classic cars drove from Kingman to Williams on the old Route 66. We had already spotted several oldtimers along the way, which was a nice addition to the atmosphere of Route 66. In Kingman was the gathering / center of the event, and that's where we spotted this Corvair. (currently no owner reported via social media)





### John & Teresa Miller - Springfield MO

It took 10 years before we were able to see my "American parents" again. Luckily this time it was possible because J&T live on Route 66. They have a house on the old road just outside Springfield MO. We spent a day in and around the house. So much to talk about and see. At J&T there are always Corvairs. They grow / graze there in the wild, and in every corner of the garden there is one to be found. The day flew by and is unfortunately much too short.

But we had to get back on Route 66, because there were still many miles to go!







## Not only Japanese people copy

When Wilco Boer told us a few years ago that he had bought a Sunbeam Imp, I came up with the idea.

Why not take a look at the design of the first Corvair model and the worldwide appreciation for it?

The attention for the unjustly vilified road behavior keeps coming back, so I'd rather remove it immediately.

The concept of a self-supporting body with an air-cooled engine in the rear and (therefore) relatively much interior space for the compact dimensions astonished the American public. In Europe, people were especially surprised that 'those Americans' were now imitating 'us'.

But the surprise was even greater at the tasteful way in which it had been done. Remember that the Corvair was introduced to the public in October 1959. That was when the Cadillac's fins were at their highest and the Impala's wings were at their widest!

And then there is the Corvair with elegant lines, modern, without frills. Chrome, of course, but not too much and in line with the whole. A hip line that makes the car look a little lower than it already is. The front does not have to swallow air, which means the focus is on the double headlights. That focus is helped by the dip that the nose makes between the lights.

Furthermore, a flat front hood with minimal curvature to the fenders. We look from the outside and have a good insight into the passenger compartment along the slender window pillars. Just like with the 'flatroof' variants of the larger GM family members, the roof protrudes slightly over the rear window.

From the side it looks like one of those lines that suggest movement in a cartoon. If we let our gaze slide further over the rear, we see that the hood is completely flush with the fenders. Even though they are transverse, the louvers through which the engine inhales hardly disturb the lines. And yes, the Corvair wants to be seen from behind too.

Two pairs of lights subtly extend a little further back than the rest of the car. The car has bumpers, but they are so fine that there is less metal and chrome

then sits on a single Dagmarbooby.

If you think I am exaggerating, then that is probably true. However, there was not only enthusiasm among the public. Various manufacturers were inspired. In the Sunbeam Imp (introduction 1963), the dip between the double headlights and the hip line were copied from the Corvair. This was also admitted by the people at Rootes. At Ghia it was also acknowledged that the sharp crease in the body of the large Karmann Ghia (Typ 34, 1961) was inspired by the Corvair, but that they did not let it run all the way around the front because they wanted to keep a family resemblance with the front of the earlier version. The frontal dip and the hip line (even in chrome) are also unmistakably present in the Fiat 1300/1500 (1961). We also see the dip in the Simca 1000 (1961)

NSU takes the princely crown with the Prinz. The story goes that in 1959 the factory had a ready-made (Bertone) design for the next version of the existing Prinz. That design went in the trash when someone from the management attended the unveiling of the brand new Corvair in Paris. Bertone was skipped and the in-house design department was given the task of making a design using a photo of the Corvair as an example.

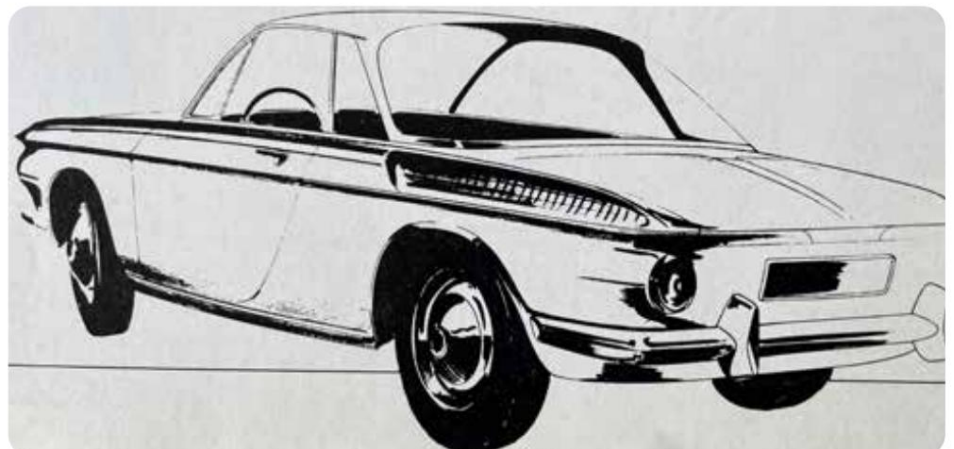
This led directly to a miniature Corvair. Not all the styling elements work equally well with the size of the NSU, but the whole was well received. NSU did not adopt the dip between the headlights and the taillights were rectangular, but the hip line and the overhanging



roof we can call 'one on one'. And apparently it tasted like more, because the next version of the Prinz (1000) came with double headlights and round taillights. And did NSU try to outdo GM? There were 6 round taillights!

That various manufacturers have borrowed from the first Corvair model is regularly referred to in the magazines. I have never actually seen that from the later Corvair model. This design is perhaps less groundbreaking, but at least as elegant and certainly more flowing in line. Subtle and timeless, it is also often called. Well, then perhaps everyone has borrowed something from it, well into the 80s....

*Ad Dijkstra*





# Visit National Corvair Museum



On our Route 66 road trip last month we of course also visited the National Corvair Museum, located on Route 66. Just outside Lincoln IL, in the town of Chatham, a blue Corvair with the text Corvair Museum is waiting for you!

Before we started our journey we had contact with Mike Hall. The museum is open by appointment. We said a date and time and this was no problem. Mike was already waiting for us and welcomed us to the museum.

The museum contains special objects that we will certainly go into more detail about in the coming magazines. I will now mainly keep it to a general story. Through the swinging doors we were immediately eye to eye with several special Corvair models. At the front was a Yenko Stinger stage 3 found (in a barn), ready to be repaired. It remains special that Yenkos are still being found. The Corvair Limousine of Don Filkins. We had also seen this at the Corvair Convention in Knoxville.

A beautiful example built by Don himself



copy. In contrast, some special racing Corvairs: Tom Kasabian's propane powered salt racer (Bonneville speed racer) as well as a drag racer from Phil Dally from San Diego. Both nice to see in real life, Also a Fitch Sprint. Special modifications to this Corvair, carried out by John Fitch.



One of the unique items in the collection is the last Corvair body produced by Fisher. The 1969 Monza Coupe is finished in the color red (Garnet Red) and rolled off the assembly line at Fisher Body.



Unfortunately this body never became a Corvair and it remained with the body. Also the tag that the body has is separate with the number 6001, while only 6000 were made.

Next to a beautiful Corvair 95 there is also an American looking Corvair, which we had spotted earlier in a local tourist brochure. It is a Shriners parade Corvair. These Shriners (8 convertibles and a bus) are all executed in American flag livery.

One of these was on display in the





row.

Another nine Corvairs were on display. The Corvairs rotate to keep them all in good condition. One trip takes them to an outside workshop for maintenance, and the other is put back on display. Unfortunately, the tow truck Corvair was currently being serviced, and was therefore not present. The station wagon (of which I also have one) was also not present, it was also waiting in storage to return to the museum and swap with one of the other Corvairs. Too bad, but the current supply was fine and nice enough as replacements!

The Super Monza is probably the pearl in the collection. This modified 1960 700 Coupé has quite a history, which we will definitely delve into in a future magazine. Wonderful to see this in real life!

What makes the museum complete are the many displays, demo engines as well as the many photos and drawings that hang there.

Various displays move, to show the workings of the Corvair drivetrain. The various test and demo engines and parts, a piece of history of the development to the current Corvair. What I found special were the wind clay models, of which there were 2 (Corvair Greenbrier and an Early Coupe) Nice to see how certain details were incorporated and that they were already working on a piece of aerodynamics, besides the appearance.

We will certainly talk more about this in the future



read in an upcoming club magazine.

The walls were also covered with photos, posters, advertisements, sample posters and design sketches.

In the meantime, another Corvair enthusiast and museum manager had come in. Brian Nicholson had taken a break from work to see us. A Corvair enthusiast from the other side of the ditch is quite special. We had a great chat about Corvairs, how and what about Corvairs in the Netherlands, the differences in ordering parts and many other items.

Time flew by. Brian had to get back to work, and we had to get back on the road, because we still had a bit to go to St Louis.

Mike Hall and Brian Nicholson, thank you for your warm welcome. We loved seeing the museum and hope to see it expanded in the future with special Corvair items.

**Ralf Verhees**





# 'It has pleased His Majesty the King to appoint you, Leon Janssen, as Member of the Order of Orange-Nassau'.

*Last year our club was approached by Astrid, Leon's daughter. She wanted to request a medal for her father for 2025, as he has done and meant a lot to the community and its citizens in his life and especially in recent years.*

*Our club was asked to write something about the significance of Leon for the Dutch Corvair Club. This was put forward in the steering committee. The steering committee has only been active for a few years and apart from Ralf and I, no one could bother Leon so for them to say/write something about this. Ralf then took this on himself.*



Dear Ingrid,

How nice that you want to request a ribbon for your father Leon.

He has indeed meant a lot to our club. He founded the club in 1997 together with Mike Cramer (incidentally not officially registered with the Chamber of Commerce, so as a hobby).

We have only been officially registered with the Chamber of Commerce since this year.

Leon made the club magazine until 2014, and then I took over the club magazine, since then Leon has been a regular club member.

Good luck with your application for the medal

Yours sincerely,

Ralf Verhees  
Corvair Club Netherlands

A handwritten signature in black ink, appearing to be 'Ralf'.

Unfortunately Leon has been less active in the club in recent years due to illness and other circumstances, but many will know him or have heard of him.

Leon and Mike Cramer are the founders of our club that was founded in 1997. In September of that year Leon started publishing a magazine. The first few years 7 magazines were published per year, but as is often the case, it came from just one and mainly from Leon and this was no longer possible. In the meantime we have gone to 4 magazines

per year which we are very satisfied with and which is still a wonderful magazine, thanks now to Ralf and the efforts of members who contribute to it.

Back to the application, this was not easy and the daughters As-trid and Ingrid have noticed that. There is a lot involved but it is also not nothing to be eligible for this. Everything went well and we received the message from Ingrid that on April 25th the mayor

ter van Sittard/Geleen where Leon's place of residence, Limbricht, falls under would visit him. A small group of selected people could be there because space was limited as it would take place at Leon's home. Our club allowed us to be present with 2 people. Ralf was on his way to America because of a holiday, the others could not make it to Leon and also lived a long way away, Pierre Salden and I were the right people to live nearby. Pierre and I considered it an honour to be there anyway. We have known Leon almost since the club was founded. The mayor would be there at 08:40 and the guests would follow. Leon would be distracted by the grandchildren, which did not entirely work out. Around 08:30 Leon started to get suspicious because the children and grandchildren were present in their Sunday best. I went with the Belsj (4 drs. Corvair) to pick up Pierre and went to stand guard further down the street until the mayor arrived. I had thought of a nice spot in front of Leon's house on the sidewalk, but the mayor had the same idea and was there faster. When it was parked, I parked the Belsj on the sidewalk across the street. The mayor was visibly interested and looked at the





car good. Then he walked to the front door where Gerda, Leon's wife, opened the door for the mayor. Leon was pleasantly surprised and amazed when he came in with a crowd of people he knew well. Of course his suspicion was confirmed, he knew then what was going to happen. Leon was given a short time to shake hands and talk to people. He said to me "did you arrange that from the Corvair Club" to which I replied "no, this is entirely thanks to your daughters and yourself". Then the mayor took the floor and listed the reasons why Leon had been nominated: Mr. Janssen has been helping with the floats for the carnival parade in Sittard since the 90s. He is one of the founders of the Corvair Club Nederland (editor's note: the mayor knew a surprising amount about the Corvair) and has edited the club magazine for the club for many years. He also did the same for the members' magazine of the Belgian Oldtimer Caravan Club (BOCC). At Stichting Plök, Mr. Janssen takes care of the orchards in Sittard-Geleen and helps pack and process the jars of syrup. For Stichting Oude Salviuskerk, Mr. Janssen designs and draws the New Year's cards every year.

Mr. Janssen was also active as a caregiver for many years. And then came the words that mattered.

**'It has pleased His Majesty the King to appoint you, Leon Janssen, as Member of the Order of Orange-Nassau'.**

Leon was given the famous award and the certificate. Gerda received a beautiful bouquet of



flowers and the Mayor had brought a cake because he thought this was part of a celebration.

The photographer took the necessary pictures as did several people present. After this Leon was congratulated by those present while the children and grandchildren did their best to provide everyone with coffee and pie. Time was soon up for the mayor because there were still several citizens (14 in total) waiting to become members of this order.

Talked to Leon briefly and before Pierre and I left, we took him outside to take some pictures of the Corvair for a story in our fine magazine. Leon was happy to cooperate. We had already said goodbye to the family and those present,

Outside at the Corvair Leon could catch his breath. A grandson had come along to take pictures of the three of us. After that Leon had a great day and weekend and we went home

gone.

*It was an honor for Pierre and me to be here. I have written all this down as experienced by myself and what was picked up in the hustle and bustle. Perhaps something will not be entirely correct but my apologies for that in advance.*

**Congratulations to Leon and Gerda on behalf of the members of Corvair Club Netherlands.**

**Jaak Eijkelenberg**





