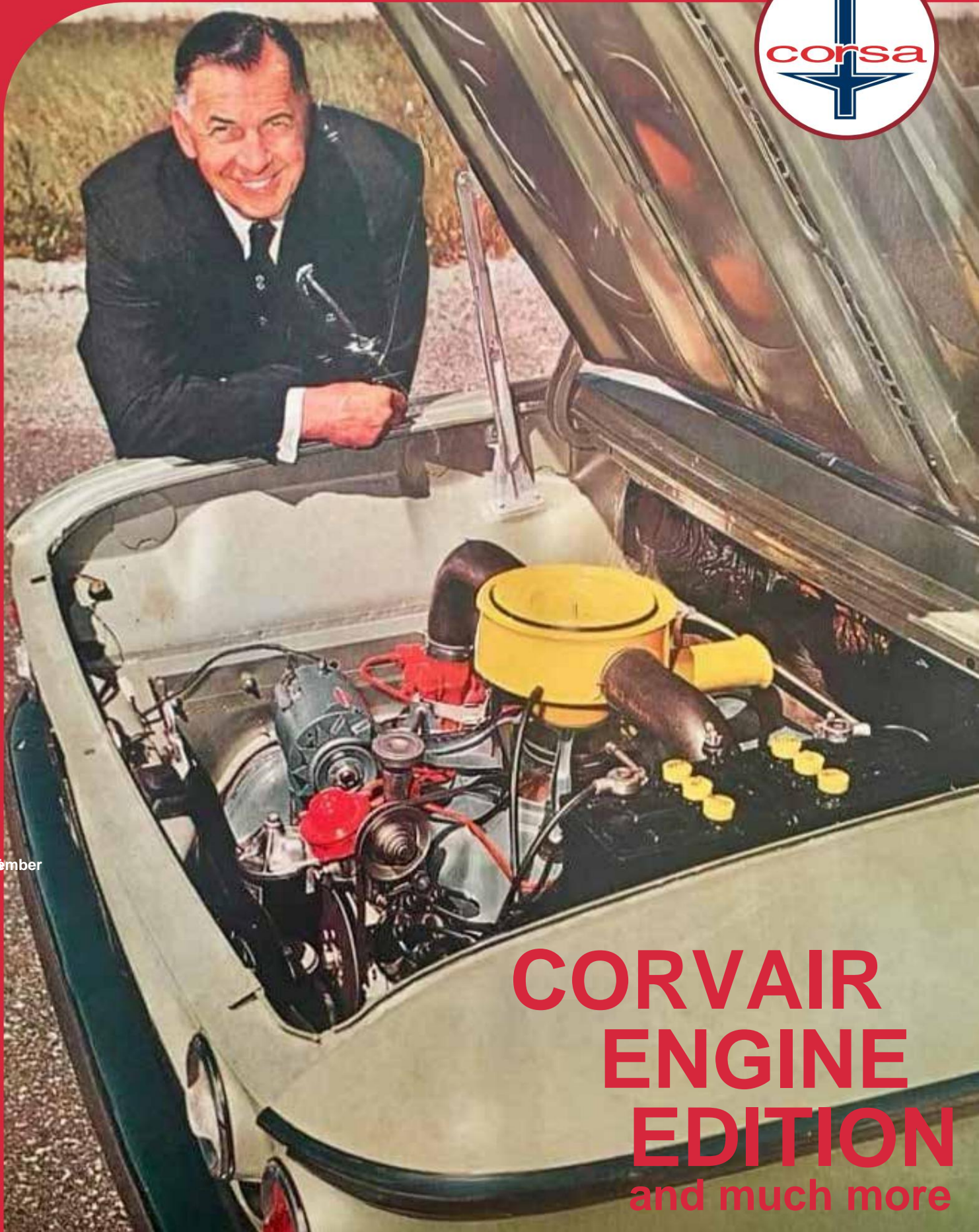




CORVAIR MAIL



September

**CORVAIR
ENGINE
EDITION**
and much more

Austria

Since this year we also have a club member from Austria!

Ferdinand Hoffmann lives in Lermoos, Tyrol.
Ferdinand lived part of his life in the Netherlands.

In Lermoos, Ferdinand drives a beautiful Corvair, but his love for the Corvair began much earlier. He even drove Corvairs in the Netherlands.

Ferdinand wanted to share these photos with the club.

We warmly welcome Ferdinand to our club and who knows, we might meet him again at a club meeting, because he still likes to come to the Netherlands.



Corvair in 1965 purchased in Berlin.



The Corvair in Switzerland.



At my then-in-laws' house in Sittard.
Ran out of petrol so had to push.



The Corvair also deserves some attention with some painting work.

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From the Steering Committee

Dear members,

The year is almost over, and we can look back with pleasure on a wonderful and active Corvair Club year. In this club magazine, you'll find an overview of all the activities we've enjoyed together.

The steering committee continued its activities towards the end of the year. At the end of November, we held a digital meeting where various points were discussed, concluded, or initiated. Below, we share the most important topics:

The fixed price for the **meeting** was a great success. We'll continue to build on this in the future, assessing the appropriate costs for each individual event.

The membership fee for 2026 has been set at **€46**. Please do not transfer this amount yet; you will receive a **payment request by email in January**.

The **General Members' Meeting (GMM)** will take place on **Sunday, February 1, 2026, at 2:00 PM**. **All members will receive an invitation in advance by email with the registration link and the agenda**.

The paper registration process for **new members** will be replaced by a **digital registration form**, making registration easier and faster. This will be further developed in the coming period.

- The engine block that was purchased for the **Knowledge & Coffee technology afternoons** will be reviewed and, where necessary, supplemented with parts from the **collections of various** club members. In this way, we will work together towards an engine block that can be used in the future. This is a long-term project that will involve several members. We will be happy to share more information about this in the new year.
more about.

The two-year term for some steering committee members is expiring. This includes:

Ralf Verhees – Chairman & Editor

Linda Sprangers – Communications & Social Media

Heleen Prinsen – Treasurer & Merchandise

These three steering group members are running for re-election for another two-year term in the same position.

Would you like to run for a steering committee position? Send an email to communicatie@corvair.nl before **January 20th**. Please state which position you are running for and include a brief cover letter.

Club magazine sponsors

PEETERS
DRUK EN PRINT



Finally, the steering committee would like to thank everyone for their commitment and camaraderie this past year. We wish you happy holidays and look forward to 2026: with many safe kilometers and, above all, lots of big smiles along the way.

The steering committee



Zondag
1 Februari



Start: 14:00

Corvair Club Nederland Leden Vergadering

Colophon

Editorial and publication: 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:

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Club website: www.corvair.nl

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2025Next**



Knowledge & Coffee 2025

On November 9th, we experienced our second Kennis & Koffie afternoon in Waspik. Linda and Marcel, in their garage, converted into a Route 66 Bar Saloon, give you the feeling of being stranded somewhere in the Midwest, where you can relax in your rusty late-night, early-night, or even FC during that grueling road trip to the Pacific. It's a chance to reflect on why you embarked on this tour in the first place. The coffee is strong, the beers are cold, or better yet, a Coke.

Mom? Now, a trip from Friesland or North Holland to the dark Brabant doesn't quite compare, but kudos to the members who were willing to make that effort. But it's also understandable when you consider the extremely high intellectual level of the presentations. It's a shame that a number of members called it a day after the first K&K. Did they see through the so-called caliber of the presenters? With a treatise on the



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Wim S. tried to explain to the audience about the phenomenon of vacuum that a healthy vacuum circuit is the foundation of a smoothly running engine. This means the system must not leak anywhere, meaning it must not draw in false air. So, no leaking diaphragms, hoses, or gaskets.

All components and control methods were reviewed.

After a short break, Wim B. took the stage to discuss carburetor adjustment. Mr. B. is a walking service manual, covering all model years, supplemented with his extensive experience and opinion on the best carburetor configuration year.

As if he were secretly sitting under the table in Detroit when they were meeting again to discuss the next upgrade.

When all the adjustment screws, pegs and pawls had been dealt with, Heleen subtly but firmly pulled the plug on the festivities almost an hour after official playing time.

Meanwhile, we'd all been staring at a Corvair engine block that had landed on Marcel's operating table that afternoon as a research project for the dark days ahead. To be continued?

Without a doubt, let's get the mud off first. After chatting for a bit over a drink and a nut, we got into the mood for goodbye hugs and everyone continued their Route 66 journey to their own Pacific.

Linda and Marcel, thank you again for your generous hospitality. It was a wonderful and especially educational afternoon!

Wim Smit

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Marcel
sprangers
metselwerk en meer!

sprangers



Knowledge & Coffee Carburetors

Summary of the presentation on tuning the most common Corvair carburetors as discussed on "Knowledge and Coffee" on 9-11-2025

Wim Boon

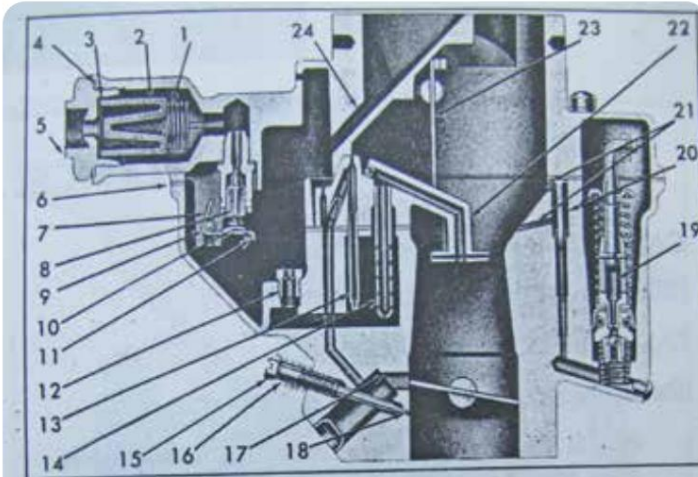


Fig. 9-2—Carburetor Schematic Cross-Section

- | | |
|--------------------------------|-----------------------------------|
| 1. Filter Spring | 14. Main Well Tube |
| 2. Filter | 15. Idle Mixture Adjusting Screw |
| 3. Filter Gasket | 16. Idle Mixture Adjusting Spring |
| 4. Inlet Nut Gasket | 17. Secondary Idle Port |
| 5. Inlet Nut | 18. Primary Idle Port |
| 6. Float Seal Gasket | 19. Accelerator Pump |
| 7. Float Drop Adjusting Tang | 20. Pump Discharge Valve |
| 8. Float Needle | 21. Pump Discharge Ports |
| 9. Float Hinge Pin | 22. Venturi Cluster |
| 10. Float Level Adjusting Tang | 23. Choke Valve |
| 11. Float Hanger Arm | 24. Bowl Internal Vent |
| 12. Main Metering Jet | |
| 13. Idle Tube | |

Although the operation of the carburetor is assumed to be known from here on, I will show a schematic diagram here as a refresher.

Before we discuss adjustment, we need to make sure everything is set correctly when assembling the carburetors.

• Note the following when assembling the carburetors:

ÿ Check that the floats are mounted parallel and at right angles (Figure 2).

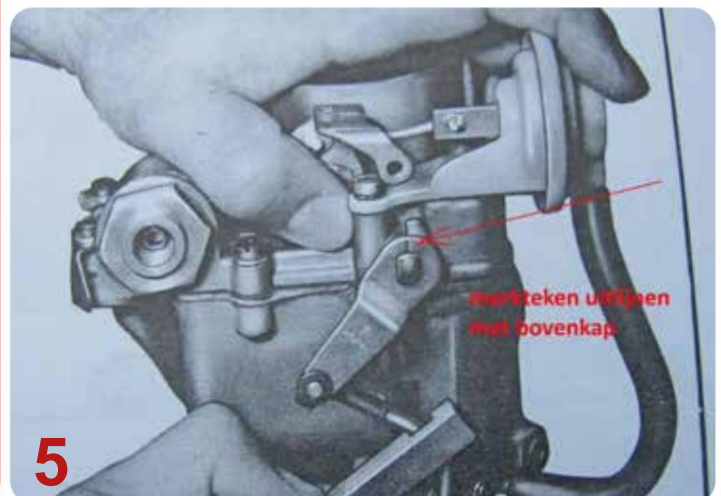
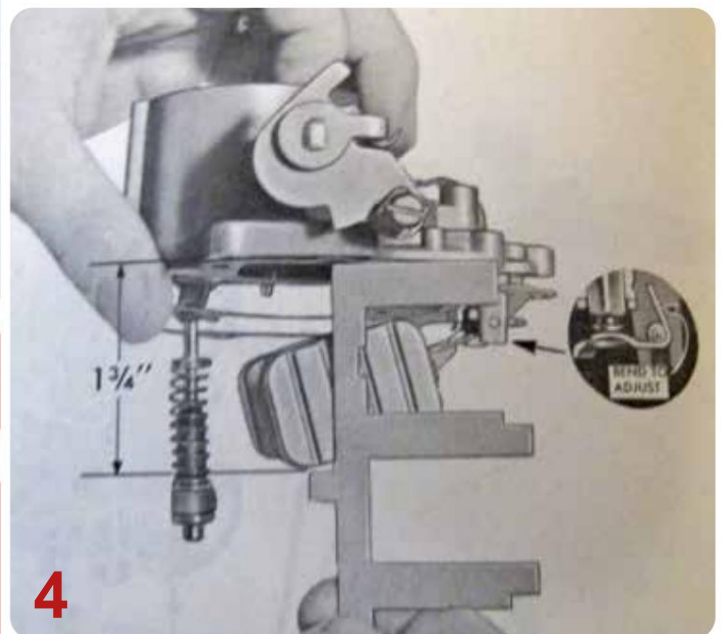
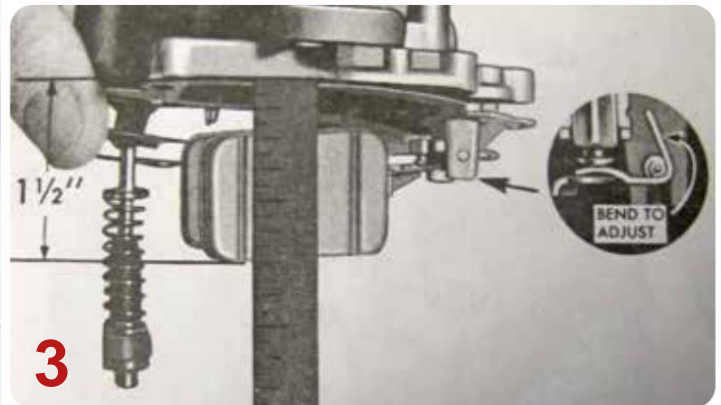
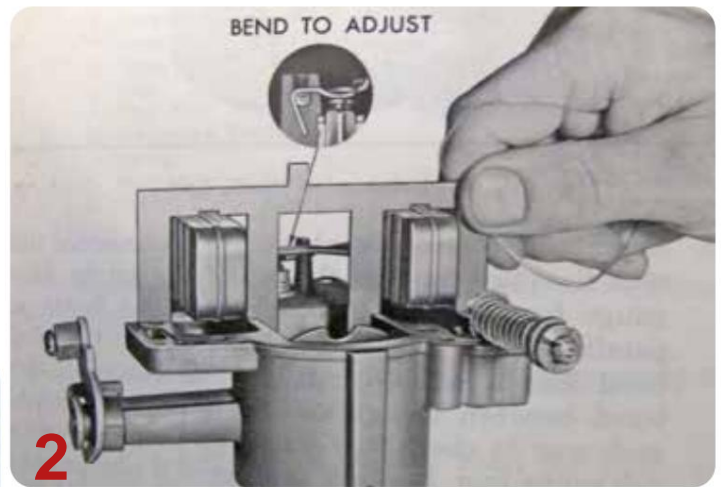
ÿ Adjust float level if necessary.

With the float needle closed (highest float position), the distance from the bottom of the float to the top cover gasket is $1\frac{1}{2}$ ", with the float fully lowered it is $1\frac{3}{4}$ " (Figure 3 and 4)

Check the accelerator pump's control rod. The marking on the control rod should be aligned with the carburetor housing. (See red arrow in Figure 5)

ÿ Check vacuum diaphragm (if present).

Disconnect the tube, push in the diaphragm, hold your finger over the hole, and release the diaphragm. If it sticks to your finger, the diaphragm is good.





• What do we want to adjust?

- Correct choke valve position.
- Idle speed / air-fuel mixture at idle.
- Equal adjustment of left and right carburetor.
- Adjust the vapor vent if present.
- Correct position of the throttle valves when operating the accelerator pedal.

• Carbs with automatic choke na 1961.

• On the overview photo of the engine compartment (Figure 6) you can see the control rod which is connected from the accelerator pedal to a lever on the crossover by means of a swivel.

The crossover has three levers: one for the throttle control rod and one for each carburetor, which operates the throttle valve. The crossover also has two pivot points.

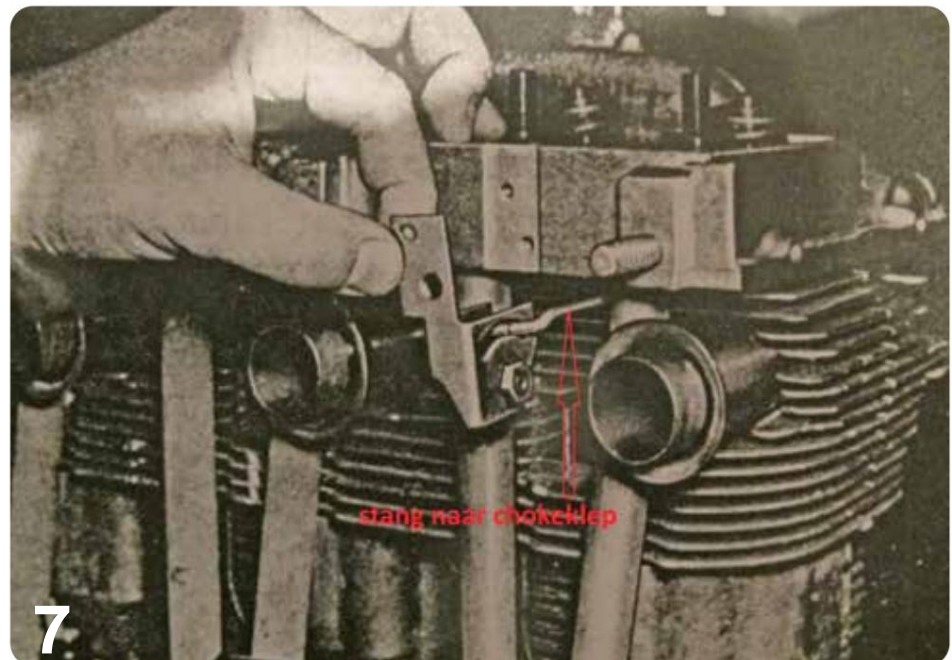
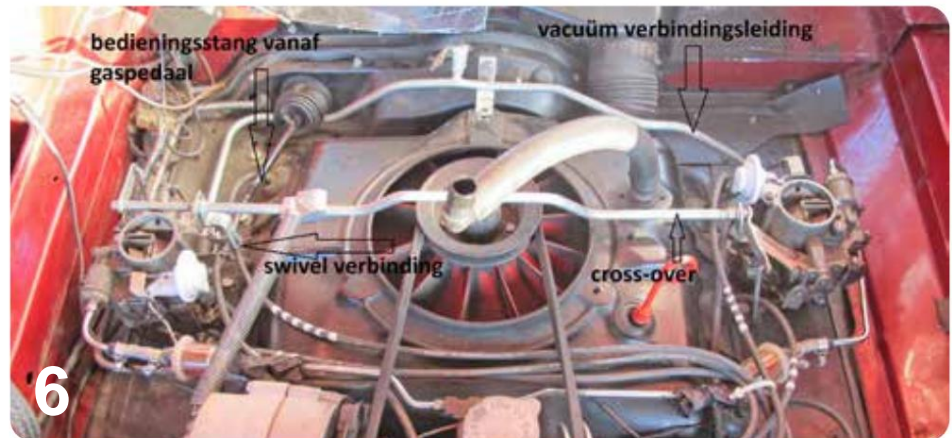
• The thermostat coil is located between the cooling fins of the cylinder Head (Figure 7). A small rod (up through the plating) operates the choke valve (Figures 7, 8, and 9). • The vacuum diaphragm corrects the choke valve position if necessary.

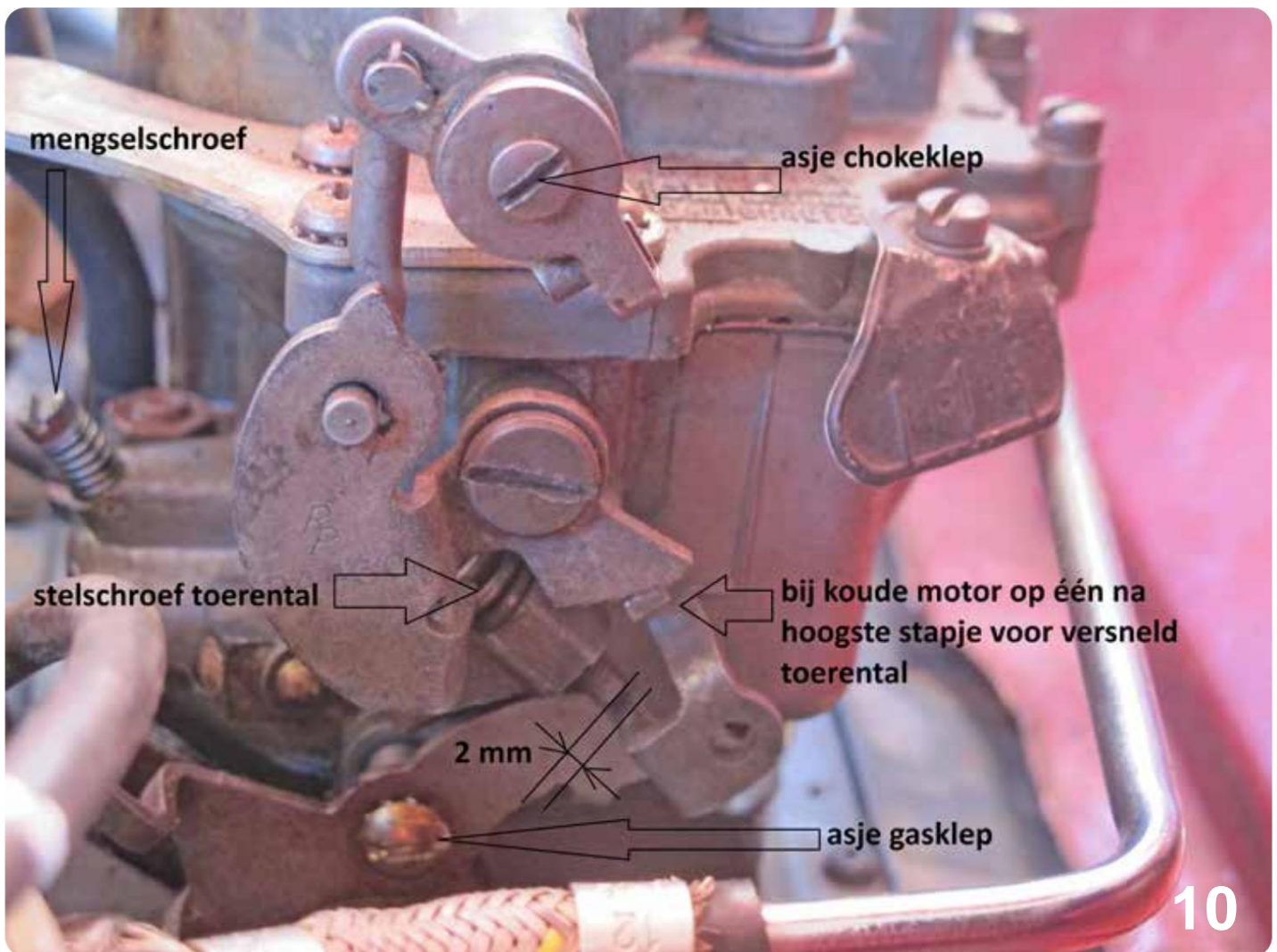
• When the engine is cold, the choke valve should be fully closed. If not, the thermostat coil may be defective.

If we quickly apply and release the throttle, the idle speed increaser should be at the second highest step (Figure 10).

• When the engine is warm, the choke valve should be fully open (Figure 11).

• When accelerating, the choke valve is opened slightly further by the vacuum membrane.





10

- The actual adjustment (Figure 12):
 - Warm up the engine.
 - Disconnect the main control rod when turning - point (swivel) loose from the crossover.
 - Make sure the spring that keeps the crossover "tight" remains in place or put it back in place.

• There are 2 adjustment screws: a mixture screw and an idle speed adjustment screw.

• Turn the mixture screws on both carbs Carefully close it against the stop (without damaging the seat) and then turn it 2 turns Open.

• Turn the throttle adjustment screws just against the throttle lever using a paper feeler strip. Then tighten them 1.5 turns.

• Attach the main control rod tension - back to the crossover again.

• From here on all mixture adjustments - adjusting screws and throttle valve adjusting screws on the left and right in the same way.

• Start the engine and adjust both throttle valves - Screw in the screws until the engine speed is 500 to 600 rpm. Do this in drive with a PG transmission and in neutral with a manual transmission.

• Always adjust both mixture screws so that the engine speed is at its maximum. • Adjust the

throttle valve adjusting screws and then the mixture adjusting screws as necessary until the engine



11



12

Running smoothly. If a PG is put into neutral, the engine will rev slightly higher. A vacuum check can also be performed to

ensure the left and right sides are aligned.

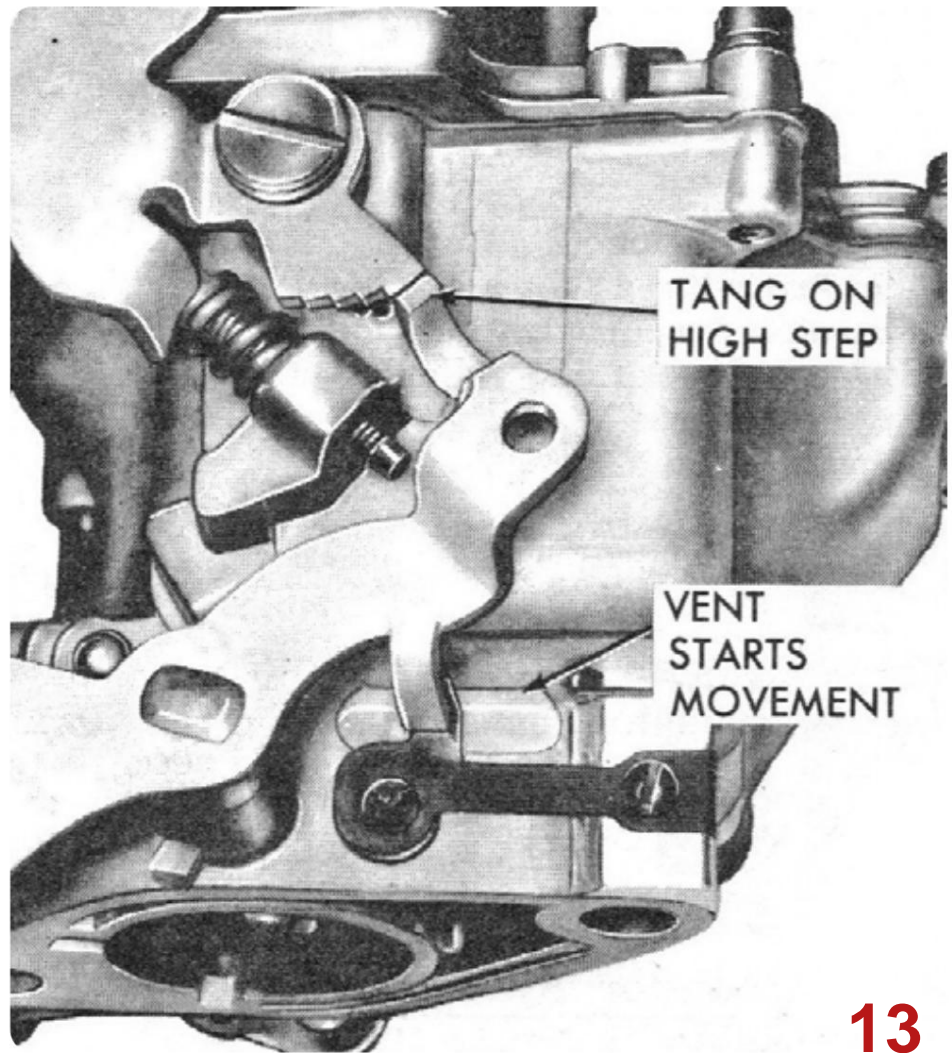
Once all this is done, there's one final check. As mentioned before, on a cold engine, after quickly pressing the accelerator pedal, the rev-booster should be set to the second-highest setting. The gap between the adjusting screw and the throttle lever should then be 2 mm (Figure 10). If necessary, the lip on the throttle lever can be bent to achieve the correct position. Also check that the left and right sides are set the same.

If equipped, adjust the vapor vent so that it just begins to move when the throttle lever is at the highest position of the idle speed adjuster (Figure 13).

In the next club magazine we will continue with this story, including:

Carbs with hand choke, 4 carbs and vacuum controls.

Wim Boon



13

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



KUIPER
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Voelt als familie.



De Scholtenbrug. In *Ons Amsterdam* gevonden door Ad Dijkstra. In de verte de Amstel, Amsterdam 1967
Uit de Collectie 'Corvair Live!' van Ralf Verhees, Ruud Keers, Jaak Eijkelenburg en Hans Aarsman



René Kramer introduces himself:

And another member from the "far north," but sometimes an old member makes way for a new one. You notice that when the Corvair is passed on from one owner to another. This isn't the case with René; he brought his Corvair from the USA. Enjoy René's story:

Hey everyone, I've been a member of the Corvair club since this year and was asked to introduce myself.

My name is René Kramer, 56 years old, from Den Helder and I am married to Irene and have a daughter named Anouk and of course my French Bull Zenah.

There are currently two Corvairs still driving around Den Helder that I've seen at local classic car shows. These are Mika van Hoorn and René van Deutekom.

I personally own a 1963 Corvair Monza 900 convertible de luxe, which I imported from America in 2013 in collaboration with ZIGZAG Motoren USA. The Corvair was offered on Marktplaats (a Dutch online marketplace) but was still in America.

The contact person lived in America but was Dutch and married to an American, so the communication went very well. I received a complete photo album, including videos, which showed everything reasonably well. They also indicated that it would pass the RDW inspection, but the photos and videos already showed that the car wouldn't pass inspection here.

come. It is an American version so you still have to go and get the lighting etc. to adjust.

After the deal was closed, the company transported it in a container to Roosendaal, after which it was delivered to Den Helder by car ambulance. Upon arrival, the Corvair looked good from the outside; the paint job was American-style but looked reasonably good, and the interior was brand new. Upon unloading, it looked like a Mexican bouncy car; the car spun around, but otherwise drove well.

After inspection, we (together with my father) completely dismantled the car underneath and mechanically and fitted it with all new bushings/springs/shock absorbers and only on the bottom, so it is completely new.

I ordered these parts from Clarks Corvair in America, a very good company with extensive knowledge. As protection for the underside, they had sprayed a thick layer of fire-resistant insulation, which we completely covered. This also revealed two bad spots in the floor, which I filled with new pieces and welded in place. All in all, it took us about three months to get the Corvair ready for the RDW inspection, which I had performed in Heerenveen.

Upon arrival in Heerenveen, I parked the Corvair in a parking lot to check for any unusual issues that might have arisen along the way. This was a good thing, as a significant oil leak had developed, which I was fortunate enough to fix on the spot. Afterward, the Corvair was inspected, and after receiving many compliments, it passed with flying colors. Afterward, we traveled to Den Helder feeling very confident. We've since attended several meetings and regularly participate in historic tours in the area.

My dream is to own a Corvair Type 2 coupe. A while ago, one was offered on Marktplaats, but by the time I wanted to look, it had already been sold and was on its way to France. It's also becoming increasingly difficult to find a Corvair in America; they're currently very popular.

I'm also a fan of Corvette C1, C2, and C3 models. I have a C3 under restoration that I plan to finish next year; I've owned it since 1992. It was also imported from America.

I love jukeboxes, old gas pumps, American collectibles and so on, it's actually a hobby that has gotten out of hand and seems to have no end in sight.





My father and I own several vintage mopeds, which we restore and then display in our shed(s) so we can enjoy them. We regularly attend trade shows to find the parts we need.

Here are some pictures to give you an idea:

What I get most satisfaction from is that I share the same hobby with my father. He actually infected me with this virus and I am certainly grateful to him for that.

Hopefully I'll run into you sometime when there's a meeting nearby. I missed the last one in Hoorn because I wasn't a member of the club yet.

If you would like to know more about me, you are always welcome to come by the warehouse.

Goodbye, René Kramer

René, a man after my own heart, shares my hobby and interests. I'd love for René to organize a ride or coffee chat based on their hobby. I could easily fill a whole day with that.

And we also have a member of the Corvette in our club who sometimes rides in it. Irene, Anoek, René, Dad, and not to forget Zenah—all are very welcome in our Corvair Club. And buying a Late Model is a great idea.

Jaak Eijkelenberg



My Corvair Life and Times

Part 4

Edward N. Cole's Corvair history/passion

It's been a while (March of this year) since we started with the history and story of Edward Cole. Last time, we discussed the design and ideas for various components of the Corvair. This time, we'll delve into the engine. From development and design to production, with all the ups and downs they faced in bringing this unique drivetrain to life. A continuation of this article will appear on the next issue.

As we know, Ed Cole's plan was a To build an attractive, innovative car that was also inexpensive to produce. He examined various VW and Porsche models and concluded that a series of monocoque bodies with a larger, rear-mounted, horizontally opposed, air-cooled six-cylinder engine would be the way to go (in America, everything has to be bigger than in Europe). Removing a radiator and ducts would reduce cost and weight, while using a driveshaft would achieve similar goals, with the added benefit of reducing interior space due to the transmission and driveshaft humps.

A plan to keep competitors and even others at General Motors out of the loop. By assigning the project code XP-76, the development program was presented as a future offering for GM's Australian division, Holden. Cole even went so far as to use Holden stationery and logos for all documentation and assign Holden part numbers to the developed parts. A further pretext was to assign the exterior design to GM's international studios, even though American designers effectively took over. In another section, we will discuss the various body styles used in the Corvair's development.

Ralf Verhees

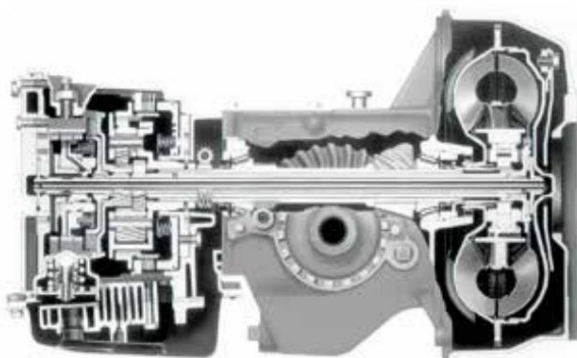
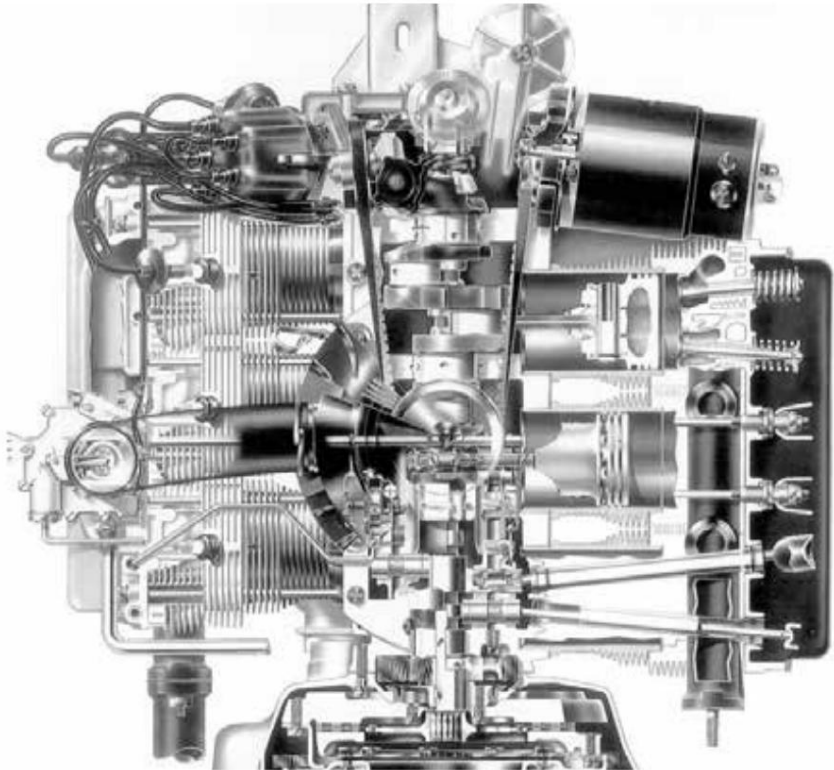


Now that the direction they wanted to go was basically clear, another problem arose. The competition was always listening intently, so how could they keep this plan a secret? Ed Cole revealed a secret.

More about "Project Holden" in a later issue, but let's take a look at some drawings, prototypes, and test situations of the Corvair engine.

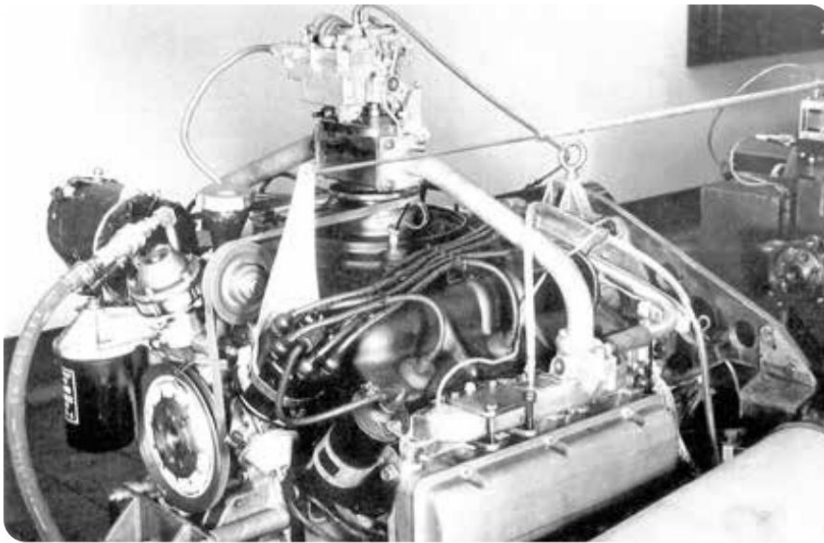
Basic drawing of the Corvair engine

As seen in the top view, the Corvair six-cylinder valves were angled apart to provide extra space to create space for cooling fins in between. The cylinder heads were made of aluminum, and the individual cylinders were made of cast iron. The camshaft, located below the crankshaft, was driven from the flywheel portion of the crankshaft.



Powerglide

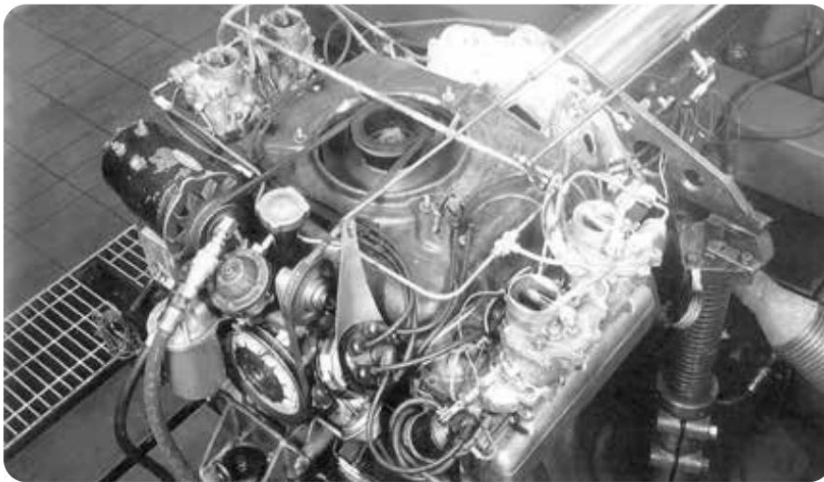
The Corvair's Powerglide automatic transmission combined a torque converter with a two-speed planetary gear train. A dual shaft drove from the torque converter to the planetary gearbox, inside the shaft that returned to the differential to drive the pinion and ring gear. Ed Cole had hoped all Corvairs would be automatic, but cost pressures forced the addition of manual transmissions to the lineup—thankfully for car enthusiasts.



Induction system

During the development of the Corvair's six-cylinder boxer engine, various induction systems were tested. This experimental setup, running on a dynamometer at Chevrolet's Engineering Center, used a single central carburetor that fed the gasoline mixture to the manifolds in each cylinder head via long, curved intake pipes.

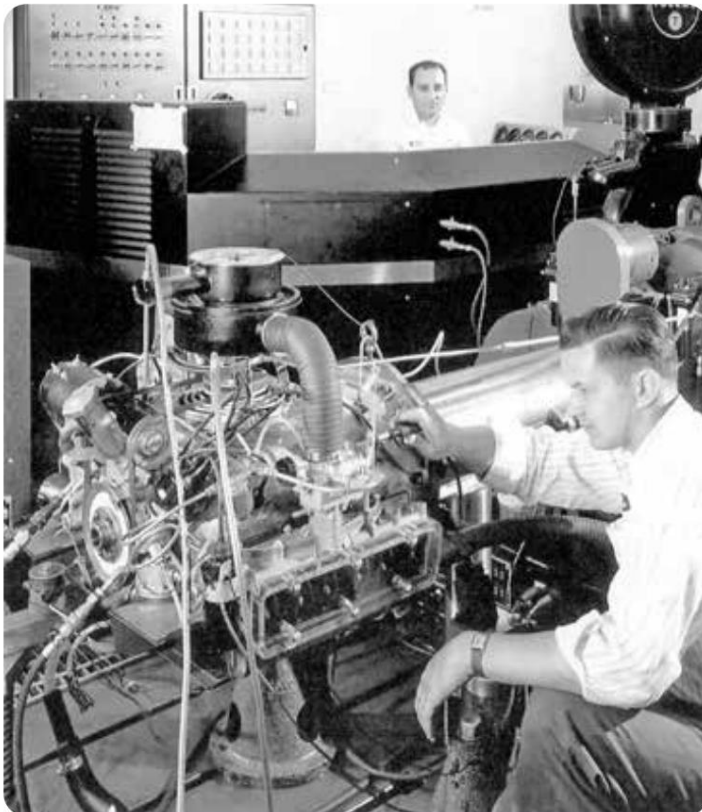
This arrangement, similar to that of the Volkswagen, was discarded in favor of one carburetor per cylinder bank.



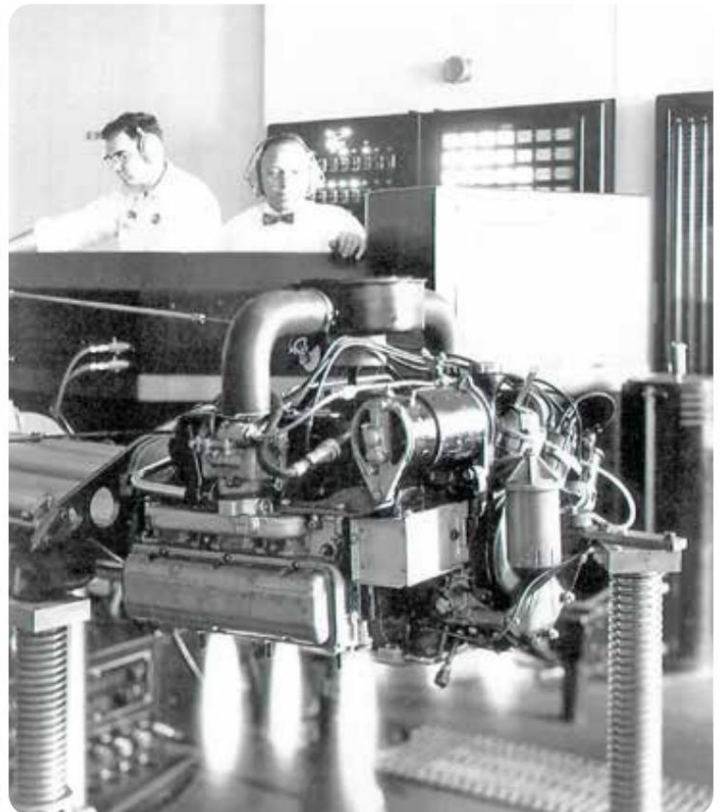
Four Carburetors

In May 1959, Chevrolet Engineering tested a Corvair engine equipped with four downdraft carburetors. This became a popular solution for those who wanted to modify the Corvair to produce more power. Such engines, developed by Zora Arkus-Duntov's performance group at Chevrolet, were used in the first racing Corvairs.

From 1965 onwards, four carburetors were put into production by Chevrolet, good for 140 hp at 5200 rpm.



A Chevrolet Engineering technician simulated a carburetor adjustment on an early Corvair prototype engine. A special plexiglass cover for the rocker arms allowed him to observe the valve train's lubrication while the engine was running.



To create a spectacle for Chevrolet's photographers, a near-production Corvair engine without exhaust manifolds was used to display flames from the ports. This successfully dramatized the radical nature of Chevrolet's all-new engine.



During my search for a Corvair in the late 1990s, I also read more and more about it and looked at several examples.

Very slowly I became a little wiser.

Once I'd set my sights on the Early that would become mine, I still had to save up. I also used the time I lost to continue studying. What should I look for to verify if the car was the supposed Spyder, but without the turbo? Or would it turn out to be a regular model with Spyder badges?

Looking at that checklist today, I notice it's mostly about appearance. Are the dashboard, trim, badges, etc., correct? The engine wasn't original or was incomplete, so what could I check there?

Furthermore, I didn't pay much attention to the mechanicals before buying it. The bodywork was perfect and the car drove well; I could have easily tested that. The owner's son was sitting next to me, and he pushed me to drive a little harder than I normally do with someone else's car.

A year later I bought that black Spyder



Good man!!



And it turned out there was something fishy about it... It started when I bought a set just in case: points, capacitor, and spark plug wires. I couldn't get those wires onto the spark plugs at all. So I left the old ones in place. At the first meeting, I compared them to other Corvairs. My spark plugs were in a different location than usual. Only wires with the cap and the seal for the shroud not connected could reach the spark plug. Moreover, the spark plugs were small, like those used on lawn mowers.

Question marks above many heads.

During the first drive, the car suddenly started running very poorly. Not surprising: a sealing plate where the secondary carburetor was located had come loose, and a lot of air was being sucked in.

But that's where the club eyebrows went

up again and the next question came up: cover plates, what are they doing there?

Uh, I didn't know any better because I'd never seen it any other way.

So I started asking on the Corvair Forum (at that time still just a mailing list).

The reaction was immediate: "Great, then you have a Goodman Conversion!!" A what?

A date!

Apparently, my car had been worked on by a certain Steve Goodman. Together with his buddy Speed, they had started Rear Engine Specialists in 1967.

They focused on Corvair, Porsche, and VW. Steve and Speed performed regular repairs, but in the evenings they worked on cars that Speed took to the racetrack. The Corvair engines were barely recognizable under all the modifications, as you can see in the photo of the sprint car. After being injured in a traffic accident, Speed left the business, and Steve continued on his own.

Anyway, with all his engine tuning experience, Steve also came up with modifications to improve the performance of everyday Corvairs. He replaced 110-hp heads with 140-hp heads. Steve did modify these first: he welded up the original spark plug holes and drilled/

He tapped new ones in a location he believed would improve combustion. Furthermore, this switch to 140 hp heads required larger ports and valves. Because the performance improvement was expected to be accompanied by normal fuel consumption, the secondary carburetors were omitted and replaced with manifold blanking plates.



Steve's company was (and is!) in Denver, Colorado, and my car came from that same city. After posting on the Corvair Forum, I emailed him to ask if he was indeed responsible for the modifications and if he remembered the car. He confirmed the former; he didn't recognize the car. He usually did these kinds of modifications on disassembled parts, which, he wrote, he usually received in the mail.

A very nice short contact with a nice man who responded quickly and without any fuss

to a question from far away. And apparently, he was quite well-known on the forum. Only much later did it become clear that he's very modest, but that his name could be written a bit bigger: He's been rebuilding carburetors for Corvair Underground for 40 years!

By the way, they're not very dogmatic at Rear Engine Specialists, because on the internet you'll find reports about Steve's Corvair with a mid-ship V8 and that sprint car had the Corvair power in the front!



In this story, I was struggling a bit with the past and present tense. Last year, the Corvair Forum celebrated the 57th anniversary of Rear Engine Specialists. Steve himself responded by saying he was now over 80, but that he still worked 10 to 12 hours a day in his shop. I didn't check with him whether that's still the case today.

Ad Dijkstra

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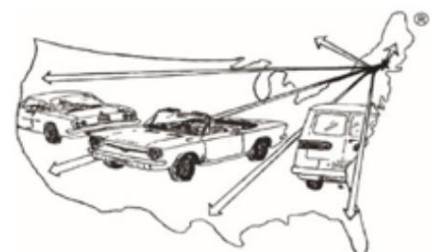
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Pimp the Keers Corvair part 3

This year, changes have also been made to the "de Keers Corvair." Jarmo, the Estonian artist, unexpectedly found himself back with Phil (Kustomfab) in Belgium.

I quickly made use of his work, but also Phil's. On my list was modifying the bumpers, as was often done with sports cars in the 1960s. Not full bumpers, but just the corners. At a car show earlier this year, I'd bought two pieces of a rear bumper from a car that I thought would look nice for the Keers. They roughly had the lines of the Corvair, which already looked good. Unfortunately, I couldn't find anything for the front, and I actually wanted to leave the existing bumpers complete. Everything on the Corvair has been modified in such a way that it can be removed and rebuilt to its original state. Phil noticed that the so-called bumper guards were mounted differently, both front and rear. They were positioned 3 cm further to the left than the right in the front. I'd never noticed that before.

And at the rear they were mounted between the two lights, there was also about a 2 cm difference there. Now that you knew, it was very noticeable. This might have been a Monday morning installation. The front bumper was already

It's not pretty, with a small dent and spot, so it had to be sanded down. The rear bumper can go on the storage rack. For the finish, I used a chrome Fiat bumper from Phil and two corners of a DAF 33 bumper I had lying around. Phil ground, welded, and sanded them, and then the next artist, Jarmo, painted them in the color matching the car. We think it looks great and are proud of it again. Years ago, I bought seats, probably from a Camaro or something similar.

These went to Jowi Paulissen oet Stein (upholsterer) for covering. He did a beautiful job, black sides with a red center piece in it.

In America I ordered carpeting that was installed with the help of Jowi, something I certainly wouldn't have been able to do as nicely myself.

It was originally black, but we opted for red, which makes everything much more cheerful and matches the seats. When we removed the old upholstery, we discovered that the car had been damaged, as there was quite a bit of window glass underneath.

There were also floor panels.

The door armrests were re-welded. They were also modified as they were showing considerable wear. They were upholstered in red, just like the seats, and the plastic underneath was painted yellow, like the rest of the car.

Last but not least, we replaced the air filter with one from a 140hp engine with dual air ducts. It looks a bit cooler. Jarmo also modified that one. And once again, we're proud of our project.

What still needs to be done is a Corsa dashboard, but we're running into the problem that the Corsa is manual and the Keers is automatic. I'd like to install a so-called Horseshoe shifter, a shift lever similar to those found in airplanes. But we still need to figure out how to solve that, if it's even possible. Perhaps some engine modifications to extract more power, and then I'll be completely satisfied.

Jaak Eijkelenberg.





