



CORVAIR MAIL



Vermeer's Little Street

Jaak Eijkelenberg forwarded a Facebook page of Geert Vermeer / Vermeer's Little Street.

Photo 428 from the series 'Vermeer's Little Street' is a photograph of an artwork created by none other than Walter Gotschke. This German artist (1912–2000) is known for his detailed paintings of cars and, in particular, motorsport. He was self-taught; he began drawing cars at the age of 11. His goal was to capture the style of the driver and the car in his work. This artwork was created in 1962 and depicts busy traffic in Geneva (Switzerland). Walter Gotschke—as we have come to expect from him—incorporated a great deal of detail into this work. Note the strong wind (the flags) and a hat rolling across the road.

On the left stands a 'no left turn' traffic sign, but that is impossible and the sign is on the wrong side of the road. On the right stands a police officer by a green Ford Consul Coupé. A wide variety of automobiles. This is a magnificent work of art that fits in 'Vermeer's Little Street' as a major exception; in fact... it is an honor to have a work of art by Walter Gotschke in 'The Little Street'.



Why did Ad Dijkstra buy this collectible card on Marktplaats?



Lotte

You have already been informed by email of the passing of Lotte Verhees-Hoekstra, my wife.

Lotte was always very involved with the club behind the scenes. From checking texts and crossing off addresses to brainstorming and riding routes. We had known each other for less than a year when we went to the Corsa Convention in Knoxville in 2015. Ask her what she liked best about the convention, and the answer was invariably **the Hospitality Room**. This room is often packed with food and snacks from the local area, something she really enjoyed. The photo was taken at the convention banquet.

I want to thank everyone for all the support and donations. We have a beautiful photo report of the farewell, and various photo books have already been made.

Ralf Verhees

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PEETERS
DRUK EN PRINT



From the Steering Committee

Dear Corvair friends,

Before you know it, the summer holidays will be just around the corner and the Corvair season will be in full swing. In the meantime, we have already been able to enjoy a wonderful start to the season together during Aircooled Scheveningen. Further on in this club magazine, you will find a detailed report of this successful day.

The steering committee met again in early June. During this meeting, we discussed various plans and made great strides for the coming period. Naturally, we would like to inform you in advance about a number of important dates that you can already mark in your calendars.

September 13, 2026 – Biesbosch Meeting

A pleasant day with a beautiful drive and a boat trip through the stunning Biesbosch.

November 8, 2026

Knowledge & Coffee Technology Day

An informative and enjoyable gathering where
technology, exchanging experiences, and
togetherness take center stage.



May 21, 22 and 23, 2027 – Weekend Meeting Texel

A complete weekend on Texel with beautiful drives, many Corvairs, good company, and plenty of
opportunity to enjoy our hobby together.

More information about these events will follow as soon as the preparations have been further developed.

In addition to our own club events, various members will also participate in diverse general classic car gatherings. We will share information about this with you via email.

We also remain active behind the scenes. In the coming quarter, we plan to add new documents and information to the members' section of the website again. Additionally, we are continuing to update the website step by step so that it is fully up to date once more.

An event we would like to draw your attention to in advance is:

Saturday, September 5, 2026

Vreeswijk Classic Car Day

Experience a day full of gleaming classics, nostalgic stories, and a cozy
atmosphere in historic Vreeswijk. More information can be found at
www.oldtimerdagvreeswijk.nl.



In addition, we are working on various graphic projects for the club, such as new images, cards, and other club-related materials. This requires a considerable amount of time, partly because various events are also being prepared. As soon as there are any developments, we will of course keep you informed.

On behalf of the entire steering committee, we wish you a wonderful summer holiday, many safe kilometers, and above all, lots of fun with your Corvair.

Kind regards, The Steering Committee Corvair Club Netherlands

Colophon

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

Become a member:

By depositing € 54.00 annual
membership fee plus € 8.00 registration fee. Account
number: NL71 INGB 0007 8149 05
Annual membership fee 2026 € 46.00

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Corvairs shine on the Kurhausplein

Earlier this year, we received a request from the organizers of Aircooled Scheveningen asking whether the Corvair Club Netherlands was interested in participating in their event. This year, for the first time, they wanted to invite other brands with air-cooled engines. After a poll among our members, it turned out there was sufficient interest, and we decided to participate.



Sunday, May 31st, was the day. Marcel and I set off early. We were driving towards Scheveningen before 7:30 a.m. The weather was beautiful, but still quite chilly in the early morning. The convertible roof could, of course, stay open, but our new thick Corvair vests came in very handy.



Meanwhile, the first photos from other members on their way started coming in via the event group app. Around 8:30 AM, we arrived at the agreed meeting point. Several Corvairs were already waiting for us there. Once everyone was present, we took some group photos and videos and got ready for the joint drive to the event.

That drive turned out not to take long. In a nice convoy, we drove to the Kurhausplein in just a few minutes. There, we were warmly welcomed by the organizers and neatly distributed across the square. Toni was already waiting for us with his Corvair.

What a sight it was! Nine Corvairs in front of the beautiful Kurhaus, and as if it were meant to be, the fountain was turned on at that very moment. It made for a stunning backdrop for our cars. Meanwhile, the square continued to fill up with other air-cooled classics: Beetles, Volkswagen vans, buggies, and various beautiful Porsches.





After breakfast on a terrace along the boulevard, we took a walk past all the participating cars. With the sun on our faces and the fresh sea air, it was pure enjoyment. Afterwards, we returned to the Kurhausplein, where there was plenty of time to catch up with fellow club members, exchange experiences, and, of course, admire each other's cars at length.

Ruud and Annemiek's Corvair attracted a great deal of attention. Their car had recently been polished and given a glass coating, and it truly sparkled.

We also met new members Govert Rijken and Maurice van Os, who were both present with a beautiful Corvair.

The day flew by. Around 3:30 PM, it was time to start the engines again and head towards Brabant.

We can look back on a particularly successful day, with beautiful weather, a stunning location, a lot of interest in our cars, and above all, a great time among ourselves.

As we said goodbye, the organization gave us a lovely message: "See you next year!"

And to be honest... that could very well happen.

Linda Sprangers



Cal Clarks - Cord project

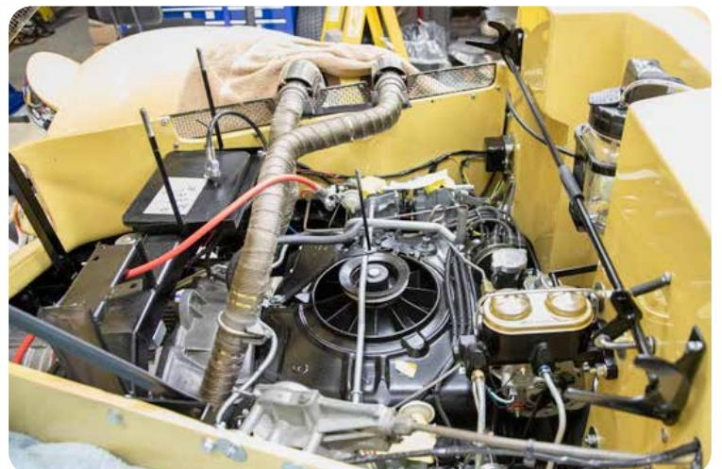
As you know, Clarks is the "place to be" when it comes to Corvair parts. Clarks has also been a loyal sponsor of our club for years. I am in contact with Cal Clarks every quarter, and this time we exchanged a bit more emails about the Cord project he has been working on for some time. See below for a brief description and photos of this beautiful project.

The Cord 810

These cars were produced in 1965 and 1966. The bodies consisted of two layers of ABS plastic on either side of an inner foam rubber layer approximately 6 mm thick, making the body panels nearly 12 mm thick. The Corvair engine was simply moved from the rear of the Corvair to the front and adapted for front-wheel drive. Some articles claim that the engine was mounted "in reverse," but that was not the case. They could be ordered with a four-speed manual transmission or a PowerGlide paired with a 140 hp engine or the Turbo 180. The manual transmission was "terrible" because the cable started under the dashboard, ran all the way to the front of the engine/transmission, and had to make a 360-degree turn to connect it to the transmission.

They appeared on the covers of various American automotive magazines from that era. Approximately 100 were produced before they went out of production. The company went bankrupt and was sold to a company that switched to V8 engines. While some mechanical parts were "usable," they were never truly perfected, so I am trying to improve them.

We bought this 810 Cord (8/10th of the original Cord size) in 1985, flew to California, and rode it home. The engine was 21 years old at the time and had never been resealed, so we leaked 23 liters of oil during the ride home.



I completely disassembled it and sandblasted it down to the bare ABS, and I did the paintwork and mechanical work myself. I've been working on it for about 10 years already! I think there's a good chance I'll get it roadworthy this year. We are working on a new pattern for the soft top, the interior is completely ready to go in, I just need to align the suspension, start the engine, and fix any potential issues.

Cal Clarks



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



KUIPER
Verzekeringen / Risicobeheer

Voelt als familie.

Ton van Helmond introduces himself:

My name is Ton van Helmond. I live in Zeist, am married, and have two wonderful daughters. Pets: a dog and a horse. My working life has been in railway construction/maintenance as a division director.

Higher Technical School (HTS) Mechanical Engineer. As a 10 or 11-year-old boy, often to be found in the workshop at home.

I recently sold a 100% restored Citroën Mehari. The Corvair is my new project alongside my ex-brother-in-law's Citroën DS. I am 70 years young, so I still have 20 years for it.

My interest in Corvairs stemmed from seeing them a few times on TV in programs like Car SOS, Wheeler Dealer, etc. I used to take a lot of boxers apart and put them back together, so all in all, it's quite a fun technical job.

I bought the Corvair at Auto Mooij. I don't consider them a pleasant or honest company. But anyway, closed the deal, so no more complaining. A yellow convertible from 1964 with a 2700cc engine, license plate PM-73-84.

I looked up the Corvair club on the internet; I expect potential technical tips, specific knowledge, and help with purchasing parts.

So, I had copied the story from the registration form. However, before sending it to Ralf, I received a reply to my email (perhaps I was too impatient) with Ton's own story, which is certainly worth posting. So, here is Ton's own story:

What have I gotten myself into now? That is what I thought for a moment after purchasing my 1964 Corvair Monza, which drove around Illinois for years with a certain Dorothy Lawton behind the wheel.

But once the car was in the garage and I took another good look at it with a beer in my hand, I felt a little bit in love after all. Incidentally, my wife Monique was and is also very enthusiastic.

I am Ton van Helmond from Zeist, and I was 10 when the Monza was built. I have been with the same woman for 52 years; she can be found with her horse for a few hours every day, and I have two beautiful, sweet daughters, one a general practitioner and the other an independent photographer. And for almost a year now, a proud grandfather.

At home, my parents had a sizable yard and a fully equipped workshop. From a very young age, I could often be found there with mopeds, and later motorcycles and cars.



My first serious restoration job, down to the last screw, was with a 1939 Harley Davidson. When the job was finished

I could look at the thing for hours and listen to the engine at a low idle. I was 19 then, and that Harley was my first true love. That year, my wife became the second.

After finishing school—LTS, MTS, HTS—I ended up in railway construction. For the last approximately 20 years, I served as director of various smaller and larger units involved in the integrated construction and maintenance of railway lines. For the final three years of my working life, I hired myself out as a consultant in that sector.

So, all in all, a lot of meetings, quite a lot of stress, and being available 24/7 because colleagues are also somewhere doing dangerous work 24/7. I still have tremendous respect for the men who are working day and night in all weathers.

railway works.

During my time as a director, my sweet daughters felt that I needed to make more time for relaxation, so they gave me three trial guitar lessons as a gift when I turned 58. And I still go to lessons every week with my electric guitar on my back. In the heart of Utrecht. I always say: "I'll never amount to anything, but I enjoy it a lot." It

Every day, I set aside at least half an hour to practice in my guitar room.

Songs by Pink Floyd, Clapton, and Dire Straits. Because I couldn't decide which type of guitar I wanted to play in the beginning, I had more guitars than I knew chords. It made no sense.

Anyway, when I retired I felt like working with my hands again and bought an old Citroën Mehari. A stroke of luck was that a few men had placed an advertisement.

set up with a spot for car enthusiasts a five-minute bike ride from my house.

There are now about six of us who have a very affordable, super spot with all the tools, lifts, and shared knowledge and expertise.

I was going to "fix up a bit" that Mehari, but things went from bad to worse and eventually the thing was completely disassembled, fitted with a new chassis, all moving parts, (plastic) bodywork, and a whole laundry list. A lot of the painting (not really my thing) was done by my brother-in-law, who actually enjoys it and does it very meticulously. That little bit of fixing up got hopelessly out of hand, but I really enjoyed it. Lovely to be unable to get your hands clean again.

I chose a Mehari back then because it is simple but sometimes very clever engineering, and because I think the little car has a cheerful appearance. But driving it for longer than an hour is no fun. After an advertisement on Marktplaats, it sold very quickly.

My spot was suddenly empty. But luckily, my brother-in-law is parked next to me with his Citroen DS, and I was able to really let loose on that for a while too, doing mechanical and welding work. That DS is almost finished as well, and then it was time to acquire a project of my own again. I went through countless makes and types with my DS brother-in-law. Small, large, thick, thin, French, German, English, American. In any case, no hardtop. Don't ask me why, but it's just in my head.

So many nice potential projects to choose from. During a search via Marktplaats/cars/classic cars, the Corvair pops up. Funny thing, I thought. Simple technically. Air-cooled, unusual for an American car.

Shortly after, I turned on the TV at night.

When I was lying awake for no reason, a car restoration show came along featuring a Corvair. That's when the decision was made. I'm going to do that.

Easier said than done. When the Corvair was delivered on a transporter in Zeist, it was late August and the weather was lovely.

So I immediately took it for a spin with the top down. That was quite an experience. A boat with an outboard motor steers more precisely. I should have known that because the texts about the Corvair already an indication give way and the front suspension of my car houses zero rubber bushings. The little engine, on the other hand, actually ran not too badly; it eventually made the turn, and pressing the middle pedal did the desired result. So, fine.

After that ride, I drove to my usual spot and slowly started with the inspection and out-



rugs interior. Getting through the winter comfortably with the Corvair, I thought. Not so. We got the unique opportunity to buy a house on the street 1-to-1 without a real estate agent for our eldest.

So Daddy isn't tinkering and welding, but demolishing, carpentry, and painting until the end of March.

Starting in the spring, with the help of my brother-in-law, I'll be happily getting back to work on the Corvair. The plan is to tackle the front end first—both the suspension and the bodywork—and then the rear and the engine. I don't know exactly what I'll encounter yet, but I'm bracing myself for some repairable issues.

Actually, it hasn't really started yet, and we're skipping riding this summer. Secretly, I hope to be able to take a first test ride next summer. If it happens a year later, that's fine too; it's a hobby.

Why join the club? I hope to be able to call or email someone with specific questions about the technology of this special car, and at fun gatherings when I can hit the road.

See you then.

Ton's own story, which is many times more fun than what I had cobbled together. A story like Ton makes you completely cheerful and even makes you laugh. Unfortunately, those are the few beautiful moments when you are working on the magazine that give you the fuel to keep going. Ton, you described it superbly, thanks for this. We members of the club wish you lots of Corvair enjoyment after the work on the house and hope to meet you soon.

Jaak Eijkelenberg



Een Early trotseert hoog water op het Mosplein in Amsterdam-Noord op 28 september 1966
Uit de Collectie 'Corvair Live!' van Ralf Verhees, Ruud Keers, Jaak Eijkelenburg en Hans Aarsman





Knowledge & Coffee - Carburetors



Part 3 (also the final part) of the articles on adjusting the most common carburetors. Due to lack of time, this section was not covered in "Kennis en Koffie" on 9-11-2025. *Wim Boon*

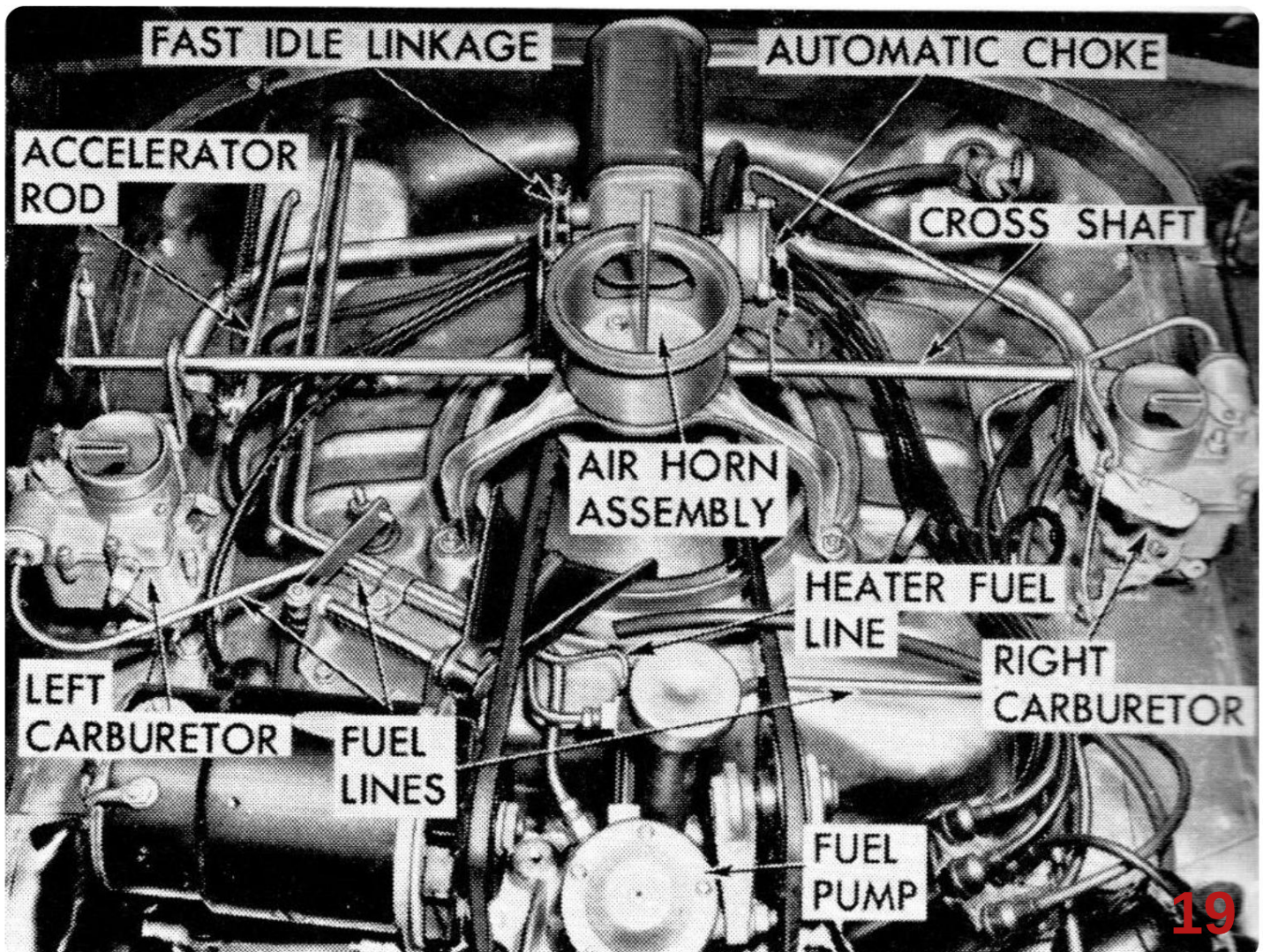
Carbs (with automatic choke) 1960.

ÿ In my opinion, with the 1960 Corvair, also known as the "Caveman Corvair," the designers really let their creativity run wild in several respects. One original feature is the use of an automatic choke simply placed inside the central air filter. ÿ The thermostat is mounted directly on the choke shaft and is controlled by an airflow drawn from

the air filter via the manifold by the vacuum from the vacuum equalization tube. Mounted on the other side of the choke shaft is the rev counter, which, when the engine is cold, is coupled to the choke via levers on the crossover. (Figures 19 and 20).

The keen observer will notice that its operation is in principle the same as that of carburetors after 1961. Only the vacuum diaphragm is missing.

ÿ The overview photo (Figure 19) shows, among other things, the control rod from the accelerator pedal and the crossover. The crossover functions in the same way as described in the previous articles, but with 2 extra levers for the rev counter.



Adjusting the choke and the rev limiter.

ÿ Stop the engine and adjust the choke using the swivel on the crankshaft rod (Figure 21) so that its top edge is $\frac{1}{4}$ " (6.35 mm) away from the inner wall of the air intake when the throttle valves are fully open.

ÿ Adjust the adjustment screw for accelerated idling as shown in Figure 21. There are two types of levers. Turn the cam for accelerated idling counterclockwise until the adjustment screw rests at its highest point. In this position the

Adjust the engine speed to 2200 rpm.

ÿ See Figure 22 for choke adjustment. With the choke fully open, set the needle opposite the mark on the cover using the adjusting nut on the choke rod. In extreme cold, the needle can be set 3 to 4 notches richer clockwise (do not forget to reset it later).

ÿ With a cold engine, the choke valve must be fully closed. If this is not the case, the thermostat coil may be defective.

If we briefly accelerate and then release, the idle speed accelerator must be at its highest setting.

ÿ With a warm engine, the choke valve must be fully open.



The actual adjustment (Images 19 and 23:

ÿ Let the engine warm up.

ÿ Make the main control rod at the pivot point (swivel) detached from the crossover.

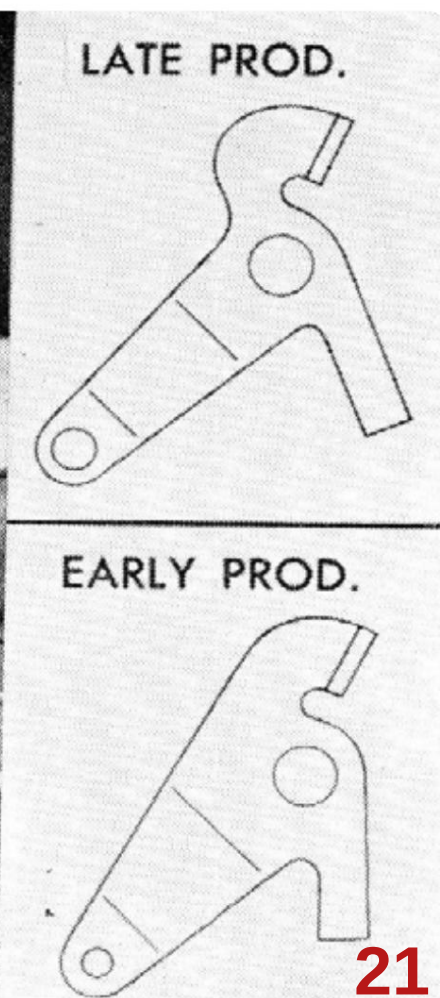
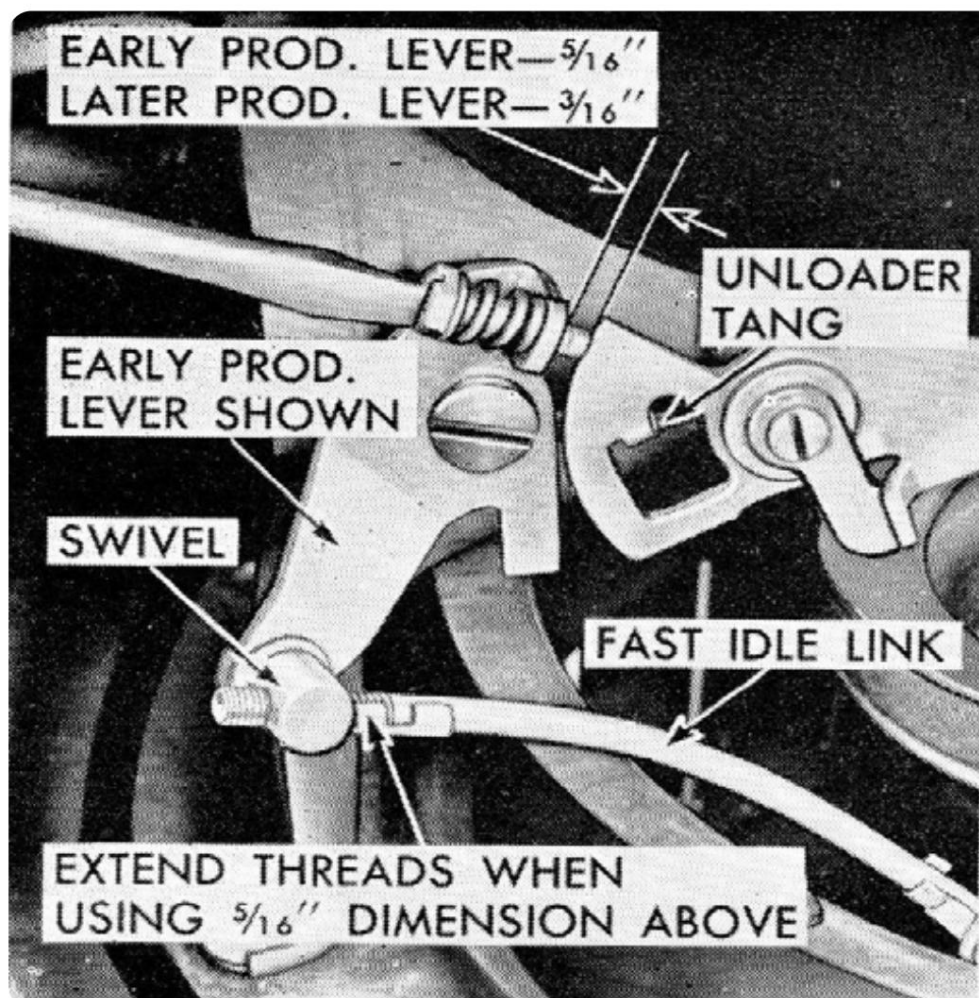
ÿ Ensure that the spring keeping the crossover "tight" remains in place or reinstall it.

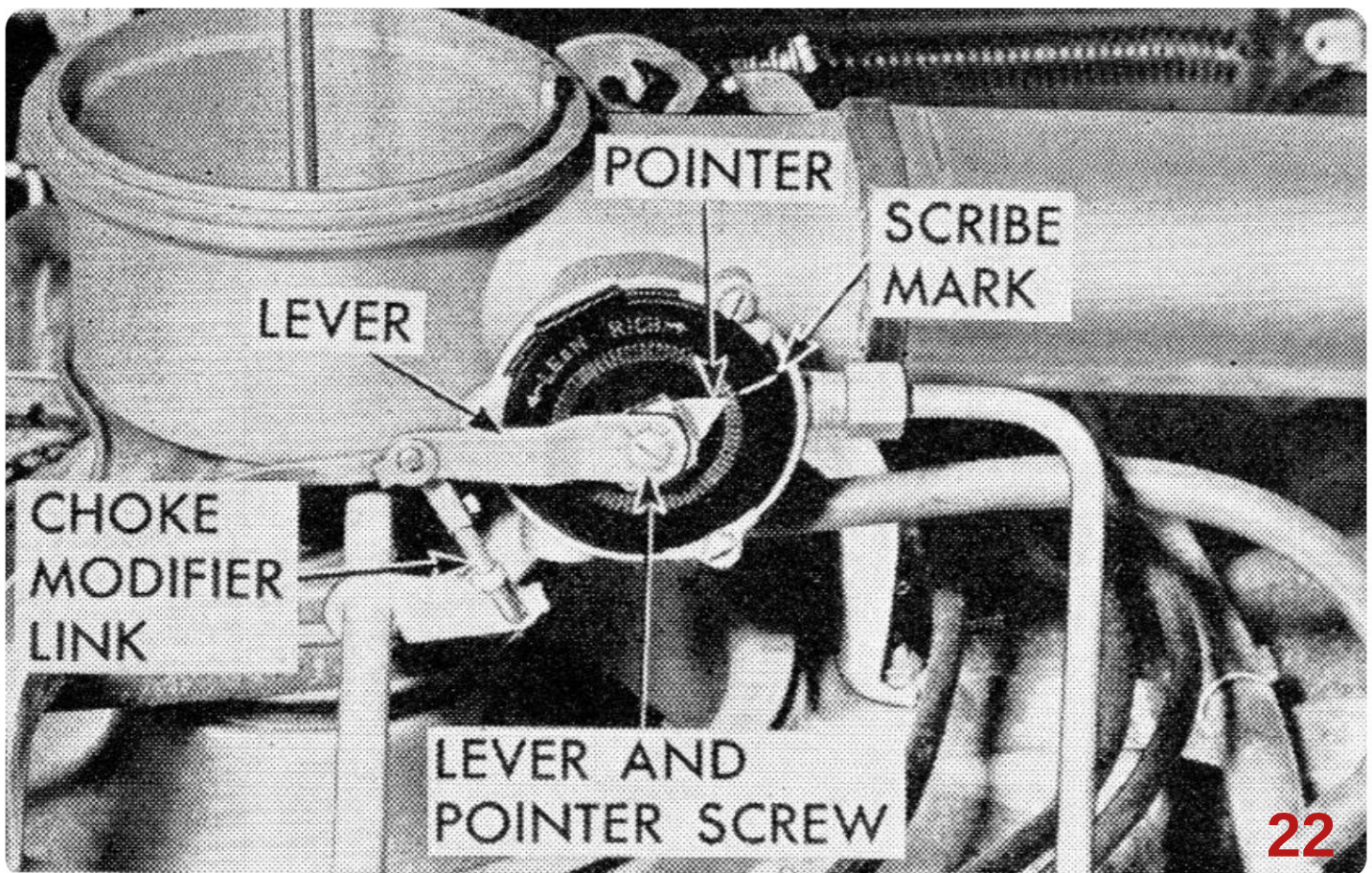
ÿ There are 2 adjustment screws: a mixture screw and an idle speed adjustment screw.

ÿ Carefully tighten the mixture screws of both carbs until they reach the stop (without damaging the seat) and then loosen them 2 turns.

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

On.





ÿ Confirm the main control reattach rod tension-free crossover.

ÿ From here, perform all adjustments of the mixture adjustment screws and the throttle position adjustment screws on the left and right in the same way.

ÿ Start the engine and adjust both. Adjust the throttle position screws so that the RPM is 500 to 600. Do this in drive for a PG and in neutral for a manual transmission.

ÿ Always adjust both mixture screws so that the engine speed is maximum is.

ÿ Adjust the throttle valve adjustment screws and Then adjust the mixture adjustment screws as needed until the engine runs properly. If a PG is put in neutral, the engine will rev a bit higher.

ÿ Optionally, a vacuum check can be performed to verify that the left and right sides are aligned.

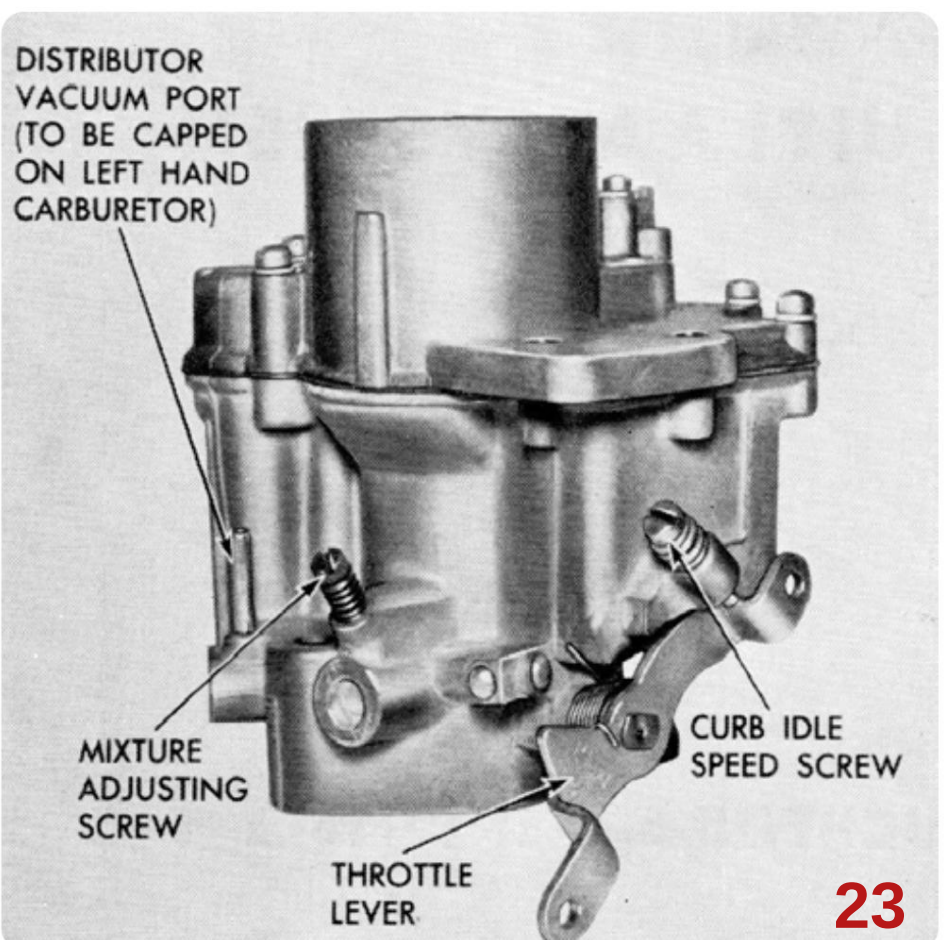
ÿ Once all this is done, one final check remains. As mentioned earlier, with a cold engine, after quickly depressing the accelerator pedal, the choke rev reducer must be at its highest position. ÿ Check that the throttle valves are fully open when the accelerator pedal is

fully depressed. ÿ Check that the choke valve is fully open with a warm engine.



Knowledge & Coffee Carburetors

Part 3





Please, judge this book by the cover!

I recently saw a book on Marktplaats that I owned before my Corvair. It helped me prepare well for choosing the type of Corvair I wanted to purchase. Moreover, it provides a lot of information that strengthens your position in negotiations. It is also a useful resource if you already have a car that you want to check for originality or prepare for a concours.

The cover alone makes the book worthwhile. The nose of a grey LM, photographed from above against a blank dark green background. No better way to emphasize the sleek, clean lines of this model. To the right, dots and letters in 4 different colors and 4 different styles: a jumble that works wonderfully as a contrast.

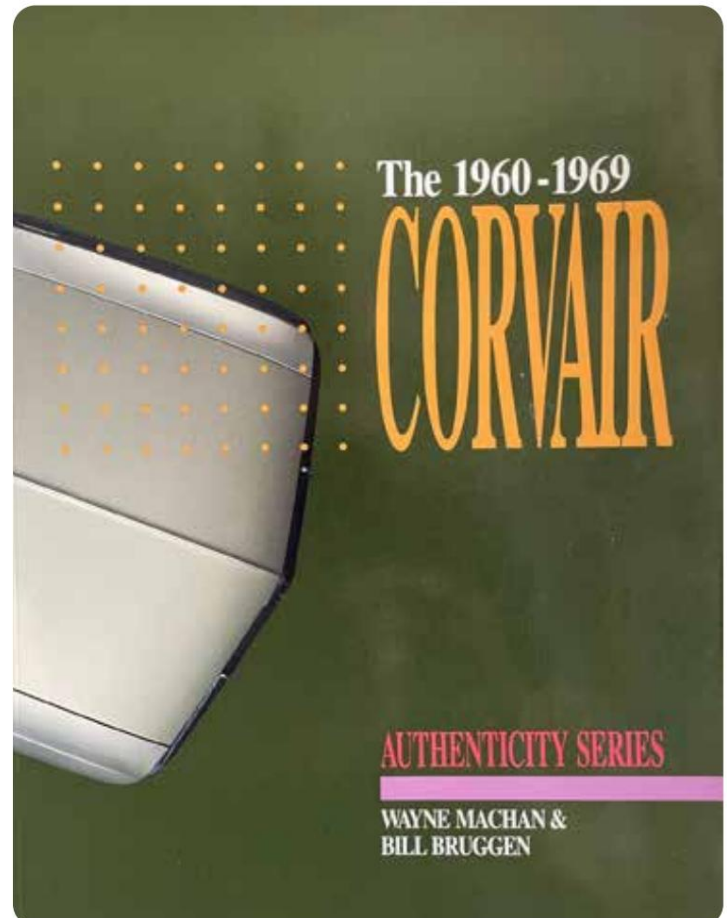
If you turn the book over, you will also see the rest of the car. If you open it, there is content as well.

Design and layout matter much less here: that is what counts. The paper and photos are not of the best quality, but good enough to gain a lot of insight. The authors have done their best, drawing both from literature and by examining many cars, to determine which characteristics (technology, bodywork, trim) can be linked to periods (often production years), types, and versions.

In any case, it is delightful to browse through all the facts about that wondrous little maverick from GM. I got a lot out of it back then for a checklist to determine how original the car I wanted to buy was.

It is out of print, rarely offered online, and Clark's doesn't have it. It is (was?) for sale on Marktplaats, with a book about the Mustang, together for 30 euros. Not a bad offer....

Ad Dijkstra



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Type-Checklist Chevrolet Corvair Spyder 1964	
Is de auto volgens type en jaar correct en compleet?	
- In chassissnummer 667 als type-aanduiding.	ja / nee
- Oliekoeler heeft 12 platen (gewone Corvair 8).	ja / nee
- Accugas-overloop.	ja / nee
- Accu-veerklemmen van Delco Remy.	ja / nee
- Aardkabel naar bumpersteun én naar dynamosteun.	ja / nee
- Motorruimte body-kleur --> buiten VS gebouwd.	ja / nee
- Motorruimte zwart --> in VS gebouwd.	ja / nee
- Reserwiel achterin (?)	ja / nee
- Rubbermat in bagageruimte, onderkant zwart, bovenkant zwart patroon op grijze ondergrond.	ja / nee
- Schaarrik en opvouwbare wielsleutel.	ja / nee
- Ruitensproeijs tussen 16e en 17e 'tralie' van de luchtroosters (van buiten naar binnen tellen).	ja / nee
- Hoes voor de kap is interieurkleur.	ja / nee
- Achterruit kan uit kap gerist.	ja / nee
- Achter achterruit twee los opgezette scoops.	ja / nee
- In binnenkant motorkap is ruimte uitgespaard voor reserwiel (?).	ja / nee



France Gall

Corvair Monza sport Berline 1966

31

Why did Ad Dijkstra buy this collectible card on Marktplaats?
Because it's not just the singer's name on the back!

New 2019-2025 Clark's Corvair Catalog!

Free with a parts order (you pay shipping)

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- More photos & information
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Corvaair Corsa

The **Chevrolet Corvaair Corsa** (produced in 1965 and 1966) is the sporty top model of the iconic second-generation Corvaair. The Corsa was available in two engine variants:

140 hp (standard): Equipped with four carburetors and a displacement of 2.7 liters (164 ci).

180 hp (optional): A powerful Corsa variant with a turbocharger.

With this, the car accelerated to 60 mph (96 km/h) in 10 seconds.

Unique Features Unlike earlier Corvaair models, the Corsa was equipped with a richly equipped interior and sporty styling. Dashboard Standard features include a tachometer (up to 6000 rpm), an electric clock and oil pressure gauge, as well as Corsa emblems on the flanks.



CAMARO
TAIL LIGHTS
ANTENNA BASE

BROOKWOOD
WIPER BLADE
TIMING LIGHT

SEAT LATCH
RALLY SPORT
CORVAIR CORSA

Marianne and Maurice van Os introduce themselves:



Here is the story of our new members and their Corvair. A beautiful story written by their daughter Liselo about her parents. This is truly something different and presented in a very engaging way. Enjoy reading about this family with a shared passion.

Between chrysanthemums and chrome:

Text: Liselo, e van Os / Photography: Maurice van Os.

A Maasland entrepreneur with a love for his family and nursery.

Maurice van Os (52) is an outdoor man living in Maasland.

By day he stands among the chrysanthemums in the beautiful Maasland; in the evenings and on weekends, he likes to be transported to a world of chrome and convertible roofs. Married to Marianne and father of three children: Guus, Liselotte, and Ben.

He forms the heart of a close-knit and active family, surrounded by a small farm attached to the house with two dogs, a cat, chickens, rabbits, and four ponies. Maurice runs a horticultural business in Maasland where spray chrysanthemums are grown year-round.

As a member of the Zentoo growers' association, quality comes first. "It is rewarding work," Maurice says matter-of-factly, "but also intensive."

That is precisely why it is nice to tour the surroundings in the evening. He unexpectedly found that relaxation in a classic car: a 1963 Chevrolet Corvair Monza Convertible, finished in a stylish blue color.

However, the love for American cars did not come out of nowhere.

From father to son or vice versa.

The main driving force behind the love of American cars in the family is son Guus (23).

From a young age, he became captivated by everything from America, with a particular fondness for Cadillac. His first car was not exactly modest: together with his father, he bought a 1976 Chevrolet Pickup. Practical for transporting goods, and still in his possession. After that



Several projects followed: Cadillacs and an Impala that Guus restored and sold again. However, there was one car he couldn't let go of, a 1963 Chevrolet Impala SS with air suspension. Two years ago, a white Cadillac De Ville was added, which has since secured a permanent place in the collection.

The Corvair

In September 2025, Maurice suddenly saw "his" car standing at Auto Mooij: the Corvair.

I thought immediately: this is for me. The



The choice was surprisingly rational. The car is compact enough for easy turning, has a back seat after all, is a convertible, and—not unimportant—is technically straightforward. "And if there's anything wrong with it, Guus can fix it."

The Corvair thus became a shared passion, but one with its own purpose: enjoyment. Not a show car, not a museum piece, but a drivable classic that can be used. Hobbies for the whole family: while Maurice and Guus have lost their hearts to American cars, my wife Marianne and daughter Liselotte (21) also have their own passion: the ponies next to the house. They enjoy the lovely space next to the nursery. Youngest son Ben (18), in turn, has fully immersed himself in the world of mopeds. Among others, he restored a Zündapp KS50 (water-cooled), a Kreidler Floret, and two Puch Maxis, all refurbished by hand. The Van Os family breathes technology, animals, and the outdoors. Everyone has their own interests, but everything revolves around doing things together. Touring and back to the greenhouse. Something special is planned for this summer: a multi-day trip with the Corvair. From Maasland, Maurice heads inland with Marianne – heading towards Renesse, then via Breda to Valkenburg in South Limburg. No rush, no highways where necessary, just enjoying the drive, the landscape, and each other. And after that? Then Maurice is simply back in the greenhouse the next day. Among the chrysanthemums, where precision and attention are just as important as with a classic. "That is actually exactly what makes it so beautiful," he says.

Working hard, making beautiful things, and every now and then letting it all go with the top down.

Greetings, Marianne and Maurice.



Dear people, welcome to the club and We hope to run into you at a meeting somewhere this year. Should you have the time and inclination during the tour to Valkenburg, you are welcome in Sittard, which might be on the route. I saw the nice logo and that is why I have printed it here; this is not covert advertising.

Regards , **Jaak Eijkelenberg**



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