



CORVAIR MAIL



September
2020



Then and now

We have featured many photos in the club magazine over the years. The regular feature Corvair Live, by Ruud Keers and Hans Aarsman (with help from Jaak Eijkelenberg and Ralf Verhees), always yields beautiful images.

Often the location of this photo is not exactly clear, or do we only know a city or state?

Sometimes there is a bit more information included. We used this information to search the internet to find the current location.

The photo and card with the red Corvair were taken on:

800 Locust street Corner 8th street, Des Moines Iowa.

The building:

Register and Tribune Building

has unfortunately changed over the years. The Art Deco tower has changed into

a "modern, nondescript tower, and the walkway is fitted with more glass.

However, the low section with the window "strips" is clearly recognizable in the photo and postcards of the street as

also of the building.

A piece of history in pictures from the era when the Corvair stood in the showroom.

Corvair Live! team



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PEETERS
DRUK EN PRINT

From the Steering Committee

We are already in the third quarter of the year, and autumn is slowly making its entrance. The steering group also met digitally this quarter. During these meetings, various ongoing matters and new plans were discussed.

We certainly haven't been sitting still during the holiday period. Below, we are happy to share some updates from the club.

The Biesbosch Meeting is now behind us. It was a very successful event! You can find a detailed report on it further on in this edition of the club magazine.



The next event on the agenda is

Knowledge & Coffee on Sunday, November 8.



This year we are doing things a little differently than in previous editions. We have heard from participants that two topics in one day are a bit much. Therefore, this time we are combining a technical theme — in this case, safety — in the morning with lunch and a visit to American Vintage Unlimited in the afternoon.

During the morning program, the theme 'Fire and the Corvair' takes center stage. A fire safety expert tells us everything we need to know to prevent our beloved Corvair from ending up with a charred frame.

Around lunchtime, we drive to American Vintage Unlimited in Rijen. There, we can have lunch together, take our time looking around, and, of course, fully soak up the American atmosphere.

Members will receive all information about the program and the registration form by email.

The General Meeting will take place on **Sunday, February 21, 2027.**

Mark this date in your calendar.

The remaining information will be sent to the members by email later.

As you may have already seen on our website and social media, we are pleased to welcome a new sponsor: Assurantiekantoor Pruim. We thank Assurantiekantoor Pruim for their trust and

hoping for a wonderful, long-lasting collaboration with our club.

Sprangers Metselwerk en Meer has also extended the sponsorship agreement for another year. We are very pleased with the loyal contribution of this sponsor, both financially and by making a available

location for our meetings. A great partner we can rely on!

ASSURANTIEKANTOOR

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Marcel
sprangers
metselwerk en meer!

During our digital meeting, we discussed even more topics and set new matters in motion. We would be happy to tell you more about this in the coming months. We will keep you updated via email and our social media.

Happy reading! *The Steering Committee*

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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Made in Germany? No, Made in North Brabant!

To be honest, I had no idea where Made was, and I certainly wasn't the only one.

Biesbosch, that probably still rings a bell for most people if you paid attention in school. That bottom-left corner of our country, right? Roughly bordering Zeeland? So that's where we had to go!

Filling up the Corvair with E98. You don't quite have to raise your mortgage yet, but the current petrol prices aren't exactly making you happy. Checking the oil, transferring the TomTom from the daily car, packing the briefcase. The traffic isn't too bad this Saturday, so a good two hours is enough to get from Friesland to Made, whereas I had counted on three. A single shower along the way doesn't spoil the fun. The forecast for tomorrow is worse! It is pleasant to sit on the terrace of hotel 't Trefpunt, and from here I can get a good view of which Corvairs are coming in. I don't have to wait long. Ralf and Marcel are scouting the route and are stopping here.

Turn it on for a moment as well.

Actually, the meeting doesn't start until tomorrow. But Linda and Heleen know that such a It is a long drive to a remote corner of the country, which is a bit much, so we recommended a hotel. That is being put to good use. As the afternoon progresses, the small square in front of the hotel fills up nicely with various Corvairs, greeted by cheerful tunes from the carillon atop the old town hall!

It is therefore a large group that sits down for dinner in the evening. The spare

Ribs are popular, and a sorbet or ice cream sundae rounds it off deliciously. Then the sleep of the righteous, awaiting tomorrow!

Sunday, September 13. That morning, I look sleepily out the window. It is pouring. It is coming down in buckets! And the weather-

Message predicts an 80% chance of precipitation! Glad my windshield wipers are working properly...

Those who spent the night at the hotel enjoy the excellent breakfast together. Around ten o'clock, the day's participants start trickling in. The small square in front of the hotel is already getting quite full of Corvairs!

While satisfying oneself with coffee, tea, and accompanying pastries and treats, Ralf explains the dot-and-arrow rally. It is, he says, the simple version. I have my doubts, but since I am alone in the car, I am allowed to drive behind someone, which reassures me greatly, and steering and reading an app at the same time is logically impossible.

My experience with this sort of thing is that it is enjoyed by a few experienced rally drivers, accepted hesitantly but with slight reluctance by the well-intentioned – and loathed by those who just want a fun drive, with street and place names and no brain teasers. But optimistic as ever, everyone sets off in good spirits, with a gap that should be sufficient to prevent tailgating.

I don't know how the others fared, but we took a wrong turn at the very first roundabout, got hopelessly lost in the back alleys of Made, and soon had ... the hotel back in sight!

Fortunately, Ralf comes to meet us, and after that, we dutifully follow him in three cars. And then arrive at the picnic area. It seems that everyone found it after all!

The blankets and garden chairs can stay in the car, because the heavens are still pouring down. Fortunately, the Sprangers family's camper has a large awning that keeps not only the food but also us dry, assuming no one has an umbrella! Raisin buns, sausage rolls, chips, bananas and apples, bottles of water, and the like bear witness to Brabant hospitality. Linda and Rosalie have done the shopping and are now handing out all the delicacies under the awning. We do them proud. Driving a Corvair apparently makes you hungry! And there is enough to take some along for the road as well. I take care of two sausage rolls that won't make it to Friesland... Despite the rain, the usual "petrol conversations" are taking place under the umbrellas. These cars are our hobby for a reason!

The first part of the ride was already appealing, but the second part offers even more. Winding dike roads with a roller-lane character: one moment you shoot up a steep dike, and the next you whiz down into a polder depression. The roads are not only winding but also narrow. Consequently, there are passing places just like in the mountains of Switzerland! Naturally, there is no





Fortunately, there are helpers for Rita and me; the walkers can come along, and a lady in a wheelchair is also helped on board.

Beavers are mainly active at night. We do see their lodges, however, and a gnawed tree branch is passed around.

The beaver has orange teeth, and it must keep gnawing, otherwise its teeth will grow out of its mouth! It was in Zalk that the last beaver was killed about two hundred years ago. But thanks to the reintroduction of 30 beavers in the 1980s, there are now more than 400 beavers in the Biesbosch alone!

A passing port comes into sight as a bus approaches us. But we can all steer a bit, and so can the bus driver. We are approaching the mysterious landscape of the Biesbosch. Water and marshes on either side of the high dike we are driving on. A lookout tower.

We park at the Biesbosch Museum Island, but not before positioning the cars for the photo. Then, we walk along a winding path to the actual museum, where a sturgeon is on display, among other things. This gigantic fish used to be found here. The captain of the tour boat will tell us more about it later.

I won't repeat all the captain's interesting stories, nor the one about the osprey that was chased away by a goose and then sought refuge at the top of a high-voltage power pylon. Just take this boat trip yourself; you won't be bored! We'll leave the Sacherijn behind.

After arriving at the cars, the farewells follow. It was beautiful, it was fun, thanks for the organization, and see you next time! It has actually stopped raining. So, all's well that ends well!

With some difficulty, we board the ship.

Peter Visser



Our Pierre has retired

Now, club members will probably be thinking, "What does that have to do with me?" when they read the above. To begin with, Pierre Salden became a member several years after the club had already been founded, so in the 90s. He is always a faithful attendee at meetings and especially gatherings; he is therefore a very well-known figure among members who don't see each other often. And finally, he still does not own a Corvair. Perhaps saving up for one takes longer for one person than for another. Pierre, a tip: sell your Corvette, and you already have a nice head start for a Corvair.

On Thursday, August 27, Pierre said goodbye to his work and colleagues where he had started in 1989.

Pierre is retiring at 65, so a few years earlier than the law requires.

We don't know how he will live during those years, so bringing him something to eat occasionally will probably keep him alive. Pierre had his farewell in Stein at a beautiful location.

the Steinderbos. Very fitting, as Pierre worked for a firm that has a lot to do with greenery, the firm Kragten in Herten, Roermond. If you would like to know more about this, please look up www.kragten.nl.

I was surprised by how large and diverse Pierre's employer is when I started looking into it. When we received the invitation, the idea occurred to me a bit late: what would it be like to pick Pierre up in a Corvair? A few days before the farewell, I contacted one of the people arranging this, the lady Kitty. She was immediately enthusiastic, even though a taxi had already been arranged. That Thursday the weather was beautiful, despite the bad forecasts. I took the '95 Corvair Van out of the garage, washed it, and filled it up, ready for the drive.

This Corvair was an excellent choice as it could be deployed immediately for landscaping. The reception/farewell took place at 5:00 PM, so we headed towards the reception on time.



I left Pierre with Linda in the back of the car. When we arrived at Pierre's house, Linda got out to take photos, honking the horn loudly in front of Pierre's door, causing him to come outside looking surprised. He said, "What are you doing here? I'm waiting for a taxi." Well, none came, and then came his reaction: "Does Kragten know about this?" He was a bit flustered, and I let it go by not answering. After some persuasion, he got in. In the car, there were many questions that I managed to evade, but he thought it was wonderful; that was visible, and I noticed it in his reactions. My counter-reaction was, "You've already cost Kragten enough money; now they're earning it back a bit." After an extra lap around the roundabout, we arrived at the Brasserie Steinderbos location.

A small reception team was already waiting for Pierre, as Linda had already informed them of our arrival. After a warm welcome from Kitty and her team, we took our seats, leaving all the honor and space to Pierre. We were surprised by how many guests kept arriving; we had never thought Pierre had so many colleagues.

Of course, family and friends were present as well. After virtually everyone had arrived and shaken hands, Pierre was approached by a few colleagues-





spoken. It was then that, for the first time in over 30 years that I have known him, it became clear to me what kind of work he had done there, even though he had regularly talked about it during our rides. Pierre had apparently resolved to stay until he was sent away. This ultimately did not happen, and he had decided to leave a few years earlier. It emerged from the conversations that he had pursued quite a substantial education for this work. Many of the colleagues present were not yet born when Pierre started working there. Pierre turned out to be very well-liked socially within the group and fulfilled several roles to that end. His commitment was very high, as became apparent. Pierre is

A man with an opinion of his own (I can attest to this after many conversations and discussions with him that I rarely won or simply gave up on), which was emphasized by the speaker. Pierre did not like being in the spotlight, but he always belonged.

Pierre also gave a speech, in which he emphasized the pleasant cooperation at the Kragten firm, his colleagues, and his clients. However, he also struck a critical note regarding the changes in his working life, which were not always easy, and for that reason too, it was perhaps time to retire.

I think very few people get to experience such a large turnout at their farewell-

to make. And the atmosphere was great. We sat at a cozy table with family and friends of Pierre, whom we had of course known for a long time. But as always, there is an end to every beginning, and eventually, that came too. People went home, leaving us with a small group until our time came as well, because they wanted to clean up and close. It was a good thing we had the van with us so the gifts could easily be taken along.

With thanks to Kitty and the Kragten company.

Jaak Eijkelenberg

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



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Profilux Special

You are probably reading this magazine because you feel a special connection with the Chevrolet Corvair. Perhaps for all types, perhaps especially for Late Models.

*Or perhaps you feel a special connection with the Early Models. If so, let me tell you that there was once a special connection *before* those Earlyes!!*

In the 1950s, the number of car makes and models that used swing axles for the rear suspension steadily increased. This was often the case in cars with a rear-mounted engine, such as Volkswagen, Renault, and Porsche.

But let us not forget that the same construction was used on the Mercedes Heckflosse from that era. Loosely translated, they were called swingassen in Germany.

Long before it dawned on Ralph Nader, European drivers and experts had already noticed that there is a significant difference in suspension characteristics between oscillating axles and a rigid axle.

During compression and extension of a car with a rigid axle, the angle formed by the wheel and the road remains the same. And the track width as well.

In the swing-axle construction, the end of the axle (which pivots around the center of the car) describes a circular arc.

The wheel does not remain vertical relative to the road, but constantly tilts inward and outward relative to the road surface. During compression, the track width widens, and during rebound, it narrows. Our national pride, Vredestein, noticed (just like other tire manufacturers) that this results in the tire sliding back and forth across the road surface in a sideways direction.

According to these manufacturers, this placed different demands on the tires. It therefore required a special type of tire. In the image, you can see the distinctive tread pattern that was devised for this tire.

I wonder if that special type of tire was really driven by technical and safety requirements, or because they saw a commercial opportunity.

The advertisement pictured appeared in a magazine from 1954. After that, I never saw it.

encountered more. So actually, that special band for the Earlyes was already off the market before the Earlyes were even there.

run..... Too early...

Ad Dijkstra



Tony Fiore

Founder and editor of CORSA.

Tony Fiore was one of the first board members of CORSA and edited the newsletters and magazines for CORSA members until the early 1980s. The quality of these early publications likely attracted thousands of Corvair enthusiasts to join CORSA and remain members during the club's early years.

The book "The Corvair Decade" was perhaps Tony's greatest contribution to the Corvair community. It was published in 1980 and contains a comprehensive overview of the various Corvair models, design and technical specifications, and a detailed history of the car's development. It is no longer available in print, but second-hand copies still turn up at Corvair parts fairs and other events.

Tony remained active within CORSA for the rest of his life and continued attending CORSA conventions until he passed away in 2007 at the age of 96. To the right of this text block is a photo of Tony Fiore with his Solar Cavalier custom sedan (a special Corvair that we will dive into again).

And the Tony Fiore Award goes to....

It was August when I was working for the club again. The club magazine is a regular feature that takes up quite a bit of time. This time I wasn't at the café, but just at home. Usually I work in a small café; this sounds worse than it is, though. Rosalie has dance class, and it's without an audience. I have to bridge an hour, and when I go home, I can go back after half an hour. They have a small café right next door, and as soon as I walk in, the bartender is already "pour" a tea.

I opened the email and started the program I use to create the club magazine.
In the email, a message from Titus. Titus, that name sounds familiar to me from the Corsa. I opened the message:

Hello Ralf,

Your award from the 2026 Corsa Convention was sent to you. Please let me know that you received it and everything is good. Thanks for participating at the Convention!

W. Titus Stewart - 2026 Convention Chairperson

I was surprised, because usually I get this kind of news through other channels sooner. I suspected it had something to do with the club magazine, but of course I didn't know for sure. I thought, "I'll ask Titus for more info." In the meantime, I had already started Googling a bit, but couldn't find anything. As a club, we have already won a few times with the



We won first place!!

club magazine. For example, we (when Leon was editor) came in second place in 2003-2005-2006-2007. A third place in 2004. In the era of editor Ralf, we were third in 2015 and second in 2022. After I "lay awake for nights over this," I sent Titus another email asking what kind of award I had actually won.

Hello Ralf,

***Sorry about not including many details. I was doing a lot of messages.
Yes, you won first place in the Tony Fiore Newsletter competition. The re-sults came in a bit late and we were not able to give them out at the convention (not that it would helped in your case!)***

Thanks for all the work you put into the club and please thank your members for being a part of Corsa!

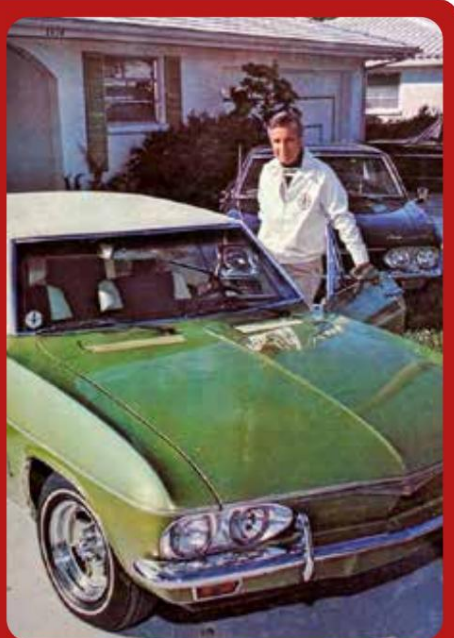
W. Titus Stewart - Corsa President

This is a first in the history of CCN and also in the Corsa! First place is a wonderful reward for all the hard work the steering committee and all members have put in over the past few years! I would also like to sincerely thank the regular writers for this, including Jaak for the member stories, Ad's archive, Hans and Ruud's Corvaair live, as well as all the other story writers for the meetings, technical stories, history, you name it. Together we won this award, because without stories, there is no club magazine.

This crowning glory of our club magazine will hang beautifully in the workshop next to the other award that was sent at the time.

Corsa, thank you club members,

Ralf Verhees - editor CCN







Een Early voor de Leesbibliotheek op nr 46 en de Taveerne Monopole op nr 48, Markt, Delft 1962
Uit de Collectie 'Corvair Live!' van Ralf Verhees, Ruud Keers, Jaak Eijkelenburg en Hans Aarsman

60 YEARS 'UNSAFE AT ANY SPEED'

Pieter found the article below in Klas-Siek en Techniek Magazine June 2026:

Unimaginable today, but for decades, manufacturers could bring virtually any risky product to market without being held liable.

That changed 60 years ago when American consumer guru Ralph Nader published his book 'Unsafe at Any Speed'. The book specifically exposed the safety problems in the American automotive industry, with the Chevrolet Corvair (1959-1964) as the main scapegoat. Nader's work led to a fundamental shift: manufacturers were henceforth held responsible for the safety of their products. Conceptually, the Corvair resembled an early Porsche 911, featuring a rear-mounted air-cooled six-cylinder boxer engine. Unlike Porsche, however, Chevrolet opted for

a swing-axle construction, which, in combination with heavy rear-axle loads, led to treacherous handling. To improve this, GM recommended unusually low tire pressures: only 1.0 bar at the front and 1.8 bar at the rear. Many drivers ignored this, causing the Corvair to suddenly break out in corners and, in extreme cases, even roll over.

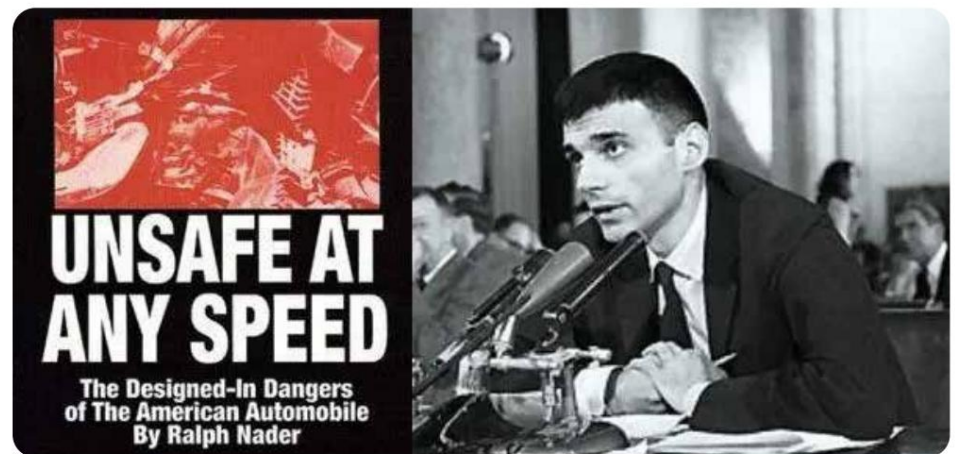
Ralph Nader described these abuses and much more in his book. The consequences were enormous: interiors with metal knobs, sharp edges, and dangerous steering columns disappeared, dashboards were henceforth made of softer material manufactured, steering wheels larger, and bumpers more massive. Convertibles without roll bars also disappeared, which led, among other things, to the introduction of the Porsche Targa. At the same time, new safety standards became mandatory: seat belts, improved locks, shock-absorbing structures, safety steering columns, and crash test regulations. Initially, resistance

The industry opposed Nader's allegations. General Motors let him

even spied on him and tried to discredit him through intimidation and compromising actions. Nader went to court, after which GM had to publicly apologize and pay damages. Nader played a key role in the establishment of government agencies such as the Department of Transportation, NHTSA, and the Environmental Protection Agency (EPA).

With this, he has made an enormous contribution to road safety.

Thanks to Nader's tenacity, countless lives were saved and the industry changed forever. His legacy is the safe, regulated car that we take for granted today.



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Wanderer Photoshoot

Ruud drove the Corvair from the private parking lot to the garage on Bellamystraat for a wash. Upon arriving at the gate providing access to the courtyard where the garages are situated, a friendly young woman knocked on his car window.

Naturally, Ruud asked her, "What can I do for you?"

She replied: "Sir, I have been cycling hard after you for quite some time. I would like to ask if you are willing to participate in a photoshoot for a fashion magazine. We are looking for a shiny red car, and this one seems perfectly suited for the purpose."

Ruud asked her what that was going to entail, she explained it.....

It came down to him having to drive the Corvair to a studio in Amsterdam North, where the photo shoot would take place.

Ruud gave her his email address and asked her to pass on the date, time (by mutual agreement), and address to him. Then he was fine with cooperating.

Studio 3000 was located in North, on an industrial estate.

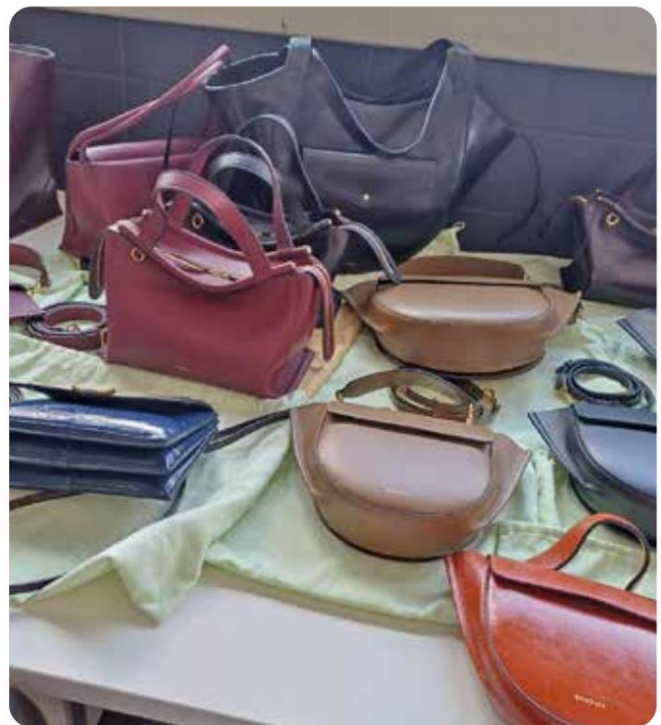
It involved an advertising leaflet for the bag brand WANDLER. A stunning lady lay down on the hood of the Corvair and was photographed with a bag of that brand.

The ladies and gentleman who handled the filming were full of praise for such a beautiful car. The car's shine was perfect for taking the right photos. The stunning lady was wearing beautiful, soft clothing that wouldn't cause scratches while she had to pose over the hood in all sorts of positions! They had specifically taken that into account.

We were treated to coffee and water and had our picture taken with the lady over the Corvair!

Of course, we will be sent the advertising leaflet in due course.

Ruud & Annemiek Keers



My Corvair life and times

Part 5

The Corvair history / passion of Edward N. Cole



The Vauxhall has been stripped of its drivetrain and dismantled down to the bare self-supporting body. The rear floor panel, trunk, and rear wheel arches have been cut away in preparation for the installation of the Corvair drivetrain.

The previous story about Ed Cole and his Corvair life was in the December issue of the club magazine, so it is time for another follow-up. The last edition covered the engine, so we will pick that up again later. First, we will take a detour to Project Holden, in this and the next issue of the club magazine.

Ralf Verhees

Project Holden

With a rear-mounted, air-cooled, six-cylinder boxer engine and independent suspension all around, the Corvair was sensational—at least for an American car of that era. From the start, the project was destined to attract special attention from the press, the public, other automakers, and even Cole's competitors within GM. While the program took shape in relative secrecy during 1956–1957, early versions of the Corvair powertrain were installed in a Porsche 356 (see club magazine December 2025) and a modified GM Vauxhall Sedan.

When the project reached the road prototype phase in 1957, Cole and his team took their counter-espionage strategy a step further: they camouflaged the test car as an experimental Holden.

(GM's Australian subsidiary, Holden, was acquired by General Motors in 1931, and the division's vehicles were marketed as "Australia's Own Car".)

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Parts of the prototype Corvair bodies, such as the doors shown here, were assembled by hand by Chevrolet experts. Massive steel jigs, bolted to slotted plates in the floor, held all body parts firmly in place.



The body of a prototype Corvair was nearing completion at Chevrolet. The shape was provisional, as the final styling of the Corvair had yet to be determined. Nevertheless, this specific prototype already showcased the wrap-around rear window that would become such a distinctive element of the production version of the Corvair.

Nameplates, trim strips, hubcaps, steering wheel, etc., were borrowed from the 1956-1958 Holden FE Special. At the time, the Holden Special was the top model in the Holden line, above the Standard and Business. To complete the deception, the stationery and purchase orders for the project also featured Holden letterheads.

In the spring of 1959, the name Corvair (first used on a show car at Motorama in 1954) became official, and the exterior of the final 1960 production model (below) took shape. We see a touch of the styling of the '57 test car reflected in the production version of the '60 Corvair, designed by Bill Mitchell and his team in the GM styling studios. Incidentally, you can see the Corvair-Holden during test drives in the GM film 'The Corvair in Action'. With a touch of irony, we note that the Corvair was never officially imported or marketed by GM in Australia. Reportedly, the prototype of the Corvair with the Holden badge (we know there was one, but it is possible there were more) was last seen in the mid-1960s, quietly languishing in a storage lot at the GM test track in Milford, Michigan.

In the next edition (December 2026), we will delve a bit deeper into the Holden and the various tests that have been conducted.



This Corvair prototype had a different roofline than the example above. It bore the "Holden Special" emblem. Special "Holden" stationery was designed and used for the Corvair project, as well as Holden order forms and technical drawing paper to ensure security.



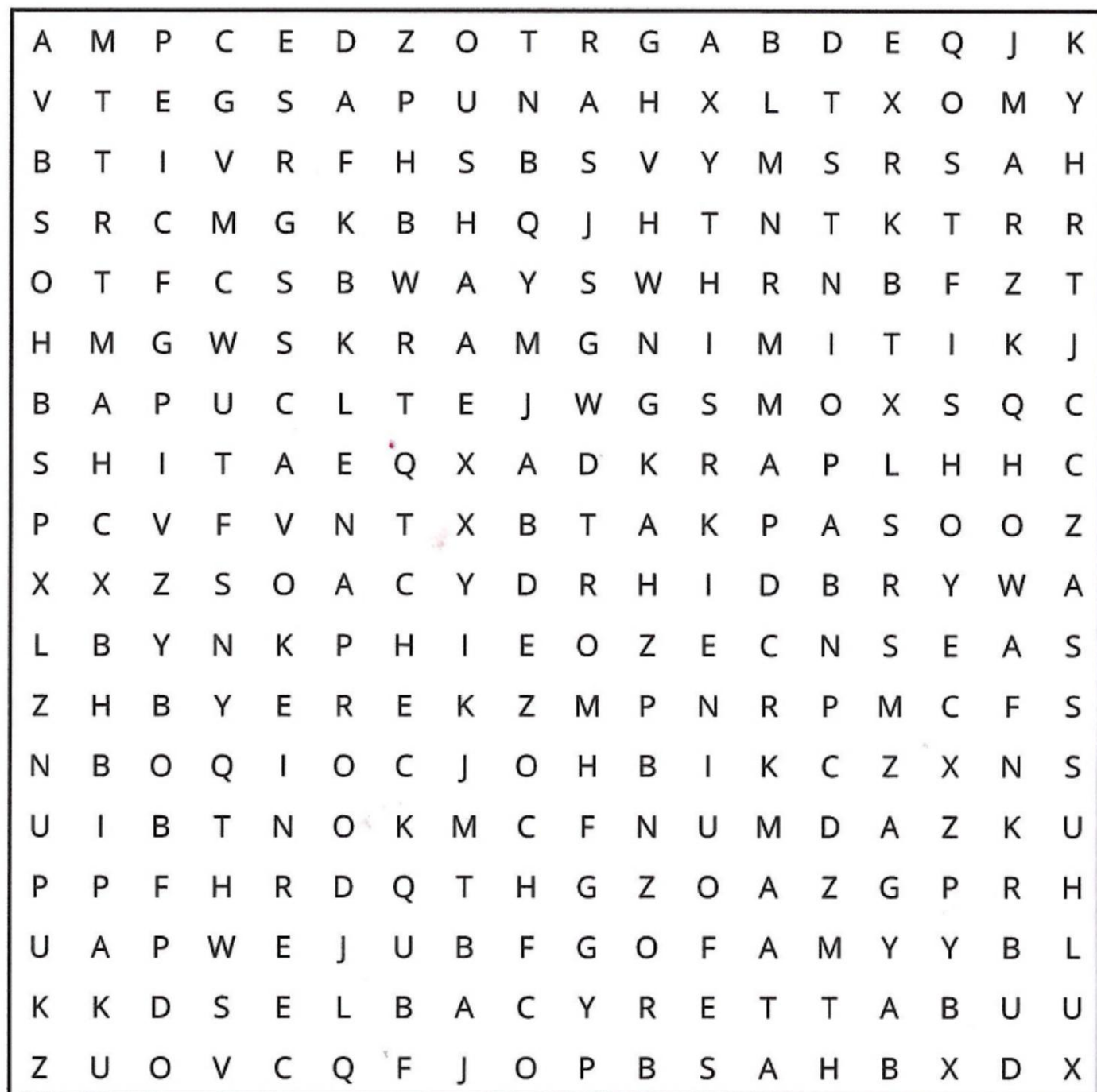
Ernie Kovacs

The word searches come from a puzzle book that Pieter Klinker found in a bookstore. A small booklet featuring the Corvair as graphic elements. These puzzles contain words related to Chevrolet - Corvair - and generally car-related. We pick out a word and highlight this item.

This time the word turned out to be Ernie Kovacs. A name that certainly stands out, but which I (Ralf Verhees) could not place in the world of the Corvair.

After some internet searching, the link to the Corvair quickly came to mind.

Here on the right is the story of Ernie Kovacs, and good luck with the puzzle!



POINTS
DOOR PANEL
TIMING MARKS

HORN RING
CLUTCH PEDAL
ERNIE KOVACS

ROCKER ARM
BREATHING CAP
BATTERY CABLES



The talented, eccentric Ernie Kovacs – whose array of comedic characters included the lisping poet Percy Dovetonsils, among others – once said: "I like being on stage, because there no one can bother me. Lawyers, bailiffs, insurance agents – everyone." Although he acted in various films, it was on television that Kovacs' rich comedy came into its own best. He wrote the majority of these comedies himself.

Ernie married actress Edie Adams in 1954 and moved to California in 1959.

when Columbia Pictures offered Kovacs a four-year contract for \$100,000 per film. In 1960, he appeared on screen in five films, from Our Man in Havana to Strangers When We Meet. In what turned out to be his last film, Sail a Crooked Ship (1961), he played a menacing villain.

In early 1961, Kovacs starred in a pilot episode for a TV series (A Pony for Chris with Buster Keaton) and was in talks with Alec Guinness about a contract for a feature film production. Then came January 12, 1962, the day that put an end to everything for Kovacs.

The Kovacs were invited to director Billy Wilder's apartment on Wilshire Boulevard to celebrate the christening of Michael, the son of Milton and Ruth Berle. Edie drove to the party alone in her Corvair station wagon, because Ernie had been working on the pilot episode all day and was going to meet her there. Ernie drove his white Rolls-Royce to Wilder's apartment. At 1:20 a.m., Ernie and Edie left the party. He offered French film star Yves Montand a ride, but Montand decided to go with the Berles. Slightly tipsy, Ernie drove away in the station wagon (which Edie hated driving) and asked his wife to drive the Rolls-Royce home. As he sped through the wet night, his car crashed into the concrete triangle at the intersection of Beverly Glen and Santa Monica Boulevard. The impact sent the car spinning and hitting a pole. Kovacs died at the scene from a skull base fracture. He was found dead with a Cuban cigar a few centimeters from his hand. Had he not been briefly distracted while trying to light the cigar, he would have turned 43 on January 23, 1962.

Unaware of the tragedy, Edie had driven home. When she heard the bad news, she refused to believe that her husband was gone. Jack Lemmon went to the morgue and confirmed that he was indeed dead. Edie asked Lemmon to put a few Havana cigars in Ernie's pocket for the funeral.

The funeral took place on January 18, 1962, at Beverly Hills Presbyterian Church and was attended by a large number of celebrities. Among the pallbearers were Jack Lemmon, Frank Sinatra, Billy Wilder, and Dean Martin. The comedian was buried at Forest Lawn Memorial Park in Hollywood Hills, California, where his headstone reads: "Ernie Kovacs 1919-1962. Nothing in Moderation. We all loved him."

The hardworking Edie was saddled with a gamble and tax debt of \$600,000, which she paid off years later.



Mika's Corvair Limbo vacation

Hi, the regulars at meetings and other gatherings in our club know me by now. Together with my parents, and sometimes even my little sister, we are often present as loyal Corvair fans. Previously, I had a blue 1965 convertible that I was very proud of. Unfortunately, that didn't last long, but a detailed story about that will follow later. In the meantime, with the help of club members, I have purchased a white coupe with which I have already driven quite a few kilometers. For instance, last summer I went on holiday to Limburg with my parents. We had rented a small summer house in Schinveld. The weather was great, sometimes even a bit too warm, but certainly no excuse for rain not to drive. We had a lot of contact with Linda and Jaak, and they suggested arriving a few days earlier due to some nice CAR meetings in their area that weekend. Because we couldn't check into the house until Monday, we were allowed to stay with them the weekend before. We gladly accepted this and certainly haven't regretted it. I also wanted to have some modifications made to the Corvair, and Jaak knew just the right person for it.



We arrived at their place on Saturday and it was already quite warm; after a welcome, we took it easy after this.

Long drive. Naturally, we spent a lot of time admiring the beautiful space Linda and Jaak have, and certainly not forgetting their collection of classics.

Because that is what you can call it, with 7 cars and 3 motorcycles. The next day, Sunday morning, we went to a coffee chat in Swalmen where many different vehicles were parked—not big, but nice.

Jaak was with the Van 95, my father had Linda and Jaak's 4-door Belsj, their daughter Heandra with the '67 convertible (now named Stitch), and me with the white coupe. At this location

There was a large second-hand shop in an old farmhouse with a restaurant, which is always fun for the ladies to browse around. After this, we toured to Heel, where the USA car meet was taking place at a campsite. This was really something for us.

The Corvairs attracted a lot of attention, and we all enjoyed this, as well as the other beautiful American cars present.

Towards evening we headed back towards Sittard, driving repeatedly via a touring route, this time through Belgium, also because we needed petrol, which was considerably cheaper there.





is. That same evening we were going to take my white coupe to Phil (Jaak's mechanic) in Maasmechelen, which I was quite nervous about. I had never met Phil before; when we arrived, he hadn't yet reached his workshop, Kustomfab. Jaak told me that he lived a few streets away and would go pick him up. When Jaak returned after a while, he said Phil was coming by bike. We were so surprised (my father was there too) to see Phil on a bike. Not just any bike, but an antique high-wheeler. We had a great time watching him ride it. We greeted each other warmly, and Phil and I clicked immediately, as if we had been friends for years. I drove the Corvair into the garage and told Phil my wishes, such as the double exhausts with cherry bombs for a bit more sound, holes for the trim strips in the bodywork (because I didn't dare drill them in myself), and then I would screw the strips on myself. Phil has lowered a Ford Van to the ground with a more modern, beefy V8 Caddy engine in it, and many more modifications. I had to go with him for a test drive. Well.

I certainly found out; I'd never experienced such a rubber streaker before and was glad to be back. What power that thing had. After saying goodbye, we drove off with big smiles; we talked about it for a long time that evening with the folks back home.

On Tuesday, there was the Vintage Chrome meeting in Lanaken, for which I was able to pick up my Coupé from Phil. The exhausts were already installed, and he had actually done much more; not only had the holes been made, but the chrome surrounds had also been mounted. It all looked great, and I was very happy with it. The Corvair looked different immediately. With a big smile and making a lot of noise, I drove off to the meeting. We had a nice spot there with our Corvairs. It felt like a Corvair meeting, and here too, they attracted a lot of attention. Even an early bird from a visitor was there. I regularly started the Coupé to let people hear the exhausts. People were amazed by the sound coming from that little Corvair. As soon as it was started, heads turned to see what kind of monster this was.

How wonderful it would be if such meetings took place weekly here in the northern part of North Holland. On Wednesday it was too hot to go to the planned meeting in Peer, Belgium, so we just stayed home in the coolness. I had received bumper rosettes from Jaak that used to be on the Keers. Phil installed these as well, and now the car is almost exactly to my liking. We also attended a small meeting in Heerlen, which was also very nice. Of course, we did other things too, especially when my car was in the workshop. Some days it was really too hot to do anything, so we took a rest, which is what holidays are for. And then, on Thursday, the holiday was over, and we drove home early in the morning to avoid the hot weather a bit. We are already considering visiting Limburg again next year.

Greetings from the vacationers Diana, Bas, and myself, Mika van Hoorn.



