

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

November 2025

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And more!



The Fanbelt is published monthly by the New Jersey Association of Corvair Enthusiasts (NJACE), Inc. P.O. Box 631, Ridgewood, NJ 07451. Deadline for contribution is the 20th of each month. Classified-style advertising of interest to Corvair owners is available, free of charge, to all persons. Commercial advertising space is also accepted, please contact the editor for details. (Generally, classified advertisers are those offering individual cars and/or a limited number of parts, while commercial advertisers are those offering services and/or parts from stock. NJACE reserves the right to make this determination). All advertising must be PC-compatible or type-able copy.

NJACE is a chapter of the Corvair Society of America (COSA), Inc., P.O. Box 68, Long Lake, MN 55356. Meetings of NJACE are held periodically at locations and times as announced in this newsletter and on our website. All interested persons are welcome. Additional events and activities are held throughout the year. Membership in NJACE is open to individuals and families. Information and applications are available at any meeting or by writing to NJACE, P.O. Box 631, Ridgewood, NJ 07451, or by visiting www.corvair.org/chapters/njace.

Fall Foliage Tour

By Chris Senegeto

(Cover Photo submitted by
Paul Burke & Linda Cronk)

On Saturday October 11th, members of NJACE and the Lehigh Valley Corvair Club set out on a route that I modified from previous events with my scooter club that spanned most of Bucks County, Pennsylvania.

We met in a parking lot in Doylestown and gassed up down the street. We then headed off on mostly winding back roads and over two covered bridges where we then stopped in a park for a short break and photo ops. We unfortunately lost one of our drivers, Scott Oberholtzer, to a leaky fuel pump. (Hope you made it home safe Scott!!)

We then continued on over another covered bridge and past the Van Sant Airport, where a plane sat ready for take off. After two two turns and several miles we crossed our fourth covered bridge and came down to River Rd. Making a right we continued down, with the river on our left and drove through the lovely town of New Hope.

We then stopped to visit Bowman's Hill Tower. The views from the top of the tower are just fantastic! This was a great time, as we had some great conversations and took some great photos!

From Bowman's Hill Tower we headed out, passing through the fifth covered bridge and finally ending the tour at the Wood Fired Pizza restaurant at the edge of New Hope where we had an early dinner and celebrated Jean O'Days birthday!

It was a fantastic event, with great people, great roads and great scenery! Thank you to all of those who came out! It was a great pleasure to also meet members from the Lehigh Valley Corvair Club! I am including some history on both the history of the bridges we visited as well as Bowman's Hill Tower and the airport.



Loux Covered Bridge

Though there is a stone marker near it that identifies it as "Cabin Run Bridge," it is not. Both the Cabin Run Covered Bridge and the Loux Covered Bridge cross Cabin Run Creek. It was built by Bucks County in 1874. John A. Loux was the longest-tenured justice of the peace in Bucks County.

Cabin Run Covered Bridge

Cabin Run Covered Bridge in Plumstead Township stretches across Cabin Run Creek, so named for its early concentration of log cabins and small stone houses constructed along its course. During the Revolutionary War, it was rumored this area was frequented by the Doan Boys, a gang of notorious brothers who were Loyalists. This bridge has a height limit of 11 feet 10 inches, width of 15 feet and a weight limit of three tons.

Frankenfield Covered Bridge

Built in 1872, the Frankenfield Covered Bridge in Tinicum Township crosses Tinicum Creek only two miles upstream from where the creek flows into the Delaware River. This bridge is one of the longest covered bridges in the County, standing a total of 130 feet. Henry Frankenfield, a well-known contractor who lived in the village of Sundale near the bridge.

Van Sant Airport

Travel back in time and experience the Golden Age of Flight at Van Sant Airport and Park. Located on Cafferty Road in scenic Erwinna, Van Sant offers rides and instructions in a number of styles of small planes and gliders. Freedom's Wings International, a therapeutic recreational program for paraplegic pilots, is locally based at the airport. At any given time, privately owned vintage airplanes take off and land here. This is an ideal setting to spend an afternoon with family and friends, bring a picnic, go for a ride or enjoy the show.

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Erwinna Covered Bridge

The County's shortest covered bridge at only 56-feet long, the Erwinna Covered Bridge is noted for its lattice-type construction and stands as part of a tract of 528 acres purchased by Colonel Arthur Erwin in 1769. Erwin served in the Bucks County militia and was asked by George Washington to rally his militia to take part in the 1776 Delaware River crossing. It was built in the mid-1850s and crosses the Lodi Creek (also known as Swamp Creek). This bridge has a height limit of 11 feet.

Bowman's Hill Tower

Built of local field stone in 1929-31 to commemorate what may have been a lookout point for Washington's troops to watch for enemy activity on the Delaware River. Today, historians consider using Bowman's Hill for a lookout to be more oral tradition than documented fact.

Construction of the Tower took nearly two years to complete. More than 2,400 tons of materials were used, including 1,200 perches of native stone from the hill and nearby stone fences, cut stone from local quarries, 517 tons of sand and 225 tons of cement. Workers excavated 15-feet deep so that the 24-foot-squared base would rest on a bedrock foundation. With construction done entirely by the Washington Crossing Park Commission employees, the total cost of the Tower was \$100,000, including labor and materials.

Soon after the tower's construction, workers planted 28,300 seedlings in the area to reforest the hill like people thought it would have been in Washington's time. Some of those seedlings have become today's towering trees on Bowman's Hill.

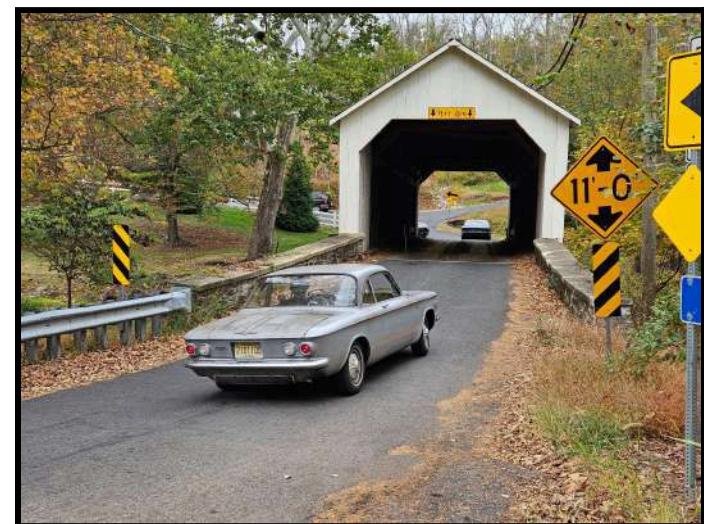
Vant Sant Covered Bridge

The Van Sandt Covered Bridge (sometimes spelled Van Sant) was built in 1875 and crosses the Pidcock Creek. The bridge is south of New Hope, near Washington Crossing Historic Park. For years, there have been rumors that Van Sant's bridge could be haunted. The bridge is allegedly a "cry baby bridge" where a young woman killed her child and then herself. Her cries, the story goes, still can be heard at night.



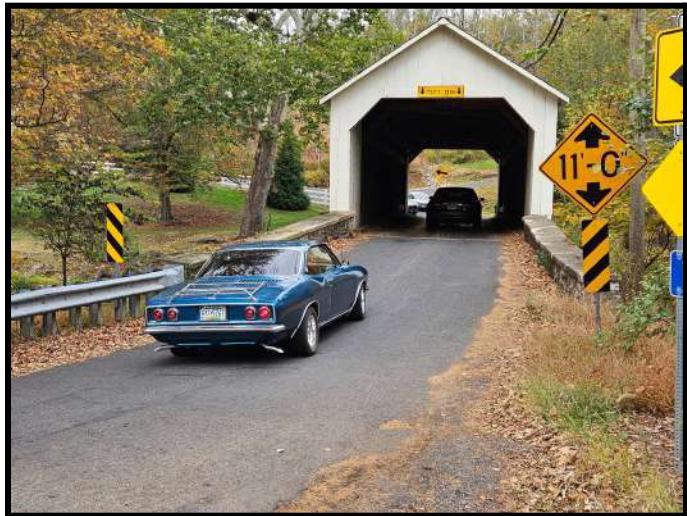
Paul Burke and Linda Cronk

Photo by Bob Marlow

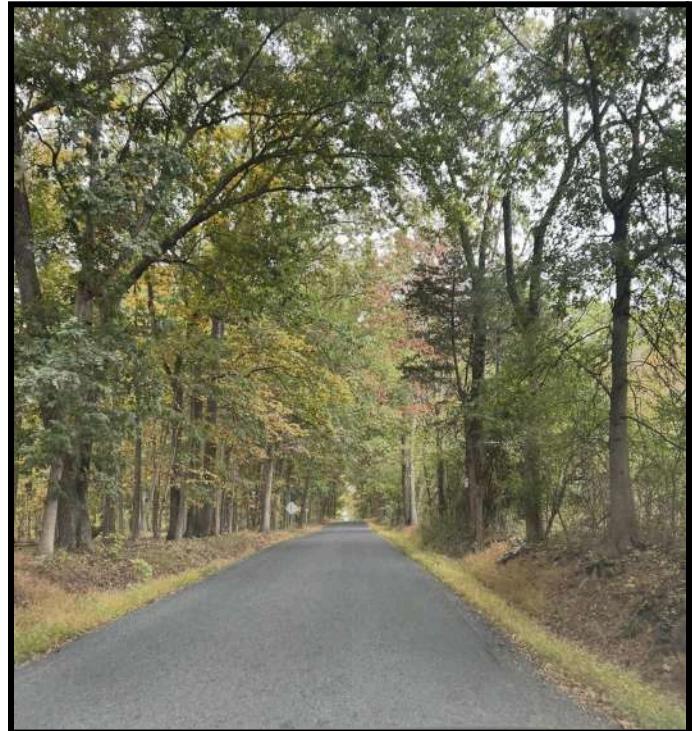


Rob WanhousePhoto by Bob Marlow

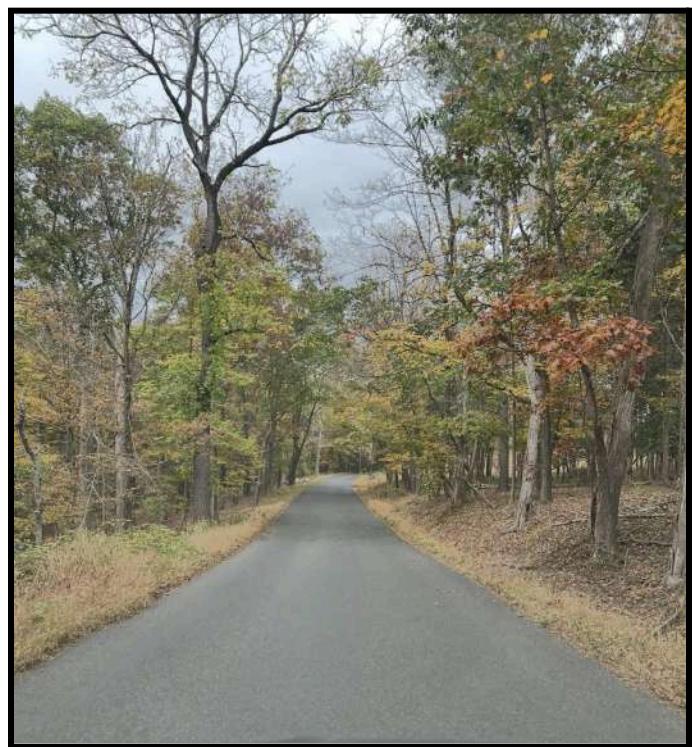
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Scott Olberholtzer
Photo by Bob Marlow



Jean O'Day
Photo by Bob Marlow



California Dreamin'

by Pete Koehler

This whole story started back in July at the annual DACC Corvair Homecoming event in Ann Arbor, Michigan. Bob "The Great Enabler" Marlow told me about this rust-free California beauty of a 1965 Monza convertible that was looking for someone to finally finish it up and get it back on the road. I guess I am a sucker for underdog Corvairs and I love to try to save them all. Didn't really need another project so I offhandedly made a low-ball offer to Bob and let it ride hoping he and/or the club would say no. Move the clock up a few months and whaddya know? My offer was accepted and now the car was referred to as "Pete's New Car". Road trip!

It took a few weeks of planning but I hooked up my trusty flatbed Corvair hauling trailer and headed East. I was able to make a stop along the way to meet up with another friend of NJACE: John Sweet. I bought some carb kits from him and he bought some core parts from me. Happily he bought more than I did, so some gas money bucks came my way. The trip was about 660 miles one-way. I did stay over at the Marlow Hilton in Allentown, PA.

The morning of the 16th we ventured out to rescue a Corvair in Flanders, NJ. The drive was uneventful, and we got the car winched up on my trailer deck. But... as we were loading boxes and boxes of Jack Rogers parts I noticed some smoke rising behind Larry's shop building. At first I thought maybe he was burning leaves. Nope. As you know now there was a fire that destroyed one of the buildings at Ashley's Body Shop. Fortunately the working shop building was spared. We did get all of the parts and the car and trailer out of the way for the fire department(s) to respond and put out the fire.

That was more excitement than I needed! The next day at oh-dark-thirty I pointed the truck, trailer and my prize West and ran up PA 309 to the Interstate. The return trip was nothing special and I got home safely. Now I had to make a plan on how to obtain a title for this Corvair. In Michigan there is

a four-step procedure to get a title for a car that didn't come with one. There are restrictions, but this 1965 Corvair with a value of less than \$2500 qualified. It only cost me another \$145 to get a legal, green title for the car! So now what do I do?

Twenty years ago I would jump at the chance to piece this car back together. But the last nine years have been tough so I found another club member who had the same passion for saving cars as I do. He was building a 140 engine and decided to buy one that I had rebuilt a few years back and had loaned it to the local Corvair Museum. Since I built a "fake" (empty) display engine to replace it I brought the rebuilt one home. He was building up another '65 convertible and using my 140 got him closer to the finish line. When he came to get the 140 he saw the Jack Rogers car and fell in love. We made a trade. He got the Cali car and I got his partially finished 140 engine. Was this a good trade for me? Dunno, but the engine takes up a lot less space than the car did! I know my new friend will complete the project and get Jack's car back to operational status.

So here is the real problem: Once I get the 140 rebuilt engine back together (just need a good RH head for the 140) I will HAVE to buy another Corvair to put the engine in. That makes perfect sense, doesn't it? I did see a sweet 1962 Monza coupe in Budd Lake that needs motorvation. His price is bit steep so I hope he doesn't come to his senses and lower it down into my range. Another Road Trip before Winter? Could happen.



NJACE Out & About

This past month saw some more work done on Steve Calandra's Corvan.



NJACE Breakfast Meeting

NJACE has had quite a few new members join the club recently. For both new members and the ones that have been with us for awhile but may not come out to our meetings, we currently hold our breakfast meetings the first Saturday of the month at 9am at The Alps Diner, 1420 NJ Rt 23 in Wayne, NJ. Jean will be supplying name tags at the next meeting for those who would like one. Here's a photo of our most recent meeting! Hope to see you there.



NJACE STORE

Here you can look at  and order different types of NJACE merchandise. All prices listed DO NOT INCLUDE shipping. Please email Chris at Chriss.corvair@gmail.com with your list of items and include the following...quantity of items, size (if applicable) of items, color (if applicable) of the items that you are looking to purchase. I will email you back with a total that includes shipping.

All items can be purchased using a credit card, or a check/money order.



NJACE Mouse Pad \$14.00 + shipping



NJACE T-Shirts (available white or black) All sizes
\$23.00 + shipping



NJACE Two Sided Mug
\$15.00 + shipping



NJACE Embroidered Polo
All sizes \$42.00 + shipping



NJACE Embroidered
Cap (one size)
\$20.00 + shipping



NJACE Pen \$4.00 each + shipping



NJACE Hoodie
All sizes
\$ 47.00 + shipping

Calendar Of Events



Nov 1 Monthly Breakfast Meeting 9am

*The Alps Diner
1429 NJ RT 23 North
Wayne, NJ*

Dec 6 Monthly Breakfast Meeting 9am

*The Alps Diner
1429 NJ RT 23 North
Wayne, NJ*

Jan 3 Monthly Breakfast Meeting 9am

*The Alps Diner
1429 NJ RT 23 North
Wayne, NJ*

Jan 18 NJACE Holiday Party

*The Grain House Restaurant
Details to come...*



November Breakfast Meeting

At this coming breakfast meeting we will be taking nominations for the 2026 NJACE Officers. The election will be held at the December breakfast meeting. You will also be able to vote via a mail in ballot which will be in the next newsletter.



NJACE Officers for 2025

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