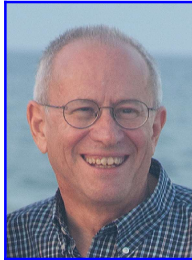


I'm Baaaack... Briefly

by *Bob Marlow*

Chris Senegeto, our Publicity VP and newsletter editor/publisher, has found it necessary to step away from those roles. An impending household move from Doylestown, Pennsylvania, to Westchester County, New York, is just one of the factors that has caused Chris to make this decision.



So... I'm back. But not permanently. I'm just helping out on an interim basis while the search is

on for new volunteer or volunteers. I will not be able to do this beyond the April issue.

If you think that you'd like to give it a whirl, let us know. I will be happy to assist anyone who wishes to pick up the ball, at least until they are ready to spread their wings on their own, and Chris also has offered to help the transition to a new editor.

Again, I am only able to do the newsletter through April at the latest, so please consider whether you can help your club in this important role. You can reach me by voice or text at 201-444-1859, or by email at vairteccorp@gmail.com. You can reach club President Brian O'Neill by phone (no text) at 973-729-5586 or by email at oneill1258@juno.com.

In the Weeks to Come...

- **Saturday, December 6:**
Our last club breakfast of the year, at the Alps Diner on Rt 23 in Wayne, 9:00 AM
- **Saturday, January 3:**
Our first club breakfast of the new year, at the Alps Diner on Rt 23 in Wayne, 9:00 AM
- **Sunday, January 18:**
Our Annual Holiday Party, at The Grain House Restaurant in Basking Ridge – same great location as last year!
- **Saturday, February 7:**
Monthly club breakfast, at the Alps Diner on Rt 23 in Wayne, 9:00 AM
- **Saturday, February 21:**
Our Annual Corvair Parts Auction, at the Pompton Lakes Elks Lodge

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 and Facebook page. 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.

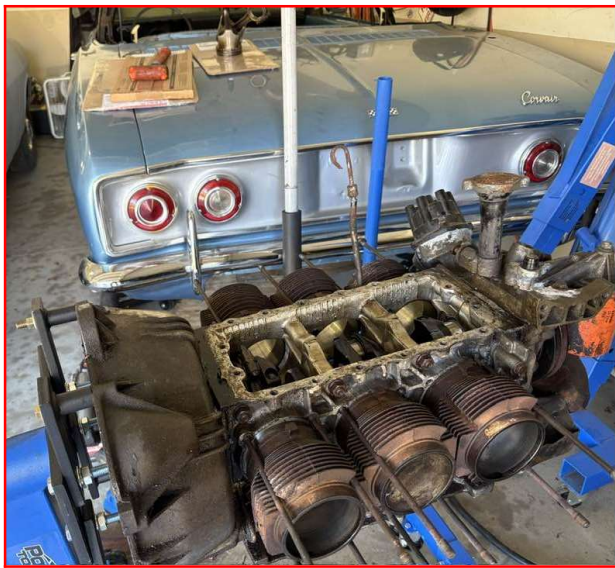
California Dreamin' Part Two

by Pete Koehler

In the November issue, Chris ran my story about coming to NJ and rescuing the Jack Rogers California-built 1965 convertible. Here's an update, a sort of a Paul Harvey "...the rest of the story."



I traded the car less parts for a 140 rebuild-in-progress short block. The guy claimed he had spent \$2000 on it so far. I sold him my "rebuilt" 140 complete for \$1500 so he did alright. As I said in the article the engine took up less space at the Caveman Garage than the dead Rogers Monza. Tom, the new owner, is working on putting the car back together. He has the original engine freed up and has found the cylinders in good shape (original spec) and plans to just re-ring it and add new bearings.



*Here's the engine as removed
from the Rogers car in Michigan*

I sold the interior parts to a club member who has a very nice blue-on-blue 1965 Monza convertible with a slightly tired interior. She got all the bits for half of the Clark's values. The Detroit Area Corvair Club "Garage Squad" will assist in installing these goodies next Spring. I have a plan for the takeout seats. More on that in a minute.

Another new DACC member bought a rather ratty blue on blue 1965 Monza convertible off an internet auction site. As expected the actual car is not as nice as he thought it might be from the internet description. Sight-unseen purchases can turn out bad... It had new paint so it showed well on-line. He bought the Rogers convertible top and all of the stuff Jack purchased. Once again half price of the current value. This deal was made while I was at his shop installing a pair of matched carbs to get his project running again.

A final piece of this story is that his daughter wants to drive the car to her Senior Prom in May of next year. After looking at the sorry state of the seats and other interior bits I suggested that no self-respecting young lady would want to sit in those crummy seats with her prom dress. Sooo, once we put the Jack Rogers seats and stuff in the nicer (even has factory A/C!) '65 blue-on-blue convertible we will take the take-outs over to the not as nice blue-on-blue '65 convertible and make that one Prom-ready. Everybody wins!

I have just a few bits left in the garage from my trip East. They will be offered either at the Gettysburg event or the next Detroit Homecoming. Oh, and I don't have to find another Corvair to put the first engine in that started all of this horse-trading. If you are a follower of the DACC Facebook page you may have seen a reference to a 1962 Greenbrier that has a camper conversion. A rather odd camper conversion. I coined the term "ToiletBrier" because of a certain feature that it had. Anyway the guy said his 2nd gear synchro was worn out and asked for Garage Squad help. I suggested that we just plop in a select-used 4-speed. That advice was accepted and a date was set.

He helped get the powertrain dropped out and we started the removal process. Then he decided he wanted more power and insisted on a 140. I talked him into a 110 and Viola! The engine that came from the first Jack Rogers trade deal became a 110 with some rebuilt '66 heads. Midway through that work he asked what differential code "HE" meant. When I looked it up and told him 3.89 he said that wasn't going to work and wanted a 3.27. You know where this is going. I made a special 125 mile round-trip to get a used diff from DACC stalwart Pete Cimbala.

continued...

California Dreamin', Part Two, continued

The next day we were back at his house ready to patch everything together and move on. Not so fast!

The final straw in this story is that just before we married the 110-3.27-new 4-speed combo into the ToiletBrier one of our more astute Garage Squaders noticed that when you turn the input

shaft neither of the stub axles rotate in the diff. Stripped gears inside the carrier. Oooops! So tear it all apart, get another select-used diff and hope this one is better than the first one.

If it all works out everyone will be a happy camper. See what I did there? Yeah. I know. Keep repeating the late Wayne Leonard's mantra: "It's our hobby, we're having fun."

NJACE Calendar (so far) for 2026

We have big plans for the New Year, including our informal **monthly breakfasts** and – new for 2026 – quarterly **dinner meetings!** (Details to follow.)

Our Annual **Holiday Party** is all set for Sunday afternoon, January 18, and our Annual **Parts Auction** is planned for Saturday, February 21. Again this year we'll join the Lehigh Valley Corvair Club for their Annual Spring **Swap Meet** on Saturday, April 18.

The 2026 **CORSA Convention** is within an easy drive, in Gettysburg, Pennsylvania for the week of June 22-26. The full schedule, registration and hotel information will appear in the first issue of the *CORSA Communique* published in January. But here are the key events on each day so that you can plan whether to be there for some or all of it:

- Monday Evening – Car Show and Valve Cover Racing
- Tuesday – Concours d'Elegance
- Wednesday – Road Rally
- Thursday – Autocross
- Friday – EconoRun and Awards Banquet

In addition, it is our understanding that an Open House is to be held at the nearby Corvair Ranch at one end of the convention week, either at the beginning (Sunday) or the end (Saturday). We'll clarify that once it is confirmed.

Tech Sessions, Tours, Specialty Chapter Meetings and Vendor Sales will also be on the convention schedule along with time to visit the many historic sites in the Gettysburg area.

Of course our Annual **Summer Picnic** will return and we expect to support at least one big **car show**. Stay tuned!

Elections for 2026 Club officers this month! See the ballot in this newsletter

NJACE Officers for 2025

President, Brian O'Neill
Phone 973-729-5586
Email oneill1258@juno.com

Secretary, Jean O'Day
Phone 973-809-3298
Email greenjean2020@gmail.com

Activities VP, Steve Calandra
Phone 201-836-6621
Email stevenjchevair@gmail.com

Vice-President, Tony Gervasio
Phone 732-548-5590
Email corvairnut@aol.com

Treasurer, Tim Schwartz
Phone 201-447-4299
Email tim@bristolnj.com

Publicity VP, [vacant]
Please consider volunteering!

You Could Be Driving This!

In 1961, and throughout the Corvair's production lifetime, there was no shortage of choice in the automobile market. The domestic manufacturers were offering more models than ever before, from compact to full-size, and foreign makes from Beetles to Bentleys were readily available. But the Corvair stood out for both its distinctive engineering and its restrained and timeless style.

Remember, instead of the handsome and understated Corvair in 1961, you could have chosen the last of the DeSotos!



Social Media

by *Bob Marlow*

Are you a Facebook user? Do you follow the NJACE Facebook page? If you're on Facebook and not following NJACE, you could be missing out!

For example, shortly before the November breakfast, it was announced that a portion of the parts remaining from the Jack Rogers' hoard would be available at the breakfast, free of charge! Those who saw the Facebook post grabbed the lions share of the parts.

More recently, a new and unopened DVD copy of the Brad Pitt film "F1, the Movie" was offered, also for free! Photos from our Foliage Tour in October were posted, as was a photo of the devastating September fire at Ashley's Auto Body.

We also use Facebook for last-minute updates, schedule changes, and the like.

Facebook itself can often be a morass, with political balderdash and posts in your feed that are irrelevant to your interests. But if you follow the NJACE page you'll get some more of what IS of interest to you!



*From an article by Jim Brandberg
appearing in the Leaky Seel,
the newsletter of Corvair Minnesota*

You can get in trouble calling out “fire” in a crowded theater since a stampede could ensue as people vie for the exits. Recently I caused a bit of a stir with an electrical fire in a 1964 Spyder as we were going a car show.

In the past someone had cut the main wiring harness just ahead of the engine compartment and then spliced all 20 or so wires back together again. I suspect that’s where my trouble began but I haven’t really looked at it close.

I did notice the wires going to the voltage regulator are especially fried. Replacing the main wiring harness was on my things to do this winter but it didn’t seem urgent since everything was pretty much working. We live and learn my friend.

In line for the show I had left it running because the starter had turned over slowly at the place where we met. In hindsight it was another clue that something was going wrong but ignorance is bliss.

With the fire in the wiring harness I was especially concerned about the battery exploding. Grabbing the positive cable to try and pull it out with my bare hands was a bad idea. Then I went into the trunk for my tool bag, got a ½” wrench and removed the negative cable. The wiring insulation continued to burn so “we” hit it with a fire extinguisher which worked. When I say “we”

I mean Gregg Peters in the green ’68 formerly owned by Bob Rowe and Peter Schmit.

Gregg said the fire extinguisher was in the car when he got it. He also said when you have a fire extinguisher in your car chances are you will use it on someone else’s car. I didn’t have one. I felt bad later because my delay caused Gregg to be parked away from the other Corvairs.

At home I was faced with cleaning up an engine compartment full of white powder. I found surprisingly little information on doing that. The method depends on what the material is and I didn’t know that. I settled on vacuuming first, then mixing isopropyl alcohol with water in a spray bottle, then rinsing with the garden hose. I had the nose of the car up so the water would run out the back.

It seemed to work pretty good but I might have some corrosion when I disassemble, I see some rust and some green. I maybe should have followed up with a vinegar solution.

Folks running Corvair Minnesota pushed the fire extinguisher thing pretty good in the past but it’s been a while and we’ve grown a little lax. But for that former pushing my predicament could have been a whole lot worse.

Do you have a fire extinguisher in your Corvair, and in your garage? While you should have a conventional extinguisher on hand, like the one used in this story that left the caustic white powder residue in the car, I also recommend the “Element” extinguisher. It’s compact, effective, and leaves no residue.

Here’s a photo of an Element extinguisher mounted in the cab of my Rampside, with a small conventional extinguisher shown alongside for comparison.

—Bob Marlow



New Jersey Association of Corvair Enthusiasts Ballot

December, 2025

Use this ballot to vote for NJACE officers for 2026. Our annual election meeting will take place during our club breakfast on **Saturday, December 6, 2025**.

You may vote at the meeting or you may vote by mail by sending your completed ballot to **NJACE, P.O. Box 631, Ridgewood, NJ 07451**.

Alternatively, you may scan your completed ballot and send it to club Secretary Jean O'Day at greenjean2020@gmail.com

Ballots must be received by December 5, 2023.

As an alternative to any of the nominees shown, you may write in the name of any eligible member. You may write in your own name if you wish.

Please participate – thank you!

President: Brian O'Neill ☐

(Write-in) _____ ☐

Vice President : Tony Gervasio ☐

(Write-in) _____ ☐

Treasurer: Tim Schwartz ☐

(Write-in) _____ ☐

Secretary: Jean O'Day ☐

(Write-in) _____ ☐

Activities VP: Steve Calandra ☐

(Write-in) _____ ☐

Publicity VP: [No nomination received]

(Write-in) _____ ☐