

# *the Fanbelt*

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*new jersey association of CORVAIR enthusiasts*

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**August 2024**

## ***In This Issue...***

***Corvairs In Miniature***

***NECC At Pocono***

***From The Vault***

***Rain Date For The  
Cruise-In***

***NJACE Out and About***



***Cruise-In Flyer...Page 10***

***NJACE Car Display Form...Page 11***



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 (CORSAs), 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](http://www.corvair.org/chapters/njace).

## Corvairs In Miniature

### Volume 5

By Gary Cohen



The vast majority of Corvair toys were modeled based on the first generation Corvair, reflecting fascination around the world with its highly innovative design and engineering. Models of the second generation Corvairs, produced from 1965 through 1969, are far less plentiful. Though there were some, starting with the...

#### Sabra Chevrolet Corvair By GamdaKoor

A very nice model of a second generation coupe was produced, of all places, in Israel, by the GamdaKoor company, which itself had an unusual story behind it.

In 1962, Gamda started producing diecast toy cars in Kibbutz Kfar HaNassi, located in Northern Israel, north of the Sea Of Galilee and adjacent to the Golan Heights. The name "Gamda" roughly translates to "midget toys". The company started making models from old molds from a British company named Jordan and Lewden, which had produced a small range of toys under the name "River Series". The Gamda models were very popular with children in Israel, though the local market wasn't large enough to support the business and it proved to be an unprofitable venture for Kibbutz. Exportation was also impractical, because Gamda would need to compete against the largest brands...Corgi, Dinky and Matchbox.

Unexpectedly, a new opportunity emerged. One of the largest American toy distributors, Cragstan of New York, sought to enter the 1:43 scale diecast market and was willing to place a large order with Gamda for three million cars! To fulfill this order,

Gamda came under control of one Israel's largest industrial companies, named Koor, to produce under contract an entirely new line of mostly American cars. These were marketed under the names "Sabra" or "Detroit Seniors". Production continued until the early 1970s.

Cragstan's order came with an unusual and difficult to fulfill request. They required each model car to be packed in a plastic garage, complete with an opening garage door! Some years ago I had the opportunity to meet and interview the former general manager of the factory that produced these toy cars. He told me that the plastic garages were very prone to cracking, and to reduce this risk, they needed to come up with a unique way to package the cars for transport. The method they used was a special styrofoam case that tightly packaged and protected one dozen models.

*Here are photos of the Sabra Corvair, in two shades of green. These are the only two colors I've seen of these models. Note the different brand names on the packaging and the "garage door" in the second photo.*





*Continued...*



Other second generation Corvairs produced “in period” were promotional models. While I am not a collector of promotional models, I did purchase this one of a 1966 Corvair Corsa, because of the similarity to my real Corvair.



*1966 Corvair Corsa Promotional Model*



*Continued...*

### Brooklin Models Corvair Greenbrier and Yenko Stinger

Brooklin Models Ltd. was founded in 1974 and is the largest producer of white metal 1:43 scale models. It was originally founded in the Canadian town of Brooklin, Ontario. In 1979, the founder John Hall, decided to move with his family back to England (where he was born), and production continues to this day in Bath.

Unlike higher volume diecast models, which are made from zamac (also called mazak), white metal models are made from a much more malleable alloy based on tin and also containing some lead. A brass master mold is made out of sheet brass by a skilled model maker, which is then followed by a rubber mold for various parts needed to complete the model.

Among Brooklin's models of Corvairs are a Greenbrier van and a second generation two door coupe. These were later combined into a special, limited production set consisting of a Greenbrier "tow van" with a Yenko Stinger Corvair on a trailer, as shown in these photos.





*Continued...*

### Road Signatures Corvair Corsa

I'm sure it won't surprise you to know that almost all diecast cars today are made in China. The shift of production to China enabled the renaissance of diecast car production, from basic toys to high end expensive collectibles for adults. Included in the toy category are the Road Signature Corvair Corsas shown in the photos below.



*Normally I do not modify my model cars, but I will admit to painting the interior of the green Signature Corvair, to make it look more like my 1965 Corsa.*



### Fitch Phoenix By Automodello

Automodello was founded in 2009 by Jim Cowan, a retired Chicago area consultant. It produced high quality, relatively inexpensive models for adult collectors. In 2010 it released a limited release 1:43 scale model of the Fitch Phoenix, with total production of 192.

The Fitch Phoenix is probably well known to many NJACE members. It was commissioned by John Fitch in 1966 and built by Intermeccanica in Italy with an intended production run of 500 units. Based on the Corvair, it was tuned to produce 170 horsepower, with a top speed of 130 mph and a 0 to 60 time of 7.5 seconds.

The Fitch Phoenix made its debut at the NY Auto Show on July 7, 1966 and about 100 people put down a deposit to buy one. However, the US Congress passed the Highway Safety Act that year which caused Fitch to delay his project. By the time he figured out how to comply with the new regulations, the Corvair was out of production. The car still exists today and was sold in 2014 for 253,000 two years after Fitch passed away at the age of 95.

*Here are photos of the model, which I purchased from Clark's Corvair.*



Continued...



### Postscript

This will be the last edition of the Corvairs In Miniature series, as I have exhausted my inventory of Corvair models and you are probably exhausted from reading all of these articles. Though over the days, there has been an unexpected outcome from this series. Tim Schwartz connected me with a very nice man from Montana named Don Wagner. Don has a large collection of Corvair models that he offers for sale. Not surprisingly, I decided to purchase from Don, mostly tinplate models, which are different from the diecast Corvair I focused on in this series.

### Sources for Vol. 5

[https://en.wikipedia.org/wiki/Gamda\\_Koor\\_Sabra](https://en.wikipedia.org/wiki/Gamda_Koor_Sabra)

Gamda: Diecast Models From Israel By Andrew Ralston

[https://en.wikipedia.org/Brooklin\\_Models](https://en.wikipedia.org/Brooklin_Models)

[www.hagerty.co.uk/articles/automotive-history/cars-that-time-forgot-fitch-phoenix/](http://www.hagerty.co.uk/articles/automotive-history/cars-that-time-forgot-fitch-phoenix/)

## **A Car Named Calvin Part 4**

### **A Temporary Fix**

**By Chris Senegeto**



Winter had come and the little 1963 Spyder Convertible was nicely tucked away under a car cover followed by a tarp and straps out in our driveway. As with most of my previous projects, my goal was to fix the car up as I went, using it as a driver. The problem with that, was that both engines were torn down and in need of rebuilding.

The answer came in the form of a 1965 95hp engine sitting in Steve Calandra's garage. A temporary fix that would get the car on the road while I could then move along with the other repairs and eventually rebuilding and installing the factory turbo engine.

The first step was getting the engine out of its storage area and onto a cart where we could take off the tin, check it over, clean and paint the necessary items and do a nice test run. So over a period of a couple of months I made several trips to Steve's house and we did just that.

First step was removing all of the tin. After that we decided to remove both heads and clean everything. We ended up replacing the head gaskets and if my memory serves me, the rings on several pistons. Being that this was going into a 1963 and not a 1965, I cleaned and painted the best early model tin that I had and used the bellhousing and clutch from one of the two turbo engines and installed it all on the late model engine.

After several weeks of some of the most intense engine cleaning I have ever done, we installed a set of carbs I had purchased from Bob Marlow and rebuilt, a borrowed starter and fuel pump from one of Steve's cars, a rebuilt alternator I had also purchased from Bob Marlow, fuel lines, a new belt, did a tune up and it was ready to fire up.

*To Be Continued...*



## Pocono Raceway 2024

By Steve Calandra



The NECC hosted the track event at Pocono on Saturday July 20th. Brian and I drove there Friday night and stayed at The Days Inn so we could be at the track early. There weren't many places to have dinner. There was only one nice restaurant and the parking lot was full leaving no space to park a large pickup and trailer. We ended up going to the Pocono Mall and ate mediocre Chinese food in the food court.

On Saturday, the weather was nice and we had a cool breeze all day. John Egerton and Terry Stafford were there as well as many other Corvair guys that I didn't introduce myself to. There was a fellow named Dan who helped us with a small oil leak on Brian's car. I tightened up a few loose exhaust manifold bolts and made some adjustments to the carburetors and then the car went on the track.

There were BMWs, Mustangs and a Chevette with twin turbo chargers. The most interesting was a small Ferrari racer that was Corvair powered but was disguised with Ferrari parts and fake headers coming out of the middle of the engine. Very Clever!

The event closed at 5pm and on the way home the sky darkened and the rain came down in buckets! It was a successful event and I enjoyed playing pit mechanic for a day. Can't wait to do it again!





# From The Vault

Submitted By Dave Cavagnaro



If your idea of a gutsy Grand Touring sports car can be met by a nose-heavy, large bore bomb that has been beefed up to imitate sports car performance, then the Yenko Stinger is not for you.

Here is America's only air-cooled rear engine sports car with independent four-wheel suspension. Inspired by the inherently excellent design of the Corvair Corsa, the Stinger was created to handle in true GT tradition. It transforms sophisticated chassis engineering into a competition-bred road machine that will make you want to do the chauffeur.

Inside there are two honest bucket seats (three-passenger removable rear seat included); a four-speed, full-synchrom, closer-ratio gearbox; responsive, feather-light, quick steering (3.0 turns lock to lock). And that's just the beginning.

It corners like it "invented rails." Race-spawned dual master cylinders command the heavy duty brakes. A few racing modifications make the Stinger a winner in Class D Production of the Sports Car Club of America or Class H Stock (NASCAR) at the drags.

Even the basic Stinger (Stage I), a fine five-passenger family car, offers you an eager 160 horsepower in a race-suspended chassis. A dual-purpose Stinger for the serious rallyist and the occasional race driver boasts a Stage II tune that unleashes a husky 190 horses. Stage III is all spirit with 230 snarling horsepower and ALL the racing goodies . . . and that's something else. For this one you'll need a competition license, a race course, and lots of trophy space. And there's more. If it's brute horsepower you're after — try Stage IV — 240 hp or the ultimate — Stage V Fuel Injection! Stinger anyone?

DON YENKO

## YENKO STINGER TUNE SPECIFICATIONS

**STAGE I. 160 horsepower.** Recommended for street use or for the customer who wishes to do his own high performance preparation. (Full warranty.) \$3270.53

Dual master cylinder brake system.  
Fiberglass engine deck lid with spoiler, incorporating functional, adjustable air scoop.  
Fiberglass rear pillar Landau panels.  
Stinger trim, including tri-stripping and color key painting with chrome customizing.

### OPTIONS AND ACCESSORIES (installed)

3.89 rear axle ratio	\$ 10.00	Radio, pushbutton	\$7.00
Deluxe seat belts	10.00	Radio, AM/FM	121.00
Competition seat belts (includes heavy duty installation)	35.00	Sports styled walnut grained wheel with telescoping adjustment	24.00
Bumper guards (front)	5.00	Traffic hazard warning switch	11.00
Bumper guards (rear)	5.00	Mag-style wheel covers	42.00
Heater and defroster	20.00	Simulated wire wheels	97.00
Head rods (2)	42.15	Yenko roll bar	160.00
10 gallon fuel gas tank with shut off valve	80.00	700 x 13 Michelin X Tires (5) and Tubes, exchange	137.25
Special metallic brakes (includes special drums)	75.45	10 x 7 steel wheels (2)	75.00
Power brakes	72.00		
Heavy duty valve guides	100.00		

NOTE: Stages II, III, and IV are merely modifications made to the Stage I engine. All stages are streetable.

**STAGE II. 190 horsepower.** Recommended for high-speed touring, rallying, or dual-purpose race machine. Same as Stage I, plus the following: \$3692.33

High performance Stinger camshaft (includes heavy duty valve springs and retainers).  
Lightweight flywheel.  
Modified engine cooling fan.

Notched plates for increased valve clearance.  
Select 70 piston skirt clearances.  
Horizontal oil control baffles.

Polished crankshaft.  
Select fit main bearings.  
Deep sump oil pan pickup.  
High compression (10 to 1) cylinder heads.

NOTE: Stage II engine will afford the buyer high performance without sacrificing any of the desired reliability and smoothness of a street machine. Tested at 190 dynamometer clutch brake horsepower, the Stage II machine will easily out-accelerate all of the street variety V-6's and most of the aerated high performance cars.

**STAGE III. 220 horsepower.** SCCA engine for the customer who wants all out performance in Class D Production competition. Same as Stages I and II, plus the following: \$4099.33

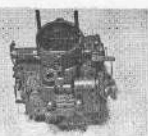
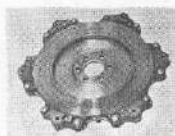
High compression cylinder heads (10.5 to 1), includes polishing, porting, relieving, shaving.  
Honed cylinder walls to racing clearances.

Full float piston fit using high compression forged pistons.  
Adjustable piston deck height.  
Distributor, high performance — reworked.

NOTE: Competition discount upon proof of first racing event.

**STAGE IV. 240 horsepower.** Recommended for high-speed touring or rallying (illegal for SCCA racing). \$4154.33 (includes .000 pistons).

**STAGE V. 250 horsepower.** Fuel injection. Same displacement as Stage IV. For street or track. Smoothness with utmost power. \$5099.00



### STOP ITEMS

Custom Stinger segmented, sintered metallic brake linings, complete set of eight.	\$ 49.05
Adjustable rear brake bias restricting valve with fitting.	26.50
Tailored Stinger brake servo booster unit with bracket.	46.50
Installation kit for brake servo booster unit.	28.00
Stinger dual master cylinder (standard all Stages).	30.00

### GO ITEMS

Close ratio transmission — price available on request.	
Stinger lightweight flywheel (standard on Stages II, III, IV).	49.95
High capacity secondary ignition wiring, set.	6.95
Stinger modified carburetor air horns with turn cut-off fix, each.	15.05
Stinger super high CFM enlarged venturi carburetors, each, exchange.	85.00
Seven-quart cross baffled aluminum finned oil pan (standard on all Stages).	37.00
Oil control horizontal baffle for hard cornering (standard on Stages II, III, IV).	12.00
Deep sump oil pan pickup (standard on Stages II, III, IV).	17.00
Stinger high performance camshaft kit; includes heavy duty inner and outer valve springs, aluminum retainers (standard on Stages II, III, IV).	119.90
Camshaft only, outright.	89.90

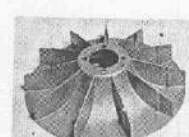
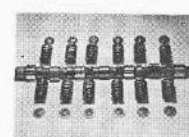
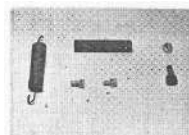


Photo 6	3.89 ring and pinion gear set.	Price
	High performance engine cooling fan (standard on Stages II, III, IV).	69.00
	Stage II Stinger high compression (10.0 to 1) cylinder heads, exchange.	16.95
	Stage III Stinger extra-high compression (10.5 to 1) ported, polished, and relieved cylinder heads (for use with Stinger pistons only), exchange.	32.50
	Full floating high compression forged Stinger pistons with pins fitted & rings. Specify Stage III or Stage IV bore (standard Stages III & IV). Pistons only.	218.00
Photo 7	Daytona-type fan belt constant tensioner (standard all Stages).	173.50
	High velocity Stinger air cleaners, each (standard all Stages).	133.04
Photo 8	Complete Stinger exhaust system; includes tuned headers, steel pack mufflers, U bends, clamps, chrome tailpipes (standard all Stages).	8.95
	Headers only for above, set of two.	5.50
	Heavy duty crankcase ventilator.	68.35
	Degree engraved harmonic balancer.	44.85
	Spark plug wire retainer, set of six.	9.95
Photo 9	Velocity stacks, set of four.	9.50
	High velocity air cleaners, standard all Stages, each.	28.00
Photo 10	Daytona-type competition oil cooler.	5.50
	Aircraft-type oil cooler, used.	125.00
		50.00



Installation hoses, brackets, and fitting kit for cooler.  
Competition-type heavy duty clutch pressure plate.  
Heavy duty competition-type clutch disc.  
SW heavy duty adjustable electric 10 psi fuel pump.  
Heavy duty armored fuel lines, set.  
13 x 7" heavy duty reinforced steel wheels, each.  
Stinger Koni shock absorbers, each, exchange.

Rear	19.95
Stinger Gabriel adjustable shock absorbers, front or rear, each.	20.95
Stinger GM-type heavy duty shocks (standard all Stages).	14.95
Front or rear, each.	
Fitch shock absorber stabilizer, set of four.	9.70
Oil pressure gauge kit.	29.95
Oil temperature gauge kit.	13.60
Stinger Sun electric tachometer — 0 to 7000. 270° sweep transistorized in one unit.	30.00
Stinger heavy duty front springs (standard all Stages), each.	47.90
Stinger heavy duty rear springs (standard all Stages), each.	8.75
<b>SHOW ITEMS</b>	6.85
Stinger cast aluminum rocker covers, set of two.	29.95
Talbot aluminum racing mirrors, each.	7.95
Mag-style wheel covers, set of four.	77.95
Magnesium wheels with studs and hub caps, each.	65.00



Racing-type, three spoke, deep dish steering wheel.	Price
200,000 candle power driving lamp.	46.50
AM/FM Stinger radio with antenna.	12.00
	123.80
<b>MISCELLANEOUS ITEMS</b>	
Stinger Technical Manual	3.00
Yenko roll bar (crash tested).	69.95
Auxiliary 10 gallon gas tank, with installation brackets and hoses.	75.00
Yenko fiberglass seats, less upholstery, each.	20.00
Yenko fiberglass seats, upholstered, each.	55.00
Competition seat belts, each.	15.95
Shoulder harness, each.	17.95
Stinger jacket patch.	1.00
Stinger pins — "Be a Swinger in a Stinger"; "Help Stamp Out Tea-Are-Fours in a Stinger."	
Stinger T-Shirts.	.75
	2.00
Stinger car emblem.	3.00
Firestone Indy tires 5.50—8.10 x 13 front, each.	36.86
Firestone Indy tires 6.60—10.50 x 13 rear, each.	38.61
Firestone tubes 5.50—8.10 x 13, each.	7.91
Firestone tubes 6.60—10.50 x 13, each.	8.75
Goodyear GP R2 tires 7.00 x 13, each.	41.67
Goodyear tubes 7.00 x 13, each.	7.62



Continued...



Submitted by Dave Cavagnaro for this edition of *From The Vault*, a copy of a Don Yenke Corvair Stinger brochure from 1967.

Editor's Note...

The history of the Corvair Yenke Stinger is one that I have been very into since I first got into the Corvair hobby. Note in this brochure, is info on the five stages of tuning, complete with photos of the various parts.

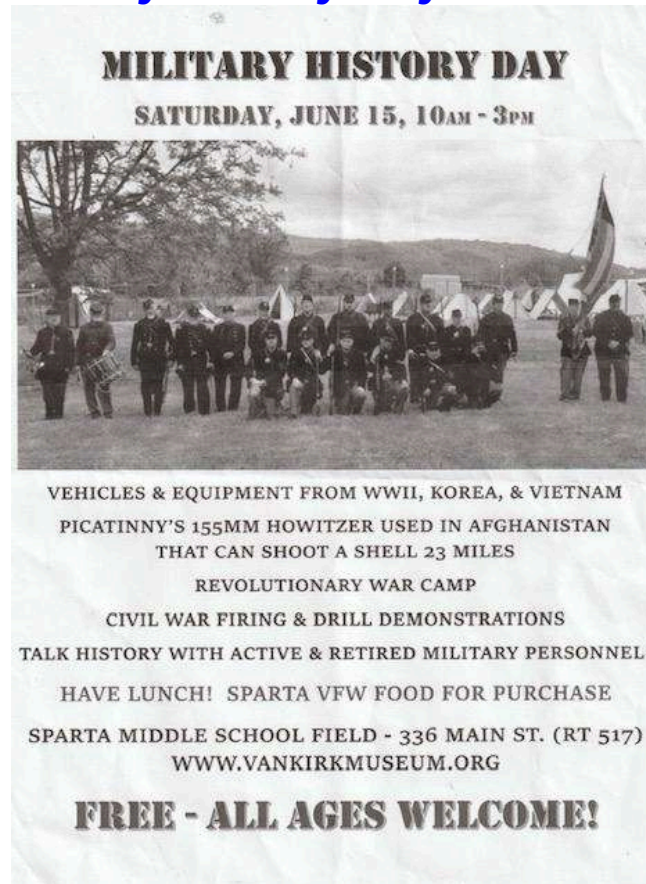
You can find more information on Don Yenke and the history of the Yenke Stinger Corvair here...

<https://www.copo.com/index.html>

<https://www.corvairmuseum.org/museum/yenko-stinger-experience/>



## Military History Day



President Brian O'Neill at Sparta's Military History Day





## PLAZA 23 DINER CRUISE-IN



Sponsored by



SATURDAY AUGUST 3RD  
10:30am till 3:00pm

All Makes and Models of Classic Cars Welcome  
Live DJ, 50/50 Raffle and Lunch Specials

Plaza 23 Diner 411 NJ Rt 23 (southbound) Pompton Plains, NJ  
For more info call:  
Plaza 23 Diner at 973-835-1952 or  
Chris at 215-237-6410





**Owner** \_\_\_\_\_

**Year** \_\_\_\_\_

**Make / Model** \_\_\_\_\_



**Scan To Be Taken To NJACE website**

[www.corvair.org/chapters/njace/](http://www.corvair.org/chapters/njace/)

## Calendar Of Events



**August 3** Monthly Breakfast Meeting 9am  
*Plaza 23 Diner*  
*411 NJ RT 23 Southbound*  
*Pompton Plains, NJ*

Just for Fun!!!

Answers to this word search will be in next month's newsletter, so be sure to check back!

NJACE Cruise-In 10:30am - 3pm  
*Plaza 23 Diner*  
*411 NJ RT 23 Southbound*  
*Pompton Plains, NJ*

**Sept. 7** Monthly Breakfast Meeting 9am  
*Plaza 23 Diner*  
*411 NJ RT 23 Southbound*  
*Pompton Plains, NJ*

**Oct. 5** Monthly Breakfast Meeting 9am  
*Plaza 23 Diner*  
*411 NJ RT 23 Southbound*  
*Pompton Plains, NJ*

### Word Search 1

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LVDGREENBRIERKKFTYNO
ANTRHJIZZWZFWRAROXHP
XAJROGWHPGBRDBUVROSQ
OKSDAYHCOUPECHWDFKDG
TVGQQNNNJTATCORVAIRH
BDANCDSDJDPWGKLRWKEYN
RAMHLABMLJWGXTBSTBKS
AYRKOLRDI LEVREXHAUST
KDFZTLOBISWZGLSTTXPB
EXASIHOPUFSIXFLETIUQ
SDTIRESTSRFISOSPAUDQ
XGVOAFAVEMEEOTFNILDS
YBLPBMXGDRYTRNIVKRSP
ENFWMDLFAESKOEPNSDMR
BJTTAGEINSTROINYGGMI
LAKEWOODKMKWVONTEEUN
WCCWJSHUTASEHAECINRT
TEKLIXZWQNBATTERYAHD
FTHCFQNMKYMLSQJFNLN
RORBZJSMFLBNMONZAYFY
  
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Transmission	Differential	Greenbrier	Tires
Lakewood	Carburetor	Corvair	Axle
Battery	Sprint	Exhaust	
Brakes	Gaskets	Stinger	
Seals	Monza	Corsa	
Coupe	Sedan	NJACE	

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