

*Central Oklahoma Corvair Association
Newsletter*

May 2022



THE PREZ SEZ

Hello COCA Members,

Happy Memorial Day! I hope you all have an enjoyable weekend. Join me in giving thanks for those who gave their all for our freedom. We are grateful to our military veterans past and present.

Additionally, I would like to take time to remember our club members past and present and to share my thanks to those that have given time supporting this membership.

It is exhilarating to see the friendships that have formed over the years and continue to be strong in the club. There is truly a real camaraderie with our club and other clubs too. Thus, there is much to be said about Corvair owners.

During the next year there will be opportunities to be involved with various activities as we prepare for the 2023 Roundup. It seems like a long way out, but just like our last Roundup it came very quickly. So...please think about your talents and how you could be a part of the upcoming Roundup activities.

Take care for now,

Look forward to visiting with you at the Diamond E Ranch at our meeting this Saturday.

James



James Ergenbright
COCA President
cocapresident@gmail.com



COCA Minutes April 23, 2022

The April meeting commenced at 10:00 AM on April 23, 2022. The meeting was held at the Nels residence. There was one visitor Mr. John Lancaster.

Old Business- March minutes were reviewed, and Pat Silver made a motion to accept them. John Sargent seconded the motion, and the motion was passed.

Treasurer's Report- Ken Drye gave the monthly treasurer's report. Scott Law made a motion to accept the report and the motion was seconded by Kate Moore. The motion was passed by the membership.

New Business- The first "day trip" will take place on April 30th as the club travels to Marlow, Oklahoma for Giuseppe's Italian restaurant. Jim Gailey took a head count for reservations and there looks to be at 20 people going. "Water pumpers" as well as Corvairs are welcome to attend. The plan is to meet at the Tri-City Braums between 11:00AM and noon and then travel en-masse to Marlow.

On May 13th Kate Moore will host a cookout after the Chickasha swap meet. Food will be ready about one o'clock. Because of the size of this cookout Liz Capron made a motion to reimburse Kate for some of her expenses. Pat Silver seconded the motion and the club voted to donate \$100.00 to help offset the expenses.

Phillip Morgan brought a jacket for everyone to look at. If there is any interest he will inquire about pricing and availability.

Jim Gailey says that the gray jacket shown was the most popular of all responses. The cost will be \$42.00 and will come with an embroidered logo.

Phillip Morgan has been contacted about revising the club logo. He hopes to have a few drafts ready for the May meeting.

President Ergenbright gave new members a short explanation of what the Round-up was all about. We have quite a few members that have joined since our last hosting.

Kate Moore will be doing her bridal photos at several locations, and she is looking for people to donate their classic cars for a photo shoot. Contact Kate if you are interested in helping her out.

David Allin brought a model car that was never made but perhaps it should have been. It was a Corvair "Nomad". Very well-done piece of work by David.

James reminded everyone that we need to have a location for our Roundup next year so that we can announce it at the Kansas City Round-up.

Coming Events - *The Tinker Federal Credit Union is having it's annual car show on May 7th. Early registration is \$25.00 and \$30.00 at the door. The location is the South access road off I-40 between Meridian and Portland. There will be many door prizes handed out and there are numerous categories in which you may register your car to show.

*Kate Moore will be having a lunch on May 13, 2022 directly following the swap meet in Chickasha, Oklahoma.

* Tri-states meet in Glenwood Springs, Colorado from May 20 through the 23rd.

* Coffee and Cars on Route 66 will be June 18, in Oklahoma City and June 19 in Tulsa.

* The 4th of July Parade in Bethany.

* The National Convention in PeachTree City on July 12-16th.

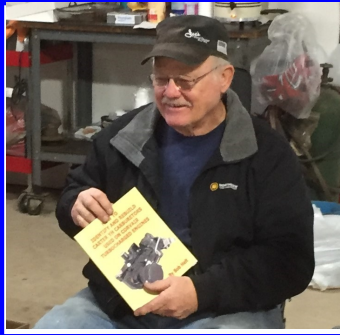
* The Great Plains Round-up in St. Joseph's, Missouri September 30 to October 2nd.

Raffle tickets were sold, and door prizes were handed out.

Phillip Morgan made a motion to adjourn the meeting and the motion was seconded by David Castiaux. The motion carried and the meeting was adjourned.

The May meeting will once again take place at the Ergenbright Ranch.





Bob's Tech Corner

Hey Corvair NUTTS!

This month we will be talking about Brakes!

As many of you know, I am in the process of resurrecting my son, Bryan's, 65 Corsa. I'm not one to name my carts but this one will be named! Lazarus comes to mind!

I have completed the brake job! Bleeding of the system alone was a challenge but finally completed!

MY first clue that the brakes needed attention was finding the MC completely dry! Filling it with fluid (DOT3) did nothing but confirm that the MC was the place to start the brake repairs. Removing the MC I found nothing unusual. NO leaks, but as I said totally dry. The original gasket was not corroded but was stuck to the firewall. Which was removed, eventually. A new gasket was fashioned from spare gasket material.

I had a MC rebuild kit in my parts supply and decided that was the better way to go for now. Honing out the MC was easy enough and left a great surface. I also painted the MC with an Eastwood product made for master cylinders. It is impervious to the brake fluid and works great! Now on to the wheel cylinders. The fronts were beyond redemption! I ordered a pair, through Pat, from Clark's. Meanwhile I was able to start on rebuilding the rear wheel cylinders. After destroying the hard lines on the rear trailing arm, I purchased brake lines from the local FLAPS to fashion my own. Inasmuch as I have a double flair tool, I was able to make them relatively easily. I then installed the flex hoses at the rear but the hard line across the rear of the car was not cooperating and was twisted off at the brass block. This led me to fashioning more brake lines. I purchased a "stick" of "NICOP". It's a Nickle Copper blend that is hard but much easier to bend. After bending & flaring the ends as needed, and copying the bends in the original lines, I installed them. It was a little long, but it should work just fine.

I rebuilt the rear wheel cylinders and installed them. I also removed the short bleeder valves and replaced them with older ones that were twice as long! Much easier to put a wrench on. I did the same for the fronts when they had finally arrived. Old bleeder valves in the new wheel cylinders. Why don't they come with the longer bleeder valves?

With the front wheel cylinders in hand, I started to install them but was thwarted by the front hard lines being rusted to the flex hoses! I found that the previous owner or mechanic on this car opted to put a brass compression fitting on the right front in leu of replacing the front cross hard line to the brass block in the foot well. Apparently, some time ago the brake line was twisted in two and the temporary repair has now been found. I had earlier replaced the fuel tank and would have replaced this line had I looked close enough at the brake lines. For now, I will leave it as is. It's not leaking so; I'll watch it for now.

The left front hard line broke loose so there were no issues with it. I replaced the front flex hoses with new ones from NAPA that were in my collection of parts. Their current price is \$14.99 each for the fronts and \$12.99 each for the rears.

This brings us to my dilemma with the front wheel cylinders from Clark's.

I was reading The Corvair Center Forum and saw a thread title that caught my interest. "Wheel Cylinders". In reading the thread, there was decent among the Corvair folks. The jest is that several Corvair owners were having trouble with these Clark's "new", front wheel cylinders!

Their complaint was that after installation that they leaked! NOT GOOD! However, Clark's denies any trouble with them.

With that said, It seems that the fix is to clean them very well before you install them. Some members of the forum even tout a light honing and then cleaning before use!

Therefore, I removed the front wheel cylinders. Installing them around the front hub is a real pain, so after removing them the second time, I decided to remove the front hubs and repack the bearings and replace the front seals, while they were off!

After a good cleaning and inspection of the bearings, they were repacked and new seals installed in the hubs, then set aside while the "NEW" wheel cylinders were cleaned and lightly honed and cleaned again. This go round I reassembled them with brake fluid as they were dry when I disassembled them. Once all that was accomplished, I reinstalled them on the backing plates, after they (the backing plates) were thoroughly cleaned and painted!

Installing the Brake shoes seems to be a problem for most of us.

Primary shoe? What is its place in the scheme of things! Many of us have placed the primary shoe, the shoe with the least amount of braking surface (shorter material on the shoe), at the back and the longer shoe on the front of the axle when replacing the shoes. However, Primary in this case does not mean the shoe that does the most braking. It simply means the first or the front shoe on the axle! Therefore, the Primary Shoe is the shortest material shoe, and it goes on the front!

The longer shoe is actually the one that does the most when the brakes are applied. Think of the parking brake. Which shoe is engaged the most, when the parking brake is pulled?

If you can, try to use the correct brake tools to remove, install the springs as they make it much easier, and your springs won't go flying off. A good "Brake Spoon" to adjust the brakes is a good investment as well. Most of us use a flat blade screwdriver, but I have found that the Brake Spoon actually makes the job easier.

The other thing is to pay attention to the caps that hold the small springs holding the shoes to the backing plates. They really are specific to the springs. There are two "depths"! And lastly pay attention to the spring "nails" there are several sizes! The size is on the ends. I have found the most common to be #2 and #4. I have also found "nails" with a designation of "A" that is the shortest and another designated as #6 which is the longest, I have personally found

Lastly be sure that you install all of the Automatic adjusters correctly. They should all be to the rear of the axle they are on. The adjusters at the bottom have L or R on the under the clevis that spins on the adjuster shafts to tell you which side they go on.

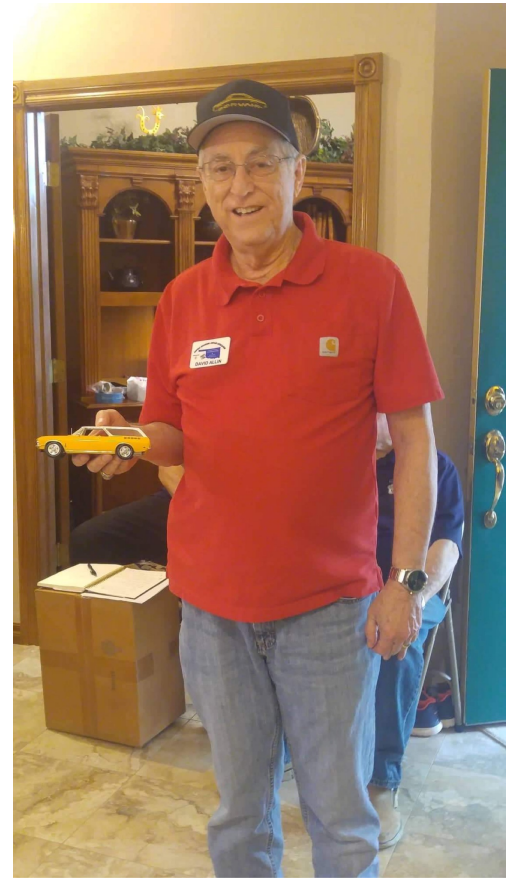
A side note:

Larry Claypool did a Corsa ZOOM meeting about brakes, and it was very informative. I used his method to adjust the brakes and it works great! He did a complete history of all years of brakes, and it is a good source of brake info. If you haven't seen it you should check it out.

If anyone has brake questions.....

See you all at our next meeting

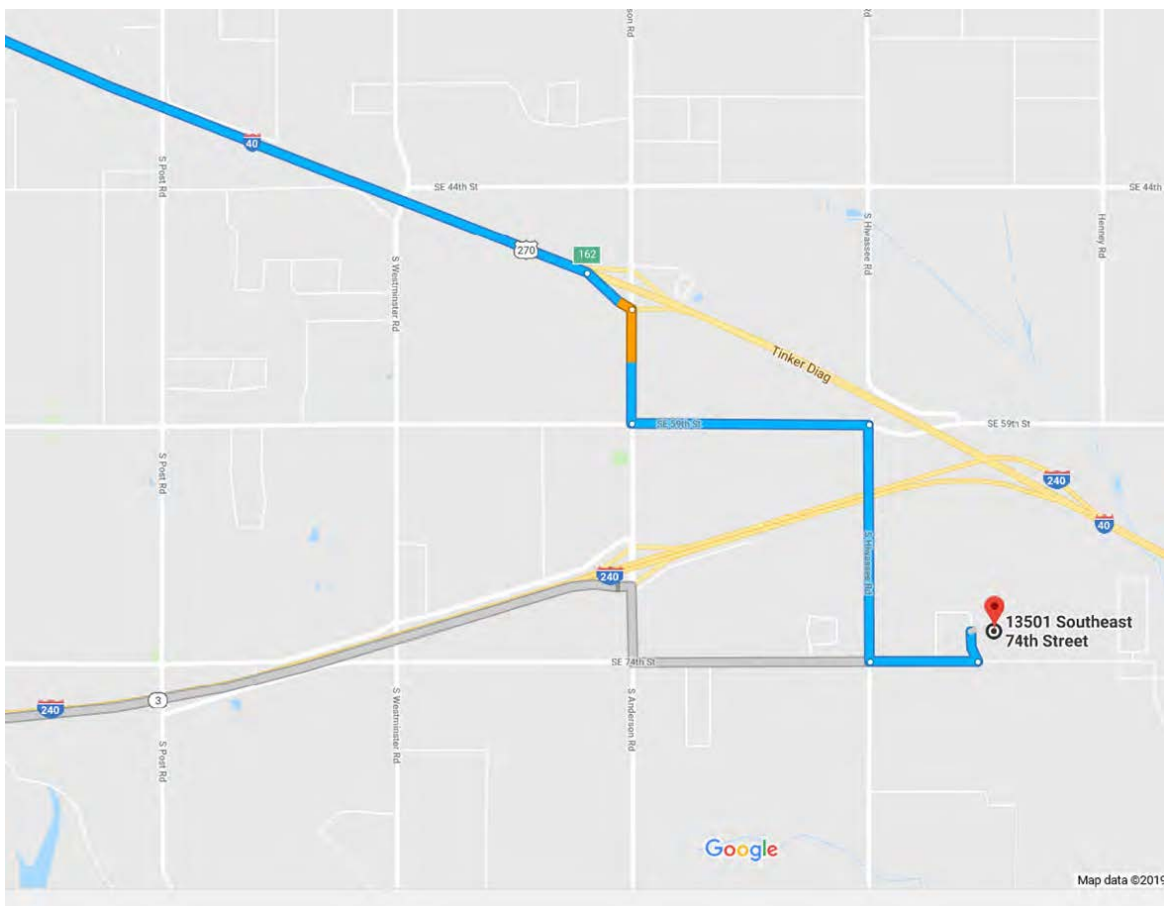
Bob W





April Meeting at the Nels house

*Directions to the Diamond E
Ranch (The Ergenbrights)
Meeting Place for COCA
Saturday May 28th
13501 Southeast 74th Street,
OKC*



The Central Oklahoma Corvaír Club Monthly News is a monthly publication of the Central Oklahoma Corvaír Association, INC. C.O.C.A is Chapter 731 of the Corvaír Society of America. It is provided to all current members. Guests and nonmembers receive a complimentary copy upon request, and are welcome to attend our monthly meetings held the second Thursday of each month. The location will be listed on the front page of the newsletter. Membership is open to anyone with an interest in the Corvaír Automobile. Dues are \$15 per year

MAILING ADDRESSES: All business mail, with the exception of the newsletter items, should be sent to the address of the club president.

Newsletter items must be sent to the editor and received by the 25th of the month for it to be included that month's issue. Email newslettercoca@gmail.com with your submissions

WE THE BOARD OF DIRECTORS ENCOURAGE YOU TO JOIN CORSA, ASK ANY OFFICER FOR AN APPLICATION. The Dues are \$45.00 for 12 months or \$90.00 for 26 months. This entitles you to the monthly publication of the CORSA "Communique", and other benefits.



Club Stats:

NUMBER OF MEMBERS	53
NUMBER AT LAST MEETING	18
NUMBER OF CORVAIRS DRIVEN	5
NUMBER OF GUEST AT LAST MEETING	0
NEW MEMBERS	0

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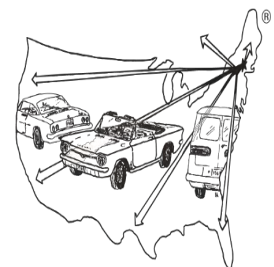
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January 22 2022	Monthly Meeting - ZOOM Meeting @ 10 am Contact Kate Moore for the invite - kem1187@outlook.com
February 26, 2022	Monthly Meeting - Canceled due to weather
March 26, 2022	Monthly Meeting - The Law Family home, 7701 Deer Meadow Dr OKC
April 23, 2022	Monthly Meeting - The Nels Family home, 622 Crescent Circle Midwest City
May 28, 2022	Monthly Meeting - Diamond E Ranch (The Ergenbrights)
June 25, 2022	Monthly Meeting - Location to be determined
July 23, 2022	Monthly Meeting - Location to be determined Corvair National Convention -Peachtree GA
August 27, 2022	Monthly Meeting - Location to be determined
September 24, 2022	Monthly Meeting - Location to be determined 2022 Great Plains Roundup Sept 29-Oct 2 St. Joseph MO.
October 22, 2022	Monthly Meeting - Location to be determined
November 26, 2022	Monthly Meeting - Location to be determined
December 2022	Meeting at Christmas Party and election of officers
1st Saturday	Cars and Coffee North Park Mall
2nd Saturday	Cars and Coffee Norman at Crest Foods W. Robinson
3rd Saturday	Cruise in for Coffee Midwest City Santa Fe Steak House parking lot May - Oct
1st and 3rd Thursdays	Thursday Night Cruisers - Mustang Apr - September
Sundays Wednesdays	Coffee at Kens