

*Central Oklahoma Corvair Association
Newsletter*

January 2020



THE PREZ SEZ

Hello all, I hope everyone had a great Christmas and I'm wishing all of us to have a wonderful new year. It won't be long now, Corvair related events will start popping up. We are already signed up for the Saint Patrick's day parade in March. We have been participating in this parade for many years, the weather can do anything in March, so be prepared, drive your Corvair in downtown OKC! I will do my best, along with the help from others to keep our group informed of future events in this Corvairing season.

This Saturday's meeting is mainly to have some fun together and take care of some housekeeping business. We need to elect officers and two new board members. Another item we will talk about if time permits is our turn at putting on the Round-up in 2022, it's never too early to start planning.

A quick look back at the last year, we had a lot of fun together and got our cars out for others to see and enjoy. We greatly miss our past deceased members, but honor the efforts they put forth to make this club what it is today. I want to thank each and every member, and all of our officers for their unselfish actions to keep us on track and moving forward. I feel I would be remiss if I didn't give out a SPECIAL thanks to Ann and James for all they do and for the wonderful location and facilities they provide for our meetings and other events. I do indeed wish us all a very Happy New Year!



David Castiaux, The Prez
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COCA Meeting Minutes December 2019

The monthly COCA meeting was held at the Ergenbright's with President David Castiaux presiding. David called the meeting to order and welcomed everyone. There were two new members in attendance. Kate Moore and Brandon Prince are our newest enlistees. Kate has a very pink 1962 Monza that Brandon and Kate have been busy working on. They are from Ada, Oklahoma.

Old Business- The minutes were reviewed. Pat Silver made a motion to accept the minutes as presented and that motion was seconded by Ann Ergenbright. The motion carried.

Once again this year like last the annual Veteran's Day parade was cancelled due to the bitter cold. Hopefully next year Mother Nature will cooperate.

A good time was had at the marsh-mellow and hot dog roast. There was a good turnout and the weather was spot on for such an event. David thanked the Ergenbright's for their hospitality.

Treasurer's Report- Ken Drye gave his report on our financial status. Richard Law made a motion to accept the report and Liz Capron seconded. The motion carried.

New Business- The annual Christmas party will be held at the Embassy Suites this year. The date is set for December 7, 2019 at noon. Food and refreshments will be served and the club will do a "Dirty Santa" gift exchange immediately following the meal. David said to use a guide of \$20-\$25 for your gift and please note if the gift is for a female or male. Delia Silver will be collecting \$25.00 per person to pay for the meal. The club will cover the remaining cost. Once again Liz has been very gracious and will provide a power point presentation with pictures of the past year activities. There will be no 4th Saturday meeting in December. In lieu of the regular meeting we will hold an abbreviated meeting at the Christmas party.

David is still taking nominations for club officers and board members. Think about volunteering to help out the club. We will vote on these officials at the January 2020 meeting.

This month the club voted for who they believed should receive the newly

created Capron-Dekker award. The results will be revealed at the Christmas Party.

This month's tech tip came from Bob Welch. His tip was about Viton seals and that they are not really made to be used in all applications. They work well for pushrod tube seals but don't automatically reach for them in all cases. A more in depth description and photos are in the October issue of the club news-letter.

Upcoming Events- Annual Christmas Party (it was great)

Election of club officials

St. Patrick's Day Parade

HOT in Nacogdoches, Texas in April.

CORSA National Convention in San Diego, California

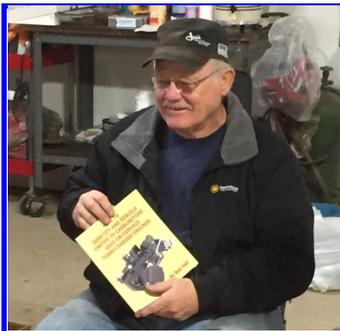
Raffle tickets were sold and door prizes distributed.

Don't forget coffee at Ken's Sunday and Wednesday mornings. There is always something going on at the farm.

Colleen Law is accepting pictures and your stories about your Corvair. Send her an item and it might just end up in our newsletter. She also is always looking for a good recipe or two that can be shared with the membership.

Liz Capron made a motion to adjourn the meeting. Pat Silver seconded the motion. The motion passed and the meeting was adjourned.





Bob's Tech Corner

Little known facts about Corvairs and decoding the trim tags

Harmonic balancer:

Late Corvairs had two different Harmonic balancers, type 1 and type 2. On 65-66 Type 1 was found on 110hp and 95hp with power glide. Type 2 were on 140hp and 180hp engines. Type one has 3 characters stamp on it, and type two has 3 characters and the letter "C".

Corsa pinstripe: (posted to web)

Regarding 1965 Corsa stripes, they all came with them excepting at most a few very early production cars, Canadian job #11 didn't have one as example, that I could find. Certainly by about the first week they all did. At start production there were only three colors offered, white, black and red. AFAIK red was mostly intended for black cars, and cars with red upholstery that were not also red finish. Default seems to be black. The color was selected to compliment primarily the paint finish. Late in production a few more colors were added, to a total of seven or so, about March, 1965. Chevy Impala Sport Sedans with the Caprice Custom option (it wasn't its own series in '65, but rather a mid year option package) came with the pinstripes in the extra colors as well. The exact formulas for the stripes can be found in 1965-'66 paint catalogs for Chevrolet Models. Look for the Caprice ones. The stripes are painted a little differently at each factory and at different time of year. The vast majority of stripes are a bit below the fender 'peak' and right across the front. The original stripe paint is a one shot enamel, which didn't stick too good, they can be polished right off the car as they are much softer than the acrylic lacquer beneath. That may account for some missing from 'original paint' cars. Usually they leave a darker shadow where they had been however. Door edge guards also do this sometimes. Look close. 1965 only, not offered for the 66 model Corsa's

Pin stripe location : (Found only on 1965 Corsa)

A1/16th single line running all the way around the car except in the cove; it is positioned 1/8th below the body line. Stripe color is black on crocus yellow and red on madeira maroon.

Identifying the difference between 1965 & 66 Steering Boxes:

1965 Corvairs through April 1965 build date have a 1 piece steering shaft from the box to the steering wheel. Cars equipped with tele column from the same period have a small 2 bolt coupler located about 4" forward of the gas tank filler neck to couple steering box shaft and column. The steering box is unique for this application. A factory quick steering box was not available in either of these earlier configurations. Cars built after April 65 have a newly designed big bell shaped coupler located near the filler neck hoses. The bottom of the steering shaft has a pin going through it at a 90 degree angle to the shaft, and two bearing blocks go on pin and slide into the coupler. This allowed the same steering box to be used with all models including those with the tele column. Quick steering was now available as a separate option with this new design. The floor pan was changed at this time as well to incorporate a reinforcement plate at the bottom of the column which helps prevent rearward displacement during a collision. The bolt pattern at the bottom of the mast column and floor are now different than early 1965s. Be aware that the early 65 tele column 33, (identifiable by splines at the lower end instead of the cross pin of the later style) requires the unique early 65 tele steering box to go with it.

More on Quick boxes. The 1966-'69 N44 factory quick steering option and the 1965 Z19 'steering and suspension' option come with different steering arms, as well as a 'quick ratio' box. There's about 3 turns lock to lock with the factory set-up, this varies a bit with the specific car parts stack up and alignment. The arms are only a tiny amount shorter and do not effect the ratio very much, its mostly all in the steering box. The special arms are pretty rare, people forget to grab them off parts cars and many people have parts dept fast boxes in cars not factory ordered with fast steering. In mid-1965 when it was introduced, the fast steering wasn't a separate option, it came with the special suspension as a package (option Z17, sort of similar to Z28 Camaro) and I personally feel the special arms were developed to compliment the suspension and not the steering box. F41 is the suspension option and drops the nose of the car about an inch and a half from the standard suspension. Alignments were revised mid-'65 for another degree of positive caster and the arms supplied with the Z17 package relocate the tie rod end perfectly in compensation for the new trim height and alignment to prevent bump steer on cars with the special suspension. Using the regular arms on a F41 suspension car or the reverse situation works fine but its not perfect geometry and does allow a little more negative feedback thru the steering on one wheel bumps and reduces the perfect Detroit-style straight ahead stability. In 1966, they separated the two options (steering and suspension) and I think Chevy inadvertently made the arms part of the steering box option when they should have remained a part of the suspension

option. It remained popular to order both options together, but for standard suspension cars the regular production arms would work better and for F41 cars the 'fast arms' would work best. Because the 'fast arms' correct for the suspension height they would be desirable on a car that sits low on hard springs. I don't have the part numbers of the two arm styles handy but the fast arms are visibly different from the standard part, they're somewhat thicker, and shorter and have a less pronounced bend in the both directions. Side by side its quite noticeable. There are aftermarket fast steering arms (marketed since the early 1960's) that are MUCH thicker and shorter than stock and have very poor geometry, particularly at extremes of travel but they are about as fast as the factory steering option and considerably less expensive. The glitches in geometry with the aftermarket arms aren't too irritating and probably barely noticeable with radial ply tires except when parking or in some bad road or high wind situations. Its more desirable to correct the ratio in the steering box because changing it at the arms amplifies the play in the steering and the faults in the linkage whereas speeding up the box mitigates these issues, compared to standard ratio. As I have mentioned before, the F41/Z17 suspension springs, particularly in front, are a much better match for radial ply tires than the softer standard suspension. The harder springs do require a softer shock absorber than you might expect, Chevy included softy shocks with the special suspension, having virtually single action (strong rebound damping and little jounce resistance) compared to standard.



Tri-State Corvaír Meet in
Albuquerque, NM May 15-17, 2020

Get your hotel reservations at

**Albuquerque Marriott Pyramid North
(505) 821-3333**

**5151 San Francisco Rd NE
Albuquerque, NM 87109**

Corvaír





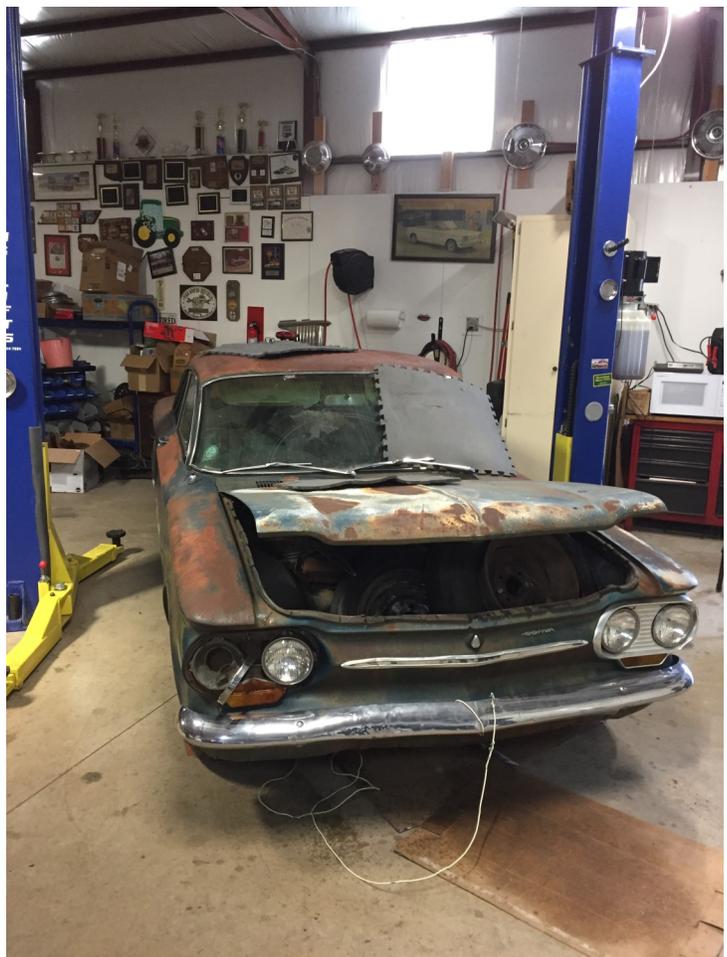
Coffee at Kens



Update on Ken's Spyder, ready to start, but have wiring problem.



Parting out another one at Kens



Heart of Texas *Corvair* Reunion



April 17-19, 2020



H.O.T 2020 will be “air cooled in the pines” in the oldest town in Texas

Hosted by North Texas Corvair Association

Updates on northtexasorvair.org and the NTCA Facebook page

The city of Nacogdoches and The Fredonia Hotel is the host location for H.O.T. The Fredonia is a recently refurbished boutique hotel, designed and built in the Mid-Century modern era of our Corvairs. Dedicated parking for cars and trailers will be available. Eating and shopping is a short walk downtown. Breakfast and other meals are available at local restaurants or the hotel.

For those arriving early, a “Pre-H.O.T drive” will be available **starting Friday morning**.

Registration will open in late afternoon. A restaurant and visitors guide will be provided in your registration package. **Friday night**, the welcome gathering and games will be held at the Nacogdoches Visitors and Convention Bureau, a short walk or drive from the hotel.

Saturday morning, the H.O.T Car Show will take place on the town square, by the Visitors Center. It will be a judged show and the public will pick a “best of show”! During the show, restaurants and shops can be visited in the downtown area. **In the afternoon**, have lunch and then set out for a mapped drive thru the piney woods. Upon returning to the hotel, you can chose to participate in a craft or tech session or relax at the hotel by the beautiful pool. Saturday’s Banquet meal is a plated dinner, with choice of steak, salmon or chicken.

Room block held until April 1st 2020

Hotel block will be available for Thursday, Friday and Saturday nights.
 Tower King or Double Queen - \$129 (+ applicable taxes)
 Contact hotel for dates before or after the event at the same rate
 Upgraded rooms are also available for \$149 (+ taxes) - arrange by phone. To book rooms:
Call hotel at 936-564-1234 and use “Heart of Texas Corvair Reunion”
Use this link for direct access to reserve a room
<https://reservations.travelclick.com/102255?groupID=2534003>

Activity Agenda:

Friday	“Pre-Hot” Tour	Optional for those arriving early: drive to local sights and lunch	Meet in hotel lobby at 10 am
	H.O.T Registration	Fredonia Hotel Lobby	3-7pm
	Welcome gathering, games	Nacogdoches Visitors Center, 200 E. Main (3 blocks from hotel)	7-10pm
Saturday	Registration	Downtown Square behind Visitor Center	8a-9a
	Car Show	Downtown Square behind Visitor Center	Set up: 8a-9a Show: 9a-12p
	Nacogdoches Driving Tour	Drive thru the piney woods of east Texas	Afternoon
	Optional:	Craft event - hotel Tech Session – hotel	3:30 – 5p
	Banquet Dinner	Fredonia Hotel, <u>Banita</u> Ballroom Social Gathering, Dinner and Awards	6p – 10 pm
Sunday	H.O.T Club Chair Meeting	Dining area of hotel	9-10am
	Drive home!	Be Safe...	



MEMBERS HISTORY JOIN CONTACT US GALLERY SPONSORS LINKS DONATE

Plot a Course to CORSA 2020

San Diego Corvair Club

presents...



San Diego, CA July 6th - 11th 2020

July 6th- 11th

Crowne Plaza Hotel

2270 Hotel Circle North, San Diego, CA. 92108

(619) 297-1101

Start you reservations now! Mention CORSA convention at the time of booking! Group code "CNC"

[Online Reservations](#)

Offer valid until 06/06/2020

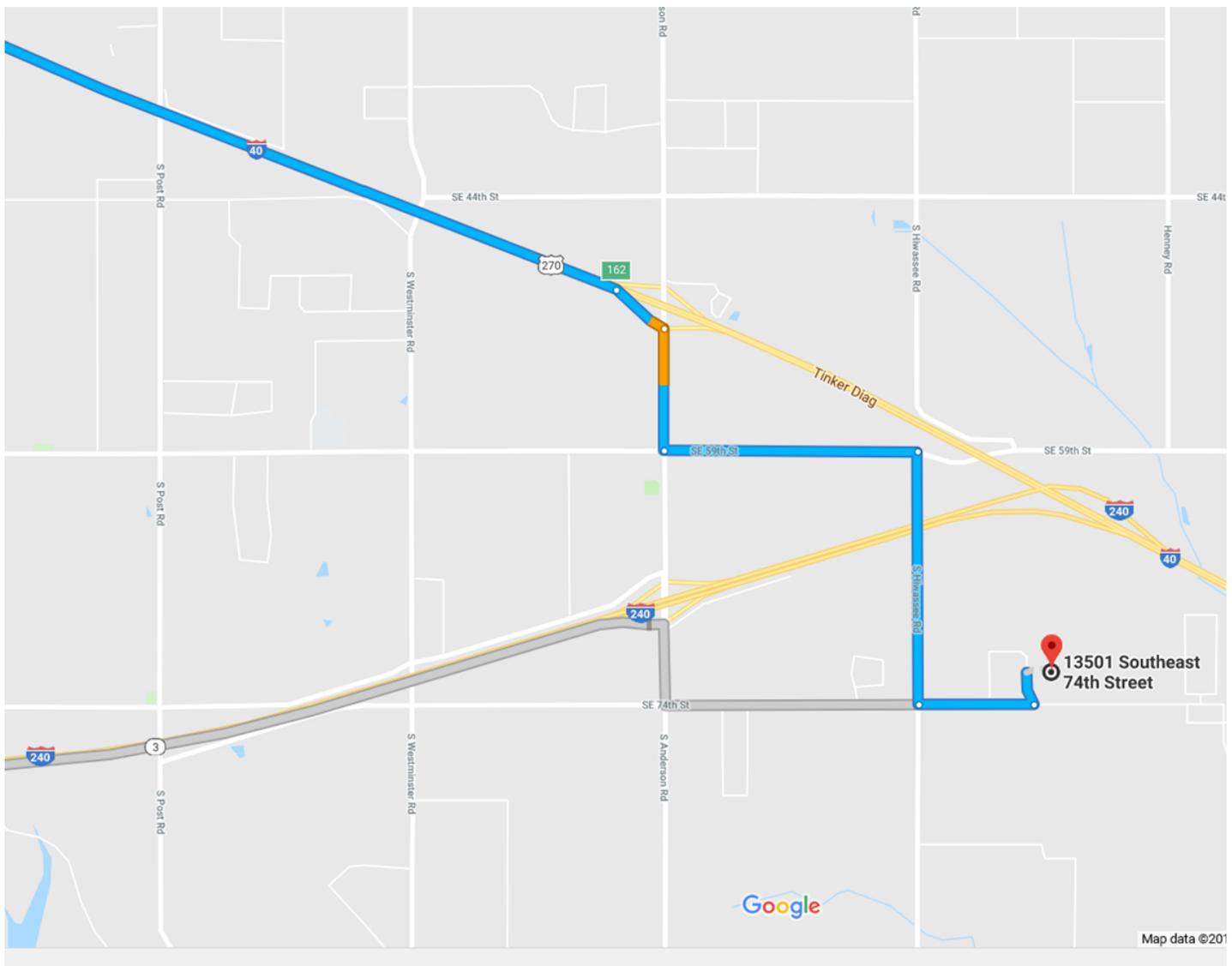
Convention Registration coming in January!!!

Things to Do in San Diego



Directions to the Diamond E Ranch (The Ergenbrights) Meeting Place

10:00 AM for our Monthly Meeting The ground is very wet so do not park on the grass stay on the driveway... you will get stuck...



Some Vendor Cards



TIKI AUTO GLASS
405-455-1271



John's Corvaír Parts
NOS, New, Repro and Used Parts
<http://johnscorvaírpats.vpweb.com>
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js189@zoominternet.net

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The Central Oklahoma Corvair Club Monthly News is a monthly publication of the Central Oklahoma Corvair Association, INC. C.O.C.A is Chapter 731 of the Corvair 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 Corvair 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	12	
NUMBER AT LAST MEETING	22	
NUMBER OF CORVAIRS DRIVEN	3	
NUMBER OF GUEST AT LAST MEETING	0	
NEW MEMBERS	1	

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newslettercoca@gmail.com



C.O.C.A WEBSITE:
<http://cokcca.org/>

January 265 2020	Monthly Meeting - Diamond E Ranch Board of Directors voting DUES for the year are Due \$15.00
February 22, 2020	Monthly Meeting - Diamond E Ranch Cold Tuna—Wichita, KS
March 28, 2020	Monthly Meeting - Diamond E Ranch St. Patricks day parade - Downtown OKC - March 16
April 25, 2020	Monthly Meeting - Law Home directions in the Newsletter Heart of Texas - Nacogdoches TX 17 April - 19 April
May 23, 2020	Monthly Meeting - Diamond E Ranch Tri-State - May 15-17 Albuquerque NM
June 27, 2020	Monthly Meeting - Diamond E Ranch
July 25, 2020	Monthly Meeting - Diamond E Ranch Corsa Convention - 6-11 July 2270 Hotel Circle North, San Diego, CA. 92108
August 22, 2020	Monthly Meeting - Diamond E Ranch Watermelon Festival - Rush Springs
September 26, 2020	Monthly Meeting - Diamond E Ranch 2020 Great Plains Roundup ?
October 24, 2020	Monthly Meeting - Diamond E Ranch Corvair Heritage Days - Oct
November 28, 2020	Monthly Meeting - Diamond E Ranch
December 7th, 2019	TBD
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 Apr - Oct
1st and 3rd Thursdays	Thursday Night Cruisers - Mustang Apr - September
Sundays	Coffee at Kens