

*Central Oklahoma Corvair Association
Newsletter*

March, 2018



THE PREZ SEZ

Hello again to all our club members and friends. Another month has come and gone. We had a great meeting at our new location the Golden Corral on Interstate 240. It seems to be a good location with good food available for those who wish to have Breakfast, Brunch or Both! Don't forget that we now meet there every 4th Saturday of each month at 10AM.

Our last meeting was a lot of fun as James had contacted many of the Club's past Presidents and asked them to attend and pose for a group picture. The turnout was phenomenal, we got to visit with old friends and some folks made new ones.

On Saturday the 10th of March Pat Silver put out a call for help at his shop to remove the drivetrain from Delia's Spyder (you know, the car that was supposed to be done years ago). A record number of members showed up and we had a great time. About half of the group worked on the car and the other half started cleaning and organizing the shop. All of you guys and gals made a great effort and much was done, thanks to all.

I hope many of you were able to attend the St. Patrick's Day Parade held on Saturday the 17th. I couldn't due to a medical necessity. Seems this parade is our usual kickoff of the new year and gets our cars and our bodies moving.

Next Corvair event coming up is H.O.T. (Heart of Texas) get together in Boerne Texas, 13-15 April. Hope to see you there.

Coffee at Ken's is going strong and is catching on at Ken's COCO (Cows and Corvairs) Ranch. Every Sunday morning at Ken Drye's shop. Its open from 8:30 AM to at least Noon and Ken furnishes the coffee. We always have fun and sometimes manage to get some work done. Remember you aren't considered late until you get there!

For those who don't know yet, I had Triple Bypass Surgery at OU Medical Center on Thursday, March 15th. I will be a little out of sorts and unable to participate in any extracurricular activities/events until cleared by my doctor.

I ask that we all keep Randy and Gayle Dekker in our thoughts and prayers and provide any support that we can as individuals or as a group.

Thank You, David



David Castiaux, The New Prez
DCastiaux@Aol.Com

2018 Tri-State Rally at Crested Butte



Where: The Grand Lodge at Crested Butte
When: June 8-10-2018

<http://www.rockymountaincorsa.org/2018-tristate-registration/>

COCA FEBRUARY MINUTES

This month's meeting took place on a new day, at a new location and with a new president. We are now officially meeting the fourth Saturday of the month at 10:00AM at the Golden Corral located on I-240 in south Oklahoma City. President David Castiaux started the meeting just shortly after the appointed hour. David started by welcoming some members that have not been able to attend for some time. The consensus is that the new day and time will hopefully make it easier for some of the members to attend and Saturday's attendance seems to bear that out. David had our guests introduce themselves. There was David Bookout and friends from Blanchard, Chuck and Helen Sampler of Norman and Lorna Piper of Flemington, Missouri were our guests this month.

It was at this time he introduced the past presidents that were in attendance. They included: Mike

Sweaney, Marla Sweaney, Louise Main, Bob Welch, Francis Tanner, Chris Teer, and James Ergenbright. At the end of the meeting a group photo was taken of all the presidents.

Treasurer's Report- Ken Drye gave the report concerning our finances. Bill Ashlock made a motion to accept the report as is and that motion was seconded by Pat Silver. The motion carried.

Old Business- The club received a very nice thank you letter from the Velma Community Outreach Center expressing their appreciation for our donation late last year. It sounds like the money was put to very good use. Liz Capron made a motion to



approve the old business and it was seconded by Eldon Stephens.

New Business- The club's application for the St. Patrick's Day parade has been sent in. We have heard nothing back from the city yet. David plans on checking with them to see if they have received our information. It appears we have about 7 cars interested in attending.

Louise Main (Out Reach Director) is looking for members to update their personal information so that all may be contacted about upcoming events. She would like your name, your spouse's name, birth dates, anniversary dates, Cell phone and land line numbers and a valid e-mail address.

David highlighted some events that will be happening later this year.

HOT is rapidly approaching, and David would really like for the club to support our counterparts in Texas. We have about 4 cars planning on making the trip so far.

David also hopes that we can support Wichita's Roundup by making a large showing of our club members and their cars. The Roundup application can be found on their Facebook page. For those that don't do Facebook I will have a PDF sent to us very soon so that we can sign up as well. This event will be September 28th through the 30th.

Tri-state will be in June in Colorado this year. The accommodations should be excellent, and you can't beat the prices either. Even if you don't take your car the trip and car show will be well worth it. Those dates are June 8th through the 10th.

The 18th annual Tinker Federal Credit Union car show will be held May 5th this year. The show will take place at the TFCU's Operations Center located at 4140 W I-40 Service Road. The event begins at 9AM and runs until 2PM. The preregistration fee is \$25.00. All proceeds go to the local Children's Miracle Network Hospital. There is no admission cost to view the cars.

The Veteran's Day Parade is always a great parade and we have had several vehicles make it each year. David would like to see more cars there from the club. This event takes place at Midwest City and is one of the larger Veterans Day parades around.

The 4th of July Parade in Bethany is where we will again cruise the boulevard showing off our rides. Make plans to attend it if you can.

An ongoing event is held at Ken Drye's Corvair stable. The doors open at 8:30 AM each Sunday morning at his house on South Post. Coffee, cookies, donuts, and wisdom is there all for free. Try to make it out sometime. You can stand around and talk or you can help with whatever the current project is on the lift. Tools and knowledge are provided. (Thankfully)

Vice-President Jim Gailey who is also our Activities Director will be looking at coming up with some short-day trips that will take place during the week and some for the weekend for those of us still employed. He will be looking for ideas from the membership as well as some of his own. The idea here is to get together, have fun, show off our cars, and kill some bugs. If you have any suggestions contact Jim.

James and Ann have offered up their property as a potential location to hold our annual picnic. If there are any other ideas, you can contact David or Jim.

James Ergenbright suggested doing work days on some of the members vehicles to get them back on the road again. He thought we might set aside certain days to do some things mechanically. Pat Silver has offered up his lift if you need to get "elevated". On the subject David wants to get some members to go to Pat's to help him clean up his shop. He has had many cars on the lift that weren't his and it would be a nice and helpful gesture. Pat has a ton of tools, unfortunately he hasn't found some of them since 2015. I bet we can find them Pat!!

David thanked Bob Welch for his tech tip that was published in last month's newsletter. It concerned telescopic steering columns. Very informative and easy to read. That guy is so SMART.

Eldon Stephens is looking for volunteers on March 19th to help him work on his Corvair. More information can be found on the Facebook page. If you go, he'll even feed you. Can't beat a deal like that! Please plan to attend if you can.

Two Corvairs were driven to the meeting, with new member David Bookout winning the door prize. With better weather, and more daylight we should start seeing more "Vairs" at the meetings. Tickets were sold for the gift table. The winners were drawn. Pat Silver made a motion to adjourn and the motion was seconded by Richard Law. The motion carried.

COCA Secretary

Joe Nels



Coffee at Kens





Bob's Tech Corner

CLUB HISTORY

The "George Washington" of INCA was a Corvaír-a-holic named Bob Welch. His personal involvement with Corvaírs dates back to 1970 with the purchase of his first. For the next seven years, Bob worked on, built-up, modified, and enjoyed a couple of 'Vaírs -- even building a V-8 'Vaír!

A move to St. Louis and back to OKC in 1977 found Bob noticing all the other nice Corvaírs on the street in both cities. The wheels were turning. Bob began seeking out other Corvaír "nuts". Joining CORSA in June, 1978, he discovered the existence of Green Country Corvaír Group (of Tulsa) and North Texas Corvaír Association. As the result of a visit to GCCG in December, 1978, Bob got inspired and motivated to organize those Corvaír "nuts" he'd found in OKC!

Meeting with friend Ralph Nodwell (who himself had earlier attempted to organize a group), they arranged for and held a successful "drive-in" at Hudiburg Chevrolet in January, 1979. Bob was rolling!

February, 1979 saw the development of the "driving force" core of men that would make a central Oklahoma Corvaír club a reality. A CORSA national club charter was requested.

At the second club gathering in March, 1979 (the first "official" club meeting), the club's name was chosen. Many names were suggested, such as "Boomer Corvaírs", "Sooner Corsa Association" and "Mid-America Corvaír Lovers", but in the end, Dave Stanton's suggestion was adopted by vote. "Although the Inca tribe never made the trip to beautiful Oklahoma, they were Indians, and Oklahoma is the "Indian Nation", so we became the Indian Nation Corvaír Association, says Bob.

The first issue of the club newsletter was produced by Bob in March, 1979. Bob decided the name of the newsletter should reflect the spirit of the Corvaír. Since the 'Vaír's engines were built at the Tonawanda, New York plant, he christened the newsletter "The Tonawanda News".

Since then, the club has continued onward and upward, thanks to both the "driving core" and the general membership's continued and ever-increasing interest in, and enjoyment of, the Corvaír.

Below is a listing of INCA's officers since inception.

YEAR	PRESIDENT	VICE PRES.	SECRETARY	TREASURER
'79-'80	Bob Welch	Glenn Masopust	Tana Welch	Randy Howard
'80-'81	Bob Welch	Glenn Masopust	Judy Rogalsky	June Roney
'81-'82	Art Ainsworth	John Gumm	Judy Rogalsky	Judy Rogalsky
'82-'83	Joe Rogalsky	Steve Mullins	Dave Stanton	Dave Stanton
'83-'84	Joe Rogalsky	Loyd Sells	Judy Rogalsky	Judy Rogalsky
'84-'85	Glenn Masopust	Don Sullivan	Bert Sullivan	Bert Sullivan
'85-'86	Glenn Masopust	Don Sullivan	Earlene Tanner	Earlene Tanner
'86-'87	Richard Stuhr	Winston Noah	Earlene Tanner	Earlene Tanner
'87-'88	Richard Stuhr	Everett Jones	Janice Carr	Janice Carr
'88-'89	Chris Teer	Everett Jones	Carolyn Duncan	Ron Duncan

CLUB RESOURCES

INCA maintains several Corvaír specialty tools which are available for loan to any member. They are kept by member Loyd Sells -- give him a call at 634-1000 if you would like to borrow any of these club tools:

U-JOINT PULLER (for both early & late)	SPINDLE PULLERS (2) (late model only)
COLLETT BEARING PULLER/DRIVER	BALL JOINT REMOVER/INSTALLER
TRANSAXLE CARRIER BEARING REMOVER/INST.	PRIMING TOOL
TRANSAXLE PINION BEARING REMOVER	TV VALVE ADJUST TOOL (for auto trans)
OIL PRESSURE SWITCH SENDING UNIT SOCKET	BLOWER/IDLER BEARING GREASING TOOL

Chevy Corvair

Is this really one of the worst cars of all time?

It was the summer of 1975, just before Andy Allen was to go away to college. He was working on his car when someone drove up and asked him if he wanted to sell it. "I've bought and sold lots of cars since then," Allen says. "But that was the only time when, as it drove away, I thought, 'I shouldn't have sold that car.'"

This might be a surprise to many, as Allen's old car was reviled by the 1970s as an engineering disaster, a menace to public health and safety. Time later called it one of the 50 worst cars ever made. And yet Allen had found it to be a wonder of leading-edge technology, far more like a sports car than wannabe rides like the [Chevy Camaro](#) and [Ford Mustang](#). And so, some 30 years later, Allen went looking once again for a 1966 [Chevrolet Corvair](#).

The Corvair came from the imagination of the legendary Ed Cole, the Chevrolet chief engineer who led the design of the small-block Chevy V-8 for 1955, became general manager of Chevrolet in 1956, and then went on to become the president of General Motors in 1967. He imagined a whole range of space-efficient, lightweight, rear-engine cars broadly inspired by architect Buckminster Fuller's 1933 Dymaxion. His idea came to fruition as the 1960 Chevrolet Corvair, produced as a response to public enthusiasm for affordable, compact, fuel-efficient cars such as the American Motors Rambler American and [Volkswagen Beetle](#).

More than 200,000 Corvairs were sold in 1960 and for each of several years afterward. The car impressed with GM's first Detroit-built unibody design and all-aluminum, air-cooled, flat-six engine (another first from GM). Yet the Corvair quickly acquired a reputation for troubled handling due to its combination of rear-biased weight distribution and swing-axle rear suspension. Ralph Nader's "Unsafe at Any Speed" (1965) made the Corvair the poster child for what Nader called the car industry's callous disregard for public safety in vehicle design.

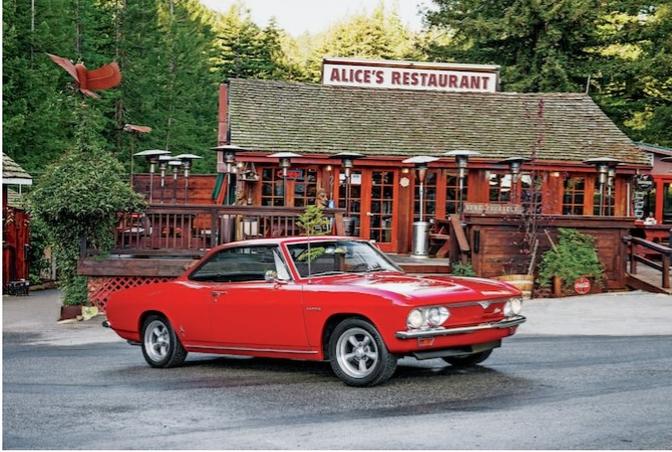
Of course, none of this mattered to Andy Allen, because his father simply thought a car with a manual transmission would be a good first car for his 15-year-old son, and a non-running Corvair happened to be rusting in the neighborhood. As he brought the car to life with his own hands, Allen eventually realized that he had the Corvair Mk II, which had been introduced in 1965. With stunning pillarless-hardtop styling and a Corvette-type independent rear suspension, the Corvair Mk II was a sports car, not an economy car.

In 2003, Allen went looking for one of the 20,291 Corvair Corsas from the 1965-1966 model years to relive his experience with his first car. When he couldn't find a good one, he convinced his wife that he should buy a stripped Corvair shell from eBay and build it into a running car. But when she came home one too many times to find him sitting in the shell and drinking a beer while trying to decide what to work on next, she persuaded him to send the car to a restoration specialist

Usually this strategy never works out, as partly assembled collectible cars on Craigslist remind us. But because Allen is an airline pilot, he knows his way around a preflight check list, and he was able to acquire all the pieces, right down to the Torq Thrust wheels with the proper offset from American Racing. Meanwhile, Bill Cotrofeld Jr., of Cotrofeld Automotive in Vermont, worked on the car as a part-time, pay-as-you-go project, yet managed to push it out the door after only five years (a short turnaround as restoration shops go). When Allen picked up the Corvair with his wife and two younger kids, he drove it home to Chicago by way of Niagara Falls. And when the family moved to the San Francisco Bay Area, he and his father drove it west on Route 66. ("We saw 110 mph indicated in Oklahoma," he recalls.)

Chevrolet gave up on the Corvair after 1969, when only 6,000 trickled onto the streets (out of a total of 1,835,170 Corvair sales since 1960). But Allen has discovered that commercial failure doesn't

necessarily have anything to do with a car's driving goodness. When he travels up to Alice's Restaurant among the redwood trees on the San Francisco Peninsula, Allen loves the quick, powerful response from his Corsa's 140-hp engine with its four single-barrel carburetors (0-60 mph in 11.0 seconds with the four-speed manual). And once the Corsa is full of 14 gallons of fuel, the 2,570-pound car



on its 108.0-inch wheelbase handles much more predictably than its weight distribution (36 percent front/64 percent rear) would indicate, especially with the Corsa's limited-slip Positraction differential and optional, relatively wide 15-inch tires. This Corsa is period-correct right down to its Chevelle SS

396-specification drum brakes. [BMW M3](#) drivers who find a 1966 Corvair in the rearview mirror while racing along Skyline Drive rarely seem to believe it.

Apparently, the Chevrolet Corvair is not one of the 50 worst cars of all time.

The Info

- Years Produced 1965-1969 (second generation)
- Number Sold 183,324
- Original Price (1965 Corsa Turbo) \$2,465 (NADA)

Value Today (1965 Corsa Turbo) \$9,310 (Hagerty)

Why Buy?

Far more fun to drive (and cheaper) than comparable muscle cars. The engine comes in many configurations (including turbocharged), and modern tech has solved issues with cooling and leaky oil seals. About 20,000 cars of the 1,835,170 vehicles sold from 1960-1969 remain on the road, and NOS (new old stock) and reproduced parts are widely available. Remember not Ralph Nader but instead Automobile Magazine's David E. Davis Jr., who ran a team of Corvairs in the 1961 Shell 4000 Trans-Canada Rally, encouraged Carroll Shelby to undertake a 24-hour endurance race with a team of 1962 Corvair Monzas, and endorsed the Corvair Corsa in print and on television. on television.

[Michael Jordan](#),
[West Coast Editor](#)

An Article from April 2015 Automilemag

Provided by David Main

Pats Corvair Garage Corral In Blanchard



Wow!!! What a great turnout at my Shop on the 10th of March. I wont say we got a lot done, but Pictures speak louder than words. A great big THANKS to everyone there, Bill, Richard, Eldon, David C., Ken, Loren, Joe, Bob, Dave B, John, Jim and Colleen. We have the greatest Corvair group anywhere. Some, led by David C attacked the organization of the shop and some helped me pull the big heavy thing in the back end of the Spyder, then the rear crossmember. Some did both. THANK YOU ALL!! Pat



Heart of Texas (22nd Annual) *Corvaír* REUNION

Hosted by

Alamo City Corvaír Association

**** Itinerary/Agenda ****

Friday, April 13 - Sunday, April 15, 2018

Hotel: **Hampton Inn**
 34935 IH-10 West
 Boerne, Texas 78006
 855-516-1093 (Reservations)
 830-816-8800 (Frt Desk & Jacque in Sales)

Events/Plans:

Friday, April 13

4:00 to 6:00 PM

Registration, Check In, Meet & Greet
 (\$25.00/family
 \$35 after March 10th)

6:00 PM to ???

Meet up at SodaPops: popular vintage car display spot- we'll have just our Corvaírs on display! Then dining available at numerous nearby restaurants- or great burgers there at SodaPops!

Saturday, April 14

6:30 to 9:15AM

Breakfast (pre-paid!) at hotel.

9:30 to 10:30 AM

Hill Country Road Cruise; Arrive at the Boerne Brewery

10:30 to 2:00 PM

Car Show at the Brewery; Facility tour & tasting, then Lunch: Firehouse Fare food truck (rated one of the best in the San Antonio area!)

2:00 to 6:00 PM

Return to Hotel, Shopping, Free Time

6:00 to Midnight

Awards Dinner

Sunday, April 15

8:30 to 9:30 AM

Officers Breakfast Meeting, Hampton Inn
 Depart for Home

Contact Info:

Tom Robinson: 210-860-4731, tominseguin@gmail.com

Dave Brown: 713-410-9595, corvaír69@gmail.com

Corvair Ladies Shared Recipe Corner

This Month's recipe share is from Earlene Tanner



peanut butter swirl brownies

(PICTURED ABOVE)

LINDA CRAIG, HAY RIVER, NORTHWEST TERRITORIES
Peanut butter and chocolate are always a delicious duo, but they're extra-special paired in this tempting treat. Even with a sizable collection of brownie recipes, I reach for this one quite often. The marbled look attracts curious tasters...the flavor brings them back for seconds.

- 1/2 cup butter, softened
- 2/3 cup sugar
- 1/2 cup packed brown sugar
- 2 eggs
- 2 tablespoons milk
- 3/4 cup all-purpose flour
- 1/2 teaspoon baking powder
- 1/4 teaspoon salt
- 1/4 cup creamy peanut butter
- 1/3 cup peanut butter chips
- 1/3 cup baking cocoa
- 1/2 cup semisweet chocolate chips

In a mixing bowl, cream butter and sugars. Add eggs and milk; mix well. Combine flour, baking powder and salt; add to creamed mixture and mix well. Divide batter in half. To one portion, add peanut butter and peanut butter chips; mix well. To the other portion, add the cocoa and chocolate chips; mix well.

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In a greased 9-in. square baking pan, spoon chocolate batter in eight mounds in a checkerboard pattern. Spoon seven mounds of peanut butter batter between the chocolate batter. Cut through batters with a knife to swirl.

Bake at 350° for 25-30 minutes or until a toothpick inserted near the center comes out clean. Cool on a wire rack.
Yield: 3 dozen.



fire-and-ice pickles

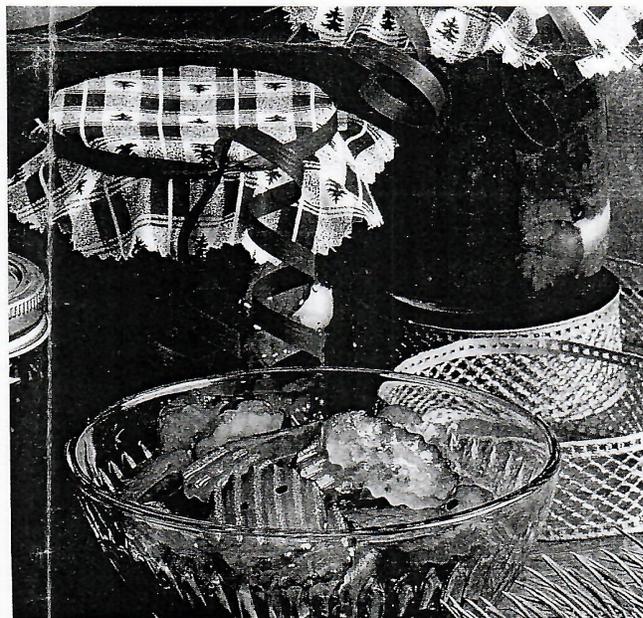
(PICTURED BELOW)

MYRA INNES, AUBURN, KANSAS

These sweet and spicy pickles are great on a sandwich or all by themselves as a snack. The recipe is an easy way to dress up store-bought pickles and make them a special treat! I like to wrap a pretty ribbon around the top of the jars and give them as gifts.

- 2 jars (32 ounces *each*) dill pickle slices *or* spears
- 4 cups sugar
- 1 tablespoon hot pepper sauce
- 1/2 teaspoon crushed red pepper flakes
- 3 garlic cloves, peeled

Drain and discard juice from pickles. In a large bowl, combine pickles, sugar, pepper sauce and pepper flakes; mix well. Cover and let stand 2 hours, stirring occasionally. Spoon pickles and liquid into 3 pint-size jars; add a garlic clove to each. Cover and refrigerate 1 week before serving. Store in the refrigerator. **Yield:** 3 pints.





Thank you to all who contributed to the newsletter for this month...it is full and I hope you all enjoy reading and viewing the pictures. As always your submissions are appreciated. You can also find more on Facebook and the website.

Our thoughts and prayers go out to David C and Jon S. wishing you all a healthy recovery.

Hope to see you all at this Months Meeting on the 24th of March at the Golden Coral on I-240 at 1000 am.

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	33	
NUMBER AT LAST MEETING	35	
NUMBER OF CORVAIRS DRIVEN	2	
NUMBER OF GUEST AT LAST MEETING	3	
NEW MEMBERS	3	

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C.O.C.A WEBSITE:

<http://cokcca.org/>

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January 2018	Monthly Meeting -
February 2018	Monthly Meeting 24th - Furr's Cold Tuna—Wichita, KS
March 2018	Monthly Meeting - 24th St. Patricks day parade - Downtown OKC
April 2018	Monthly Meeting - 28th Heart of Texas – Boerne, Texas 13 April - 15 April
May 2018	Monthly Meeting - 26th
June 2018	Monthly Meeting - 23rd TRI - State - Crested Butte Co. hosted by Pikes Peak
July 2018	Monthly Meeting - 28th
August 2018	Monthly Meeting - 25th
September 2018	Monthly Meeting - 22nd Great Plains Corvair Round-Up Wichita Kansas
October 2018	Monthly Meeting - 27th
November 2018	Monthly Meeting - 24th
December 2018	Monthly Meeting - 22nd
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