

*Central Oklahoma Corvair Association
Newsletter*

November, 2018



THE PREZ SEZ

Hello again, it's mid-November and we just had our first snow. Many are saying we are going to have a cold wet winter. I'll just wait and see, but we do need some cold to kill off bugs, like those darn ticks! I hope everyone has their Corvair tucked in a warm place, unless it's your daily driver.

During the last month we had a great event at the Ergenbright's ranch. We all had a fun time at the Hot Dog/Marshmallow roast. I think it was the first time in my life that I made a S'more, and boy were they tasty! A week before the event a few members pitched in and built a fire pit, it worked very well, but we need a grill/ grate in the future. Earlier the day of the roast the wind was blowing quite hard, I was worried we may not be able to have an open fire. The Corvair gods and Mother Nature gave us a break and brought the wind down to just a breeze. You can see by the pictures it turned out to be a super event. Thanks to all that made it happen and too everyone that attended.

Work done at Ken's C and C (Cows and Corvairs) ranch in this last 30 days consisted of getting Joe's Corvair tuned up and running better. We put LED bulbs in the dash of two of Ken's Corvairs, now we are in the process of restoring the steering wheel on Ken's Kidney Bean Greenbrier. Bob brought over a bunch of parts and managed to sell a few to members. Remember if you need some cheap expert advice (free) bring you Corvair to "Coffee at Ken's" every Sunday from 8:30 AM till at least noon maybe more. It just amazes me how much we all learn from one another, seems everyone has something to offer from past experiences.

Our next event is our annual Christmas party on the 8th of December. Looking forward to a wonderful meal and a fun time with the gift exchange. Tickets have been sold and all arraignments have been made.

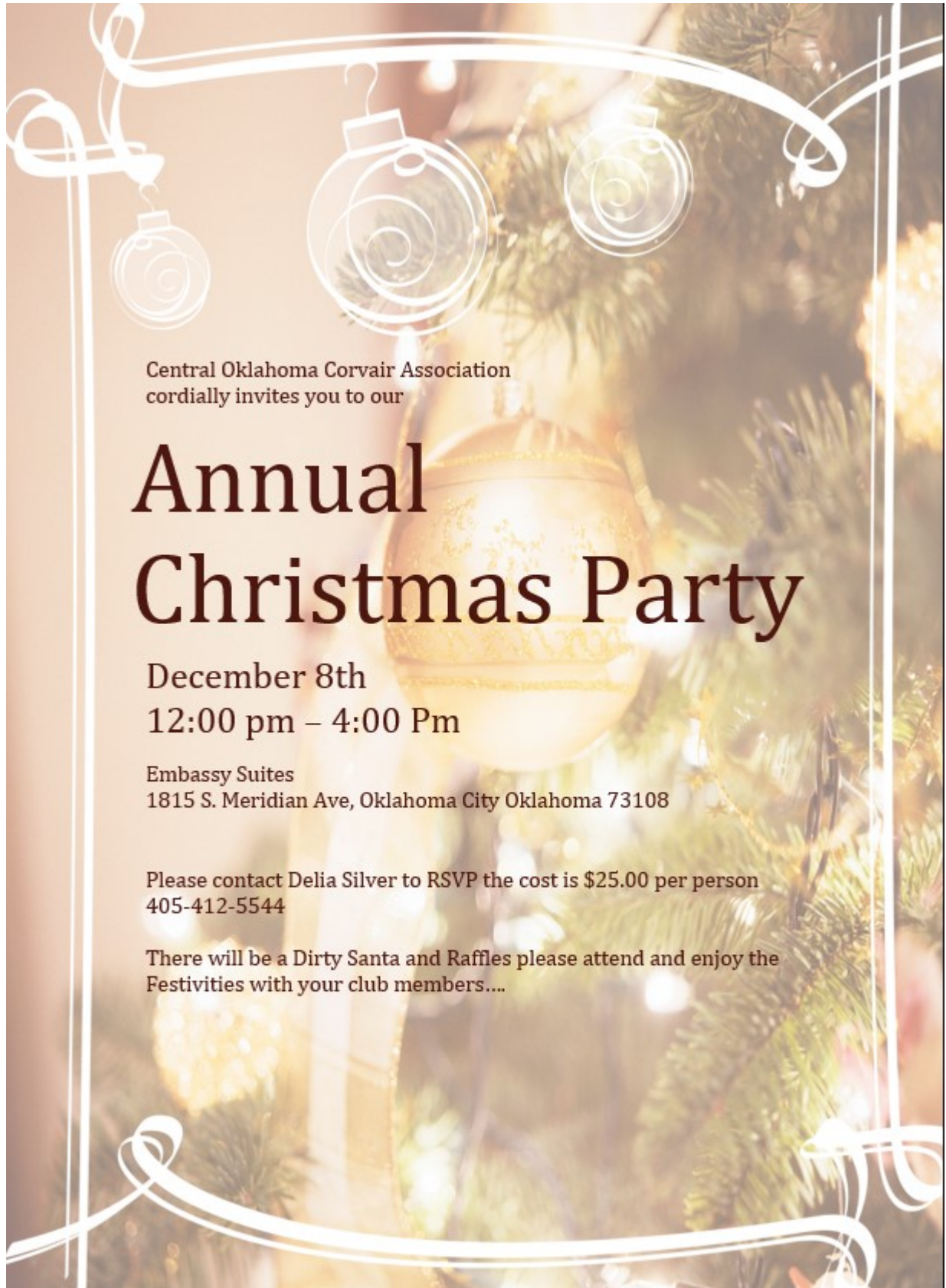
Remember Board of Directors nominations and installment is coming, throw your name in the ring and participate in keeping our association going and growing strong.

Everyone stay warm and I hope to see you at the November meeting, Saturday the 24th



David Castiaux, The Prez

DCastiaux@Aol.Com



Central Oklahoma Corvair Association
cordially invites you to our

Annual Christmas Party

December 8th
12:00 pm – 4:00 Pm

Embassy Suites
1815 S. Meridian Ave, Oklahoma City Oklahoma 73108

Please contact Delia Silver to RSVP the cost is \$25.00 per person
405-412-5544

There will be a Dirty Santa and Raffles please attend and enjoy the
Festivities with your club members....

COCA Minutes October 2018

The club meeting was held on October 27, 2018 at the south side Golden Corral. David Castiaux called the meeting to order at 10:00 AM. David welcomed everyone to the meeting. There were no visitors.

Old Business-

The old minutes were discussed, and Pat Silver made a motion to approve the minutes and John Sargent seconded the motion. The motion carried.

A brief report was given on the trip to Mineral Wells. The Laws once again captured 1st places in their respective classes in the auto cross competition. James Ergenbright and Chris Teer also brought home some hardware. The club had a pretty fair turnout and a good time was had by all in spite of the soggy weather. James Ergenbright reported that the discussion came up a couple of times about how the Texas club and our club would get together at Lake Murray and how they were open to the possibility of renewing that event. The general consensus was that this might be something we look at in the future if our calendars work out.

The Wichita club hosted this year's Roundup and did a great job. Our club had a good turnout and participation for the event. Loren Capron and Delia Silver brought home trophies for the Car Show. There were no major car mechanical incidents this year. Everything seemed to be trailer related.

Jim and Cina won a trophy for "Christine" at the Putnam City Baptist Church car show. Way to go guys.

Treasurer's Report-

The month's report was given by Ken Drye. Pat Silver made a motion to approve the report as given and the motion was seconded by Liz Capron. The motion carried.

New Business-

Saturday November 3, 2018 is the date for the marsh-mellow roast at the Ergenbright Estate. Pat and Delia are supplying hot dogs and buns, and Ann has the condiments. Hot coffee and chocolate will be provided as well as the marsh-mellows. The fire pit has been built and all is needed is yourself and a chair. Hope to see you all there. The next club event will be the Midwest City Veterans Day Parade on November 12, 2018. David announced that he had received an acknowledgement for our application. Information was pretty generic, but we should be getting more pertinent info as the time draws closer.

This year's Christmas Party will be held on December 8, 2018 at the Embassy Suites. Food will be served at 1:00 PM and will be followed by the "Dirty Santa" exchange. David would like that the cost for each gift be no more than \$20.00- \$25.00. Delia Silver volunteered to get a list of attendees and collect their money. The cost for the meal will be \$25.00 per head and you need to get that to Delia as soon as is possible. David gave a list of food items available and they were discussed and decided upon at the meeting. Liz Capron is providing a nice item as a raffle gift. Tickets can be purchased the day of the party for \$5.00 per ticket. The funds obtained will go to the club treasury.

Board member elections are coming up rapidly, if you know of someone that you feel would make a good BOD member let us know. The same goes if you would like to be considered. There will be a couple of vacancies that will be coming open this time around.

It has been announced that HOT has sold half their allotment of rooms already. If you are interested

in going to HOT next year it would be wise to book your room early. More information/ flyer is included in this newsletter.

The 2019 Roundup hosted by Tulsa will be a different format from years past. The next Roundup will be held in Carthage Missouri from October 18 through the 19th, 2018. It will be held in conjunction with the annual Maple Leaf Chevrolet car show and foliage tour. The Corvairs will have our own area for display. More information can be found in this newsletter.

Jim Gailey also had some information about a professional photographer that will for a nominal fee take some very high-quality pictures of your rides. Get in touch with Jim for the particulars.

Jim also has been and continues to take orders for club logo merchandise. Just about anything you can wear, they can do. Again, get with Jim with your questions and orders. Jim has a wonderful front window decal on his car and if enough interest is generated, we might be able to get those purchased for our own cars.

Tech Tip- This month tip comes from David Castiaux. He had an unnamed members' distributor cap that was passed around the group. The inside had corroded badly and was at least in part why the vehicle was running so poorly. He suggests checking/ cleaning or better yet replacing these on a regular basis to keep your vehicle running the way it was meant to run.

General Items, notices...

Colleen has posted some preliminary information on the CORSA Nationals which will be held in St. Charles near Chicago. She will add information about the convention as it becomes available. She suggests making sure you get your room reservations as soon as you can, they tend to go fast.

As always there will be coffee and cars at Ken Drye's garage. This occurs on Sunday mornings. A new addition is coffee and cars at Ken's on Wednesday mornings as well. Bring your "Vair" by and have a cup of coffee. A good time is always had by all.

There were four Corvairs driven to the meeting. Ray Dunn was the winner of that drawing. Raffle tickets for the door prizes were sold and the door prizes handed out. The next club meeting will be November 24th. Hope to see you all there.

Liz Capron made a motion to adjourn the meeting and it was seconded by Pat Silver. The motion carried, and the meeting was adjourned.

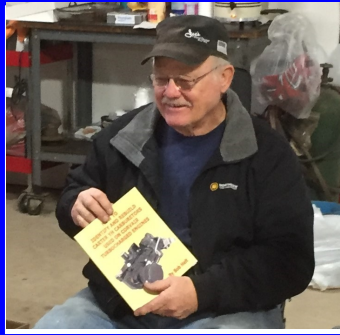




Coffee at Kens







Bob's Tech Corner

Happy Thanksgiving to all our members and readers

This past few months I have been researching the Corvair heads limitations and some DIY enhancements anyone can do at home.

Of course, the first improvement, seems to be from the early 60s. That is, to add on another carburetor to each head. Bill Thomas showed the Corvair and hot rod world the way to true Corvair high performance, Head work. He also added larger valves from the SBC! Some say that his innovations are why we got the 140 heads!

Inasmuch as the intake "log", otherwise known as the manifold plenum, is not easy to remove, Porting the intake runners is nearly impossible! Richard Fitch, in his book "How to Hot Rod Your Corvair", shows how to drill a hole above the Intake ports, to open up the manifold, for porting. i.e. material removal. The problem with this technique, is that closing the 3 holes that were previously made in each head. If I remember correctly, he suggests driving in water jacket plugs. Did this to a pair of '65,140 heads. Not the best solution in my opinion.

A better technique has come to my attention. This is the removal of the entire top of the intake manifold to do the porting work to the intake, then weld it back on when finished with the porting process. The down side to this is that you have to know how to weld aluminum and own a TIG machine. Or have a friend with this skill set!

In porting the intakes, it is not the amount you remove, but where and how much is removed. I do not purport to be a head expert, so I have to study what is done by those that are.

I have two sets of American Flat 6,140, heads and have been studying what was done with them, as Tom put these heads on his flow bench. So, I wanted to know what to do to my heads. As a side note: An important part of porting is knowing what camshaft is being used and having available a flow bench, if at all possible!

The Porting that I have done in the past on SBC cast iron, double hump heads, was not extensive but more of port matching at the intake and the exhaust. This type of porting removes some restrictions as you do not go deep into the runners. Usually this is done only a 1/2" deep into the ports. More than that and you run the risk of ruining the heads because you do not really know how the gasses will actually react to your material removal, for either the intake or the exhaust!

On the small combustion chambers of the Corvair heads, you can actually disrupt the normal flow of gasses in or out, by removing the aluminum from the wrong place or by removing too much material, especially from the intake port floors! With porting these heads, one has to be very careful not to HOG out the ports, but you do want to remove the "core shift below the valves. The ports were designed pretty well to move the fuel and air into and the spent gasses out! The casting of the heads, removes some of that efficiency

We are not satisfied with the lack of performance that these un-touched heads provide, so we

want to improve their efficiency and thus produce more usable torque and horsepower.

By "massaging" your heads and providing your engine with better breathing abilities, you will create a better performing and more enjoyable Corvair to drive.

The how to port your heads is a massive subject, but it is doable by anyone willing to do their homework and realize that bigger is not always better. However, removing the material slowly and with a goal in mind, not just "hogging them out", is key and will provide the best results.

Opening the manifolds, reveals the intake port restrictions, thus the need to open them up for best performance. Now, turn the head over to look at the combustion chamber. With the valves removed, we see inside the intake "Bowl", below the intake valve. There you will notice that the aluminum is in its "Cast" state and is very rough. However, it does not need to be polished to a mirror finish! Everything I've recently read, says that the Air/Fuel mixture does not flow better in this port but does much better in a semi rough surface to promote "turbulence" and thus keep the fuel from falling out of suspension.

All of the Corvair "street" heads that I have seen over the years were NOT cut out to the limits of the aluminum or polished, but carefully opened up below the valves and up the ports a small amount. The intake can be opened to remove the restrictions right at the valve guide but NOT the guide itself!

To really get the intake restrictions removed you will have to get to the port where it intersects the manifold plenum. Thus, you will need to cut the holes like Richard Fitch or remove the entire top of the manifold like Tom K does at American Flat 6.

Even the exhaust ports can be massaged to remove a lot of material around the valve guide (valve guide boss) not the valve guide itself! At the Exhaust tube side, you can remove the tube, gain access to the exhaust port and grind out the core shift until the exhaust tube fits without a big step inside the head.

The caution is to not remove too much material. Usually you cannot put it back, to try again! I have included a few pictures from AF6 and my own porting. You will be able to tell the difference!

It is not an afternoon's project. I have many hours invested in the ones I have done. Not to mention the expense of the right tools. No! Do not use a variable speed drill. You will need an electric die grinder or an air grinder. Plus, you will need to purchase the correct carbide bits for aluminum (around \$24.00-\$39.00 each). Next purchase a porting kit from HF, Eastwood or Speedway.

If you take on a project of porting your heads, just remember that you can do it. It will take you many hours and several specialty tools. Just take your time!

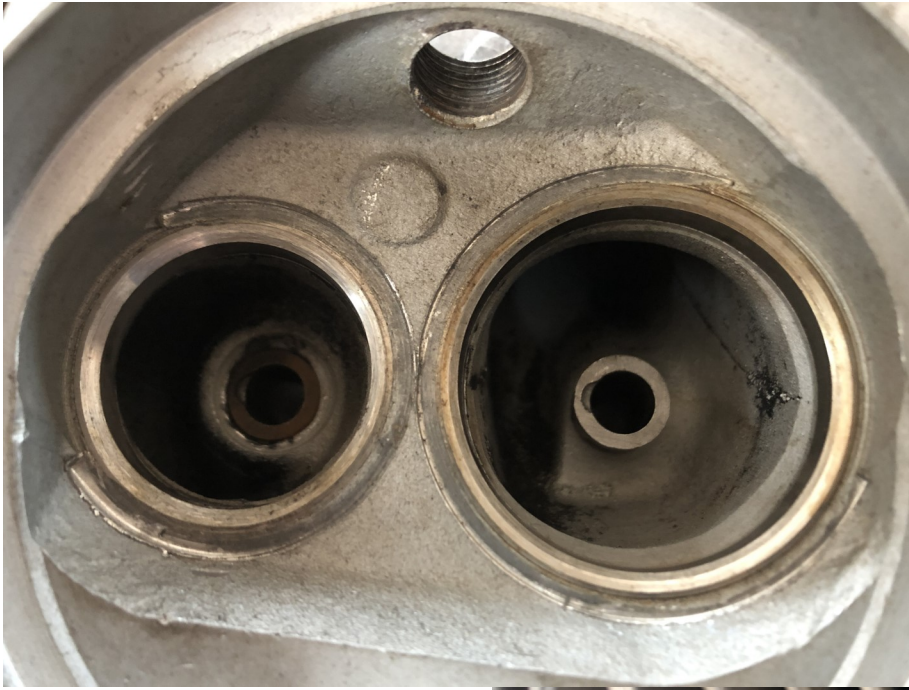
The end result will be a better running engine with more torque and top end HP. No guts, No glory.

Good luck.

While you are at it, remove all the casting flash from between the fins in the heads. You WILL run cooler!

See you at the Christmas Party. Merry Christmas! ☐ 🎄

Bob



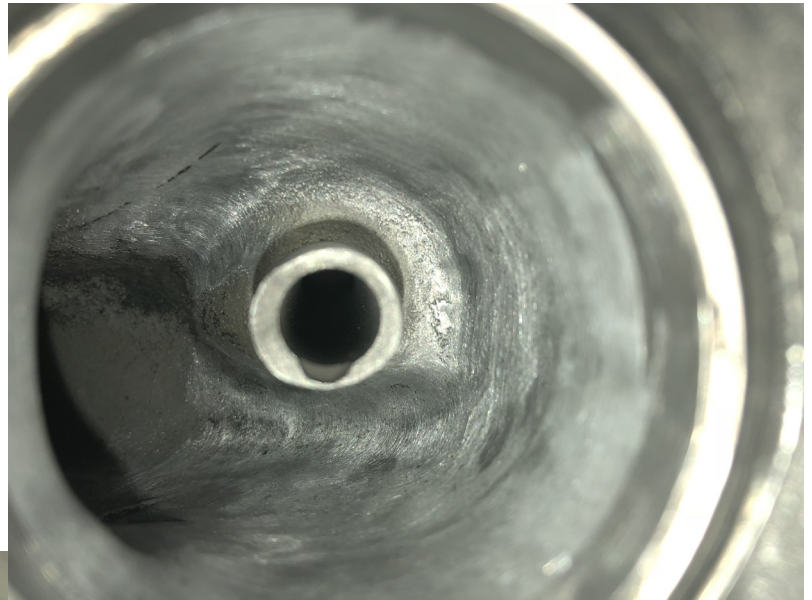
**Before Porting Notice
Core Shift**

**Big Casting Bump in
Exhaust port**



**Big Casting Bump in
exhaust port removed**

Head porting



Exhaust on 2



Importing intake 3.1 heads cyl 2



Corvair Ladies Shared Recipe Corner

This Month's recipe share is from Liz Capron

Deluxe Pumpkin Cheesecake – Prep: 35 min – Bake: 55 min + chilling – Makes: 12 servings

1 Cup crushed gingersnap cookies (about 20 cookies) - 1 ½ tsp. ground nutmeg

1/3 cup finely chopped pecans

¼ cup butter, melted

4 pkg. (8 oz. each) cream cheese

Softened, divided

1 ½ cups sugar, divided

2 tbsp. cornstarch

2 tsp. vanilla extract

4 large eggs

1 cup canned pumpkin

2 tsp. ground cinnamon

GARNISH:

Chocolate syrup, caramel ice cream

topping, whipped topping and additional
crushed gingersnap cookies, optional



Preheat oven to 350 degrees, Place a greased 9 inch springform pan on a double thickness of heavy duty foil (about 18 inch square). Securely wrap foil around pan.

In a small bowl combine the cookie crumbs, pecans and butter. Press onto the bottom of prepared pan. Place on a baking sheet. Bake for 8-10 minutes or until set. Cool on a wire rack

For filling in a large bowl beat one package of cream cheese, ½ cup sugar and cornstarch until smooth, about 2 minutes. Beat in the remaining cream cheese, one package at a time until smooth. Add remaining sugar and vanilla. Add eggs; beat on low speed just until combined.

Place 2 cups filling in a small bowl: stir in the pumpkin, cinnamon and nutmeg. Remove ¼ cup pumpkin filling; set aside. Pour remaining pumpkin filling over crust; top with remaining plain filling. Cut through with a knife to swirl. Drop reserved pumpkin filling by spoonful's over cheesecake; cut through with a knife to swirl.

Place springform pan in a large baking pan; add 1 inch of hot water to larger pan. Bake for 55-65 minutes or until the center is just set and top appears dull. Remove springform pan from water bath cool on a wire rack 10 minutes. Carefully run a knife around edge of pan to loosen; cool 1 hour longer and remove from pan. Refrigerate overnight.

Garnish with chocolate syrup, caramel sauce, whipped topping and additional crushed gingersnaps if desired.

1 slice: 500 cal., 35g fat (18g sat. fat). 155mg chol., 390mg sod., 41g carb., 8g pro.



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	22
NUMBER AT LAST MEETING	23
NUMBER OF CORVAIRS DRIVEN	4
NUMBER OF GUEST AT LAST MEETING	0
NEW MEMBERS	0

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C.O.C.A WEBSITE:
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Some Vendor Cards



TIKI AUTO GLASS
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John's Corvair Parts
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John Sweet

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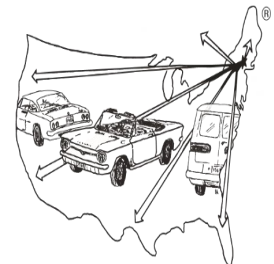
David Willhoite Fax: (405) 681-0667 willhoitescams@coxinet.net

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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 Corvair Valve Cover Track /Trailer- refreshing at Terry Kalp - May 12th
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 Corvair Heritage Days - 18-21
November 2018	Monthly Meeting - 24th Nov 3rd smores at the Ergenbrights ranch
December 2018	Monthly Meeting - 22nd Christmas Party at 12:00 pm December 8th Embassy Suites on Meridian.
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