

*Central Oklahoma Corvair Association
Newsletter*

Jan/Feb 2025



The Prez Sez January 2025

Well, here it is at last: 2025!

And NO, I did not make any resolutions for the New Year. (I figured I would break them anyway, so I just saved myself the heartache of breaking them on the first day of the year!) I hope everyone had a great Christmas and look forward to a prosperous New Year.

Cina and I just want to say how much we appreciate COCA and all our wonderful members, some of whom would covet our thoughts and prayers...

As many of you are aware, Jan Welch fell last week and broke her hip. The women of COCA quickly rallied to the task, equipping Bob and Jan with everything they would need during Jan's recovery. Cina and I had the opportunity to visit them a couple of days ago. Jan is in great spirits and mending quickly. She and Bob mentioned they were getting spoiled with all the great food and attention they had been getting. We are so blessed to have such a caring COCA family.

I also spoke to Terry Kalp a few days ago. According to Terry, "the jury is still out" on his cancer diagnosis. In fact, he may have to go to the Mayo Clinic for additional diagnosis and treatment. Until then, he's taking it all in stride and has a great attitude about the future.

We look forward to a great year...

Be sure to mark your calendars for the fourth Saturday of each month at 10:00 a.m. We'll continue to meet at the Clarence E. Page Building at Wiley Post Airport, 5810 Tulakes Avenue in Bethany. While you're at it, go ahead and block October 3-5 for this year's Corvair RoundUp in Claremore. Hopefully, we can squeeze in a road trip or two between now and then.

Happy 'Vairing!

See you Saturday!

Jim Gailey
2025 COCA President



The Prez Sez February 2025

It looks like Old Man Winter has caught up with us here in Oklahoma. Fortunately, we have better weather here than just about anywhere else in the country. Still, it's a little too cold to break out the 'Vairs, but spring will be here before we know it and we can uncover our cars and get them on the road again.

Speaking of which, car show season is rapidly approaching. I would like to encourage our members to participate in a car show or two, just to get some needed exposure for the Corvair brand. You would be amazed at the number of people who want to talk about our cars. While I have your attention, I want to put in a shameless plug for the Annual Hefner Mansions Car Show. I've helped to organize this show for the past four years and it just keeps getting bigger. In fact, this year we're planning a special voting category strictly for Corvairs. There will be LOTS of trophies, food and fun... it's a great meet'n'greet opportunity as well.

Finally, I want to thank everyone who has offered to donate to the rental of our meeting space. By paying for the year in advance, we lessen the risk of getting bumped by another event, as has happened in the past. I think we all agree that this building has been a perfect home for us, not only our monthly meetings, but for other activities as well. Again, thanks for your support!

Weather permitting, we hope to see everyone on the 22nd.
Until then, stay warm!!

Jim Gailey
2025 COCA President

COCA Minutes January 25, 2025

President Jim Gailey opened the meeting at 10:05 AM on January 25, 2025. The meeting was held at C.E. Page Building at Wiley Post Airport.

The Pledge of Allegiance was recited.

President Gailey greeted the membership and gave opening remarks. There were no visitors to recognize. Jim reminded the members present that the 2025 dues in the amount of \$15 were currently due and payable. A quorum was determined to be present.

Because Colleen Law had been out of town and unable to publish the newsletter, it was determined that approval of the December minutes would need to be deferred along with the November meeting minutes to the February, 2025 meeting. Scott Law made a Motion to defer the approval to the February meeting with a Second by Larry Duvall. Motion passed.

Old Business: Dave Castiaux presented Jim and Cina Gailey with the Capron-Dekker Award plaque that he had gotten engraved.

Treasurer's Report: President Gailey read the Treasurer's report as prepared by Treasurer Ken Drye. As there were no questions, Scott Law made the motion to accept the Treasurer's Report as presented, with a Second by David Allin. Motion passed.

New Business:

James Ergenbright said he had received several inquiries about holding the Swap Meet again this year. James polled the group for their opinion and was met with several positive comments. President Gailey assured him that the group would be willing to support his efforts again.

President Gailey discussed a few future car shows and encouraged the group to enter their cars often.

President Gailey then opened a discussion regarding inviting the North Texas Corvair Club to join Great Plains Roundup Group. The idea was met with enthusiasm by the group and Jim indicated that he would reach out to the North Texas president.

There was some continued discussion regarding COCA hosting the 2027 National Convention as some of the CORSA officers continued to make inquiries. Most of the group voiced the same hesitations which largely referenced the average age of the group.

Age notwithstanding, President Gailey expressed his thankfulness for the spirit and camaraderie of the diverse membership of the club and how they are more than just friends, but family.

Cheryl Castiaux mentioned the Shifting Gears show that continually comes a corvair during each show.

Bob Welch thanked the group for everything they have done for Janet and the online postings. He said he believed she would be up and dancing in a short amount of time.

David Main mentioned a Swap Meet coming up at the OKC Fairgrounds on February 7-8.

Dave Castiaux announced some excitement that happened at Ken's garage. They had the station wagon on the lift (still), got the engine on and were working on the wheel wells. They put it all the way down to set it on tires and when it started back up, one of the lift arms came out from underneath and dropped the car about 1 ½ feet. They figured the arm had shifted during the lug nut tightening sequence. All turned out OK in the end. The car suffered no apparent damage.

There being no further discussion, David Allin made a motion to adjourn the meeting, with a second by Pat Silver. The motion carried unanimously.

Meeting was adjourned at 10:33 a.m.





Bob's Tech Corner

Happy New year to all of you Corvair lovers, everywhere.

I pray that you are all staying safe and warm.

As you may know, Jan fell in our back yard on ice that accumulated at my shop entrance, in December and broke the femur in her left hip!

She had surgery the next day and is recovering very well.

Thank you to all of you who have sent their well wishes, food, cards and the visits.

She is doing very well and we expect her to be her normal self in a few more weeks. (NORMAL being the operative word here)

A few years ago we had a tech article about rebuilding the heater parts but did not address the heater blower motor.

Therefore, here goes! A tidy little bit about HIGH SPEED HEATER BLOWERS

It is a long way from the Corvair's engine and heater boxes, through the air control box, under the package tray area, to the passenger compartment and even more so to the defroster outlets on the dash!

This discrepancy shows up during the rainy season and when old man winter comes around. It is quite a job keeping the windshield wiped clean and from fogging over in these conditions. If you have owned a Corvair for a few years, you HAVE experiences having to clear off the windshield with the nearest clean rag or whatever you have handy!

During the winter, when you drive your pride and joy, if your heater motor is weak, you get to do this again and again. Plus the heater motor is just not able to combat the really cold temperatures. I think that is why in the winter you will find blankets in the front seats

What to do, what to do??

Most Corvair vendors carry high-speed heater blower motors but you can find one at your local FLAPS. Ask for a 62-67 Cadillac Blower motor/fan assembly or go to NAPA for P/N 655-1039. Also get a 20amp fuse to replace the 10 amp fuse.

Be sure that the fan that comes on the newblower motor will be correct for your application. if not you will need to remove your old fan from the slow / old heater blower motor and install it on the new HIGH SPEED blower motor.

If you are working on a LM...While you are at it, you may want to consider doing a defroster mod to get more warm air to the driver's side of the windshield.

To start the Defroster mod, you will need to remove the "Y" piece from the heating system under and to the front of the car. Make sure to inspect it for mouse holes, large cracks and splits in the seams.

Replace or repair as your budget allows!

There are a couple of ways that have been shown in the CORSA TECH Guides to modify the defroster "Y"..

The first way is to glue a permanent diverter inside the "Y" to divert 35% of the heat to the passenger's side of the windshield and 65% to the driver's side!

The second way that I have found is to build a movable "diverter flap", or "baffle" (as named in the Tech guide article I researched) in the Passenger side of the Defroster "Y" .

The article where the diagram and description of the modification can be found, is in the CORSA TECH GUIDE, Vol 3, Heater- Defroster section, page 12.

HAPPY Corvair-ing in 2025

See you at the meeting



Bob's Tech Corner

Fellow Corvair nuts

There has been lots of talk about camshafts in our group lately! With lots of questions having come up, I have found the attached for your reading pleasure!

The attachment here (as posted in VV by Ray Sedman) is an OVERVIEW article that will better explain Cams and the relationship with your heads and what matching your heads and Camshaft will mean, for better operation of your engine!

Simply right click to download the attachment. Then you can open it, when the download window opens at the right, by clicking "open".

Sit back for a good read about camshafts and their effect on the operation of your engine.

Later, Stay warm and enjoy the snow.

Camshaft Talk article by Ray Sedman

There have been some good posts on VV regarding camshafts, grinds and profiles. I have received private posts from many people on this thread, so I thought I would post some general responses to the list. The following is a very brief overview of camshafts. There are many liberties that are taken here so this note is best read with a grain of salt.

Corvairs respond very well to head work and performance camshafts. It is helpful to think about the heads and the camshaft as a single item, 'a set', not two separate items. Leave the heads and camshaft out of the mix and most stock rebuilt and performance engines will look pretty much the same. It is the camshaft and the heads that will have the major effect of determining the operating character of your engine. This post is about camshafts, but since we are thinking along the lines of the heads and the camshaft as a single item, lets talk about heads.

Corvair cylinder heads can be broken down into two groups: small valve heads and 140 HP heads. All small valve heads, from all engines will share the same valve size, port configuration, valve angles, intake plenum cross section and a single carb mounting pad on each head, etc. The differences between years and applications are basically limited to valve spring diameters and chamber shapes. 140 HP heads have larger valve size, different and larger port configuration, different valve angles, larger intake plenum cross section and two carb mounting pads on each head. All turbo heads are small valve heads. As a general rule, 140s will show larger percentage gains (flow bench CFM) on the exhaust vs. the intake for the same amount of port work. This is because the 140 intake side is actually too large for most street engines. Small valve heads will show comparable gains on both the intake and the exhaust ports based on invested port work.

[Note: the above are our observations based on our port and flow bench work. These findings may vary based on port work and testing of other people and their experiences.]

Corvairs have unique camshaft requirements based on the head design. In the stock form, the exhaust port is fairly restrictive and the intake plenum is not a great help in making the intake side flow well. Most cam grinders have profiles developed for more common engines and their requirements. In this manner, you would not expect a camshaft profile which was developed for a 327 inch Chevy V-8 to be an ideal match for your Corvair. I am not going to list specific grinders or suppliers of camshafts, as things always change and even a camshaft with a specific grind number may have many different incarnations along its development line. It is safe to state that if you look at the grinder's/supplier's camshaft list and a '270 Hydraulic' cam which is listed for Corvair has the same specifications as the same 270 cam for a 327 Chevy, then you can pretty safely assume that that profile was not designed specifically for your Corvair.

Camshafts are advertised with certain numbers that help describe their operating characteristics. Most common are the camshaft lift and the duration. Most people are familiar with a cam description of 270, 260, etc. What does all this mean? A 260 camshaft will have an advertised duration of 260 degrees. The key word here is 'advertised' and we will discuss this later. You will also see a number which is described as lift. Lift is a measured distance that the valve will lift off its seat at full lift. A typical number for a 260 cam will be around .420". Another important number is overlap. Overlap is the amount of time, in degrees, that both the intake and exhaust valve are open. Overlap is important as more overlap generally causes loss of low end torque and poor fuel economy. Camshafts with higher overlap will tend to develop more power in the higher RPM range. If a cam has the same advertised numbers for both the intake and exhaust valves, this is considered to be a single pattern cam. A dual pattern cam will have different advertised numbers for the intake and the exhaust valve. For example, a '260' single pattern cam will have 260 degrees of duration and .420" lift for both the intake and the exhaust valve. A dual pattern '260' cam may have 260 degrees of duration and .430" lift for the intake and 268 degrees of duration and .420" lift for the exhaust valve. Lift, duration, single and dual pattern are all important things to consider, but all of this is solely dependent on the actual shape of the camshaft lobe, commonly described as the lobe profile.

It is the lobe profile that heavily determines the actual camshaft operating characteristics. You may have three cams with very similar advertised lift and duration numbers, but they will behave markedly differently as it is the lobe profile differences between the cams that make them different. Lobes can be symmetrical and asymmetrical. A symmetrical lobe will have the same shape (mathematical curve) on both sides of the lobe. An asymmetrical lobe will have a different shape (mathematical curve) on one side of the lobe as compared to the other side. Asymmetrical lobes can have many advantages to symmetrical lobes. For example, an asymmetrical lobe can lift the valve quickly off its seat to help establish valve flow earlier, but on the back side of the lobe have a more moderate lobe profile to gently place the valve on its seat to prevent seat and valve damage. A symmetrical lobe will lift the valve off the seat, bring it to full lift and place it back on its seat in the same manner for both.

The advertised lift and duration of the cam are the common specifications published for the cam. A more accurate way of describing the actual working lift and duration of the cam is measured when the tappet is off the base circle by a prescribed amount. The base circle is the round part of the cam which does not move the tappet to lift the valve. The lift and duration numbers when stated in this case would be called the 'checking clearance' or the effective duration of the cam. The checking clearance is important since it not only makes a more precise way to degree the camshaft, but it gives a more accurate 'yardstick' to compare different grind profiles of specific cams. Most camshafts use a checking clearance of .050", but some use a .020" checking clearance. Others may use a different clearance or will not give any checking clearance. A checking clearance, or when the tappet has moved (risen) .050" off the base circle will tell you more about the camshaft lobe profile than the advertised lift and duration. This is because it takes time, in crankshaft degrees, to lift the valve off the valve seat to establish flow. The valve does not magically pop to full lift and then back to it's seat, but must be gently raised off it's seat and then gently placed back down. All these gymnastics are call the 'ramp' of the lobe.

A camshaft with long ramps will take more time to raise the valve to full lift and place it back down to it's seat. In this case the camshaft will have less effective duration than a camshaft with faster ramps. Two camshafts may have similar advertised lift and duration figures, but when the effective lift and duration numbers are viewed you may find a difference in effective duration between the two camshafts. The advertised lift should be the same as the effective lift since lift is the gross mechanical amount that the camshaft will lift the valve. This is a set number that is not affected by ramps or checking clearance, assuming the cam is ground correctly to it's published figures.

With the information lightly discussed in this note, you may have a better understanding of how to select a replacement camshaft for your engine. How much camshaft do you need for your engine? Well, this really comes down to how much head work has been done to your heads. Remember, we want to view the cam and heads as a set, not two separate items. The other factor is how much of the engine's stock character do you willingly agree to give up?

Generally speaking, Corvairs will benefit from a dual pattern, camshaft based on our prior discussion on Corvair head design. Turbos show gains with asymmetrical lobe designs. Just keep in mind that the most important factors when installing your new cam are: 1) degree it, 2) make sure your rocker arm geometry is correct. Even the most fancy, high tech, new camshaft will not perform properly if you gloss over these two very important steps. If you are not sure of what cam to get and you have narrowed your cam selection to two grinds of the same cam grinder, pick the smaller of the two. This assumes that you will drive your car on the street. If you are in serious doubt, stick with a factory camshaft. They are very well designed and are good performers. I wonder how many people will understand and follow this recommendation? :-)

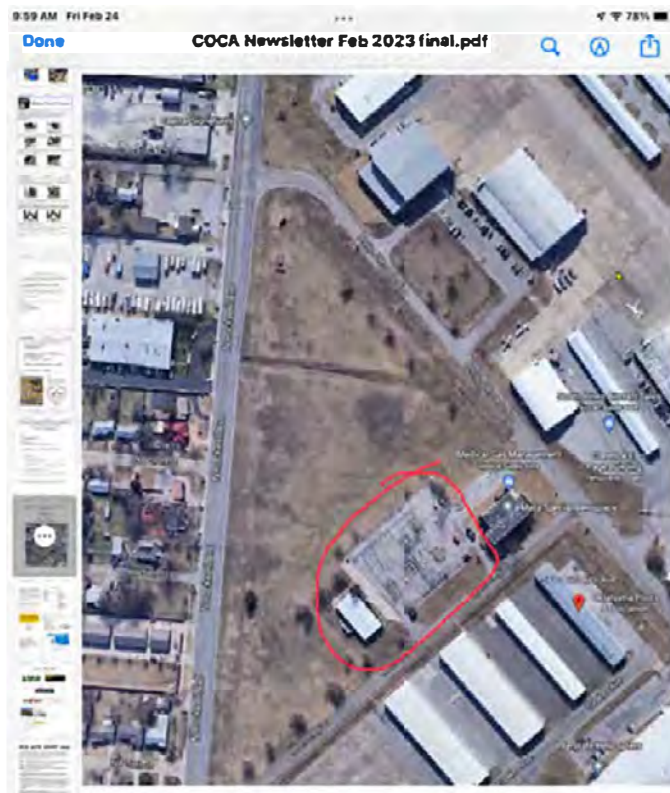
We have invested a fair amount of time slicing, dicing and understanding Corvair head and port work. With this understanding we developed camshaft profiles for our solid tappet roller cams. We have also used this understanding and developed specific camshaft profiles for flat tappet hydraulic Corvair cams.

Cheers!

Ray
American Pi

Monthly Meeting Saturday
22 Feb 2025, 10:00 AM
CE Page Building 5810
Tulakes Ave Bethany, Ok
73008
Jim Gailey / 405.615.7554
jcgaily@cox.net

10:02 AM Fri Feb 24



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	64
NUMBER AT LAST MEETING	25
NUMBER OF CORVAIRS DRIVEN	5
NUMBER OF GUESTS AT LAST MEETING	0
NEW MEMBERS	0

OFFICERS:

President:

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David Allin

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Secretary:

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Treasurer:

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Jim Gailey, David Allin, Donna Law, Ken Drye, Dave Castiaux, Richard Law, Rex Johnston, Red Williams and Scott Law.



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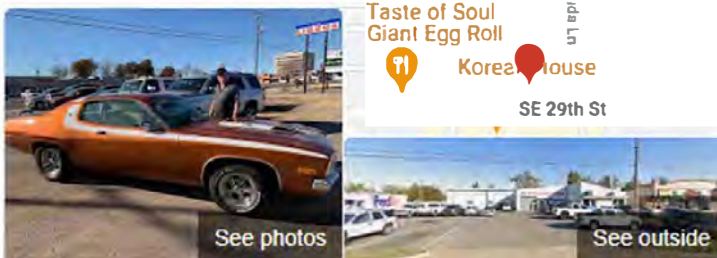
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January 25 2025	Monthly Meeting - Wylie Post Airport CE Page Building 5810 Tulakes Ave. Bethany, Ok 73008.
February 22, 2025	Monthly Meeting - Wylie Post Airport CE Page Building 5810 Tulakes Ave. Bethany, Ok 73008.
March 22, 2025	Monthly Meeting - Wylie Post Airport CE Page Building 5810 Tulakes Ave. Bethany, Ok 73008.
April 26 2025	Monthly Meeting - Wylie Post Airport CE Page Building 5810 Tulakes Ave. Bethany, Ok 73008.
May 24, 2025	Monthly Meeting Wylie Post Airport CE Page Building 5810 Tulakes Ave. Bethany, Ok 73008.
June 28, 2025	Monthly Meeting - Wylie Post Airport CE Page Building 5810 Tulakes Ave. Bethany, Ok 73008
July 26, 2025	Monthly Meeting - Wylie Post Airport CE Page Building 5810 Tulakes Ave. Bethany, Ok 73008.
August 23, 2025	Monthly Meeting - Wylie Post Airport 10:00 am CE Page Building 5810 Tulakes Ave. Bethany, Ok 73008.
September 27, 2025	Monthly Meeting - Wylie Post Airport CE Page Building 5810 Tulakes Ave. Bethany, Ok 73008
October 25, 2025	Monthly Meeting - Wylie Post Airport CE Page Building 5810 Tulakes Ave. Bethany, Ok 73008.
November 22, 2025	Monthly Meeting - Wylie Post Airport CE Page Building 5810 Tulakes Ave. Bethany, Ok 73008.
December 2025	Meeting at Christmas Party and election of officers
	Coffee at Kens - Sundays Wednesdays