

*Central Oklahoma Corvair Association  
Newsletter*

*April, 2018*



## THE PREZ SEZ

The Prez says:

Good day to all. I'm still recovering from my triple bypass. It took a lot out of me but, I'm clawing my way back and hope to get approval to drive again very soon. I want to thank all who said prayers and good wishes for me...it worked!

Can't wait to get out to my shop and fire up my Corvairs. I don't think they have been started since our Round-up. I hope all of you have your Corvairs up and going. If not ask a club member if they can help, I'm sure if they can't they will find those who can. Don't forget about Coffee at Ken's on Sunday mornings there are usually members there that will help you out if they can. It's an atmosphere where you can have fun and learn at the same time. It kind of reminds me of the old Tom Sawyer story about painting a fence and how much fun he said it was!

By the time you read this the Texas HOT will be in the past. Hopefully those who attended took some great pictures and can make a short report at our April 28<sup>th</sup> meeting. The next big event I can think of is the Colorado tri state event. I hope to travel there in June along with many other club members. I look forward to seeing everyone at our next meeting Saturday the 28<sup>th</sup> of April, have a great Corvair day!

Please keep our cherished members the Dekkers and McLean families in your Prayers and good wishes.

David



**David Castiaux, The New Prez**  
[DCastiaux@Aol.Com](mailto:DCastiaux@Aol.Com)

## 2018 Tri-State Rally at Crested Butte



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

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

## March 2018 COCA Meeting Minutes

The March membership meeting was held on 24 Mar 18 at The Golden Corral. President Castiaux was recovering from surgery so the presiding duties fell to Jim Gailey. He welcomed the club members. There were no visitors. The meeting began with Eldon leading the group in a prayer for some of our wounded Corvair warriors.

**Old Business-** There was a nice turn out for the St Patrick's Day parade. Jim passed around a picture from the paper with Cina and himself driving down the boulevard. Pat Silver expressed his appreciation to everyone that participated in his shop clean-up and helping remove the Spyder's motor. Eldon's event to work on his vehicle had to be postponed and will be rescheduled at a later date. Pat Silver made a motion to accept the minutes and the motion was seconded by Liz Capron. The motion carried.

**Treasurer's Report-** Treasurer Ken Drye passed out the monthly Treasurer's report and went over our financial state. Pat Silver made a motion to accept the treasurer's report, that motion was seconded by Bill Ashlock. The motion carried.

**New Business-** James Ergenbright said that David Castiaux had a list of vehicles that need some kind of repair to ensure their road worthiness. The thought is we as a club can set aside some time to do some needed repairs to these cars. If you are needing/wanting to put your name on the list get in touch with David or Jim Gailey. Bill Ashlock has been in touch with Terry Kalp and it has been decided that the valve cover trailer should be cleaned out, organized and the track should be built in a dry run to ensure it is ready for the Wichita Round Up. There will be a contingent heading to Wichita on May 12th for this event. Anyone interested in attending may get in touch with Bill. Vol-

unteers are more than welcome. Jim polled the group to see who might be attending HOT this year. It appears that there will be several club members who plan on attending this great event. Most will be leaving Thursday April 12th. Jim Gailey the Activities Director is open to suggestions for any "Day" trips members might want to experience. He has some ideas but would really like some input from club members. Ken Drye invited anyone and everyone to his garage at or about 8:30 A.M. until about noon Sunday mornings for Coffee at Ken's. If the big gate to the South of his house is open then they are open for business.

There were four Corvairs driven to the meeting and the door prize was won by Ken Drye. Raffle tickets were sold, door prizes were handed out.

Delia Silver made a motion to adjourn the meeting. Ann Ergenbright seconded the motion. The motion carried and we were adjourned.

COCA Secretary

Joe Nels





# Coffee at Kens



Bob Welch and Joe Nels



Bob Welch



Pat Silver and James Ergenbright



Bill Ashlock Justin Mead Bob Welch



Justin Mead and Richard Law



Richard Law



Bob Welch



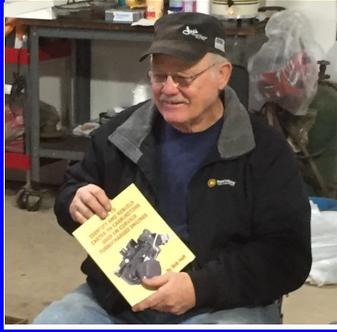
Pat Silver, Joel Nels and James Ergenbright



Ken Drye and Bob Welch



Ken Drye, Bill Ashlock, Bob Welch and Pat Silver



# Bob's Tech Corner

This month will be a dive back to my previous tech tip on the 65-66 telescopic steering column. These columns and the 67-68 tele columns share many parts with the same years of Corvettes! The differences seem to be the attaching mounting under the dash and the coupling past the firewall.

The Corvette Suppliers, all carry parts for "OUR" Columns. However, in my research, I could not find one supplier, that had EVERY part for the telescopic columns. A few had almost everything... but not every part! I shopped at several Corvette vendors to find all the internal parts that needed to be replaced. Please note and realize that all the suppliers that I used got their replacement parts from the same supplier, Trim Parts, Inc. out of Lebanon, OH, an official GM Restoration Parts supplier.

I had two columns to go through and bring back to life. I stripped one column of all the internal parts and set them aside. The rebuilt Telescopic column that has all the "new" parts, will be for sale. The other one will be utilized in one of my own cars.

In the initial disassembly, I found that over 50 years of sitting and not being used, had the effect of solidifying the internal lube that had to be scraped off with a razor knife!

In the picture of the disassembled parts, the "ring" you see on the steering column shaft was a 1/4 inch thick piece of the solidified lube! The inner mast was totally covered with the same solid "cement". This was a time consuming endeavor to remove it all!

After its removal the next step was to prep the outer column mast, the directional housing and the steering hub for paint. Inasmuch as I am not patient with watching paint dry, my suggestion is to do your painting and set it aside for 24 to 48 hours. Since the build all depends on the outer column, the "bell" shaped directional housing and the steering hub being finished, you will have some waiting time before you begin the assembly.

While the paint is drying. You should now organize all the new parts. Read and familiarize yourself with the shop manual so you don't do what I did on the first try, and the reason that I had to repaint my steering column more than once! I then tried to protect the paint by covering the paint with tape, after it cured. You may have better luck with yours.

Once all your money is spent, your parts organized and the paint is dry, it is time to start the reassembly!

You have to start by installing the directional housing on the outer mast jacket then lube

the inner mast jacket and slide it into the outer. Be sure to lube it up well and be careful to get the nylon bushings seated on the mast and in the outer mast jacket keeping them in place. You will see the bushings on the inner mast jacket at each end. Now install the steering shaft, from the upper end, being sure that the spring and nylon washer are in place and that the upper and the second to lowest snap rings are in place as well. The upper snap ring keeps the upper bearing in place (from traveling down the steering shaft). The lower snap ring locates the lower bearing, keeping it from traveling UP the steering shaft.

Once this is in place you can install the brass stop/guide bolt and its star washer. This is the travel guide/stop so you will have to turn the inner mast jacket until you find the slot by looking in the bolt hole, then tighten the bolt down.

Now, at the end of the column you can begin the assembly of the bearing, its retainer, the spring, and the felt seal. It is all retained by the lower seal, washer and clip. Simply slide the greased bearing into the shaft. Next slide the bearing retainer in place and secure it with the two small bolts you previously removed. Next install the felt seal over the lower spring and slide them into position. Next, slide the retaining washer into place. At this point I turned the steering shaft upside down on a wooden block to be able to tap the snap ring in position. Getting the snap ring started, is a bit of an issue but you can start it with a 3/4X6 inch piece of pipe! Lightly tap it down the shaft. When you have it down to the lower washer, you should use a brass punch or a flat blade screwdriver to "seat" the clip in the groove of the steering shaft. It should now be secure and not fall apart while you finish with the build.

On to the business side of the column! If you have purchased a new directional switch, it is time to install the upper bearing in it. I have found many columns with the upper bearing retainer missing and the bearing held in place with the screws only! The proper bearing retainer is available or you can fabricate one like I did for the column I'm keeping.

The next part of this install is removing the connectors from the wiring. You can make a small tool to push into the connector and remove the wiring. Simply push the tool into the connector from the wire side and it releases a "tang" on the connector. You can then pull the wire out of the plastic connector. Be sure to take a picture of the wiring before removal. Makes it easier going back together.

Now that you have all the wires free from the plastic connectors, begin to fish the wires through the directional housing and past the mast, keeping it in the proper position for the wiring locator inside the directional housing! Once you have accomplished this task, you are ready to screw the signal switch to the inner mast jacket and the directional housing. I used my wife's knitting needle to locate the screw holes in the directional housing by sticking it through the signal switch and lining up the inner mast jacket housing and the screw holes in the directional housing. The aluminum knitting needles did not damage the threads in the housing and made it easy to line all the holes up! My next operation, was to reinsert the wiring into the connectors, checking the pictures I had pre-

viously taken! Once your directional switch is securely in place you can install the directional wiring cover and the wiring clamp at the dash mounting brackets

The directional lever stem is next to be installed and takes only one screw. Be sure not to overtighten it! Now slide the canceling cam onto the steering shaft and install the horn spring it the small tower on the cancelling cam. Also drop in the steering shaft spring.

It is now critical that you notice the marks on the steering wheel hub. It is now time to install the horn contact. Line up the marks on the horn contact with the mark on the steering hub and screw it into position with the two regular, Philips head machine screws, closest to the alignment marks. The stop bolt goes in opposite the markings on the steering hub and the horn contact.

When installing the steering hub to the steering shaft, notice that the steering shaft also has a alignment mark on it! That mark has to line up with the mark on the steering hub as it is installed!

Once the marks are aligned and the steering hub partially pressed down by hand, install the steering shaft washer and nut and secure. I did not find a torque spec for this nut.

You can now install the steering wheel. It too, has an alignment mark at the top of the wheel. It is positioned in alignment with the Steering hub mark, and secured with the 6 screws your preciously removed. You will notice that the stop bolt has a cut out in the steering wheel. You can now install the stop bolt bumper. (Not in the shop manual)

It is now time to insert the locking rod into the steering shaft if it was removed. it is a vital part of making the telescopic column work properly!

Position the locking ring/knob on the steering wheel noting that the stop bolt goes in the wider area in the underside of the locking ring/knob, not the longest! It will not "lock" if it is in the wrong position. The special locking bolt for the lock ring is now installed. Secure the screw. Torque to 40 inch lbs and retain it with the two small screws opposite each other. You can now install the plastic horn button stand liner. It drops in and rests in the locking ring. It is not shown in the Corvair Shop Manual!

The next piece to go in the column is the horn button stand. Be sure to align the marks, with all the other alignment marks in the hub and on the steering wheel. You will only be able to see the mark on the steering wheel by now!

The final part of the installation is the horn button. I found it hard to install and a bit precarious to get it on the horn button stand. But be patient it goes there.

You should now be able to lock and unlock your steering column at any position.

I try to support our vendors as much as possible. However, in all honesty, I did not purchase any tele column parts from a Corvair vendor because the prices for every part I needed (and I needed almost 20 new parts), was always higher. The directional switch I

bough was \$119.00. I found one for \$99.00 at another Corvette vendor, after I purchased, and these have the correct connectors. One Corvair vendor's price was over \$150.00. The other major parts, the locking ring and the horn button were both over 10.00 each more from a Corvair vendor. Not to mention our Corvair vendors do not have very many of the tele column parts to begin with! Corvair vendors don't have to have them remanufactured! Trim Parts, Inc. has already done it!

I had a blast rebuilding these two telescopic columns! I hope you enjoyed reading about it!

Good luck with your rebuild.



# Corvair Ladies Shared Recipe Corner

This Month's recipe share is from Colleen Law

## PETITE TURKEY MEATLOAVES

Meatloaf is one of those comfort foods we all grew up eating as a kid. This recipe will not disappoint! I got the cutest [Petite Loaf Pan](#) for Christmas and thought individual mini meatloaves would be a perfect recipe to break it in. These low fat meatloaves are kid friendly and they cook quicker than making one big loaf. I actually prefer turkey meatloaf to beef, it's always moist and has great flavor. I replaced breadcrumbs with heart healthy oatmeal for added nutrition. Serve this with [Skinny Garlic Mashed Potatoes](#) and a fresh veggie for a complete meal!

### Petite Turkey Meatloaves

Gina's Weight Watcher Recipes

Servings: 4 Serving Size: 1 loaf • Points +: 5 pts • **Smart Points:** 3

Calories: 221.3 • Fat: 4.6 g • Carbs: 14.1 g • **Fiber:** 1.2 g • **Protein:** 28.9 g

Ingredients:

- 1/2 small onion, minced
- 1 tsp olive oil
- 1.3 lb 99% lean ground turkey
- 1/2 cup oatmeal
- 1/4 cup ketchup + 2 tbsp
- 2 tsp Worcestershire sauce
- 1 large egg
- 1 tsp marjoram
- salt



Directions:

Preheat the oven to 350°. Sauté olive oil and onion on low until translucent.

In a medium bowl mix turkey, onion, oatmeal, egg, ketchup, salt and marjoram. Divide into four equal loafs and place each loaf into a non stick mini loaf pan or shape into small loafs on an ungreased nonstick baking pan.

In a small cup mix remaining 2 tbsp ketchup with Worcestershire sauce and brush onto each loaf to give it a nice glaze.

Bake uncovered for about 40 minutes at 350°. After baking let it sit for 5 minutes serving.

Gina Homolka



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.

Hope to see you all at this Months Meeting on the 28th of April at the Golden Coral on I-240 at 1000 am.

# Dave C's Donor Car program



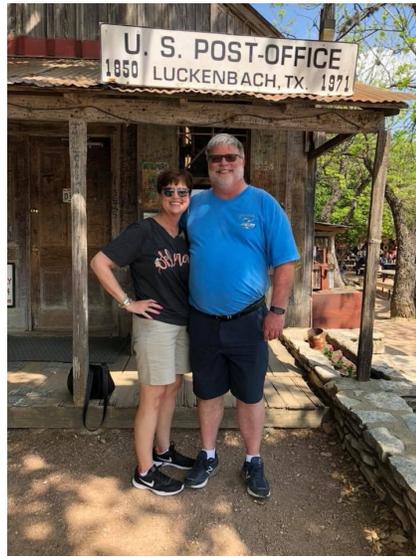


The guys doing a little dismantling for parts. Richard Law, Bob Welch, Ron Cooper, Ken Drye and Dave Castiaux

Heart of Texas this year was held in Boerne Texas. There were three COCA cars that made the trip this year. Richard and Colleen Law, Loren and Liz Capron and Chris and Toni Teer. We had a great time on our trip the weather was nice. Friday night we were downtown Boerne at a place called Soda Pops. They closed the street down for the Corvairs and we had a mini car show with lots of local people stopping by and admiring our cars. The night was great temperature wise and we sat out on the sidewalk talking with all of the other Corvair enthusiasts in our lawn chairs. Saturday there was a short drive scheduled but we chose to forgo due to some issues with Loren's car, so instead Richard and Loren loaded the car on the trailer as it was decided it was not advisable to drive it any further. We then went to the Boerne Brewery where we had lunch from a Food truck and several enjoyed the Beer that the Brewery produces. Saturday night was the dinner and awards, there were so many great cars there and no awards came home to Oklahoma instead we just had a great time in everyone's company. Here are some pictures of our group hope you enjoy.

Colleen Law









**Wichita, Kansas  
September 28-30 2018**

	Qty:	Cost Each	Total
Registration		\$25	
Banquet		\$35	
Valve Cover Race		\$5	
Model Car		\$5	
T-Shirt Small		\$18	
T-Shirt Medium		\$18	
T-Shirt Large		\$18	
T-Shirt XL		\$18	
T-Shirt XXL		\$18	
T-Shirt XXXL		\$18	
<b>Total</b>			

**For More Information Contact:**  
 Greg Renfro: 316-641-1329, [grenfro@cox.net](mailto:grenfro@cox.net)  
 Terry Kalp: 316-882-3056, [tkalp@cox.net](mailto:tkalp@cox.net)

Make Checks payable to MCCA  
 Mail Check and Registration Form to:  
 Ned Madsen  
 1212 Patrick Henry  
 Derby, KS 67037

**Attendee(s):**

Name 1 (First, Last) \_\_\_\_\_

Name 2 (First, Last) \_\_\_\_\_

Name 3 (First, Last) \_\_\_\_\_

Name 4 (First, Last) \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Email: \_\_\_\_\_

Phone: \_\_\_\_\_

Club Affiliation: \_\_\_\_\_

**Vehicle Information:**

Car 1: Participants name (First, Last) \_\_\_\_\_

Model: \_\_\_\_\_

Year: \_\_\_\_\_ Color: \_\_\_\_\_

Car 2: Participants name (First, Last) \_\_\_\_\_

Model: \_\_\_\_\_

Year: \_\_\_\_\_ Color: \_\_\_\_\_

Signature: \_\_\_\_\_

**T-shirt orders will not be taken after 8-15-2018**



**Host Hotel:**

**Best Western Wichita North**  
 915 East 53rd Street North, Wichita, KS67219

Phone: 316-832-9387 or 866-238-4218  
 Be sure to mention Corvair Roundup for \$94.99 special rates

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](mailto: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/>

# Some Vendor Cards



**TIKI AUTO GLASS**  
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**John's Corvair Parts**  
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<http://johnscorvairparts.vpweb.com>  
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<b>January 2018</b>	<b>Monthly Meeting -</b>
<b>February 2018</b>	<b>Monthly Meeting 24th - Furr's</b> Cold Tuna—Wichita, KS
<b>March 2018</b>	<b>Monthly Meeting - 24th</b> St. Patricks day parade - Downtown OKC
<b>April 2018</b>	<b>Monthly Meeting - 28th</b> Heart of Texas – Boerne, Texas 13 April - 15 April
<b>May 2018</b>	<b>Monthly Meeting - 26th</b> Corvaire Valve Cover Track /Trailer- refreshing at Terry Kalp - May 12th
<b>June 2018</b>	<b>Monthly Meeting - 23rd</b> TRI - State - Crested Butte Co. hosted by Pikes Peak
<b>July 2018</b>	<b>Monthly Meeting - 28th</b>
<b>August 2018</b>	<b>Monthly Meeting - 25th</b>
<b>September 2018</b>	<b>Monthly Meeting - 22nd</b> Great Plains Corvaire Round-Up Wichita Kansas
<b>October 2018</b>	<b>Monthly Meeting - 27th</b>
<b>November 2018</b>	<b>Monthly Meeting - 24th</b>
<b>December 2018</b>	<b>Monthly Meeting - 22nd</b>
<b>1st Saturday</b>	<b>Cars and Coffee North Park Mall</b>
<b>2nd Saturday</b>	<b>Cars and Coffee Norman at Crest Foods W. Robinson</b>
<b>3rd Saturday</b>	<b>Cruise in for Coffee Midwest City Santa Fe Steak House parking lot Apr - Oct</b>
<b>1st and 3rd Thursdays</b>	<b>Thursday Night Cruisers - Mustang Apr - September</b>
<b>Sundays</b>	<b>Coffee at Kens</b>