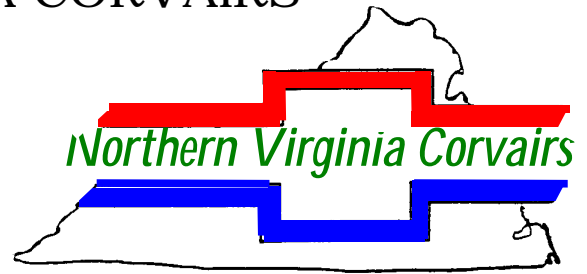


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXVIII, Number 8

August 2011

CHAPTER CHATTER

By A. J. Paluska, Jr

What if they gave an NVCC Meeting at the same venue two months in a row? Well, that will be the case for the August meeting because Doug Jones has offered his place for a second month in a row. He either ordered too many bagels and donuts or he has a lot of work to do on his "new" 1963 White Convertible, which I believe he said was a 102HP.

Doug intends to use the car as a daily driver. She looked in pretty good shape, but had some minor issues that would prevent it from being used as a daily driver at this time.

Lee Cramp brought his late model to show off the body repairs done to it. Jack Dempsey actually drove it as Lee drove his customarily important item filled Honda. To say that the work was first class is an understatement. It looked as if it came off the showroom floor.

It seems that the main topics for continued Corvair preservation and enjoyment are 13" tire availability and oil. Well, this authoritative automotive journal has provided some fine information on oil and tires lately so I thought that I would provide some updated information on oil filters. See accompanying article on page 4

Later in the meeting the discussion turned to the rising prices of Corvairs. Most members thought that was a good deal as their machines will only bring more money when they decide to sell them. Of course that is if they are maintained in good condition and are not left out in a field some place. We have all seen the pictures and heard the phrase "Ran when Parked" Yeah, everything runs when it is parked!

Dollar Bill Elliott, the NSACAR driver, was at the July meeting. He was even dressed in a full racing suit. He seemed like a nice guy, but he didn't have too much to say and stayed in the house in one place for most of the meeting. Maybe his contract mandates that he provides minimal participation in any outside events. Anyway, it was nice that he showed up. He didn't bring a car though!

The NVCC schedule is still open after the October meeting. Anyone with a worthwhile project, or just a project, or just anything Corvair related should come forward to schedule a meeting. The weather will still be nice so any outside location should be suitable.

That's it for this month. There is plenty to do with your Corvairs so get out there and drive them!

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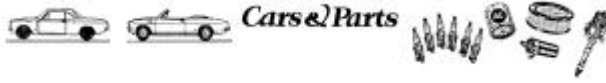
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (COSA). The \$10 annual dues are payable January 1st, to "Treasurer, NVCC" at the address herein. A prorated amount of \$5 is accepted for periods of less than six months. All other correspondence and submissions can be addressed to the Secretary/Editor. Newsletter expiration date is three months beyond dues anniversary if they are not current. Original material appearing in the HOT AIR MAIL may be reprinted in other non-profit publications with appropriate credits.



*****AUTOMOTIVE CLASSIFIED*****

64 Monza Convertible: Red with white interior. 110HP with powerglide. Original, not running, worth restoring. Located in Gaithersburg, MD. Contact Woody Schwartz at (802) 375-6160. (10/08)

65 Sedan: 110HP, Powerglide, new carpet. Contact former NVCC member Aaron Payne at aaronpayne@me.com. (6/11)

65 Monza Sedan, 110 HP, PG, 71K original miles. Needs work. \$1500 or best offer. Kristian Hoffland. (202) 714-1292 or kristianhoffland@gmail.com. (7/11)

65 CORSA Coupe: 140 HP, price is flexible to the right buyer. Great running, solid, no rust highly optioned original car with all numbers matching. Russ Moorhouse @ corvair65@verizon.net. (9/10)

66 Convertible: 110 HP PG, Restored in 2007, Regal Red. \$15000 invested. Best Offer, Call Jay at (910) 270-0785. (4/10)

Parts/Miscellaneous For Sale

Parts: From our club's 65 coupe parts car: Right hand door, 4 Monza Wheel disks. Call Venice Cox at (703) 791-6517. (1/05)

SOON TO BE GONE: 2007 NVCC Vair Fair T-shirts. Priced for quick sale. Another can't miss opportunity to own rare Corvair Memorabilia! **HURRY** as they went fast at the 2008 Vair Fair! **NO Mediums Left!**

NEW ITEM: 31st Vair Fair T-shirts. Priced for quick sale. You don't want to miss this opportunity to own rare Corvair Memorabilia! **HURRY**, as they will go fast!

Gas Tanks: Six or so good used gas tanks \$30 and YOU pick up; NE Maryland. Harry Yarnell hyarnell1@earthlink.net

Corvair Vendors and Services

Clark's Corvair Parts, Inc.
Route 2, 400 Mohawk Trail, Shelburne Falls, MA
01370-9748 (413) 625-9776

Corvair Underground
PO Box 339 Dundee, OR 97115
(503) 434-1648 or (800) 825-VAIR

Corvair Ranch, Inc
1079 Bon-Ox Road, Gettysburg, PA 17325
(717) 624-2805, www.corvairranch.com Email: corvairranchinc@earthlink.net

WHEELS NEEDED: Looking for a set of 14-inch steel rims and or 15-inch rally wheels. Also a set of 14-inch wire wheel covers. Don Lintvet: don@lintvet.com or (703) 4431801.

NVCC Calendar

20 August 2010, 9:00 AM: The regular NVCC meeting hosted by Doug Jones.

11 September 2010, 10:00AM, Mid Maryland Corvair Club: Will be participating in the Sugarloaf Mountain Region AACA Car show. Urbana Fireman's Carnival Grounds. 3602 Urbana Pike, Urbana, MD 21704

17 September 2010, 9:00 AM: The regular NVCC meeting hosted by Bryan Blackwell.

1 October 2010, 11:00 AM: Come Back to Bethesda Vehicle Show. Chevy Chase Acura 7725 Wisconsin Avenue, Bethesda, MD. [Monty@back to bethesda.org](mailto:Monty@backtobethesda.org)

15 October 2010, 9:00 AM: The regular NVCC meeting hosted by Ron Tumolo.

19 November 2010, 9:00 AM: We need a host for this meeting.

10 December 2010, 9:00 AM: We need a host for this meeting.

Next Regular Meeting:

Saturday, 20 August 2011, 9:00 AM

Doug Jones
3602 Lions Field Road, Triangle, VA 22172
(703) 441-6863

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (6/25/11)	\$2,834.45
Dues	\$5.00
Closing Balance (7/31/11)	\$2,839.45

Reprinted from the July, 2011 *Vegas Vairs Vision*, the newsletter of Vegas Vairs

TRANSAXLE LUBRICANTS - REVISITED

By Bob Helt, April 2011

With a constantly changing technology and industry, it's sometimes hard to know what to do. Yet we have to make decisions based on current understandings and limited data. For all of these reasons, this seems like now is a good time to review just what lubricants we should be putting in our Corvair transmissions and differentials.

Unfortunately, neither the Corvair Owner's Manuals nor the Shop Manuals provide us with much usable information due to the significant changes that have occurred over the last 40-50 years.

So let's review just what the latest thinking and recommendations are for selecting lubricants for our Corvair transmissions and differentials. Chevrolet called these differentials rear axles but we will refer to them as differentials.

First, let's cover the simple ones starting with the Powerglide transaxles.

POWERGLIDE TRANSAXLES

In the Powerglide transmission, one should use the latest Automatic Transmission Fluid (ATF) version of Dexron available, that currently is designated as either Dexron III or Dexron III-H.

In the Powerglide differential, also the latest gear lubricant designated as GL-5 is recommended in either the conventional oil viscosity of 80W-90 or the synthetic oil viscosity designated as 75W-90. Note that GL-5 is recommended only for the Powerglide differential and higher viscosities are also not recommended.

MANUAL TRANSMISSION CORVAIR TRANSAXLES

Since all Corvair manual transmission transaxles have a lubricant recirculation system that transfers the lubricating oil between the transmission and differential (and back) our choice of lubricating oil must satisfy the requirements both the transmission and differentials.

Let's take a look at what these requirements are. In the transmission, the key concern is that of having the gear synchronizers work correctly and provide long life to these. Here is the problem. These synchronizers are made of brass and must be able to force the two mating gears, in either an upshift or down shift, to reach the same speed for a clashless shift to occur. This is done by allowing the sharp edges of these brass rings to "cut thru" the lubricating film and make contact with the mating parts causing enough friction to force the two gears to reach the same speed. Thus, film strength must be within certain specs and the sharp edges of the syncho rings must be maintained. So the lubricant must not attack the soft brass.

Things are different in the differential. Here, the main concern is for the hypoid ring and pinion gears, where there a potential for excessive wear exists since the teeth contact surfaces move against each other in a sliding action with of course significant power being transmitted via these gears. So protection against gear wear is a major concern in the differential. 5

So here is the problem. The sulfur/phosphorus additives that are used in the differential to protect against gear wear tend to increase the lubricant film strength in the transmission making it more difficult for the synchronizers to cut thru this film and do their job. This increases the wear on these brass rings. In addition, the

differential additives tend to attack brass, so neutralizing components must be added to the transmission oil to prevent any corrosion.

In order to establish and maintain the correct balance between both the transmission and differential requirements, the use of the correct lubricant is a must.

Therefore it is highly recommended that you look for and use only a gear lubricant designated as GL-4 (either conventional lube or synthetic). You don't want any other designations shown on the container such as GL-5 or MT-1. You want just GL-4 by itself. GL-5 gear lube contains about twice the sulfur/phosphorus ingredients of GL-4 and thus is likely to increase the wear of the brass synchronizer rings. According to lube expert, Richard Witman, the SAE says GL-5 should not be used in synchronized transmissions. And MT-1 is not wanted either since it is designated for non-synchromesh transmissions.

And for the Manual Transmission and differential, viscosities are recommended in either the conventional oil of 80W-90 or the synthetic oil viscosity designated as 75W-90. Note that higher viscosities are also not recommended.

Reprinted from the July, 2011 *Airhorn*, the newsletter of the Chicagoland Corvair Enthusiasts

Oil Filter Update by *JR Read*

At the 6/15/11 CCE meeting I did a brief presentation-an update on what is going on with available oil filters for our Corvairs. Some of you will remember that I did a session on filters five or so years ago. It [sic] that time, I brought in a fixture with a sawed off the [sic] edge of a Corvair filter housing. This made it possible to see the contact area between the inner, smaller diameter filter seal and the housing.

At that time, most filter manufacturers had gone to placing a U shaped gasket around the outer edge of their filters. The problem with that style was (is) that the inner seal does not make proper contact with the housing and allows at least some oil (maybe most? - don't know) to pass over the top end of the filter without actually passing through the filtration medium. (While I tested many filters 5 years ago, I did not test every possible brand. The only filter with the U gasket around the top which did not present a problem at that time was the orange Baldwin filter. That part number is B-4.

If you crank down on the filter bolt hard (something more than the 20 foot pounds listed in the chassis/shop manual) in an effort to close the gap between the housing and the inner seal of the filter, you run a strong risk of splitting the outer U gasket and/or pulling the top of the filter loose from the canister portion.

Now for the good news. Dom Perino contacted the folks at Purolator and they have wisely decided to go back to the style that we were all used to in the AC Delco PF4 filter. The part number for the Purolator Filter is L20014 and the box has the word "Classic" on it. That is still the same part number that they were using before, so it would be a good idea to inspect the actual filter in the "Classic" box before you make a purchase.

Some neat things about the new Purolator filter:

- 1 -Inner and outer seals are like those on a PF4
- 2 -Plain white in color with NO logo on it
- 3- Made in USA
- 4 -Price is around \$6.00

I'm now working part time at Advance Auto Parts on Roosevelt Road just a block West of Route 53 in Glen Ellyn, IL. We will be stocking these filters at that store. So, if you are in dire need of a filter-for whatever reason-know that you could get one there by just walking in. Of course, it never hurts to call ahead just to be sure.