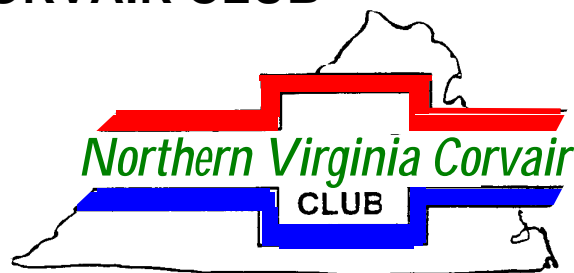


# NORTHERN VIRGINIA CORVAIR CLUB



**HOT  
AIR  
MAIL**



NVCC, CORSA Chapter 220

Volume XXIII, Number 6

June 2006

## CHAPTER CHATTER

By A. J. Paluska, Jr

There was no million-dollar lottery. There was nothing given away for free. There was no movie or television personality present. Then what was it that attracted nearly 50% of the active membership to the Corvair Ranch South, er, I mean the home of Greg Walthour for the NVCC May meeting. Yes ten members were present at the meeting to engage in good fellowship and work on Greg's 1960 four-door sedan. Greg had recently replaced the top plate on the engine and the project for the day was to reinstall the entire top end of the engine, cover, carbs, linkage, etc. Additionally, Greg needed the front bench seat removed and replaced with a temporary unit so that he could recover the original.

There were many busy hands working in the engine bay with Darrin Hartzler and Mike Puglisi working on the front seat. The seat was out and the replacement installed in short order. The seat recovering was to be the fall back project if there was any rain, but the weather was great.

The engine went together with nary a problem, but was not ready to fire up prior to your editor leaving.

Mike Puglisi is ready to get his 1961 ready for the road by getting the State of Maryland to issue him some license plates. All he has to do is get some

insurance and he will be ready to go. He even promised/threatened to bring it to the June meeting. We concluded the discussion on insurance started over the club email listing. He also brought with him original documentation to show attendees. Included were the original bill of sale, owner's manual, and a letter from GM notifying owners of a potential safety problem. That letter was dated 1971!

L. D. Brent has returned from the tropical Florida climes and was present as was Curt Shimp, Bryan Blackwell, Howard Ghee, Steve McLeod, the aforementioned Darrin and Mike, your editor, Greg, and Ron Tumolo. Missing was perennial attendee Daniel Goldberg, who was otherwise occupied in chasing down another automobile acquisition. No, it wasn't a Corvair, but a diesel powered Volkswagen. How many cars is that now Daniel? Additionally, both Darrin and Ron had some pictures of their recent acquisitions. Both early models, a coupe and sedan. Finally the earlies are catching up with the lates!

Also in this issue is a 2006 Vair Fair article my roving authoritative automobile journalist Curt Shimp. Hope you enjoy it.

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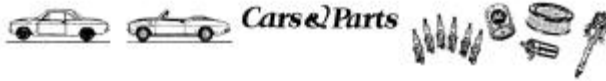
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer, 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\*\*\***

**63 Greenbrier:** Powerglide, white/blue exterior with blue interior. 115, 000 miles, runs well, good condition, no rust through, a few rust spots. Manuals included. \$2500.00. Call Jeremy at (703) 964-6999 (04/06)

**64 Convertible:** 150 HP Turbo. New engine, extra engine and transmission. \$3500 OBO. Call Monk Fleming at (703) 339-7272. (04/06)

**64 Monza Sedan:** Excellent condition, garage kept, in dry storage since 1984, original interior. Asking \$4000.00, uncover this beauty in Palmyra, PA. Contact Ed after 7:00 PM at (717) 838-1209 or eapylecompany@cs.com. (04/05)

**65 Monza:** 110 HP, 4 speed needs, some work, body not too bad, rockers have some bondo, trunk is solid, battery tray and rear quarters not too bad. Asking \$1,950 or best offer. Located in Highland Springs (near Richmond, Virginia). Call Stewart: (804) 326-0919 or Cell 690-9000. (12/05)

**Parts/Miscellaneous For Sale**

**Tires and parts:** One C78/13WW.1LM shaded windshield. FREE Call L. D. Brent at (540) 347-9314 or ldbrent@aol.com. (8/05)

**Late Model Parts:** 1, new 195/15-50H BF Goodrich Euro Radial T/A: \$25. Free 65 front cross member. Call Curt Shimp at (540) 955-1516. (2/06)

**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)

**Parts:** Darrin Hartzler has parts to clear out this spring. Does anybody need either a transaxle or a complete PG with transaxle? How about a late model 3 speed manual transmission? If so, let him know. Very cheap. (301) 365-7332 (2/06)

**Early Model Parts:** Rear bumper, no dents or major pitting, \$50.00. Left rear steel floor panel (Clarks) \$40.00. Email Ron at [rvtum@aol.com](mailto:rvtum@aol.com). (1/05)

**RARE HISTORICAL ARTIFACTS LOCATED!**  
Take this unusual opportunity to purchase a piece of Corvair history. Available for a limited time. Genuine

2003 Virginia Vair Fair T-shirts. A steal at \$8.00, two for \$15, in sizes S, M, L, XL. Hurry, this rare find won't last for long! Call Curt at (540) 955-1516.

**Corvair Parts:** Large parts lot available. Will not be sold separately. For information contact Kim at [kimpjasonp@juno.com](mailto:kimpjasonp@juno.com) or [whitetiger@hereintown.net](mailto:whitetiger@hereintown.net).

**NVCC Calendar**

**18 June 2006, 1:00 PM:** The regular NVCC meeting at the home of Bryan Blackwell.

**25-29 July 2006: CORSA International Convention, Buffalo, New York**

Host Hotel: Adam's Mark Buffalo Niagara. Call (800) 444-2326. For more information contact Chuck Facklam at [cfacklam@adelphia.net](mailto:cfacklam@adelphia.net).

**19 August 2006:** The regular NVCC meeting at the home of Ron Tumolo.

**16 September 2006:** The regular NVCC meeting at the home of Darrin Hartzler.

**TBD October 2006:** The NVCC Fall Tour conducted by Al Harris.

**Next Meeting:**

**Sunday, 18 June 2006, 1:00 PM**

Bryan Blackwell  
6329 Hillside Road, Springfield, VA  
(703) 569-6908

**Directions:** Map/directions on the mailing cover.

**Treasurer's Report:**

Balance (4/21/06)	\$2,240.23
Dues	10.00
Closing Balance (5/22/06)	\$2,250.23

Reprinted from *The Dryspot*, Volume 35, No. 5 May 2006, the newsletter of the Corvair Society of Baltimore

### **THEY TOOK THE ZINC OUT OF MY OIL!**

By Bob Helt

There has been much concern and some confusion on what the oil producers have recently done to the commercially available oils like those you and I use in our Corvairs. Many people are saying that these oils have had the wear protection additives removed. Those who believe this, refer to the removal of zinc from the oils as the reason. And with the zinc gone, the cams and lifters in our Corvairs will wear excessively. What has actually happened is that only certain oils have had their amount of zinc (in the form of a compound abbreviated ZDDP) reduced. The rest of available oils still contain the same old percentages of ZDDP. Although zinc is indeed the first word in ZDDP, the actual wear protection is provided by the phosphorous compound in ZDDP. So it is really phosphorous we should be concerned about.

Motor oils have improved over the years as technology and process have also improved. Each improvement step has been identified by a designator S (where S means gasoline motor oils), and a following letter for identifying the improvement step. So 50 or so years ago, this sequence started with oils identified as SA. Thru [sic] the years the improvement-step letter has advanced and now, the latest oil is designated as SM. Before SM, SJ and SL were the latest oils.

(note SK was skipped). These designators are always printed on the back of the oil container.

In the 1990s, the level of ZDDP was standardized at 0.10%, which both the new and old car industries found acceptable. But this level was found to be too high for current-model cars since the ZDDP tends to poison catalytic converters. So a compromise was worked out for the latest SM oils. Some of the SM oils would retain the same level of ZDDP as previously used. Others would sustain, a modest 20% reduction of ZDDP. Thus the users and owners of older cars have a choice on which level of ZDDP protection they desired. In addition, a third choice was added for even more flexibility in selecting an appropriate oil for your car. This was done by maintaining SJ and SL rated oils as currently available oils. The table below identifies the choices you have.

#### **OIL DESIGNATION % OF ZDDP**

SJ (all viscosities) 0.10, SL (all viscosities) 0.10, SM 0.08\*, SM 0.10\*\*

\* SM oils with the following viscosities are designated "GF-4" oils and will have the reduced level of ZDDP of 0.08%. Oils so defined will always have the STARBURST symbol on the front of the oil container.

#### **SM RATED OILS WITH REDUCED ZDDP**

0W-20, 0W-30, 5W-20, 5W-30, 10W-30

\*\* All other viscosity grades of SM oils, such as 30 weight, 10W-40 and 20W-50 will still have the 0.10% level of ZDDP as previously used. In addition, oils rated as SL/SM or SJ/SL/SM will also retain the 0.10% ZDDP level. None of these will show the Starburst symbol.

The oil producers were very concerned about the ability of older cars to still maintain minimum wear with these new GF-4 oils, so two tough new specifications were introduced for all the SM oils (including the GF-4 oils) which put a limit on the amount of cam and lifter wear allowable during the sequence tests used to qualify the oil. Thus, you should have no problems using any of these oils in your Corvair.

Note that this anti-wear protection is for new cars and all old-car engines that have been broken-in. Rebuilt engines can have greater wear during break-in due to process and equipment variables, and should have an oil supplement such as GM's EOS (engine oil supplement) added to the oil for wear protection. Never use non-detergent oil.

So if you are concerned about the reduction of the anti-wear additive in the GF-4 oils, just use SJ or SL oils, or use those that do NOT have the Starburst on the front of the container.

Special to the NVCC Hot Air Mail  
By Curt Shimp, Authoritative Automobile Correspondent

The 27th annual Vair Fair was held this year on April 28 through 30 2006 in Hopewell, Virginia south of Richmond. Our host club this year was the Central Virginia Corvair Club and they put on a very nice weekend event.

For those of you who are new to the club or just not aware of what the Vair Fair is, it is a regional meet for Corvair people held yearly in Virginia. It typically draws Corvair people from Pennsylvania and Ohio down to the Carolinas. Occasionally, we get people from as far away as Maine. Hosting of this event rotates among volunteer CORSA chapters in Virginia. By the way, next year it is our turn to host this event here in northern Virginia.

The weather for this event was very good with cool to moderate weather and no rain. There was an average turnout for this event based on what I have seen over the last 4 or 5 years, which is about 100 people and 25 to 30 Corvairs. Your club was well represented by Al and Joan Birks, Rex and Ann Buel, Daniel Goldberg, George and Judy Motley, Curt Shimp, Ron Tumolo, and Greg Walthour. Four NVCC Corvairs caravanned down from the D. C. area with a few stops to meet up and to make roadside adjustments to our cars. Well, they are over 40 years old. First, we set the ignition timing on Daniel's '65, 140 in a rest stop area. He had been working on the engine and did not have it timed where he wanted it. Of course he did not know that until he got on the road. Ron Tumolo had a quick stop to top off the ATF fluid. The powerglide had gotten a little too low from a leak and forward progress was stopped. But as any Corvair road warrior would he had extra ATF with him.

Once we got to Hopewell we found that the host club had a full weekend of activities scheduled starting with a Friday night picnic with hot dogs and burgers. On Saturday there was a rally in the morning, Corvair skill games in the afternoon, a dinner banquet, and to end the day a valve cover race competition. The CORSA national valve cover champion from Tidewater Virginia, Helen Smith, was there and could not be beaten. Sunday morning was the People's Choice and model car judging. In addition to the above activities the host club had lots (and lots) of nice door and raffle prizes. Greg Walthour won a floor jack. And not least, the host club had lots of good food and I don't mean just finger food. If one wanted to, you would not have had to buy any food all weekend.

Our members were active in most of the activities. Unfortunately, this year we were a little short in the awards department. George and Judy Motley did take second place in the "early open" class. Wait, wait, yes Daniel Goldberg did take first place in the "beater" class. Should we cheer or cry? This writer had to leave early Sunday before the event was over but I understand there were no mechanical hiccups on the way back to the D. C. area.

For next year your club expects to see a number of club members at this event not only because it is in our backyard but also because we need your help to make the event a success.