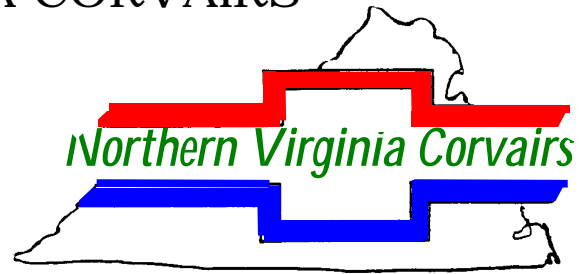


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXV, Number 6

June 2008

CHAPTER CHATTER

By A. J. Paluska, Jr

Six members and one former member were present in Williamsburg 2-4 May 2008 to attend the 29th Annual Virginia Vair Fair. Unfortunately only two Corvairs made the trip, Greg Walthour's Greenbrier and George Motley's 1963 Monza convertible. Former member Rex Buel also had his Greenbrier at the show. Your editor was there only for Saturday, the main mission being to get a blower bearing housing with bearing to repair the new 1964 Monza. Mission accomplished, in addition to some other items obtained from Clark's.

Ron Tumolo drove down with his pickup full of salvaged parts from his late model convertible. Additionally, he had the 2007 Vair Fair shirts with him. He was able to sell eight of them for \$56.

Your editor rode along with Greg Walthour in his Greenbrier for the Rally. He already had a navigator so I rode along with Steve, a nephew of long time former NVCC member Whitey Rowell. Unfortunately, Whitey passed on a few years ago. For those of you that remember Whitey, he moved to Florida about ten years ago. He remained a member for a few years after that. The rally route wasn't long but you had to answer some interesting questions and the scenery was beautiful. I am sure that we got all of the questions right but there was some tricky mileage deviation correction that may have slipped Greg up.

Seven members made the May 2008 meeting at Darrin Hartzler's home. There was a multitude of projects to tackle. The first was to see where the water was entering the cabin of Darrin's 1966 convertible. The cowl and trunk lid was removed and some water hosed in. The site was located, debris was removed and an innovative fix applied. Next was to determine why the power top would not work. This was an easy one as Bryan Blackwell noticed that a cut wire might be the cause. It was spliced and the top worked. Since it made some noise on the way down, lubrication was applied to quiet it somewhat. Next a temporary plate was welded into the battery box to keep the battery in the car. A permanent fix will be done later. While all this was being done, Mike Puglisi was trying to get the choke cable on his 1961 500 to work without binding halfway. He was partially successful.

At the August meeting last year, the club was able to get Oren Rose's early model running after it had been parked in a low lying area that was subsequently inundated with water. The project this month will be to replace the fuel tank. If you have never done this before it should be a good learning experience, so don't miss the meeting.

As promised last month on pages 3 and 4 you will find some articles on the zinc additives levels in current motor oils. You will have to make up your own mind on which oil to use.

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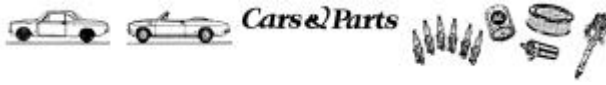
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (COSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

63 Convertible: Red with good body and nice paint. Asking \$2500.00, condition 3 to 4 on scale of 5. Contact Jim at (540) 465-5066. (9/06)

64 Coupe: F&A Auto Sales at (804) 224-0588. (9/07)

65 Convertible: 140 HP PG, 44K miles, maroon and black. \$15000 OBO. Call Bob at (304) 263-2763. (7/07)

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)

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)

WANT A "NEW" CORVAIR FOR \$5.00?

If you failed to purchase a raffle ticket, you missed out. Dan Friend, Tidewater Corvair Club, won the car at the 2008 Virginia Vair Fair in May.

STILL AVAILABLE: 2007 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!

Corvair Parts: Large parts lot available. Will not be sold separately. For information contact Kim at kimpjasonp@juno.com or whitetiger@hereintown.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

NVCC Calendar

8 June 2008, 12:00 PM, "Barns, Backyards and Beyond": 19th Annual Orphan Car Tour, Mid-Atlantic Packards. Contact John Battle at (703) 392-6870 or Tourdiretor@orphancartour.org.

21 June 2008, 9:00 AM: The regular meeting at the home of Oren Rose.

19 July 2008, 9:00 AM: The regular meeting at the home of Venice Cox.

23-27 June 2008, CORSA International Convention, CORSA West of Los Angeles, Ventura, CA.

1-3 August 2008, Das Awksch Fescht, Macungie, PA, Lehigh Valley Corvair Club. Contact Randy Kohler, (610) 398-3689 or rjkvair@aol.com.

16 August 2008, 9:00 AM: The regular meeting at the home of Steve MacLeod.

13-14 September 2008, Corvair Days, Hershey, PA, Central Pennsylvania Corvair Club. Contact Earl Holmes, (717) 921-8124 or earlzgames@comcast.net.

19 September 2008, 9:00 AM: The regular meeting at the home of Bill King. (TBR)

Next Regular Meeting:

Saturday, 21 June 2008, 9:00 AM

Oren Rose
9021 Centreville Road, Manassas, VA
(703) 368-3631

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (4/25/08)	\$2,905.98
Interest	\$1.37
Shirt sales	\$56.00
Closing Balance (5/19/08)	\$2,963.35

Reprinted from the May 2007 *CORSA COMMUNIQUE*, the newsletter of the Corvair Society of America.

Modern Oils - Larry Claypool

There have recently been a large number of articles voicing concern over the reduction of certain additives in current motor oil blends.

The item at issue is a reduction of a zinc additive (ZDDP) which provides protection of high pressure sliding parts, specifically flat tappet (lifter) to cam surface. Oils with the reduced quantity of the additive are identified with the SM classification. Although the ZDDP prevents wear of these parts, it unfortunately also causes contamination of catalytic converters when engines begin to burn oil. Engines built since the 1990s have generally gone to roller lifters, so the need for the protection ZDDP provided has decreased in those engines. Auto manufacturers were happy to see the levels of the additive decreased so converters will survive to the desired 100,000 mile mark. While the newest blends are supposed to have adequate additives to prevent cam and lifter wear, many camshaft grinders and engine builders have reported accelerated wear on old style flat lifter cams when ordinary motor oil is used. Certainly this is a concern on our collector cars.

The general consensus is to use oil that is rated for both gasoline (S rating, spark ignition) and diesel (C rating, compression ignition) as these oils have additional anti-wear additives. Shell Rotella is one such oil that is commonly available, and comes in a 15W-40 viscosity. Wal-Mart also has its house brand Super Tech universal motor oil in the same grade. I looked online and found Chevron makes both Delo 400 and RPM brands in 15W-40 and 10W-30, universal oils rated both C and S. You should consider oils with both these ratings, and avoid the SM rating for use in your older model engines.

Reprinted from the June 2007 *VAIRifiable News*, the newsletter of the Central Virginia Corvair Club.

Corvair Motor Oil by Wade Lanning

All of you probably saw the note in the *CORSA* Communique by Larry Claypool [reprinted above – Ed] about motor oil. He recommended using oil in our Corvairs with additives that give it both S and C certifications. A couple oils that he listed as having this certification are Shell Rotella and Chevron Delo 400. I checked at an Auto Zone but they did not carry these oils nor had any with both the S and C certifications. The oil they sold had either S or C certification, but not both. I have found both the Delo 400 and Rotella at Wal-Mart for about \$9 to 9.50 in 1-gallon containers respectively. They also have these oils in quart containers, although at slightly higher unit prices. Rotella was less than \$9 per gallon at Sam's, but you have to buy a box with 4 1-gallon containers. As a side note, I recently found a few quarts of Pennzoil that was bought in the late 1990's, which had both the S & C certification.

Reprinted from the April 2008 *Hot Air*, the newsletter of South Coast *CORSA* – Los Angeles, California.

WARNING!! -Using Shell Rotella T Motor Oil in Corvairs - There has been a lot of talk about new motor oils labeled API "SM" not being suitable for the old engines with flat tappet camshafts (most 50's and 60's cars including Corvair). The oil additive ZDP (a zinc phosphate compound - **zinc dialkyl dithio phosphate** - sometimes called ZDDP) has been reduced to protect catalytic converters in modern cars. It's commonly believed that the reduction of ZDP in today's motor oil is causing an increase in flat tappet camshafts failures. The facts suggest otherwise.

The Communique (May of 2007), and a number of car magazines recommended Shell Rotella T Motor Oil API CI-4 Plus (commercial motor oil for diesel engines) because it contains the ZDP additive in amounts similar to pre 2001 gasoline engine motor oils. Unfortunately this is no longer true. Shell has reformulated Rotella T motor oil and reduced ZDP to comply with changes in diesel emission laws. The new Rotella T oil is labeled API CJ-4/SM.

Don't panic - Technical consensus suggests the new oils are acceptable for normal driving. Extreme conditions like racing or "breaking-in" a new engine could be problematic. The new oils (API SM) still contain a level of ZDP greater than the amount found to provide a significant reduction of camshaft wear per the Society of Automotive Engineers in 1972 (document 720686).

The API "SM" designation (on any oil brand) signifies a probable reduction or substitution of ZDP in motor oil. I use the term probable because the oil manufacturers complied with a request from car manufacturers to reduce the ZDP in oils certified for use in NEW cars (typically SW30 or 10W30). Since 20W50 oils are NOT certified by manufacturers use in new cars they MIGHT have greater amounts of ZDP. Some manufacturers publish specifications (Valvoline racing VR-1 20W50 is API SM and has 0.13 Zinc). If you have a newly rebuilt engine or you're racing, then oil with 0.12 to 0.13% zinc by weight will provide extra wear protection (Zinc 0.12 to 0.13% by weight is considered optimal for extreme conditions).

The prudent approach to protect a new camshaft is to use assembly lube during installation and a "break-in" oil additive from the camshaft manufacture per their instructions.

NOTE: - Teflon oil additives (PTFE) have NOT been scientifically proven to provide any engine protection (DuPont says NOT to use them). Molybdenum compounds reduce engine friction, but oil film failure protection for camshafts is inconclusive. **Also note, adding excessive ZDP** to motor oil (Zinc above 0.13% by weight in oil) **increases friction** (less power, more heat, more wear).

Reprinted from the April 2008 *VairCor*, the newsletter of the Heart of America Corvair Owners Association.

Older Vehicle Oil Compatibility: ZDDP Follow-Up

By Rodney Rom

Regarding the very informative Vukas/API ZDDP enlightenment story in the Vol. 43 Issue 5, May 2007, *VairCor*: The availability of affordable Corvair-compatible oils with adequate ZDDP levels should not concern Corvair and other older-car owners. This oil may not be available at Cheap-Mart or QuikLube but it is no farther away than our local Kohler or Tecumseh lawn-mower engine dealer.

Kohler SAE 30 Magnum oil is available in "CF, CF-2/SH, SJ" rating as Part No.25 357 03-S (individual quart) or 25357 02-S (case of 12 quarts).

Kohler SAE 10W-30 Command oil is available in "CF, CF-4, CG-4, CH-4/SH, SJ" rating as Part No.25 357 06-S (individual quart) or 25 357 05-S (case of 12 quarts).

Current MSRP on the Kohler oils is less than \$3.00 per quart as of 0 1 October 2007.

Tecumseh offers their SAE SW-30 Snowthrower oil in "SG/SH" rating as Part No. 730226A and their SAE 30 "SG/SH" rating as Part No. 73022SA (individual quarts). Current MSRP on these two oils is about \$3.00 per quart.

Tecumseh also offers synthetic SAE 30 oil as Part No.730263. MSRP on these individual quarts is about \$7.00 per quart.

Briggs & Stratton only offers their SAE 30 "CF/SH, SJ" oil in 3 oz., 18 oz., 24 oz. and 48 oz. non-graduated containers, making it difficult to measure for quart capacities. They *do* offer SW-30 CF/SH, SJ oils in quarts: Their petroleum-based oil is Part No.1 00030C (MSRP -just over \$3.00/qt.) and their synthetic oil is Part No. 100074 with an MSRP of almost \$10.00/qt.

The great thing about these "lawn-mower" oils is that they are already formulated for today's state-of-the-art air-cooled commercial mower engines, including the latest EFI engines, which makes them perfect for our Corvairs! I...use them in my low-mileage, barn-fresh '61 Corvair.