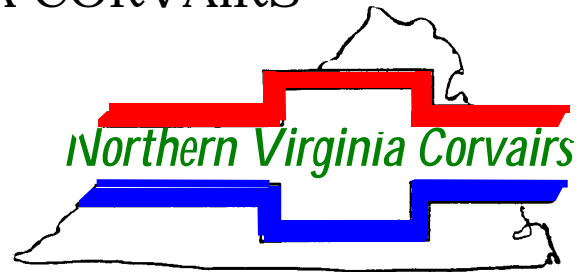


# NORTHERN VIRGINIA CORVAIRS



**HOT  
AIR  
MAIL**



NVCC, CORSA Chapter 220

Volume XXVIII, Number 5

May 2011

## CHAPTER CHATTER

By A. J. Paluska, Jr

It looks like May will be an interesting month for Corvair enthusiasts. In addition to the NVCC monthly meeting, there is the Vair Fair, and the Corvair Ranch open house, as well as, a cruise night thrown in. The April meeting was rescheduled so that host Darrin Hartzler could get his friend Patrick's Corvair powered VW bus ready for its return to Alaska. I don't really know what you do to get a vehicle ready for Alaska, but I am sure that Darrin knows. As a result of the April meeting, now your editor and the rest of the eight members that attended the April meeting know.

The project for the meeting was to replace the alternator, relocate the gas line and install an electric fuel pump in a location where it could easily be serviced or repaired if necessary. The activity was already started by the time your editor arrived and was well on its way by the time he departed.

The plan was to leave about 11 June 2011 for the trip to the far north. The arrival destination was in the vicinity of Anchorage, AK and it was to take about one week. Darrin was to accompany Patrick on the trip. We wish them good luck on their journey.

Also during the meeting the discussion turned to motor oil. It was about using synthetic oil and the talk turned to Mobil 1. The benefits to using 15x50 versus 5x40 were hashed out. This provides a good segue as the feature article this month is about synthetic oil.

The Vair Fair will be in Chesapeake Virginia this year. It is scheduled for the second weekend vice its traditional first weekend and it will not include any activities on Sunday. It looks like it will be a good time.

It is almost too late to make your plans to attend the 2011 Virginia Vair Fair, but you still have some time. The Tidewater Corvair Club is hosting the 2011 VA Vair Fair on 13-14 May in Chesapeake, VA. Host hotel is the Norfolk Chesapeake Marriott (757) 523-1500. \$99.00 room rate. See [www.corvair.org/chapters/tidewater](http://www.corvair.org/chapters/tidewater).

The Corvair Ranch is hosting its open house. That is the good news. The bad news is that it is on the third weekend, the same weekend as the NVCC monthly meeting, but it is on Sunday and our meeting is on Saturday. So, if you are not Corvaired out by then you can make the trek up to the Gettysburg area and visit the ranch. Since you will be in the Gettysburg area, and this is the sesquicentennial of the Civil War, I am sure that there will be many interesting Civil War activities at the battlefield and local attractions.

Also as mentioned last month the 2011 Orphan Car Tour will take place on Saturday, June 4 in the vicinity of Burkittsville, Maryland.

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

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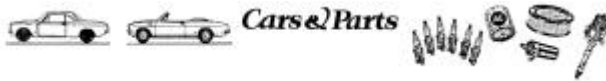
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (COSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

**63 Convertible:** Red with good body and nice paint. Asking \$6000.00, new engine, condition 3 to 4 on scale of 5. Contact Jim at (540) 465-5066. (6/08)

**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)

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

**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](http://www.corvairranch.com) Email: [corvairranchinc@earthlink.net](mailto: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](mailto:don@lintvet.com) or (703) 4431801.

**NVCC Calendar**

**6 May 2011 Cruise-In:** The Jukebox Diner located at the intersection of Columbia Pike and John Marr Drive, near Kmart, just off Little River Turnpike (Rt. 236).

**21 May 2011, 9:00 AM:** The regular NVCC meeting at the home of A. J. Paluska, Jr.

**22 May 2011:** Corvair Ranch Open House, 1079 Bon-Ox Road, Gettysburg, PA 17325

**4 June 2011 22nd Annual Orphan Car Tour:** Burkittsville, Md. Open to all "orphan" vehicles. See website [www.orphancartour.org](http://www.orphancartour.org). For further information contact Jon Battle, (540) 364-1770.

**18 June 2011, 9:00 AM:** The regular NVCC meeting at the home of Greg Walthour.

**26-30 July 2011, CORSA International Convention, Rocky Mountain CORSA.** Doubletree Denver Tech Center, 7801 E. Orchard Rd, Greenwood Village, CO (303) 779-6161. For special \$99 rate give group name "CORSA" and group code "CSA". [www.denvertch.doubletree.com](http://www.denvertch.doubletree.com).

**Next Regular Meeting:**

**Saturday, 21 May 2011, 9:00 AM**

A. J. Paluska, Jr  
6839 Brimstone Lane, Fairfax Station, VA  
22039  
(703) 250-4455

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

**Treasurer's Report:**

Balance (3/31/11)	\$2, 882.38
Interest	\$1.05
Closing Balance (4/30/11)	\$2,882.38

Reprinted from the January, 2010 *Vegas Vairs Vision*, the newsletter of Vegas Vairs

## Synthetic Oil: Benefits & Disadvantages

By Randy Wicks

As you may recall from my Oil Temperature program, engine life is reduced when oil temperatures rise above 210° F using conventional oil. Chevrolet tests confirmed that even the mildly tuned '60 Corvair engine would run 230° F at 60 mph in 100° F heat. Other Corvairs with turbos, air conditioning or A.I.R. (smog) pumps would be capable of generating even more heat. Other hot areas include the cylinder walls, rings and valve guides. If the sump is 230° F, imagine how high the oil temperature is in these localized hot spots.

In my own testing, using a "deep-fryer" thermometer, and Dave Statland using his infra-red digital thermometer, we easily found Corvairs that exceeded safe oil temperatures on a fairly cool day (Cruiz'N Picnic and the Poppy Run).

While improving the oil cooling will certainly help this situation, our engines would survive heat better if they were to use an oil that could handle the temperatures that a Corvair engine can produce. Fortunately, such an oil exists today.

Originally developed for jet engines, synthetic oil is now factory-fill in many high-performance cars. The same oil that protects Corvette, BMW and Porsche engines can also prevent the oil breakdown that occurs in our air-cooled motors.

### What Is Synthetic Oil?

Synthetic oil is different from conventional motor oil because it is created chemically instead of being distilled directly from petroleum. The resulting base oil molecules are uniform in size for a given viscosity.

(Editor's Note: This is true for some synthetic oils but other synth oils are simply highly refined conventional oils that exhibit characteristics of pure synthetics, Castrol Syntec for example.) Conventional base oil is a mixture of different size oil molecules.

### Benefits

#### Better Thermal Stability

With its uniform molecular size, synthetics are able to withstand temperature extremes that would destroy conventional oil. Conventional oil's large molecules breakdown in high heat, while its small ones are oxidized or burned off. The broken large molecules are free to combine with oxygen and form sludge. Reportedly, synthetic oil can tolerate chronic 300° F temperatures. Because it is created "from

scratch", synthetics lack the impurities found in even the best conventional oil. Paraffin, or wax is gone. This is one of the primary reasons synthetics flow so well in cold weather. The wax is simply not there to solidify.

#### Less Friction

Synthetics resist "shearing". Less oil thickening over time like regular oil. The result is more power and less fuel consumption.

#### Less Sludge and Deposit Formation

Resulting from thermal stability and better additives.

#### Less Oil Consumption

The smaller molecules in conventional oil are easier to burn off.

#### Lasts Longer

Mobil 1 now has an oil designed to go 15,000 miles. However, in conversation with an oil company representative, they stated one year as the maximum for drain intervals with synthetics. Other companies boast longer change intervals. With seldom driven or weekend driven Corvairs, one year sounds reasonable. Regularly driven Corvairs could be changed more frequently to keep the oil in "Concours Condition".

#### Less Engine Wear During Start-up

Better flow allows the oil to get to moving parts faster.

#### Protection for Overheating Engines.

You may have dropped a valve seat, but at least your oil is still good and protecting what is left of the engine! One of the best reasons to use synthetic oil, is to reduce oil coking (from exhaust heat) in the turbocharger.

#### Better Protection During "Extreme Driving Conditions"

Short trips, high or low outside temperature, long idling, towing, track driving and stop and go traffic are all considered "extreme". In fact, any driving not at a steady speed in moderate weather is considered "extreme". Under these conditions, conventional oil breaks down or forms sludge faster. Car manufacturers often recommend more frequent oil changes under these "extreme" (normal driving in Los Angeles) conditions. Synthetics excel in this category.

#### Greater Engine Durability

For all the above reasons.