

UPCOMING EVENTS!

Nam Jam 2011

Saturday, March 26, 2011



The Viet Nam Veterans Chapter 106, of which our own Ken Farr is an active member, is sponsoring their annual Nam Jam Car Show, Swap Meet and Music Festival. This year it will be held at Tucson Electric Park/Kino Sports Complex, 2500 E. Ajo Way, Tucson on Saturday, March 26th from 10:00 am to 2:30 pm.

Entry fee for showing a car is \$25 per vehicle and swap meet spot are \$25 each. The registration fee included one free ticket to the music festival. There will be goody bags and lots of sponsored door prizes. There will 1st, 2nd and 3rd place trophies for each class plus special awards.

The traditional Nam Jam Concert has been expanded and will be held at Kino Stadium beginning at 12: pm with music all afternoon with featured local and nationally known talent including the winner of the Tucson Citizen Battle of the Bands winner.

You won't want to miss this great show.

Support the Viet Nam Veteran of America local Chapter 106 and their veteran assistance programs.

A registration form can be obtained from Ken Farr or online at <http://www.cruisinarizona.com/flyers/032611namjam.pdf>

Chevy Showdown

Saturday, April 16, 2011



The 26th Annual Chevy Showdown Car Show promises to be another premier event. On Saturday, April 16, 2011 the show will kick off with nearly a 150 of Chevrolet's finest in the running for prizes, fame and not-so-much fortune. This year is special for the Corvair folks because for the first time in its history the show will have a Corvair class. The entry fee is \$30 on or before April 9th and \$35 thereafter. Fee includes goody bag and T-shirt.

This year there is a little something extra added to the show. Member of the Tucson Corvair Association will be part of the show staff assisting the Classic Chevy Club of Tucson put on this fine event. There were 7 Corvairs at the show last year. It would be really great if we could have at least a dozen there to show the Chevrolet world that Corvairs were on of the greatest Chevys ever made!!

Registration forms are available at the next TCA monthly meeting or on line at <http://www.classicchevycluboftucson.com>.

Tucson Corvair Association



Established 1975

The Corvairsation is a monthly publication of the Tucson Corvair Association, which is dedicated to the preservation of the Corvair model of the Chevrolet Motor Division of the General Motors. The Tucson Corvair Association is a chartered member of the Corvair Society of America (CORSA) as Chapter 357.

Membership dues are \$15 per year for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes name tags). Make checks payable to the Tucson Corvair Association.

Change of Address: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Corvairsation Editor.

CORSA membership dues are \$38 per year (\$76 for 26 months) and include a subscription to the CORSA Communique, a monthly publication. CORSA memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

Classified ads are free to members and \$3 per 4-line ad for non-members. Deadline for materials submitted for publication is the 10th of the month.

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TCA 2011 Events at a Glance

Wed, Mar 23 **Regular Monthly Meeting.** Parking Lot Bull Session at 6:30 pm. Meeting starts at 7:00pm. Golden Corral, 6865 N Thornydale Road (just south of Ina).

Sat, Mar 26 **Nam Jam Car Show & Chili Cook-Off.** 10:00AM - 2:30PM, Kino Sports Complex. \$25 per car. Club is sponsoring the Corvair class.

Sat, Apr 16 **Chevy Showdown** will be held in the parking lot north of Hi Corbett Field, Tucson, Arizona. 9 am - 4 pm.

Pushrod Tube O-rings (continued from page 5)

erly you will not take it off again. Do the other side same as the first. With the oil pan clean be sure and pound the bolt holes back while the pan is supported on either side of the hole you are doing. I do use RTV silicone here but you only need a film not the large bead so it squeezes out everywhere. Put all the bolt in the pan and just snug the bolts so they hold the pan firmly in place. All you need for this is a nut driver not a ratchet or power tool. Let things set overnight if you are not in that big of a hurry as you are going to come back and tighten all the pan bolts again this time using your choice of tool. Tighten no more than where you see the gasket crush, just a little, or 20 lbs. in. Put oil in and fire it up. If you read my valve adjusting procedure this is the time you walk away for a while so you don't hear the valves clattering. When you come back all should be quiet.

I know that I have skipped a couple of steps but this is not meant to be a step by step directions. If you think you can handle this then you have the smarts to do what is needed in the right order.

If you are squeamish about taking all the lower studs loose then do just two at a time but it will take you 2-3 times as long. Here is a goal, target, reference for you, My flat rate on labor hours was 4 hours for an average o-ring job and I could do it in less time than that. Painting and ceramic coating added time as does the waiting for the oil pan RTV.

I can't count the number of o-ring jobs I have done over the years and I have never had one come back because of a blown head gasket later.

Ken Hand, www.corvairmechanic.com

February Meeting Minutes

Minutes from the monthly meeting held February 23, 2011 at the Golden Corral Restaurant, 6865 N. Thornydale, Tucson Arizona.

The meeting was called to order by President Ken Farr at 7:25 pm. In attendance were: Bob Moulton, Nancy and Max Peoples, Mike Strong, Jerry Roethlisberger, Chris Cunningham, Jim Mills, Heidi and Ken Farr, Barry Cunningham, Ron Bloom, and Van Pershing.

Upcoming events: Nam Jam will be held on March 26 at the Kino Sports Complex. Chevy Showdown will be on April 16 in the north parking lot of Hi Corbett Field. The Cactus club has invited us to a combined activity. TCA will be sponsoring the Corvair class. Ken will be in contact with them to determine a place and date. There will be a barbecue at Allen Elvick's sometime between May 2 and May 22 when Dave Lynch is in town.

The recent past event, the Tubac Car Show, was attended by three TCA Corvairs with no prizes won.

Treasurer Barry Cunningham reported that the balance in the treasury as of January 1, 2011 was \$2,747.72 with a balance as of February 1, 2011 of \$3,059.32.

Van Pershing gave a follow-up report on potential new TCA club T-shirts. A new artwork will be designed. Scott Howey, the site administrator of the Corvair Forum, has volunteered to do the design. Pictures and ideas were sent to him. There will be no charge for his services and if we don't like the design we are, of course, under no obligation to use it. If such is the case we have several other possibilities for a design one of which is the same company that does the artwork and T-shirts for the Classic Chevy Club.

New officers were elected. They are: President, Ron Bloom; Vice President, Jim Mills; Recording Secretary, Heidi Farr; Board Member at Large, Bob Mouton; Membership Chairman, Allen Elvick. Don Robinson will continue as Merchandise Chairman, Bill Maynard as Librarian, and other officers and committees as now constituted.

In the tech session Ken Farr explained a curious phenomenon. As he turned his newly assembled engine over by hand, he was able to make almost a complete revolution before it would "freeze up". He could turn it the opposite direction and it would stop at the same point. He double checked everything and it all in order. Upon disassembly he discovered a small droplet of cruddy water that had remained on the cam gear from washing. He removed the cruddy water and had no more "freeze up".

Ron Bloom asked the question: will a battery go flat if left on a concrete floor? The responses he got ranged everywhere from "yes" to "no". He then passed out copied of a page from snopes.com that explained that our new modern batteries have solid plastic cases which do not allow any current to flow through them so batteries do not discharge, even if they are sitting in a few inches of water.

The raffle was held and since there weren't very many people in attendance nearly everyone won a prize. Winners included Jerry Roethlisberger, Jim Mills, Van Pershing, Nancy

Peoples and others.

President-elect Ron Bloom announced that there would be a board meeting at his home on March 10, 2011 at 6:30 pm. Board meeting will be rotated from place to place to ease the travel burden for everyone.

The meeting adjourned at 8:25 pm.

submitted by Van Pershing



Corsa X



SLICK SCIENCE

MAKING SENSE OF MOTOR OIL

By Chris Hemer, Good Sam *Highways* Magazine, March 2011



If you're like a lot of people who service their own rigs, you've probably opened hundreds of quarts of oil over the years to keep your engine running smoothly. You might have been curious about what all those numbers and letters on the container meant but you never took the time to find out. Well, if you've always wanted to know more about motor oil but didn't want to be bored by engineering terms and technical jargon, this story's for you.

AROUND THE DONUT

Just about everything you need to know about engine oil is on the American Petroleum Institute "donut" on the back of the bottle - that is, if you know how to decipher its meanings. At the top, you'll see the words "API Service," followed by two or more letters. Letters beginning with "S" (like SM, SL, SJ) are service categories designed for gasoline-burning engines (see "Oil ABC's"). Letters beginning with C (such as CJ-4, CI-4, CH-4 and CG-4) are commercial categories designed for diesel applications.

In the center of the donut are the numbers that you're most likely concerned with: the oil's viscosity grade. Put simply, viscosity is a measure of an oil's thickness, typically expressed in grades ranging from 0 (thinnest) to 50 (thickest).

Originally established by the Society of Automotive Engineers, an oil's viscosity was initially a single grade, or "straight weight," but that changed when the SAE added winter grade designations, indicated by a "W" after the viscosity grade, like 10W. Engineers came to realize that the existing grade specification didn't adequately identify the cold-weather characteristics of a particular oil. Depending on what region the crude came from (Prudhoe Bay or the Persian Gulf, for example), two oils with the same grade could exhibit very different viscosities.

Motor oil's evolution took another big step a short time later when advances in petrochemical engineering led to the development of viscosity enhancers, making it possible for a single oil to serve double

duty in both low and high temperatures. These became known as multigrade oils and are the lubricants we're familiar with today. Multi-grade oils flow like a lower viscosity oil in freezing temperatures but then protect like a heavier weight oil at the SAE-specified 210 degrees. This development has resulted in today's lubricants, such as 10W-30 and 10W-40.

Changes in automotive power plants have also influenced oil formulation. Today's engines are assembled with greater precision and have tighter tolerances than the engines of yesteryear, which is why 5W-30 is the most common automotive oil grade for gasoline engines and 15W-40 proliferates among diesels. Typically, it's recommended that you stick with the oil grade recommended by the manufacturer, but this isn't always wise. Bear in mind that the manufacturer's recommendations are based on a new or as-new engine operated in a typical environment. A high-mileage engine, or one operated in extreme heat or cold, may be better suited to a different oil grade.

Moreover, oils have a temperature operating range, so if you're in a jam and need to add a quart or two of oil to your engine but your grade isn't available, you'll be fine to select a different grade. For example, the API cites 5W-20, 5W-30, 10W-30, 10W-40 and 20W-50 as being suitable for passenger cars operated at temperatures no lower than 32 degrees.

Oils designed for gasoline-burning passenger cars and light trucks will display "Energy Conserving" at the bottom of the donut, indicating that the oil has been formulated to conserve fuel.

Elsewhere on the label, you may find a reference to "ILSAC", which means that the oil meets the current engine-protection and fuel-economy standards of the International Lubricant Standardization and Approval Committee, a joint effort by U.S. and Japanese automobile manufacturers.

Synthetic Oils

Although synthetic oils were introduced to the mainstream consumer market decades ago, an abundance of uncertainty,

misinformation and outright falsehoods persist on the subject. For openers, synthetic oil isn't really synthetic - it still uses a petroleum base stock that's transformed using a process known as organic synthesis.

When oil is pumped out of the ground, it has hydrocarbon chain links of all sizes, which creates two problems. One, the chains have gaps that allow oxidation and breakdowns to occur. Two, the lighter molecules eventually "boil off" leaving the heavier molecules behind. This not only changes the viscosity of the oil, it also leads to sludge and varnish buildup.

When the petroleum-oil base stock undergoes organic synthesis, however, uniform molecular structure is achieved and "perfect" oil is created. This gives oil greater film strength for better wear protection and a lower pour point for easier pumping in cold weather. Another plus is greater lubricity, which can result in reduced operating temperature, improved fuel economy and more power. And, as we mentioned earlier, synthetic oils are less volatile and therefore not prone to boil off, as traditional petroleum-based oils are.

Change Intervals

Oil-change intervals have historically been another topic of debate, but realistically, how often you change your oil has a lot to do with the age of your vehicle and whether you drive mostly in city or highway environments.

Years ago, prevailing engine technologies mandated that vehicle owners change their oil around every 3,000 miles or so, but that's not the case today. Recall that most engines from the mid '80s and earlier had less evolved fuel and ignition systems, so the oil became dirtier or contaminated more quickly.

Today's engines can often go between 7,000 to 10,000 miles before a change is needed, again, depending on how the vehicle is driven (see your owner's manual for the recommended change interval). Proof of this can be found in the oil life sys-

tems used by some newer vehicles. These systems assess exactly when the oil should be changed based on climate conditions and how you've used the vehicle.

Synthetic oils can go even longer between oil changes because they don't break down and become sludgy. In fact, some synthetic motor oils have a recommended change interval of 25,000 miles or one year, You simply replace the filter after six months and top it off with more oil.

A change eventually becomes necessary because, although the oil itself doesn't break down, its detergents and additives eventually will. If in doubt, you can always send out a sample of your engine's oil for analysis to determine its condition. Several synthetic oil companies offer this service, as do many other companies you can find on the Internet by typing the words "engine oil analysis" in your search engine.

If you omit the technical details of refining and testing, understanding today's engine oils isn't difficult. Use the recommended oil for your application, keep the fill level up, change it when necessary and the motor oil will serve you - and your engine - well for many years to come.

OIL ABC's



What's in the donuts? The following designations from the American petroleum Institute spell it out.

GASOLINE ENGINES

SM is formulated for all automotive engines currently in use. Introduced in 2004, SM oils are designed to provide improved oxidation resistance, enhanced deposit protection, better wear protection and better low-temperature performance over the life of the oil. Some SM oils may also meet the latest ILSAC specification and qualify as Energy Conserving.

Other designations: SL, for 2004 and older automotive Engines, and SJ for 2001 and older automotive power plants.

Pushrod Tube O-rings

Many of us have been working on Corvair engines for so long that we take certain things for granted. Replacing pushrod tube O-rings is one of those things. Ron Bloom posed the question to fellow Corvanatics at Ken Hand who gave the following advise. Ed.

For all of you out there that have or are going to replace the push tube o-rings there are several ways to do this. There have been several replies already as to how some people do this like loosening the upper nuts as well as taking all the lower stud/nuts loose, one cylinder at a time and most any other way that you can creatively think of doing this.

Personally as a professional that used to do this trying to make a living, time is money. What I do as a total o-ring job is drain the oil since you will be getting debris in there any way. I then remove both rocker covers and proceed to remove all the rocker arms and place them in the rocker cover, also removing the push rods and spinning them to see if any are bent and also placing them in the rocker cover so the ends sit on one end and will mostly drain out. I then cover the rocker cover so dirt will stay out and place it some place out of the way. I then remove all the lower stud nuts, be sure at this point that you DO NOT turn the engine, there is no need to. Then get a either a 9/16 or a 5/8 socket and tap pretty firmly using the socket on the end of the push rods. After doing this you may be able to gently use pliers or if you have a removal tool it makes for them to come out a lot easier. Once out remove the old remnants of o-rings and clean the push tubes and the oil pan while you are at it. This would be the perfect time to really clean the push tubes and ceramic paint the head end of the tubes to reduce oil heat induced by the exhaust stacks and manifolds.

Oh, I forgot to mention that the exhaust will have to come down as the muffler is in the way to remove the push rods most times. I remove the exhaust as a system leaving the manifolds attached to the pipe and muffler, especially if you have rusty studs and nuts on the manifold. Again, if you are so inclined, remove the manifolds and have them ceramic coated

or at least ceramic paint them yourself. This reduces radiated heat significantly.

Back to the o-ring job. Clean the head and the block as needed with what you feel is best but I generally use the Wal-Mart brand Super Tech carb cleaner and a brush. Be careful with this as it WILL remove paint. Then install only the outer o-rings on the tubes. You will need to lubricate the o-ring bores, I use a silicone grease, NOT RTV silicone. The dielectric grease works quite well for this and you can get it in small tubes. You only need to lube the lead-in angles and whatever else your finger may touch in the bore. Don't forget to do the block also. Slide in the push tubes and install the other o-rings, there will be a little silicone grease there, leave it. You should then be able to push the tube in place by hand with a little twisting motion. I put a finger on the head side and twist with the other while pushing and generally they slide right in with a push. Install the rocker stud o-rings and with your finger be a little liberal with the grease. Yes, some will get on the stud. If needed, clean the stud-nuts, especially the outside that is against the o-ring. You should be able to start them all by hand after this. Once all the rocker studs are all run down get your torque wrench out and starting with the center nuts work in a pattern back and forth till all are tight. Re-torque 3-4 times or until all studs are at the same torque. When you do this you will see why I say this. I generally use 30-33 lbs-ft of torque for the lower studs.

Here is another controversy. Do you need to keep the same rocker arm on the same valve? NO. Push rods? NO. If you have a very worn rocker arm it need to be replaced anyway. Check the rocker balls, if they have a wear ring on them they need to be replaced also. Once installed run the nuts down to where they are even with the top of the stud then proceed with my rocker adjustment procedure. Notice I didn't say anything about cleaning the rocker arms? If they were covered they should already be oily and clean. If you feel that there is more lube needed use a spray grease of some kind, it goes where needed and stays put. After the valves are adjusted put the rocker cover on, if the valves were adjusted prop-

Continued on page 2



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Corvair Society of America Chapter 857



Regular Monthly Meetings are held on the Fourth Wednesday of every month with a bull session starting at 6:30pm with the meeting starting at 7:00pm.

The November meeting is held on the third Wednesday. The December meeting is our annual Christmas party with the time and place to be announced.

MEETING PLACE:

Golden Corral, 6865 N Thornydale Road (Ina and Thornydale), Tucson, Arizona.



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