The President's Page - Bob Helt, "REVIEW OF THE OIL STANDARDS" - Picnic Pictures - GWFTB Photos
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Vegas Vairs
Chapter 891 of CORSA

Vegas Vairs meets monthly at 6:30PM on the second Wednesday of the month at Denny’s near Charleston and Fremont.

Annual membership dues are $20 and are due by February of each year. Dues may be paid at the monthly meeting or mailed to the address below:

Vegas Vairs
PO Box 621925
Las Vegas, NV 89162-1925

President, Vic Howard
Vice President, Arlon Sibert
Secretary, Sallie Wentworth
Treasurer, Ingrid Howard
Board Member, Bob Helt

Vegas Vairs Vision Editor
Michael Cassera

Contributions to Vegas Vairs Vision are ALWAYS WELCOME! If you wish to submit articles, ads, photos, etc., email me at michael@cassera.net or mail your contribution to the address below:

Michael Cassera
Editor Vegas Vairs Vision
8119 Defiance Ave.
Las Vegas, NV 89129
For those of you who missed our Fall picnic, you missed some great food, terrific conversations and the chance to see eight (or was it nine?) of our clubmembers Corvairs. The weather was just perfect! About 11:00 am I was beginning to worry that we would have a small showing but by the time it was cookin' and eatin' time, we had a great turnout! I didn't count but it was at least 20 people and a couple of our favorite pets, dogs! After we ate, visited and then cleaned up our area most of those driving their Corvairs went on a cruise of The Strip. Unfortunately, Ingrid and I somehow got confused on the "cruise" and forgot to make the jog towards downtown and ended our participation so we headed back to our RV at SamsTown. All in all, I think everyone had a good time, got plenty to eat, and enjoyed themselves. Thank you all for joining us and bringing such fantastic salads, side dishes and desserts.

I received an email about the UltraVan club having a small rally at the AVI Casino Resort and RV park in Laughlin. They arrived on the 28th of October and stayed until the 31st. Some brought their ATV’s to roam the desert area around the Resort and along the Colorado River, others just brought their folding chairs to sit around and visit with the other Ultra Vanners. How do I know? I stopped by on the 28th and met most of them. There were only 4 Ultra Vans but several other members who have owned them or have one that they are not able to bring this trip were there in their more modern motorhomes. One was a 1952 Chevy V8 powered bus conversion that was in beautiful shape. Three of the UltraVans were the Corvair powered version and one was the “later” model that was powered by the Olds Toronado front wheel drive power train. I provided some photos of them so they should be somewhere in this newsletter. All that I met were super nice people (aren’t all Corvair owners like that?) and I hope they enjoyed their stay and even made some money on the machines and tables at the AVI Casino.

Ingrid and I have been at the Great Western Fan Belt Toss and Swap Meet by the time you receive this newsletter. Since I am writing it before we go I can’t give you an update of how this one-time relocation of the ‘Toss’ worked out. From what I have seen on Virtual Vairs, there will be several of the major parts suppliers there, including our own Marty Katz as well as others that plan to bring their excess Corvair parts to sell. One feature I notice will be a consignment booth. For those who don’t want to spend all day trying to sell their parts or only have a few to sell, they can leave them at the sponsoring clubs consignment booth to sell for them. I think that is a great idea. Maybe it is something that should be continued in the future FanBelt Tosses.

Until I see you all on the 12th of November, have a happy Halloween and try to not eat too much of the candy you are supposed to give to the kids!

Since we will be at the Toss, I won’t have that opportunity.

Keep on Vairin’
Vic Howard
A REVIEW OF THE OIL STANDARDS

By Bob Helt

A look at various summaries and blogs on the internet shows a considerable misunderstanding with some incorrect information being published on the latest oil standards. So it seems like a good time to review just what the API/ILSAC committee did when they established the latest oil specifications and ratings.

The main thing that we need to know is that the committee was acutely aware of the different needs and requirements of both the old car and new car industries. The old car industry was concerned about flat tappet and camshaft wear while the new car industry (that uses roller lifters) was less concerned about such wear and was mandated to meet government sponsored regulations on catalytic converter life.

So the committee did two things to satisfy both industries. First, instead of following previous practices of obsoleting the oils meeting the previous specification and rating, they kept as “current” both SJ and SL rated oils when SM oils were introduced. That means oils meeting these old standards may still be produced and sold (although the demand may be low causing spotty availability).

But maybe more important, the committee separated the oils into two groups. They identified the oil specifications for the old car industry as basically SM. The specifications for the new car industry were identified as GF-4. But of course there is considerable overlap that is described below.

GF-4 OILS

First let’s look at the GF-4 oils. It’s simple. Those oils having the following viscosities are called GF-4 when the containers are all identified with a Starburst on the front of the container and also with the words “Energy Conserving” at the bottom of the donut on the back of the container.

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

There will be some oils identified as “High Mileage” (or similar wording) that may be in the above viscosities, but will not be GF-4 oils since they lack the Starburst and energy conserving wording in the donut.

GF-4 oils all must have a maximum of 800 ppm phosphorous and a minimum of 600 ppm. There is no requirement or specification for any zinc content. These Gf-4 oils, generally, are not what you want for your Corvair.

NON GF-4 OILS

Non GF-4 oils are all those that are missing both the Starburst and the energy conserving wording in the donut. They are generally all other viscosities, (for example, 10W-40 and 20W-50), but as noted before some could be in the GF-4 viscosities too. These oils are all rated SM (latest rating) or the previous SJ/SJL rating.

The letters SM will be stated in the top portion of the donut on the back of the container.

Since these oils might include racing, high mileage or diesel categories, the committee set the following phosphorous requirement for all of these SM oils. A minimum SM phosphorous of 600 ppm, and any amount of phosphorous greater than the minimum for the upper limit. There is NO phosphorous upper limit in the specification for SM oil. But of course an application limit will be set by the oil producer. Again, there is no requirement of any zinc content either. There will be no Starburst or “Energy Conserving” on these containers.

OVERLAPPING RATINGS
(E.g. GF-4/SM, SJ/SM, or CI-4/SL)

Here is where the confusion begins. Let’s look at some examples. Consider an SM rated 10W-30 oil (or 5W-20 too) with the starburst and energy conserving wording in the donut. Here we have conflicting specs. This 10W-30 is a GF-4 oil with reduced phosphorous but SM has no upper limit. So the GF-4 spec takes precedence and establishes the upper limit of 800 ppm. (The SM spec upper limit is simply any amount greater than 600 ppm.) Thus, this amount of phosphorous (anything over 600 ppm) meets the SM spec.

Now consider a 20W-50 oil with an SJ/SM rating
in the donut. SJ has an upper phos. limit of 1000 ppm and SM has no upper limit. So this oil will have a maximum phos. Of 1000 ppm. But what if this were a 0W-20 oil with these same SJ/SM ratings and the starburst? It would require that the GF-4 spec be met with an upper limit of 800 ppm phos. despite the SJ/SM ratings.

Similarly, CI-4/SM in the donut (a diesel oil) will have 1400 ppm phos. since this will also meet the SM spec of no upper limit.

But to be sure we cover all bases, let’s look at an oil rated CI-4/SL. (Another diesel oil). Here is where the specs cause problems. The upper phos limit of CI-4 is 1400 ppm but the upper limit of SL is 1000 ppm. (Note that the CI-4 1400 ppm is an upper limit and not a required amount) So an oil with both of these rating will have no more than 1000 ppm phos. to meet the SL designation and still will meet the CI-4 spec.

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A NOTE FROM BOB HELT:

Thank you everybody who sent me a get well card or who were concerned about me during my recent surgery and hospitalization. I sure do appreciate your concern. I seem to be progressing well now on my recovery.

Regards,
Bob Helt

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**For Sale**

**1965 Monza**
110 4-speed with AC. Custom Interior, Corsa Dash, Pontiac Hood Tach. Needs Paint and minor, minor body work. $2500 Contact Marty Katz. 303-7829

**1961 COUPE / 1967 COUPE**
Timmy Bishop has two Corvairs for sale...a 1961 Corvair coupe automatic 90hp (with a huge pile of paperwork tracing its history) and a 1967 coupe 4-speed that was a one-owner until Timmy's dad, Matt, bought it a year or two ago. They're asking for $2000 for both, but are leaving town and NEED to sell them! Steve has their number. Call Steve at Car City at 702-459-5700.

**1965 CORSA TURBO**
Crocus Yellow Turbo. Much work done over the years.
$6000 negotiable. Contact Michael Cassera. 480-4404 or michael@cassera.net

**1963 700 Coupe PARTS**
Marty is parting out a 63 700 coupe with 59,000 original miles. Original factory tinted glass, new tires and many parts in good shape.
Contact Marty Katz. 303-7829

**BOOKS AVAILABLE**
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--CORVAIR SECRETS. Little known design and operational facts. 130 pp. $25+$4 S&H.
--HOW TO IDENTIFY AND REBUILD CORVAIR ROCHESTER CARBURETORS. Comprehensive carburetor information. 90 pp. $20+$3 S&H.

Check or MO to: Bob Helt
3016 Pearl Harbor Dr.
Las Vegas, NV 89117

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Well it's official. It's exactly three years since I took over the newsletter from Sallie. It should also be my last newsletter as your editor. I have enjoyed being your editor for the last three years but now I simply don't have the time to do it. I'm also still trying to sell my Corvair. I've had many conversations with many people who are interested, but I think with this economy everybody is being cautious about spending the money.

I'd like to thank Bob, Vic, Arlon, Sallie, Dan and others who have helped me fill the newsletter with interesting and informative content over the years. They really made it easier for me to do the job. I know they will continue to help Pam as I hand over the responsibilities to her next month. I am of course available to give her a hand as well over the next few months. I know that people have also volunteered to give her a hand with getting the newsletter printed and mail out. That will be a big help as it is one of those things you're forced to do within business hours and for me it was sometimes difficult because of the hours I keep.

I will still be taking care of the web page and now with the newsletter duties passed on hopefully I will be a little better at keeping it up to date.

Thanks, and keep on drivin'!

Mike
HELLO FELLOW CORVAIR ENTHUSIAST!
Did you know there is a Corvair club in Las Vegas? It's called "Vegas Vairs". We meet the second Wednesday of each month at the Denny's restaurant at 2545 E. Fremont St. (at Charleston & Fremont) at 7pm. We'd sure enjoy meeting you and your Corvair at one of our meetings!!!
PLEASE COME JOIN US!

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