

# On the Air

Newsletter of the Arkansas Corvair Club ■ CORSA Chapter 722

August 2007

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## 2007 Great Plains Corvair Round-Up comes to Overland Park, Kansas - September 21-23, 2007

For any Arkansas Corvair enthusiasts looking for a quality regional CORSA-sponsored event to attend in the fall, you will want to mark your calendar and register to attend the 2007 Great Plains Corvair Round-Up, September 21-23, in Overland Park, Kansas.

The 2007 Great Plains Corvair Round-Up is being hosted by the Heart of America Corvair Owners Association (HACOA), Kansas City, Missouri, Chapter 640 of the Corvair Society of America.

This year is the third time for the annual Great Plains Corvair Round-Up.

The Roundup was originally organized as a traveling regional event, rotating among four CORSA chapters: the Mid-Continent Corvair Association, in Wichita, Kansas; the Green Country Corvair Group, in Tulsa, Oklahoma; the Heart of America Corvair Owner's Association, in Kansas City, Missouri, and the Indian Nations Corvair Association in Oklahoma City, Oklahoma.

The first two years, 2005 and 2006, have been outstanding, with good turnouts and fun for everyone involved.

The first event in Wichita was a big success and, last year, Green Country

raised the bar, in Tulsa.

For 2007, the HACOA plans to keep the momentum going and put on a memorable event for everyone.

This year's Round-Up will feature a Concours d'Elegance, Car Display, Valve Cover Races, Tech Sessions, Moving Event Competition (TBD), Awards Banquet, and 2007 Round-Up t-shirts.

The host hotel for this year's Round-Up is the Holiday Inn & Suites, 8787 Reeder Road, Overland Park, Kansas. The room rate is \$84.00. Ask for the Great Plains Round-Up.

To find the hotel, follow Interstate 35 to 87th St Exit, turn east ½ mile.

For reservations, phone **800 465-4329** or **913 888-8440**. Please book your registration and hotel before **September 1**.

You can register online via the Heart of America Corvair Owners Association Web site, at [www.HACOA.org](http://www.HACOA.org).

For more information, contact **Dominique Allen**, Heart of America Corvair Owners Association, by phone, 816 668-3847 or by e-mail, [Corvair@home-town.biz](mailto:Corvair@home-town.biz). ■

## Car and motorcycle show in Jacksonville, Saturday, August 18

The South Bend Firefighters Association, in partnership with the Thunder Roads Arkansas magazine and O'Reilly Auto Parts, will hold their South Bend Firefighters Association Car & Motorcycle Show, on Saturday, August 19, from 10 a.m. - 2p.m.

**Where** - The location for the event will be the O'Reilly Auto Parts retail store at 921 North First Street, in Jacksonville.

The show is open to all cars, trucks, and motorcycles. A \$15.00 donation is requested for each vehicle entered in show.

Vehicle judging will begin at 12:00 noon.

For more information about the August 19th Car & Motorcycle Show, call Kenny at 501 944-4856, or call Mike at 501 626-7789.

The South Bend Firefighters Association is an independent charitable organization (501 (c)(3) foundation) that focuses on fire prevention, protection, control.

The association is an affiliate of the South Bend Volunteer Fire Department whose main station (Station 1) is located at 4414 Highway 294, in Jacksonville. ■

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**"Corvairs bring friends together."**

## They Took the Zinc Out of My Oil

More information on the subject of motor oil and cam wear

by Bob Helt

Originally published in *Vision*, the newsletter of the Vegas Vairs

In recent months, there has been much concern and some confusion on what the engine oil producers have done to the commercially available oils, like those you and I use in our Corvairs.

Some observers 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. Some are worrying that, with the zinc gone from our motor oil, the cams and lifters in our Corvair engines will begin to wear excessively, but this isn't true.

Actually, what has happened is that some motor oils have had their amount of zinc (in the form of a compound abbreviated ZDDP) reduced, but not eliminated. Many other available motor oils still contain the same percentages of ZDDP as they had in the past.

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, rather than zinc. This phosphorous is what provides the wear protection.

Over the years, motor oils have improved as technology and manufacturing processes have improved. Each improvement has been identified by a designator S on the product label (where S means gasoline motor oils), and a following alphabetic letter for identifying the specific improvement.

So, 50 or so years ago, this labeling sequence was first applied with motor oils identified with an SA rating. Through the years, the improvement-interval letter has kept advancing until, now, the latest improved oil is designated as SM. Before SM, SJ and SL were the most improved oils. (Note: the designator SK was skipped)

These designators always are printed on the back of the oil con-

*continued on page 3*

## ACC Dues Alert

In an effort to keep everyone informed about the status of your ACC membership dues, we publish a membership *Dues Alert* in every issue of *On the Air*.

The *Dues Alert* lists names of members who are past due and those due for the current month.

Dues are **\$20.00** for regular membership and **\$15.00** for associate members. Please mail payments to: **Arkansas Corvair Club, P.O. Box 627, Little Rock, AR 72203.**

Here are the names that are **past due** and due in **August**.

**Past Due** ..... John Coffey  
Harold Pearce  
Bob Piggot  
David Schneider

**Due Aug** ..... Kermit Parks

Please disregard if you've already paid.  
Thanks for your generous support. ■

Happy Birthday  
to our ACC associates  
born in September.

Todd Sanders  
September 4

Larry Claypool  
September 8

Rava Reed  
September 10

Dee Jones  
Stew MacLeod  
September 11

Al Embrey  
September 16

Joyce Wangle  
September 22

Pat Drannon  
September 24

Butch Chapman  
September 27

Hazel Latture  
September 28

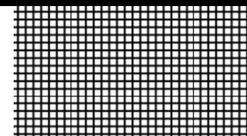
Happy Anniversary  
to

Bill & Pam MacSorley  
September 4 (19 years)

Bob & Lola Piggot  
September 8

Aaron & Mary Swift  
September 9

Corey & Lauri Holtz  
September 10 (19 years)



**Took the zinc out of my oil** *continued*

tainer in the so-called specification donut. In the 1990s, the level of ZDDP was standardized at a maximum of 0.10 percent, which both the new and older car industries found acceptable. But this level was found to be too high for newer-model cars, since the ZDDP tends to poison catalytic converters.

So, a compromise was reached for the latest SM oils. Some of the SM oil viscosities would retain the same level of ZDDP as previously used. Others would sustain a modest 20 percent reduction of ZDDP. Thus, the users and owners of older cars now have a choice for which level of ZDDP protection they need.

In addition, a third choice was added for greater flexibility in selecting the appropriate oil for your car. This was achieved by maintaining the availability of the SJ and SL-rated oils. (Usual practice has been to make previous ratings obsolete when each new rating is released.) The table below identifies current motor oil choices.

**Oil Designation Maximum Percentage of ZDDP**

- SJ (all viscosities) 0.10 % ZDDP
- SL (all viscosities) 0.10 % ZDDP
- SM 0.08 % ZDDP \*
- SM 0.10 % ZDDP \*\*

\* SM oils with the following viscosities are designated "GF-4" oils and will have the reduced level of ZDDP of 0.08 percent maximum and 0.06 percent minimum. Oils so defined will always have the starburst symbol on the front label of the oil container.

Following is a list of 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 percent maximum level of ZDDP, as previously used (minimum of 0.06 percent).

In addition, oils rated as SL/SM or SJ/SL/SM will also retain the 0.10 per-

cent (maximum) ZDDP level. None of these will show the starburst symbol. Note that when oil containers state that the product meets a combination of specifications, such as SM/SL/SJ, it probably contains a 0.10 percent ZDDP level.

However, if the label indicates that the oil also meets the GF-4 rating (as identified by either the starburst on the front label or by so stating such on the back), then it probably has the reduced level of ZDDP.

The trick here is that SM/SL/SJ oils contain a maximum of 0.10 percent ZDDP. The reduced level of 0.06-0.08 percent would still be acceptable for SM/SL/SJ oils. These oils will still meet the appropriate wear specifications despite the reduced ZDDP. This is partly due to the blending of some synthetic oil n with the base oil.

The oil producers were very concerned about the ability of older cars to still maintain minimum wear with the new GF-4 oils, so two stringent new specifications (IIIG and lowered limit of IVA) were introduced for all the SM oils, including the GF-4 oils. This specification puts a limit on the amount of cam and lifter wear allowable during the sequence tests used to qualify the oil. See the table below.

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.

\*\* = 3X wear allowed, but with greater output and duration. This test is the equivalent of 10,000miles @ ~100 mph. U = microns (millionth of a meter). 25U ~ 0.001 inches. Note that all IIIE, IIIF, and IIIG tests are run using the same type of engine with a hydraulic cam and sliding lifters (no roller lifters). Just the horsepower load and duration of the test are different. This can be a terribly confusing situation with all of these oil choices, and it is complicated even further when you consider the revised wear limits specified for the SM oils.

The IIIG test is run at a greater load and increased duration (over the IIIF test), but how much additional wear is likely to occur?

*Editor's Note: Watch for the conclusion of Bob Helt's informative article in your September newsletter.* ■

**Table 1 - Oil Testing Specifications**

Approval Year	Oil Rating	Max Percentage ZDDP	Test ID	Requirements	Max Cam & Lifter Wear (Average)
1996	SJ	0.10	IIIE*	67.8hp, 64 hrs @ 300F oil temp	30U
			IVA	100 hrs @ low temps	120U
2001	SL	0.10	IIIF*	100 hp, 80hrs @ 300F oil temp	20U
			IVA	100 hrs @ low temps	120U
2005	SM	0.08 / 0.10	IIIG	125 hp, 100 hrs @ 300F oil temp	60U
			IVA	100 hrs @ low temps	90U
* = Hydraulic cam and sliding lifters					



# On the Air

Arkansas Corvair Club  
370 Windwood Drive  
Cabot, AR 72023-8344

Place  
first class  
postage  
here.

FIRST CLASS

*"Promoting the maintenance,  
enjoyment, and preservation of the  
Chevrolet Corvair."*

## Arkansas Corvair Club Information

### Meetings

The Arkansas Corvair Club (ACC) meets on the **3rd Tuesday** of each month at **Just Like Mom's** Home Cooking restaurant, 3140 E. Kiehl Ave., in Sherwood.

### August Meeting

The ACC will meet Tuesday, **August 21**, 7:00 p.m., at Just Like Mom's, on Kiehl Ave., in Sherwood.

Join us at 6:00 p.m. for food and fellowship prior to the meeting. The club offers an array of merchandise for sale—oil filters, gas filters, hats, decals, patches, T-shirts and more.

### Officers

**President:** Ken Franson, 608 Ridgelea Ave., Sherwood, AR 72120, 501 835-6005.

**Vice-President:** Meredith Chapman, P.O. Box 243, Jacksonville, AR 72078, 501 676-6693.

**Treasurer:** Elvis King, 21305 N. Mill Rd., Little Rock, AR 72206, 501 888-1224 (evening).

**Secretary:** JB King, 21305 N. Mill Rd., Little Rock AR, 72206, 501 888-1224 (evening).

**Elected Board:** Allan Embrey, 501 834-5373; Ronnie MacLeod, 821-3622; Clyde Jones, 479 774-6789; Bill Smith, 501 843-8413.

**Appointed Board:** Pending.

### Committee Chairs

**Membership:** Elvis King

**Publicity:** Bill Smith

**Newsletter Editor:** Bill Smith, 370 Windwood Drive, Cabot, AR 72023, 501 843-8413.

**Newsletter Advertising:**

Non-members and businesses:  
\$100/year full page; \$60-½ page;  
\$35-¼ page.

**Program & Events:** Open

**ACC Webmaster:** Ken Franson, 608 Ridgelea Ave., Sherwood, AR 72120, 501 835-6005.

### Web Address

**Arkansas Corvair Club Web site:**  
<http://corvair5.tripod.com/acc.htm>

**ACC Mission:** The mission of the Arkansas Corvair Club (ACC) is to promote the maintenance, enjoyment, and preservation of all types of Corvairs and related vehicles, and to advance and improve driving skills, automobile safety, and the Corvair's image.