



May 2015

THE FRONT BUMPER

Chairman's Message

Members, with another chapter meet on May 2nd, in the books, it is time for a chapter progress report. It has been a busy couple months for Tammy and I, and we have been in many counties in Washington and Oregon enjoying the corvette hobby we have made part of our life. The chapter judging school in Wilsonville, Oregon was a pleasant success as 22% of the membership was in attendance. A lot of planning and execution go into these events, with usually a number of no shows or drop ins occurring.

We saw only 1 no show from the judging sheet list and we had a guest arrive and joined the chapter that day so our member number projection was spot on. Thank you to the members who committed to the school and followed up with participating. A big thank you to Dean Sprecher for hosting the school at his shop and Joe and Darrell for bringing their cars to learn from. Thanks to Tammy for handling the food. Sorry that Starbucks didn't have coffee boxes they should have had in inventory which caused a delay in the coffee and Tammy's arrival. It is obvious more events need to be held in the Portland area. We are planning a chapter meet in the Portland-Vancouver area in August. Let us know if you will be attending. Wayne Loron is working on a date and looking for a couple cars that wish to be judged.

The B.C chapter mini meet was held yesterday, May 2nd, at Dan Johnson's waterfront property, South of Stanwood, WA. Long distance verbal awards were given to nw chapter member Bob Smith from Portland and B.C's Wayne Midkiff from Calgary. That is a pair of dedicated members! The combined 2 chapters judged Dan's beautiful 66 coupe which received a top flight award. We also had the privilege of unofficially judging Marc Kramer's recent purchase. It is a 1966 2 top convertible with 62,000 miles on the clock. Part of the enjoyment in this hobby is viewing mostly original cars and guessing their history since the cars can't speak for themselves. It is valuable information for a member like John Hopkins restoring his car to see how the factory did it 49 years ago. Thanks to Dan and Lisa Johnson for hosting the meet for the 2 chapters.

We are a few weeks from our next chapter meet in Kennewick at Columbia park. I expect to see the 2 silver blue 1963 coupes side by side again as we have witnessed a couple times already. We will have some spare time on June 6th before the dinner buffet so we could do a judging school on a member's car not being judged or whatever you would like to take away from participating at a chapter meet. Since we have turned away C3s and C4s from this event due to a lack of judges, we could concentrate on learning more about these cars. Just a thought. Positive feedback would be appreciated.

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6 months ago the president of NCRS approached me about hosting the national convention in 2018 as it is the western third of the country's turn for the convention. 2 + months ago I found that Spokane could actually handle an event of this magnitude and started having conversations with ex regional director

Carl Davidson and current regional director John Paul Nelson. After proposing the national convention to the board in Tucson by JPN in March, the national suggested we do a regional before the convention as a warm up, and to get the bugs out of the site before 2018. So it was back to talking to Spokane in April and here is where we are at this moment. For the regional: the date has been changed to September 7-9th, 2017 and the president has OK'd the date. The national convention is still scheduled for late July, 2018 as was presented in Tucson. As we have heard no negative vibes from the national group, we are in a holding pattern until they vote again in Denver in July. I am sure JPN will update us as soon as he hears any information. These national conventions take a lot of work from many volunteers and we will need help from our chapter and others. Yesterday at the B.C. chapter meet, Arne stated they would help out if we were awarded the convention. Since we work closely with our chapter to the North we will be leaning on them for help. Paybacks.....We received a promise of support from Nor Cal chapter in Tucson last month also. I have not mentioned in the past that I am a fan of our new president. I am.

The next few months will continue to be busy as we have chapter meets scheduled in Kennewick and Vancouver B.C. in June, then the national convention in Denver in July. We will get the information out on the chapter meet in August near Portland as soon as it is finalized and don't forget the terminator party in September.

In closing I want to thank Tammy for mailing out the membership directory recently. She would have had it out earlier but unfortunately we have some stragglers sending in their annual dues. The by-laws state your dues are due January 31st, yet it is now May and they have still not all been received. When you get your new calendar for 2016, please write in NCRS chapter dues, due by January 31st. We will continue to accept dues at the Puyallup swap meet as it is a week later and a convenience for the members to pay at this time.

Mike

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20 Years Ago ~ A look back to 1995

Source info please

Criminal trial of O. J. Simpson opens in California (Jan. 24).

Scores killed as terrorist's car bomb blows up block-long Oklahoma City federal building (April 19); Timothy McVeigh, 27, arrested as suspect (April 21); authorities seek second suspect, link right-wing paramilitary groups to bombing (April 22).

Los Angeles jury finds O. J. Simpson not guilty of murder charges (Oct. 3).

Pope John Paul II visits US on whirlwind tour (Oct. 4-8).

US GDP (1998 dollars): \$7,269.60 billion

Federal debt: \$4921.0 billion

Consumer Price Index: 152.4

Cost of a first-class stamp: \$0.32 (as of 1/1/95)

Federal spending: \$1519.13 billion

Median Household Income (current dollars): \$34,076

Unemployment: 5.6%

This Day in History

Courtesy of the History Channel

On this day in 1918, General Motors Corporation (GM), which will become the world's largest automotive firm, acquires Chevrolet Motor Company. GM had been founded a decade earlier by William C. "Billy" Durant, a former carriage maker from Flint, Michigan, whose Durant-Dort Carriage Company had taken control of the ailing Buick Motor Company. On September 16, 1908, Durant incorporated Buick into a new entity, General Motors, which by the end of that decade had welcomed other leading auto manufacturers—including Oldsmobile, Cadillac and Oakland—into its fold. In 1910, with GM struggling financially, stockholders blamed Durant's aggressive expansionism and forced him out of the company he founded. In November 1911, he launched Chevrolet Motor Company, named for his partner, the Swiss race car driver Louis Chevrolet.

Still the owner of a considerable portion of GM stock, Durant began to purchase more shares in the company as his profits from Chevrolet allowed. In a final move to regain control, Durant offered GM stockholders five shares of Chevrolet stock for every one share of GM stock. Though GM stock prices were exorbitantly high, the market interest in Chevrolet made the five-for-one trade irresistible to GM shareholders. With the sale, concluded on May 2, 1918, Durant regained control of GM. Just two years later, however, he was pushed out for good by Pierre S. DuPont, whose family's powerful chemical company had begun investing in the fledgling auto industry by buying GM stock in 1914. Pierre DuPont subsequently rose to the chairmanship of GM's board and became president in 1920. In an agreement made that same year, DuPont paid off all of Durant's debt; in exchange, the controversial founder left the company.

Durant refused to bow out of the automotive industry, however, founding Durant Motors in 1921 and producing a line of cars for the next decade. The onset of the Great Depression in the early 1930s put an end to Durant's career in cars, and he threw his entrepreneurial energy behind a string of bowling alleys located near the Buick complex in Flint, Michigan. When this venture failed as well, Durant faded from the public eye. He died on March 18, 1947, at the age of 85, just weeks before the passing of another automotive pioneer: Henry Ford.

Membership Report

Submitted by : Tammy Shirley

The Northwest Chapter would like to welcome the following new members to the Chapter:

Larry and Patricia Christensen from Portland Oregon
Joe and Marge Rowan from West Linn, Oregon
Michael and Yvonne Schappell from Gig Harbor, WA
Leonard and Yvonne Gionet from Portland, Oregon
(it was great to meet each one of these new members at the Judging School in Wilsonville Oregon)

The current membership is currently 134 members. By now everyone should have receive a hard copy of the 2015 directory.

This will be the only hard copy mailed out this year. As we get new members, I will emailed every quarter an updated list.

If your personal information is incorrect, you will need to go into the National Data Base, and sign in under your NCRS # to update your personal information. if you have any problems and need help, please do not hesitate to call or email me.

2015 Road Tour to Denver

Submitted by Mike Doty

Now that we know where Last Night Out will be held next July, my wheels started grinding. There was talk of horrible traffic around Denver at Kansas City National with the LNO being in Colorado Springs.

Initial plans are Thursday night Twin Falls, Idaho and Friday night Rock Springs, Wyoming. My thoughts are exit off I 80 at mile marker 187 onto Hwy 789 which becomes Hwy 13 in CO. We turn onto Hwy 40 traveling through Steamboat springs, then Hwy 9 to Hwy 24 into Colorado Springs. We would get the scenic tour of parts of Colorado while missing the traffic around Denver.

This guy is winning at life

Photo submitted by Marc Kramer



Images from the Judging School Wilsonville, OR.



On April 18th Dean and Traci Sprecher were kind enough to open their home and shop to host our judging school. On behalf of the board and membership our sincere thanks for an excellent day of learning. Contrary to the photographic evidence Mike's comments were not that boring as he updated the group on our chances to host a national event and our upcoming regional. Carl Davidson seen resting his eyes here may have been exhausted from the ride from Seattle with John Paul who insisted on an extra early start or a recent medical procedure. Carl we are glad you are doing so well and thankful for all your years of service to our club.

Wayne Loran our acting Judging Chairmen with the help of Jim Lucia led a Q&A with attendees and addressed key issues surrounding engine pad stamps, paint deductions and what to expect when preparing a car for flight judging. Following the Q&A attendees broke into smaller groups and looked at a handful of members cars.





History of the Car Radio

Submitted by Marc Kramer and History Channel

On September 26th, 1928, work begins at Chicago's new Galvin Manufacturing Corporation. (The company had officially incorporated the day before.) In 1930, Galvin would introduce the Motorola radio, the first mass-produced commercial car radio. (The name had two parts: "motor" evoked cars and motion, while "ola" derived from "Victrola" and was supposed to make people think of music.)

In 1921, engineer Paul Galvin and his friend Edward Stewart started a storage-battery factory in Marshfield, Wisconsin; it went out of business two years later. In 1926, Galvin and Stewart re-started their battery-manufacturing company, this time in Chicago. That one went out of business too, but not before the partners figured out a way for home radios to draw power from an electrical wall outlet; they called it the dry-battery eliminator. Galvin bought back the eliminator part of his bankrupt company at auction for \$750 and went right back into business, building and repairing eliminators and AC radio sets for customers like Sears, Roebuck.

Soon, however, Galvin's attention turned to the car-radio business. The first car radios—portable "travel radios" powered by batteries, followed by custom-installed built-in radios that cost \$250 apiece (about \$2,800 in today's dollars)—had appeared in 1926, but they were way too expensive for the average driver. If he could find a way to mass-produce affordable car radios, Galvin thought, he'd be rich. In June 1930, he enlisted inventors Elmer Wavering and William Lear to retrofit his old Studebaker with a radio and drove 800 miles to the Radio Manufacturers Association's annual meeting in Atlantic City. He parked outside the convention, turned up the music (for this purpose, Wavering had installed a special speaker under the Studebaker's hood), and waited for the RMAers' orders to come rolling in.

A few did, and Galvin sold enough of his \$110 5T71 car radios to come close to breaking even for the year. He changed his company's name to Motorola and changed the way we drive—and ride in—cars forever.

For his part, William Lear went on to invent the eight-track cartridge-tape system, which came standard in every Ford car starting in 1966. Meanwhile, carmakers developed their own radio-manufacturing divisions, gradually squeezing Motorola out of the market it had built. The company stopped making car radios in 1984. Today, it's best known for making cellular phones.

Images from the B.C. Chapter mini meet



Northwest Chapter Jackets

NW-NCRS CHAPTER JACKET ORDER FORM

Name: _____
Address: _____ City: _____
State: _____ Zip: _____ Phone: _____
E-Mail: _____

Make check payable to NW-NCRS.

Send check and order to John Paul Nelson III, 10821 Pt. Vashon Dr., Vashon, WA 98070-3041

E-Mail John Paul at johnpaul3@comcast.net.

Prices are as follows:

Base Jacket: \$44.99 (XS – XL) [Note: Larger sizes available at increased cost.]

Shipping costs will be additional.

Options: Name: \$5.00 Sm. Left Chest patch: \$11.83 Lg. Back Patch: \$51.09

(Please circle patch option)

Jacket 1:

Indicate size and options. Size _____ Options: Name Sm. Patch Lg. Patch

Name to be embroidered on jacket: _____

Jacket 2:

Indicate size and options. Size _____ Options: Name Sm. Patch Lg. Patch

Name to be embroidered on jacket: _____

Total enclosed: \$ _____

Port Authority® - Casual Microfiber Jacket. J730

Black/Pewter Lining

Lightweight coverage and heightened comfort combine in one handsome style.

Distinctly sleek and smooth, our wind and water resistant microfiber jacket is well suited for casual and business wear.

- ☐ Brushed microfiber shell
- ☐ Poly/cotton body lining, polyester sleeve lining for easy on/off
- ☐ Front snap pockets; interior zippered pocket
- ☐ Rib knit cuffs and waistband

NATIONAL CORVETTE RESTORERS SOCIETY

Board of Directors Meeting

Tucson, Arizona

March 18, 2015

NCRS Board of Directors Meeting was called to order at 7:00 AM PDT

Present were Directors Mike Ingham, Bill Baker, Bill Braun, Vito Cimilluca, Dave Ewan, John Paul Nelson III, Paul Oslansky, Mark Tulley, Mike Sams. Also present were Dave Brigham, Joan Burnett, Carlton Colclough, Larry Colvin, Jeff Cook, Dana Forrester, Mark Lincoln, Eric Mortimer, Gary Mortimer, Vinnie Peters, and John Waggoner

A number of general members were present in the audience.

Jan and Jay Cockrum from the Arizona Chapter welcomed all attendees to Arizona and presented attendees with a welcome gift.

Mike Ingham and Mark Lincoln acknowledged Vito Cimilluca's service to the NCRS as President of the Board of Directors and presented him with a President's pin.

Bill Baker moved, and Paul seconded, that the minutes from the July, 2014 Board Meeting be accepted.

Election/Appointment of Officers, Managers and Editors

Vito Cimilluca moved, and Mark Tulley seconded, that the Board affirm and support Mike Ingham as President.

Passed: 8 for, none against, 1 abstained (Mike Ingham).

Vito Cimilluca moved, and Mike Sams seconded, to nominate Dave Ewan as Vice President.

Passed: 8 for, none against, 1 abstained (Dave Ewan).

Mike Ingham moved, and Mike Sams seconded, to nominate Jeff Cook as Finance Officer.

Passed: 9 for, none against.

Mike Ingham made the following appointments:

- Larry Colvin as Secretary.
- Mark Lincoln as Business Manager.
- Dave Brigham as National Judging Chairman.
- Gary Mortimer as Membership Services and Merchandise Manager.
- Eric Mortimer as Driveline Editor.
- Vinnie Peters as Restorer Editor.
- Carlton Colclough as Public Relations Officer
- Dana Forrester as National Corvette Museum Liaison.
- Scott and Kay Sinclair as National Road Tour Co-Chairs.

Vito Cimilluca moved, and Paul Oslansky seconded, to affirm the slate of appointees as read by Mike Ingham.

Passed: 9 for, none against.

Reports to the Board

President's Report –Mike Ingham.

Mike expressed his appreciation to all the previous Presidents who have assisted him.

Vice President's Report – Dave Ewan.

None, given Dave's very recent appointment.

Secretary's Report – Larry Colvin

Discussed the results of the 2014 elections in Regions VII, VIII, and IX.

Defined a problem of email mailing list overuse by candidates and non-candidates during the 2014 elections in Region IX. A bylaw amendment will be introduced later to deal with this issue.

Membership/Sales – Gary Mortimer/Eric Mortimer.

Membership total dipped below 15,000 members at the end of January for the first time in a long time. Still seeing approximately 150 new members per month.

Mark Lincoln noted the excellent job Eric Mortimer has been doing in growing advertising revenue.

Financial Report – Jeff Cook.

Handed out and reviewed balance sheet and profit/Loss statements

Business Manager – Mark Lincoln.

Reviewed Financial History Summary.

Discussion of merchandise sales decline.

Shipping costs are up sharply.

Mark conducted a review of the detailed profit/loss statement and fielded Board questions.

Mark reviewed the Barrett-Jackson Summary.

Judging Report – Dave Brigham.

Dave reviewed the National Judging Chairman's Report.

Dave noted the excellence of Dave Heitzman's new 61-62 judging guide.

Discussion of the production costs of color manuals and the dangers of electronic publications.

Dave cautioned the Board on the dangers of moving fully to color manuals.

Judges Training Retreat *Bill Baker moved, and Mark Tulley seconded, to approve the proposal for a judges retreat in 2016 in Dallas, Texas. Retreat will be planned to be break-even or better. Passed: 9 for, none against.*

Dave Brigham expressed his appreciation for the Board's support over the previous year.

National Road Tour – Mike Ingham

Mike Ingham reviewed the National Road Tour Report

Activities will potentially include tours of the Newport mansions.
Issue: Hotel has changed their commitment to exterior space. Available area is now on the other side of the hotel.

Dick Capello will be assisting Vin Capone in managing the preparations.
Team will have a video ready for the Denver Convention.

2017 San Antonio – Dave Ewan.

Dave reviewed the status report attachment.

2018

Southeast Chapter may put in a bid for Savannah, Georgia.

John Paul handed out a tentative proposal from the Northwest Chapter. Concerned that perhaps the Chapter should put on a Regional first before the major task of putting on a National Convention.

Old Business

Status of Archive Director – Mike Ingham.

Mike asked outgoing Director Bill Sangrey to:
Finish the document inventory.
Help identify and choose a successor.
Bill seems to be motivated to accomplish these tasks before he steps down.

New Business

Proposed Regional Representative Election Procedure Updates – Larry Colvin .

Change is to deal with a problem from the 2014 election cycle where multiple emails were sent to members in Region IX during the election, including one from a member who was not a candidate.

Proposed bylaw change would allow a candidate to send out one mail or email message to all Region members during the election period, and would prohibit Region-wide emails from non-candidates.

Mark Tulley moved, and Vito Cimilluca seconded, to accept the bylaw update wording as follows:

Upon receiving the nomination, and if requested by the nominee, the Membership Services Manager will forward a mailing list including email addresses of all Members in the Region to the nominee. This mailing list including email addresses may be used to communicate directly with Members in the Region one time during the election period, and may not be shared with or used by anyone else other than the nominee.

Passed: 9 for, none against.

Recommendation To Form Camaro/Nova/Chevelle (C/N/C) subsidiary – Mark Lincoln.

Discussion of options to deal with how to record revenue from C/N/C services to minimize tax exposure.

Best option may be to change the original NCRS organization filing documents to include C/N/C vehicles under the purpose of the organization.

Vito Cimilluca moved, and Mike Sams seconded, to re-word the NCRS articles of incorporation and business purpose to include all GM vehicles.

Proposed Updates To NCRS Bylaws – Mike Ingham.

Discussion on whether to change some voting requirements from a 2/3 majority to a simple majority.

Proposal is tabled until the July, 2015 Board meeting.

Discussion of Potential NCRS Donation to Hendrick Marrow Foundation – Mike Sams.

Mike described the Hendrick Marrow Foundation and a request to make a donation to it based upon what the Hendrick organization has done for the NCRS.

\$2,750 has already been donated by 11 Chapters.

Attendees to the Charlotte Regional award banquet will be asked to donate \$25 per plate to the Hendrick Marrow Foundation.

Some Board meeting members combined to personally donate \$2,250, making the Chapter/Board donation a combined \$5,000.

Mike Sams moved, and Vito Cimilluca seconded, to donate \$1,000 from the NCRS general fund to the Hendrick Marrow Foundation.

Passed: 9 for, none against.

Proposed Revised Rates for Online Ads – Mike Ingham.

Initial cost of online ad system has been recouped.

Proposal is to reduce ad rates.

Vito Cimilluca moved, and Mark Tulley seconded to accept the proposed ad rates as follows:

Classified Ad Fees:

<u><i>Category</i></u>	<u><i>Current Fees</i></u>	<u><i>Proposed Fees</i></u>
<i>Listing</i>	<i>\$2.50</i>	<i>\$0.00 free</i>
<i>Featured Listing – max 15</i>	<i>\$10.00</i>	<i>\$2.50 – max 25</i>
<i>Bold</i>	<i>\$1.00</i>	<i>\$0.50</i>
<i>Better Placement</i>	<i>\$2.50</i>	<i>\$1.25</i>
<i>Photos</i>	<i>4 free</i>	<i>6 free</i>
<i>Photos - more than free</i>	<i>\$.50 per photo</i>	<i>\$.50 per photo</i>

Passed: 9 for, none against.

Proposed Revised Chapter Charter Process – Mike Ingham.

Vito Cimilluca moved, and Paul Oslansky seconded, to change the Chapter charter process as follows:

Replace the current Charter Certificate with a letter notifying Chapters of their Charter status. Notifications will be sent by email or USPS.

The NCRS Secretary will create and send the status letters to all Chapter Chairpersons from the approved status list from the March Board of Director's meeting. The letters will utilize auto signatures of the NCRS President and Regional Directors.

Passed: 9 for, none against.

Master Judge Ring – Mark Lincoln.

Offering a ring for purchase by members who are certified as Master Judges.

Passed: 9 for, none against.

CAN'T WE JUST GET RID OF ETHANOL?

Written By : Jay Leno Submitted by :
Marc Kramer

There have been a lot of old-car fires lately. I went through the '70s, the '80s and most of the '90s without ever having read much about car fires. Suddenly, they are happening all over the place. Here's one reason: The ethanol in modern gasoline—about 10 percent in many states—is so corrosive, it eats through either the fuel-pump diaphragm, old rubber fuel lines or a pot metal part, then leaks out on a hot engine ... and ka-bloooooie!!!

As someone who collects old cars, and keeps them up religiously, I am now replacing fuel-pressure regulators every 12 to 18 months. New cars are equipped with fuel lines that are resistant to ethanol damage, but with older cars, the worst can happen—you're going down the road, and suddenly your car is on fire.

There's more. I find that gasoline, which used to last about a year and a half or two years, is pretty much done after a month or so these days. If I run a car from the teens or '20s and fill it up with modern fuel, then it sits for more than two months, I often can't get it to start.

Ethanol will absorb water from ambient air. In a modern vehicle, with a sealed fuel system, ethanol fuel has a harder time picking up water from the air. But in a vintage car, the water content of fuel can rise, causing corrosion and inhibiting combustion.

It gets worse. Ethanol is a solvent that can loosen the sludge, varnish and dirt that accumulate in a fuel tank. That mixture can clog fuel lines and block carburetor jets.

Blame the Renewable Fuel Standard. This government-mandated rule requires certain amounts of ethanol and other biofuels be blended with gasoline and diesel fuel. But when Congress first passed RFS as part of the Energy Policy Act in 2005, our demand for energy was increasing. Today, it's the opposite. Total demand for fuel has decreased thanks to more-efficient vehicles, more hybrids and increased environmental awareness. The EPA is set to release the 2015 standard in June. Meanwhile, some legislators are pushing to reform or eliminate the Renewable Fuel Standard entirely.

I just don't see the need for ethanol. I understand the theory—these giant agri-business companies can process corn, add the resulting blend to gasoline and we'll be using and importing less gasoline. But they say this diversion of the corn supply is negatively affecting food prices, and the ethanol-spiked gas we're forced to buy is really awful.

The big growers of corn have sold us a bill of goods. Some people are making a lot of money because of ethanol. But as they divert production from food to fuel, food prices inevitably will rise. Now, if you don't mind paying \$10 for a tortilla ...

Last week, I went to start up one of my Duesenbergs. When I pulled out of the spot where it had been parked for about a month, I saw a huge pool of gas. I looked at it while it was running and saw gas just pouring out. "OK, I've got to buy another fuel regulator." I pulled it out and opened it up. The fiber diaphragm was eaten right through. Should manufacturers make diaphragms for old cars out of modern materials like Viton or Teflon? Yes, they should, but not all of them do. Consequently, your chances of a fire remain.

Continued next page

Here's another problem: When you have vehicles with fuel cells in their gas tanks, ethanol tends to eat the coating out of the fuel cell. If you have an old motorcycle and redo the fuel tank, the first thing you do is seal the tank with some sealant. It's generally a cream or a gray color, and it looks like you painted the inside of the tank. On a lot of my bikes now, I'll open the gas tank and I'll go in with a long set of tweezers. I'm pulling out sheets of this coating. Really, it comes out in 6-inch strips.

The ethanol is just eating it up and clogging the fuel pump because it'll move around as a sheet of material and block the opening. With cars like my McLaren F1, if I buy a 55-gallon drum of VP racing gas, the fuel cell will last twice as long. It's time for us as automobile enthusiasts to dig in our heels and start writing to our congressmen and senators about the Renewable Fuel Standard, or we'll be forced to use even more ethanol. Most people assume, "Oh, that'll never happen. They'll never do that." Remember prohibition? In 1920, all the saloons were closed. It took until 1933 before legal liquor came back.

Most people don't really look at what goes into their car. Obviously, the days of high-octane gas like Sunoco 260 are long gone. Those of us with older vehicles are the ones who end up paying the price. The car manufacturers don't care. They don't mind if your vintage car burns up or breaks down. They want to sell you a new one. It's hard for enthusiasts. We really have nowhere to go.

So write those letters, but I also suggest you drain and clean your old car's fuel tank, use a quality fuel-tank sealer that's impervious to ethanol, replace fuel filters, keep all the screens clear and use a fuel stabilizer (added to a full fuel tank), if your car is to be stored for the winter season. Oh, and keep a fire extinguisher handy.

2015 Upcoming Events

June 6th Chapter Meet in Kennewick

June 27th B.C. Chapter Meet— Vancouver, B.C.

July 19-24 NCRS National Convention Denver, CO

August 23 Issaquah Corvette Show

September 10-12 NCRS Wisconsin Regional Delafield, WI

September 12th—Terminator Party Elmira, OR

October 22-24 NCRS Texas Regional Frisco, TX

December 6th Christmas Brunch



4944 Bering Street

Gig Harbor, WA 98332

For Sale / Wanted