



## The official Newsletter of the Miami Valley Chapter

# JAN - MAR 2014

### FROM THE CHAIRMAN

Last year was a successful year for our Chapter.

Thanks to Nick Kammer the judging meet went well. It was very organized and the judging went smoothly. There was a great turnout for the picnic hosted by Terry McCall. Everyone had a great time. Thanks to the other Board members, Terry Brim, Mike Mills, John Engle, Jeff Bernhardt, and Bob Puls, for all their efforts throughout the year.

The monthly membership meetings (the second Tuesday of each month) have been attended by approximately one-third of our membership. Hopefully, we can increase the attendance at these meetings and get more of our members involved. Suggestions for topics and locations of these meetings are always welcome.

We are now planning our annual Founder's Day Dinner in February. I hope everyone will participate – it's always a great evening! One last note: Thank you to Voss Chevrolet for all of their continued support and all that they do for our chapter.

Corvettes Forever! - **Mike Ammer, Chapter Chair**

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In reflecting on the many opportunities to get your car out with fellow Vette heads, 2013 was a stellar year. The club did its annual activities like Bloomington, Carlisle, Friday night Cruise-In, Fall Colors Road Tour and the annual spring Chapter Meet. We also continued our annual tradition of the February Founders day dinner. The ala cart format continues to be a hit, which will continue for 2014. Many thanks to Bob Puls in his organizing and coordinating of this successful event. The best way to describe the additional events for 2013 can be summarized as "the return of the Stingray", and our club had many opportunities to get up close and personal with the all new C7.

January 13 was known as the "Reveal". This event saw 2 chapter members attend a Corvette Museum sponsored event in Detroit coordinated through GM's Corvette Team. The 2 day event started with a reception hosted by Chevrolet, 1,000 members of the press and 250 Corvette enthusiasts. The history, keynote speeches by the top brass and of course a sneak peak at the C7. The next day had us on hand for the unveiling of the Corvette at the North America International Auto Show in Detroit, a private tour of the GM heritage center, a luncheon in the GM world headquarters and a dinner with the Corvette Engineers. This was a special treat and GM was such a great host. Can't wait for the encore event for the release of the C8.

June 28<sup>th</sup> was the Annual Drive your Corvette to Work Day. This annual event is nationwide and in recognition of the Friday closest to June 30<sup>th</sup> to celebrate the day in 1953 when the first Corvette rolled off the line. The museum had a special celebration commemorating 60 years of Corvette. The event was the first public event where people could sit in C7 coupes in a variety of colors and one convertible only to look at. This event also allowed 200 people (2 of which were club members) to be the first to tour the Corvette Assembly Plant with C7's being built and a dinner with a keynote address detailing the plant conversion from C6 to C7.

The weekend of Aug 17<sup>th</sup> 8 club members made the trip to Detroit for the Woodward Dream Cruise. This was a trip back in time. For the entire weekend every make and model can be seen, including a Bugati Veyron. Most cars cruise the 8 lane Woodward Avenue, but by 9 am it's a traffic jam. All the senses are entertained for the entire weekend with the sights, smells, sounds and even the taste of non catalytic/smog exhaust fills the air of days gone by. There are Corvettes, Cobras, Mustangs and other models line the side streets as a normal cruise in. You can cruise your car or grab a lawn chair and let the cars drive by. This is a truly remarkable event that will celebrate its 20<sup>th</sup> anniversary in 2014. Many thanks to John Engle for organizing "Project Woodward", which included lodging & parking.

On Sunday October 27<sup>th</sup> 5 Corvettes (6 NCRS MVC members) went through 2 bourbon distillers on our pilgrimage to Bowling Green to see the first C7's being built. We spent the night in Bowling Green and we're at the museum bright and early to begin our day. The day entailed a 2+ hour plant tour. It was evident the kinks had not yet been worked out, but we were all glad we had the opportunity to see the early C7's being built. The day ended with lunch and browsing through the museum at people's leisure, and then the trip home.

There is so much going on at the MVC NCRS, 2014 will continue the tradition with many opportunities to get the cars out and enjoy the company of fellow club members. Some of the new things planned are a road tour/ Dinner and a trip to Effingham's Fun Fest. Hope to see more members at club annual traditions like Woodward and a museum/plant/bourbon trip.

**Michael T. Mills, Vice Chair**

Following is the Treasurer report for 2013 as of 30 Nov:

Beginning Balance as of 1 Jan 2013 (\$3226.23)

**YTD INCOME**

- Judging Meet \$1605.00
- Dues \$1160.00
- 50/50 Raffle \$101.50

Total YTD Income \$2866.50

**YTD EXPENSES**

- Judging Meet \$852.42
- Member Appreciation Dinner \$192.50
- Misc Expense \$478.34
- Refreshments \$622.60

Total YTD Expenses \$2145.86

YTD Balance as of 30 Nov 2013 (\$3946.87)

**Terry Brim, Treasurer**



## FROM THE MEMBERSHIP CHAIR

December 15, 2013

2013 held many challenges and many victories for our Chapter's members. It's been a difficult year for some, and we've even said final good-byes to several Chapter members and close friends. There have been some new grandchildren, as well as new and old car purchases. Through all this, the state of our Chapter is healthy, with 61 current members. Annual chapter renewals continue to roll in and for that we thank you! For those of you still needing to renew, you can mail the check (made out to "NCRS Miami Valley Chapter") to me at my home address: 39 Hadley Rd. West, Oakwood, OH 45419.

Last week, Mike Mills and I paired up to deliver two of our Chapter's charity donations to local organizations. There were a total of four \$250 2013 charitable donations made by our Chapter; Mike and I each delivered one check to Target Dayton Homeless Ministry and Oak Tree Corner, respectively. We used Mike's 2013 427 Convertible to make the rounds. Who says Michelin PS2 Sport Pilots don't work well in snow and ice? Look for our write-ups describing that very rewarding experience in separate articles. Both charities we visited on behalf of the Miami Valley Chapter were extremely grateful for the support, and thanked you all profusely for your thoughts and generosity. Our Chairman will be reviewing with you the process our Chapter uses for nominating and donating to charities each year, in case you'd like to participate in that process for 2014.

On a personal note, I want to thank the Chapter for your dedicated support during my 13 month deployment to Afghanistan. I understand that Mike Mills played the video greeting I recorded for you at the annual Chapter dinner last year. I hope to see you all there at our next Membership Dinner in February 2014. Details will be coming soon, so stay tuned. Believe me, I'll be much happier to greet you all in person this year, and from the same time zone!

Sarah and I wish you and yours a very healthy and happy 2014.

Warm Regards,

**Dave Pritchard, Membership Chair**

December's monthly chapter meeting was held at the Restoration Station located in Springboro. Jeff Bernhardt, owner, shared with us his many client projects that he and his team currently have underway. These include the repair of a '60 270hp Corvette that was involved in an accident and was in the need of a full front clip, a '67 big block convertible- also involved in an accident- that is in new paint after the replacement of the hood surround along with other bodywork, a '66 big block convertible that is just out of the paint booth during a full restoration; and a '58 270hp with the body on a dolly and the chassis awaiting firing-up and breaking in of the camshaft. Three C3 client Corvettes are also in the shop. A '77 L82 4-speed will be getting a full restoration, a '79 is having the suspension restored and an overhaul of the complete drivetrain, and a very low-mile '76 that has had new front and rear bumpers installed and painted along with other mechanical and cosmetic work performed. Jeff also showed us his "shop '72 drivetrain mule" Corvette that is awaiting a new frame and chassis build. We also got an update from Jeff on the availability of a new engine he has developed with Jerry Ault that runs on pump gas and produces between 400HP and 500HP – depending on intake and exhaust profiles - and still looks like a stock small block Corvette engine. This engine will debut in his '72, and will look like a stock little 200HP base engine model. The tire smoke and slight cam lobe might give it away, though. He plans on providing this engine to any client that wants updated performance but with the look of an original engine in their Corvette. This engine will be paired with a 5-speed manual transmission with .67 overdrive that will reduce engine speed to 1800rpm @ 70mph with 26.7" tall tires. Stay tuned.

See **EVENTS** on Page 9

## JUDGING CHAIR'S REPORT

Our 2014 Judging Meet is scheduled for Saturday May 31st, the last Saturday in May at Voss Chevrolet's Collision Center in Centerville where we've had it the past 3 years. We are tentatively planning for several judging schools this year, the first one being Saturday January the 11th at Voss. We would like to have a car to look over at this event. If you have any plans to have a car judged in 2014, or if you just want some feedback on your car this would be an excellent opportunity to get some great input from all the knowledge we have in our Chapter. Call me and we can discuss this further. As we get it planned we will post more info on the website. Any input, ideas, or recommendations for future Judging schools or tech sessions are always welcome. Call or send me an email with any your thoughts. **Nick Kammer, Judging Chair**



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## TECH DESK by Jeff Bernhardt

### E10 and the death of your Classic

The death of your Classic? Well, yeah – over time. Like the winds erode the rocks of the Grand Canyon, or the river carves away the land to form a new channel. So what is it that's doing this; what are we talking about? It's the fuel that you pump into your classic Corvette from your local gas station, which labeled or not, contains 10% ethanol, otherwise known as E10. Have I seen evidence of this? Oh, youbetcha. Doing what I do I've seen the damage first hand. I've seen the plating eaten out of a 5-year old gas tank, the fuel bowls of a Holley carburetor with an accumulated "dust" at the bottom of them that used to be the inside walls of the bowl, and fuel pump supply hoses turned into gummy worms just before they can no longer hold fuel, and allow gas to leak on the ground. I've seen tank sender floats swell up and split like a bratwurst on the grille, and the brand new seal of a \$35 glass bowl fuel filter begin to leak in the first 5 minutes of use once the fuel hit it. Five minutes. Upon removal, this 5-minute old seal had completely lost its durometer hardness and was swollen to half-again its original size. Thank you ethanol. We can't rebuild carburetors or fuel pumps without special ethanol-resistant parts, and we can't install the molded "S-shaped" fuel pump hoses on the sharks because they aren't ethanol resistant. Instead we have to use Gates Barricade hose, which is straight. Consequently we have to cut them to extra length in order to gently make the curved connections without kinking. Now this fuel pump assembly deviates from the assembly manual. Thank you again ethanol.

Pete Landry of [petelandrysgas.com](http://petelandrysgas.com) talks about ethanol gasoline to the marine community in this way:

"There are **four critical properties** of ethanol gasoline that makes it a serious problem for marine applications. **First**, there is the fact that ethanol is like a "water magnet" and literally absorbs moisture from the air. **Second**, ethanol fuel has a very poor shelf life, **third**, ethanol is corrosive and **fourth**, ethanol is an extremely good solvent. None of these issues are problematic for traditional, non ethanol gasoline."

The marine community is of special concern to Pete because of the way many marine engine fuel systems typically vent to the atmosphere, whereas automobile engines and fuel storage systems of today have closed ventilation - as mandated by the EPA. In marine applications, this close proximity of fuel-to-air exacerbates the negative properties of E10 gasoline. So, how does your classic Corvette fuel system vent? Answer: You might as well call it a boat.

Jim O'Clair of [Hemmings Daily](http://Hemmings Daily), *collector car news source* weighs in with this about gasoline with ethanol:

- "Ethanol creates 34 percent less energy than unadulterated gasoline per gallon. This equals a loss in fuel economy of up to 3 miles per gallon for E10 fuels. In terms of heat, ethanol produces 76,330 BTU per gallon, whereas diesel fuel produces 128,450 BTU per gallon, gasoline 116,090 BTU per gallon and LP gas 84,950 BTU per gallon. The fuel economy gets even worse with E85, a loss of 7 to 8 miles per gallon with its higher ethanol content. *Consumer Reports*, testing in 2006, verified a loss in fuel economy of up to 30 percent in a Chevy Tahoe designed to run on flex fuel when it was tested with both unleaded gas and E85. Poor fuel economy can also be attributed to improper fuel system calibration based on computer feedback from oxygen sensors because of the temperatures needed to burn ethanol.
- Ethanol is hygroscopic, which means it absorbs water more easily than gasoline. That leads to water condensation inside fuel tanks, carburetor fuel bowls and fuel lines where air spaces are present. Water content in fuel will also swell up

Jim O'Clair continues with:

- “Ethanol also erodes fiberglass tanks, rubber hoses and plastic fuel lines. It contributes to rust in fuel systems by creating condensation in the unfilled portion of gas tanks. It will also dissolve varnish and rust in steel fuel components. These dissolved ingredients sit in the bottom of gas tanks until they are removed or they will enter the fuel system if the fuel level in the tank gets too low.

Several recommendations of things you can do that should help come from OE marine manufacturers who have been battling these ethanol-related fuel problems:

- Replace any plastic or rubber fuel lines with ethanol-resistant hose or nylon tubing.
- Install a water separator filter in the fuel line leading to the carburetor. Water collects in the filter and can be removed periodically.
- Ensure that any O-rings in the fuel system are also ethanol-compatible.
- Keep your tank as full as possible to prevent air space where condensation can form.
- Use specific ethanol-compatible fuel storage additives. These are normally blue in color. Regular fuel stabilizers will not work unless they are labeled ethanol fuel-compatible.
- Shop around for a marina or service station that does not pump E10 or E85. None of these stations will be affiliated with a major gasoline producer, but there are still some out there, especially in areas around lakes and rivers where boating is popular. You can find a “pure gas” map of many of these stations online at the [Historic Vehicle Association website](#)
- Use a fogging solution in your carburetor during storage to prevent condensation from collecting in fuel bowls. “

From Briggs & Stratton website:

“Did you know small engine fuel can begin degrading as soon as 30 days after it is pumped? Stale gas and ethanol-blended fuels are key contributors to engine issues and lawn mower problems that include the engine not starting, rough running, rust and corrosion and in many cases, failure. This damage to your lawn mower, snow blower or other outdoor power product ultimately adds up to costly small engine repair and voided engine warranties.”

Briggs and Stratton got so fed up with the damage caused by ethanol to their engines that they came up with this answer: They're selling their own fuel. Yes, Briggs and Stratton is actually selling fuel for your small engines that is ethanol-free.

So there's a lot of focus on the marine and small engine groups with identification and treatment of the problems associated with the ethanol fuel that we're all using. My guess is because these groups are not as regulated as the automotive industry, and may have a little more latitude with regard to “correcting” this problem. Since I see vehicles with open ventilation systems (mine included) everyday, I've taken to heart a suggestion by Jim O'Clair of Hemmings Daily:

- “Use specific ethanol-compatible fuel storage additives. These are normally blue in color. Regular fuel stabilizers will not work unless they are labeled ethanol fuel-compatible.”

- Continued Page 7 -

I'm used to using the Sta-Bil line of fuel stabilizer for extended storage, but I was using the RED Sta-Bil for this purpose. Turns out the red does not address the problems with ethanol fuel, so I have switched to the BLUE Sta-Bil Marine fuel treatment in my old cars. Treatment schedule is simple: 1 ounce per 10 gal. of gas. I bought a 32oz. bottle (will treat 320 gallons) at O'Reilly Auto Parts for \$30. I have heard it's even cheaper at Wal Mart but can't verify that.

Is this Snake Oil? Don't know, but I wouldn't think a large company like Gold Eagle (manufacturer of Sta-Bil products) would risk their reputation on it if it weren't the real deal. And as I have seen the damage first hand, doing nothing is not an option.



One thing is for certain: They are not designing today's mainstream fuels for our old classic cars. Time will only tell if this fuel additive helps, but we clearly need something to curb the damage caused by ethanol in our fuel – which, unfortunately, is here to stay.

## NCRS Classifieds Online

### Did You Know?

You can now buy and sell your Corvette related stuff online to other NCRS Members or to the general public. No waiting, your ad will be seen the minute you post it online. If you are looking for that one part you need you can create a filter in the NCRS Classifieds that will email you the minute anyone posts an ad meeting your filter criteria.

You can visit the Classifieds at <https://www.ncrs.org/classified>

Parts are not all that you can sell. Sell or buy cars or parts. Sell or buy memorabilia. Sell or buy a trailer and the tow vehicle to pull it. Post a wanted ad for a particular item that you are looking for. Got tools that you don't need any longer? Sell them to someone who needs them.

Standard ads are \$2.50 and car ads are \$5.00. Less than Ebay or just about any other classified ad site you will find.

If you are a business and wish to advertise to NCRS members here is the perfect place to find Corvette owners and lovers. Place a banner ad on the NCRS Classified Ads page. Contact Eric Mortimer at 513-385-8526 or 513-385-6367 or email [info@ncrs.org](mailto:info@ncrs.org) for advertising rates.

# C7 PLANT / DISTILLERY TOUR

by Mike Mills

On Sunday October 27th 5 Corvettes (6 NCRS MVC members) left Dayton for a trip to the Corvette Museum and Plant tour. This trip involved a detour to the normal all interstate drive. Outside Lexington we made 2 stops, Buffalo Trace & Woodford Reserve. Buffalo Trace bottles many different labels including the original Single Barrel Blanton's. They have been producing bourbon since the 1770's and was approved during prohibition to bottle bourbon for "Medicinal Purposes" We watched a short video, went through the barrel house and saw many other sites including a "tasting". Buffalo cream is a new product to give Bailey's Irish Cream a little competition. We then went to Staxx BBQ for an outstanding lunch and on to Woodford Reserve. The drive to Woodward was reminiscent of the Fall Colors Tour and so glad we we're in Corvettes to enjoy the drive. Woodford was much more involved and made for a relaxing afternoon. We then headed to Bowling Green for check-in and dinner. The next morning we arrived at the museum to begin our tour of the all new plant. The investment and upgrades in the line replaced some components from the C4. The line is not only state of the art to build a state of the art C7; it is also running much faster and has more than twice the amount of employees than the C6. The plant is churning out 135 cars a day, which will make 2014 producing more Corvettes than the last 3 years combined.

We observed a huge number of Z-51 cars and saw only 2 convertibles. The cars are produced in color batches and we saw many distinguishing features of the Z-51 prior to the body panel instillation. We saw the "Performance Build Center", which was just a huge open space today and the future production of an optional C7 engine. The tour had many stops along the way and with many questions answered and other more probing with the expected "no comment".

It was a great experience to witness the next chapter of Corvette being written and we we're on hand to witness those early days. The addition of the Bourbon tour was a hit and we are looking to next year's pilgrimage to include Jim Beam, Jack Daniels and Makers Mark over the Museum's Corvette Caravan Labor Day weekend.



# EVENTS continued from page 4

January's chapter meeting will be held on Saturday January 11, 2014 at the Voss Chevrolet Collision Center on Loop Road in Centerville starting at 9:00 AM. This month Nick Kammer will be conducting a Judging School/Tech Session. The subject will be centered around the C3 vacuum system; how it works, the various components in the system and how to trouble shoot it. If any of you have ever worked on this system, you know how tricky it can be to trouble shoot, so this information should be well worth attending - and you will receive one judging point for attending!

February's chapter meeting will be our annual Members Appreciation Dinner. The dinner is scheduled for February 15, 2014 starting at 6:00 PM and will be held at the Beavercreek Golf Course off of Trebien Rd, north of Fairfield Rd. We will have a buffet dinner consisting of 3 entrees, 2 salads, 2 side items and Chefs choice of vegetables, warm rolls and butter, iced tea, coffee and water service. There will also be a cash bar available. The cost of the dinner will be \$23.00 per person plus 6.75% tax and a 20% gratuity for a total of \$29.50 per person. We will be collecting checks at the dinner from those in attendance. Make your check out to MVC NCRS. Please RSVP to Bob Puls at [Bob@BobPuls.com](mailto:Bob@BobPuls.com) before January 29th if you plan on attending and include the number of guest so we can get an accurate head count for the event.

The board is working to finalize our event calendar for the year, and to that end anyone who would be willing to host a future meeting or have an idea for a meeting or event please contact Bob Puls at [Bob@BobPuls.com](mailto:Bob@BobPuls.com). The meeting could consist of reviewing a personal project that you are working on, prejudging a car or prejudging a particular judging category on a car that you're working on. Let us know what your interests are and the board will see what we can do to get an event set up!

## MIAMI VALLEY CHAPTER NCRS – DAYTON, OHIO 2014 1<sup>st</sup> Qtr. SCHEDULE OF EVENTS

### JANUARY

#### - Miami Valley Chapter Events

January 11, MVC Monthly Meeting Judging School/Tech Session – Voss Chevrolet Collision Center, 94 Loop Rd. Centerville 9 to 11AM

#### - National, Regional and Area Chapter Events

January 22 – 26, Florida Chapter NCRS Regional Meet, Kissimmee Florida

### FEBRUARY

#### - Miami Valley Chapter Events

February 15, MVC Monthly Meeting, Annual Chapter Appreciation Dinner

### MARCH

#### - Miami Valley Chapter Events

March 11, MVC Monthly Meeting – Check posting on our website

[www.ncrs.org/mvc](http://www.ncrs.org/mvc)

#### - National, Regional and Area Chapter Events

March 16, Queen City Chapter NCRS Swap Meet – Columbia Chevrolet, Montgomery Rd., Montgomery OH

## OUR CHARITABLE CONTRIBUTIONS

After soliciting input from the Chapter at-large, this year the Miami Valley Chapter board decided all charitable donations would be distributed to local Miami Valley organizations. One thousand dollars was divided equally to four local charities for 2013. One of those charities is Target Dayton Ministries, located on Koewee St. at US-35. It is a faith-based ministry that targets Dayton's homeless and needy by providing a church service and a meal. Pastor Dave & Cindy have dedicated their lives toward helping the homeless of Dayton for over 10 years, providing light, comfort and nourishment along with a tough message of personal accountability. Volunteer opportunities exist on many fronts, including helping serve food at mealtimes. Volunteers serve a 3 course hot meal in restaurant fashion. After the meal, volunteers clean and set the tables in preparation for the next group. Any group of 10 or more can contact Cindy and help serve food to the needy. Several Chapter members have done this and can vouch for the effective and caring work of this worthy charity.

Target Dayton Ministries mission is to show God's love to the poor and homeless through ministries of compassion. With the help of hundreds of caring volunteers and financial partners, Target Dayton served more than 60,000 delicious hot meals to the poor and homeless last year. For more information, to volunteer, or donate, visit [www.targetdayton.com](http://www.targetdayton.com).

## FROM THE EDITOR

Well, that about does it for this issue. I hope you've all enjoyed the inaugural issue of **Exhaust Notes** for the 1<sup>st</sup> quarter of 2014. This Newsletter is designed to be an information exchange, a bulletin board and a sounding board all in one. This is the Bose speaker system of our chapter – getting the word out in 10-speaker layered sound as to what's going on, what we've done, what is offered to you - and what needs your help. And underneath the nearest speaker to you – right in front of you - is a microphone for you to use. As you sit back sipping on your coffee while you absorb the content of this edition, you must have some thoughts of our chapter. Maybe an event reminds you of some - thing you've done at some other time in your life, or something you can at least relate to. While you were reading these pages, did any images pass through your head? People with common interests in Corvettes have gathered, and they come together from all walks and experiences to form our chapter. Your chapter. Yes, this is as much your chapter as it is anyone else's. You have as much say-so as the next member. What direction do you see it going? What would inspire you to throw the cover off your car and join in an event? Are you apprehensive about being involved with judging because you've never done it before? Do you enjoy events that Corvettes drive to – or gather at? What kind of event would you like to do with your significant other – or your son or daughter? Neice? Neighbor? The future of the NCRS is dependent on younger generations getting involved. My daughters both enjoy being a part of my Fall Road Tour, and I recently heard my youngest announce that her goal is to be a Corvette owner when she's in her 30's. This is my daughter. I've seen other Board member's kids involved with chapter events - and having a blast. They'll be owners someday as well. So, what's your deal? What is it going to take to make **our** chapter a little bit of **your** chapter? Speak into the microphone and tell me. I'll get the word to our events chairman at the next board meeting.



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