

VETTECETERA



Northern California Chapter's Newsletter for the Corvette Enthusiast

Vol. 41, Issue No.11

November, 2019

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Refreshments Coordinator	Rick Gower	925-798-7877	gowerr@aol.com

NCC/NCRS Website <http://www.ncrs.org/ncc/>

**November Chapter Meeting Refreshments
will be provided by
Wayne Yurtin (cookies) & Gary Beaupre (drinks)**

The Scoop By Sharyl Ingham

NCC had a great presence at the Lone Star Regional in Frisco, Texas, the last NCRS Regional of the year. Those NCC members that attended were: Tom Barr, Pete and Cathy Bergmann, Gary Bennett, Don Hooper, Dan Johnson, Dennis Lombardo, Mike McGue, Art and Glorie McNay, Chris Moore, Joe and Karen Pennacchio, Harry Sadlock, Tony Stein, John Tidwell, Allen Tremain, and Mike and me. It is somewhat bittersweet to know that many of these folks will not see one

another again until 2020. On behalf of Mike and me, it is a long absence! You might not recognize several of the names listed because they are from other states and yet they choose to support the NCC as well as their home Chapter. What a compliment for NCC! Thank you Tom Barr, Gary Bennett, Pete and Cathy Bergmann, Don Hooper, Dan Johnson, Dennis Lombardo, Michael McGue, Harry Sadlock, and Tony Stein.

At the Awards Banquet, Joe Pennacchio was not only awarded his Performance Verification Ribbon but also the Longest Trailered Ribbon, 1,343 miles from Reno. Congratulations Joe! See you in Palm Springs?

Something that troubles me a bit is when a car owner withdraws their car at the last minute because of the weather or some such thing. Ten people and the Team Leader may be impacted by these decisions. What I am trying to say is that these 11 people make a commitment by purchasing their plane tickets and reserving a hotel room for the event based on knowing there is a car they have been invited to judge. When the car is withdrawn these people may lose a lot more than what the owner does who may just lose their registration fee. This is wrong and I think there should be consequences for the owner. I feel I am a conscientious owner that would not consider withdrawing at the last minute knowing what it is like to be an attending judge with no judging assignment.

Noteworthy November dates are as follows: Fall Back on November 3rd when Daylight Savings Time ends. This is a good opportunity to change those batteries in your smoke alarms and CO detectors. Veteran's Day is November 11th, celebrate and thank the many Veterans; World Kindness Day is November 13th, I am all about finding ways to be kind and challenge you to do some random act of kindness for someone; Thanksgiving is November 28th, embrace the day and the time you spend with your family and friends, life is too short.

Congratulations and best wishes to those of you celebrating birthdays or anniversaries this month, starting with John and Beverly LeGate's anniversary and Ed Vignone's birthday sharing November 3rd; Merry Jo Siegrist, November 4th; Jeff Blakeslee and Diana Wright sharing, November 9th; Tim Hunter, November 15th; Kingston Wulff, November 16th; Beverly LeGate, November 22nd; Robin Truffa, November 23rd; and Diane Haun, November 26th.

Remember to bring your books and magazines to the November 12th meeting. This small gesture of book giving has a domino effect. Whatever doesn't go to Coast Guard library goes to the Veteran's Hospital or to the shelter. Our Chapter's donation makes a difference in many lives.

Although the NCC Board remains unchanged, it is a great group of members that work well together. I particularly feel honored to represent the NCC and I personally thank the many of you for all your efforts and dedication!

On behalf of Mike and myself, we wish a very Happy Thanksgiving to each and every one of you and your families.

Always be safe and continue to be kind!

NCC Meeting Minutes

Chairman Sharyl Ingham called the meeting to order at 7:00 pm on October 15, 2019, and welcomed everyone at St. Peter's Episcopal Church in Oakland. She apologized and thanked everyone for attending since the meeting was postponed one week because the Inghams and John Tidwell were at the 2020 Convention planning meeting in French Lick, IN on the regular meeting date. As usual, she asked the attendees to introduce themselves; stating their name, the city where they live, and the year(s) of their Corvette(s). The question of the evening was: Is your NCRS profile up-to-date, especially your e-mail address? Most replied they had no changes except for the Corvette(s) they own.

The minutes of the September meeting were approved by the NCC Board via e-mail as submitted by Sandy Houck.

Treasurer's Report: John Tidwell
There was no report.

Membership: Sharyl Ingham
Sharyl reported that NCC now has 121 members. This is the most members that Sharyl can remember.

Editor: Marci Albers
Marci reported that the October Vettecetera was published on time.

Webmaster: Chris Moore
Chris reported that he is updating the site to include the results and pictures from the Lake Tahoe Regional.

NCRS President and Region IX Director: Mike Ingham
Mike gave a brief report on what to expect at the 2020 Convention in French Lick. Much of the information will be in the Driveline.

Chapter Top Flight Award (CTFA): Jeff Blakeslee
Sharyl said that although Jeff wanted to wait to publish new technical articles starting in January, we will continue to publish them in the Vettecetera as they are submitted.

Refreshments: Rick Gower
There was no report.

Old Business:

Lake Tahoe Regional: September 19th – 21st
The Regional was very successful. Attendance was very good and it was a great location central to South Lake Tahoe. The weather held out even with the threat of rain. The raffle at the Welcome Reception was fun with lots of prizes. Sharyl has extra event challenge coins that she is offering for \$5 each.

New Business:

Nominations/Elections

Sharyl announced that all positions were open and asked for nominations. Of course nobody spoke up so Sharyl filled the members in on her polling efforts. She mentioned that all of the existing officers agreed to stay on and serve the Chapter for 2020. What the Chapter did last year was to combine the nominations and elections together since we didn't have any changes in the roster so Sharyl asked the members if they wanted to do the same this year. If so, she would need a nomination to accept the slate of officers and coordinators as read for 2020, then a second. A nomination and a second were received, after which there was a unanimous vote for the following to continue serving:

Sharyl Ingham, Chairman,
Wayne Yurtin, Vice Chairman,
Sandy Houck, Secretary,
John Tidwell, Treasurer and co-Judging Chair,
Mike Ingham, co-Judging Chair
Marci Albers, Newsletter Editor,
Chris Moore, Webmaster,
Jeff Blakeslee, CTFA Coordinator,
Gary Beaupre, Librarian,
Ken Albers, Road Tour Coordinator,
Glorie McNay, Raffle and Sponsorship Coordinator,
Bob Grauer, Judging School Coordinator,
Rick Gower, Refreshment Coordinator,
Don Mullenhoff, Resident Photographer.

"Chapter" Judging Pins

Sharyl reported that Jerry Louer of the Southern California Chapter asked if NCC would be interested in having a pin similar to the Regional Judge pin distributed by Dave Brigham to give to Chapter judges. The cost will be shared among the California Chapters and possibly others within our Region. The attendees approved. Sharyl then mentioned that the pins will be a great kick-off at NCC's Spring Meet in Suisun City in April.

Breast Cancer Awareness Pins

Sharyl prefaced her handing out Breast Cancer Ribbon pins by commenting that we all have had a family member or friend that has had breast cancer and that wearing the pin is just a small way of keeping them in our thoughts.

Fall Chapter Meet in 2020

Sharyl asked the members if they were up to returning to the Lake Tahoe Lodge again for a Fall Meet. Sharyl mentioned that we were there once before and it was very successful, besides being a great location with restaurants within walking distance. The dates that were suggested are September 18th-19th. Glorie went on to suggest a cruise on the Safari Rose. If that is a "go" then hotel reservations should be from Wednesday to Saturday.

Break

Wayne Yurtin presented a retirement present to Gary Beaupre. We are now expecting to hear and see his '66 project to be completed soon.

Thank you to Art and Glorie McNay for bringing refreshments. Benton Russell's and Bob Kennard's name badges were drawn for the meeting's gifts.

Show and Tell:

Ken Albers related the adventures that he and Marci experienced while driving their '61 on the Caravan trip to the National Corvette Museum for the 25th Anniversary Celebration. First he noted that they had previously driven the '61 on two cross-country trips without incident, but this time was a comedy of repairs. The over-ride switch for the electric fans broke (turned on the AC to start the fans), the ignition switch broke (Marci push-started the car), got a new switch from a Corvette restoration shop, stopped again and got the starter and solenoid replaced. Oh, they also ran out of gas at one point. But then the worst happened at Arches National Park in Utah. A woman backed into the driver's side of the car. At home, Ken found out from the local body shop that the repair will be extensive including lots of glass work, lots of sanding, and replacing the whole front nose. Luckily Haggerty Insurance has been helpful. After this trip of 7700 miles, Ken and Marci got home to find that their refrigerator ice-maker had leaked and their oak floor needs to be replaced. Aren't we glad that Ken is our Road Tour Coordinator!

Gary Beaupre brought original strut rods for '75-'79 cars. He does not need them and gave them away. He also showed NOS wheel weights (one of Gary's specialties) for early 70's cars. Although labeled the same and came out of the same NOS box, the weights are different lengths.

Don Mullenhoff showed a door post and vent window frame from his '65. It had been rusted and pitted, and now was beautifully restored and chrome plated by Sherm's Plating in Sacramento.

Bob Kennard showed an original front grill that he will use to replace a reproduction on his '61. He asked what the differences are between '61 and '62 and which way it should be installed.

Adjournment:

Before adjourning, Sharyl reminded the members to: Update their NCRS profile, adding an email address if missing.

Get their flu shots, if they haven't already done so. Bring books and magazines to next month's meeting for the Coast Guard; this is NCC's Charity event. Have a safe Halloween.

The meeting adjourned at 8:30 pm.

Respectfully submitted,
Sandy Houck, NCC Secretary

New NCC Members

Please join with me in welcoming NCC's new member.
Jeff Harada from Sacramento.

Verse by the Side of the Road

**WITH GLAMOUR GIRLS
YOU'LL NEVER CLICK
WHISKERED LIKE A BOLSHIEVIC**

Burma-Shave

1940

This 'n That

By Glorie McNay

Thank you to all the NCRS members who volunteer to keep our organization going. It is easy to sit back and participate now and then. If it weren't for the selfless efforts of a few there would not be events to participate in.

Soon there will be a plea for volunteers at the National Convention. If you're going, you might volunteer in some capacity.

If you cannot give your time consider becoming a sponsor. There are many ways you can be a sponsor; you can donate items for the Foundation auction, you can place an ad or business card in the National Program booklet, or you can sponsor a Judges and Tabulators meal. No matter where you choose to sponsor or volunteer, you will be the greatest beneficiary for you will have all our gratitude.

Eliminating Percolation in Early Rochester Fuel Injection

By Jim Lockwood

Background

One of my first experiences with my fuel injected 1960 Corvette back in 1979 was extreme difficulty keeping the engine idling on hot days. I thought the car was going to strand me. I didn't know what was happening. I didn't know anyone who could explain it or tell me what to do. I didn't know whether I could trust that fuel injection unit.

Fast forward to 2019. Anyone who owns a "fuelie" now understands that the fuel injection unit is susceptible to something called fuel percolation. Simply stated, in hot weather fuel in the little copper tubes going to the nozzles begins turning to vapor instead of remaining liquid and this makes it difficult for the engine to remain running.

Coping with Fuel Percolation, the Prior State of the Art.

Since heat is the enemy, many modern attempts to reduce fuel percolation are about minimizing the amount of heat that reaches the copper nozzle lines. Such tactics include: Insulating fuel lines.



Illustration 1: Insulating fuel line reduces the heat picked up by fuel as it passes over the hot engine.

Blowing cooling air directly on the nozzle lines.

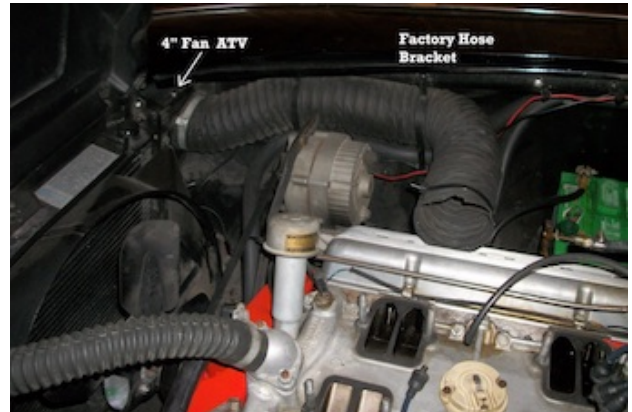


Illustration 2: The fresh air hose for the heater is repurposed to cool the FI spider.

In one ingenious instance, an owner actually blows refrigerated air over the nozzle lines.



Illustration 3: Inside the box with the two air hoses is a chiller that refrigerates the air blown on the spider.

People have also used an electric fuel pump instead of the engine mounted mechanical pump.

One other tactic is to use fuel that is less likely to vaporize under typical conditions found under the hood: to that end many owners seek out and use ethanol-free gasoline. Others use Av-Gas or racing gas.

These are all valid approaches since they address the problem of too much heat reaching fuel that vaporizes too readily. Many owners with whom I've communicated report that various combinations of these tactics have made their FI units relatively percolation-proof.

Bravo! But can we do better?

Ground Rules for Improvement

Where I live in California, buying ethanol-free fuel is not an option. Av-Gas and racing fuel are both expensive (compared to normal motor fuel) and not always available when traveling. I decided that my FI unit would have to use and tolerate California's version of E10.

For purely aesthetic reasons, I didn't want to mount blowers and air hoses in and around my FI unit. And I wasn't wild about trying to insulate and isolate every single fuel line. There's nothing wrong with doing these things; I just don't care for the appearance.

I developed a two-part strategy: (1) Without employing insulation or blowers, make the FI unit more tolerant of high temperatures to delay the onset of fuel percolation; and (2) Do something to solve the real problem once conditions reach the point that fuel percolation is unavoidable.

Delaying the Onset of Fuel Percolation

'63 – '65 FI units are significantly less susceptible to fuel percolation than are '62 and older units. This is because cool fuel (or more accurately, fuel which is "less hot") from the bowl circulates continuously to the spider and back to the bowl. This reduces the temperature of the nozzle fuel lines and the reduction is often enough to prevent fuel from vaporizing. Even when it doesn't completely prevent fuel vaporization, it can be postponed for a significant length of time.

So, my plan was to modify the FI unit on my '60 to have a circulating fuel path similar to what is on '63 – '65 FI units. An important requirement was to do this modification in such a way that it was completely reversible. Also, any new parts had to be readily obtainable.



Illustration 4: The short silver tube supplies fuel to the spider. Fuel returns to the bowl via the longer silver tube. Notice the lack of insulation.

On my modified FI unit, fuel exits the bottom of the fuel bowl through a part known as the "spill valve cover". It goes through the spider and returns to the fuel bowl through the port that is normally the fuel outlet. A new spider is necessary and there are some internal modifications, but this is the essence of what I did and it can all be undone if needed.

It's worth noting the fuel supply and return lines seen in the picture are steel rather than the traditional copper. I chose steel for its lower thermal conductivity, the goal being to reduce the amount of heat transferred to fuel while on its way to the spider or back to the bowl.

One other step I've taken is to get rid of the thermally conductive path between the engine and the nozzles by replacing the steel nozzle retainer bolts with nylon bolts. I did this after carefully instrumented experiments showed conclusively that the nozzle lines

and nozzles cooled more rapidly after a hot engine-restart when the nylon bolts were in place.



Illustration 5: Nylon bolts eliminate the conductive path between the engine and the nozzles. After a hot restart, the nozzle temperature drops measurably quicker.

How Well Does it All Work?

Under identical test conditions (same 90-degree temperature, same 22-mile engine warm-up cycle), my stock unmodified fuel injection unit would begin to experience fuel percolation after less than one minute of idling. In contrast, my modified FI unit did not begin to act up until the engine had been idling for a full ten minutes.

Percolation Time Comparison

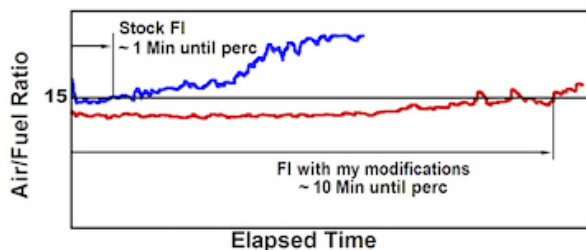


Illustration 6: I define the onset of fuel percolation as when the Air/Fuel ratio rises above 15:1, as seen on the vertical axis. The horizontal axis is time. The blue line represents the time it took the unmodified FI unit to begin acting up. The red line illustrates how much more heat tolerant my modified FI unit is.

In actual driving, this improvement has meant I can sit at a traffic light in 95-degree temperatures and the engine idles agreeably until the light turns green. During the time I'm waiting for the light, I'm not having to play with the throttle to keep the engine running.

Re-starting the hot engine is also better. At the instant the engine fires, it is much more willing to quickly settle into a smooth idle.

The average person looking at my modified FI unit would not notice the anti-percolation modifications. (In fact, most on-lookers are distracted by the welded plenum, a matter for another article.)



Illustration 7: My improved FI unit installed on my '60 and ready to take on summer heat. (The yellow wire goes to a thermocouple so I can record engine temperature.)

While not strictly "period correct", I submit that it has a "period plausible" appearance. Everything I've done to this FI unit could have been done back in the day. There are no high-tech tricks involved in implementing anything I've described. In any event, the fact that I can drive around on hot days with little concern for fuel percolation greatly outweighs any issue I have with the appearance of my FI unit.

Going Forward

I am not done. All I've accomplished is to delay the onset of fuel percolation, admittedly to a significant degree. Under the right conditions, though, even my improved FI unit will eventually act up.

Remember the second part of my strategy is to solve the fundamental problem that makes fuel percolation possible. So, I've been testing another idea, one which involves some modern technology yet remains difficult to detect. It shows promise; in one experiment, I turned a hair dryer on the spider of my FI unit to deliberately provoke fuel percolation. Even with the heat from the hair dryer directly on the spider, the engine did not stall and I did not have to manually intervene to keep it running.

What I've done to achieve this extra level of percolation immunity needs refinement and I'm working on that. For now, if anyone is interested in immunizing their early FI against fuel percolation using any or all of my low-tech modifications, contact me. I'll be glad to help.

Jim Lockwood

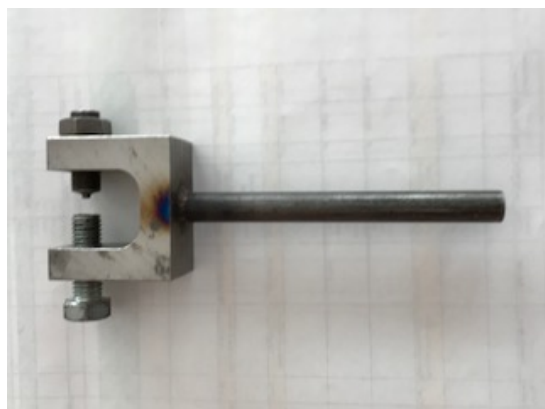
jmlckwd@hotmail.com

530-644-2517

Rivet Tool Available for Loan

This tool is primarily intended for installing the rebound straps on C1's. If you are interested, contact Mike Ingham at:

510-420-0968 or michael.ingham248@gmail.com



Mass Mailing Clarification

To make the Editor's job easier, I have asked Marci to start utilizing NCRS's Mass Mailing feature to distribute the Vettecetera as well as other NCRS related e-mails from other people. Please do NOT respond to her, respond to the person who authors the e-mail.

Technical Articles Wanted

If you have been thinking about writing up some restoration project you have completed, please do so and submit it for publication. We can all benefit from one another's learning's. If possible, submit your article as a Word document, and any accompanying pictures as .jpg files.

Copyrights

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Pertinent Information

Send newsletter articles to Marci Albers either by email: marcialbers@gmail.com or snail mail: 3949 Estate Drive, Vacaville, CA 95688. Either way, it needs

to be received **by the 25th** of the previous month to make publication.

NCC Dues

NCC dues are \$30 per year. Please start paying via PayPal. If you choose to fill out a membership form it can be found on the last page of the Vettecetera. When and if you have changes (e.g., e-mail address, Corvettes owned) please send those changes to me via e-mail at: sharylingham@gmail.com. Thank you.

Chapter Meeting Location

The location for Chapter meetings is at St. Peter's Episcopal Church located at 6013 Lawton Avenue, Oakland, CA 94618.

Note from the Editor

In order to make things easier, all ads will be printed in the Vettecetera for 3 months. If you would like to run it longer just notify me, and I will run it for another 3 months. Also please notify me if you have sold your items, so I can delete your ad.

Business Card Ads

Annual rates for business card ads are as follows: \$15 for NCC members; \$25 for non-NCC members. Please send your business card along with a check made out to NCC/NCRS to Marci Albers, 3949 Estate Drive, Vacaville, CA 95688.

A photograph of a red Corvette car, likely a C3 model, shown from a front-three-quarter view. The car is parked on grass, and its distinctive round headlights and chrome bumper are visible.

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 NATIONAL CORVETTE RESTORERS SOCIETY
 The National Corvette Restorers Society
 Has created a new website
NCRS Classified ADS
 The site is open to everyone, not just
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<https://www.ncrs.org>
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 to locate the
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2019-2020 Event Calendar

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TWINKLING LIGHTS
FROSTY NIGHTS
HOLIDAY SHOPPING
PARTY HOPPING
TREES BEDECKED
DIETS WRECKED
HOORAY FOR ALL
HALE AND HEARTY
TIME FOR ART & GLORIE'S
HOLIDAY PARTY
SUNDAY, DECEMBER 8th
11:00am – 2:00pm
COME CELEBRATE WITH US

R.S.V.P.: 530 662 7951

amcnay@pacbell.net

628 Lewis Ave

Woodland CA. 95695



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Northern California Chapter Membership Form



SHARYL INGHAM at 6047 Lawton Avenue, Oakland, CA 94618

ANNUAL DUES: January 1st through December 31st, **\$30; now payable via PayPal through the NCRS website.**

Business Card Ad: \$15 for NCC member, \$25 non-NCC member

Please send a jpeg of your business card to: marcialbers@gmail.com

NCRS Membership Number: _____ Expiration

Date: _____

(From *Driveline* or *Restorer* Address Label)

You must be an NCRS Member to be a Chapter member

Check as Applicable:

_____ New Member

_____ Renewal

_____ Change of Address

Please Print or Type

Name _____ Birthdate: Month _____ Day _____

Spouse _____ Birthdate: Month _____ Day _____

Street _____ Apt. _____

City _____ State _____ ZIP _____

Home Phone _____

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Work Phone _____

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Please list the Year(s) and Model(s) of your Corvette(s)

This information will be published in the Chapter's roster.

Please check your exclusions.

_____ Name
_____ Birthdate
_____ Street Address
_____ City
_____ Phone
_____ NCRS#
_____ E-mail