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# Gent's Journal

Volume 6 Issue 4

April 2016

## Newsletter Editor's Message

To our Fellow Gents Members,  
To say life has been busy for us would be a terrible understatement. Please keep us in your thoughts and prayers.

We were able to get caught up on club activities in a recent meeting with President Tom and INCCC Rep Dean. It sure sounds like 2016 is going to be a stellar year!

We won't be at the next meeting as we are going out of town for our first anniversary (can you believe it's been a year?) But one or both of us will be at the meeting in May. Hopefully I will have my new (for me) 1985 Corvette up and running by then!

See you all soon!

PS—next article by INCCC Rep Dean C. :)



## SPOKANIMAL

YOUR INLAND NORTHWEST HUMANE SOCIETY

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### Club Officers

- President: Tom Yedinak 509-468-3729
- Vice President: Steve Williams
- Secretary: (open)
- Treasurer: Gary Schackel
- Sgt At Arms: Jason Williams
- INCCC Rep: Dean Carriveau



### Inside this issue:

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The love between a man and his car can only be understood by those who have felt it. ~Unk

## Jeff's

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**Introduction of Visitors:**

This is Schad and Roni's 2nd meeting

This is Kit Deondre 2nd meeting. Steve Williams is sponsor. He has 2 cars  
Bob Marshall withdrew.

**Reading of Minutes** from February 2016:

**Reading of Correspondence:**

We have a nice INCCC thank you card for our donation to the Scholarship fund

**Report from Secretary:** Bruce Town volunteered to take minutes for Feb 2016

**Report from Treasurer:** Treasurers report was read!

**Report of Committees:** Include INCCC rep. Separate report from Dean.

**Old Business:**

Steve Williams has the Gent's business cards.

Jason Williams has new stickers

Save the date for the Gent's St. Luke's car show which is 16 July 2016.

If you didn't get a Gent's bag and you were a dues paying member as of December 2015. Get with Bob Kivett if you didn't get yours.

Deke has the video about the Gents 2015. The cost is \$10.00 each. 10 members said they wanted it.

AutoNation show is out.

We have the following shows/events:

Riverside Run	17 June
Wendle Show	19 June
St Luke's	16 July
Hillyard Show	6 August
Eagle/Honor flight	13 August
Riverside Run	9 September

2017 Calendars: 11 contracts signed 1 to get. We have Rays Turf, MAACO or Pizza Pipeline for last spot.

Spokane Raceway Park drags are set up for the 20th of August 2016. Starts about 5:00 pm and will cost about \$30.00 to race and enter. We will sponsor with up to \$300.00.

Web Site: Dean, Bruce and I will be administrators we should get all inputs to Deke Cloyd by 15 March 2016. Hopefully the Gent's website will be up and running by the 1st of May 2016. Print the newsletter for those dues paying members without email.

We will have new member folders now. It has "Members Application Form, Members Instruction, By-Laws, and Sticker/Plaque criteria." Steve Williams will have the paperwork at every meeting.

**New Business:**

Sam May was voted into the club with a beautiful 57 Chevy

We had a great turnout for the URM Food Expo. Thanks to Kerry Hafner, Steve Wohl, Steve Williams, Steve Rygwalski, Dick Meredith and Don Earney. We gave some calendars away also. \$300.00 will be donated to the club. Two Rivers casino might want us to help them do a car show this summer

We voted to donate \$65.00 for a dumpster sponsorship for SpokAnimal care, and Dean challenged all other clubs at the INCCC meeting

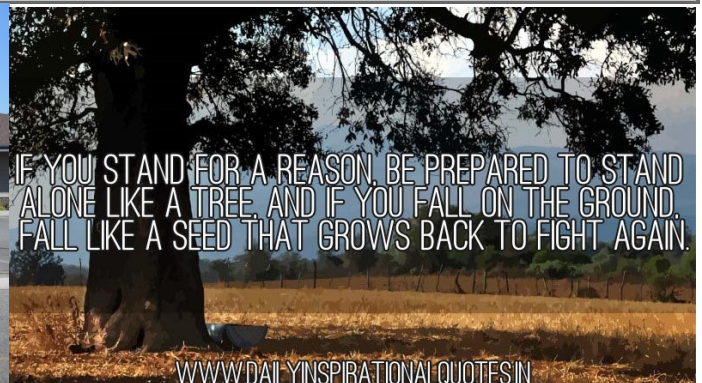
We voted to give some calendars away to our sponsors. Thanks to Dan Ray and Norm Ripley.

We are also giving away some calendars to our own members, and we will save some for our 206 car shows. We voted to give 10 calendars each to members.

The 2016 calendar of events are up at the front. They were brought by Jeff.

We presented Norm Ripley with a Grouchy Snickers bar, grumpy hat and T-shirt donated by one of our members.

**Next Meeting:** 3rd of April 2016 @ 0400 at Eagles? \_\_\_\_\_ **Meeting adjourned** at: 4:48 pm





**Inland Northwest  
Car Club Council**

If you have any questions or comments about the meeting or INCCC in general, contact President Tom Yedinak or INCCC Representative Barnetta 509-484-4104



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**Gents and Local Events**

- April Member Anniversaries: Craig Copher
- April Birthdays: Steve Wint, Andy Terris
- April Wedding Anniversaries: Skip & Tawnia
- Let me know your special date—we'd love to celebrate with you!

**Irish Soda Bread**

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• 4 cups all-purpose flour</li> <li>• 4 tablespoons white sugar</li> <li>• 1 teaspoon baking soda</li> <li>• 1 tablespoon baking powder</li> <li>• 1/2 teaspoon salt</li> </ul> | <ul style="list-style-type: none"> <li>• 1/2 cup margarine, softened</li> <li>• 1 cup buttermilk</li> <li>• 1 egg</li> <li>• 1/4 cup butter, melted</li> <li>• 1/4 cup buttermilk</li> </ul> |
|--|--|

1. Preheat oven to 375 degrees F. Lightly grease a large baking sheet.
2. In a large bowl, mix together flour, sugar, baking soda, baking powder, salt and margarine. Stir in 1 cup of buttermilk and egg. Turn dough out onto a lightly floured surface and knead slightly. Form dough into a round and place on prepared baking sheet. In a small bowl, combine melted butter with 1/4 cup buttermilk; brush loaf with this mixture. Use a sharp knife to cut an 'X' into the top of the loaf.
3. Bake in preheated oven until a toothpick inserted into the center of the loaf comes out clean, 45 to 50 minutes. Check for doneness after 30 minutes. You may continue to brush the loaf with the butter mixture while it bakes.



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(Continued from page 7)

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

Vent your fuel system during storage for extended periods; the moisture your fuel system might absorb from the outside will be less than the moisture created in the air space inside.

Use a fogging solution in your carburetor during storage to

prevent condensation from collecting in fuel bowls.


Use of isopropyl alcohol-based dry gas will help to absorb system moisture. Regular dry gas is ethanol-based and will only make the problem worse. Isopropyl-based additives actually combine with the water molecules and removing moisture through the combustion chamber.

Use of a flex fuel-compatible fuel filter where possible will prevent degradation of the paper media in your filter by water in the fuel system.

SEMA has also made ethanol in gasoline one of its legislative priorities, opposing the pending rollout of E15 fuel. For more information on that effort, visit [SEMASAN.com](http://SEMASAN.com).

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# Everybody Sues EPA Over Ethanol Requirements

With the release of long-awaited ethanol-blending target numbers late last year, the Environmental Protection Agency managed to draw ire from both renewable fuels supporters and renewable fuels opponents. Now, almost predictably, both sides have filed lawsuits against the EPA accusing the agency of failing to do its job right.

The finalized numbers mandated a total of 18.11 billion gallons of renewable fuels for 2016 - including ethanol and biodiesel - falling short of the 22.25 billion gallons that the Renewable Fuel Standard initially envisioned, but surpassing the 17.4 billion gallons that the EPA proposed earlier in the year. The numbers also came about two years later than expected and set finalized numbers for 2014 and 2015 in retrospect.

Ethanol backers struck first, filing a lawsuit January 8, claiming that the EPA erroneously set the numbers based on demand rather than supply and that the EPA overreached in its interpretation of the RFS.

Then last week, the American Fuel and Petrochemical Manufacturers also claimed the EPA used flawed methodologies in setting the most recent numbers. "Despite the agency's best efforts, certain aspects of the final RFS

rule still run afoul of the Clean Air Act," said Chet Thompson, president of the AFPM. "This rule further confirms that the RFS program is dysfunctional and that the only real solution is full repeal by Congress."



According to Ethanol Producer Magazine, the U.S. Court of Appeals hearing the two lawsuits has since consolidated the cases, along with suits brought by several other groups.

Lawsuits are just one legal means that some people are using in their opposition to the RFS, however. Two proposed amendments to a pending Senate energy bill propose either a modification or a complete abolition of the RFS. An amendment proposed by Senators Pat Toomey of Pennsylvania and Dianne Feinstein of California, similar to a bill that they introduced last February, would keep

the RFS intact, but eliminate corn as a source of the nation's ethanol supply.

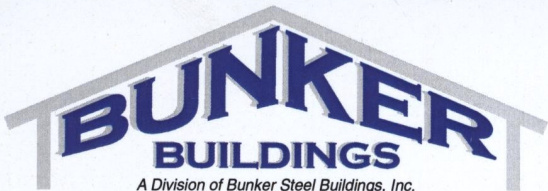
"It makes driving your car more expensive, it makes our food prices considerably more expensive, and it is actually harmful to the environment," Toomey told the Pittsburgh Tribune-Review.

Another amendment proposed by Louisiana Senator Bill Cassidy - again, similar to a bill he introduced last year - would do away with the Renewable Fuel Standard altogether. Neither amendment to the Energy Policy Modernization Act of 2015 - which is currently stalled in debate on the Senate floor - has been accepted into the text of the bill.

The Specialty Equipment Marketing Association, along with the Antique Automobile Club of America and the American Motorcyclists Association, have all gone on record to oppose blending any amount of ethanol into the nation's fuel supply.

In the meantime, the EPA's Office of Inspector General has been conducting a review of the RFS, specifically to look into the life-cycle impact of biofuels such as ethanol. No timeline for that review has been announced.

<https://www.yahoo.com/autos/everybody-sues-epa-over-ethanol-requirements-000631554.html>



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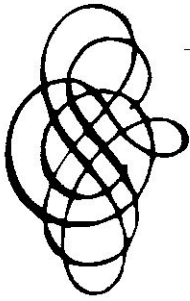
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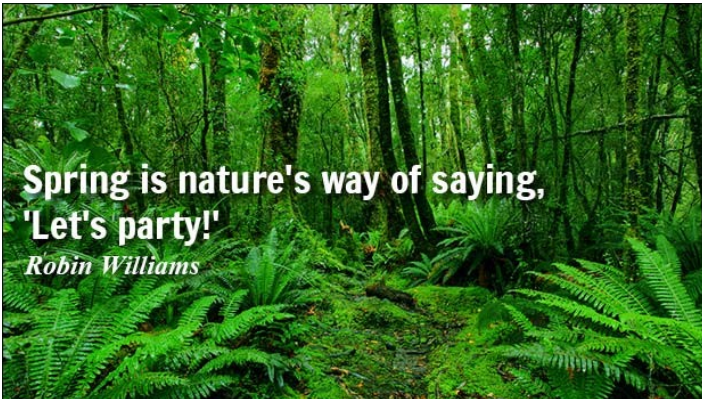
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# Tech 101 – Ethanol in gasoline and its effects on collector cars

[Editor's Note: Jim O'Clair's recent post on zinc levels in modern oils led to a discussion in the office about the other fluids we put in our collector cars – particularly how those fluids have changed since the cars were new. In that spirit, we asked him to take a look at the technical aspects of ethanol in modern gasoline and how ethanol affects older cars. This story is not meant to discuss the political implications of ethanol in gasoline, and we ask that anybody who comments on the story refrain from discussing politics. Thank you.]

Like it or not, ethanol in gas is here to stay. Although it does reduce pollution in our atmosphere, it can cause problems for many collector cars, boats, and older outdoor power equipment because of some of the side effects related to its use.

When people talk about ethanol in today's pump gas, they're referring to E10, which is a formulation that contains 90 percent gasoline and 10 percent ethanol. Car manufacturers are now building engines that can run on 51 to 83 percent ethanol, which is often called E85 or flex fuel.

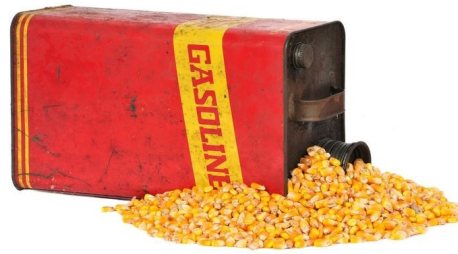
Ethanol is refined from grain alcohol; most specifically, corn, here in the United States; but it can also be made from switch grass, manure, willow trees, and even sugar cane in some countries.

The use of ethanol will only increase. Federal law mandates that the U.S. use 36 billion gallons of alternative fuel per year by 2022. By comparison, the United States used only 11 billion gallons in 2010, and the requirement in the law is that we ramp up to 15 billion gallons per year in 2015. The only way we would get there is to buy more gas – which is unlikely to happen, given the cost of a gallon these days – or increase the ethanol content in each gallon. Unless your car's owner's manual states specifically that it is an E85 or Flex Fuel vehicle (if you don't know for sure, check the eighth digit of your VIN), you cannot use E85 fuels.

Pros of ethanol-supplemented fuel:

Ethanol is clean-burning and is a higher-octane fuel than conventional gas.

Ethanol is produced from renewable sources.



Ethanol-powered vehicles produce lower carbon monoxide and carbon dioxide emissions, and lower levels of hydrocarbon and nitrogen oxide emissions.

Ethanol production keeps American farmers in business and creates new farming and ethanol-processing jobs.

Because ethanol is produced domestically, it reduces U.S. dependence on foreign oil and increases the nation's energy independence.

Ethanol needs fewer fossil (coal) and petroleum (gas) fuels to produce more BTU of energy than gasoline (although it does require much more water).

Cons of ethanol-supplemented fuel:

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.

Virtually any grain considered feedstock can be used to make ethanol, but some grains are better for producing ethanol than others. Corn happens to be one of the worst grains for making ethanol but we produce so much more of it than any other grain that it was the ingredient of choice for U.S. ethanol producers. In

South America, ethanol is produced from sugar cane, which is easier to refine and gives a higher yield per acre than corn (1,200 gallons per acre vs. 300 gallons per acre of corn). The U.S. government did impose a 55 cents per gallon tariff to prevent the import of sugar cane-based ethanol into the United States, though that tariff has recently expired).

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 the paper filter media inside fuel filters not specifically designed for flex fuels and can thus restrict fuel flow at the filter.

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.

So what is a classic car owner to do? Especially when their car is sitting unused in the garage more than it is on the road? It has been stated that you can counteract the poor fuel mileage by driving at a consistent speed of between 40 and 60 MPH but that doesn't really apply to boats or classic cars that are parked or do not have cruise control in most cases.

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.

Replace any fiberglass tanks with steel or aluminum.

Ensure that any O-rings in the fuel system are also ethanol-compatible.

*(Continued on page 4)*

<http://blog.hemmings.com/?p=81340?ana=Yautos>

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