

# Gent's Journal

Volume 9 Issue 2

February 2019



# February

## MID WINTER STUFF—JASON WILLIAMS

These articles are starting to remind me of my college days because I usually forget when they are due and end up pulling an all-nighter trying to put together a coherent thought but I'll try to make it happen.

As we near the mid-point of the winter off-season, many of us have been slowly working away to finish our projects or make the needed repairs and upgrades before this approaching car show season. But, just like this article, I have found myself putting

off the many winter projects I had planned.

My Charger is tucked away in storage across town to avoid the snow that has not [yet] arrived. The Monte Carlo sits in desperate need of freshening up and repair so I can sell it. And don't get me started on the three other cars that could use some of my attention.

With my ability to procrastinate on full display, I thought I'd use this article as an opportunity to both promote the fact that I am now in charge of

the Gents' Instagram page, which is in desperate need of fresh content, and give our members a chance to share what they are working on this winter.

So, if you want to show off what you have been doing this winter off-season, send me a few pictures and a description of what is going on to my email [montessjr@hotmail.com](mailto:montessjr@hotmail.com) and I'll post it on the Instagram page.

Your post might just be the inspiration someone like me needs to get off the couch and get to work in the garage.

~Jason

### CLUB OFFICERS

- President:  
Tom Yedinak  
509-468-3729
- Vice President:  
Steve Williams
- Secretary:  
Tawnia Littell
- Treasurer  
Don Rogers
- Sgt At Arms:  
Jason Williams
- INCCC Rep:  
Dean Cariveau



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# HAVE YOU PAID YOUR DUES?

# JANUARY MEETING MINUTES

**Call to Order:** 6:00pm

**Officers Present:** Tom Yedinak, Don Rogers, Jason Williams, Tawnia Littell. VP Williams absent

**Pledge of Allegiance:** led by Jason Williams

**Visitors:** none

**Prospective Members:**

Ron Neibaur with a '65 T-Bird, sponsored by Frank Romero (1<sup>st</sup>)

Rick Neet with a '57 BelAir (3<sup>rd</sup>)

Bob Rockwell with a '37 Chevy (2<sup>nd</sup>)

**Reading of Minutes:** accepted as printed in the newsletter. One change – the minutes read were from DECEMBER, not November as printed.

**Reading of Correspondence:** Thank you letters from Hospice of Spokane, Union Gospel Mission, and Providence Health. Also from Shari Wohl on behalf of Intermountain Search Dogs.

**Report from Treasurer:** read and accepted

**Report of Committees:**

**INCCC:** Show No Shine is scheduled for 2-23 at Mirabeau. And the next INCCC Meeting is January 29 at Timber Creek

**Old Business:**

2019 Shows and events were discussed. See the newsletter calendar for dates

Congratulations to the Most Inspirational and Most Improved Car winners from 2018 – Steve Williams and Dan Carney.

Costco cake and Dale & Cindy's cinnamon rolls may be served at the 2019 Christmas party

Congratulations to our newest club members – Casey Jones and Jim Earls court

Spokane Speed and Custom Show – display concept tabled until Steve's return (February meeting). If you want to be part of the display, contact Tom or Steve. You must not have been part of the first display.

The 2019 club picnic will be at Jerry Oswald's – limit of 50 cars

The next calendar centerfold photo shoot will take place at a different location. Tom to check on availability of Bozarth Mansion

2020 Calendar sponsors are being renewed. New potential sponsors include Bigfoot Tavern, Johnson Automotive, and Black Diamond.

The plan is to have the 2020 calendar available by September 6 2019

**New Business:**

Does the club want "Associate Members"? Motion was made, seconded, and **declined** by club vote.

Tom shared a sample license plate type placard for Gents cars. Motion was made to have them created for plaque cars only. Motion seconded and **approved** by club vote. Tom to get more information such as cost.

More information still to come on the commemorative plaque (with NWT A initials)

**VOTE FOR NEW MEMBERS – CONGRATULATIONS to Rick Neet!**

**Announcements:** weekly lunch at Round Table Pizza on Thursdays at 11am

**Next Meetings:** February 6, 2019, 6pm, Eagles Aerie 2

**Meeting Adjourned: (not noted)**



**[NOT SO] SUBTLE REMINDER:**

**TIME TO PAY YOUR DUES!**

**SEE DON ROGERS AT THE NEXT MEETING.**

# Notable Dates

- February 6—regular monthly meeting
- February 23—INCCC Show No Shine
- April 12-14—Spokane Speed & Custom Show
- April 27—Guild School Penny Drive
- May 11—AutoNation Chevrolet Show
- June 16—Wendle Ford Show
- July 13—Inside & Out Car Show
- July 27—Honor Flight Show
- August 9-11—Good Guys Show
- September 6—Spokane Interstate Fair, Gents Day
- December 7—Christmas dinner
- Birthdays: Dean Carriveau (1/4), Gerry Ensminger (1/22)

Also:

- Weekly lunch on Thursdays at 11:30 at Roundtable Pizza in the 5 Mile Heights
- Newsletter now due out on or near the 25th
- PAY YOUR DUES



If you have any questions or comments about the meeting or INCCC in general, contact Dean Carriveau. Meetings are held on the last Tuesday of each month at Timber Creek Buffet.

Editor's note—I find a lot of articles on the internet for your viewing and reading pleasure. If an article was taken from the internet, a hyperlink will follow the article.

Full credit goes to these writers and photographers.

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# How AFD Cracked the Code for Extracting 30 HP More from E85



By now, everybody knows about ethanol and E85. If you don't, it's time you caught up with the rest of the world. A majority of pump fuel sold at the corner gas station now contains 10 percent ethanol and that's a good thing. There are also late-model vehicles sold under the heading of flex fuel cars and SUVs that are adaptable to various percentages of gasoline blended with ethanol. The most popular fuel is E85 which is the shorthand description for 85 percent ethanol and 15 percent gasoline. Until recently, that was the commonly-held definition.

Today, the U.S. Department of Energy defines E85 as actually any blend of 51 to 83 percent ethanol with gasoline. This is required because winter blends of E85 generally contain greater percentages of gasoline to allow easier starting in cold weather. All of this is important because ethanol blends do change day to day at the pump as well as throughout the seasons. So several years ago, GM created an ethanol sensor installed in all flex fuel vehicles that measures the percentage of ethanol in the fuel and constantly reports this percentage to the ECU. Advanced Fuel Dynamics (AFD)

is a relatively new company that addresses variable E85 blends and offers some interesting performance advantages that deal with this issue of constantly changing blends. The AFD system uses this sensor as the basis for a very interesting plug-in system called ProFlex that can be quickly and easily installed on many late-model, electronically fuel injected vehicles. The system measures the percentage of ethanol and then employs a simple plug-in harness and stand-alone controller that reads the existing commands from the stock ECU and re-calculates these signals into re-tuned versions as calculated using their infinitely variable ethanol tuning map. Users are able to run any blend of gasoline and ethanol seamlessly.



The entire ProFlex system for a C5 Vette

Here's how this works. Straight ethanol as a fuel produces roughly 25 percent less heat (in BTUs) than gasoline. So with a given percentage of ethanol mixed with gasoline, the Advanced Fuel Dynamics fuel sensor measures the ethanol percentage, calculates a new command based on this percentage and increases the

amount of fuel delivered to produce an effective air-fuel ratio. Frankly, this is a really simple idea that seamlessly integrates adaptive tuning for ethanol right into an existing factory EFI system.



The GM Factory Flex Fuel Sensor

Let's look at this a little closer. The biggest issue comes down to the size of injectors used in the engine. This is important because with a greater ethanol load such as 70 to 85 percent ethanol, this will require a significantly greater fuel flow capability to match the demanded air-fuel ratio. Many performance cars out there have large enough injectors to be able to handle this additional fuel flow.

Tuning for all blends of ethanol can be tricky, so AFD tests every vehicle on a dyno while running E85 to make sure the onboard injectors have enough capacity and the AFR stays at acceptable levels throughout the rev range. When vehicles require an injector upgrade, AFD can supply the right injectors for the job

In one particular case study, Advanced Fuel Dynamics added its ProFlex Commander package to a C5 Corvette. This

*(Continued on page 5)*

(Continued from page 4)

particular car was powered by an LS1 and based on AFD's testing on a chassis dyno, this particular car improved from 299 to 329 rwhp with a matching gain in torque to a 345 lb-ft peak.

Some enthusiasts may want to monitor the actual ethanol percentage in the tank. AFD thought of this as well and provides their free ProFlex Connect App that can be quickly loaded into your smart phone and displays the percentage of ethanol in the system at any time via a bluetooth connection.

Among the most often asked questions is will your engine require a re-tune if it has already been dyno tuned or modified. Based on the algorithm built into the ProFlex system, it merely changes the existing tune to compensate for the amount of ethanol in the fuel. This means that no changes to your existing tune are necessary, although vehicles that are already tuned typically gain more power.

Another feature of ethanol that is not commonly appreciated is that the octane rating of ethanol is not based on a straight blend percentage. For example, a mix of just 30 percent ethanol with gasoline (E30) can bump the octane rating of 93 gasoline up to almost 100 octane. Mix ratios

above 50 percent realize increasingly smaller improvements in the octane rating. So it's possible that a mix ratio of 50 percent or below will allow engines to perform better with the inherent higher octane rating while still allowing the use of the stock or near-stock size injectors. This also minimizes the decrease in fuel mileage that occurs with larger percentages of ethanol. High ethanol race blends available by the barrel and at some tracks can carry as much as a 116 octane equivalency rating.

There are actually multi-tiered reasons why an engine will gain additional power when using ethanol-mixed fuel. The main advantage is not just the additional octane, but ethanol also enjoys a high latent heat of vaporization. What this means is that ethanol tends to absorb heat out of the air when the fuel is mixed with incoming air. A cooler intake charge is denser which will make more power but it also reduces the engine's sensitivity to detonation. This means that an engine with even a mildly aggressive timing curve will allow the engine to generate the most power it is capable of producing.

For LS engine swappers, AFD also offers a ProFlex Commander system that can be applied to any retro-fit LS engine. The system operates in the same manner as the more

vehicle-specific systems and will not demand a re-tune of your existing system. This would be especially useful on applications running larger injector sizes to allow maximum potential fuel flow. (At this time, AFD also has applications for LS, Ford Coyote and Voodoo, Dodge Hellcat, and some imports.)

The AFD ProFlex system appears to offer some real advantages to quickly improve power by taking advantage of the cooling and octane-enhancing advantages of burning ethanol. It's there for the taking.

Where this system could really show some benefits is with pro touring and Drag Week style cars that could use the added octane of an E50 or E70 to minimize triggering detonation sensors and pulling back timing. Plus, pump E85 is far less expensive than race fuel.




<http://www.superchevy.com/news/afd-cracked-code-extracting-30-hp-e85/>

# DUES ARE DUE

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Please contact me if you have any questions, comments, or concerns.

~Tawnia Littell

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# Chocolate Banana Bread Pudding



Prep  
20 m

Cook  
1 h

Ready In  
1 h 20 m

Recipe By: Gabrielle

"A local restaurant served a version of this recipe. I went crazy over it and decided to create my own. It's great served warm or cold."

## Ingredients

- |                              |                                 |
|------------------------------|---------------------------------|
| 4 eggs                       | 4 cups cubed French bread       |
| 2 cups milk                  | 2 bananas, sliced               |
| 1 cup white sugar            | 1 cup semisweet chocolate chips |
| 1 tablespoon vanilla extract |                                 |

## Directions

- 1 Preheat oven to 350 degrees F (175 degrees C). Grease a 9x5 inch loaf pan.
- 2 In a large mixing bowl, mix eggs, milk, sugar, and vanilla until smooth. Stir in bread, bananas, and chocolate chips, and let rest 5 minutes for bread to soak. Pour into prepared pan.
- 3 Line a roasting pan with a damp kitchen towel. Place loaf pan on towel inside roasting pan, and place roasting pan on oven rack. Fill roasting pan with water to reach halfway up the sides of the loaf pan. Bake in preheated oven for 1 hour, or until a knife inserted in the center comes out clean.

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 Distribution Center Manager

Editor's note—the article on the following page was taken from the SEMA Action Network website. Portions regarding motorcycles were edited out for the sake of article size. Motorcycles have their own noise standards. Please see the full article for more information. <https://www.semasan.com/legislative-alerts/california/fact-vs-fiction-californias-new-exhaust-noise-law>

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## SEMASAN: Fact vs Fiction: California's New Exhaust Noise Law

### THE ISSUE

California Assembly Bill (A.B.) 1824 was signed into law by then-Governor Jerry Brown in June of 2018 as part of the state's budget process. The legislation amended how California law enforcement officials may issue a citation for exhaust noise violations.

The bill has generated significant concern within the industry and enthusiast community, along with some misinformation. This document seeks to clarify the matter. Most notably, enactment of A.B. 1824 did not change existing laws pertaining to exhaust noise or the sale and installation of aftermarket exhaust systems in California. Here are the facts.

### WERE CALIFORNIA'S EXHAUST NOISE RULES CHANGED?

No. Since 2003, exhaust systems installed on motor vehicles with a manufacturer's gross vehicle weight rating of less than 6,000 pounds, other than motorcycles, may not

exceed a sound level of 95-decibels when tested under Society of Automotive Engineers (SAE) test procedure J1492. This was not changed by A.B. 1824.

### IS IT NOW ILLEGAL TO INSTALL AN AFTERMARKET EXHAUST SYSTEM ON MY VEHICLE?

No. The sale and installation of an aftermarket exhaust system remains legal in California so long as it does not exceed a sound level of 95-decibels when tested under SAE J1492 and complies with all other exhaust and safety laws and regulations.

### IF EXHAUST NOISE LAWS DIDN'T CHANGE, WHAT DID?

Now, a motorist cited for violating the current California exhaust noise law can receive an immediate fine. Previously, motorists received what is known as a "fix-it" ticket, which allowed for 30-days to correct the violation.

### WHAT ARE MY OPTIONS IF I

### GET A TICKET?

Consumers in receipt of a violation still have the option of seeking a certificate of compliance from the California Bureau of Automotive Repair (BAR) demonstrating that their exhaust emits no more than 95-decibels. This SEMA-sponsored program allows courts to dismiss citations for exhaust systems that have been tested and for which a certificate of compliance has been issued. The cost for the test is \$108. BAR does not currently issue preemptive certificates of compliance.

### I'VE STILL GOT QUESTIONS?

Please contact [Christian Robinson](#), SEMA's Director of State Government Affairs.

### RESOURCES

BAR Certificate of Compliance: <https://bar.ca.gov/Consumer/Referee/Program/VehicleExhaustNoiseLevelCertification.html>