



Fiberglass Flash

The Unsuspecting Octane Booster

by James Prunty

It would be hard to believe that at one time or another in our hot rod lives that we didn't pour some type of mysterious elixir into our fuel tank in hopes of a quick, magical power gain to get that edge over a buddy and eke out a street or strip victory. Today, a bottle of that substance believed to enhance horsepower costs about \$10 for less than a pint. Now, the question is, did this application blow your sox off?

With the sophistication of the new generation Corvettes, there are only a couple of tweaks that do not make retuning a requirement; however, to get the most out of whatever you're doing, it should be considered. So, what is unsuspected octane booster, E85. Before you turn to the cartoon section, hear me out. What fuel does the C6R use? E85! Why? Because it makes more power! Over the weekend Gerri and I went to the Crystal Coast Super Boat Grand Prix. While walking the pits, I asked a couple of the guys working on the boats, "what do you use for fuel?" E85 was the common answer. "Why," I asked. "Makes more power," was the common answer.

E85 fuel is about 105 octane. 100 octane racing fuel at Irwindale was over \$7 per gallon. Since ethanol is in your fuel by 10%, you can run E20 and get a 2 point jump in octane or E30 and get 3.5+. Mixing 1 gallon

of E85 with 6 gallons of 91 octane pump gas equals 93 octane fuel.

Using that ratio to fill your tank

would be about 15.5 gallons of pump gas with 2.5 gallons of E85. 2.5 gallons of E85 is less than the price as 1 gallon of racing fuel or a 15 oz bottle of octane booster. So, the next time to top off your tank, put in 2.5 gallons of cheaper E85, and then complete the fill up with 91 octane pump gas. Result 93 octane. If you're going to the track and you want a boost but want to keep the weight down, add a half gallon of E85 to 1/8th of a tank of fuel for 93+.

What do I get for this you ask? Good question. For standard's purpose, horse power and fuel economy are predicated on a standardized 91 octane laboratory fuel called indolene clear. This fuel has a lower stoichiometric value of about 14.5:1, slightly lower than pump gas; however, your Corvette is calibrated for this fuel, but, the fuel you're putting into your tank contains about 10%



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The Unsuspecting... (continued from cover)

alcohol. Almost all of your cars are now running E10 and your tune is now wrong. Now, add the most common modification, a high flow air filter and your car is even leaner and the potential for spark knock has increased. The higher octane will help the spark knock problem.

The biggest issue surrounding the use of E85 is the fear that it's bad for the fuel system, reduces range on a tank of gas, and reduced fuel system (hp) capacity of a given system. As I said above, ethanol is in your fuel by 10% in most places. This then gets you some added octane without expensive octane boosters, or fears of 85% ethanol content. Your fuel system capacity won't suffer nearly as much and you will not need larger injectors unless you're over a 85% duty cycle. Those worried about varying ethanol content such as E85 actually being E70 in the winter can

email me to get a chart of dates of the switch. If you tune for the higher ethanol content and you get less ethanol, the car runs richer to compensate and since you weren't using that much, the difference isn't big anyway. Cold starts also won't be an issue because the ethanol content is so small.

Tuning for E20 requires two things, changing the AFR and increasing timing. In HPTuners, go to Engine, Fuel Control, General, Stoich AFR. For E20, set the value to 13.60 and save. For timing, you can experiment with 3-4 degrees more timing in a stock application.

Caution, using E25 on a daily basis may have a long term impact on the rubber components in your fuel system. ▲

Winner's Circle



Redline Car Show

Dan Esqueda won 1st for C5 stock hoods up

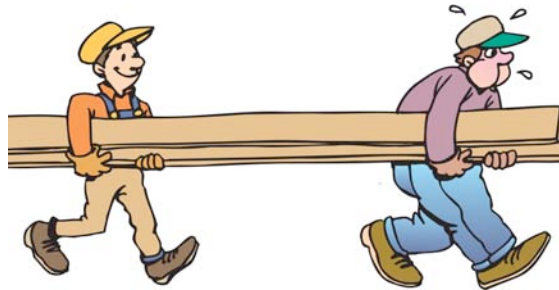
Larry and Peggy Jarman took 2nd, C5 Stock hoods down

Randy and Glenda Goff won 1st place modified

Joe and Erika Hernandez took 2nd place modified

Congratulations!

Car of the Year **SEPTEMBER INSPECTION CLUE...**



Inspector Bender



HAPPY BIRTHDAY!

September Babes!

Cerline Smith

Kevin Hand

Sam Orefice

Nonie Garvey

Mary Ann Tretter

Rosemary Rodriguez

Wanted to buy...

Used rear Goodyear P285/35ZR19 tire as fitted originally with the Z51 Performance Package or ZO6 C6.

Harvey Moses: (909) 985-2491



1964 CORVETTE STING RAY \$49,900

This Corvette is number 11,432 of 22,228 Corvettes built for 1964. It was built on Tues. Feb. 18, 1964 (F18) at St. Louis. The engine block matches the VIN number, and the block was actually cast on Wed. Feb. 5, 1964 (B54). The left Cylinder head was also cast on Feb. 5, 1964 (B54). *THIS IS AN ORIGINAL "NUMBERS MATCH" CORVETTE*

The right cylinder head was cast on Feb. 8 (B84). This car is still driven regularly, showing 76,000 original miles. It cruises reliably at 70 mph, turning 2800rpm. The car gets 19mpg highway, and runs well on 91 octane gas.

Tom & Marilyn Bruner
(626) 967-1811

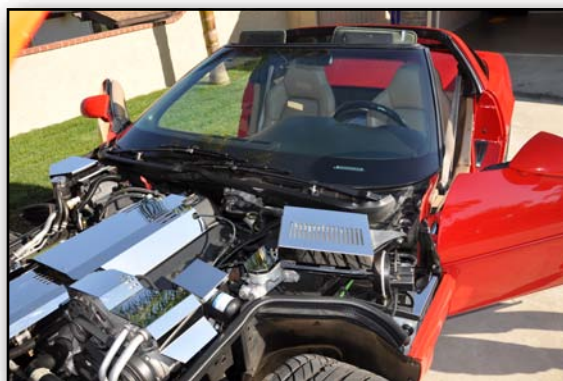


1996 CORVETTE C4

\$15,500

112,000 Miles, 5.7 Liter Engine/350 V-8
300 HP/Automatic/Torch Red/Tan Interior
Air conditioning • Delco-Bose AM/FM Stereo
Digital Clock • 6-Way Power Seats
4-Wheel ABS Brakes • Keyless Entry
Heated Electric Mirrors • Halogen Headlights
Power Windows and Door Locks
Detachable Roof Panel • New Interior
New Chrome C5 Wheels
New Tires and Brakes
New Drilled-Slotted Rotors • New Exhaust
New Water Pump and Radiator
New Thermostat

Del Bender: (626) 485-9216



Message from the President...

Dear Corvette enthusiasts:

The third E-Board meeting was very productive. The new budget passed, and is ready for the next administration. The yearly dues will stay the same and in this economy that's a good thing.

Please continue to bring in your toys for the Santa Claus Inc. We are making a difference in their inventory. They are no longer accepting old toys. Please bring new toys only. Thanks to everybody for their donations.

The Tombstone run is coming up and the same week we have two Homecoming nights. We need six cars on Thursday and Friday. The majority of the members that usually attend Homecoming nights are making the run. It is quite an experience to have a future prom queen ride on top of your car as we cruise around track. For those of you who have not tried this event, it is a good opportunity for you to help the club keep this tradition alive.

Sincerely,
Phil Caughey
PVCA President 2010

Blue Bars West Coast Regional News

The West Coast Competition year is well underway A West Coast Driving School held at Spring Mountain was completed by Charlie Lipscomb, Ginny Bender, and Dennis Clark

NCCC Point Standing Top 20

Club Standing

PVCA Third Place Club Standing

GENTLEMEN

Scot Erickson, 4th
Charlie Lipscomb, 11th
Randy Goff, 19th

LADIES

Ginny Bender, 4th
Glenda Goff, 10th
Karen Stevens, 12th
Pat Esqueda, 13th
Celest Hill, 18th
Nancy Erickson, 20th

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Good-bye!
Farewell!
Adios Amigos!
Ta ta for now!

From the Editor...

Well folks, looks like this will be the last newsletter I will publish for a while. My rotator cuff surgery is scheduled for October 5th.

No more car shows. No more Spring Mountain. No more Auto Cross. Boohoo. *(No more cooking or cleaning either!)*