

# Cruiser News

Monthly Newsletter Published By The Capital City Cruisers Car Club



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## Capitol City Cruisers Mission Statement

### Celebrating Our 13<sup>th</sup> Anniversary!

Our mission is to promote family enjoyment and interest in restoration and preservation of collector automobiles such as Antique Classic, Special Interest, Muscle Cars, Hot Rods, Street Rods, and Modified Vehicles. To host and conduct car shows and fundraisers to benefit charitable organizations in the Greater Sacramento Area and to have a lot of fun along the way!

## President's Message

Hello Cruisers,

I think the 2017 car show season has officially started. Several members attended the Casa Roble High School show Saturday March 18. The show is a fund-raiser for the school's automotive shops and was well attended by a huge variety of different cars...



The April Spring Fling show is about 2 weeks away and things are looking good. Please contact Steve Berg and let him know of any raffle prizes you may have for the show. I'll have the trailer at the Palladio at 6:30 AM for set-up. Looking forward to a great show. Happy Cruising...Rex

## ACCC Report

The 2017 ACCC Legislative Conference will be April 26 and 27. at the California Automobile Museum located at 2200 Front Street in Sacramento, California. Contact Rex at 530-748-6181 with questions.

Both SB1 and AB1 are two of the legislative bills that we are very concerned about. These two bills look to increase fuel taxes and registration fees for all California motorist. We are looking into getting

an amendment to exempt our collector/classic vehicles. It is critical to get support from all of our members if we are to succeed.

There is some good news...AB496 is a bill that will make road and infrastructure repairs without raising taxes or fees. Contact your representatives in both the Senate and the Assembly and let them know you support AB496.

In addition, there is a bill (HR1315) pending that will remove and eliminate ethanol E15 from our fuel and also eliminate the Renewal Fuel Standard (RFS).

I hope to see many of you at the conference this year. Bob Stearns – ACCC President.

## Tips For Removing Car From Storage.

If you've been storing your car for the winter, there are a few things you should do before driving your it for the first time. If your car has been in storage for less than six months, follow these steps:

- If the battery has not been removed already for storage, take it out to charge and then store it in a warm dry place until start up.
- Inspect the fuel system. Be sure the choke and throttle linkages move freely and the system is free of any leaks. Check lines for signs of deterioration. Due to advances in refinery procedures, modern pump fuel remains stable for at least six months, so if you topped off the tank prior to storage the fuel should be fine for start up.
- Inspect the cooling system. Look for cracking or loose fan belts and leaking or deteriorating radiator and heater hoses. Check that coolant is clear of debris, at the proper level, and is still a rich green color.

- Inspect the engine for signs of oil leaks and that the oil level is up. If the oil wasn't changed prior to storage, change it now; otherwise wait until after the initial start-up. Also check transmission, brake and differential levels and inspect for leaks.
- Inspect the ignition system for signs of cracking on ignition wires and related wiring connections. Check the distributor cap for moisture or deterioration.
- Inspect the brakes and suspension components for any signs of deterioration. Be sure all components are operating freely and functioning as designed, including the emergency brake. Repair any problems found prior to start up.

Now you're ready to:

- Install the warm, fully charged battery into your classic. Turn the engine over several times. You should do so until your oil pressure gauge needle moves up – if you have a light, let it spin for a 10 count.
- Also remove the air cleaner lid and check that there is fuel squirting in the carburetor when you move the throttle. Reinstall the air cleaner lid.
- Get in the driver's seat and follow the usual starting procedures for your car. Be sure the vehicle is out of gear.
- Let the engine idle until it reaches operating temperature. Closely monitor engine operation,
- watching for leaks, or malfunctioning systems. Listen for noises such as knocks or rattles.
- After the engine has warmed up, shut it down. Change the oil and filter; this clears the engine of any moisture that gathered inside over the winter. Check for any leaks in general once again on and around the car.

Now you can start it up and check the brakes for proper operation. Take the car for a 30-minute ride close to your home.

- Check again for any fluid leaks when you return home.
- Finally, give your car a good wash and wax. It's time to take a spin and enjoy the road.

**NOTE:** If your car has been in storage longer than six months, a more thorough inspection and procedures may be required. Storage for long periods of time can actually leave the car in a state

of disrepair due to deterioration. It is good to reserve this type of inspection and start-up to a trusted mechanic.

## 2017 Yenko Supercharged Camaro



Specialty Vehicle Engineering (SVE) unveiled its latest 2017 Yenko Supercharged Camaro with an 800-horsepower engine build. A

limited edition of 50 models will be offered and are expected to go fast — real fast, says SVE and there's no doubt about that. This year's package bumps up the LT-1 engine from a pedestrian 455 hp to a Hellcat slaying 800 hp with 750 lb-ft of torque, for those looking to step up their muscle car game. Under the carbon fiber hood, the custom-built engine gets a forged steel crankshaft and H-beam rods, aluminum pistons, CNC ported and polished LT-1 cylinder heads, LT-4 fuel system and injectors, and a custom supercharger.

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Three Yenko crest body badges, along with engine cover, hood cowl, decklid, and brake calipers badges are included. Hood stripe and side graphics are available in Gloss Black, Flat Black, White, Hugger Orange, Silver, Red, and Yellow. Other paint and stripe options are available too.

The Yenko Camaro also gets 20-inch wheels, SVE headrests, fancy floor mats, and a few extra goodies.

The pricy package starts at \$40,000 for the upgrade and doesn't include the cost of the donor sixth-generation Camaro, which should just about double the price. But hey, that's the price we pay for performance and exclusivity, considering there will only be 50 examples of these beasts prowling the roadways.



# Upcoming Car Shows 2017

## Greater Sacramento/Northern California Area!

- **Saturday June 24, 2017 Burgiemen Car Show**
- **August 8-13, 2017 Hot August Nights**
- **Saturday August 19, 2017 Butch Gardner Car Show-Sac Vintage Ford**
- **Sunday August 20, 2017 Andy's Picnic - Jackson**
- **Sunday September 3, 2017 Diamond Springs Fire Dept Car Show**
- **Friday-Sunday September 8-10, 2017 Roamin' Angels**
- **Friday -Saturday September 15-16, 2017 Big City Rod Run**
- **Sunday September 17, 2017 Motor Madness 8 Rocklin, CA**
- **Saturday September 30, 2007 Cops & Rodders Cameron Park**
- **Saturday October 7, 2017 OctoberFest Car Show & Toy Run – Palladio Folsom**
- **Sunday October 29, 2007 Arbuckle Car Show**

**Dates and locations subject to change. Verify before you go!**

## Why Tires Should Be a Priority in Your Rebuild or Restore

Many car enthusiasts who decide to take the plunge into collecting, customizing, rebuilding and restoring, tend to start their mechanical journey by focusing on the engine and power train before moving on to the chassis, interior, electrical systems, etc.

Almost invariably, tires are the last to be considered in a customization or restoration project, and this is quite unfortunate given the fact that tires make up the only element of the vehicle that actually comes in contact with the road.

**Choosing Your Tires** - When sitting down to plan a new project, be sure to dedicate



about 30 minutes to tire research. At the very minimum, you should first learn

about the recommendation of the manufacturer insofar as standard or stock tires. When doing this basic research, you will run into recommendations that mention specific tread patterns, sizes and tire codes.

Tread patterns serve performance and safety purposes; for example, the tires on a tuner car used for street racing in a dry region of Southern California may feature shallow unidirectional and asymmetrical patterns for

speed. Deep and broad tread patterns are often found on jeeps and other cars.

**Interpreting Tire Codes** - When it comes to choosing the size of the tires, manufacturers often recommend a range as well as a number of codes. Technical books and manuals are likely to suggest an even wider range of codes and sizes. These codes, also known as markings, are prominently imprinted on the rubber, and they indicate dimensions, load and speed rating. The leading letter indicates the use; for example, "P" is for passenger. The next numerical section is the tire width in millimeters, followed by the aspect ratio, the build and the diameter.

**Budgeting for Tires** - Scrimping on tires is one of the most common and costliest mistakes made by car owners. Cheap tires do not make sense in a customization or restoration project unless they are initially used for road testing and not for completing the project. To this effect, it is recommended to include four new tires in the budget of the project. If the car is going to be driven daily or at least a couple of times each week, the tires can be rotated and replaced two at a time unless you are planning on drifting or burning rubber.

