



MR. Y2000

Email questions to: c5dan@c5registry.com with "Mr. Y2000" in subject line

Q: I was on my way out to lunch today and when I started the Vette the display center indicated "Active Handling Warming Up." This has NEVER happened before...not in the three years I owned the 2000 Coupe or the six months on the AE Roadster! After about 20 seconds, the message came on "Active Handling Warmed up." It doesn't worry me, it actually made me laugh since it's about 85 degrees here in Dallas and it's never happened even during our famous winter ice storms. Has anybody ever seen this message on their car? What does it mean?

Mr. Y2000: This message occurs when the Active Handling System is verifying the straight ahead position. It may or may not occur, and may take longer to disappear if you start the car and immediately make a lot of turns, such as what might occur if parked in a parking structure.

Q: Does anyone know the procedure to unplug a clogged A/C drain? Instead of dumping the evaporator water outside, it dumps it into the passenger foot well via the fan motor housing. Any help would be welcome! Thanks.

Mr. Y2000: You can cut off 1/2 inch from the end of the drain tube. This will open the end of the drain tube and help keep it from becoming clogged.

Q: We have a '99 Convertible and the driver's side window does not seal properly. It leaks when it rains, not a lot, but enough droplets to be annoying. I've had the car in to the dealer several times with no success, so I'm trying to live with it. Any suggestions?

Mr. Y2000: Are you really sure it's leaking from the window? On early Convertibles there is a foam seal that

seals the cloth top to the metal side rails. (Lift the edge of the top cloth just above the center of the driver's door glass.) There is a split in the foam just above the center of the driver's door glass where the top folds. If this foam seal is out of position or the ends do not properly butt together, water will get in and drip on the driver's left leg and/or shoulder.

Q: Whenever I drive over a speed bump, the rear end of the car makes a squeaking noise. I took the car to the dealer several times. The last time they said they replaced the bushings. It worked for about a week — guess what, noise is back and they don't know how to fix it. Any suggestions?

Mr. Y2000: Find out which bushing the dealer replaced when the noise went away. The bushings may not be the cause, but it could be that something was moved when the dealer worked on the car. You might also try applying WD 40 to an area and driving the car. Keep doing this until the noise is eliminated. When that happens, you'll know you found the right area.

Q: I hear a noise after I've driven my Corvette at about 75 mph for 15-20 minutes. When I slow the car down and make a turn, there is a definite grinding noise in the rear. I had the car in three times for that and they don't know how to fix it.

Mr. Y2000: It sounds like the posi-traction fluid has broken down. Start with having the rear axle assembly drained and refilled. Be sure the correct fluid is used and that 4 oz. of posi-traction additive is used. Drive it for several hundred miles and then have it drained and refilled again. If this doesn't correct the condition, then the

posi-traction plates in the rear axle may have to be replaced.

Q: I've read the fuel tank article in the Mr. Y2000 column and it still baffles me how it works. The fuel is siphoned from the right tank to the left tank through a tube and a slight fuel pressure. The gauge reads half full when the right tank is empty and the left tank is full. There's no mention of a check valve that prevents fuel going back to the left tank. I'm sure the slight fuel pressure going into the left tank isn't large enough to hold off the pressure head going back into the left tank from the right tank. Now if there is a check valve in-line between the tanks, how is the fuel getting into the right tank during fueling of the car? The tanks are filled through the left tank and the fuel has to be allowed to flow over to right tank. The article goes into the explanation of computer algorithm of the gauges, but not how the fuel actually flows in the system.

The drop to zero fuel gauge has happened to me several times. My Mr. Goodwrench dealer has worked on it twice. The last time he worked on it was just prior to my extended warranty expiring. That's been almost 3 years ago and it's still working fine (knock on wood).

Mr. Y2000: When refueling the car, fuel travels down the filler tube into the left and right tank until the fuel level in the tank rises to a point that the external vent valve is closed. Once the vent valve closes, pressure causes the fuel to back-up the filler tube and shut the fuel off. At this point the fuel system is full and you should not try to further fill the tank(s).

Once the key is turned on the

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NCM AMBASSADOR

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Hello Fellow C5/C6'rs!

What I love to do is update you on the NCM. It seems like these Registry newsletters just keep coming! Thanks to Kathy for keeping me straight and on time! I also wanted to tell all our Registry family in Florida that you have been in everyone's prayers. Not a day went by on the C5/C6 Net that it was not mentioned during your run of hurricanes. God bless all of you there, you do pay a dear price for that sunny weather all year round.

Christmas is almost here. I hope all of you are keeping the National Corvette Museum on your Christmas list. December is a perfect time to catch up on some tax deductions by making a donation to the NCM Building Fund. It has been a history lesson for me reading about the formation of the NCM and all that they went through over the last 10 years. So when you're sending

out your holiday cards, think about that Building Fund, that special brick to commemorate a special Corvette, occasion, or loved one. For holiday gifts, I hope that you are using the NCM gift shop to do your Christmas shopping for those special friends and family on your list. I know that my wife, Vicky, loves to visit the gift store upon our arrival at events. There are always some special items there that you cannot obtain elsewhere. Something special that stands out are the unique Christmas ornaments with a Corvette theme. At the Labor Day event, the NCM had all 10 years of ornaments for sale. I have to admit that I purchased one of each year. They are very well created and each year reminds you of something special that it portrays. Now I have to find a way to display them year round!

Feedback is a good thing. I invite you to share with me the good and the bad, compliments and complaints, about the NCM. Please contact me at (803) 648-6621 or torch@scbn.net with things you like and things that you don't like. Keeping it to yourself won't make it any better. Help us all make our Corvette family better together.

I hope that everyone had a wonderful 2004. It is an exciting time in the world of Corvettes. The new 2005 Corvettes are starting to be seen on the highways and I know that there are many of us looking forward to the new 2006 Z06 debuting soon at the North American International Auto Show in January.

Vicky and I wish all of you a Happy and Prosperous New Year in 2005!

C6ya! Bob

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electric fuel pump in the left tank begins to run and fuel is sent to the engine. The fuel line that supplies the engine is split into a "Y". One leg of the "Y" supplies fuel to the engine and the other leg of the "Y" has a small internal orifice and supplies fuel pressure to the right-hand fuel sender located inside the right-hand tank. The right-hand sender uses this pressure to create a siphon effect so that fuel can be moved from the right-hand tank to the left-hand tank. The "siphoned" fuel is transferred from the right-hand tank to the left-hand tank through a separate, second, line for this purpose. If the left-hand tank is full the fuel simply runs back through the filler tube into the

right-hand tank. Anytime the electric pump in the left-hand tank is running, this "siphoning" system is operating. It makes no difference how much fuel is in either of the fuel tanks.

There are no check valves in this "siphon" system. This allows the fuel level to equalize in the two tanks when the electric fuel pump is not running. That is why some people may notice that the indicated level on the fuel gauge changes when the car is initially started after sitting over night. The typical scenario is this: when the car is first started the fuel gauge will read 3/8 full, then after driving for a short period the fuel gauge will read 1/2 full. This is the result of moving the

equalized fuel from the right-hand tank into the left-hand tank and the computer algorithm recalculating the fuel level.

If the fuel system is above 1/2 full, the left-hand tank is full and the right-hand tank is full or empty. Fuel transferred from the right tank to the left tank will simply overflow from the full left-hand tank back into the right-hand tank through the filler tube.

Any time the electric fuel pump is running, fuel is being moved through the fuel transfer system between the right-hand tank and the left-hand tank.