



SEPTEMBER 2007

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NMCA WELCOMES

Nick Augestein – Grants, NM - Black 2003 Corvette

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MEETING CALENDAR

September 21 – General Meeting – 7 pm CASA Chevrolet, 7201 Lomas NE
Nominations accepted for NMCA Governor position

October 9 – Council Meeting – 6:30 pm – 2420 Midtown NE, Suite A
October 19 – General Meeting – 7 pm CASA Chevrolet, 7201 Lomas NE
Voting for NMCA Governor
Nominations for all remaining elected Officer positions

November 6 – Council Meeting – 6:30 pm – 2420 Midtown NE, Suite A
November 16 – General Meeting – 7 pm CASA Chevrolet, 7201 Lomas NE
Voting for NMCA Governor
Nominations for all remaining elected Officer positions

December 11 – Council Meeting – 6:30 pm – 2420 Midtown NE, Suite A
Remember: no general meeting will be conducted in December

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BIRTHDAYS – SEPTEMBER & OCTOBER

☼ September ☼

- Bob DuBois – 1st
- Chris Ortega – 1st
- Michael Ragsdale – 1st
- Kris Becker – 4th
- Mary Robb – 6th
- Chris Hollendonner – 10th
- Kimber-Lee Richards – 18th
- Annette Sanchez – 13th
- Collene House – 14th
- Joanna Nail – 27th
- Bryan Glas – 28th
- David Judd – 28th

☀ October ☀

Chuck Tipton – 6th
Theresa Rahe – 6th
Fay Godfrey – 10th
Michael Luna – 13th
Susan Nolen – 18th
Bill Jackson – 11th
Michael Rothman – 17th
Honey Sailley – 24th
Jean Haydu – 25th
John Wydra – 27th

WEDDING ANNIVERSARIES – SEPTEMBER & OCTOBER

☀ September ☀

Scott & Frances Frankel – 9/2/01
Stephen & Theresa Rahe – 9/6/87
David & Helga Judd – 9/11/87
Phil & bride Anderson – 9/13/91
Bill & Betty Noble – 9/15/62
Lloyd & Doris Faust – 9/17/89
Roger & bride Goldie – 9/22/68
Steve & Sue Conrad – 9/27/75
Chris & bride Hollendonner – 9/28/90

☀ October ☀

Alan & Cheri Williams – 10/2/04
Michael & Annette Sanchez – 10/19/85
Matt & Leslie Helge – 10/22/88
Fay Godfrey – 10/28/51
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NMCA NEWS

☀ 50+ show cars, hotrods and customized sweet-rides were on display Sunday August 26th during the 10th annual Sunset Grill Auto Show on Lomas. As NMCA members rolled in with their Corvettes, there was a collective sigh from all other car owners, knowing that they'd be competing for prizes other than top honors. And once again they were right! Lori Jordan and Rich Sherman took 1st and 2nd respectively in this annual event. Even the weather cooperated by sparing the show any rainfall that afternoon. Congratulations to Lori and Rich for their awards, and for keeping NMCA at the front of the pack. Submitted by Lori Jordan & Phil Ellison – 8/27/07

☀ **Fuel Injecting the '73, or how I spent my summer...submitted by Jack Richards**

Memorial Day weekend, Kim and I went racing in Tucson. While doing back-to-back drag racing and autocrosses in 110 degree heat, we lost the oil pump and fried the motor. I had been talking about getting rid of carburetors and going to fuel injection for quite some time and this incident finally gave me the incentive to make the change. I had been researching a variety of systems and decided to use TPIS out of Minneapolis. I had work done by these folks years ago when we lived in the Midwest and had always been satisfied with their expertise.

I pulled the 383 and sent it off to the machine shop (Doug Anderson at Automotive Machine Services) and bought a used L-98 out of a '89 Corvette. It came set up for Mass Air Flow (MAF) and I decided to

convert it to Speed Density as used on 90 to 93 Corvettes. The reason is it's simpler and easier to set up than the MAF. I got a harness, computer and chip from TPIS and they programmed it based on the characteristics of my car. Their harness was extremely easy to connect and their technical support is the best I've ever dealt with.

The conversion has four major areas; mechanical installation, fuel system, electrical, and air intake. Mechanical consisted of taking parts and accessories off of one motor and putting it on the other. The biggest difficulty was finding the right flywheel to go on the L-98 because it originally came out of an automatic. The folks at Findanza took my drive-train specs and came up with the right Aluminum flywheel. It had to mate up with a Tremac 5-speed, Centerforce clutch, and a GM bellhousing. It went together flawlessly.

The fuel system was a real challenge. The Fuel Injection system requires a high pressure feed and return, both 3/8" in diameter. The '73 has a 3/8" fuel line but a very small return. I ended up running steel braided fuel line back to the tank along side the existing steel line. I dropped the tank expecting to have to take it somewhere to have a 3/8" return tube welded in but to my surprise, where the carbon canister vent line connects to a separator mounted on the tank, it already had a 3/8" tube feed in at the top.

I installed a Bosch external fuel pump that I got from TPIS and a Fram 10 micron canister filter. I wired it back to the TPIS supplied fuel pump relay and I had a functioning fuel system

The electrical was straight forward. Because the car is too old for emissions, I bought what TPIS calls a Street Rod harness. It has all the necessary operating connections, but no EGR and the like. Every connector was clearly marked and the conversion uses all standard GM sensors. We ended up mounting the computer and relays under the passenger side dash. The toughest part was removing the wiring that I had done to install an electric fan and the old low pressure electric fuel pump. The fans and fuel pump relays are now controlled through the computer. I took my headers to a muffler shop and had O2 sensor bungs welded into the collector. Because I have long tube headers, a heated O2 sensor was required. A GM small cap divorced coil distributor was used and the guys at TPIS even helped me wire in the MSD 6-AL. A new set of MSD wires was installed and the electrical was done.

The last system was air to the intake. The short coming of the GM Tuned Port Injection is the small plenum and long intake runners. A big breathing engine runs out of steam around 5000 RPM's. In order to improve the situation, I added a TPIS airfoil and, I hate to admit it, put on a large 4" diameter piping system from the Rice-Rocket store. I moved the Manifold Air Temperature (MAT) from under the plenum to the duct just behind the air cleaner.

Finally the Great White Shark was ready to start. It cranked for about 10 seconds while the air cleared out of the fuel lines and ...Ta Da...it started like...a fuel injected car. I set my base timing and drove off into the sunset.

The saga isn't over yet...the 383 is back from the machine shop with Keith Black flat tops, a CompCams roller cam, Dart aluminum heads and a big breathing Ram air system on order. After SWI, the big motor is going to replace the L-98 and watch out. As they said in Tucson when Kim was drag-racing..."she may be little, but she's got 400 horse power"...well, make that closer to 500 now! (Editor note: photos associated with this submission are available for review at <http://www.nmcorvette.org> on the home page)

☀ 11 NMCA members got down to business on Saturday September 8th out at Sandia MotorSports Park. They honed their skills during a practice autocross. These are now the members to watch and beat at SWI. Check out a few photos, courtesy of Lori Jordan, at: <http://nmcorvette.org/photos/2007/9-8autocx>.

NMCA NEEDS YOU

☀ Any NMCA member who has an interest or desire to assume the monthly Tach Times newsletter publication duties should immediately contact Shane LeMon, or make your interest known at info@nmcorvette.org. After six years of monthly newsletter generation and countless format changes, the time has come for a fresh individual to assume this monthly task. The newsletter is currently in a relatively easy format requiring minimal printing duties or mailing issues, although there are some of these issues involved each month. Whomever assumes this task can rest easy knowing that the current editor will provide assistance to make the transition easy and seamless. This position needs to be filled by October.

☀ Calling all NMCA members owning a Yellow Corvette: please send a note to info@nmcorvette.org with the model and year of your Yellow Corvette. Reason for this request will be released shortly, however at this stage of the game an actual count and basic detail collection needs to take place. Thank you.

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NCCC News

The following message indicates that the 2009 NCCC Convention may be in our backyard. 2008 will be held in Tulsa, which is only 10 hours away, depending on how heavy your foot is. The following is provided by NMCA Governor Jack Richards:

Greetings, my name is Walt Jenkins and I will be the Convention Director for the 2009 NCCC Convention if it is held in Colorado Springs, Colorado. By now you should all have received the 2009 NCCC Convention proposal that I gave at the National Governor's Meeting on September 8th, 2007. We in the Rocky Mountain Region hope that you will read it over and decide to vote for Colorado Springs as the site for the 2009 NCCC Convention.

We have also put together a video of some of the sights and sounds that you will experience when you come to Colorado. The Rocky Mountain Region's website at <http://www.rmrnccc.org/colorado> has both a movie and a color version of the presentation that I gave at the Governor's Meeting. I encourage you all to go to the site, download the movie and take a look at our presentation. The movie takes awhile to download, but it is very worthwhile.

Please share this information with your club members and we hope that you will vote for Colorado Springs as the site for the 2009 NCCC Convention.

Walt Jenkins
Governor, Colo Springs Corvette Club

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FOR SALE

The NMCA web site accepts For Sale and Wanted listings related to Corvettes, at no charge by private parties. This list is constantly changing, with many Corvettes sold within a short period of being listed. Corvettes added to or postings updated on the For Sale list recently include:

- ☀ 2006 Convertible – Yellow – 6 speed - \$52,500
- ☀ 1999 Convertible – Red – Auto – \$23,000
- ☀ 1990 Coupe – Red – reduced to \$7,500

Review all For Sale & Wanted listings at <http://nmcorvette.org/forsale>

NMCA MEETING MINUTES

Council meeting minutes and General meeting minutes are available for review anytime at:
<http://nmcorvette.org/newsletters>

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TEST YOUR CORVETTE IQ

☀ For a period of time, Corvette offered, as standard equipment, a fiber optics system built into the center console by the gear shift. What was the last model year this feature was offered? (Note: not all of this year were so equipped, as the change took place late in the production run)

- 1 - 1969
- 2 - 1970
- 3 - 1971
- 4 - 1972

☀ Another C-3 question – what was the final year of the lifting windshield wiper door? This was replaced by a one piece extended hood that covered the wipers when not in use.

- 1 - 1969
- 2 - 1970
- 3 - 1971
- 4 - 1972

☀ The 1976 Corvette “sport” steering wheel was also put into one other GM vehicle that year. What other GM product shared this “sport” steering wheel? (this is a question from 4 years ago, but bears repeating due to the answer)

- 1 - Nova
- 2 - Dart
- 3 - Capri
- 4 - Vega

☀ RPO A42 was an optional drivers side power seat. What year did this become available on Corvette?
Bonus question: What did this option cost?

- 1 - 1979
- 2 - 1980
- 3 - 1981
- 4 - 1982

(answers at the end of this newsletter)

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Member input is always welcome. If you have photos and/or comments about a Corvette event or NMCA event, and wish to share those thoughts, please submit to info@nmcorvette.org. If you have comments about this new Tach Times distribution method, or if you know of a member who is unable to receive this monthly e-mail newsletter, please send a note indicating the member and the reason why they are unable to receive this, and steps will be taken to insure they are provided with a hard copy of this same newsletter.

You should anticipate a monthly message similar to this arriving approximately 3-4 days prior to the NMCA general meeting date. Minutes of the Council meeting and General meeting will continue to be posted on the club web site in the newsletter section.

ABOUT NMCA

Mailing address: NMCA, PO Box 91355, Albuquerque, NM 87199-1355

Web address: www.nmcorvette.org Email address: info@nmcorvette.org

Sponsor dealer: CASA Chevrolet, 7201 Lomas NE, Albuquerque, NM 87110 505-262-8600

President - Shane LeMon
Vice-President - Hubert Monroy
Treasurer - Lori Jordan
Secretary - Suzanne Monroy
Governor - Jack Richards
Activities - Jackcuelyn Haydu

Membership - Jan & Dan Bond
CIA - David Judd
Tech Chair - TBA
NMCCC Rep - Bill Jackson
Newsletter - Phil Ellison
Webmaster - Phil Ellison

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CORVETTE TRIVIA ANSWERS

- ☀ 1971 was the final model year for fiber optics in the center console. Later model '71's did not have this feature at all.
- ☀ 1972 was the final year for lifting windshield wiper panels. In 1973 the hood covered the wipers.
- ☀ The 1976 Corvette "sport" steering wheel was also found on the 1976 Vega. How embarrassing. If you answered "B", Dart, please do not say anything to anyone that you selected a Mopar product instead of a GM brand.
- ☀ 1981 offered the optional drivers side power seat, at an extra cost of \$183 (a popular feature, as 29,200 of the 40,606 Corvettes that year were so equipped.)

