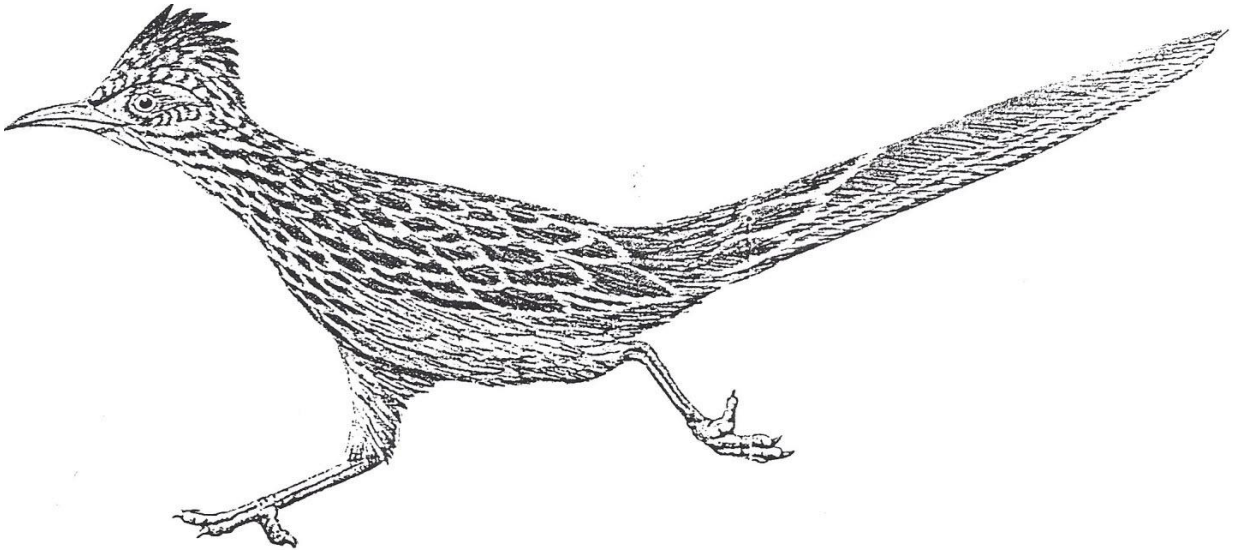
1.

ROADRUNNER

September, 2017

THE NEWSLETTER OF THE NEW MEXICO CHAPTER NCRS



Year of The ‘67

COMING EVENTS

Sep	**9**	**NCRS New Mexico Chapter Meeting, Cuban Cafe, Cuba, NM**
Sep	10	Rio Grande Corvette Club Meeting & Event, 12:30 PM, Reliable Chevrolet, Albuquerque
Sep	16	Christian Rods & Customs, Montgomery at Juan Tabo NE, Albuquerque
Sep	17	Route 66 Rodders, Cruisin' at Fastino's, 2600 Juan Tabo NE, Albuquerque
Sep	27	NMCCC Meeting, Old Car Garage, 3232 Girard NE, 7:30 PM, Albuquerque
Oct	**7**	**NCRS New Mexico Chapter Meeting, Chapter Judging Meet, Location TBA**
Oct	15	Rio Grande Corvette Club meeting & Event, 12:30 PM, Reliable Chevrolet, Albuquerque
Oct	15	Route 66 Rodders, Cruisin' at Fastino's, 2600 Juan Tabo NE, Albuquerque
Oct	15	Pomona Swap Meet, LA County Fairplex, Pomona, CA
Oct	21	Christian Rods & Customs, Montgomery & Juan Tabo NE, Albuquerque
Oct	25	NMCCC Meeting, Old Car Garage, 3232 Girard NE, 7:30 PM, Albuquerque
Oct	**26-28**	**NCRS Lone Star Regional, Frisco, TX**
Nov	**11**	**NCRS New Mexico Chapter Meeting, Route 66 Highway Cleanup, Carnuel, NM**
Nov	12	Rio Grande Corvette Club Meeting & Event, 12:30 PM, Reliable Chevrolet, Albuquerque
Nov	18	Christian Rods & Customs, Montgomery at Juan TaboNE, Albuquerque
Nov	19	Route 66 Rodders, Cruisin' at Fastino's, 2600 Juan Tabo NE, Albuquerque

For further information on these and many other automotive events, please see http://nmcarcouncil.org

NATIONAL CORVETTE RESTORERS SOCIETY

NEW MEXICO CHAPTER

Minutes of proceedings

Saturday, August 12, 2017

The meeting was called to order by President Billie Pyzel at 9:20AM. The meeting took place at the Placitas Café.

Visitors in attendance: None

Treasurers Report: Eli Maestas reports that our current balance is $4278.90. Eli reminds everyone that yearly dues are now due this month.

Judging Report: Our next Judging meet will be October 7, location to be determined, at which time we have 3 cars to be judged.

Membership: President Billie Pyzel reminds everyone to check and make sure we have your correct email and addresses.

Our Chapter Anniversary Party will be held at the Parc Hotel – more info to follow.

The Make-A- Wish Car Show will be held next Sunday , August 20th at 8:00, at the Target Store at Paseo and I-25.

Our Route 66 Highway clean-up is now schedule for November 11.

Steve Walker gave a report on the Durango Car Show and the new accommodations at The Hampton Inn.

Tom Rostkowski is working on plans for our September 9th meeting – a road trip to Cuba, NM.

Also, discuss were new meeting times, new venue's and attraction of new members.

A motion was made by Dan Pyzel and seconded by Pete Lindahl to adjourn the meeting.

Respectfully submitted

Phil Dankworth

SEPTEMBER MEETING

The September Meeting of the New Mexico Chapter, NCRS will be Saturday, September 9th. We will gather at the Home Depot on NM Hwy 550 west of Bernalillo at 7:30 AM, and caravan up Hwy 550 to Cuba NM, where we will have breakfast and a meeting.

OCTOBER

We have scheduled a Chapter Judging meet for those wishing to prepare their Corvettes fot the Lone Star Regional in Frisco, TX later in October. Anyone planning to have their car judged MUST get in touch with Bill Baker at 250-2113 so that he can have paperwork ready. The date has been moved up a week to allow time between meets, so the judging meet will be on Saturday October 7th. Please be aware of the new date.

NOVEMBER

Our fall Route 66 Cleanup session has been rescheduled to November because of the Chapter Judging meet. The cleanup session will be on Saturday November 11th at 8:30 AM ar Carnuel, NM.

SEPTEMBER BIRTHDAYS

9/6 Diane Howey
9/27 Bill Baker
9/27 Henry Nunes
9/27 Curt Richter
9/30 Linda Davis

9/6 Mary Robb
9/27 Jo Nail
9/27 Gail Oliver
9/29 Phil Dankworth

Many Happy Returns!!!

Your Invited To Tour With The NCRS Club

On Saturday September 9th to the Cuban Cafe in Cuba; The Tour Leaves from the Home Depot on NM 550 (Just West of NM 528) in Rio Rancho At 7:30 AM.

Please contact Tom Rostkowski for further details and head count at (505) 771-3838.

Join Us for the World Famous, Spectacular, Lone Star Regional in Frisco, Texas October 26-28, 2017

2017 Lone Star Regional – Frisco (Dallas), TX

Embassy Suites Dallas / Frisco Hotel & Convention Center – October 26-28, 2017

SCHEDULE OF EVENTS
(Updated 07/30/2017)

Wednesday October 25, 2017

	No Organized Activities Planned
6:00PM - 6:00AM	Overnight Event Security

Thursday October 26, 2017

10:00 AM - 5:00 PM	Event Registration Desk Open
12:15 PM - 5:30 PM	Performance Verification by appointment with national team leader
12:15 PM - 5:30 PM	Operations Check & Car Placement in Convention Center All Cars Must Be Placed by 5:30 PM (No Exceptions)
4:00 PM - 5:00 PM	Judging Seminar
6:00 PM - 7:30 PM	Welcome Reception: JCP Club at the Dr. Pepper Ballpark
6:00 PM - 6:00 AM	Overnight Security

Friday October 27, 2017

7:00 AM - 8:00 AM	Judges Breakfast
8:00 AM & 8:15 AM	Judges Meeting Followed by Owners Meeting (for Friday Judging Classes)
8:30 AM - 5:00 PM	Flight Judging 53-55, 61-62, 63-64, 65, 67, 68-69, 73-77, 90-96
9:00 AM - 3:00 PM	Advanced Judging School - Morning and Afternoon Sessions
9:00 AM - 4:00 PM	General Admission, Peoples Choice Voting, Silent Auction (Proceeds to Charity)
3:00 PM - 4:00 PM	Technical Session (Subject & Speaker TBA)
5:00 PM - 6:00 PM	Texas Chapter Membership Meeting & Election
6:00PM - 6:00AM	Overnight Event Security

Saturday October, 28 2017

7:00AM - 8:00AM	Judges Breakfast
8:00 AM & 8:15 AM	Judges Meeting Followed by Owners Meeting (for Saturday Judging Classes)
8:30 AM - 4:00 PM	Flight Judging: 56-57, 58-60, 66, 70-72, 78-82, 84-89, 97-99
9:00 AM - 3:00 PM	Advanced Judging School - Morning and Afternoon Sessions
9:00 AM - 3:00 PM	General Admission, Peoples Choice Voting, Silent Auction (Proceeds to Charity)
4:00 PM (Estimated)	Cars Released after Judging is Finished
6:00 PM - 7:00 PM	Social Hour
7:00 PM - 9:00 PM	Awards Banquet

Special notes*

Event security provided Wednesday, Thursday, Friday, & Saturday nights 6:00PM - 6:00AM.

For a printable copy of this page click HERE

EVENT REGISTRATION (Registration Link Available at www.ncrstexas.org)
Online registration & payment using the NCRS Event Registration System is preferred. Use your Technical Discussion Board ID & password. Pay online using PayPal or your Credit Card.
Online event registration: **www.ncrs.org** then Services > Coming Events > Event Registration.

HOST HOTEL INFORMATION: (Registration Link Available at www.ncrstexas.org)
Host Hotel: Embassy Suites Dallas – Frisco / Hotel, Convention Center & Spa, 7600 John Q. Hammons Drive, Frisco, TX 75034 Telephone: (800) 921-1443. Mention "National Corvette Restorers group code NRS" for event rate ($126). Block held until Oct. 5, 2017 Online hotel registration: **Here**

Alternate Hotel Information: Hilton Garden Inn Frisco, 7550 Gaylord Parkway, Frisco, TX 75034 Telephone: (469) 362-8485. Mention "National Corvette Restorers Society group code NCRS17" for event rate ($125).
Online hotel reservations **Here**

REGISTRATION AND JUDGING INFORMATION
To register a Corvette for judging or display, please include proof of ownership and current insurance WITH this registration and again at the event. All Corvettes registered for Flight Judging, Founders, Bowtie, McClellan, and Special Interest Display will be parked inside and must be pre-registered. Sportsman & Performance Verification cars must be pre-registered and will be parked inside on a space available basis. All inside cars must be in place by 5:30 PM, Thursday October 26 and must remain on display in their designated place until after judging is completed on Saturday. Each Flight division is limited and acceptance will be based on date of registration and receipt of payment. A single Corvette may not be entered for multiple activities at the same event. You cannot enter a car for Flight Judging and Sportsman or Performance Verification and Sportsman, etc. Cars registered for Sportsman, Bowtie, Duntov or Special Interest Display will not be judged. Pre-registration deadline is September 30, 2017. Registrations after September 30 will be assessed a late fee. Wear your event name badge at all times. Name badges will be required for admittance to all event activities. All NCRS members must be registered and cannot attend as a Guest. Security & Secured parking for all registered cars and trailers
will be available Wednesday through Saturday nights; 6PM – 6AM. Event FAQs, logistics, & trailer parking information available on the Texas Chapter website at **www.ncrstexas.org**. Fire Marshall regulations require that all cars inside the Convention Center have battery disconnects, gas tanks less than ¼ full, & gas caps taped.

Electronic Fuel Injection…Not Such a New Idea

When we think of electronic fuel injection, we usually think of our modern cars and how well they all work. Well, it's not always been this way. The journey along this road has been an interesting one to say the least. Today's cars have computer systems that are many 1000's of times more sophisticated than the computers we used to put men on the moon. The computers used in the late 60's and early 70's were ground-breaking technology for their day, it was far from the first use of computers to control mechanical operations.

The idea of fuel injection goes back all the way to around 1902. Electronic fuel injection was developed and used throughout WWII by many countries and for the most part was used in aircraft. One of the early automotive application of electronic fuel injection was by Alpha Romeo in their 6C 2500 race car at Mille Miglia in 1940.

The story below is more about what we love, and that is cars…moreover American Cars! Corvette started using mechanical fuel injection in 1957 but the Germans had us beat to mechanical fuel injection system in automobiles by several years. Bendix (an American Company) went to work on an electronically controlled fuel injection system in the early 50's and this basic idea is still what we use today. This is that story…

Rambler Rebel's fuel injection – Started in 1953

Figure 19: Fuel injection Rebel engine on display at New York Auto Show, December 1956

The Rambler Rebel's basic design program was innovative and set the tone for the future of a distinct class of automobile. The car itself also had very innovative components, among them

electronic fuel injection. The fuel injection system was unique in the design concepts that it employed. These same concepts would continue to be used in the fuel injection system of vehicles into the 21st century.

The development of what was to become the Bendix Electrojector System started in 1953 at the Bendix Corporation. The Bendix company decided to explore the concept of an electronic fuel injection system as a replacement for the standard carburetor that would solve all of the carburetor's very well-known problems. However, during this time fuel injection systems were mechanical, costly, and fitted to only the most expensive vehicles. These systems worked extremely well, but the cost of the fuel injection system alone would equal the price of the AMC Rambler automobile.

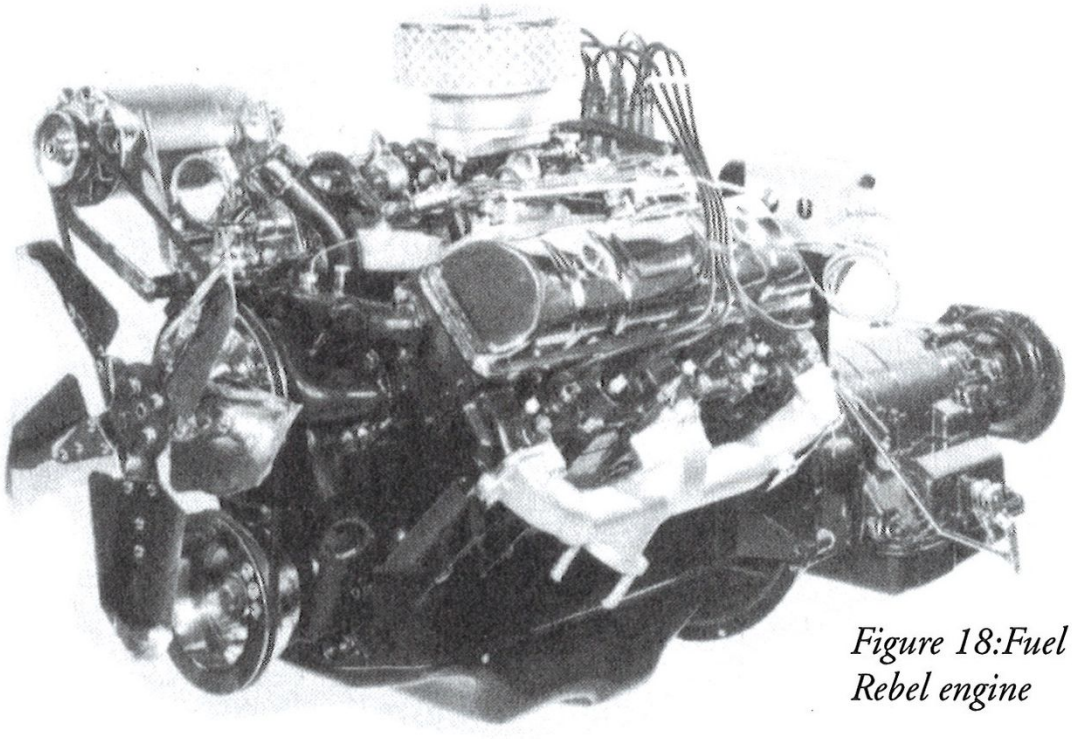


Figure 18:Fuel injection Rebel engine

In 1954 the only fuel injection offered by any manufacturer was by Mercedes Benz, which offered a mechanical fuel injection system built by Bosch. Mercedes first used the system in only the diesel engines in its cars and trucks. Mercedes then pioneered its use in a gasoline car, the famous 300SL gull wing sports car of the 1950s, which used a mechanical Bosch unit modified from the Mercedes' diesel application.

Hot rodders were very familiar with fuel injection, employing the famous Hilborn fuel injection systems on their drag-racing cars. These systems were again mechanical, expensive, and required a lot of adjustments to work correctly. There was one injector per cylinder, and each one had its own adjustments. The injectors generally needed adjustments after every race. This approach was not practical for a production vehicle, even if one could ignore the cost.

Bendix started development of a fuel injection system in response to solving several problems experienced with the current carburetor and fuel injection systems. Carburetors had several well-known problems that affected overall automobile performance, arising because of

compromises made during the carburetor design process. These problems were cold starting, providing correct fuel/air mixtures at all speeds and load conditions, flat spots in acceleration, and altitude effects. The design goals of the project were to offer a fuel injection system that would automatically recalibrate itself, self-compensate for different altitudes, be low in cost, have improved performance without sacrificing fuel economy, and provide improved cold weather starting/operation.

Several members in different Bendix divisions formed a design team to build the fuel injection system. The team was headed by Chief Engineer A. H. Winkler and his assistant, R. W. Sutton, of the Fuel Systems Engineering division. From the start the design approach was electronic instead of mechanical, the goal being to construct an adaptive system that would use inexpensive components, so that this system could be used in different applications and in low-cost cars.

The Bendix System employed the following components: port injectors that used electronic solenoids, a low-pressure electronic fuel pump, some type of timing device, and a computer. The system would use sensors to incorporate data on barometric pressure, engine vacuum, engine rpm, and engine temperature. The goal of the system was to have the proper fuel-air mixture at any engine speed and load combination. All the components used in the system would need to be newly manufactured with the exception of the fuel pump, which had already been developed for use in the aircraft industry.

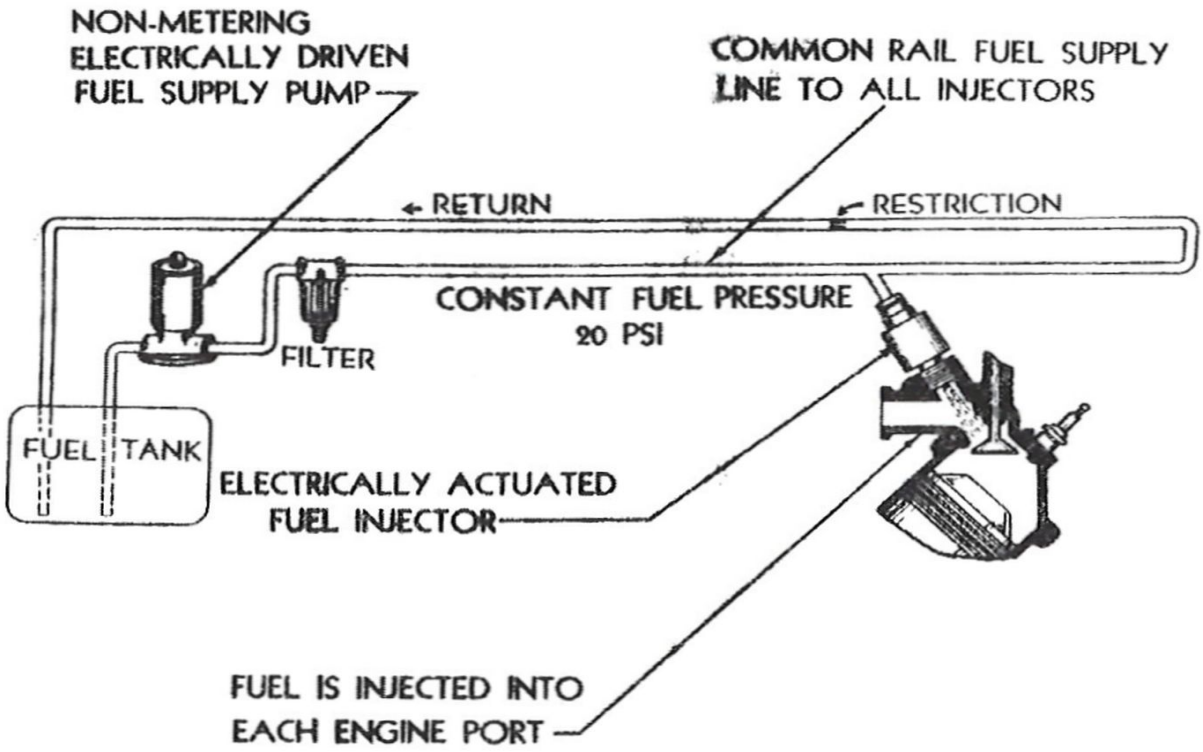


Figure 20: Fuel delivery system for Electrojector system

Details of the Fuel Injection Design

A schematic of the basic fuel system structure is shown in the following diagram. Fuel is drawn from the tank by a non-metered, electrically driven, low pressure pump that maintains a line pressure of 20 psi to each fuel injector valve, one per cylinder. Between the pump and the

injectors is an in-line fuel filter, used in carburetors to filter fuel down to 20 microns. The Electrojector system could use this type of filter since the system did not have close-fitting parts. The proposed system design deviated substantially from any system in operation in 1957. All the mechanical systems required high fuel pressure (80 psi), and expensive, high-filtration type filters, both features adding substantially to the cost of the system.

Electrojector System

The fuel injector nozzle was aimed at the head of the intake valve. This reduced cylinder wall wetness and provided the best performance. The system also had a return fuel line circuit that returned unused fuel to the tank, purging any line vapor and air from the system, thus preventing vapor lock.

The solenoid fuel injector valve was a new design for this system. It operated mechanically, similar to mechanical fuel injection systems, but electricity instead of high fuel pressure was used to open the valve. The injector was designed so that the fuel enters down the center of the valve, flowing past the return spring to the discharge nozzle. The fuel discharges when the valve core is lifted off its seat. Fuel being expelled into the cylinder is quickly atomized. Bendix spent a lot of effort to test this part of the system and to refine it during development, attempting to insure that the valve would remain calibrated, require low power, and have a low manufacturing cost.

The next part of the design was the system components that told the injectors when to put fuel into each cylinder. The system was described by Bendix as a timed fuel injection system. Systems up to this point fed fuel into cylinders based on when a mechanical high-pressure pump forced a pulse of high-pressure fuel into each injector. This pump was driven directly off the camshaft and thus acquired the correct timing from the engine itself. Bendix needed the same type of control information, but in an electrical form.

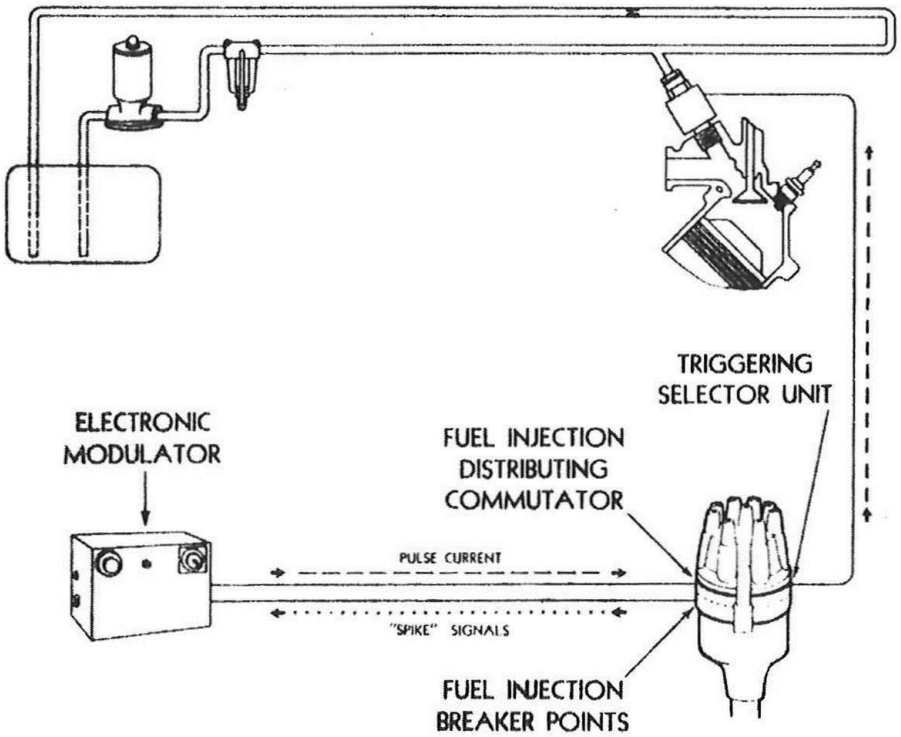


Figure 21: Basic system components of the Electrojector system

The solution was relatively simple and straightforward. The Bendix team modified the stock Delco distributor with a second rotor and a second set of contacts. These components are inserted as a sandwich between the base of the distributor and the standard ignition distributor cap. Bendix referred to this unit as the "Triggering Selector Unit." This unit consists of a set of breaker points and a distributing commutator. The distributing commutator has a contact section for each injector valve. The breaker points are operated by the same cam that operates the ignition breaker points. Therefore, of every two rotations of the engine, the distributor is rotated once, sending an electric pulse to the modulator box for each cylinder. The modified signal is then returned to the distributor's fuel injector commutator for distribution to the cylinder. Through the triggering selector unit, engine speed and fuel injection timing are sensed and the electrical impulse is correctly distributed to the individual fuel injectors. Since this basic system used in the distributor modification employed the same basic approach as engine ignition, it would prove equally reliable. This modification of the distributor is the only modification that is required to the engine system to adapt it to the Bendix Electrojector system. Thus, the distributor fires the spark plugs as it injects the fuel.

The next and most critical component of the system is the unit's brain or electronic modulator unit. This box basically takes the voltage spike that it gets from the triggering sector unit and converts it into a pulse of specific and calculated width. The modulator also receives signals from sensing units on the operating condition of the engine. These sensors feed information into the modulator unit to modify the default pulse width continually so that the injectors always feed the engine the correct amount of fuel. Each injector valve is held open for the length of time necessary for the pulse to travel through the injector. This technology is referred to as pulse-width modulation. These pulses are fed back to the triggering selector unit for subsequent distribution to the correct fuel injector. In a continuous process during the time of engine operation, the pulse width is constantly being modified by the modulator unit. The modulator uses 3.5 amps at battery voltage. In the 21st century the modulator would consume much less power using newer solid state technology. Besides controlling fuel, there is, of course, a need to control airflow so that the fuel mixture is kept in the proper ratio. The Bendix system used a two-barrel setup of throttle valves to control engine airflow. This setup looks like a carburetor, but the valves only control air and have no fuel delivery system. This carburetor-like device was called a throttle body. In the 21st century, throttle bodies also contain fuel injectors. The throttle body was fitted with a manifold intake pressure sensor that directly supplied data to the modulator. The information supplied provides insight into the relative density of the air charge entering the engine. The sensor increases the overall circuit resistance as the manifold pressure increases. All the other sensors perform similarly, adding resistance to the fundamental circuit in the modulator. This added resistance in the circuit causes the system to transmit a longer signal to the injector valve, holding the valve open longer to provide more fuel to a particular cylinder.

During engine acceleration, a small extra amount of fuel will smooth operation during the transition period. In carburetors, an acceleration pump provides this extra fuel. In the Electrojector system, however, an acceleration enrichment sensor measures manifold vacuum and temporarily increases the circuit resistance to allow the fuel injector valves to again remain temporarily open even longer than previously computed. This sensor employs a set of points that remain closed until there is a sudden change in manifold vacuum that opens them and introduces an additional resistance into the circuit until the vacuum bleeds across the divider and the sensor equalizes the pressure so that the points will close again. The period when the points are open allows longer pulses to be fed to the injectors and therefore more fuel to be put into the engine's combustion chambers.

The Electrojector system also employed two other controls: idle enrichment and starting enrichment devices. The idle control allows the user to adjust the idle of the vehicle in a manner

similar to a carburetor. An adjustment screw is provided to set idle speed. The starting enrichment device helps the system during starting. The Bendix system has a device that connects a solenoid to a variable resister and thermostat. Based on three conditions, this device sets the resistance at various positions. The first phase of its operation is during cranking; the resistor is set to the maximum resistance position. After the engine starts, the amount of resistance, and therefore the fuel added, is reduced as the engine warms up. The system also employs a conventional fast-idle cam and thermostat during the warm-up period.

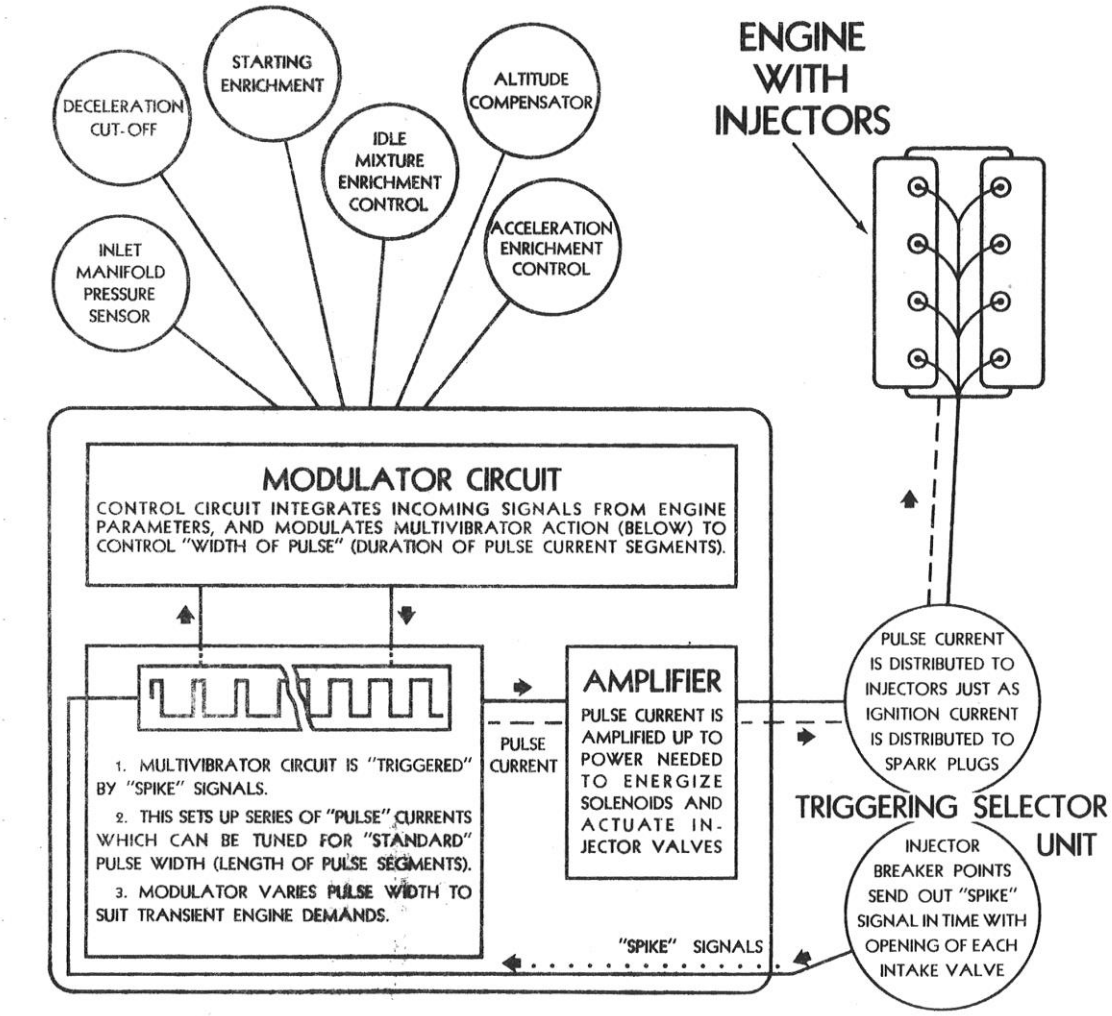


Figure 22: Electrojector System schematic diagram

Of the final two sensors one is for altitude compensation and the other deceleration. During engine deceleration, an engine can emit unwanted smog (unburned fuel). To solve this problem a sensor observes manifold vacuum, and when it detects an abnormally high reading, it cuts off the fuel when the reading reaches a certain point. With the injectors located close to the intake valves, there should be very little fuel carryover from the manifold, effecting a clean cutoff. The diagram in Figure 22 shows the entire system schematic, illustrating how the system functions and uses engine information.

However, there were bugs in the Bendix system that prevented the final sale of the Electrojector units for use in the Rebel. One of these bugs was cold weather starting that prevented the engine from starting at temperatures below 50 degrees F, and an owner of serial number 2 or 4

(1002,1004) had a Rebel fitted with the unit (a photo of the car appears in Chapter 7). It was reported that the fuel injection fitted cars could reach 60 within seven seconds. A photo of a fuel injection system installed in a test car appears in Winkler and Sutton's SAE paper. The fuel injection system increased torque by only five foot-pounds, but it increased horsepower by 33. It was also reported that three Ramblers were fitted with the Electrojector unit for testing at the AMC proving grounds. This information came in conversations with former factory employees.

The production of the Rebel commenced in February of 1957. There has been discussion about how many Rebels received the Bendix fuel injection system. The number appears to be somewhere between six and none, although the official number is none. However, in several factory photo display models, Rebels are shown with a fuel injection equipped engine. One could assume that at least one show car must have received the fuel injection treatment. The list price for the fuel injection system was $395 retail, a real bargain for such a system.

One final note on the Electrojector fuel injection system for the Rambler: Bendix engineers commented that the horsepower and torque improvements were modest because the intake manifold and head/valve design were restrictive. It could therefore be expected that with a small amount of engine work the 327 could be made to pump out even more brute force power. Current drag race enthusiasts back this conclusion up by running Rambler 327 engines producing close to 400 horsepower.

The Bendix fuel injection as designed was revolutionary in 1957. Today fuel injection is commonly used in most production cars.

Hemmings contributor on Jun 25th, 2017 and
Bill Lenharth's book, "The Amazing Rambler Rebel,"

2018 NCRS National Convention Las Vegas

Group name: National Corvette Restorers Society

Dates: July 13 – 20, 2018

Group Code: NAT0713 (1st three are letters, last four are numbers)

Cut-off Date: 6/24/18

Web Link: https://gc.synxis.com/rez.aspx?Hotel=11548&Chain=6903&arrive=7/13/2018&depart=7/14/2018&adult=1&child=0&group=NAT0713

The hours of operation for Room Reservations are:

(Monday – Friday) 6:00 am – 11:00 pm PST

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Telephone: (866) 791-7626 (toll free)

Direct: (702) 797-8901

Fax: (702) 797-8905

Email: **reservations@southpointcasino.com.**

Thank you,

Linda Gagnon | Convention Sales Coordinator

South Point Hotel, Casino & Spa

9777 Las Vegas Blvd., South | Las Vegas, NV 89183

Phone: (702) 797-8194 | Fax: (702) 797-8051

gagnonl@southpointcasino.com

South Point Casino Host Hotel

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- Casino
- Restaurants
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Reserve the Dates
July 15 to 19, 2018

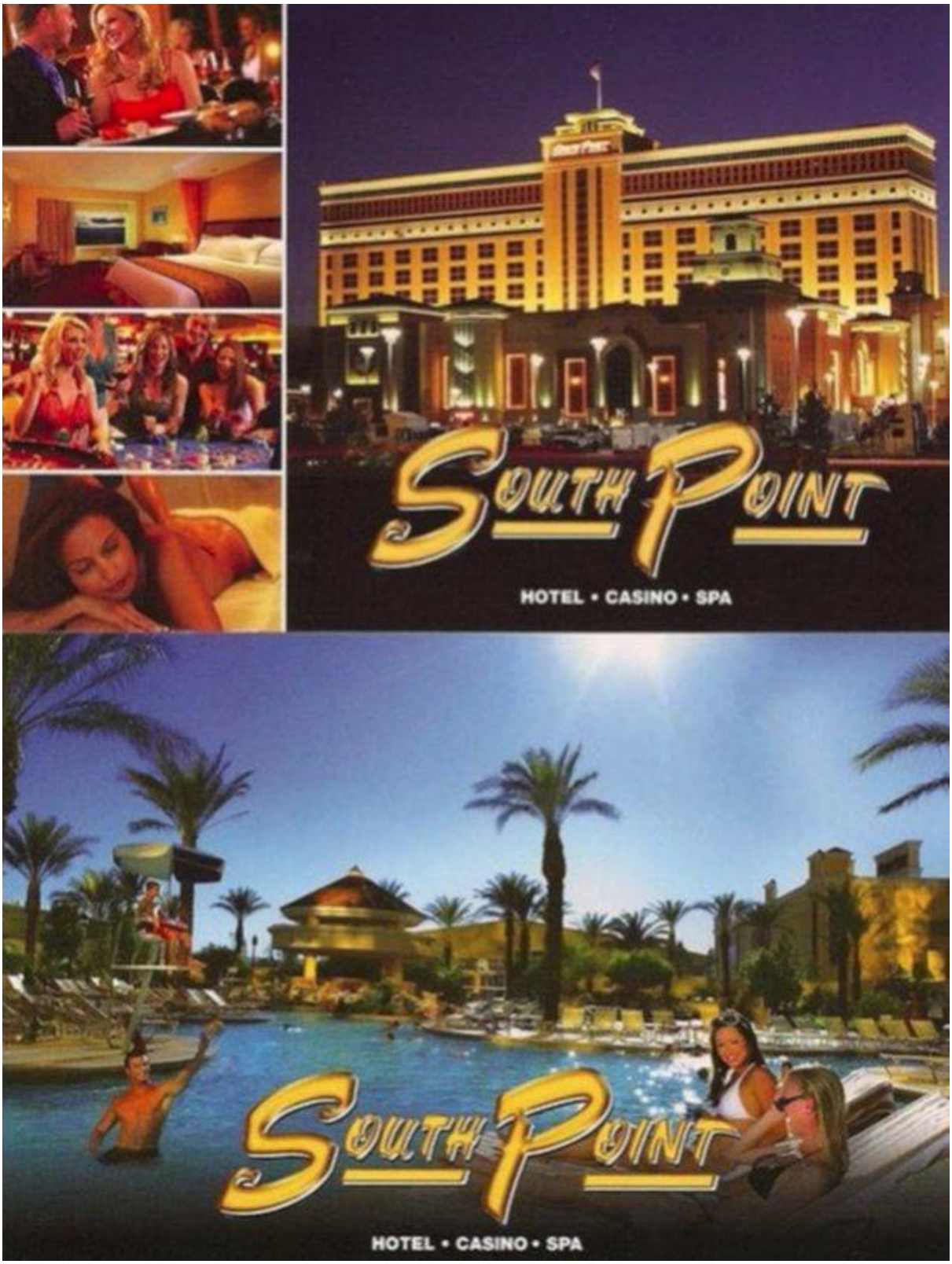
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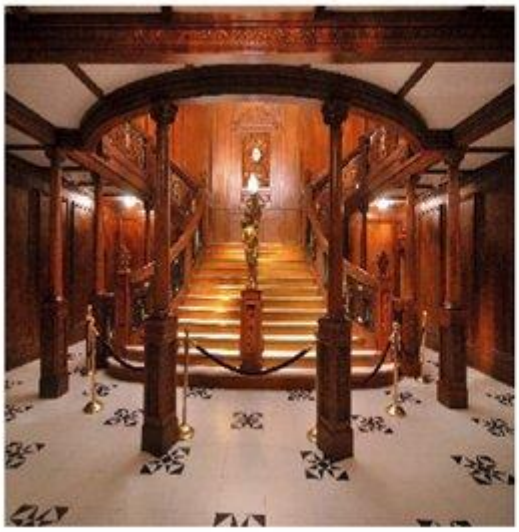
Exhibit Hall – 80,000 sq ft
Trailer Parking – on site

Hoover Dam Tour

Grand Canyon Tour

Red Rock Canyon Adventure Tour

Titanic & Shelby Museum Tours



Shark Reef at Mandalay Hotel

Evening in Old Vegas

Judging Schools & Tech Sessions

- **Planned Judging Schools/Tech Sessions**
- **Frames/Suspension/Fiberglass by America's Finest**
- **Evaluating/Judging Paint by Ames & Ballard**
- **Production Documents by Al Grenning**
- **PV vs. Operations by Nick Culkowski**
- **Mid Year ECL Codes by Bill Calorico**
- **Mid Year Seat Belts by Dave Barclay**

The NM NCRS Parts Swap is available to all NM NCRS members including spouses and significant others who have, or have access to, automotive parts for sale or to be given away to a good home or garage. Listing will run for 3 months unless cancelled earlier. Contact the NM Chapter NCRS Swapmeister, Pete Lindahl, at 505-663-0995 or pclindahl@comcast.net.

PARTS FOR SALE:

- **Parts** – Complete set of original very nice driver quality Mid-Year bumpers including center bar (flash chrome and wavy, just the way NCRS judges like them) $600.00. Rare and Original 1965 only Corvette BB Engine cooling fan blade. Fan Clutches for Big Block and Small Block, I have the correct Eaton made (Coil Type) and Schweitzer built (Bar Type) available with just about any date you need/want (I have them from 1960 thru 1972). All fan clutches are rebuilt/restored and work as new and are so good that you can use them for PV and Flight Judging. 1962-1967 Small-Block engine cooling fans, 1966-67 Big Block engine cooling fan, 1970 -72 LT-1 engine cooling fans, 1968-70 Big Block engine cooling fans, 1963-67 Small-block engine cooling fan (5-blade no date) and a very hard to get 1971 (Dated August 1970) Big Block with A/C engine cooling fan. 1963-67 vent window regulators way past restored but built to pass "PV" and I can custom make them to fit your aftermarket door panels as well. I have been restoring Corvettes over 20 years. Drop me an email (best way to contact me) or try a phone call we'll see if I can help you. Contact Rick Jones via email cadiman1949@comcast.net or call 505-247-0053. (10-17)

- **Restored BB & SB TI Distributors** (several), Restored OEM, NOS & Reproduction TI Amps, Restored A-Arms & T-Arms & all/any correct parts for your chassis rebuild, Restored C-2 Kelsey Hayes Knock-Off wheels; have several sets, including 67 Bolt On's Restored C-2 Vent Window Regulars New Delco reproduction products: Coils, Caps, Rotors, Amps, distributor parts, Brake caliper w/SS sleeves, master, steering box, P/S parts, etc. by Lone Star Calipers, so call me for discounts that beat the "Big Box Suppliers" 65-66 Convertible Red Door Panels, C-2, C-3 OEM front/rear stabilizer bars. OEM wheels for 88-89-nice 64 Removable Hard. Top ReNu-A-Vette/Mike Zamora @ 505-717-1140 or michaelz0591@yahoo.com (10-17)

- **Keys, GM/Briggs & Stratton Logo Head, KEY NUMBER Stamped on KNOCK OUT, & w/ Registered Trademark ® on B&S Logo (NOS & Excellent Used)** Hundreds of KEY NUMBERs available for 63M-66 Corvettes w/ octagon head keys and 65-66 Corvettes w/round head keys. Original factory stamped keys, $10 to $30 each depending on condition. Details, contact Pete at 505-663-0995 or pclindahl@comcast.net. (10-17)

- **Keys, GM/Briggs & Stratton Logo Head, KEY NUMBER Stamped on KNOCK OUT, & w/ Registered Trademark ® on B&S Logo (NOS & Excellent Used)** - Hundreds of KEY NUMBERs available for 54-63E Corvettes w/ octagon head keys. Original factory stamped keys, $10 to $25 each depending on condition. For details, contact Pete at 505-663-0995 or pclindahl@comcast.net. (10-17)

- **ANCO Windshield Wiper Blades, 65-67 15" OE by ANCO** - Holders (NOS & Used) 65 w/ bright polish finish & 66-67 w/ brushed finish; Refills (NOS) 65-67 w/2-lines & "correct" Patent Number; Flex Tops (New) 65-67 stainless steel. For details contact Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (10-17)

- **TRICO Windshield Wiper Blades, 63-67 15"** - Holders (NOS & Used) 63-65 w/ bright polish finish & flat top, 66 E/M w/ brushed finish & flat top, 66L/67 w/ brushed finish & peaked top; Refills (NOS) 63-65 w/ "Skidposts" (Dots), 66-67 w/3-lines & Patent Numbers. Contact Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (10-17)

- **Spare Tire Locks w/Key (Used)** - 63E (w/o drain hole) $125; 63L-'65 (w/ 1/4" drain hole) $125; 66 (w/ 5/16" drain hole) $125; 67 and newer (w/ "B" keyway) $125; 68 and newer (w/ "D" keyway) $100; 69 and newer (w/ "H" keyway) $75; 70 and newer (w/ "K" keyway) $75. Key spare tire lock to your key code, $20. Shipping & Insurance extra. Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (10-17)

- **Cover, Spare Tire Lock (New)** - 63M and newer w/ spare tire lock, GM p/n 3841701, $12. Shipping & Insurance extra. Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (10-17)

- **Horn Relays, Delco-Remy (NOS)** - Delco-Remy embossed on covers. 53-54 w/ 6v (1116775) $75; 58-62 (1116781) $125; 63-65 (1115824) $225; 66-67 (1115837) $275; 68-69E (1115862) $225; 69L-70 (1115890) $225; 71 (1115889) $125. Shipping/Insurance extra. Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (10-17)

- **Rebuildable Cores wanted** -C-2,3 Cores: Gas Caps, A-Arms, T-Arms, Brake Dust Shields, Frt. Caliper Mounting Brackets, Rr. Shock Lower Mtg, Spare Tire Bolts/lock bolt, most any suspension parts. Contact Mike Zamora @ 505-717-1140, or mike_zamora@hotmail.com. (10-17)

- **Hoods** - NOS 65-66 hood, light gray glass; Used 65-66 hood (excellent condition), painted red. Shipping & Insurance extra. Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (10-17)

- **Doors** - Used 66 (also fit 65) Convertible Doors (excellent condition) complete with exterior hardware (handles & locks), vent window assemblies, Soft-Ray glass, & window regulators. Shipping & insurance extra. Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (10-17)

- **Member Parts** – If you have something Corvette you'd like to sell we can put it here…

- **1966 Corvette Big Block Heads** – Selling a set of 1966 Corvette 427/390hp Oval Port Heads (3872702 Bare Castings). The heads are one year only $400pr. Late 1965 casting dates. Heads have been magnafluzed and pressure tested, guarantied not to be cracked. Contact Rick Jones via email cadiman1949@comcast.net or call 505-247-0053. (10-17)

- **Virgin Broach marks and bare engine stamping pad; 1962 & 1963 "870" Engine Short Block** – If you are looking for a mid-1962, late-1962 or early-1963 3782870 casting for your Corvette I may have what you are looking for. Dates are E-62, F-62, I-62 or L-62. The block was an over-the-counter engine built before the assembly dates and "CE" was stamped on the engine pad. The broach marks are perfect!!! I have a disassembled short-block (standard bore) that has been checked for cracks and pressure tested. You get the block, crank, rods main caps and windage tray with correct main cap bolts. Asking $2000 OBO. Contact Rick Jones via email cadiman1949@comcast.net or call 505-247-0053. (10-17)

- **Flat Top Double Hump "461X" Heads** – I have a set of 3782461 "461" heads with the flat-top Double Humps which are correct for 1961 275hp & 315hp engine. These are the Famous "X" Heads from the Late 283 and Early 327 Fuel Injected Engines. The heads are complete, pressure tested and guarantied not to be cracked. The have late 1960 Dates. Asking $1500 OBO Contact Rick Jones via email cadiman1949@comcast.net or call 505-247-0053. (10-17)

RESTORATION SERVICES:

- **Key & Lock Service** - Keys cut by the KEY CODE with Curtis Key Cutter just like at your Chevrolet Dealer. Alarm, door, glove-box, ignition, rear compartment, and spare tire locks re-keyed. For details contact Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (10-17)

- **Windshield Wiper Arm Restoration/Repair Service** - Mid-year Corvette windshield wiper arm restoration and repair service, restoration - restore wiper arm and finish as original; repair - replace broken rivets, springs, and clips, and "wrenched-on" base pieces. For details contact Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (10-17)

- **Complete or Partial Restoration Service Available** – 1956 to 1972 Corvette restoration service. Big Block, Small Block, Fuelie or Tanker… I speak them all. Were you thinking about having your car judged, maybe we should talk about the process. From a local Chapter Meet to National Flight Judging or even all the way to Performance Verification, Bloomington Gold and Duntov; I've done them all. Charges are based on an hourly rate for the time it takes to guide you through the process (if you want to do the work yourself) or we can discuss the cost of having me do all or part of the job for you. Contact Rick Jones via email cadiman1949@comcast.net or call 505-247-0053 to make an appointment to discuss what I can do for you. (10-17)

- **Resto-Mod Conversions for C-1 and C-2 Corvettes** – If you are considering converting your C1 or C2 into a Resto-Mod because you love the look of your car but you don't like the way it drives we need to talk! The car's value can be greatly increased and the whole process may not be as expensive as you thought. Charges are based on an hourly rate for the time it takes to guide you through the process (if you want to do the work yourself) or we can discuss the cost of having me do all or part of the job for you. You could save thousands by having me guide you in the right direction and save you from going in the wrong one. For more information please contact Rick Jones via email cadiman1949@comcast.net or by phone 505-247-0053 to set up an appointment to get the process started. (10-17)

- **Fan Clutch Rebuilding and Restoration of for Schweitzer or Eaton Clutchs** – Fan clutch rebuilding service for 1960 to 1974 Corvettes. Contact Rick Jones via email cadiman1949@comcast.net or call 505-247-0053. (10-17)

- **Specialized Restoration** - Aluminum Wheels (Knock-Off or Bolt On's), TI Amp box, TI & Point Distributors-all tested on Sun Distributor Tester, Vent Window Regulators w/new gear, A-Arms w/riveted correct ball joints, T-Arms w/GM parts & tolerances, Headlight Motors w/new main gears, Power Window Motors. All restored parts are 100% guaranteed. For details and pricing, contact Mike Zamora @ 505-717-1140, or michaelz0591@yahoo.com (10-17)

WANTED:

- **Parts for NM NCRS Chapter parts Swap** - Wanted-C-2&3 Cores: TI Distributors & Amps, Gas Caps, A-Arms, T-Arms, Brake Dust Shields, Frt. Caliper Mounting Brackets, Rr. Shock Lower Mtg, Spare Tire Bolts/lock bolt, most any suspension parts. Contact Mike Zamora @ 505-717-1140, or michaelz0591@yahoo.com (10-17)

CARS FOR SALE:

- **For Sale:** 1935 Ford Business Coupe Street Rod. Asking $35,500.00 or best reasonable offer. May consider partial Corvette trades… Full details listed below. If you have serious interest please contact Rick Jones by email richardljones@comcast.net or Call/Text 505-610-5291. I'm happy to provide more pictures and information or if you would like to talk about trades. (10-17)




All Steel
1935 Ford 5-Window Business Coupe
Is it a Hot Rod or is it a Street Rod?
The answer… It's both!

You may ask what does this car offer you that is unique?
Please read on and find out…

For the man of the house:

1) Its minimalist looks with that satin black exterior, raked stance, steel wheels, wide-whites, pin striping and a few other cool touches scream HOT ROD!
2) Open hood sides let you see the engine and smoothed firewall.
3) Headers with glass-pac mufflers for the Hot Rod sound
4) Comp Cam with close enough lobe separation to give you a lumpy sounding idle but still mild enough that the engine will idle with the A/C on and there's enough vacuum for the power brakes to work well. (This is plus for him and her…)

For the lady of the house: (Let's face it guys… if mama isn't happy, nobody's happy)!

1) The ladies will think the exterior is "cute" which means they can take it or leave it (LOL)…
2) But when they see the inside of this car they are going to be impressed. The car's seats look very nice and they are quite comfortable she'll see **STREET ROD**!
3) The attention to detail and style will catch her eye.
4) She'll notice it does not shake, rattle and roll like an all-out hot rod does (it's a pretty smooth ride for as SWB car)
5) Almost no rattles inside so she won't think it sounds like a loose bucket of bolts.
6) Mama will stay comfy inside the car with the A/C and Heating systems. (The A/C system does not leak and it can make the cabin cold enough to hang meat if you wanted it to.)
7) With no back seat and a trunk you can take chairs, a small shade and a cooler or two so she can be comfortable at the car shows while you're talking to all the guys who love your new car.

<u>This Rod was built to be driven, enjoyed and shown</u>

This car has the following features and options:

Early 1970's "010" Chevy 4-Bolt main 350 custom built 9:1 compression, Comp High Energy flat tappet cam, roller lifter, late model heads, headers, Edelbrock Intake and carburetor. Estimated 350 Horsepower.
High flow water pump
Brass Radiator w/custom fitted electric cooling fan and shroud
Custom Air Cleaner
GM HEI Ignition system
Hi-Torque Mini Starter
TH350 3-Speed Automatic Transmission
Mustang II front suspension with coil-overs
Ford 8" rear end with 3.00:1 rear end ratio
Chassis Engineering rear springs
Power rack & pinion Steering
Power front disc brakes w/MC & booster mounted on the frame

Electric parking brake
Vintique Wheels with Rings and Caps
Coker Wide-White-Wall Radial tires
Ball Power Windows
No exterior door handles
Hidden door & trunk hinges
Painless wiring
VintageAir A/C & Heat
Dakota Digital power door openers
Smoothed firewall
Crank-open windshield
VDO Gauges
AM/FM/CD with remote control
Tilt Steering column
Newport Engineering 2-speed electric wipers
Backup camera

This car was built sometime around 2005 by a man in Tennessee. The floors in the car appear to be original and in exceptional condition. The builder kept good track of all of the important papers and custom parts that were used to build this car. There is a 3-ring binder which contains all of this information. The binder makes it easy to refer back to what was used, look at electrical diagrams and instructions. Should you need to make repairs and/or order parts you will be able to refer to this binder for information on most of the parts and systems used in this build.