

SC³ VETTE VIBES

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MISSOURI DAY PARADE at FOWLER



Group Photo at the ValuStay Motel prior to leaving for Fowler. What an awesome sight the oncoming traffic on Highway 50 would have seen, 11 Corvette's heading toward Fowler and the parade.



After braving the 100 degree weather, it was time to let our cars cool down, and maybe the drivers and riders as well. We all then enjoyed the food and festivities that Fowler's annual festival had to offer.

Southern Colorado Corvette Club

Mailing Address:
9 Ibis Lane
Pueblo, Co 81005

We meet every 3rd
Tuesday at the
Pueblo Public
Library,
100 E Abriendo
Ave. @
7:00 P.M.

Come join us.

HOLLY DOT DINNER

Bill and Sally Kenney put together our 2nd annual dinner to the Holly Dot Golf Course. And for the second year in a row, a great drive to Colorado City was followed by awesome food, and the camaraderie was plentiful.

Trivia #1

High Energy Ignition (HEI) made it's first appearance in what year Corvette?

Trivia #2

In what year were Corvettes built in both St. Louis and Bowling Green?



BIRTHDAYS AND ANNIVERSARIES

Birthdays for July:

Gary Cordova - 7th
Art Lucero - 9th
Lucky Schneberger - 13th
Bob Adams - 27th
John Rouse - 31st

Anniversaries for July:

Rik & Florece Noring - 9th

Club Anniversaries for July

Dave & Sarah Herrera - 96
Tony & Laurie Sanchez - 96
Don Thompson III - 99
Matt & Nadine Honner - 00
Dennis Skender - 06
Earl & Kris Prado - 07
Burt & Sharon Jaco - 08
Rick & Jill Brake - 09

The C-3 CORVETTE

By Kevin Koch

This month I would like to write a bit about some Corvette models that do not often receive a lot of attention from Corvette enthusiasts. This is the version of the C3 produced from 1973 through 1982. There are several reasons these cars do not get much press. There was a relative lack of performance available (read horsepower) when compared with the cars produced in the late 1960's and very early 1970's and toward the end of the model run in the early 1980's the basic chassis layout was almost 20 years old and considered dated by many. But one has to consider the overall environment for performance cars in the mid 1970's to the late 1980's. After the wild high performance years of the mid 1960's to early 1970's all of the automotive companies faced extensive engineering and design challenges from several directions and none were related to how fast a flagship model could make it down a 1/4 mile drag strip. In December 1970 Congress passed the Clean Air Bill in the National Environmental Policy Act. This legislation was one of the first shots in the war to clean up air quality and established regulations specifying fuel economy and vehicle emissions standards. The new law gave the auto companies less than six years to develop engines that could produce 90% less exhaust emissions. There was considerable debate in technical circles about the wisdom of the timetables for compliance to the bill but for right now we won't go there. The bottom line is that for several years, engines in new cars struggled to produce decent horsepower and drivability as their designers worked hard to meet the requirements of the legislation. One significant contributor to decreased horsepower was a decrease in engine compression ratios, starting in 1971, in an effort to reduce oxides of nitrogen, the leading contributor to smog.

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Trivia #3

The 330 HP LT-4 Engine was offered in only one year. What year was it?

Trivia #4

What year was the first year that the convertible's base price was more than the coupes?



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Another blow to the car-loving crowd occurred in 1971. The Organization of Petroleum Exporting Companies (OPEC) succeeded in creating, through export restrictions, a huge jump in oil prices. Oil that sold for \$2.11 per barrel in January 1971 was selling for \$14.00 per barrel in March 1974 (of course that seems cheap now). Gas mileage was suddenly important and performance only mattered to a shrinking segment of hard-core enthusiast. By 1975 the big block was all but dead. The Mustang had been replaced by the anemic Mustang II. Most name plates associated with performance in the late 1960's, Mach 1, Roadrunner, 442, Z28, Chevelle SS were either obsolete or existed in name only.

But the Corvette continued on, wounded but definitely not dead. In the mid-1970's to the early 1980's, handling characteristics were still good but Corvette acceleration performance suffered just like that of all of the other makes. The real breakthrough did not come until the introduction and development of onboard engine management systems (computers) that in turn allowed development of reliable port fuel injection systems. Unfortunately port fuel injection technology did not begin to produce real horsepower gains until after the introduction of the C4 model in 1984.

So let's take a brief stroll down memory lane and review some of the interesting features as the C3 made its way through the 1970's and into the early 1980's

1973 – Total production 30,464. Base engine was a 350 ci advertised at 190 hp. Lift up windshield wiper doors were replaced by wipers hidden under the trailing edge of the hood. The removable rear window was no longer available. A 275 hp (395 lb-ft or torque) 454 ci big block was still available. The 1973 looked very similar to the previous year but one of the most visible changes was the replacement of the front chrome bumper with a urethane-covered system capable of meeting the new government 5 mph impact standard. See Photo 1



1974 - Total production actually increased to 32,028. Base engine was again a 350 ci advertised at 190 hp and the 270 hp 454 ci LS4 was still available. 3,494 of the big block cars were sold in 1974. Most visible change for 1974 was the addition of the impact resistant rear urethane bumper to compliment the front.



1975- Total production again increased to 33,836 as the performance car competition began to dwindle away year by year. Last year you could buy a convertible Corvette until production resumed with the 1986 C4. Catalytic converters appeared for the first time on a Corvette requiring the use of unleaded fuel and eliminating the true dual exhaust system. The 1975 looked very similar to the 1974. The 454 ci big block was no longer available. The base engine was still a 190 hp 350 and advertised horsepower for the optional L82 had been reduced from 250 to 205.

1976 - Total production again increased to 46,558, all coupes. Aluminum wheels, promised for several years, finally arrived as an option in 1976. Engine availability was similar to the previous year. A 180 hp 350 ci engine was standard but the 210 hp (255 lb-ft of torque) 350 ci L82 could be had as an option. Power steering and power brakes became standard equipment during the 1976 model year. Exterior changes were again minimal between 1975 and 1976.

1977 – Popularity of the Corvette remained strong as 1977 production rose to 49,213 coupes. Leather seats became standard equipment for the first time but a cloth/leather combination could also be substituted at no additional cost. Power steering and power brakes also became standard for the first time. Engine options remained unchanged but only the 180 hp small block was available in California (stricter emissions standards than the remaining 49 states). Exterior appearance again remained essentially unchanged.

Cont. Next Moth: 1978 – 1982 Corvette

SC3 Calendar - July 2009

			1	2 CSCC Meeting	3	4
5	6	7	8	9	10 FAAST Friday @ PMI	11 – SC3 Fowler Parade, NASA Track Days @ PMI
12 - NASA Track Days @ PMI, Royal Gorge Car Show	13	14	15	16	17	18
19	20	21 – SC3 Club Meeting	22	23	24 Vettes on the Rockies	25 Vettes on the Rockies
26 Vettes on the Rockies	27	28	29	30	31 – SC3 Sonic Night	

August 2009

						1 RMSCC Picnic- Canyon City
2	3	4	5	6 CSCC Meeting	7 NCCC Convention	8 - NCCC Convention, NASA @ PMI
9 - NCCC Convention, NASA @ PMI	10 NCCC Convention	11 NCCC Convention	12 NCCC Convention	13 NCCC Convention	14 NCCC Convention, Rocky Mtn Shootout	15 – Harkelroad Vette Show, Rocky Mtn Shootout
16 – SCCA @ PPIR, Good Times Car Show	17	18 – SC3 Club Meeting	19	20	21	22
23	24	25	26	27	28 – SC3 Sonic Night	29
30	31– Corvette Museum Anniversary					