SOUTHERN OREGON CORVETTE ASSOCIATION, LLC

WWW.SOVETTE.COM

106 NW F St. # 222, Grants Pass, Oregon 97526
501(c) (7) Non-Profit Organization • Federal Tax I.D. #91-1819589

Newsletter
August 2021

Elected Officers

President:	Cathy Cardoza
Vice-President:	Ron Howard
Secretary:	Paul Mitchell
Treasurer:	Carol Misner
Sergeant-at-Arms:	Wayne Shelford
Membership:	Robin Miranda
Past President (2020):	Ron Howard

Appointed Positions

Sunshine:	Sandee Anderson
Activities:	Ron Howard
Event Reminder:	Dina Vierra
Internet Site:	Sharon Hook-Martino, Elaine Ellis
Parade Coordinator:	Sheron Leigh, Kerry Razza
Natl Corvette Museum:	Len Atlas
Historian:	Group Effort
Photographer:	Group Effort

September Birthdays

Yolanda Bruton
Jennifer Clark
Brian Davis
Don Hubbard
Teri Lovery
Jack Roberts
Gar Stevens
Dave Vogel
Dale Yellin

September Anniversaries

Terry & Danielle Asberry
William & Fleeta Lackey
Kim & Tammy Moore
Jack & Vickie Roberts
Dave & Riley Siddon

SOCA Logo Apparel

Competitive Athletics, 105 NE 7th St., Grants Pass
(541) 479-1001

Next Club Social

The next club social is on **August 21, 2021**, 5:00 p.m., at Sweet Tea Express, 1330 Redwood Avenue Grants Pass. See the Events page for details.

Why Join SOCA?

- **Promote *esprit de corps* among Corvette enthusiasts.**
- **Create interest in the Corvette as a true dual-purpose sports car.**
- **Provide a means of technical information and service to members.**
- **Encourage dealer and manufacturer cooperation.**
- **Organize and promote events of a social nature and provide social gatherings for enthusiasts with common interest.**
- **Sponsor or participate in activities to benefit the community through recognized charities as selected by the members of the Association.**

Upcoming Meetings

General Membership Meeting, Wednesday, September 1, 2021, **6:30 p.m.** at the Rogue River Community Center, 132 Broadway St., Rogue River.

Visitors are always welcome!

2021 Southern Oregon Corvette Association (SOCA) Events

	Sep	Oct	Nov	Dec
Club meeting (Wed.)	1	6	3	1

(All dates below are Saturdays, except as noted.
The dates shown are tentative and subject to change or cancellation.)

AUGUST

Car Show*	13 & 14 – 23rd Annual Lucky 7 Casino Hotel MDA Benefit Car Show, Smith River, CA (Fri.-Sat.)
Car Show and Cruise*	14 – Central Point Police Department "D.A.R.E. to Cruise" Show & Shine (10:00 a.m.) and Cruise (6:00 p.m.)
Drive (pre-Social)	21 – Grants Pass area, time and location TBA
Social	21 – 6:00 p.m. … Sweet Tea Express, 1330 Redwood Avenue, Grants Pass (not the one near Wal-Mart)

SEPTEMBER

Sigel Show & Shine	4 – SOCA *Jim Sigel Automotive* Show & Shine, Grants Pass, 9:00 a.m. to 2:00 p.m.
Show & Shine*	10 & 11 – "Corvettes on the Columbia" Show & Shine and event, Tri-Cities, Washington (Fri.-Sat.)
Social	18 – Medford area, location and time TBA

OCTOBER

Drive?	
Social	16 – Grants Pass area, location and time TBA

NOVEMBER *(Daylight Savings Time ends November 7)*

Drive?	
Social	20 – Medford area, location and time TBA
Thanksgiving	25 – Thanksgiving holiday (Thursday)

DECEMBER

Parade	4 – Grants Pass Christmas Parade, time TBA
Social	11 – Christmas Party, Grants Pass Golf Club

* Non-SOCA event

For additional events, information, and links … see the SOCA website "Events Page:" https://www.sovette.com/events

Techin & Toolin

1962-1965 Chevrolet Fuel Injected 327 V8 – Why Chevrolet Abandoned This Magnificent V8 - Pete Dunton's OLD CAR MEMORIES – Dec. 14, 2018

Chevrolet was an innovator when it pertained to fuel injection (FI). It was not the first automaker to offer FI in a performance car - that honor goes to Mercedes Benz, which first released the fuel injected 300 SL for the 1955 model year. However, Chevrolet was close. It offered FI on its small-block 283 cubic-inch V8 for the 1957 model year. As Chevrolet's hottest performance engine for 1957, it produced 283 horsepower (HP), which was the much sought after one horsepower per cubic inch goal that even many performance cars back in the day could not obtain. The "Fuelie" 283 (as it was called) was available on all Chevrolet car models for 1957, including the Corvette. The Fuelie 283 stayed around until the end of the 1961 model year. By that time, the engine was only an available in the Corvette.

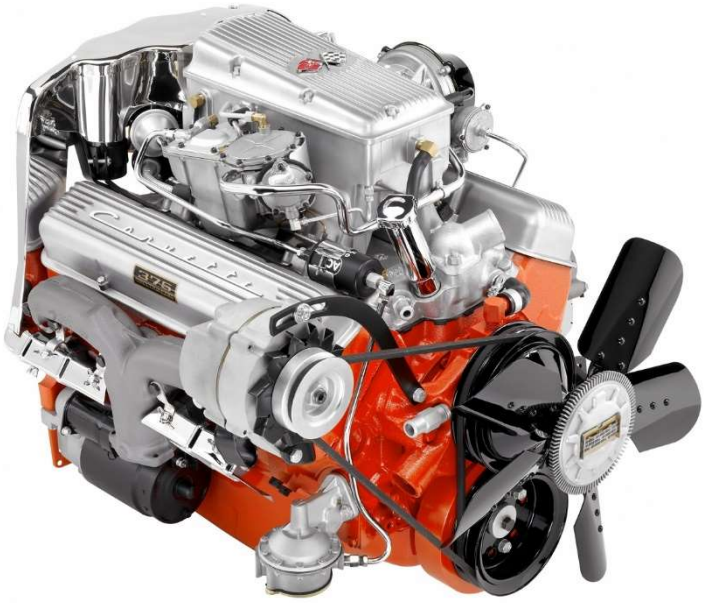
For 1962 through the middle of the 1965 model year, a more powerful Fuelie small-block 327 cubic-inch V8 was available in the Corvette. For 1962, the "Fuelie 327" was Chevrolet "Regular Production Option" (RPO) code "582" and it produced 360 gross HP and 352 gross pound-feet (lb.-ft.) of torque. For 1963, there was an all-new Corvette, and the Fuelie 327 carried over unchanged with the same HP and torque ratings, but the RPO code was changed to "L-84." For 1964 and up until the middle of the 1965 model year, the "L-84" Fuelie 327 V8 was rated at 375 gross HP and 350 gross lb.-ft. of torque. The Fuelie 327 may have had a short run from 1962 to the middle of 1965 but it was the most performance-oriented mass-produced small-block V8 up until that time. When found under the hood of the Corvette, the engine gave the Corvette the distinction of being one of the fastest cars in the world.

If the Fuelie 327 was so special, why did Chevrolet stop producing the engine during the middle of the 1965 model year? It makes no sense looking back in time from today. FI was the future, but it took almost 30 more years before all new production cars moved to the technology. After all, FI provides better fuel efficiency than a carburetor due to its superior fuel metering capabilities. FI also allows an engine to run better on the coldest and hottest days of the year, when compared to an engine with a carburetor.

But there was a catch to all this. FI was a lot more expensive than the basic carburetor setup during that time. For instance, in 1965 the L-84 Fuelie added $538 to a Corvette sticker price; this was 25% of the base price of a 1965 Corvette convertible. Then, when you compare the L-84 to the 365 gross HP four-barrel carbureted 327 V8 which was a $129 1965 Corvette engine option, it was easy to see most buyers were not going to pay over $400 extra just to get 10 more HP with the L-84 Fuelie. FI helped Chevrolet maximize the amount of HP it could extract out of its small-block 327. By 1965, the effort was not worth the expense because 1965's Chevrolet's new Mark IV big-block V8 displaced 396 cubic-inches, and by 1966 there would be a 427 cubic-inch version. Chevrolet instead replaced the Fuelie 327 during the middle of the 1965 model year with the new 396 engine, which produced 425 gross HP and 415 lb.-ft. of gross torque. The cost of the 396 on the Corvette option list was a little under $293, which was paltry compared to the Fuelie engine's cost. Starting in 1966, the 427 cubic-inch V8 engine would replace the 396 as the Corvette's top performance engine. The truth was big-block V8 engines like the 396 and 427 so easily produced lots of HP for such a low production cost, which meant many buyers could easy afford them. Not to mention the abundance of low-end torque the larger displacement engines provided when compared to the 327 cubic-inch engine. Cheap carbureted power like this made more expensive FI power exceed most buyers' budgets and thereby causing the FI demise in 1965.

Popular belief will have you believe the 1965 396 cubic-inch powered Corvette was so much more powerful than the 1962-1965 Fuelie Corvette. This is false, because the Fuelie 327 was the 396's performance equal. Motor Trend magazine tested a 1964 Fuelie Corvette and obtained a quarter-mile time of 14.2 seconds. Road and Track magazine test drove a 396 powered 1965 Corvette and obtained a quarter mile time of 14.1 seconds. Also worth noting, Hot Rod magazine gave a bone stock 1962 Fuelie Corvette to racer Mickey Thompson, and he was able to get an impressive 13.89 seconds in the quarter mile.

The Fuelie 327 did not have the modern computer controlled FI which is the norm today. The 327 and the 283 Fuelies both had a mechanical FI system that, at the time, was state-of-the-art. The system was produced by GM's Rochester Division. The mechanical FI system was reliable, but the problem was most mechanics did not have the expertise or knowhow to properly maintain the system. Many 1957-1965 Corvettes had their FI systems removed and replaced with 4-barrel carburetors by mechanics who did not have the expertise to work on the Rochester FI system or did not want to be bothered with the extra effort required to maintain the system. This was not a problem for those Fuelie Corvette owners who had their Corvettes serviced at Chevrolet dealerships, because their FI systems remained intact and generally were well-maintained.



However, there is an aspect to this story where Chevrolet's cancelation of the Fuelie 327 in 1965 was extremely shortsighted – it was "pennywise and pound foolish." The future of the Corvette was not the big-block V8, and that engine only lasted through the end of the 1974 model year. The future was the small-block V8 which gave the Corvette plenty of power and provided better handling, because it weighed a lot less over the front wheels than a very heavy big block did. The future of the Corvette was not as a quarter-mile race car but a great handling V8-powered sports car that could go toe-to-toe with the best sports cars in the world. Add to this, the fact is Chevrolet could have really used a FI Corvette in the 1970s when fuel economy became so very important. FI would have allowed the Corvette to provide good fuel economy along with good performance. Chevrolet finally realized this and permanently brought back the fuel-injected Corvette for the 1982 model year. Nevertheless, the Fuelie 327 will still go down in history as one of the best performing V8 engines of the 1960s.

Disclaimer - Discretion is advised. The preceding information may not apply to specific vehicles or all circumstances. Always refer to the manufacturer's specifications, service manuals, technical data and product information.

"Thank you" to Florin Baldridge for providing "Techin and Toolin" articles for the SOCA newsletter each month