



June 2014

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Every month I stare at my computer monitor thinking of a good way to start the month's newsletter. I try to make it relevant to what's happening at the time. During the winter, it's usually the project season or anticipation of spring. This month, I'm trying something different. The May newsletter was the first one I have ever done that was not completed and delivered to John D by the first. I know it's not a big deal to probably anyone in the club, and I bet no-one other than John even thought about it. I'm starting the newsletter right now (May 3<sup>rd</sup>) so I can work on it throughout the month instead of starting about day 25. Hopefully this will give me a little wiggle room to get it done on time. Update: Nope, I did almost nothing until 5/26... oh well!

**Project:** Door weather strip kit from Metro Moulded Parts #LM12-A

Have you ever started a project on your car with good intentions to document it and just gotten carried away? That happened to me today. I went about replacing my door weather strips fully intending to take pictures along the way since its good newsletter filler. It started simple enough: remove 2 screws on the fender end, pop out a couple push-in retainers on the ¼ end, and pull the old rubber off. I could have carefully tried keeping the imbedded holders, but these were the original seals, so there was no reusing them. I took the door panels off, and once the rubber and retainers were removed, I wiped down the metal where the seal sat. Lucky for me, very little adhesive was used. I also got a peek of the original color of my car. Yes, we could have had another gold 71/72 in the group.... I had both mouldings reinstalled in about 10 minutes. The new mouldings also have the retainers imbedded in them, and they were perfectly spaced. I had to do NO trimming, fixing, or anything odd. The really cool thing is that when I went to shut each door, they closed solidly and didn't need any additional effort from too thick of a material. The only downfall? I noticed that I need to start replacing some other rubbery trinkets like the small door bumpers, etc. You may notice a lack of pictures. Honestly, things went so well that I forgot.



**Cool Part:** Summit Racing breather baffle kit



Ever looked at buying new valve covers and thought, those pare exactly what I want, except I need a breather? Summit Racing has a solution. Their kit includes the baffle, a locknut, o-ring, and sealing washer. Simply drill a 1.375" hole in the position you need, slip it in and tighten the locknut. It accepts most breathers that fit a 1.00" ID hole. At \$25.95, it's not exactly dirt cheap, but it allows you to position a breather exactly where you want it or even add an additional one.

## May Meeting:



Way back in 1988, Myron Cottrell started a company called Tuned Port Injection Specialties (TPIS) but that is not where we begin. Myron had already been building engines and involved in racing for decades, and still operates Cottrell Racing Engines along with TPIS. Long story short: Myron bought a Corvette in 1985, learned how the fuel injection worked and figured out how to make it better. One of the first performance enhancing parts created for fuel injection engines was created by Myron, and is also one of the first 50 state legal parts. Since that time, TPIS has continued to develop and patent new parts and become a driving force in fuel injection conversions. Truth be told, they literally wrote the book on TPI, LT1 and LT4 engines. They have full machine shop capabilities complete with engine and chassis dynos. Many of the parts they use are made in-house by TPIS by hand or on one of their CNC machines. Forward now to the modern LS-era engines, and TPIS has them covered too. In fact, the facility can pretty well handle any engine including non GM and turbo applications. Another part of fuel injection is tuning, which TPIS has covered. Shop manager/head tuner Jim Hall is well versed in all the popular tuning programs and modifications necessary to make those things tick.



The facility itself is not what you would expect, though at the same time it's just the way you would want it. It's in a rural area, on private land right next to a wooded creek area complete with barn and silo. The shop itself was smartly laid out as the business has grown. Each process has its own area including a large assembly room, machining areas, paint room, etc. The engine dyno cell is

on the office side in back, and the chassis dyno room was built off the front. Parts storage shelves bridge the areas between them with completed engines stashed along the way.



Aside from the physical business, one of the coolest things about the business is the people that work there. Myron has a long history in racing and gave us access to his collection of cars, motorcycles, and memorabilia. Oddly enough, you won't find a glut of classic GM, Ford, or Hemi anything. The majority of the framed images on the walls give away that his passion decidedly has European flair. I won't go into detail (for lack of personal knowledge), but there's some neat cars and pictures. What intrigued me the most was the little oddball parked in the corner, with a matching poster on the wall next to it. It was a 1979 AMC Spirit AMX, with the 304 engine. This is the #1 car of a pair sponsored by BF Goodrich to race at the 1401 mile Nurburgring race (first ever American entries!). There's more info out there, but to summarize: Big engine American car gets a couple weeks to prep for race. Drivers Amos Johnson, his partner Dennis Shaw and actor James Brolin were the primary drivers in the #1 car with the #2 car drivers being Jim Downing

(who would later co-develop the HANS device), Lyn St. James, and automotive journalist Gary Witzenburg. They had little prior time on the course, and weather cutting race practice short, resulting in 20<sup>th</sup> and 21<sup>st</sup> qualifying positions. With both cars having differing mechanical issues, more weight, and being generally less refined, the bigger and heavier cars would still run 140mph on the straights and after 2000 miles, they finished 1<sup>st</sup> and 2<sup>nd</sup> in their class—on BF Goodrich T/A Radials.



Shop manager Jim Hall has a different background, but it's still deeply based in racing and mechanical ability. Jim is a qualified Toyota Master technician as well as a certified ASE and GM technician. He's also well experienced in AMCs, plus European performance vehicles. Jim's most valuable experience is his tuning ability—specifically with EFI systems. Not satisfied with improving just the factory TPI systems, Jim has broadened his abilities and expertise into virtually all of the aftermarket fuel injection systems out there. Whether it's hard parts or computer program modifications, it's not a problem. Jim still races, either in his own or the company's frequent flier Camaro at the BIR road course. We can't forget about some of the other employees who work at TPIS including Jim's dad Bob who has been there forever and handles incoming calls and walk-in customers, engine master Clay, and Jakson who is a turbo enthusiast and studied at the School of Automotive Machinists.



Thank You to Myron, Jim, and Bob for taking their time and hosting us on a beautiful weekend day and sharing what their business is all about.

**Next meeting: John D's 40 Watt Garage  
June 28<sup>th</sup> at 2pm, then cruise to the Anoka show.**

Club gear available at:



[www.IDthreadz.com](http://www.IDthreadz.com)



- 6/1 Spring Meltdown 9-3pm  
Broadway Pizza Elk River  
Info: [www.frankensteiners.com](http://www.frankensteiners.com)
- 6/1 Concours d'Elegance Excelsior Bay  
10-4pm  
Excelsior Commons  
Info: [10000lakesconcours.com](http://10000lakesconcours.com)
- 6/7 Pequot Lakes Cherry Car Show  
218-838-8002
- 6/7-6/14 Hot Rod Power Tour  
June 7.... Charlotte, NC  
June 8.... Knoxville, TN  
June 9.... Charleston, WV  
June 10....Norwalk, OH  
June 11....Crown Point, IN  
June 12....Bettendorf, IA  
June 13....Wisconsin Dells
- 6/8 Spring Lake Park Tower Days  
Lakeside Lions Park 10-4  
Towerdays.com
- 6/8 All GM car show  
MN State Fairgrounds 9-3
- 6/13-6/15 Albert Lea Car Show  
Info:  
[www.cochrancarshow.webs.com](http://www.cochrancarshow.webs.com)
- 6/14 Suburban Corvettes and Chevy's  
Best Lunch and Show Noon  
Tanner's Station in Andover
- 6/14 Peace Church Car Show 9-2  
Eagan 612-308-4376
- 6/14 Barnum's Spring Fever Days  
Carlton Cty Fairgrounds  
218-727-7797
- 6/15 Military Appreciation Car Show  
Lake State Federal Credit Union in  
North Branch 9-3 [www.csoaf.com](http://www.csoaf.com)
- 6/20-6/22 Back to the '50s
- 6/28 CLUB MEETING 2PM**  
**John Delke's then Anoka Cruise**



7/18-7/20 Car Craft Summer Cruise  
MN State Fairgrounds  
**CLUB MEETING**

8/8-8/10 Northstar Impala Club Iron Range Tour

**8/? CLUB MEETING DEREK AND JENNA'S**

**9/27 Cruise for Troops 9/27**  
**CLUB MEETING**

10/11 Frankensteiners Ball 9am  
Anoka County Fairgrounds

### Recurring shows and cruises:

- 5/10 Anoka cruise opener  
Saturdays 5-9pm  
Info: [www.anokaclassiccarshow.org](http://www.anokaclassiccarshow.org)
- 5/17 St Francis City Center Mall opener  
Fridays 5-dusk  
Info: Dick Henz 763-753-1092
- 5/26 Ricky's Embers in Fridley opener  
Thursdays 4-8pm - Labor Day  
10% off total bill
- 5/31 Hastings cruise opener  
Every other Saturday  
Info: [www.Hastingsdowntown-mn.com](http://www.Hastingsdowntown-mn.com)
- 6/4 Stillwater Cruisin' on the Croix Wednesdays 5-9pm  
Info: [www.discoverstillwater.com/events](http://www.discoverstillwater.com/events)
- 6/6 North St Paul History Cruise opener  
Fridays 6-10pm Info: [www.historycruzer.com](http://www.historycruzer.com)
- MN Cars and Coffee AutoMotorPlex Chanhassen  
1<sup>st</sup> Saturday 8-11am
- Meister's Bar & Grill Shoreview  
Saturdays 5-10pm
- Lookout Bar & Grill Maple Grove 3<sup>rd</sup> Wednesday  
starting in May 6pm 15% off food, Raffle/door prize
- Culvers Anoka  
3<sup>rd</sup> Thursday 5/15, 6/19, 7/17, 8/21, 9/18
- Cars and Coffee 1<sup>st</sup> Saturday of the month  
AutoMotorPlex, Chanhassen