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Vette
Torque



Issue 37 Spring 2023

Reeves Callaway 1947-2023



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Welcome to Corvettes of WA (Inc)

Our Club encourages the preservation, restoration and enjoyment of all Corvettes.

We are a non-profit organization.

Corvettes Of WA (Inc) is dedicated to the enjoyment and appreciation of America's finest sports car the Chevrolet Corvette. The Club is based in Perth, WA (Western Australia), Australia and has an active and enthusiastic membership

Club meetings are held on every 2nd month, details will be posted one week prior to the Meet on our Calendar.

We enjoy a Midweek Cruise and a Sunday Cruise once a Month, a great get together with all our Club Members, so even if you are not a member please make contact. Details, club contacts, calendars are all on our website.

Membership is available to all Corvette owners and enthusiasts. New members are always welcome and visitors to our website are encouraged to browse and learn a little more about Corvettes "down under".

Articles, photos, enquiries and feedback are always welcome.

CLUB INFO

Meetings

Club meetings are held bi-monthly at the
Bassendean Bowling Club
(Entrance via Hamilton Street)
commencing at 7.00 p.m.

Please check the club website "Events Calendar"
for meeting dates.

Correspondence

Please address all correspondence to:

The Secretary
Corvettes of W.A. Car Club (Inc)
PO Box 387
Two Rocks WA 6037

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Presidents Report



Hi all,

Our last AGM in July was a huge success, with a full committee being elected. Going forward we have a few items to attend to, one being our club constitution which needs to be brought up to date. David Maroney has been doing a great job getting our finances and legal obligations back in order as we need for an Incorporated Club.

Now we are in Spring and the weather is more favourable to getting our Corvettes out and making the most of them. Natalie has a full list of events coming up from our cruises to car shows. It would be nice to get as many Corvettes to the shows and show off our cars to try and get more interest from the public and generate more members.

A big thankyou to the members for paying their membership after the 1st of July, this helps our Treasurer with the finances and budgeting for the next 12 months.

This will be an ongoing practice with reminders next June to pay in July 2024.

If you are thinking of selling your Corvette (and we hope you're not) but if you could let me know first to put it out to our members who might be looking for another One (or 2, or 3 to have in the garage) and try and keep the corvette in the club and in WA. I can email out your information and contact details. This may also help with a quick sale and not having to worry about tyre kickers coming around.

John Stockings has decided to sell his 1978 and has given club members 1st option as seen in the email I sent out recently.

Looking forward to catching up with you.

Regards

Andy Weatherburn,

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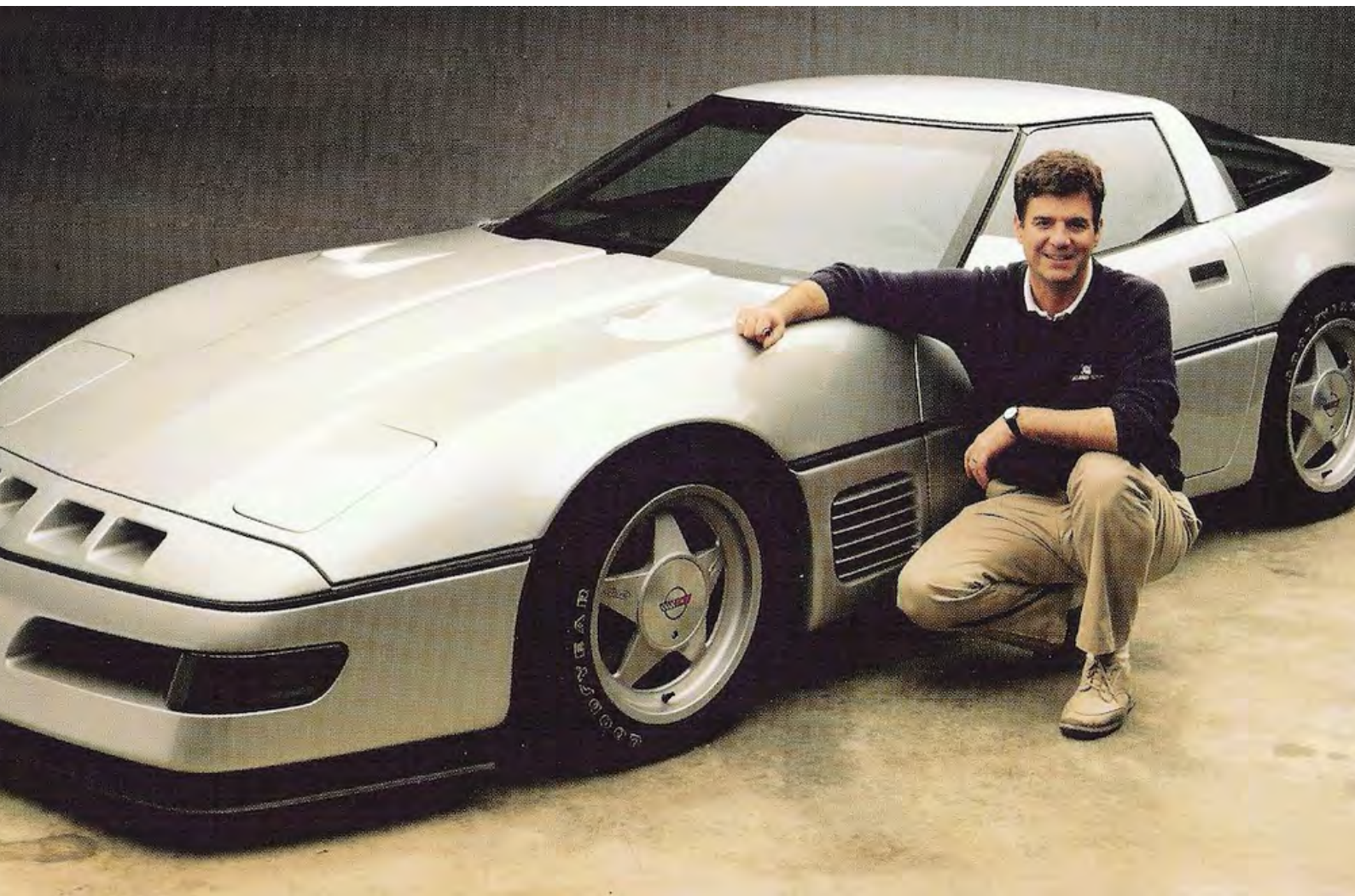
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Reeves Callaway



Corvette Legend Reeves Callaway Dead at 75

Callaway, who founded Callaway Cars, became synonymous with high-performance Corvettes.



Reeves Callaway, founder of Callaway Cars and a legend in the Corvette world, has died. Callaway Cars confirmed in an email that he passed on Tuesday after injuries sustained in a fall in his Newport Beach, California home. He was 75.

Ely "Reeves" Callaway III was born in November 1947 in Bryn Mawr, Pennsylvania and raised in Darien, Connecticut. His father, Ely Callaway, founded the Callaway golf company, one of the world's premiere manufacturers of golf clubs. He raced go-karts as a kid, and in 1973, won the SCCA Formula Vee championship. By 1976 he was an instructor at the Bob Bondurant School of High Performance Driving.

After his professional racing career didn't pan out, he turned his attention to modifying cars. His first product, a turbocharger kit for the E21-generation BMW 320i, generated enough interest to lead Callaway to start Callaway Cars from his garage in Old Lyme, Connecticut in 1977. Soon, he began offering performance kits for other cars.

Reeves Callaway



Corvette Legend Reeves Callaway Dead at 75

"We don't call ourselves a tuner," Callaway told Road & Track in a 2017 interview. "A tuner takes an aggregate of parts that already exists, bolts them on the automobile, and calls it a customization. Everything we make is made specifically for the car. And we manufacture it ourselves."

Quickly, his work attracted attention from major automakers. Alfa Romeo was the first, commissioning a turbo-charger kit for the GTV6 that debuted in 1983, then it was GM. Callaway developed a twin-turbo kit for the Chevrolet Corvette, which became available through Chevy dealerships in 1987. At the time, a standard Corvette offered 240 horsepower; Callaway's twin-turbo Corvette upped that to 382 horsepower, making it one of the most powerful cars on sale at the time.



The 254.76-mph Callaway Sledgehammer

Ever faster Corvettes followed, perhaps the most famous being the Sledgehammer, a C4 Corvette with low-drag aerodynamic bodywork and an 898-hp twin-turbo V-8. The Sledgehammer hit a top speed of 254.76 mph and forever linked Reeves Callaway and the Chevrolet Corvette.

Reeves Callaway



Corvette Legend Reeves Callaway Dead at 75



While Callaway Cars worked with many other automakers, Aston Martin, and Land Rover among them, its strongest association was with the Corvette. Callaway also built Corvette race cars, starting with the Super Natural that made appearances at Le Mans in 1994 and 1995, finishing 2nd and 3rd in that year's GT2 field, and culminating in a GT3 racing version of the C7 Corvette that still races globally to this day. A notable recent highlight was the C7 Corvette AeroWagon, which featured a body kit that turned the coupe into a stylish shooting brake. Today, Callaway Cars' offerings consist of upgrade packages for a variety of GM vehicles, including a supercharger kit for the new C8 Corvette.

"Thanks to Reeves' visionary entrepreneurial spirit, Callaway Cars will continue to innovate and grow in the 21st century, inspired by his unique, extraordinary vision, and by his personal example of integrity, resourcefulness, and leadership as our founder," said his son Peter Callaway, Callaway Cars President, in a statement. "Dad's passion for making beautifully designed and crafted machines can be seen in each and every project, and we remain devoted to executing to the highest standards, in true Callaway fashion. He was rarely found doing anything other than working towards the next milestone for the company. He was a charismatic leader with a sense of humor that we will all remember through various 'Reeves -isms.' I feel fortunate to have grown up working with him and the company."

Reeves Callaway



Corvette Legend Reeves Callaway Dead at 75



He is survived by four children and two grandchildren.

Barbie's Garage



In the Barbie garage, Corvette is queen



Barbie's pink C1 convertible is seen at a press junket and photo call for "Barbie" in Beverly Hills on June 25, 2023.

Fear not, Barbie fans—the bowtie brand is back in the playhouse garage. Coming to theaters on July 21, 2023, is a new Barbie blockbuster written by Greta Gerwig and her husband, Noah Baumbach. Gerwig directed the movie as well, which follows Barbie's 2020-era-appropriate existential crisis. Amid the frenzy she gets a sweet set of wheels—a classic first-generation Corvette. Barbie has had plenty of dalliances with America's sports car, but her most recent was a C5, about two decades ago.

America's relationship with Barbie started in the '50s, when Mattel co-founder Ruth Handler noticed her daughter eschewing her baby dolls for paper adult versions. An idea was born, and on March 9, 1959, Barbie debuted at the New York Toy Fair. The long-legged blond with eyeshadow that matched her cornflower blue eyes became the first adult-looking mass-produced doll in the United States. Handler's daughter's name was Barbara, but she also had a son named Kenneth. Ken, Barbie's male sidekick, came along in 1961.

By the early '60s, the iconic doll's star was on the rise. She did what most celebrities do with their first big paycheck: She bought a car. Her first was a 1962 Austin Healey 3000 MkII. It came in a variety of colors, including a sedate brown with a blue interior as well as her now-signature pink. But golly, a girl from the fictional Willow, Wisconsin, couldn't be driving around in a foreign car, so eventually Barbie got herself a Corvette.



Barbie's Garage



In the Barbie garage, Corvette is queen



The third-generation Corvette (C3) was her first, making mid-'70s Barbie's American dream come true. Dubbed the Star 'Vette, this magenta-colored beauty donned the slim mid-section and fat fenders from the pens of Chevrolet designers Zora Arkus-Duntov and Bill Mitchell. Then there's Barbie who, if she were an actual woman instead of a doll, would have been anatomically impossible.

Barbie's pink convertible came with star decals for the hood and door panels. A luggage rack came with a snap-on suitcase. (This being a Corvette, we can assume two sets of golf clubs fit in the trunk.) The interior came fully loaded with a tape deck and three cassettes. It also sported sport bucket seats, a CB radio, and a working steering wheel that turned the front wheels, and sweet "G70-14 Super Slicks" tires.



In 1979, the Barbie Super 'Vette hit toy stores with remote-control capability, though, since it was corded, you'd have to walk alongside Barbie and her plastic man as you cruised the living room. The Super 'Vette's sunshine yellow hue sparkled over a blue interior. The toy version seems to have snagged the post mid-cycle refresh details in concert with the big-person version, including the front and rear bumpers revised for federal safety compliance. Barbie is law-abiding, but we're assuming the RC version's electric power meant it was exempt from Malaise Era emissions controls.

Mattel took some creative license taken, however, as the real-life 1975 Vette was the final one of the C3 generation to don a convertible top. Ingress and egress would never have been so easy in a coupe, and it helped that 1967 marked the first year Barbie started bending her legs and could swivel at the waist thanks to "Twist 'N Turn" technology.

There were only two engine options for the real-world, late-model C3: a 350-cubic-inch small-block that made 165 horsepower and the L82, which made substantially more, with 205 max output. Barbie, one imagines, opted for the bigger engine just to see if she could blow any of Ken's hair back. By 1980 we got the final of Barbie's C3 iterations. The interior even gained a TV screen—how prescient! The box came with the verbiage "push it everywhere," which is not the ideal situation for real-deal Vette owners.

Mattel stayed on the Corvette bandwagon into the Dave McLellan-designed C4 generation, built between 1984 and 1996. Brand-new from the chassis up, the C4 represented a sea change for America's sports car, and Barbie had several. As the C4 shifted from a fiberglass body-on-frame to what GM called a "uniframe" U-shaped frame construction, Barbie also got some significant changes. This was the '80s, so Great Shape Barbie arrived in her leotard-and-leg-warmers outfit. The C4 got more power during its tenure, up to 375 hp if you got the LT5-equipped ZR-1; the improvement of Barbie's core strength after adding Jazzercise to her workout regimen is impossible to quantify.

Barbie's Garage



In the Barbie garage, Corvette is queen

Barbie's first C4 showed up at toy dealers in 1983 as the sparkling metallic pink Ultra 'Vette. Around 1984 another Mattel C4 appeared, named Silver 'Vette, for obvious reasons. While the clean design of this 1980s-era Corvette felt understated by the decade's excess-laden standards, the Silver 'Vette came loaded with "lots of realistic features" as the box proclaimed: vanity plates, chrome wheels (stickers), and a working hatchback window.



Barbie's first-generation Corvette (C1) in the 2023 movie is scaled smaller in size but retains the pastel-shaded, two-toned details of the original. This officially marks the first time Barbie has claimed a C1 in the driveway. There's actually one in every Barbie's garage (yes, every Barbie in the movie is named Barbie). The director, Gerwig, clearly has excellent taste.

Barbie rarely rides in the passenger seat of her cars, but she did once when her sister, Skipper, went to the DMV. The Student Driver gift set came complete with driver handbook, traffic signal charts, and an insurance card.

Barbie's passion for driving and cars has hopefully fueled the love of cars for girls and young women across the globe. Now, come on Mattel, put her in a C8.



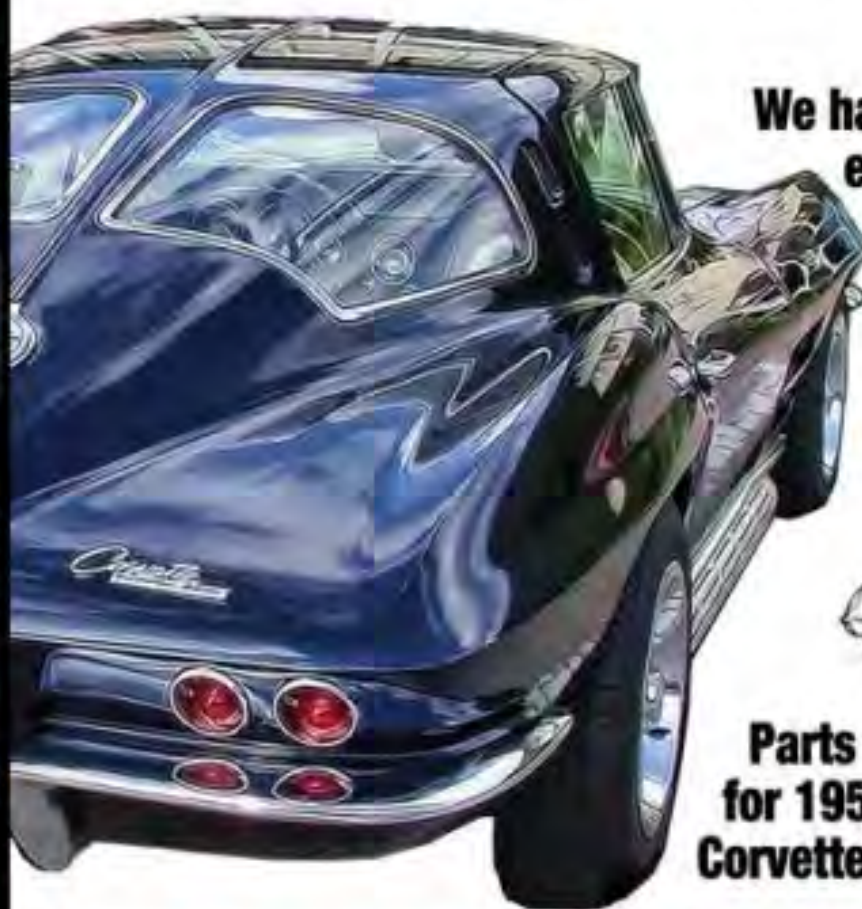
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The 1954 Prototypes



1954 Nomad

For a while, GM was considering a line of Corvettes, thus two Corvette-based prototypes – the Nomad (S.O. 1954) and the Corvair (S.O. 2071) – were crafted along with a mildly modified Corvette wearing a prototype detachable hardtop (S.O. 2000) for the 1954 GM Motorama.

Carl Renner was put in charge of styling the two-door Nomad station wagon. Its side trim was similar to the 1953 Corvette prototypes, but extended to the doors. Conventional door handles rather than push-buttons were employed and the exhausts exited through a port on each quarter panel. Since the overall height (54 inches) of the Nomad was low, the top of the roof was visible. Harley Earl saw a need to give this area some sort of visual interest; ultimately, a series of grooves running side-to-side on the roof, aft of the B-pillars, was chosen. Overall length and width measured 191 and 71 inches, respectively. Wheel-base spanned 115 inches – 13 inches more than a Corvette.

Upholstery for the bench seating was in a combination of blue, white, and silver leather and fabric. The rear seat could be folded forward to sit flush with the cargo floor. Overhead, a series of chrome bows decorated the white headliner. Embossed stainless steel covered the cargo floor. The lower rear panel under the tailgate opened downward allowing access to the spare tire.

Rumors persist that a '54 Nomad still exists, but an equally compelling account of one being scrapped is just as persistent; two examples being built would nicely explain both stories.



A brochure about the Nomad said the show car combined “the sleek styling of a sports car with the versatility and utility of a Station Wagon. The glass fiber reinforced plastic body affords unusual visibility and seating space for six passengers.” Among its many features was an electrically operated rear window which would automatically retract into the tail gate as it is unlocked. This photo was taken at the Waldorf-Astoria in January 1954, the locale of the opening of the 1954 GM Motorama.

The 1954 Prototypes



Corvair

The distinctive 51-inch high Corvair featured a panoramic windshield, a fastback roof that swept back to a jet exhaust-type opening, a trio of rectangular inlets on the fenders for interior ventilation, and twin bulges with chromed slotted vents on the hood to let the heat escape the engine compartment. Exhaust vents for the interior air were mounted on the swept C-pillars and controlled with manual buttons inside the car. The show car was said to be powered with a stock Corvette driveline.

The Corvair was seen in two colors – a deep red and a pale blue-green. Changing the color of a Motorama car was not especially common, but it did happen. However, in the case of the Corvair, almost certainly two examples were built.

Regardless of the exterior color, the interior was upholstered in light beige leather; the pattern on the seats and the door panels differed from that of a production Corvette. A bulkhead sat directly behind the bucket seats while a filler plate covered the area from the bulkhead all the way back to the bottom of the backlight.

According to two eyewitnesses interviewed by this author for a 2003 story about the GM Motorama cars published in Car Collector magazine, (three part series published in issues Sept. Oct. and Nov. 2003) the car– described by both as a red 1953 to 1955 style Corvette fastback – was seen at Warhoops (salvage yard) sitting atop one or two other cars.

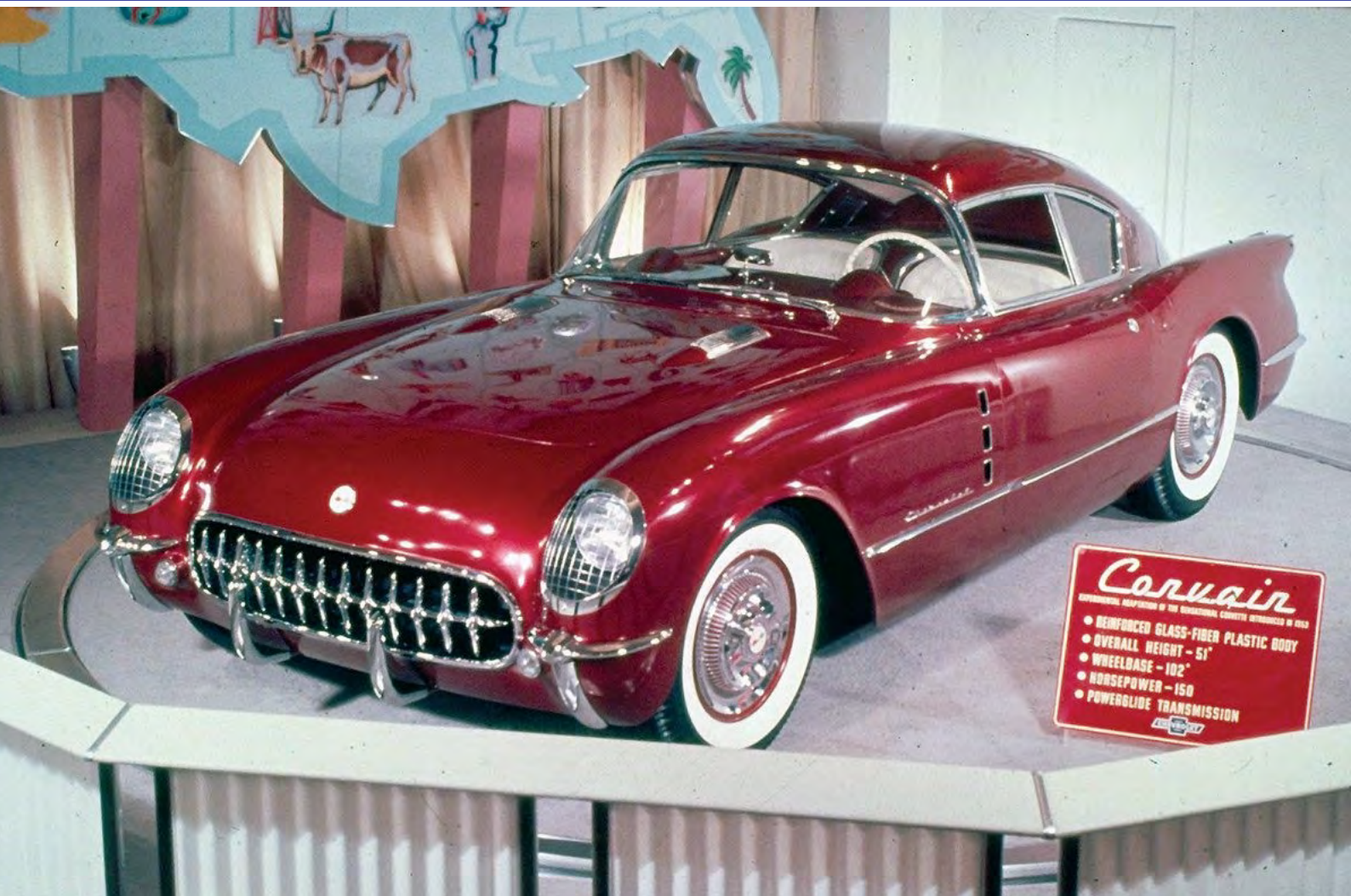


A pale blue-green Corvair was exhibited at the GM Motorama in Miami. It also appeared at other venues of the traveling exhibition. The car's name was a contraction of Corvette and Bel Air. Had it been produced it would have been the third version of the original 1953 Corvette. This might have actually been a more popular car as the biggest complaint about the 1953 model was the top and drop-in side windows. (Author's Collection)

The 1954 Prototypes



Corvair



The brilliant red Corvair was displayed on a turntable at the Waldorf-Astoria. The authors believe this to be one of two prototypes built. This car is reported to have been at Warhoops Auto & Truck Salvage until the late 1970s, though the current owner of the company does not believe that to be true. (GM Media Archive)

CORVSPORT

Corvette News, Reviews, Rumors & Lifestyle

The Latest News About America's Favorite Sports Car!

Up to date news, rumors, spy shots and more from the world of Corvette. Stay up to date with the latest news about America's favorite sports car at a time when we are seeing lots of innovation and changes. Heck, we even have a mid-engined hybrid Corvette these days. From Corvette news to the latest developments at Chevrolet HQ, upcoming model spy shots to Corvette racing achievements, you'll find this is your ultimate Corvette news headquarters.

Corvette Special Editions



Corvette Special Editions

These are the Corvettes Featured in My New Book on Corvette Special Editions



I'd like to start this post by thanking everyone who has purchased a copy of my new book, Corvette Special Editions. I have another shipment going out today and again, customers are being notified with shipping details so you can rest assured knowing it's on the way. I also have another four cases of books coming in from the publisher and I should be all caught up with fulfilling the orders in the next few days.

Since the release of the book on Monday, Corvette Special Editions has ruled the Amazon automotive charts and I would like to keep that going as long as possible!

For those who were interested in buying from Amazon, just a quick note to let you know they removed the sale price and are now charging the \$44.95 MSRP, and they still have yet to show the books in stock. For the same price, I am offering signed and personalized copies which you can purchase at CorvetteSpecialEditions.com.

Our friends at Mid-America Motorworks have assigned a part number to the book (698550) and will soon have it in stock. Thanks, Mike! We also learned that the National Corvette Museum will be featuring it in the Corvette Store! Look for a book signing during the NCM Bash next April!

I have received several emails asking if this special edition was included or that special edition was included. So why not make it easy and just post the list of Corvettes featured in the book!

To mix things up, I organized the Special Editions into six categories: Anniversary Editions, Indy 500 Pace Cars, Commemoratives and Tributes, Special Editions, Historic Corvettes, and Third Party Special Editions:



Corvette Special Editions



Corvette Special Editions

Section 1 – Anniversary Corvettes

1978 25th Anniversary
1988 35th Anniversary
1993 40th Anniversary
2003 50th Anniversary
2012 Centennial Edition
2013 60th Anniversary
2018 Carbon 65 Edition

Section 2 – Indy 500 Pace Car Corvettes

1978 Indy 500 Pace Car Replica
1986 Indy 500 Convertible Pace Car Replica
1995 Indy 500 Pace Car Replica
1998 Indy 500 Pace Car Replica
2007 Indy 500 Pace Car Replica
2008 Indy 500 Pace Car Replica

Section 3 – Commemorative and Tribute Corvettes

1986 Malcolm Konner Edition
2004 Le Mans 24 Hour Commemorative Edition
2007 Z06 Ron Fellows ALMS GT1 Championship Corvette Z06
2007 Victory Edition (Europe)
2008 Z06 427 Edition (Wil Cooksey)
2008 Corvette Competition (Europe)
2009 GT1 Championship Edition
2016 Z06 C7.R Edition

Section 4 – Corvette Special Editions

1982 Collector's Edition
1988-89 Corvette Challenge Race Cars
1996 Collector's Edition
1996 Grand Sport
2008 ZHZ Hertz Coupe / 2009 ZHZ Hertz Convertible
2009 Competition Sport
2011 Z06 Carbon Edition
2013 427 Convertible
2014 Stingray Premiere Coupe and Convertible Editions
2015 Design Packages – Atlantic and Pacific
2016-17 Design Packages – Twilight Blue, Spice Red and Jet Black Suede
2017 Grand Sport Collector Edition

Section 5 – Limited Regular Production Corvettes

1953 Corvette
1957 Airbox Corvette
1963 Corvette Grand Sport
1963 Corvette Z06
1967-69 L88
1969 ZL1
1970-72 ZR1/ZR2 Special Purpose Packages
1980 "California" Corvette
1983 Corvette



Corvette Special Editions



Corvette Special Editions

Section 6 – Dealers, Tuners and 3rd Party Special Editions

Baldwin-Motion/Motion Performance
Greenwood
Callaway Cars
Lingenfelter Performance Engineering
1980 Duntov Turbo
Guldstrand GS80/GS90
Avelate Corvette
Shinoda/Rick Mears Special Edition
AAT 1953/2003 Commemorative Edition Corvette
Pratt and Miller C6RS
Hennessey Performance Engineering



Corvette Special Editions is a 10x10 inch coffee table with 460 color photos, illustrations and graphics. Many of the Special Editions include equipment breakdowns such as manual vs automatic transmission or performance packages. Found within the 192 pages is a wealth of information and some good old-fashioned story-telling about the events and people behind the car.

Thanks to those who have already purchased the book and the those planning to, I hope you enjoy it!



Blasts from the Past



WEST COAST **Vette** Torque



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Issue E19 Autumn 2019



Pair of 1969 L88 Corvettes Sold at Mecum Auctions



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Blasts from the Past



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Don't Do This...It's Just a vintage Ad.
 Beautiful English
 I called an old school friend and asked what he was doing.
 He replied that he is working on "Aqua-thermal treatment of ceramics, and steel under a constrained environment."
 I was impressed.
 ...improving. I learned that he was washing dishes with hot



13 Models of Corvettes Featured in New 'American Original' Documentary

For over 65 years, the Corvette has been the first true American sports car, maturing from boulevard cruiser to hard-core performance machine. Paul and Todd from Everyday Driver drive 13 cars across 7 generations to explore the contributions it's made to the world of cars. From the design-driven beginning to the track-conquering present, the guys discuss the changes that made all the difference.

The action was shot in and around Salt Lake City, Utah and features great camera work and fantastic scenery as both the hosts take turns giving their impressions of the various Corvettes from the driver's seat.



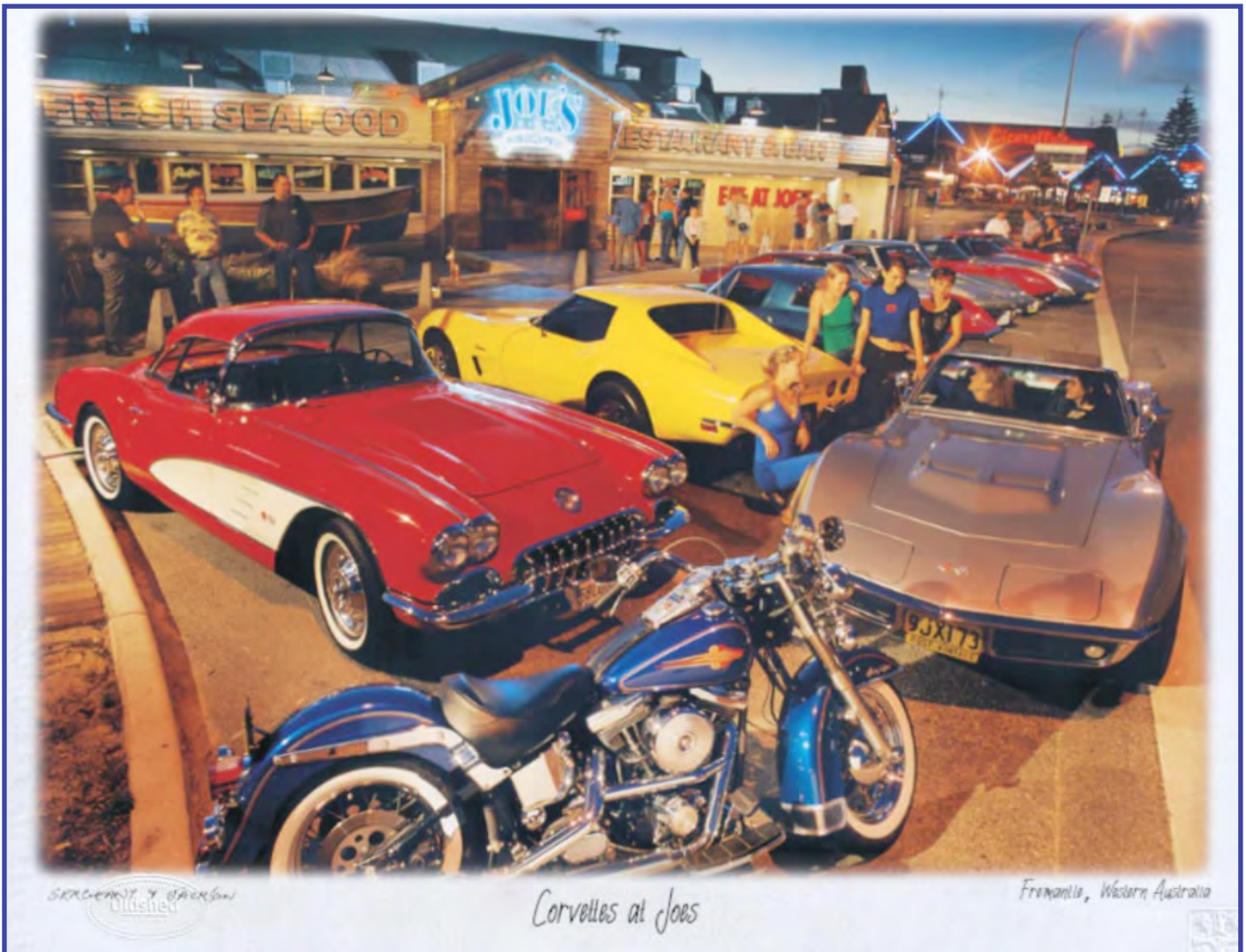
Presidents Report

Greetings members,
 Already two month into 2019- what a rush. Our Wednesday drives continue to be popular and well attended. Our January general meeting had 30 members in attendance. Those of you yet to attend a general meeting should come along and enjoy the comradery and friendship of fellow Corvette enthusiasts. I can assure you we make every attempt to keep to business, discuss drives, shows and other events to which you can bring out the Corvette and enjoy.
 You are of course welcome to bring your everyday driver if you don't yet own a Corvette or if your Corvette is on the blocks.
 The 2019 Shannon's Classic Car show is on again at Ascot on Sunday 24 March. We have an excellent location at the show, and I encourage everyone to bring your Corvette along. We have room for at least 23 cars, so if yours is running please bring it down.
 The position of Secretary has yet to be filled on our committee. The committee has authorised the purchase of a lap top for the Secretary's use in recording minutes, and in storing club documents. With very limited time and effort a member can join the committee and help direct the club into the future. If you have any typing skills at all you are qualified, and it is a way to feel good serving your fellow members.
 Enjoy your Corvettes. We are the guardians of these fibreglass bits of automotive history. The appearance of these cars brings joy to those who observe you.
 Our social director, Kate, puts together some brilliant drives and other functions. Come on along.
 Hope to see you soon.
 Regards,
 Richard Geiger

**Nash Thought of the Children, too,
 in the World's Finest Travel Car!**



Blasts from the Past



Does anyone remember this?

PHOTOGRAPHERS' LOCATION NOTES

Sarge & Ben photographed this rainbow coalition of Chevrolet Corvettes outside of Joe's Fish Shack in Fremantle Western Australia in 2003.

Halfway through setting up the shot they realised there was a big gap in the foreground & nothing to put there. Fortunately a young man arrived riding a Harley Davidson of just the right colour and was asked if he would like to be in the photograph and he kindly obliged.

Ben thought it needed a few girls in the middle ground, & lo and behold! - several girls in colourful dresses coming out of the restaurant gladly posed beside the the glamorous cars – no problem!

Everything went well with the shot and just as Sarge & Ben started dismantling the lights, a strong gust of wind blew up and knocked one of the light stands against the red Corvette in the foreground.

Close inspection by the owner revealed a tiny scratch on the tail light. The tiny scratch cost \$800 dollars to repair, luckily it was covered with their insurance.

Social Report



Hi Everyone,

On June 7th we met up at the Aviation Museum in Bullcreek and had the unexpected bonus of our tour guide Peter being our past secretary's father. We had a great informative tour followed by a lovely lunch in the estates club rooms.

Sunday 18th June we met at Muzz Buzz Midland and then made our way to The Museum of Pubs in Gidgannup for a fun tour with the lovely Janet. We then drove a few minutes up the road for lunch at the Noble Falls Tavern. Unfortunately the day didn't end quite as planned for Andy and I after being involved in a freak accident in the 2001 C5 Convertible just as we left the tavern. Thankfully we are both ok and planning is underway to repair the Corvette.

Our Wednesday run for July was cancelled due to the weather but the sun was back out for our Christmas in July function at The Vines on Sunday July 16th. We had 53 people in attendance and 17 Corvettes parked out on the lawn. We dined on a very tasty buffet meal and enjoyed each other's company. Several couples booked rooms for the Sunday night and a few drinks on the patio and some good conversation made for a very enjoyable evening.

Again the weather caused us to cancel plans for a Wednesday run in August but our Sunday cruise went ahead on the 17th with us cruising from Muzz Buzz via Mundaring Weir to Avocados in Kelmscott with 12 people in attendance.

Events Coming Up

Wed 6th Sept - Stringybark Winery Chattering— Wednesday Cruise thru the Chattering Valley followed by lunch at Stringybark Cottage Winery & Restaurant Chattering.

Sun 17th Sept - Curtin Car Show—Registration is closing soon for this event. We currently have 15 cars on the list and there is room for a few more.

Sat 30th Sept - Festival of Speed—Due to lack of interest being AFL Grand Final Day we won't be doing a club display however you can still attend as an individual entry.

Sun 1st Oct - Show and Shine Family Fun Day - Ledge Point Oval—This year's event is being held on Sunday 1st October. It promises to be a fantastic day for the whole family with entertainment for the kids and there will be food trucks, a pop up bar, hot donuts and salad rolls available.

Wed 4th Oct - King Rd Brewery—Wednesday cruise to lunch at King Road Brewery where we have the fenced off grassed display area reserved for our cars.

Sun 15th Oct - Hillarys Boat Harbour Corvette Display—We will be having a Corvette of WA Show and Shine at Hillarys Boat Harbour on Sunday October 15th so get your Corvette washed and polished ready for this one! BYO picnic lunch or there are plenty of food and beverage options to choose from. The club gazebos will be set up so bring a chair.

Wed 1st Nov - Parkerville Tavern—Wednesday cruise to the Parkerville tavern for lunch.

Sun 12th Nov - Grandies Big Day Out Festival at Freo—This event was huge last year and we have been invited back again this year with the offer of free fish and chips and a drink for all members who have their Corvette on display. Last year I had to put a cap on the numbers due to space restrictions so if you intend to come please get your name down ASAP to avoid disappointment. We already have 15 cars registered.

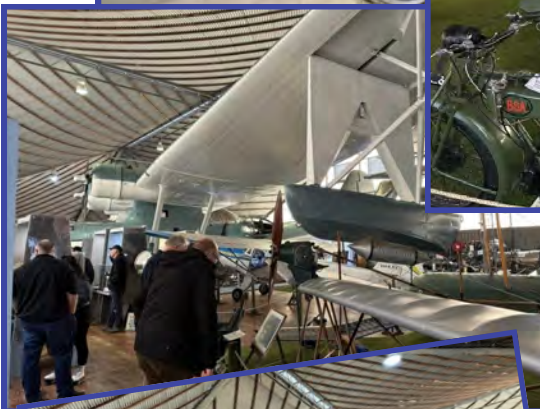
Corvettes of WA Christmas function - The date, venue and all the information you need will be available soon so please watch this space!

Thanks Natalie , Social Director



Cruising

June 2023 – Midweek Cruise – Aviation Heritage Museum



Cruising



June 2023 – Sunday Cruise – The Museum of Pubs



Cruising



July 2023 – Christmas in July – The Vines Resort

Christmas in July at The Vines, thanks to all who came and to Natalie for



Cruising



August 2023 – Sunday Cruise – Avocado's Cafe Kelmscott

Sorry only working with Video



Membership Report



Welcome to our New Members

New Members :

Paul Noone & Wendy
Matt Olejnik & Pip
Theo Adriaens & Aileen
Brett Double & Roslyn



Current Membership @ 139

Happy Birthday to our Members

Ladies :

September – June B, Melissa E, Ida G, Karen J, Antonette L, Kate S, Jill W, Lesley C, Shelley W

October – Ann B, Ivy S P, Rebecca D, Karyn G, Rose M, Chris Q, Lucilla G, Wanda S

November – Wanda J, Wien B, Natalie C, Jeanette F, Karen H, Sonja M, Natalie P

Gents :

September – Paul B, Andrew C, Lee C, Mick D, Jeffery H, Graham J, Peter J, Conrad P, Peter R, Michael S

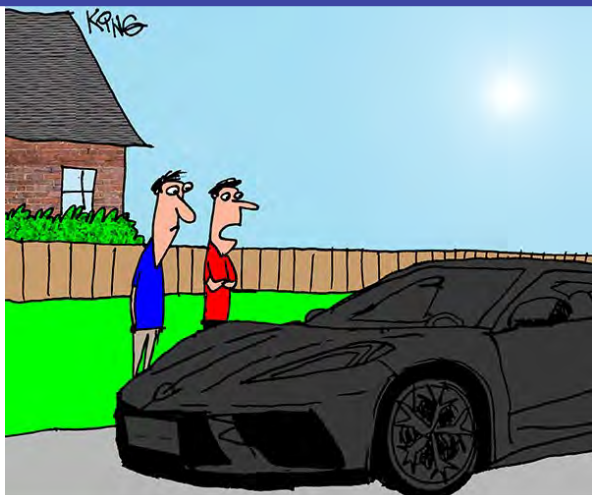
October – Don B, Rod G, Peter H, Dennis K, Keith P, Frank S, Steve S

November – John A, David G, Shane G, Brad W



Thanks Gill, Membership

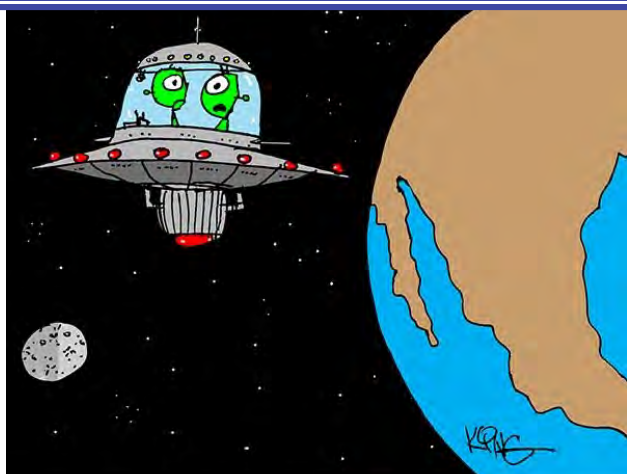
Comic



"No, I didn't paint my Corvette black. I mistakenly parked it under the fireworks."



"We take selling Corvettes VERY seriously around here. So after I interview you, the others will take a crack at you."



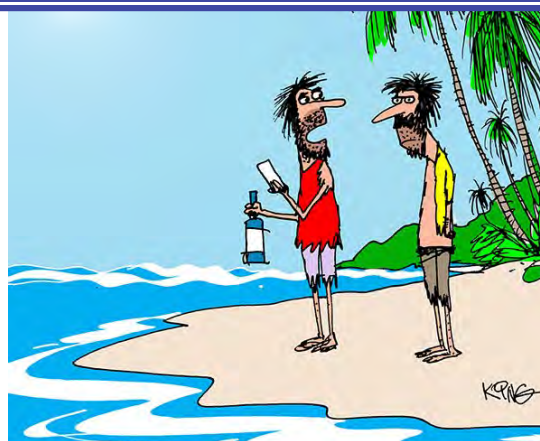
"They're crazy, but I have to give them credit on their invention of the Corvette."



"Owning a Corvette has gotten him in great shape. He gets up every 15 minutes to clean it."



"You only posted 1,500 photos of your Corvette today. Are you feeling OK?"



"It's a note from My Corvette. It says it took itself to get an oil change and got its tires and fluids checked. I love smart technology."



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Factory Racing



GM To Ditch Factory-Backed Corvette Racing Team In 2024

General Motors will discontinue its full factory Corvette Racing efforts in 2024, according to a recent report by Sportscar365.

Mark Stielow, motorsport competition engineering director for GM, said the decision to move on from the full factory Corvette Racing team will allow the automaker to focus on Chevy Corvette Z06 GT3.R customer teams. As such, Stielow said that GM will drop factory support for the IMSA WeatherTech SportsCar Championship and FIA World Endurance Championship Corvette Racing teams, which currently field Corvette C8.R race cars.



“We’re moving into the GT3 platform so we’re going to have a true customer program,” Stielow explained in an interview. “My team wanted to be very enthusiastic and build a lot of cars; I wanted to keep the launch slow, but very high quality.”

He added, “We’re not going to have a fully factory-funded Corvette race program, but we’re going to have a pool of Corvette drivers [that will race with customer teams]. We’re going to support different teams to a degree, but it’s not going to be like Cadillac, which is a fully funded factory effort.”

Moving forward, approximately eight Corvette Racing machines will compete in IMSA next year, with at least four representing full-time GTD Pro and GTD class entries. GM also expects to take up two entries in the new LMGT3 division.

Pratt Miller, which currently fields factory-backed Chevy Corvette race cars, is expected to continue competing in the GTD Pro class. However, at this time, it’s not clear if Pratt Miller will continue under the Corvette Racing umbrella upon conclusion of the 2023 season.

“It’s a big shift for our marketing team to be like, ‘What do you mean we’re not going to have the classic two yellow Corvettes?’” Stielow said. “I think it’s going to be good though because we’ll have more high-level Corvettes racing in more places.”

Subscribe to [GM Authority](https://www.corvettesofwa.com) for more Corvette Racing news, Corvette C8 news, Corvette news, Chevrolet news, and around-the-clock GM news coverage.



Corvette Race Cars



The History of Chevrolet Corvette Race Cars

C1-Era Corvette Race Cars

Well before we saw things like the Z06 package on the options list, hot-rodded Corvettes still found their way to success on race tracks everywhere. Even in the early years, many Corvettes has success in national club racing. But it was the more unique forms of motorsport like speed trials on Daytona Beach that saw the creation of some pretty cool Corvette race cars. Of the Chevrolet roadster drivers, Betty Skelton was the star. Known as “The Lady of Firsts,” she was the first woman to pace the Daytona 500 and the first woman to be inducted into the Corvette Hall of Fame. Skelton set three women’s land speed records on the Daytona Beach course. In 1960, Zora Arkus-Duntov and American privateer Briggs Cunningham teamed up to enter Corvette in its first 24 Hours of Le Mans. They used three 1960 Corvettes with 283-cubic-inch Fuelies, heavy duty brakes, a beefier suspension, and limited-slip differentials. At the conclusion of 24 hours, one of the three had upset the field of Euro counterparts Ferrari, Aston Martin, and Porsche to win the GT class—and finish eighth overall. Corvette’s stellar rookie run at Le Mans would set the tone for future landmark performances.

1956 Chevrolet Corvette SR

In 1956, Ed Cole, then General Manager of Chevrolet, decided Corvette could be saved from extinction due to lagging sales by promoting the car as a performance car which could be raced in production classes. The first of these Corvettes was to debut at Daytona Beach for acceleration and top end speed trials, the 12 hour race at Sebring, and also possibly Le Mans.



Corvette Race Cars



The History of Chevrolet Corvette Race Cars

1956 Daytona Flyer

Duntov started off with a '54 Corvette as his test mule. He knew that accomplishing his goal would require two things: more power and improved aerodynamics. First, he removed the stock windshield and built a small windscreen. A tonneau cover was then added to the passenger side, and a fairing with a long fin was added to the rear deck behind the driver's head.



1959 Purple People Eater

The Purple People Eater MKIII is a 1959 Corvette that was literally unbeatable in SCCA B-Production racing in the late 1950s. There were three Purple People Eaters built in 1958 and 1959. The 1959 model, won every race it entered, except the last one, with Jim Jeffords behind the wheel and mechanic Ronnie Kaplan turning wrenches. The car was built by a team at Nickey Chevrolet in Chicago.



Corvette Race Cars



The History of Chevrolet Corvette Race Cars

1960 Corvette – The American Dream

The story of the Corvette and how it came to race at Le Mans is one in which the dreams of a number of individuals intersect, over a prolonged period of time. While each of these dreamers came from vastly different backgrounds and held often times very different agendas, they all shared a common vision—an American sports car winning the 24 Hours of Le Mans. For Le Mans, the Sebring #2 car was renumbered as #1.



1960 Corvette “Race Rat” Coupe

Known as the “Race Rat,” this rare 1960 Corvette is one of just 10 produced by the factory with the LPO (Limited Production Option) 1625A 24-gallon fuel tank designed by Zora Arkus-Duntov for racing purposes to reduce the frequency of pit stops. A true factory-prepared race car, this 1960 Chevrolet Corvette Tanker was ordered by gentleman racer and businessman George Reed of “Reed’s Race Rats” fame to compete in 1960 Sebring 12 Hours.



Corvette Race Cars



The History of Chevrolet Corvette Race Cars

1961 – 1962 Chevrolet Corvette Gulf Race Car

This 1961 Chevrolet Corvette factory race car possesses a host of rare options and a provenance worthy of the velvet rope treatment at any of the world's finest auto museums or vintage races. Gulf Oil sponsored and driven to an SCCA B-Production national championship by the likes of Dr. Dick "The Flying Dentist" Thompson and Don Yenko, it stands as one the most successful and important production-based Corvette race cars ever constructed.



1962 Sebring Corvette Racers

Always on the hunt for greater speed and greater thrills, Delmo decided to replace the '61 he had been racing with a brand-new 1962 Chevy Corvette. Owing to his demonstrated skill behind the wheel and prior successes with Corvettes, Delmo had a close relationship with legendary chief engineer Zora Arkus-Duntov and enlisted his assistance with the new car. "It was easy," Delmo recalls. "I called Zora and said,



Corvette Race Cars



The History of Chevrolet Corvette Race Cars

C2-Era Corvette Race Cars

Perhaps inspired by the performance at Le Mans in 1960, Zora commissioned and oversaw the development of a lightweight, ultra-powerful apex-eater called the Corvette Grand Sport. His original plan was to build 125 lightweight homologation models to satisfy road racing's GT rulebook. But in 1963, the program ran head-on into GM's self-imposed racing ban and had to cease production on the racers. Still, several made it through, and of the finished Grand Sports, Zora and his team distributed them to privateer teams. We can't talk about C2-era Corvette race cars without mentioned the Corvette L88. The L88 package included many competition components which included a M22 transmission, large disc brakes, upgraded suspension and an aluminum head 427. There were several L88s that raced with success during those years and for many more to come.

1963 Corvette Grand Sport

Some of the iconic American sports car's earliest forays into racing were snuffed out before they ever truly began. The 1963 Corvette Grand Sport, a Zora Arkus-Duntov designed rendition, of the C2 was staged for track domination, both at home and abroad.



1967 Corvette L88 Race Cars

At Sebring in 1967, the Corvette L88 made its debut appearance. The L88 package included many competition components which included a M22 transmission, large disc brakes, upgraded suspension and an aluminum head 427. Shortly after the race, the L88 option would be offered on production cars which was a formidable package.



Corvette Race Cars



The History of Chevrolet Corvette Race Cars

C3-Era Corvette Race Cars

Due to the sporty nature of the C3 Chevrolet Corvette, it was often converted into a Race Car. The C3 has a proud racing history that spans a wide range of motorsports disciplines, including endurance, drag, and sports car racing. These cars were race not only by factory and professional teams, but by a wide range of grassroots motorsports fans, and everything in between. Detroit-born brothers John and Burt Greenwood were Corvette's motorsports strongmen during the 1970s and 80s. John grew up street racing down the Motor City's Woodward Ave in his 1964 Corvette, before eventually turning to SCCA competition where he won early and often. The duo's most famous creations were their wide-body third-gen Corvettes which tap-danced between rulebook margins.

1968 Corvette L88 Race Cars

The Corvette L88 Scuderia Filipinetti Le Mans Racer holds a significant place in Corvette's racing history. With a coil spring front suspension and an L88 engine prepped by Zora Arkus-Duntov and smuggled out the back door to circumvent GM's ban on racing, the L88 was driven at the 1968 24 Hours of Le Mans by Henri Greder and Umberto Maglioli. It dominated the Porsches and led the GT class til 6th hour when carburetion problems melted a piston.



1971 – 1972 Greenwood Corvette Stingray ZL1 Racecar

When one of his cars was severely damaged in 1972, John Greenwood converted his 1969 L88 Convertible into a formidable race car. Included as the formidable ZL1 engine with 750 bhp on tap. Other modifications included a rear spoiler, quick replacement radiator and camber adjusters. At Le Mans, this car set the GT-class record for top speed down the Le Mans straight with 215 mph.



Corvette Race Cars



The History of Chevrolet Corvette Race Cars

C4-Era Corvette Race Cars

It may come as a surprise that a mid-engine Corvette raced in professional road racing competition over three decades before the first mid-engine Corvette road car was born. GM partnered with Lola to create a purpose-built tube frame sports car draped in a very loose interpretation of fourth-gen Corvette bodywork. Save for some stickers and maybe the nose, it was a stretch to call the beast a Corvette. Beginning in 1984, the IMSA grid featured a couple of these GTP racers with car-specific powerplants. Lee Racing campaigned a 5.7-liter V-8 block, while Hendrick Motorsports (pictured here) used a 3.4-liter turbo-charged V-6 in its Goodwrench-liveried 'Vette. In 1988, the Sports Car Club of America (SCCA) outlawed all Showroom Stock Corvettes from its racing events. The reason? The Vettes had not been beaten in three years of racing against the world's best sports cars, and their competitors complained so loudly that the sanctioning body finally had to act. To keep Chevrolet happy, SCCA officials devised a marque-specific race series for the Corvette. Chevy signed on and named the series the Corvette Challenge. The Challenge ran for two years-1988 and 1989.

1985-1988 Chevrolet Corvette GTP Race Car

A Corvette in name only, the Corvette GTP (Grand Touring Prototype) was one of the fastest and most exotic race cars ever to wear a red Bowtie. Based on an English Lola T600 chassis and powered by an all-American turbocharged Chevy V6, the mid-engined racer was a rocketship. At full boost, the Corvette GTP's 3.4-liter (209ci) V6 pumped out more than 1,000 horsepower.



Corvette Race Cars



The History of Chevrolet Corvette Race Cars

1987 – 1988 SCCA Trans-Am Corvette

The story of this Chevrolet begins with Fords - specifically, the purpose-built IMSA Mustangs and SCCA Trans Am Mercury Capris that became major forces in those series in 1984-85. In 1985, a Mustang built by Jack Roush and chassis firm Protofab took a young John Jones to the IMSA GTO crown and a Roush Protofab Mercury Capri had done the same in the Trans Am championship.



1988 Corvette Challenge Car Series

The 1988 Corvette Challenge Series was created by John Powell of Powell Motorsports. Chevrolet built fifty-six identical Corvettes for the first year of the Corvette Challenge in 1988. Each was equipped exactly the same, with all standard equipment, the 245hp Cross-Fire fuel injection engine, Doug Nash 4+3 transmission, Z51 Handling Suspension package.



Corvette Race Cars



The History of Chevrolet Corvette Race Cars

1989 Corvette Challenge Car Series

The 1989 Corvette Challenge cars had a unique option code from the factory, it was "R7F". The documentation from GM clearly indicates that the cars were produced for the express purpose of racing in the SCCA Corvette Challenge Series. There is also documentation that identifies by serial number, all Corvettes produced with these option codes. Therefore, it is relatively easy to validate the authenticity of any Challenge car.



1990 Corvette Challenge Car Series

The 1990 Escort World Challenge Series Corvette R9G's were only available for one week. Only race teams were allowed to order this very rare Corvette through dealerships. The 1990 Corvette had its own code like the '88 & 89's did, it was dubbed the "R9G" Corvette. The cars were produced for the express purpose of racing in the SCCA World Challenge Series. In 1990, dealers could order cars destined for the World Challenge race series.



Corvette Race Cars



The History of Chevrolet Corvette Race Cars

1995 Corvette GT1 C4 ZR1

This car was created by Doug Rippie. His claim to fame was the Corvette Challenge Series. Rippie loved racing Corvettes in the US, but, his life-long dream was to take on the world-class marques at Le Mans. So, when Chevy introduced the C4 ZR1 the opportunity was opened up. Via his collaboration with MerCruiser and Lotus Engineering, all with Chevy's blessing, the "Black Widow" program created special street and race versions of the LT5 engine. Called the DRZ-500, this engine made 525hp in full race mode.



Rippie's red monster debuted at Sebring as a pre-test for Le Mans. It finished 21st in GT1 / 52nd overall, thanks to an early DNF. #06 drivers were Bill Cooper, Scott Maxwell, and Chris McDougall.

At Le Mans, the car ran as the #30 'Corvette Team USA ZR-1' and was driven by John Paul, Jr, McDougall, and James Mero. Team USA ZR1 was exempted from pre-qualifying because the French wanted the Corvettes back to Le Mans. It was an unbelievable effort but Rippie somehow got the car, the parts and the crew over to the big race.

True to his dream to take on the world, Corvette was up against McLaren F1, Ferrari F40, NSX, Porsche 911, Lister, Jaguar XJ220, Nissan SkyLine, Toyota Supra and MR2, and Callaway. Lack of testing finished the quest with another DNF. Regardless, this car goes down in history as one of the coolest Corvettes to ever hit the track.

Corvette Race Cars



The History of Chevrolet Corvette Race Cars

C5-Era Corvette Race Cars

In the early-1990s racing manager Doug Fehan convinced GM to campaign its C5 Corvette—which was mid-development—and eventually enlisted car builders Pratt & Miller to transform the develop the model into a purpose-built road racer. The car debuted on the grid of the 1999 Rolex 24 Hours of Daytona. Two years, one first Le Mans debut, and a first win later Corvette Racing was back at the Florida high banks, this time, with “the Intimidator” Dale Earnhardt and his son splitting driving duties with team regular Andy Pilgrim. That year was also special for the Corvette crew, as the sister car claimed first overall.

1999 – 2004 Corvette C5-R

The Corvette C5-R was part of a plan by General Motors and their Chevrolet brand to create a factory team to participate in grand touring races not only in North America, but also elsewhere in the world, most notably at the 24 Hours of Le Mans. GM had previously been against approving factory support for Corvette racing programs, although the IMSA GT Championship's Corvette GTPs had seen some support until they ended competition in 1989.



Corvette Race Cars



The History of Chevrolet Corvette Race Cars

C6-Era Corvette Race Cars

The Corvette C6-R race car debuted at the 12 Hours of Sebring in March 2005. The two-car, factory-backed Chevrolet sports car program competed in the production-based GT1 class (formerly GTS) of American Le Mans Series as well as the legendary 24 Hours of Le Mans in France. It was the most technically advanced sports car ever developed by GM, culling years of experience from the Corvette C5-R as well as the advancements brought forth from the next-gen Corvette C6 and Z06.

2005 – 2009 Corvette C6-R

The Corvette C6-R race car debuted at the 12 Hours of Sebring in March 2005. The two-car, factory-backed Chevrolet sports car program competed in the production-based GT1 class (formerly GTS) of American Le Mans Series as well as the legendary 24 Hours of Le Mans in France. It was the most technically advanced sports car ever developed by GM, culling years of experience from the Corvette C5-R as well as the advancements brought forth from the next-gen Corvette C6 and Z06.



Corvette Race Cars



The History of Chevrolet Corvette Race Cars

2006 – 2013 Corvette GT3 C6 Z06-R

During the summer of 2005, a decision was made to transform selected Z06 road cars into a new breed of racer to compete in the world's top GT3 championships. The first series to introduce this new GT3 class was the SRO and FIA's GT3 Championship. Based on their race-track test results, Team Carsport saw instant potential in the car. Hezemans contracted Callaway Competition in conjunction with Koos Pettinga, manager at Corvette Europe, to convert the street Z06 into a Z06R GT3.



2008 Corvette C6 GT4

In late 2007 Corvette Europe approached the FIA seeking approval to race a C6 Coupe in the GT4 category. After much study the FIA approved their request. Kroymans shipped a new 2008 C6 Z51 six-speed coupe to Callaway Competition in Leingarten, Germany. In less than six weeks the Callaway team stripped the new car of all non-essential parts including carpet and standard seats.



2009 – 2013 Corvette C6.R GT2

The C6.R ZR1 GT2, if you were to use its full name, was the model used in the last four years before the Corvette C7.R was introduced, and had a slick sequential manual operated by paddles that was combined with the rear differential to create a rear transaxle. This style of transaxle eventually made it into the road-going Corvette, especially the Grand Sport and ZR1 of the C7 generation.



Corvette Race Cars



The History of Chevrolet Corvette Race Cars

C7-Era Corvette Race Cars

The C7.R Corvette by Pratt & Miller is one of the winningest race cars in modern history. Explore what makes this Corvette a winner on race day, and discover the connection between the C7.R and the seventh-generation Chevy Corvette Z06. At the core of the C7.R Corvette is a direct carry-over from its predecessor - the same 5.5 liter engine that was developed during the C6.R's successful tenure in both the American Le Mans series and at The 24 Hours of Le Mans.

2014 – 2019 Corvette Stingray C7.R

The C7.R Corvette by Pratt & Miller is one of the winningest race cars in modern history. Explore what makes this Corvette a winner on race day, and discover the connection between the C7.R and the seventh-generation Chevy Corvette Z06. At the core of the C7.R Corvette is a direct carry-over from its predecessor - the same 5.5 liter engine that was developed during the C6.R's successful tenure in both the American Le Mans series and at The 24 Hours of Le Mans.



Corvette Race Cars



The History of Chevrolet Corvette Race Cars

C8-Era Corvette Race Cars

Another Pratt & Miller-built beast, the C8.R debuted in 2020, in conjunction with the release of the mid-engine production car. Featuring a race version of the LT6 small block, the 5.5-liter naturally aspirated V8 propelled the novel car to six class victories in its debut season. A year later, the mid-engine racer won its class victory in the Rolex 24, sweeping the top two steps of GT competition.

2020 – Present Corvette C8.R

Chevrolet begins a new chapter in its storied racing legacy with the introduction of the new mid-engine Corvette race car, known as the C8.R. The C8.R will be Chevrolet's first mid-engine race car to compete in IMSA's GTLM class and the first clean sheet race car design since the C5.R debuted in 1999. It will make its racing debut at Rolex 24 at Daytona on Jan. 25, 2020. The C8.R is based on the strong foundation of the 2020 Corvette Stingray.



Corvette Race Cars



The History of Chevrolet Corvette Race Cars

2024 Corvette Z06 GT3.R

Designed for the 2024 racing season to compete in the GT3 category, Corvette Z06 GT3.R will soon join a family of long-standing victors on the track. This track-only race car will be the first that Chevrolet offers to both pro and amateur teams. Although based on the design of the street-friendly Corvette Z06 and its 5.5L engine, the GT3.R won't be street legal. The track-only race car will be modified with racing-specific equipment and will comply with FIA regulations.



A Guide to Every C1 Corvette Engine



The Complete List of C1 Corvette Engines

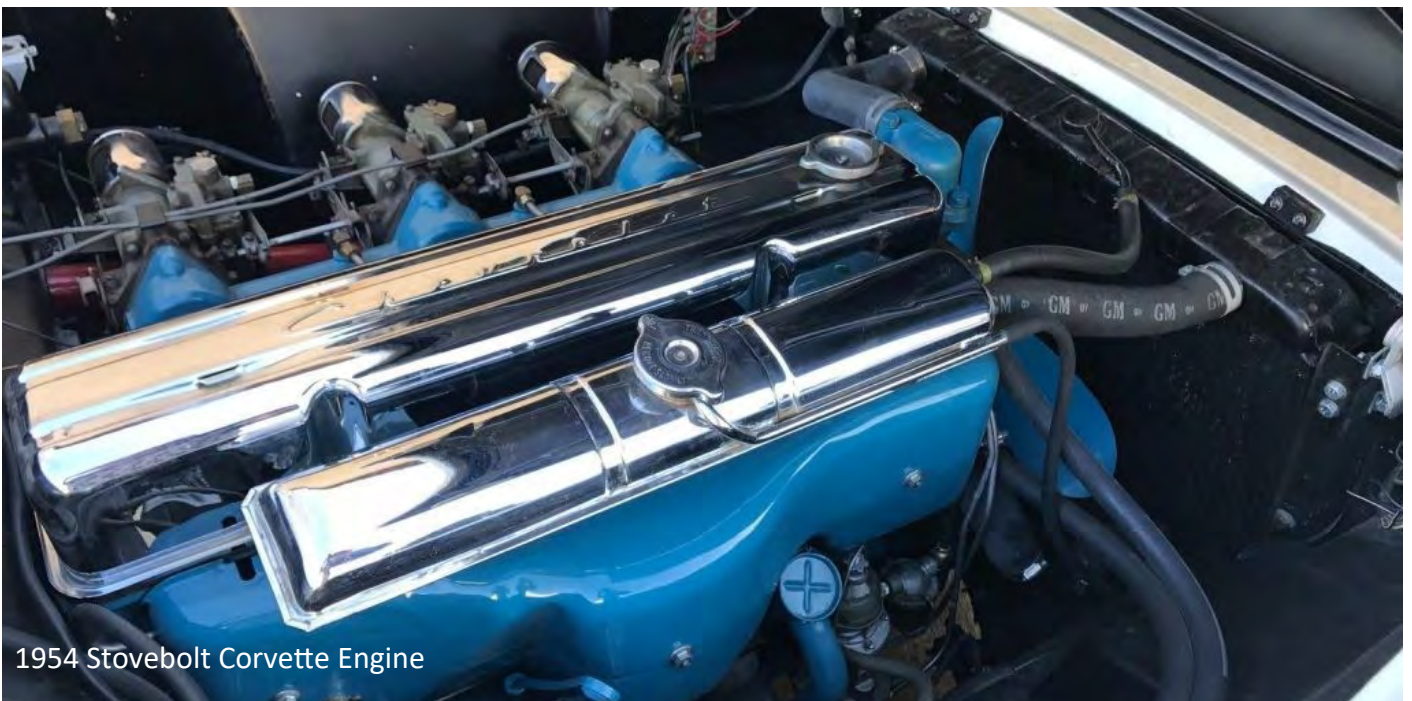
C1 Corvette Engines – The Full List & Guide

The Chevrolet Corvette line is synonymous with street-pounding performance, often pushing the bounds of what many critics perceived to be possible. Behind this legacy are the many legendary powerplants to have served beneath the Corvette's hood. Much like the Corvette itself, each of these engines were meticulously refined to the point of near-perfection before being greenlit for production.

This tradition dates back as far as the Corvette itself—taking root in pre-production efforts of 1952-1953, with the development of the "Blue Flame" inline-six. Amazingly, less than a decade later, consumers could choose to have their Corvette equipped with a 327CI fuel-injected V8, which produced more than double the output of the Blue Flame before it.

The following is a comprehensive account of C1 Corvette development, spanning from 1953-1962.

Blue Flame Inline 6 C1 Corvette Engine: 1953–55



Though those at GM were already fast at work designing their inaugural V8 by the early 1950s, such plans did not come to fruition in time for the Corvette's debut. This left those behind the Corvette's design searching for a powerplant to motivate Chevrolet's budding sports car.

As such, the decision was made to adopt GM's already proven Stovebolt-Six for use beneath the Corvette's hood. By this time, numerous engines of the same basic design had powered everything from Chevrolet pickups to sedans, with a great deal of success. Therefore, it stood to reason that with a few additions and revisions, the Stovebolt-Six would also be Corvette-worthy.

Armed with a special "high-lift" camshaft (1.52" intake/ 1.29" exhaust), beefier solid-lifters, and operating on an 8.0:1 compression ratio, the revitalized Stovebolt-Six entered service as the 150 horsepower Blue-Flame. This engine also came equipped with a free-flowing aluminum intake manifold, armed with three single-barrel Carter carburetors.

A Guide to Every C1 Corvette Engine



The Complete List of C1 Corvette Engines

Though the Blue Flame has served as the butt of many jokes over the past several decades due to its perceived lack of performance, one cannot help but respect the engine's historical significance. If nothing else, the Blue Flame served as the genesis of GM's Corvette engine development program.

Inline 6 "Blue Flame" Corvette Engine Specs

Horsepower: 150 hp @ 4,200 rpm

Torque: 223 lb-ft @ 2000 RPM

Compression Ratio: 8.0:1

Displacement: 235CI (3.9L)

Cylinder Bore: 3.562" (90.5 mm)

Stroke: 3.93" (100 mm)

4.3L 265CI V8 C1 Corvette Engine: 1955–56



1955 265ci V8 on display at the National Corvette Museum

Perhaps the era's single most significant development in engine technology came with the unveiling of the 265CI small-block in 1955. Ironically, this was not only the birth of GM's legendary small-block platform but also a monumental turning point in Corvette history.

At the time, the Corvette was on the verge of discontinuation over a general lack of consumer interest, much of which

centered around the early sports car's relative lack of performance. The Corvette's Blue Flame inline-six powerplant only afforded consumers 150 horsepower to work with, leaving many underwhelmed.

After an intervention from several design luminaries, including engineer Zora Arkus-Duntov, a new 265CI V8 was unveiled as an optional powerplant for the 1955 Corvette. This engine utilized a cast-iron engine block topped with heads of similar construction and featured cylinder bores of 3.5", with a working stroke of 3". Also of significance was the 265CI V8's use of a specialty high-lift camshaft, which proved substantially more aggressive than the standard cam offered in the base 265CI. This camshaft actuated a set of hydraulic lifters topped by hollow pushrods. The use of this cam, along with a single four-barrel carburetor, was enough to propel the 265CI to top speeds in excess of 120 MPH, churning out up to 195 HP along the way.

A Guide to Every C1 Corvette Engine



The Complete List of C1 Corvette Engines

4.3L 265CI V8 Corvette Engine Specs

Horsepower: 195hp @ 5000 RPM

Torque: 260 lb-ft @ 3000 RPM

Compression Ratio: 8.0:1

Displacement: 265CI (4.3L)

Cylinder Bore: 3.5" (88.9mm)

Stroke: 3.0" (76.2mm)

4.6L 283CI V8 (Fuel-injected or Carbureted) C1 Corvette Engine: 1957–61



Almost immediately following the 265CI V8's release, work began on furthering the output of GM's new small-block. While a number of ideas surfaced regarding how best to increase the 265CI's output, engineer Zora Arkus-Duntov was fast at work designing his own revolutionary fuel-injection system.

Though fuel-injection had begun garnering popularity in foreign markets, such technology was relatively unheard of in American production. Undeterred, Duntov persevered, creating an early prototype for what would become GM's Rochester fuel-injection system. This system would ultimately be presented as an option for the manufacturer's coming generation of small-block.

The earlier 265 cubic-inch small-block's bore measurements were also increased (3.875"), thereby bringing the engine's total displacement to 283 cubic inches. In its revised configuration, Chevy's small-block was offered in both carbureted and fuel-injected forms—the latter of which churned out 283 horsepower, thereby achieving a rated output of one-horsepower per inch of displacement.

Ironically, Duntov's early efforts toward the advancement of fuel injection fell somewhat flat. Though the "Fuelie" 283CI V8 posted top marks in the performance department, it was actually the carbureted version of this engine that became a fan favorite.

A Guide to Every C1 Corvette Engine



The Complete List of C1 Corvette Engines

4.6L 283CI V8 Corvette Engine Specs

Horsepower: 220bhp @ 4,600 rpm (single four-barrel), 270bhp @ 6000 rpm (dual four-barrel), 283bhp @ 6,200 RPM (fuel-injected)

Torque: 300 lb-ft @ 3,000 rpm (single four-barrel), 285 lb-ft @ 4,500 rpm (dual four-barrel), 290 lb-ft @ 4,400 rpm (fuel-injected)

Compression Ratio: 9.5:1/ 10.5:1

Displacement: 283CI (4.6L)

Cylinder Bore: 3.875" (98.425mm)

Stroke: 3.0" (76.2mm)

5.4L 327CI V8 (Fuel-injected or Carbureted) C1 Corvette Engine: 1962



1962 327ci Corvette Engine

By 1962, those within GM's design and development team understood that the C1 Corvette was beginning to grow long in the tooth. As such, efforts got underway to create a new, second-generation Corvette, sure to catch the discerning eye of consumers. Likewise, many also understood that further refinement of GM's existing small-block would be required.

To accomplish this goal, the prior 283CI V8's small-block was bored and stroked, providing yet another increase in displacement. GM's famed small-block now touted a total displacement of 327 cubic inches, operating on a displacement of 11.25:1 (high-output). The 327CI also came armed with a high-lift "Duntov" camshaft when equipped with the largest of the engine's three available carburetors—or with GM's Rochester Ramjet fuel injection system.

A Guide to Every C1 Corvette Engine



The Complete List of C1 Corvette Engines

Even the 327's Ramjet fuel injection system was upgraded, proving far more efficient than similar systems featured on the earlier 283CI. In this revised form, the Ramjet injection system provided a more direct passage of air/fuel to the 327's intake, thus providing for improved throttle response and increased performance.

In the most potent of its carbureted forms, the 327CI small-block produced a total of 340 horsepower and 344 lb.-ft. of torque. When equipped with Rochester Ramjet fuel injection, the 327CI V8 churned out 360 horsepower and 352 lb.-ft. of torque.

5.4L 327CI V8 Corvette Engine Specs

Horsepower: 340 HP @ 6,000 RPM (Carbureted), 360 HP @ 6,000 RPM (Fuel Injected)

Torque: 344 lb-ft @ 4,000 RPM (Carbureted), 352 lb-ft @ 4,000 RPM (Fuel Injected)

Compression Ratio: 11.25:1 (High-Output), 10.5:1 (Base)

Displacement: 327CI (5.4L)

Cylinder Bore: 4.00" (101.6mm)

Stroke: 3.25" (82.55mm)



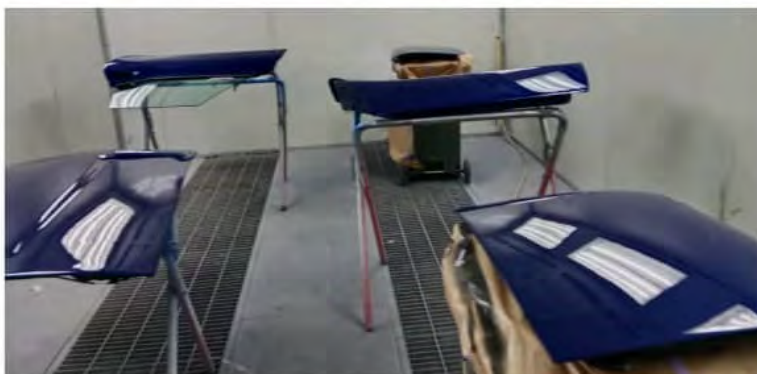
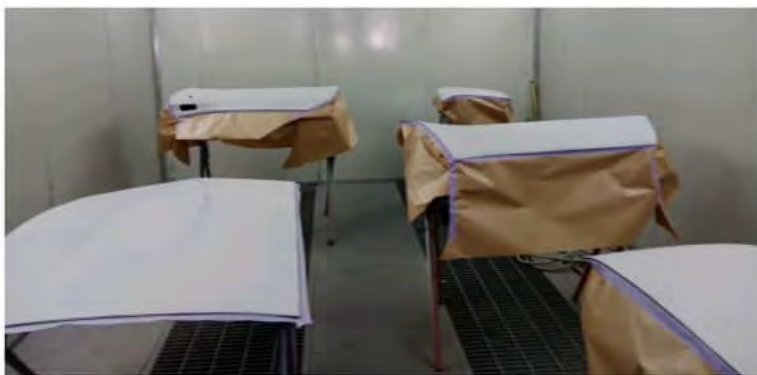
Projects



1969 Corvette

Richard W recently had his Car Resprayed, still kept it blue but changed to a different Blue. There were a few issues with the previous Paint Job, faded, bubbling and a few stone chips.. I think it turned out well.

If you have a project and would like to show, please send details and images to the webmaster to add to website and magazine webmaster@corvettesofwa.com



Members Cars

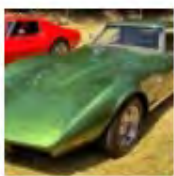
We are always looking for Club Members to have their Cars added to the Website.

Please send Images and Vehicle details to our Webmaster via email webmaster@corvettesofwa.com

Just one example below

Danny W

1973 Corvette Coupe



Features

Year: 1973

Model: C3

Body Style: "T" Top Coupe

Engine: 454 Big Block

Transmission: 4 Speed

Exterior: Elkhart Green

Interior: Medium Saddle

Corvette Details

Owned approx 10 years

3rd owner since new

89000miles

almost 100% original

tilt steering, aircon, elec windows, leather

Classifieds



Got something to sell why not list it on our Classifieds Webpage Page & Magazine, this is Free for Club Members, Non Members please contact the Club President for details.

Corvette C5 2000 Coupe



Seller's Notes

For Sale, 2000 C5 Corvette Coupe \$65,000.00 ono

350hp, 6 Speed manual

RHD – Converted by Corvette Queensland

Only done 97,881 km

Always garaged & covered

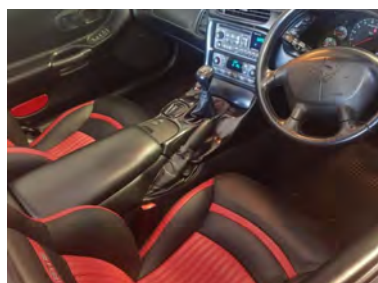
Seats have been retrimmed in lingfelter style leather trim and looks amazing

Body & Paint original and in very good condition

Mechanical good condition, just replaced Spark Plugs with Iridium Plugs, and also the o2 Sensors 300km's ago.

Just a good car to drive and enjoy.

Any Enquiries Contact: Martin on 0409 276 454



Classifieds



Got something to sell why not list it on our Classifieds Webpage Page & Magazine, this is Free for Club Members, Non Members please contact the Club President for details.

Corvette Parts for Sales



Seller's Notes

4 x 17 x 8" 5 slot steel wheels. 4-3/8 " back spacing. Chev/Ford bolt patterns. With nuts – \$500.00 for the set

Contact: Tony via email: vetter@ozemail.com.au

1986 C4 Corvette Coupe



Seller's Notes

1986 C4 Corvette 350 Auto. Always garaged, serviced regularly. Comes with overdrive, transmission cooler, factory body kit and performance exhaust. Very good condition for a classic. Much loved Sunday car – Reluctant sale. Club plates. Worth over 35k. Priced to sell. \$29,000. Open to negotiation.

Call Shaun on: 0412306004

Email: shaun.fenn26@gmail.com



Classifieds



FREE , for a roller chassis project



Seller's Notes

These are unsafe for road use and could be used for display as they do hold air and have 85%-90% tread.

They have radial cracks and are deemed dangerous for road use. Size 6.70 x 15 Firestone. Formally on my T-Bird.

Call Ron to pick up. 0429 347 014.

Ecklers can am headlight buckets



Seller's Notes

Ecklers "can am" headlight buckets to suit '69-'82 Corvettes as shown.

Asking \$200au ono + postage if required. Located in WA.

Contact: Ron Flood 0429 347 014

Got something to sell why not list it on our Classifieds Webpage Page & Magazine, this is Free for Club Members, Non Members please contact the Club President for details.

Classifieds



Various C6 Corvette Parts New & Used

Seller Notes

Parts located Perth WA

Call Greg to pick up. 0400 754219

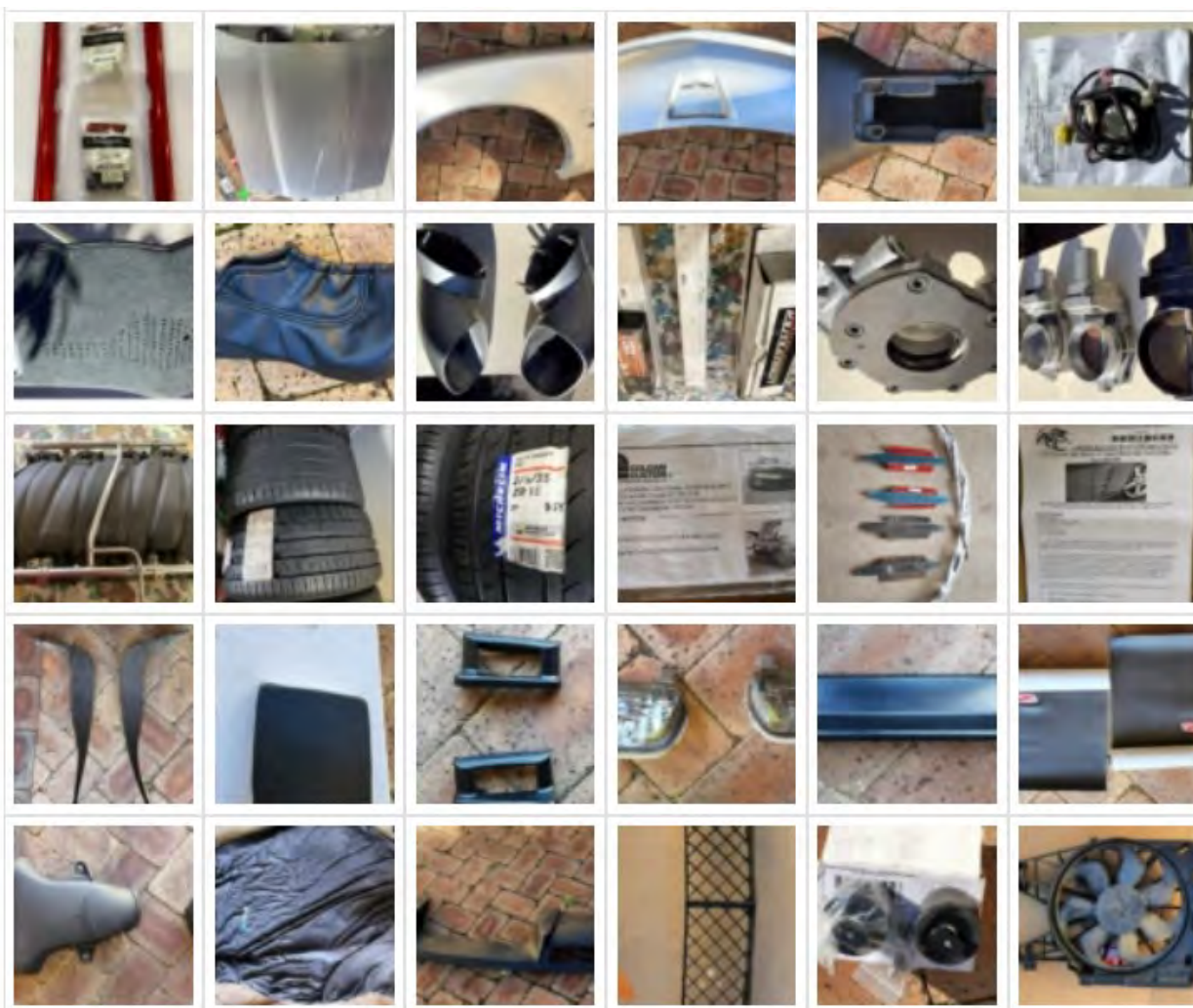


Image 1	C6 MSD Atomic Fuel Rails with Fittings \$100.00	Image 16	Colgan Custom Carbon Node Bra for wide body C6 – New in Box – \$250.00 ONO
Image 2	C6 Bonnet / Hood in Blade Silver unmarked – \$600.00	Image 17	Side Vent Grills for C6 with Shark Grill – \$150.00 ONO
Image 3	C6 Left Front Wide Body Genuine Carbon Fender – \$500.00	Image 18	Info Sheet for Side Vent Grills for C6
Image 4	C6 Wide Body C6 Nose Cone – Excellent Condition – \$500.00	Image 19	Rear Splash Guards for C6 – \$35.00 – "Sold"
Image 5	C6 Rear Console Cover C6 – \$20.00	Image 20	C6 Petrol Cap Carbon Wrapped – \$20.00
Image 6	C6 Steering Wheel Air Bag Cock Spring – New in Box – \$150.00	Image 21	C6 Door Handle Covers \$15.00
Image 7	C6 Custom Made RHD C6 Dash Mat – \$125.00	Image 22	C6 Reverse Lights \$60.00
Image 8	C6 Carbon Door Mirror Covers suit all C6 Corvettes – Make an Offer	Image 23	C6 Rear Bob Tail \$25.00 – "Sold"
Image 9	C6 Door Mirror Plastic Covers – \$20.00	Image 24	Z06 Logos Set in Black Leather – Make an Offer
Image 10	LS7 Camshafts Lingenfelter GT19 with Springs – \$350.00, Crow Cam 1251 Series – \$250.00, Comp Cams GT19 – \$250.00, All these Cams are New	Image 25	Z06 Standard Air Filter Box – \$40.00 – "Sold"
Image 11	LS7 Oil Pump New Genuine GM – \$90.00	Image 26	Custom Double Layer Car Cover to suit ZR1, has Mirror Pockets and ZR1 Logo – Brand New – \$180.00
Image 12	4 LS Throttle Bodies different makes 92mm & 98mm – Make an Offer	Image 27	Z06 Rear Valance with Splash Panels – \$150.00
Image 13	2 Factory LS7 Intake manifolds with Fuel Rails – Make an Offer	Image 28	Z06 Grill suit C6 – \$20.00
Image 14	2 x Michelin Sport 325x30x19 Tyres 90% Tread – \$650.00 ONO – "Sold"	Image 29	2 x Jack Pucks still in Box – Brand New – \$15.00
Image 15	2 x Michelin Sport 275x35x18 Brand New Tyres Run Flats – \$650.00	Image 30	Z06 Cooling Fan excellent condition – \$190.00

Club Merchandise



Club Jackets



Mens Jackets \$100.00



Ladies Jackets \$100.00



Club Shirts



Mens SS Shirt \$45.00

Mens Polo \$35.00



Ladies Polo \$35.00



Ladies SS Shirt \$45.00

Hats & Stubbie Holders



Sun Hat \$30.00



Stubbie Holders \$6.00



Baseball Cap \$20.00

To purchase Club Merchandise you must be a member of COWA.

Contact the Social Director with your Order requirements

Size Charts can be sent to you if you wish or try on a sample at our next General Meeting

What's New



Email Campaigns

Social & Webmaster have set up two Email Forwarding accounts to bring the latest info to our Members.

Please can you open these emails up when you receive them.

This will allow us to know you are getting them,

If you are not getting them please make contact after you check your "SPAM" Folder

[View this email in your browser](#)



CORVETTES
WESTERN AUSTRALIA
CAR CLUB (INC)

Queensland Corvette Club Inc
Vetteletter August 2022



The latest news from the Queensland Corvette Club Inc, including:

- RUN REPORT: XMAS IN JULY @ MARBURG
- RUN REPORT: CDUCC CLASSIC / SANDSTONE POINT HOTEL
- Guidelines for a successful Club Run on the Day.
- Fathers Day Drill & Grill carpark Events
- Gold Coast Car Show
- And more

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Corporate Advertising Rates:

<i>Business Card Adverts</i>	<i>\$100pa</i>	Inside Front Cover	\$400pa
<i>Half Page Adverts</i>	<i>\$180pa</i>	Inside Rear Cover	\$400pa
<i>Full Page Adverts</i>	<i>\$300pa</i>	Rear Cover	\$400pa

Members Classifieds

Members Classifieds:

Classified "For Sale", "Wanted", "Swap" or "Free" ads are at no charge to club members. Deadlines for submission will be 3 weeks prior to publication dates as listed in the information page. Ads will run for the edition they are submitted for. If a member wishes an ad to be run again in the following edition the editor must be notified prior to the deadline for that issue.

All enquiries regarding advertising or profiles should be made to : editor@corvettesofwa.com.au

Submissions should be made in PDF, Word or RTF format with photographs in PDF, JPEG or PNG format. Image sizes are not critical as we will resize as required but try to compress them to around 300k max. for ease of emailing.

Please note that all classifieds are in Australian Dollars (AUD) unless specified otherwise.

All advertising material is accepted on the understanding that it does not contravene the Trade Practices Act.

No responsibility is accepted by Corvettes of WA Inc. for statements made or the failure of any product or service to give satisfaction. Inclusion of an advertisement shall not be construed as an endorsement by Corvettes of WA Inc.

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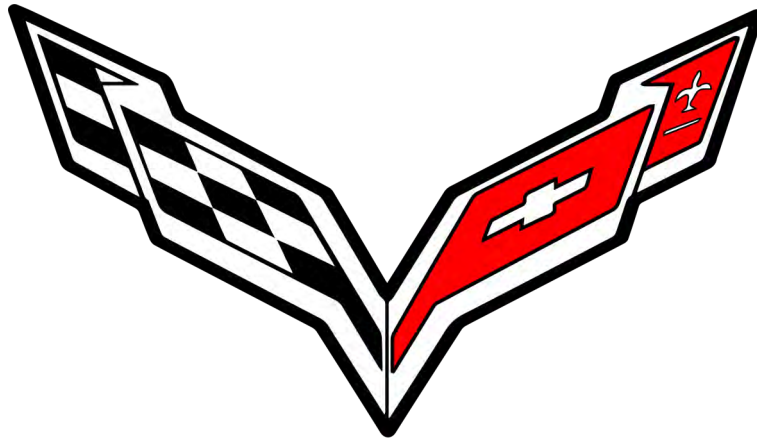
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SHARE THE PASSION

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