

West Coast

Vette

Torque

Newsletter No.101 Sept/Oct 2001



CORVETTES
WESTERN AUSTRALIA

Legal Immigrant

There's a Callaway on its way to WA

Hollywood Nights

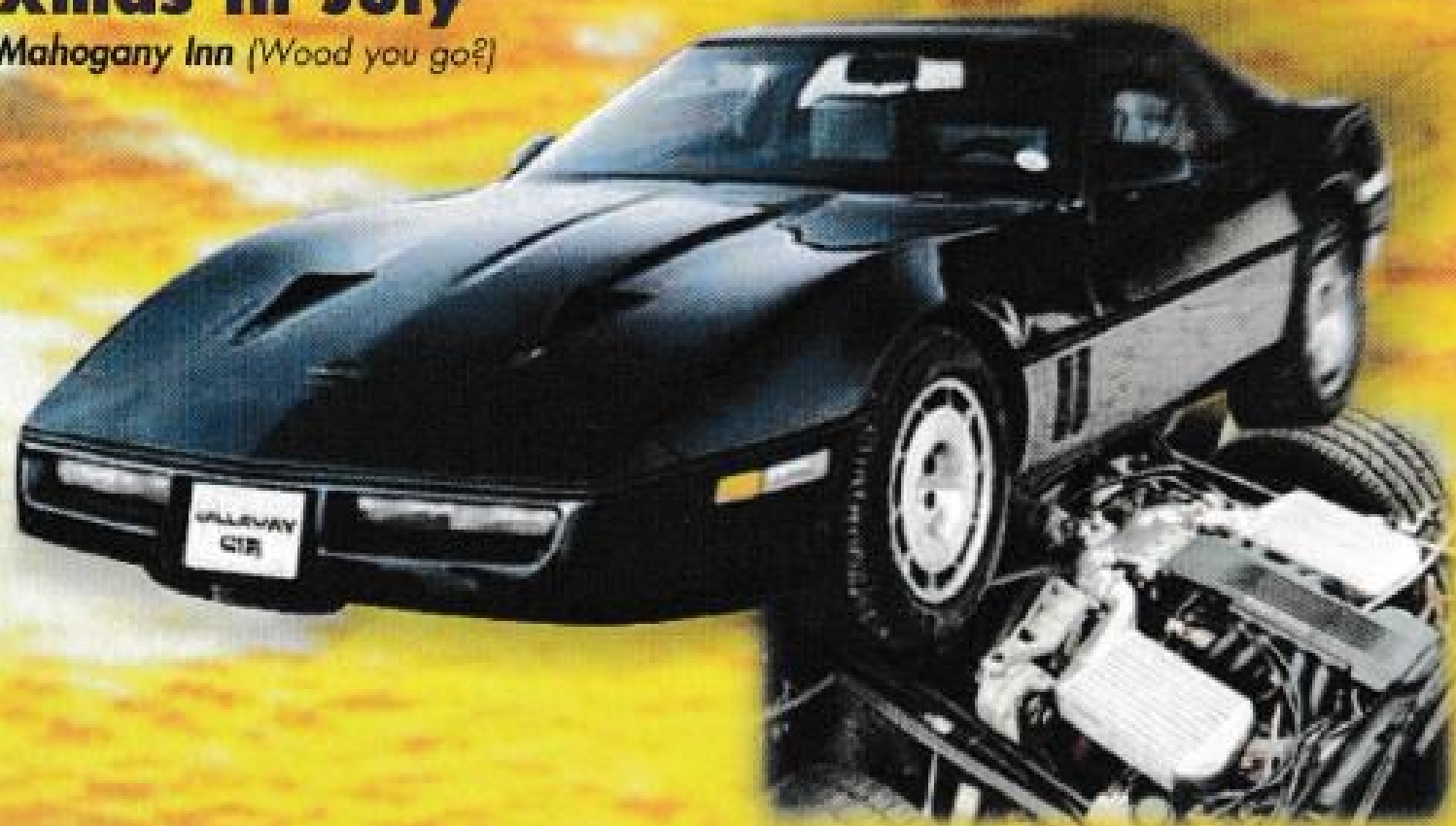
All the Glitz & Glamour

Targa Tasmania

Vette Results from the apple isle

Xmas in July

Mahogany Inn (Wood you go?)





CORVETTES

WESTERN AUSTRALIA

CAR CLUB (INC)

www.geocities.com/corvettes_of_wa/index.html

COMMITTEE

President

Darryl Lockhart

ph: 0410 437 136

Vice President

Ian Gibbings

ph: 9299 6438(H)

Secretary

Sheryl Gibbings

ph: 9299 6438(H)

Treasurer

Gerry Dutton-Smith

ph: 0409 117 283

Social Committee

Rod Tunnercliffe

ph: 9364 5480(H)

ph: 0414 756 552

Jacky Sunich

ph: 9294 2883(H)

Esther Brockwell

ph: 9274 6598(H)

Membership Chairperson

Gerry Dutton-Smith

ph: 0409 117 283

Newsletter Editor

Greg Walker

ph: 9325 9599(W)

fax: 9325 9714(W)

Combined Car Clubs Assoc. Delegate

Esther Brockwell

ph: 9274 6598(H)

Concessional License Registrar

Tony Katavatis

ph: 9445 7737(W)

Vehicle Examiner

Tony Katavatis

ph: 9445 7737(W)

Honourary Life Members

Ron Flood

Colin Morris

Tony Katavatis

Print & Design

CDC Digital Print

ph: 9325 9599

email: digitalprint@cdcgraphics.com.au

Cover Pic: The first Callaway for WA. More info in Corvette Confidential on page 19

email: digitalprint@cdcgraphics.com.au

The purpose of the club is to encourage the preservation, restoration and enjoyment of all Corvettes. We are a non-profit making organisation. Meetings are held at the Odin tavern, Erindale Road, Balcatta. Dates and details to be advised in West Coast Vette Torque. Membership is available to all Corvette owners and enthusiasts.

Please address all correspondence to: **The Secretary, Corvettes of WA, Post Office Box 182, NORTH BEACH WA 6920**

Corvettes of WA Inc. and its committee is not responsible for the opinions or statements excepting their own, that may appear in any issue of West Coast Vette Torque, nor for the integrity of individuals buying or selling cars or parts.

This newsletter is produced by amateurs, please excuse any grammatical errors. Articles from members are always welcome. Please have them typed if possible, email or fax them to the editor.

MOVING? Please send address changes to the Membership Chairperson.

Top line of address label includes your club membership number and your month and year of membership expiry.

Membership to Corvettes of Western Australia and subscription to Vette Torque is available to all Corvette owners and enthusiasts. Membership may be obtained by contacting the Membership Chairperson.

How much?.... Membership is only \$40.00 per year and a once only nomination fee of \$20.00

Executive Exhaust

by the Editor

Dear Members and Friends,

Welcome to another edition of Vette Torque. Thank-god this cold weather is almost over, I'm tired of seeing all those dogs stuck to tree's in the morning! It also get's damned uncomfortable at night down in the workshop playing with the vette, I need something to play with other than fibreglass and metal to keep me warm, I had better go up to the house to see my good wife.

With the worst of winter out the way, now is the time to get your vette ready for the first of the Friday night cruises. Guess who's car wasn't ready for the first run? Mine! So come on guys and gals put em back together, dust em down, blow up the tyres and get ready for a big year.

The point scores are up and running and there are going to be some serious contenders this year. The social calendar is almost full, check it out on page 23. The next big event is **Margaret River**, if you haven't been before come along, it's one of the best weekend's away (just ask my wife, she even endures three hours in the vette to get there) in her words the company and the accommodation are first class.

On a lighter note as Cornelia would say, you lot have lifted your game, twelve club **dossiers** returned in two months, that's good but you can do better you-lot. Don't forget articles for the magazines, Vette Capers section, rumours and goss. We also need the dirt on fellow vetter's and what they're up to. Some of our members are very secretive about their vette mods or problems. Remember, we're all here to help each other with advice, and also learn from our, and other peoples mistakes.

Boy hasn't there been some excitement in the Lockhart house, check out **Corvette Confidential** on page 19 for all the latest rumours going around the club.

The Adelaide convention is on next Easter, it will be the last for three years, Terry Martin is counting hands so please contact him if you're interested.

Wayne and Alison Davies have sold their white 79, They are starting a new venture, a bed and breakfast down south (somewhere else for the club to visit). The Davies want to remain

members and Wayne said another vette is not out of the question in the future. We wish Wayne and Alison all the best for the future. We hope to get the new owner of their vette as a member of Corvette's of W.A.

The changes to the rules on **concessional licenses** received some attention, the letter and reply from the president should clear that up, check it out on page 19.

Members please note, with the **For Sale** section we would like members with ads in the magazine to let me know if you require your ad too continue. Space is at a premium and some of these ads are very old. **All ads will be deleted after each edition** unless I get notice to run the ad again. The deadline for the For Sale page is the first Monday of an odd Month.

Who's proud of their car and wants to see it featured in this pristine newsletter? Starting next issue we will feature a members car in a new section called **Feature Vette**. So get your photos in, write down all the history and modifications of your Corvette for all to see.

As I have said before it's your mag, please contribute.

Till next time enjoysave the wave.

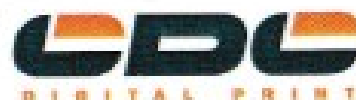
Also a very Happy Birthday to my loving wife Jill xx

SPECIAL THANKS TO OUR ADVERTISERS



Wanted: advertisers, if you would like to have your business ad in this fabulous publication, give the editor a ring.

Printed by



Ph: 9325 9599

Fax: 9325 9714



Presidents Report

Corvettes of Western Australia

To our members,

With summer fast approaching and at least two autokhanas in the wind, members are reminded to get cracking and make arrangements to obtain your Level Two CAMS license before our next **Pro-Challenge Autokhana** at Caversham planned for October.

The application forms are available from me (contact me at home) or at the venue on the day of the event. But remember this could be a real pain in the butt if everyone leaves it until the last minute!

You will also need a suitable helmet, one 2kg or 2 x 1kg fire extinguisher fitted securely to your car.

Please note! Helmets are desirable but not essential in hard top vehicles also while desirable the fire extinguishers are not essential. Long sleeves and jeans and closed footwear are essential. Remember you can obtain a single event only license or a full year license (which is cheaper in the long run).

Ron Flood advises that he purchased a new "legal" open faced helmet from Cully's Motor Cycles in Wanneroo Rd for around \$85.00. They are more than suitable for autokhanas and are a great buy (No plug intended).

With the object of attracting increasing numbers to our scheduled events over the forthcoming twelve months, your committee has now secretly identified two specific events where all those in

attendance at the time will be given a free raffle ticket that will be drawn on the day to win a magnificent prize generously donated by fellow club member Terry Martin at Rightway Panel Beaters in Jolimont.

Valued at around \$400, (that's right folks!) each of 2 rare individually numbered and mounted Corvette models will be a prize worthy of the study or the mantle piece..... or is it the bed head?

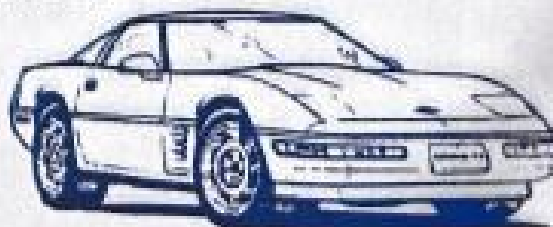
The committee's lips are sealed as to which events will attract the prizes but the only hint that your gonna get is that one is prior to Christmas and one is after Christmas! Be there or you will miss out!

It was pleasing to see our recent article on the issue of concessional licenses drew some immediate responses. Clearly the object is to get those members on concessional plates to attend at least three events throughout the year. If you are working away in the country or even overseas then the matter should not concern you until you return home.

Finally when is this rain going to stop so that we can get the lids off and get back out on the road. I don't know about you guys but I'm getting an itchy foot. Roll on spring and summer!

Darryl Lockhart

President





CORVETTES

WESTERN AUSTRALIA

present

CAVERSHAM AUTOKHANA

SUNDAY OCTOBER 21st 2001

AUTOKHANA CONDUCTED UNDER CAMS RULES

Commences 12 midday sharp at private location in Caversham.

New hot mix surface.

Course design will suit HP cars

FORMAT

This is a mixed teams event to ensure a mixture of Corvette, Cobra and Mustang cars.

*Trophies to each winning team member (up to four per team)

*Trophy to fastest aggregate times driver

ENTRY FEES

\$20 per driver

If you wish, more than one driver per car may enter!

Passengers are permitted subject to CAMS licence and club membership

Fire extinguishers are not essential

FOOD AND DRINKS

Sausage sizzle (\$2) and cold drinks (\$1) will be on sale throughout the day

Any further info ring Darryl Lockhart on 0410 437 136

OFFICIAL CLUB SHIRTS ON ORDER!

Following our last general meeting it was voted that Corvettes of WA are to have new 'official' club shirts. A range of materials, colours and collar designs were on display and with amazing ease (when you consider the years it took to get consensus on our club jackets) it was agreed that we would provide two, yes folks two, colour options with coordinated collars and club logo.

Available in burgundy and a grey, well sort of, these shirts both look great with the club jacket colours. Sizes will be available in S, M, L, XL, XXL and XXXL. The collars look great and will have the word

"Corvette" embroidered on them at the back and the club jacket logo embroidered on the left front. The sleeves will be plain.

Just 40 have been ordered in the initial batch; so if you want to be in on the ground floor contact Gerry or myself straight away!

While we are on club clothing, we have just received a new batch of club caps so if you missed out first time around be quick. Contact me or see me at an event as most merchandise will be carried with me in the future.

Darryl Lockhart

Social Committee REPORT

Something for everyone and we'd like to see everyone at something!

Since our last report we have had Xmas in July at Mahogany Inn, which was well attended but the meal was a disappointment especially after last year, won't be going back there in a hurry!

Mulberry Farm Breakfast on the other hand was great, all you can eat and freshly cooked too. It's a pity the human stomach can only fit in so much, Good suggestion Jacky!

Coming up we've got a country cruise, weekend away, mini golf and barbecue, Autokhana, and the Chevrolet 2001 Odyssey car extravaganza. Checkout the events calendar.

Those members who have attended the last few functions will be aware of our disposal raffles. For a buck or two you get a chance to win some miscellaneous

oddments of club inventory ranging from Corvette shoe laces to wind cheaters, tee shirts and badges. The object is to liquidate some old stock while still recovering cost. Thanks to all who have participated enthusiastically. You may not have gone out of your way to acquire some of these goods but at these prices, who cares?

National Corvette Convention in Adelaide, April 2002.

Terry Martin has volunteered to be our contact for those interested in this event. At this stage five or six local enthusiasts are making noises about going so let Terry know if you are interested so we can benefit from each others thoughts.

See you on the next Friday night run.

Rod, Jacky and Esther.

Membership REPORT

Up to now we have lost 4 members but have gained 4 new members. So the club is approximately 150 strong in total.

What will be happening now is once your reminder has gone out you will have 2 months grace to pay, otherwise you will be classed as a non-member and will not be subscribed. So please respond to your reminder notices

Many Thanks and Happy Corvetting

Gerry Dutton Smith

NEW CLUB MEMBERS

*A hearty Corvette welcome to you...
from everyone in the Club.*

Gary Bush

Shaun Street

GENERAL MEETING MINUTES

CORVETTES OF WESTERN AUSTRALIA

Held on Tuesday 24th July 2001 at the Odin Tavern, Balcatta.



Opening: The meeting opened at 7.55 pm.

Present: Darryl Lockhart, Gerry Dutton-Smith, Sheryl Gibbings, Esther Brockwell, Jacky & Zeljko Sunjich, Rob & Sharyn Peterson, Tony Mitchell, Peter O'Leary, Peter Brown, Rod Tunnercliffe, Mike Zappelli, Ron Flood, Chris Coves, Larry Eastman, Terry Martin, Patrick Hehir, Greg Walker and Frank Maceri.

Apologies: Ian Gibbings, Brian Morton, Peter Turner, Mick & Jeni Delich.

The President opened the meeting and welcomed new members Rob & Sharyn Peterson and Mike Zappelli.

Business Arising from the Previous Meeting:

Cabinet at Whiteman Park: Two more club trophies are to be added to the display.

Apparel: To be discussed later in the meeting.

CAMS LICENCE: We discussed whether or not the club would provide helmets for members participating in CAMS events. It was decided that helmets were a personal thing and it would be better if members supplied their own as they should fit properly to be worn safely. Some of the members at the meeting had no problem with sharing theirs around.

Treasurer's Report: Gerry gave his report, stating that the club still has a healthy balance. A cheque still has to be posted to Margaret River on behalf of those members who paid the club direct. The Club will be

purchasing more caps and polo shirts in the near future. Gerry reported that the last Mail Out of club Magazines to members cost approx \$175. Over the past weeks Gerry had received cheques for Membership renewals.

Secretary's Report: Sheryl reported since the magazine very little correspondence had needed attention.

An update to the Library Board of Western Australia's database had been forwarded

Correspondence: The usual amount of Club Magazines and advertising material which was handed to the Social Committee and members at the meeting.

Social Events: Most Committee Members had received a flyer advertising Chev Odyssey and Rod felt the Corvette Club members should put in a huge effort and represent our club.

A CAMS representative has been invited to come along to our Next Meeting and explain any queries any members may have.

Rod Tunnercliffe reported to date to have approx 35 members attending the Xmas in July luncheon at the Mahogany Inn.

New Business: Polo Shirts: Darryl had brought along samples of polo shirts to obtain some feedback from members. The type of shirt and the type of material seemed to please everyone. Two colours were decided

continued on page 17 ➡

Secretary's REPORT

Monday, August 27, 2001

The months of July and August have slipped by with very little correspondence needing attention. The minutes from the General Meeting held on the 24th July have been typed.

CORRESPONDENCE

IN: A letter from WAFL requesting convertibles for the Grand Final parade. Not enough notice was given for our participation in this event.

OUT: A letter to the Mahogany Inn expressing our disappointment in the Xmas in July luncheon.

A letter to the Library and Information Service of Western Australia updating the Infolink Database.

Sheryl Gibbings



Christmas in July

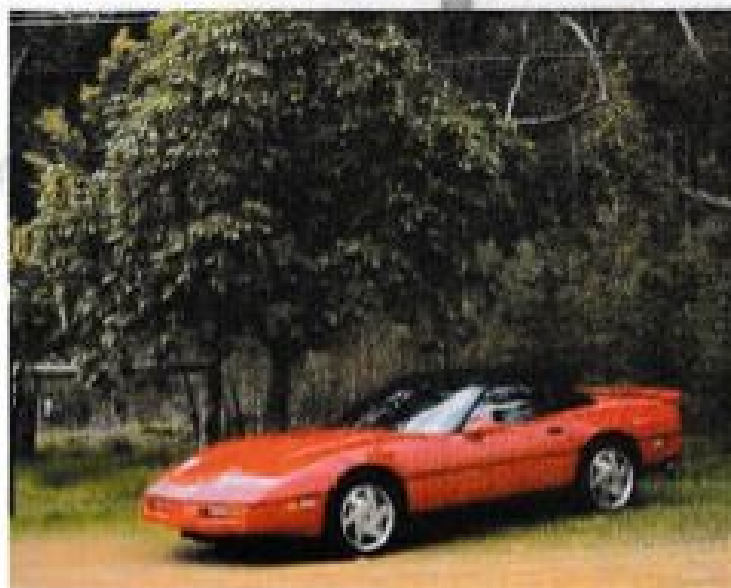
Story by Rod Timbercliff

THE
MAHOGANY INN
Est. 1842

Apologies for the average meal that was served up as our Christmas in July lunch on Sunday the 29th. We have made our feelings known to the management of the venue. Such a disappointment after last year. *Enough said!*

On a more positive note congratulations go to Margaret for winning the fantastic gourmet hamper in the free raffle. Now that's a good deal, it is possible to get something for nothing after all.

Our other raffle was so well supported by those attending the luncheon that it was decided to have a third draw for the chance to win a club windcheater. Congratulations to Gaye, Bev and Esther who all walked away with an addition to the winter wardrobe. Those



windcheaters were designed for draughty convertibles.

Greg had the camera snapping away so we should have some head shots to go with those member dossiers that are now starting to roll in.



CHEVROLET ODYSSEY

CAR SHOW

November 9, 10 & 11 2001

As owners of Chevrolets we have been invited by the Chevrolet Car Club of WA to participate in this extravaganza event.

It is the intention of our club to have our own Corvettes of WA display along similar lines to the GM owners day and Whiteman park shows, however this time we would be hoping to get as many cars as possible to participate.... New and non members are especially welcome. There's no limit provided it's a Chevy.

Our focus will be on the Saturday Show 'n' Shine with some members camping overnight to attend the rally on the Sunday or simply to be able to have a good time on Saturday night without having to worry about driving home.

Basic entry fee of \$25 per car must be paid on completion of entry form due by 30th September. So start thinking and get organised now. Friday night wine and cheese function and camping is free, breakfasts are \$6.00 per person other nominal charges apply to other functions and memorabilia as required. Refer to entry forms.

This is one of the reasons you have a Corvette and is a rare opportunity to be part of a collection of Chevys never before seen of this magnitude.

Contact Chevrolet Car Club of WA (inc)
Dennis 0407 573 727 or AH 9571 3357
or

Corvettes of WA (inc)
Rod 9364 5480, 0414 756 552

Dream Find....

by Jim Godden

Check out this article from the Cape Breton Post, a newspaper published in Sydney, Nova Scotia, Canada

WINNIPEG (CP) - Winnipeg police were thrilled to find - in nearly mint condition - a silver Corvette stolen 18 years ago.

But not nearly as thrilled as the two charities which will reap the reward when the pristine vehicle is raffled off next month.

"We don't see a lot of these," purred Sgt. Randy Harris as he looked over the sleek 1981 car, which has only 56 kilometres on the odometer. "It's brand new."

Back in 1981, the car was stolen from the lot of a Chev Olds dealership which has since gone out of business.

The dealership collected on its insurance policy and everyone forgot about the stolen car.

But in the summer of 1999, Const., Rich Lowen received a tip and found the car inside a north-end garage.

Lowen said the thief was too afraid to drive the vehicle but wouldn't give it up, either.

The man was convicted of possession of stolen property but served no jail time.

Lowen said since the claim had been paid out on the car so long ago, the insurance company told the Winnipeg police they could keep the car.

Officers immediately decided to raffle it off in the hopes of raising \$100,000. Half the money would go to the Children's Wish Foundation.



29th March to 1st April 2002

enquiries to

Giles French

Ph: 0418 800 046

or

Sandie Simons

Ph: 0417 833 691

HELP!... I've run out of petrol, and I feel like a "right tit."



Spotlight on a Member



Members Name: Mark Kalejs

Phone: 08 9175 5080

Born (Place, Month & Star Sign):
NSW, Pieces

Job Description/Occupation: Mine
worker - Crusher operator

Name of Spouse or Partner: Single -
Still looking

Number of Children: One

Pets: 2 dogs both 13yrs old M/F Bullterriers

What I do when I'm not breathing Corvettes: Motorbikes, Football, Woodwork

My Corvette/s: 1984 Coupe - white

My Dream Vette & Why? To get hold of the latest production model
(someday)

Greatest Cruisin' Experience: Cruising from Broome to Dongara - Just
taking my time

Music you'd hear in my car stereo: Doors, Rolling Stones, Limp Bizkit,
Metallica

Who rides in my passenger seat: Girls only N.F.C.'s

Corvette pet peeve: Finger prints on your car & "Is that a Corvette"

My favourite Book? Ralph

Music? All sorts

Movie? Crusty's 1,2,3,4,5,6

Food? Mud crabs in chilli sauce

Movie Star? Kylie Minogue

Restaurant/café? Thai (It's the only one in town)

I enjoy my Vette most when? Putting my foot down on the Great Northern
Hwy heading towards the coast.



CLUB-PERSON OF THE YEAR

POINTS SCORING SYSTEM FOR MOST ENTHUSIASTIC MEMBER

THIS YEAR WE WILL HAVE 4 PRIZES. 1ST, 2ND & 3RD AND THEN A SECOND CHANCE DRAW WHERE THE MORE POINTS YOU HAVE THE MORE CHANCES YOU HAVE. **SO GET ACTIVE!**

HOPEFULLY THIS WILL ENCOURAGE MEMBERS TO ATTEND OUR MEETINGS & EVENTS ON A REGULAR BASIS AND PERHAPS ALSO TO HASTEN THE COMPLETION OF THEIR VETTE (IF STILL NOT ON THE ROAD).

Points will be awarded for:

Attending a meeting with or without your Corvette	2 pts
Attending an event	3 pts
Attending an event with your Corvette	5 pts
Submitting an article for our Newsletter	5 pts

COMPETITION RULES:

1. Only financial club members can participate.
2. In the event of any dispute, the decision of the club President is final & binding.
3. No correspondence entered into.
4. Prizes not transferable or redeemable for cash.
5. Competition closes AGM May 2002.



Just Joking

A blonde is at home one day when she realises that no-one will ever think she's as clever as she is, so she dyes her hair brown.

To see if the colour change works, she goes to a farm. She walks up to the farmer and says, "If I can guess how many sheep you have, can I take one home?" The farmer kinda chuckles to himself, and then replies, "sure, why not?" The blonde pulls out a calculator and does a whole bunch of calculus and trig equations and comes up with a number. She says to the farmer,

PROGRESSIVE POINTS SCORE TO DATE (September 11 2001)

BROCKWELL, Esther	37
TUNNERCLIFFE, Rod & Lorraine	35
SUNJICH, Zeljko & Jacky	32
WALKER, Greg & Jill	30
LOCKHART, Darryl & Margaret	25
BROWN, Peter & Barbara	12
COVES, Chris & Trish	12
FLOOD, Ron & Dawn	12
CLARKE, Dave & Gaye	10
FORWARD, George & Katie	10
HEHIR, Patrick & Marie	10
MARTIN, Terry & Ann	10
DUTTON-SMITH, Cerry	7
McAULEY, Tom & Bev	6
BURNS, Greg & Joanna	5
OLIVER, Steve & Joanne	5
HOSKINS, Pete	5
CLARK, Brett	5
COWANS, Gary	5
DAVIES, Alison & Wayne	5
MIEKLE, Greg & Aileen	5
ROBERTSON, Phillip & Sandra	5
GIBBINGS, Sheryl & Ian	5
O'LEARY, Peter	5
PEKIC, Zelco & Stella	3
QUIN, Doug & Chris	3
PETERSON, Robin & Sharon	2
MITCHELL, Tony & Rose	2
ZAPELLI, Mike	2
EASTMAN, Larry	2

"There are 314 sheep out there." The farmer looks at her with a shocked expression and says, "You're right! Go take your pick". The blonde takes a few minutes to make her pick, waves to the farmer, and leaves. She's sitting at home the next day when she hears a knock on her front door. She opens it and finds the farmer standing there, holding his hat. He says to her, "If I can guess your real hair colour, can I have my dog back?"

MINI Me...



What some vettors will do for their kids. Ever since Danielle Werner was born she's been into cars. Her father Ric Werner has owned four Corvettes and when his daughter asked for a '57 vette how could he resist.

Ric had just sold his '85 so he had room in his workshop, so why not build one to suit. On a limited budget, Ric had to set about making every thing himself, including the fibreglass mould, tube chassis and motor. This is from a 24 volt wheelchair motor.

All parts other than wheels, tyres & hubs were hand

made by Ric himself. Most model cars wouldn't require a windscreen but Ric even fabricated a windscreen for the mini vette. Badges are photos plastic coated, the finished vehicle will achieve 5 kph, all lights work via switches on the dash. Not content to be complacent, this very mature four and a half year old is already trying to talk her dad into selling the lil' '57 to finance a bigger, faster Corvette.

Any club members out there love there kids that much?



HOLLYWOOD

by Rod Turnercliffe

Everyone knows that given the opportunity, especially a photo opportunity, Corvette owners will be "in like Flynn", Errol Flynn that is! Well how about Marilyn Monroe, Rambo and Cher.

Recently Corvettes of WA received a request to provide some American cars for the WATC who were holding a "Hollywood Night" for a bunch of Perth's top medicos at the Ascot Race Course.

Obviously we jumped at the opportunity to show off, notwithstanding the cold and wet conditions.

The idea was for a Corvette to deliver the actors to the red carpet reception area where the paparazzi and guests were waiting. Hollywood premiere style, complete with human Oscar statue body painted in gold. (Poor bugger, it was a cold night and all the socks you could stuff down the front of his jocks would not have helped.)

First cab off the rank was Tony Mitchell in the silver '73 providing a ride for Cher. After planting a big kiss on Tony's cheek Cher alighted to mingle amongst the crowd. By this time the Corvette support crew were slipping into a few hors d'oeuvres and champers. Oh no! Cher is heading our way and Rod receives a severe tongue lashing



for thinking that Madonna is more famous. Greg Walker in his usual suave but direct manner asks her if she has ever *come* in a Corvette before? The answer was yes of course, haven't we all?

Peter Brown in the red '73 was the official Rambo mobile although I think Rambo must have lost some weight lately. Hey Peter we know your Vettes the real thing.

NIGHTS...



After a few more of Perth's well healed roll in it was time for Marilyn Monroe to arrive in no other than Zeljko and Jacky Sunjichs' red '89 convertible. Well who would

believe it, they were beautiful!, the Vette, Zeljko and Marilyn in that order. Despite the wet night, the top was down and every drop of moisture carefully chamolised off by Jacky. Zeljko was looking the part too with red matching bow tie, for all we know Zeljko may have had the chamols treatment too.

On arrival at the red carpet (three things matching now, carpet, Corvette and the bow tie!) Marilyn alighted and began working the crowd while a few of the crowd lusting over the Vette were overheard asking Zeljko if he had hired it for the night. Those guys don't know how close they came to having to self administer a plaster cast and extract the stethoscope enema do they Zeljko? Hey the point is these guys are rolling up in BMWs, Mercs, Saabs, Jags, Bentleys, Rollers and limmos and they are lusting over our Vettes.

After Elvis arrived in his '77 Caddy and performed a few numbers it was time for the rich to attend the function and the now famous to cruise on to Fast Eddys for coffee.

Well it was something different for our last Friday night run.

SPOT QUIZ

- Q What is red, hot and throbbing?
A Zeljko with Marilyn Munroe on his hood!

Targa Tasmania Report as reported in the
Corvette Chronicle July 2001



Targa Tasmania 2001

by Brian Learoyd

The event they describe as the Ultimate Tarmac Rally. Targa Tasmania has been run and won again by 5 times winner Jim Richards in his 911 Turbo Porsche. After six days of competition, covering 2200 kilometres and 54 closed road stages, with 275 cars competing in conditions from dry and fast to down right wet and slippery, Richards emerged to victory with the least amount of penalty points.

The Corvette Queensland sponsored C5 Corvette driven by myself and navigated by Colin Palmer, performed excellent to finish in a very creditable 7th outright position. The Corvette ran faultlessly apart from a cracked front brake rotor which made life for the pit crew, Gavin Thoroughgood, Mike Kerr and Richard Scouler too easy.

We ran in the top 10 for the whole event, apart from the prologue, battling for positions with a variety of cars from Porsches, a Dodge Viper, a Lexus, GTR Nissan, Twin Turbo Supra, and 300ZX Nissan.

The Prologue which is a 5km town stage to determine your starting order was wet and very slippery, putting us 24th fastest, not bad considering the conditions but it did put us back

with some slower cars, which cost us time during the event. The next four days were dry followed by 2 very wet and treacherous days of driving.

Targa 2001 saw 4 Corvettes entered this year.

- The Corvette Queensland C5
- Carroll & Carroll, 1984, Driven by Dennis Carroll, Navigated by Brendon Carroll
- Andrew Melke & David Michel in Andrew's 1970 Big Block Convertible
- Warwick Henderson & David Leoncini from Victoria in a 1968 Big Block coupe

Dennis and Brendan had some mechanical problems with the 1984 but managed to finish though well down in the placings. Warwick and David's 1968 had problems and didn't finish. Congratulations on a good drive to Andrew and David, finishing with no real problems even though finishing down in overall placing, managed to finish 10th in category and 1st in class.

Looking forward to next years Targa Tasmania 2002, but in the meantime the Corvette Queensland C5 will go to New Zealand in October to compete in the Targa New Zealand in which we finished 5th last year.

Just Joking

Max has just taken delivery of his new C5 and is giving it a bootfull down the Kwinana Freeway. Suddenly a set of blue flashing lights appears in the rear vision mirror and Max decides to give this copper a hard time by outrunning him. Max then remembers that he is a responsible Corvette owner so he decides to pull over.

The copper slowly gets off his bike and walks up to the drivers door. "It's been a long day and you're the last person I'll pull over before the end of my shift, so if you can give me an excuse that I haven't heard before, I'll let you off" says the copper.

Max thinks for a second and says, "Two weeks ago, my wife left me for a cop, and I thought you were chasing me to give her back!"



IAN DIFFEN
WORLD OF TYRES
& MUFFLERS

Bryn Allwood M.I.A.M.E.



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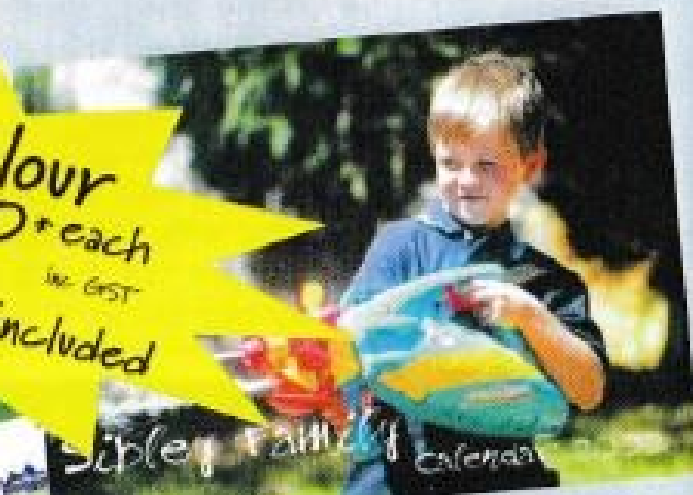
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and Darryl Lockhart will speak to the distributors and report at the next meeting.

CCC Representative. It was queried whether or not a representative was necessary as Sheryl Gibbings had found by reading old club minutes that the position was excluded. Esther Brockwell our current representative felt it was necessary to keep this position going mainly for the first hand information which was available to members attending CCC Meetings and to enable our Club to have a vote.

Advertising: Ron Flood moved that meetings be advertised in the Sunday Times newspaper for a trial period of 6 months. All in favour.

Club Magazine: Ron also brought to our attention the matter of the Corvette Club's Financial Report NOT being included in the magazine mailing to those other than members. It was agreed that the Club's financial statements be sent to Members Only in the future.

Website: Rod Tunnercliffe suggested that the address be included on our letter heads. More discussion to follow at the next meeting. Esther would try to follow up and find someone in the club who would update the website on a regular basis.

Brisbane Convention Report. Terry Martin reported that after the convention in Adelaide next year, 2002, the corvette conventions would be held only every three years. They are getting bigger and the organisation and the costs too much for individual clubs to handle. It was suggested that all clubs subscribe X \$s and the convention be held in a more central position. The only clubs participating would be from the Eastern States and Western Australia would have to hold its own convention. In reply to this Rod Tunnercliffe suggested that we should take advantage of the November 2001 Chev Odyssey and as many members as possible participate. Darryl Lockhart suggested we hold our own Gala Weekend for Corvette

Club Members instead of the convention. More discussion will follow at the next meeting.

Anyone wanting information regarding the Convention in Adelaide should ring Terry Martin so that arrangements and group bookings can be made for next Easter.

Member Participation. Terry Martin has offered mystery prizes to be presented to members to encourage Member participation in events. The meeting thanked Terry on behalf of all members as these prizes will be highly sort after.

Pointscore: Sheryl Gibbings queried why Esther Brockwell, Rod Tunnercliffe and Greg Walker had all decided not to participate in the Pointscore for the coming year. They all felt that after winning prizes in the last pointscore they would not participate. We all agreed at the meeting that it was not necessary for them to withdraw and they should be included. If they should win again, it shows that they have attended more, or submitted more articles in our magazine than other members and they should be entitled to be in the final draw.

Concessional Licence. Gerry introduced Frank Maceri to the meeting. Frank queried the amendment to the Concessional Licence Rules which related to attending 3 events a year.

Regulation No 14 A Member of the Club to whom such concessional licence is issued, shall attend at least three (3) club events with the vehicle each calendar year.

It was discussed at length, CCC meetings could be included in the 3 events and it was felt members holding concessional licence should support their club.

Next Meeting: At the Odin Tavern on the 11th September, 2001 at 7.30 pm

Meeting Closed: At 9.15pm.



FLYING HIGH IN A CORVETTE



John Harlow, former chassis engineer for the Corvette group, has taken his love of Corvettes to the next level—thousands of feet above the ground.

Harlow, who started flying more than 30 years ago, built an airplane powered by a Chevrolet LT1 engine. The 300-hp marine version of the engine that powers the Corvette propels the all-composite Lancair ES plane to a cruising speed of 195 mph.

"I felt I wanted to stay with something that was pretty much right out of the box from General Motors," says Harlow. "I wanted a production engine, one that had been thoroughly tested and proven in service."



removed the oxygen sensor on the engine,

because boats, like airplanes, aren't required to meet exhaust emission standards.

Harlow, who lives in Tucson, Ariz., has flown approximately 350 hours in the plane, including to Wisconsin, Florida and many other

places. He has no plans to sell, saying he enjoys flying it too much.

"I wanted a production engine, one that had been thoroughly tested and proven in service."

You're never too old, to own a Corvette

Many people I talk to about Corvettes will say "I've had four, nine or 20 Corvettes." Well, I am different. I bought my first one, a 1998 Sebring Silver from Herdon Chevrolet in Lexington, S.C., when I was 81. That was two years ago and I continue to enjoy it immensely at age 83. I am no stranger to cars, having acquired by abandonment a 1922 Star open touring car at the age of 12. It had no odometer but I guess it probably had no more than 3,000 miles on it. When I took it over, the one and only set of plates, 1922, were still on it.

Can you image my surprise when I started it the first time on its seven-year old gasoline! I drove the car for seven years and sold it for \$5 in 1936. This was in Texas, where drivers' licenses did not exist until 1936. Owning the car during my high school days made those times indeed pleasurable. Of course, I had to do all the maintenance and repair work—a career in itself.

Alex "Tex" Thomsen Hilton Head, S.C.

P.S. My Corvette plates read: 1KULDAD.

Letters!!! We get Letters...

Hello everybody,

Firstly, my apologies for not being able to attend the AGM and all the events that I keep reading about. I am presently working for the United Nations, based in Nairobi, Kenya, at least until Nov 2002. My 'vette is 'parked' at the Whitemans Park Motor Museum and I haven't even seen it for about a year.

I still look forward to the Club newsletter which my father sends on to me and I am working my way through the 100th newsletter right now. Congratulations by the way. It must be as good or better than any club newsletter anywhere in the world. It must certainly be the envy of all the Perth car clubs.

After reading the reminder, I have filled in my Member Profile form and sent it off with a short note to Sheryl on the back, so I will not repeat any news here.

What I wanted to do however, is make a comment on an AGM item discussed in the President's Report. It regards a need to review those current members who have their cars licensed under concessional license but do not attend club events throughout the year.

Apparently it was resolved that to maintain a 'vette' club concessional license you will be required to attend a minimum of three (3) club events per year. There was also discussion on the mileage issue. I have no problem with vehicle mileage being part of the annual inspection (I thought that it already was), for obvious reasons. It is a traffic code (I assume) rule with legal implications for the club and registrar. However, I totally oppose the resolution on concessional licensing, for two reasons. Firstly, attending club meetings is not a traffic code rule and has no legal implications for the club. Concessional licenses help to attract Corvette owners (and they do require club membership) and to put this sort of restriction on owners who are not necessarily club events orientated might seem a good idea to club members who are, but will do nothing to extend Corvette ownership in WA. Secondly, and more importantly for me, I like attending club events. It is a big part of the fun of owning my car, but if I am in Nairobi for at least 2 years and my car is in the Whiteman Park Motor Museum, then there is no way that I could comply with this resolution.

I hope Tony has a good rest, and that I can continue to drop in for a chat and re-charge the Corvette enthusiasm every now and again when I am back in Perth.

All the best to the club and everyone.

Mike Waite

Ed...If you are working away in the country or even overseas then the matter should not concern you until you return home.

G'day Greg,

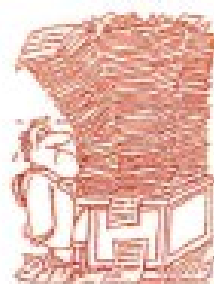
Great to hear from down under, glad to hear everyone liked the shirts. I wore your club shirt and hat at Carlisle so even though you didn't make it, your gear did. I heard there were people from Australia there but did not run into any of them.

We had a real good turn out from our club, at least 30 couples made the trip this year. We left Thursday and got there in time to check in that evening and spent Friday at the show. Saturday the women went to a street festival with all kinds of vendors selling crafts and food etc. The guys all went back to Carlisle. Everyone but Melody and I left for home Sunday morning but we stayed and went back to the show to pick up hats and T shirts and "stuff".

As it turned out, "stuff" wound up to be a '72 4 SPEED CONVERTIBLE!!! for Melody. Now I have a winter PROJECT hope to send you pictures soon. Right now it is spread all over the garage while I install the new leather interior that "SHE" bought three days after we got it home (at least she drove it a couple of times first)

Save the wave,

Don



Heard a rumour?

Email your gossip to Martin at digitalprint@cdcgraphics.com.au

CORVETTE CONFIDENTIAL

- Greg Walker will be expecting Jill to arrange a good deal on bulk laughing gas soon.
- R&T has a new paint job, Rod you can blend in with all the other vettes now and not get noticed....Yeh Right!
- Darryl Lockhart has purchased a genuine Callaway, the only one in WA! What a man, If you don't know the story, it was on, then off, then on again. You'd think it was his wedding night. Boy would I love to have been a fly on the wall in the Lockhart house.
- Ian Gibbings' trip to the states sounded great, but what goodies did he bring back for his car?....Fess up Gibbo!



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1971 Convertible 350 4 speed gold duco original cond. LHD \$POA Ph Geoff 9443 2460 (W)

1984 Corvette Coupe RHD 350 Auto white good cond. \$29,000 Contact Peter on 9525 2623

1972 Blue Coupe LHD Engine rebuilt Reluctant sale \$25,000 Phone Adam 9457 9768

1969 Corvette Convertible LHD 350 300hp, red Asking reasonable offer. Ph Alan on 0418 882 026

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1984 Auto (2000 h/stall), Bronze shadow tone, 71,000 miles, Aust Compl with mirror conversion by Corvette Eng. well known club car with polished wheels and suspension, immaculate, 3 owners from new, one of the best around, maintained in perfect original condition, matching no's including etched panels and glass (chassis no). New Callaway on the way. Must sell \$30,000 Ono Ph Darryl on 0410 417 136

1969 Convertible Fully restored, low miles, 350/T400. Monza Red/Black interior White soft top LHD Call Anthony on 0412 450 624 **1975 Stingray** 350 auto red t-top good condition photo on internet \$23,500 ph Ivan 0411 411 710



1979 LHD 350 Chev turbo 350 auto factory alloy wheels good original clean car ready to lic Gordon Reid ph 9093 3784 Kalgoorlie.

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Licence plate 70VET USA size Ph Laurie 9454 3582

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Mag Wheels 73 Model suit 73-82 Phone Peter Brown 0413 150 334

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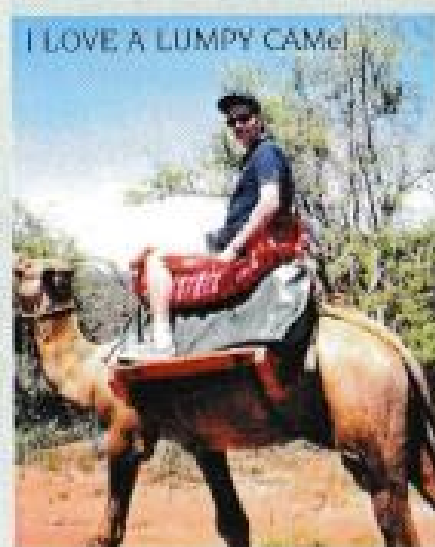
Corvette Starvation

Michael Waites - African Experience

I am presently working for the United Nations Environment Programme (UNEP) on a two year (renewable) contract, based in Nairobi, Kenya. Nairobi is inland about 500 km, from the Kenyan port of Mombasa. It is high (nearly 2000m) and only about 60 km from the Equator. It is very green (anything grows) with lots of trees including Australian trees (mostly Blue Gums, Silky Oak and Sheoak) and the weather is ideal (25 deg C, plus or minus 2 deg) every day of the year.

Traffic is heavy, especially in the city centre, with basically no rules. No one gives way to anyone and it is survival of the bravest. If a line develops, vehicles will start to overtake on the left, in the dirt, or on the right, in the dirt. It is not unusual to see 3 lanes going in one direction (2 on the dirt) and one in the other direction, on a 2 laned road! Multi vehicle accidents are common (2 buses recently went off a bridge killing 98 people!).

I live on the 3rd floor of a modern apartment complex to the west of the city, with its own pool, fully equipped gym and Chinese restaurant. The gym, power, water, cable TV (7 channels) and daily cleaning of the apartment are included in the rent. The apartments do not have bars on the windows, but are surrounded by a high wall with an electric fence on top. It has a gate which is guarded 24 hrs a day by two guards. It costs me about AU\$1500 per month.



The roads are reasonably good for an African country, most roads in the city are paved and arterial roads in the country are paved. However, even the highways have severe pot holes that only seem to be repaired when the

President is going to pass that way. My road to work (about 12 km), for instance, had pot holes every few metres. These have been repaired about 6 months ago (some are reappearing) but were up to a foot deep and 2 metres across. This is especially bad in the wet season. Consequently, a majority of vehicles on the

road are 4X4s. The biggest trap is unmarked speed humps. Every town, school, railway line or intersection seems to have two or three of them. They are not painted on the road and have no warning signs. Some are only small, but some are a metre or so wide and half a metre high (I hit one of the big ones at about 130 kph at night and managed to get a 1 tonne Pajero airborne!).

Most older vehicles are Peugeots, Toyotas or Nissans, but not rusty and no older than about 15 years old. There are more Mercedes per head of population in Kenya than anywhere else in Africa. I have seen a few Minis, a couple of Alfas and a few MGBs. They are generally owned by ex-pats and are in very good condition.

There is even an annual concours. The 4X4s are mostly Mitsubishi Pajeros, Toyota Prado and Landcruisers, with quite a few Suzuki Vitara's and the odd Patrol/Terrano. By far the most common vehicle on Kenyan roads are Matatus (mini buses) which are



usually Nissan Urvans (they seat about 20 in them, plus two hanging out the door). Traffic accidents are common and about 100 people per week are killed or critically injured! The majority of vehicles run on diesel (which is often adulterated with kerosene to save duty). Badly maintained trucks and buses belch black smoke, but it is common to see a new Mercedes diesel doing it too! Petrol is non-leaded and I suspect low octane and about AU\$1.30 per litre. This is not, *Corvette country*. When I was deciding what sort of car to have, my first choice was obviously a Corvette? However, I have settled for my second choice, a Mitsubishi Pajero which I imported from Japan, via the internet. It is a 1997 SWB model with less than 70,000 km. It is a 3500 auto (the only 3500 in Nairobi I think). I actually bought back my power window motors - mine were missing and the unloaders just happened to have ones that fitted?!?)

Cheers, Michael Waites

FUTURE EVENTS CALENDAR

Listed below are dates for Club Meetings and Outings please try to plan all or some of them into your social calendar, we'd like to see as many members as possible at our events.

SEPTEMBER 11TH - GENERAL MEETING

Odin Tavern Balcatta, 7.30pm. Come early for a meal and a chat. Have some input as to how your club is run. CAMS rep to talk about auto-dhana management and safety requirements. All members welcome. Tea, coffee and light snacks provided after.

SEPTEMBER 16TH - COUNTRY RUN TO GINGIN

Meet at Alfreds Kitchen Guildford. Cnr James and Meadow streets (West Swan Road) by 10 am for run thru West Swan, Bullsbrook, Muchea, Gingin. Stopping along the way for lunch and afternoon tea or BYO. If more convenient join in along the way. Ring Rod 0414756552 for whereabouts. Blow out the cobwebs for Margaret River. (route on the day may be varied depending on what participants want to do)

SEPT 28TH TO OCT 1ST - MARGARET RIVER LONG WEEKEND

as previously advertised. For those leaving Friday arvo meet at cnr Stock Road and Leach Hwy for 1.00 pm departure. Not too late for those still humming and herring but you will have to make your own accommodation arrangements. Ring Rod 0414756552 to catch up with the bunch.

OCTOBER 14TH - BOTANIC GOLF TOURNAMENT WITH PONTIAC CLUB.

Botanic Gardens, off Burns Beach Road. See Tony Mitchell defend the prized trophy, have a crack yourself, BYO barbecue lunch ,meet at Warwick Grove Shopping Centre cnr Erindale and Beach Roads by 9.0am for 9.30 departure.

OCTOBER 21TH - AUTOKHANA

Corvettes / Mustangs / Cobras - Caversham. (CAMS license and safety gear required. (Check with Darryl for details if you didn't attend Sept 11th meeting). Spectators encouraged - costs nothing to watch and you'll have a lot of fun too. Sausage sizzle and cool drinks available. Meet Fast Eddy's Morley 10.30am for 11.0am departure to venue. Drivers meeting and safety checks for 12.15 pm start.

NOVEMBER 4TH - WHITEMAN PARK MOTOR MUSEUM RUN

This is the annual Combined Car Clubs fund raiser event that we should all support. Further details TBA. Keep and eye on the papers.

NOVEMBER 9, 10, 11 - 2001 . A CHEVROLET ODYSSEY CAR EXTRAVAGANZA.

Refer ad and article this mag. Everyone encouraged to attend. This is another reason you have a Vette. Also keep watching Cruisin and the papers. (Registration required by 30 September) Rod 0414756552 93645480.

NOVEMBER 20TH - GENERAL MEETING

Odin Tavern Balcatta, 7.30 pm. Your comments and input is appreciated. Guest speakers, if you're not careful you might learn something new!

NOVEMBER 25TH - COUNTRY RUN TO RAVENSWOOD SANCTUARY

Meet Bullcreek Shopping Centre at 10.30 am for run to Mandurah and Ravenswood for lunch at the Redcliffe Barn Restaurant. Ring Rod 0414756552. All sorts of meals and snacks available or BYO.

DECEMBER 9TH - CHRISTMAS AT CHRISTMAS LUNCH

Probably Oasis Restaurant and Function Centre, West Swan Road Henley Brook. Further details TBA.
Contact Rod 93645480 or Jacky.

In addition to these events Speedys Friday Night Cruises will recommence on the 7th of September and will run thru the warmer months on every FIRST and THIRD Friday of the month.

Attendance at any of the above events will score points for membership prizes.

Also for your interest please be aware of other car club events listed separately.



★★

The Ultimate Corvette?

By Michael Waite, with apologies to Road & Track (June '01) and Car & Driver (August '01)

The 2001 Corvette Z06 was announced as the latest and greatest Corvette. About US\$49,000 for 385 bhp at 6000 rpm and 385 lb-ft of torque at 4800 rpm. It goes from 0 to 60 mph in just 4.6 seconds and tops out at 171 mph. It will also pull 1.00g on the skid pad.

As a coupe, it is about 80kg lighter than the hatchback. It looks a bit different, with mesh-covered brake cooling inlets just ahead of the rear wheels, unique 5-spoke alloy wheels that expose red brake calipers, red valve covers, plus Z06 exterior badging and interior emblems. The suspension has been tuned for 'ultimate' handling and includes a thicker (stiffer) front anti-roll bar, beefier shocks and a higher rate transverse leaf rear spring. The engine will rev to 6500 (as opposed to the standard 6000) rpm and is mated to a lower geared M12 6-speed transmission.

However, in less time than it takes to say, 'I want one', Chevrolet is about to release a 'new' Z06. It will be faster, with more installed technology and cost US\$1000 to 2000 more than the current Z06.

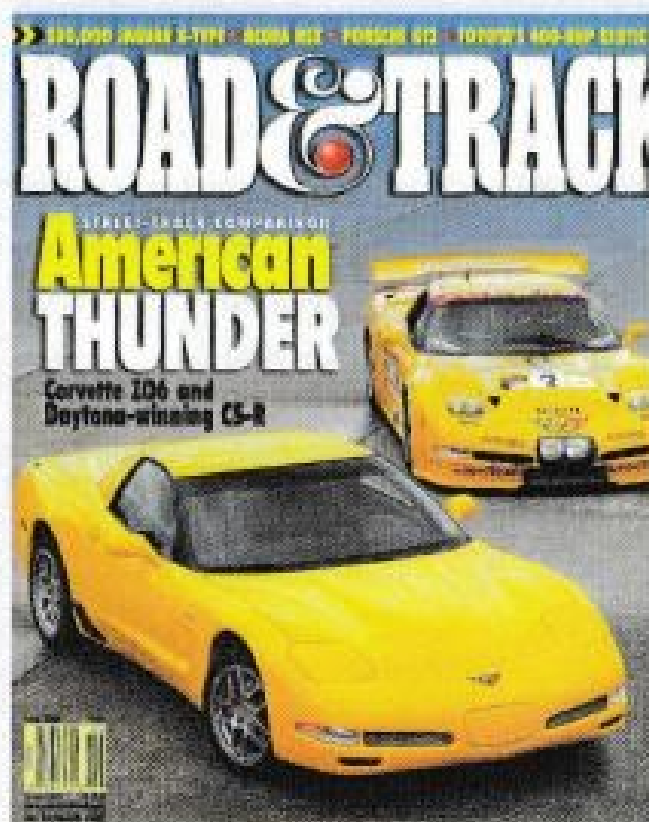
The biggest change to the revised Z06 is the revised LS6 V-8, whose output has risen by 20

bhp to 405 at 6000 rpm and by 15 lb-ft of torque to 400 at 4800 rpm. Almost all the added power is at 3500 rpm or higher, while the red line remains the same at 6500 rpm. Apparently, about half the horsepower comes from a lumpier camshaft, fortified valve springs and lightweight hollow-stem valves, a feature last seen on the ZR-1's LT5-V8. The valve stems are drilled with

walls just 0.8mm thick, topped up with a sodium-potassium mix that helps dissipate heat and then spun at high revolutions to friction weld a cap on. There is also a redesigned filter box and the two small manifold catalysts have been removed and replaced with redesigned underfloor catalysts.

The new Z06 retains the standard titanium mufflers. There is a thicker front anti-roll bar with aluminium links and a 2.1 ft smaller turning circle. It also has new spin-cast alloy wheels, standard head-up display and a CD player. The new Z06 is 12 lbs lighter (at 3100 lbs) than the current Z06.

Just for comparison, let us look at the C5-R Le Mans Corvette. It uses coil-over shocks and has huge 15 inch front and 14 inch rear vented brakes with carbon rotors and pads. Wheels are magnesium and 18 x 12.5 front and 18x13 rear. The engine is bored and stroked to 426 cu in and is limited to 610 bhp (and 570 lb-ft of torque).



	Revised Z06	Revised Z06	C5-R
Displacement	346 ci 5665 cc	346 ci 5665 cc	426 ci 6980 cc
Power (SAE net)	405 bhp @ 6000 rpm	385 bhp @ 6000 rpm	610 bhp @ 6200 rpm
Torque (SAE net)	400 lb-ft @ 4800 rpm	385 lb-ft @ 4800 rpm	570 lb ft @ 5600 rpm
Zero to 60 mph	3.9 sec	4.6 sec	3.5 sec
Standing _ mile	12.4 sec @ 116 mph	13.0 sec @ 110.5 mph	10.3 @ 136 mph
Drive train	6 speed manual	6 speed manual	5 speed manual
Fuel EPA city/hwy	19/28	19/28	3.75 mpg
Price	about US\$51,000	about US\$49,000	about US\$440,000

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