

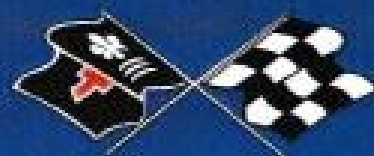
West Coast

Vette

Torque

Newsletter No.93 May/June 2000

by



CORVETTES
WESTERN AUSTRALIA

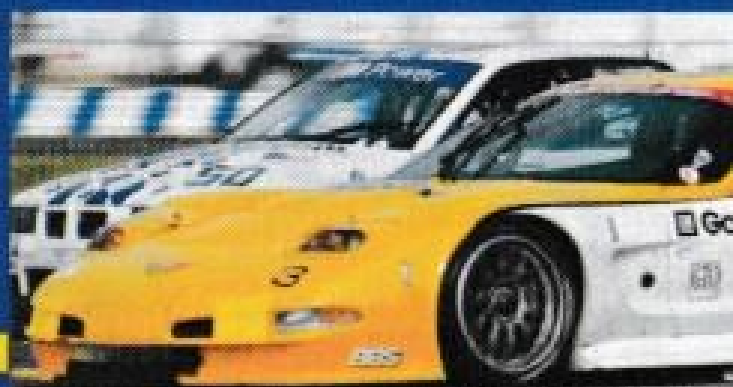


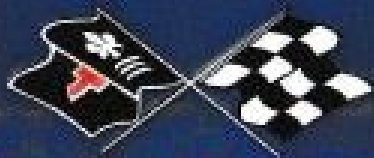
Com'in at ya

Mindarie Gymkana

**Brookton
Shines!**

**GM is Back in the
Driver's Seat**





CORVETTES

WESTERN AUSTRALIA

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**"This girl isn't in the Club",
but who cares!!**

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

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 88, INNALDOO CITY WA 6918

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, 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

Executive Exhaust

by the Editor

Dear Members and Friends,

Hey hey! Feel the weight? Feel the extra bulk? Feel the quality? I'm talking newsletter here – specifically the one you are holding in your claws. As part of our review of the situation we've upped the size of Vette Torque an extra 4 pages, tossed in a professionally printed colour front and center page and kept the price where it was. What the hell! Hang the expense, make it all colour. In publishing terms this is Big News. Usually colour and page increases of this size have a direct relation to you being asked for more moolah at membership renewal time but in this case it ain't so. This rag is priceless of course. What it means is that with extra pages I've now got the space to include stuff you would not necessarily have seen previously.

Greg Walker and his talented staff at CDC Graphics is responsible for the quality of this publication. Thanks for your generosity and assistance Greg.

March 25th was to be the day I enjoy a little country hospitality at the Brookton Old Time Motor Show. That was until someone in the Department of Transport decided I should, along with nineteen other Club Vehicle Examiners, spend the day at an examiner's workshop at their Welshpool facility. The day went well and I am now registered to examine vehicles which are more than 25 years old and eligible for club license.

Whiteman Park played host to 1300 classic cars on Sunday 9th April. Throw in the ideal and unique setting of Whiteman Park, Motor Museum, the village, 100 years of motoring feature display and record public attendance and you have the perfect car show - Well Almost! A three car display from our club was a pathetic effect. Yours truly was the idiot waiting outside the entrance gate at 6:30 am to hand out passes. Zeljko & Jacky Sunjick, Lyn Lees & Esther Brockwell put in the effort to display their cars and keep yours truly company during the day. I would like to

remind all club members that Whiteman Park Classic Car Show is the major fund raiser for the Combined Car Clubs Association who are responsible and maintain the very generous licensing rules we all enjoy in this State. We have an obligation to attend this car show. My other beef is that along with our 3 cars there were a couple of Vettes in other club displays. Corvettes look impressive in numbers, not in with a bunch of old American or Australian cars. Lets all unite guys. Maybe next year?

Corvettes of WA is saddened at the loss of two of our friends. Long time member of our club, Steve Wake will be remembered by our older club members. To Steve's children our sincere condolences. Gerry Dutton-Smith has written a tribute to Steve later in this newsletter. Also our condolences to Laurie Whittome on the passing of Nadia. We will miss these people. Our thoughts are with the families in this time of sadness.

Included with this newsletter is an invitation to present your Corvette in an historic document. This superbly presented hardcover publication features a chronology of Australia's finest Corvettes in full colour. This initiative of the Queensland Corvette Club Inc. would be well worth considering.

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Thanking you for your support, we look forward to a long and enjoyable association. Enquiries regarding advertising to be directed to the Editor.

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The Sound of Silence-

The Closing of the Flint Engine Plant

On the morning of September 28, 1999, between the hours of 8:30 and 10:30, the last Flint V8 engine, a 350-cubic inch block destined for usage in a truck, made its way down the line to the ever increasing sound of silence as each station that added a component to this last engine shut down for the final time. Line workers who had been employed at the Flint V8 engine plant for decades wept and hugged their fellow workers knowing that they would no longer be working side by side and that an important chapter of GM history had ended.

This story began in December 1951 when, because of the Korean conflict, construction started on what would be a new plant that would build parts for an airplane engine that Chevrolet was assembling for the Air Force. When the conflict ended in Korea, GM decided to use the facility to build the new V8 engine that was to be used in Chevrolets. The plant covered one million square feet, and as the years progressed and additional buildings were added to the existing structure, the floor space had doubled to two million square feet! It had become the largest engine plant under one roof. Work was completed in 1953 and the first V8, a 265-cubic-inch engine, was built July 9, 1954. During that forty-five year time frame over 45 million engines were produced; 45,688,363 to be exact. Included in this figure were varied configurations of

engines encompassing the T4 Chevette engine, which during the oil embargo outpaced the production of the V8 engine.

The 350-cubic-inch engine was the most prolific seller. In the 1960's through the early '70's there were 169 different versions of this engine alone. Adding to the overall figure was partial machining of blocks and heads for NASCAR racing engines. Service engines and partial engines totaled over 2.4 million units. Flint V8 also supplied engines for the Excalibur and Avanti sports cars, motorhomes and postal vehicles. In addition to automobile engines the Flint

plant also built marine, truck, Hyster fork truck, irrigation and generator engines.

Flint V8 produced a large number of the parts needed for engine production under its

own roof. Blocks, cylinder heads, connecting rods, exhaust manifolds, inlet manifolds, water pumps, ring gears, automatic and manual flywheels, camshafts, crankshafts, and pistons were all machined at the Flint plant. For a time the plant may have housed one of the largest tool & die shops in the world. Change began around 1982 when parts that had always been produced in Flint were farmed out to other plants. First the exhaust manifold production was discontinued, then the inlet manifold work was taken away. Ten years later on February 24, 1992, plant employees

During that forty-five year time frame over 45 million engines were produced; 45,688,363 to be exact.

gathered around closed-circuit televisions and listened to Richard Donnelly, a Group Vice-President of the Engine Division at GM, announce the closing of the Flint V8 engine plant. The plant closing, he told them, would take place in 1995. That closing would be postponed three or four times before it finally occurred in 1999.

The building that supplied every small block V8 engine to the Corvette since 1955 to 1996 was closing!

The last two engines built at Flint V8 were shipped on Thursday, September 30, 1999, and will reside in places far different than their intended uses. One will be housed in the lobby of the new L6 plant and the other will be on exhibit at the Sloan museum.

The last day that any person would be working at the plant finalizing last minute details would occur December 22, 1999. The "final shutdown" day when power and water would be shut off to the plant happened December 23, 1999. Marine and older service engines will now be built in Toluca, Mexico. St. Catharines,

Canada will produce the 305 and 350 Generation I E truck engines.

The Flint V 8 engine plant employed thousands of workers and around 1978 there were approximately 6,500 workers. By 1999 those figures had dwindled to about 1,500. The new plant will only need 600 to 650 hourly workers and, along with management, the entire work force will total approximately 800 personnel! The L6 plant, as it will be called, will produce an in-line 6-cylinder engine that will have an aluminum block and heads with steel sleeves capable of producing 280hp! A limited number of pilot line engines will be built in the new plant in July 2000. Actual production will begin in January 2001 and should become fully operational by January 2003.

The Flint V8 Engine Plant is silent now and, by the time you read this, demolition will have started and another piece of GM and Corvette history will be gone - but the small block residing in your Corvette is testimony that a part of Flint V8 lives on. ■



December 1951 the start of construction at what would become Chevrolet Flint V-8 Engine Plant

STAR CARS FOR SALE *in the* USA

A 1967 Classic Corvette is for sale which belongs to **Ricky Van Shelton** who is a well known country singer/songwriter selling more than 10 million albums in his career. He's won Country Music Association's Horizon Award (1988) and its Male Vocalist of the Year (1989). He's also a perennial favourite at the fan-voted TNN/Music City News Country Awards, from which he's taken home thirteen awards, including two for Entertainer of the Year. Ricky's children's books, *Tales From A Duck Named Quacker*, have sold more than 200,000 copies - and Shelton and his wife Bettye published the books themselves. Ricky Van Shelton and his Corvette were featured in "Country America" magazine in a 4 colour spread. Of course, the title and registrations are in Ricky's name as he has owned this car since 1994.

Another Star Car for sale, a 1967 Corvette Convertible which was featured in the recent hit movie "**Conair**" with Nicholas Cage, John Cusack, and John Malkovich. *ConAir* is the story of a prison flight hijacked by it's passengers and one man's desire just to be home with his family.

The car and it's double perform as many stunts in *CONAIR* as it's human counterparts. Also, Disney's name still appears on the paperwork.

Yet another famous Corvette for sale, this one had a guest shot as Elvis Presley's Corvette in Universal Studio's release of "**October Sky**" in early 1999. The film is based on NASA's Homer Hickman's memoir "Rocket Boys". Set against the back drop of the late 50's in Coalwood, West Virginia, Homer and his friends build a rocket against all odds. "*October Sky*" took the 1999 Humanities Award beating out the likes of "Saving Private Ryan" and "A Civil Action." Check out this car's short but pivotal role on video or DVD.

ROCK STAR CAR: **Metallica's Kirk Hammet** recently purchased a very nice Onyx Black 1957 Corvette. This car is a mid 1980's body off restoration with Red interior. Kirk had his '57 delivered to California where he plays bass for the Metallica, one of rock's hardest working and most successful bands of the nineties.



CORVETTE TRIVIA QUIZ

Here are just a few questions to improve your Corvette knowledge!

- Q1. What voltage electrical system is to be found in the 1955 model Vette?
- Q2. What was the first year that white sidewall tyres could be ordered as an option?
- Q3. The very last Corvette to be built in 1973 had a serial number ending with 34,464. This isn't the number that were actually built! How many were produced?
- Q4. Is it likely to have a 1977 Corvette with factory optioned glass roof panels?
- Q5. In 1986 a new vehicle anti-theft system was introduced which required a special ignition key with an embedded pellet. Lock cylinder contacts measured the pellets electrical resistance before allowing start. How many variants of the pellet were there?
- Q6. In which year was the National Corvette Museum opened?

Totally Stumped? You'll find the answers on page 7

Spotlight on a Member



Members Name: Esther Brockwell

Phone: Hm 9274 6598

Born (Place, Month & Star Sign):
Subiaco, March, Aries

Job Description/Occupation: Part
time dance teacher

Name of Spouse or Partner: None. If
you think your eligible, send name &
telephone number of bank manager!

Number of Children: None (including cat—one)

Pets: 2 cats, 2 horses

What I do when I'm not breathing Corvettes: (hobbies & interests) Dancing /
going to Perth Wildcats games / playing on "the net".

My Corvette/s: (details) Silver 1987 Convertible (automatic)

My Dream Vette & Why? 1930ish convertible—just love the shape and dual
headlights

Greatest Cruisin' Experience: Whenever the US fleet is in town

Music you'd hear in my car stereo: Elvis and occasionally PMFM and 96FM

Who rides in my passenger seat: Yeah right!! How can you pose with someone in
the other seat!!

Corvette pet peeve: "Oh, you own a Corvette - you must be really rich" and the
price of new tyres!!

My favorite **Book?** Last Train to Memphis & Careless Love (both on Elvis)

Music? Elvis and top 40

Movie?

Food? Mum's roast dinner

Movie Star? Elvis (dead) Too many to list (alive)

Restaurant/café? Anywhere with great service and good prices

Length of M/Ship in Corvettes of W.A.: Not quite a year

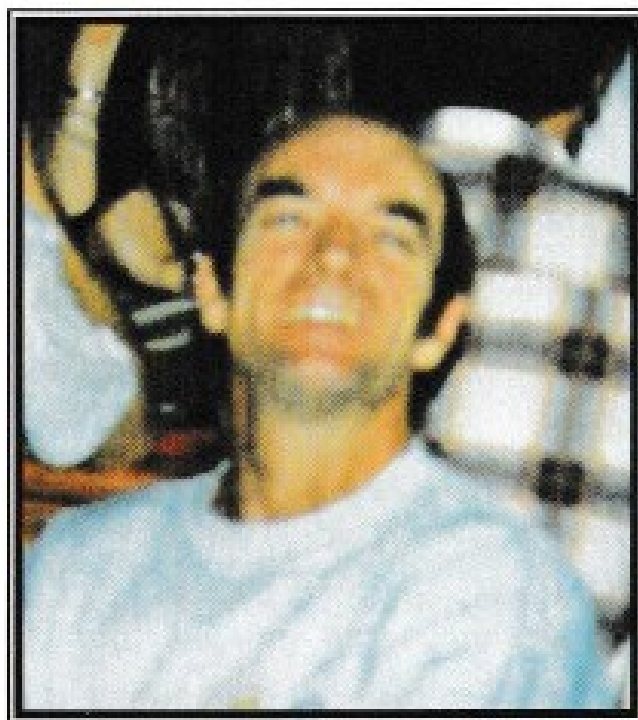
Reason For Buying a Vette: 21st birthday present

I enjoy my Vette most when? It's not raining (it leaks)

Farewell to a friend: Steve Plant - Wake

Steve's gone! I still can't believe it. Just ten short years ago Steve joined our staff as a meat boner. There are times in our lives when we meet someone new and, immediately, we take a liking to that individual. Such was the case with Steve. We soon discovered we had a common interest, a passion to own a Corvette. Steve was so envious when my '77 arrived. It wasn't long after that he bought a red 1975 coupe. Great times were had together talking and comparing our Vettes all week then going on club outings on weekends. Our passion and relationship grew. His vibrant personality and his determination and winning ways and positive hard working attitude to life were, and still are, motivation for Gloria and myself and for all those he touched. Steve loved his two children, he would always have one or both of them when he came on club runs.

Late December 1999 Steve disappeared. Eleven weeks later Police were to find him in remote bush land near York. He had taken his own life, for what reason is his own secret. If anyone can



explain to me why this sort of thing happens, please share it with me because I am confused. We will miss you Steve. Farewell to a great friend and Corvette enthusiast. R.I.P
Gerry Dutton-Smith.



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GST and all that

Despite all the hype going on that GST is good for you, it's only good for you if you buy before the 30th June. No matter what the authorities say or do, imported Corvette parts and labour charges will go up by 10%. We are not scaremongering or trying to con anyone. If you leave it until after 30th June you will pay 10% extra. The ACCC has been pounding the table about retailers making extra profits and the draconian penalties they will apply. In our segment of the market, importing costs will determine prices, not any rules from them. The impact of tax reform on our own costs will obviously be dependent on the cost savings that are passed on by our own suppliers.

At Corvette Engineering we are GST ready as far as the mechanics of collecting from you and sending it to Canberra, but we are racking our brains trying to think of ways to reduce the costs to you, the customer. We are talking to our suppliers in the USA but they have their own problems and we are pretty stretched because of the exchange rate. It is highly unlikely that we can reduce our prices by 10% but we will sure do what we can. So the message is, do your shopping early! Once the 1st July arrives we have to charge you GST.

That's the law.

The floating dollar is down to the Gunwales.

The Australian dollar is wallowing! Who cares. We all do. Almost all our parts are imported and a low dollar means a higher price on the shelf. Much of our current stock was bought at 65c to the US dollar. At time of going to press the dollar was under 60c. That's an 8% increase. Add that to GST and we are in the stratosphere. Message. Buy at current prices before 30th June. From Corvette Engineering.

What's all the fuss about GM FOOD?

In the past few years, the letters G and M have taken on a whole new role in the world. The G now stands for genetically and the M for modified. Sometimes they are also teamed with O for organism. Things are moving so fast that it's hard for anyone who doesn't work in genetics to keep up. So what's it all about? Why do some people think GM is cause for global celebration while others are worried that it's an impending disaster? Where should the rest of us find our place in between?

STOLEN ★ STOLEN ★ STOLEN

All Club members are requested to keep an eye out for these vehicles. If anyone should offer them to you, or their motors, gearboxes or parts, please phone the Club or the Police immediately.

- 1970 Corvette 454 Auto Coupe. White with black interior, Qld, Rego No. 600HP.
- 1984 Corvette 350 TPI Auto Coupe. WA Rego Burgandy paint. \$1000 REWARD.

ANSWERS TO TRIVIA QUESTIONS:

- A1.** In 1955 electrical systems were changed to 12 volt, except for the six cylinder models which continued to use the six volt system common to the 1953-54.
- A2.** 1962.
- A3.** In the 1973 model year, 4000 serial numbers were never built. Production totalled 30,464, and the unused VIN numbers were 24,001 through 28,000.
- A4.** No. Early 1977 options listings contained CCI glass roof panels, but these were never available during 1977 due to a marketing exclusivity dispute between Chevrolet and the panel vendor.
- A5.** Fifteen in all.
- A6.** 1994, on September the 2nd in Bowling Green, Kentucky

GM is back in the Drivers Seat

When GM and Corvette announced their intentions to get back into racing in 1999, I like many other Corvette enthusiasts, was very excited! After a class win at the 1999 Rolex 24 Hour Daytona race I thought it would be hard to top the initial excitement in 2000.

Soon after the 99 race season, rumours of better things to come for Corvette started to surface. As the 2000 Rolex Race drew near, rumour turned into reality as Corvette announced a 7 liter LS-1 engine that could truly compete with the "VIPER". Early testing at Daytona by the Corvette teams confirmed that we had a winning combination.

Saturday February 5th and RACE DAY. The cars warmed up on the track, lead by that beautiful

Millennium Yellow C5 Pace Car. Promptly at 1:00 PM, the race started! Many of the early favourites had trouble and were in the pits soon after starting. The C5 / Viper battle continued throughout the race with both teams battling to make it to the front. Transmission problems forced the #4 Corvette out of the race and an empty fuel tank on the #3 Corvette gave everyone a scare as valuable time was eaten up "coasting" into the pits.

Sunday morning the Viper was running first in class and first OVERALL. Corvette was close behind, second in class and second OVERALL! !!! All those foreign sports cars were chasing two great American cars for the lead! ! Time was running out and the C5 pit crew was using every trick in the book to cut the lead. The decision was made to leave

Ron Fellows in the drivers seat for the remainder of the race. This proved to be a good call as cut down on pit stop times and left a great driver in the seat for the finish.

With less than two hours remaining, the Corvette was only 44 seconds behind the lead Viper and the good news was that Ron Fellows was gaining about 2-4 seconds per lap. Corvette fans were timing laps and calculating how many it would take before the #3 Corvette would overtake the VIPER.

A crash late in the race brought out the caution flag and the pace car. Ron

Fellows pitted and got gas and tires. The Viper team did not pit and elected to hold on to the lead through the yellow. The pace

car dropped out and they were racing again. The lead had been cut to 35 seconds. It all came down to the last lap with the #3 Corvette gaining 4 more seconds on the Viper, but not enough to take the win.

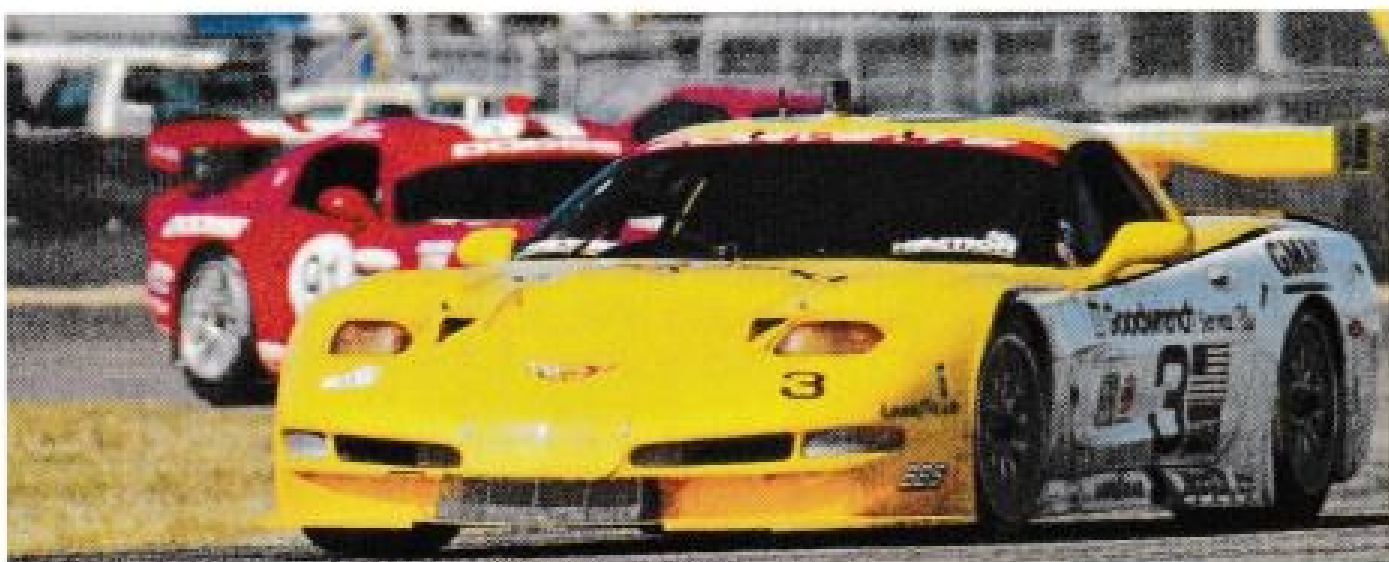
WHAT A FINISH! ! The Corvette team finished second in class and second overall. Additionally, they set a record for the closest finish ever at the Rolex 24 hour race - after 24 hours of racing, the difference between 1st and 2nd place was only 31 seconds!

What a proud day for the Corvette Racing team, GM, and the Corvette fans who were watching all over the world.
LeMans here we come!!!!





Gary Cowans with the #3 car at the 70th Geneva Motor Show. There were 3, C5 Vettes.



Shining EXAMPLE

Brookton comes alive to the rumble of "the Vettes."

BROOKTON OLD TIME MOTOR SHOW 25th March by "RJT"

8:45am , Tomeo's Garage - Karagullen . The Sun was shining , the birds were singing and the V8s were rumbling down the Brookton Highway to the Brookton oval and showgrounds. It was the first time that I have been to this show and I was impressed at the large number of city cars, all makes, models, shapes and sizes making the effort. This was going to be a good day!

On arrival everyone busied themselves wiping the grasshoppers from their windshields and exchanged tips on detailing products and techniques . Darryl applied his "you beaut froth and bubble" tyre dressing while my window cleaner took my new "Corvette" decal straight off!

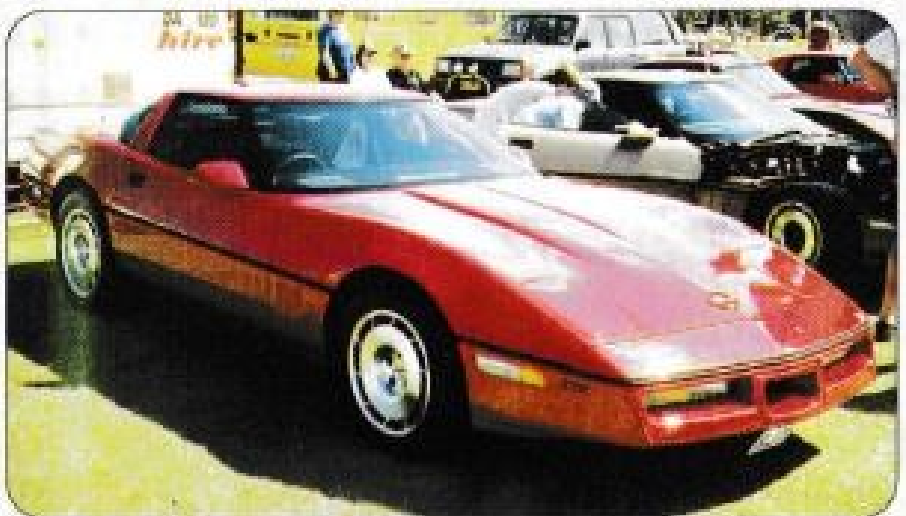
The show was humming, other displays included vintage trucks , tractors and stationary engines, medieval jousting, yabbi racing, sheep shearing and heaps of stalls where you could buy everything from old car parts to trout and ostrich burgers.

(Ostrich burgers aren't bad) .

The local cricket club had the mandatory dunking machine in operation where for a buck I was able to give a couple of the local lads a swimming lesson much to their surprise.

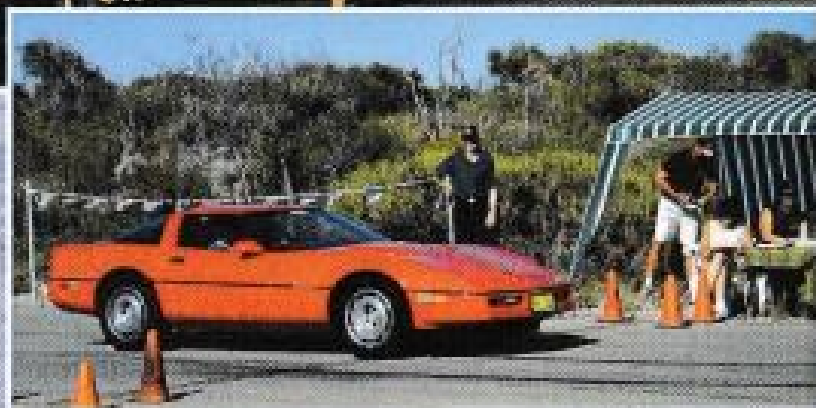
On return to the camp President Jerry was doing a good job spreading the Corvette word over the PA and I think I heard Ian being interviewed about the size of his donk!

By now that froth and bubble stuff had dried and without fear of a doubt Darryl would win the prize for best presented Corvette by a country mile and from the amount of talking he was doing could have sold the beloved C4 many times over!



About 3:00pm suffering a mild case of sunburn and having done my dough at the yabbi races we broke up and returned to the big smoke via York. Yes it was a good day and I recommend it to all next time it comes around.





MINDARIE MARINA GYMKANA

1st APRIL 2000

The challenge was once again extended to the Mustang Owners Club of WA to join the Corvetters at the first Autokana event for 2000 at a new venue, The Mindarie Keys Marina boatramp parking facility.

On arrival at the location it became obvious that some people do not read signs because

contrary to our request we were faced with numerous car and boat trailer combo's spread out over the

parking area. With skilful placement of the witch's hats a very interesting and challenging course was set.

At 3 o'clock the event got under way and with 23 registered drivers they set out to beat the clock. The layout of the track proved to be tight and challenging for drivers and their cars. To keep speed down a stop check point was included and monitored closely and those who didn't stop were penalised 5 seconds. Any overrun on corners which knocked over witch's hats incurred a 1 second penalty. Competitors competed against the clock over a total of 6 runs each (3 runs clockwise and 3 runs anticlockwise with a slightly modified layout) with the best two runs in each direction being counted in determining the winners.

Out of 13 Corvettes that entered, the master of the day was none other than "Mr Smooth" - Darryl (Dazza) Lockhart. Once again proving that you don't need serious horsepower to win. A combination of smooth forward motion and smooth driving skill will get you to the Finish line

first. In saying that, you also must remember to stop at the line and not knock over the witch's hats. Of course your foot doesn't commute with the brain as the adrenaline pumps faster than 780 Holley with the secondaries wide open. It's a rush and great fun. Aside from everyone leaving a bit of rubber behind, the event was without any major incident and basically ran like clockwork.

A huge thanks go out to the individuals who gave up their afternoon to monitor the stop watches, two way radios and record the times.

The successful Corvetters at the podium were:

1st Darryl Lockhart 1984 Corvette

2nd Ron Flood 1969 Corvette

3rd Gerry Dutton-Smith 1977 Corvette

Once again the Corvette reigned as the supreme machine which was somewhat discouraging for the Mustang guys. A great time was had by all who attended and those who stayed on, an excellent buffet dinner was available at the Resort Hotel. Some members took advantage of the special rates offered and stayed overnight.

The local channel 31 crew from Just Cruising were at the event and filmed for most of the afternoon. Ron Flood has a copy should any member wish to borrow which shows just how much fun you can have in a car that doesn't have a back seat.

This will be a regular event so keep your eyes open for it's next spot on the fun calendar.

Once again the Corvette reigned as the supreme machine which was somewhat discouraging for the Mustang guys

Letters, we get letters...

Dear Tony,

Alby Kalajich,
Att: Mr Tony Katavatis.

Due to a number of circumstances I regrettably advise that I am resigning from Corvettes of Western Australia.

Apart from living in Melbourne I have sold my car and am feeling quite sad, and it's not from living in Melbourne.

My 70 Vet was sold to a young enthusiast who is also a member of the Corvette Club in Victoria, he is thrilled with the car and I'm sure it will have a good stable.

The purchaser was a member of the club for some time and had been testing the market for about 10 years before committing, like they say there's a bum for every seat.

After the first inspection he requested another look with some friends. Three guys from his club gave the car the third degree and about 3 hours later advised him that it was a good buy and all numbers matched.

You may not have heard the last from us as we are currently considering a move back to the states to live for a few years and you wouldn't have to be smart to guess what is a high priority on the shopping list.

I think this time it will be either a 69 (car that is) or 86 but whatever it will have air conditioning.

I would like to take this opportunity to thank you and the members of Corvettes Western Australia for your advise and friendship and hope one day we can once again be part of your club and enjoyable company and go for many more spins.

Best regards,

Jennie and Alby Kalazich.



Kim Byrnes

Tel./Fax.: (02) 9679 9286

Mobile: 0412 261 210

29 Caratel Crescent
Marayong NSW 2148

Provided by Enthusiasts for Enthusiasts

Breakfast at Burswood

Isn't it amazing the number of people who will get up early on a cold Sunday morning when the thought of a scrumptious breakfast that you don't have to prepare is on offer! Once again we had a large and enthusiastic turn-out of people to the 'Breakfast at Burswood' morning. Good company, plenty of Corvette chat and an amazing array of food tempted even those non-breakfast people into eating more than they normally would. Mind you, I did see some interesting 'tit-bits' in the Asian section, I wasn't quite sure what to do with them, so they were better off left there.

Parking was quite busy as there was a Business expo on at the Dome, but some managed to find parking at the front door. Corvettes certainly do catch everyone's eye!

We hope you all enjoyed yourselves, but I'm sure everyone felt that they didn't need to eat for the rest of the day!

Many thanks to *Sheryl Gibbings* for her organization and to everyone who attended.



Ladies & Gentlemen 2,4,6,8 start now or you'll be late!



Esther contemplates while Sheryl can't wait.



Floody, the Kat & Rod Tunnercliffe enjoying muesli, yoghurt & fruit for breaky. That's Rod on the right without his disguise as sees in the last newsletter.



Tom & Liz enjoying the early Sunday breaky while Lyn ponders the next course.

New Club Members

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

Peter & Sue Turner :	1985 350 Auto Coupe
Johnno & Kaye Cook :	Not yet! Still looking
Allen & Wendy Myles :	1976 White 350 5 speed
Brian & Valerie Morton :	1974 White 350 Auto Rag
Tony & Nicole Love :	1966 428 Auto T/Bird Convertible
Cain O'Sullivan & Sheree Elias :	1982 Auto Blue Coupe
Mick & Jeni Delich :	1981 Dark Purple 350 Auto Coupe
Graeme Turner :	1970 454 Luguna Grey 4 Speed Coupe



Did You Know? The cooling efficiency of any radiator is greatly determined by the width and design of the tubes carrying the coolant. The greater the area where the tubes come in contact with the cooling fins, the greater the cooling capacity a radiator has. To increase the contact area and therefore cooling efficiency, radiator tubes are designed to be wider and flatter. The width of tubes in a brass radiator is limited by weight and strength factors. Aluminium, on the other hand, allows stronger, wider, lighter weight tubes resulting in increased cooling efficiencies as much as 50%. In addition, the welded aluminium construction has proven to be stronger than lead-soldered copper brass radiators. In short, aluminium radiators dissipate heat far better, are considerably stronger, and lighter weight than brass radiators.

FUTURE EVENTS CALENDAR

Listed below are dates for Club Meetings and Outings please note them on your Calendars or**Stick this page on your 'fridge!!** 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.

1st & 3rd FRIDAY NIGHT each MONTH 2000 : NIGHT CRUISE

*Their back due to popular demand!! (Come to think of it they never ended!!) Friday Night is Corvette Cruise Night. Weather permitting of course. *We will meet at Speedy's Roadside Kitchen Car-park, Stirling Highway, (next to Mosman Park Railway Station). Departure Time 8:30pm The Route will be decided on the night. Enquiry's to Greg Walker 9275 1305 or Rod Tunnercliffe 9364 5480*

SUNDAY 18th JUNE 2000 : LES WOODRUFF BUICK MUSEUM RUN

For those who have not had the opportunity to see this excellent collection (approx. 40 cars) and some collectable memorabilia this is one not to miss. For the ladies who may not want to venture along make the effort because the gardens surrounding this venue are something to behold. Family and friends are also invited, the more the merrier, because that's how Les likes it. After the tour and look around we can cruise up the road to a local eatery for lunch, it's your choice. Meet at Narrogin Inn, Armadale at 10:00 am departing 10:15 sharp. Les Woodruff's Buick Museum is located on Albany Highway, Bedfordale. Cost is \$5.00 per person, with all proceeds to a children's charity. For more information call Ron 9448 3358.

SATURDAY 15th JULY 2000 : MARGARET RIVER ROAD TOUR PAYMENT

Hey Dudes! It's time to send that deposit in for our annual southern migration. Send cheque to "Corvettes of Western Australia" for Margaret River Road Tour in October – Must be paid in full by this date for discount rates= 2 nights \$220 No bookings taken after 1st August. Ring Sheryl on 9299 6438 for more information.

TUESDAY 29th AUGUST 2000 : GENERAL MEETING

To be held at the Odin Tavern, Erindale Rd Balcatta. 7:30pm Come along and have a meal and drink before the meeting. Ring Sheryl 9299 6438 for more information.

WEEKEND 13th—15th OCTOBER 2000 : MARGARET RIVER ROAD TOUR

Time to blow the cobwebs out of the Vette on a picturesque run south to enjoy the winter delights of the Margaret River area in the state's South-West. Stay at Margaret River Resort, which is central to wineries, woodcraft and art and craft galleries, the motel offers fantastic 2 room spa suites \$130 per night or pay early and receive discount rate. (\$110.00 per night). SAVE! SAVE! SAVE! 15 rooms only. Once again give our hard working, ever reliable secretary/social organizer a call if you have any questions.



Under the Hood



with Tony Katavatis

Spongy Brake

We solve most 1965-'82 Corvette brake problems by replacing the corroded portions of the assemblies with stainless steel components.

However, "spongy brake" or "loss of pedal" often called "air sucking", but it is really air pumping and is an equally-serious brake problem.

In order to understand the basics of this problem, it is first necessary to understand how the Corvette rear axle/disc sub-assembly is initially fabricated. When the car is first delivered the rear rotors and axle shafts are riveted together. The key is the thin section of the rotor flange, a high percentage of which do not run true (perpendicular) to any particular axle centre line.

Because of this basic problem, new rotors and axle shafts are turned as matched riveted assemblies at the factory prior to installation in the car in order to produce perfect rotor face squareness to the axle centre lines.

Unfortunately, some unsuspecting owners or mechanics often machine or interchange rotors. This is a no-no and the primary cause of the air pumping problem. When the reworked disc is reinstalled on the axle flange, sometimes on the opposite axle, a "wobble plate" will be created as the rotor turns. This wobble is correctly designated as "rotor run out".

Because the caliper pistons are spring-loaded for constant contact of the brake shoes to the rotors, the pistons will move in and out describing a sine-wave which is known to the knowledgeable as "piston knock-back". Furthermore, because the seals used on these pistons are cup-type, they

cause the pistons to become very efficient air pumps. This occurs as follows: as the piston moves toward the rotor a small vacuum is developed under the piston or the hydraulic side. Since there is then a differential pressure between atmospheric air and the hydraulic area (the outer seal dust boot is not a hermetic seal) air enters the hydraulic chamber past the relaxed lower seal. As the piston reverses its travel, the lower seal expands preventing the air from escaping and pushes it into the fluid (like check valves in a pump). The more run-out in the rotor the longer the travel (stroke) of the piston and the greater the air volume pumped. In fact rotors with run-out in the neighbourhood of 0.030 inches will cause the pedal to go to the floor before one can drive across town. Interestingly this air pumping problem is non-existent in single piston disc brakes and early four piston designs not utilizing return springs. This is of course because these brakes are not constant-contact types, albeit not as responsible as Corvette brakes. A pulsating pedal during brake application is the only adverse effect in these designs if the rotor has excessive run-out.

For this reason it is not advisable to remove the springs to solve the problem. A second consequence of spring removal can also cause piston-in-the bore cocking with possible jamming and total brake failure.

Having defined the problem we then derived the following rules: When redoing Corvette rear brakes avoid turning rotors. Do not count on a new rotor to solve the problem. For total overhauls when the axle shafts are also out of the car, we strongly recommend that rotors to be used be turned on a lathe with the axle shaft as a bolted assembly and kept together as a matched set thereafter.

If air pumping is suspected, check rear disc run-out and bearing end-play using a dial indicator for most accurate results. Total allowable end-play plus run-out should not exceed .009 inch on rear wheels. Excessive end-play can only be corrected by readjustment of rear wheel bearing which also requires that the axle shaft be first removed. In addition the offending wheel can also be identified by the continued recurrence of air bubbles during bleeding of the caliper located at the out-of-spec. wheel.

For front wheels repacking and adjusting wheel bearings is all that is required. After adjustment maximum allowable bearing end-play plus run-out should not exceed .010 inch.



1975 Corvette Coupe 350 auto red black trim very original RHD \$28,500 call Bob 9405 4800

1982 Corvette Collector Coupe Full history, very original low miles conversion by Corvette Engineering 350 Auto, Ph George 9309 3930

1964 Corvette Convertible rego VET64 327 4 speed LHD green restored \$52K ono Ph George 9309 3930

1977 Corvette Coupe good condition, body kit, dark blue Ph Lloyd 9459 8062

1985 Corvette Coupe 350 auto glass roof runs well needs tidy up, black/graphite int can lic LHD \$17,000 Ph. Tony 9446 6243

1987 Grey Coupe Corvette Engineering conversion 350 auto excellent condition Ph Domenic 9377 2023

1969 Corvette Coupe 350 4 speed light blue ducol with black trim original cond. LHD \$30,000 obo Ph Armando 9309 3892

1970 Corvette Convertible 427 4speed totally rebuilt RHD yellow paint must see over \$50K spent on restoration Soffers Ph George 9309 3930

1988 Corvette Coupe best in WA charcoal metallic Reluctant sale Ph Thomas 9349 6441

1974 350 4 speed Corvette RHD lic red Ph Ray Moxham 9274 4747

1970 454 390HP 4 speed Corvette Coupe Fully restored to original condition and serviced by Corvette Engineering. Turquoise & black interior Lic LHD. Under \$10,000 for this price I'll throw in a new steam electric fry pan. Call now and please send money. Lyn 9453 1034

1978 Corvette silver coupe 350 auto-oyster interior rebuilt transmission new tyres Ph Tony 9250 1227

1968 Corvette Convertible 327 4 speed blue with black int. fully restored by Corvette Engineering Best in Aus! Ph Tom or Vicki 08 9934 1714

Heavy Duty Stabiliser Bars front & rear suit 63-82 Vette Ph Tony 9445 7737

Fibreglass moulds to make '81 style bumpers also mould to make turbo hood Ph Tony 9445 7737

Factory Wheels 1985-1987 8.5x16 Polished. \$Offers Greg 9275 1305

Wheel Adaptor Kit \$400 to fit 16" 84-87 wheels to 1968-82 Ph John 9378 2906

1997 LTI Corvette Engine 6 speed, done 50 miles, complete with computer, AC & alternator offers accepted \$10,500 Ph George 9309 3930

1978 Pace Car 350 Auto 31,000 original miles Collectors dream all documentation \$POA call Joel 9310 8814

1971 Corvette 454 Coupe. RHD. Owned by me since 1987. LS5, 4 SPD, AIR, PW, PS, PB, T/T, Nos. Match \$35k - \$40k Ph Alan 0407 779 489.

1979 Corvette Coupe. LHD. Nice car. New red paint, New interior, New rubbers, Light wiring done. Asking \$20,000 Call Alan 0407 779 489.

1974 Corvette Convertible. LHD. Rare original car. 350ci, New Interior, Auto, AIR, PW, PS, PB, T/T, 86,000 miles. Still has OE '74 exhaust system fitted (rare) and some documentation. Mint original top. Mechanically excellent. Needs new paint, light wiring done, a great car. Asking \$28,500 Contact Alan on 0407 779 489.

1973 Corvette Coupe. LHD. Good "all there Big Block". LS5 454, Auto, AIR, PW, PS, PB, T/T, Nos. Match. Hard to get these now, still has all pollution equipment fitted and original exhaust manifolds. Needs cosmetic restoration but mechanically is very strong. Asking \$28,500 Contact Alan on 0407 779 489

1969 Corvette Convertible. LHD. Body on restoration. 350ci 300hp, AIR, PW, PS, PB, Nos. Match. 84,000 miles. A very nice car with new Monza red paint, new white top, plus lots of new trim parts. Asking reasonable offer. Contact Alan on 0407 779 489

1970 Convertible dark blue new paint tan trim OLD conversion AC PS T/T new soft top 350 auto new condition \$42,000 Ph Bob 9300 1172

GM side pipes genuine complete set with factory side covers & mounting hardware suit small block NEW I paid \$3,750 10 years ago. Looking for at least this amount to sell Call Gavin 9454 5756

Intake manifold Big block used genuine GM in excellent original condition Part #3963569 \$250 Call Gavin 9454 5756

Corvette rear wing suit 84 Vette onwards \$150 Ph Gavin 9454 5756

Ground effects body kit complete with rear wing suit 84 to 93 talk to Stuart 9378 2820 (H)

Vette Scene

This year, 8th to 14th May, Targa Tasmania 2000 will see a record number of starters, and amongst those will be three Corvettes from Australia. 320 vehicles from 1916 to 2000 models will participate in what is a very unique event in the world motor sport calendar. The three Vettes represent three eras although all hail from Queensland. Brian Learoyd will drive a pewter 2000 Corvette Hardtop, running the stock engine and 6 speed trans-axle. Dennis Carrol will be in his silver 1984 coupe, while Andrew Meikle is making his first attempt at Targa Tasmania in a Daytona Yellow 1970 Corvette Convertible, running a big block 502 mated with a 4 speed M22 gearbox.

I am sure I speak for all Corvette Lovers when I wish all involved good luck and safe racing! While on route to Tasmania, Andrew Meikle participated in the Sydney Convention and guess who got to have a ride in this awesome machine? Our very own Colin Morris! Colin and Maureen Morris were the only representatives from the west at this years Sydney Convention. Although without their cars they had a good time. Colin's report on the Convention will be in the next newsletter. Next year's convention will be held in Brisbane. I would suggest all our members consider attending.

Melinda Mackay is a local artist who specialises in painting portraits of cars. If anyone is interested in having an oil painting of their car or would like to enquire about it, call Melinda on 9339 4289. As we all know the price varies with size. Average cost is about \$300.00 including frame.

If you happen to be in Melbourne this October, 27th—29th, keep in mind the Corvette Challenge 2000 hosted by Corvettes of Melbourne Car Club. Held on the Winton Raceway, Benalla, this is a must do Corvette event.

Gary Cowans who is now working in Switzerland reports that besides going to the Geneva Motor Show, he has been to a Deep Purple Rock concert at Interlakin, Turkey for Easter and went to Gallipoli on Anzac Day. Good to hear from you Gary.

How about a mid engine C6 Corvette? Reports are saying we'll have one in 2003!

Lyn Lees beautiful 1978 LS5 has found a new home in Graeme Turner's garage. Although Graeme lives in Narrogin, I'm sure we'll see him on a few of our outings.

Problems with Lead Replacement Petrol (LRP) are being addressed and a better mix should soon be available in WA. That's the word from BP senior fuel engineers. The biggest problem with LRP is the way it sooted spark plugs. That in turn, made the engine hard to start. Other problems include stalling, pinging and poor performance. A short-term solution could be to use "hotter" spark plugs, but I strongly recommend you don't use it at all. BP has just released a 98 octane unleaded fuel, called BP Ultimate. It is a 'clean' fuel with only 1% benzene and less than 50 ppm of sulphur. You can convert it to a LRP by adding one of the many octane boosters with upper cylinder lubricants now available. Good results have been reported from Nitrous Formula(NF) Octane Boost while Ron Flood is an agent for an inline fuel combustion catalyst unit that's worth considering. Ultimate is available from BP Karrinyup but other outlets will have it soon. Unleaded Corvettes will also perform better with a higher octane fuel. You'll feel the difference. Another option for leaded cars is to have your engine modified to operate on unleaded fuel.

You will probably be aware of the recent death of Robert Shannon, the founder of Shannons Vintage and Classic Vehicle Insurance. The sale of Shannons to Royal & Sun Alliance Insurance has now been finalised. Policyholders can feel comfortable in the knowledge that existing cover will continue through Royal & Sun Alliance Insurance.

The GH Day is on again on 26th November 2000. We've missed this event the last few years but if your interested in displaying your car and helping this year give Sheryl a call.

That's it for now. I look forward to seeing you all on Sunday 18th.... drive it and keep waving.

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