

West Coast

Vette

Force

Newsletter No.95 Sept/October 2000



CORVETTES
WESTERN AUSTRALIA

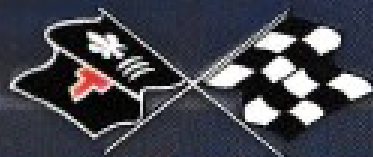


The Extreme Corvette



We test drive a C5

Targa Tasmania



CORVETTES

WESTERN AUSTRALIA

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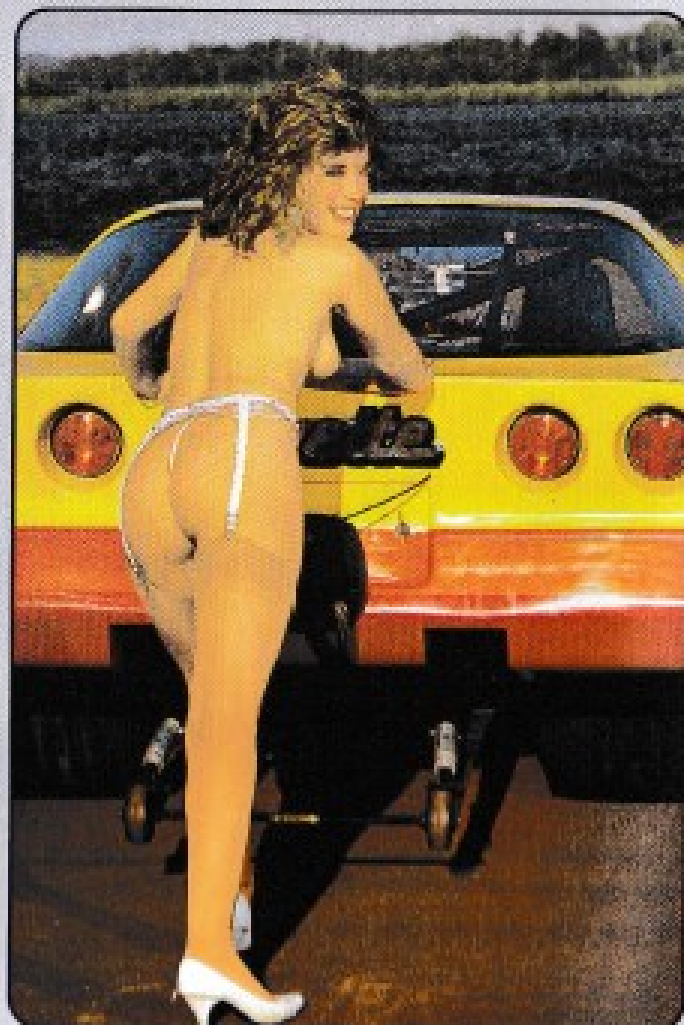
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***"I'd rather push my Vette,
than drive a Mustang"***

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, INNALOO 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,

Welcome to Vette Torque. Another great newsletter awaits you! Perhaps the biggest part of the Corvette story for 2001 is the introduction of the new **Corvette Z06**, a production vehicle that's ready for the racetrack. We've got all the details for you along with the spotlight on our President, minutes of the last meeting, fibreglass facts and much more. **Enjoy.**

Newsflash!! Big news this month. I have now driven a C5. That's right, yours truly has driven a 2000 C5 silver coupe. Yeah right, I hear you say. Really. This car is owned by Thomas Volitzky and it's great! Full details and photos on page 13.

You'll be receiving this newsletter just in time for the Olympics. Get it! Had enough of female swimmers with pegs on their noses and their crutches thrusting up out of the water? The Corvette Club to the rescue to save your sanity, here's something for you to read while your waiting for *Friends* and *Buffy the Vampire* slayer to return to your TV sets. Thoughtful buggars aren't we!!

Who do we blame for expensive international oil? Blame those mysterious Middle Eastern types who are responsible for all the discontent at the pump. Oh, yes, shocking to think the dark forces of the OPEC cartel would conspire against the battling Aussie taxpayer – what a despicable act. Must be right, though. Those foreigners are all the same, aren't they? Besides, can't trust anyone who wears a tea towel on his head and sleeps in a tent. Far better to trust a politician??

Thanks to everyone who has already returned their **questionnaire** from the last newsletter. If you're one of those who hasn't, please get the crayons out and fill in that blue piece of paper so we can get our records up to date.

Our fabulous **club jackets** and caps are still available, so if you haven't already done so grab one before the chilly winter weather grabs you.

Club personalized name badges have been printed and supplied by the generosity of Greg Walker and handed out at past club meetings. If you haven't received yours, they are available at *Corvette Engineering*.

A couple of cops operating a speed trap in Scotland nearly became victims of high-tech weaponry when they pointed radars at the wrong blokes. According to the Brits Mag "Autocar" the rozzers took aim on a **Range Rover** belting over a hill only to get a speed reading of **598km/h**, just before their radar gun went haywire and stopped working.

At that instant two RAF Tornado fighters on exercise popped up behind the Rangie, explaining it's somewhat optimistic top speed, but the police chaps perhaps didn't realise how- lucky they were. Seems the Tornado's weapons control systems picked up the blast of ground-based radar, determined it as a threat within nano-seconds and immediately jammed it. Better still, the fighters locked the guidance systems of their air-to-ground missiles onto the hapless members of the constabulary, who under combat conditions would have been turned into a large, smoking hole in the ground seconds after the missiles were automatically launched. Fortunately, because the RAF lads were only training, the auto-destruct system wasn't switched on, so the rozzers lived to write another ticket. But it's enough to make us wonder if our friendly arms dealers couldn't set up a similar system for motorists as well as pilots.

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GENERAL MEETING MINUTES

CORVETTES OF WESTERN AUSTRALIA

Held on Tuesday 29th August 2000 at the Odin Tavern, Balcatta.



OPENING: The meeting opened at 7:45 p.m.

PRESENT: Peter Brown, Peter O' Leary, Larry Eastman, Patrick Hehir, Ian Gibbings, Terry Martin, Ron Flood, Greg Walker, Brian Morton, Peter Turner, Esther Brockwell, Rod Tunnercliffe, Tony Mitchell, Tony Katavatis, Gerry Dutton-Smith, Daryl Lockhart, Phillip Didio and Sheryl Gibbings.

Guest: Clive Aranha

APOLOGIES: Erica Katavatis.

MINUTES FROM PREVIOUS MEETING: It was moved by Ron Flood, seconded by Tony Katavatis, that the minutes from the previous AGM held on Tuesday 23rd May 2000, were a true and accurate record.

BUSINESS ARISING FROM PREVIOUS MINUTES:

CLUB NUMBER PLATES: A questionnaire was passed around at the meeting to get an indication from members on whether this matter should be pursued. We would need at least 30 members interested in purchasing a set of plates. From the 18 members present only 5 were in favour.

LEFT-HAND DRIVE STICKERS: Will be abolished but no-one knew exactly when.

A.B.N. FOR TAXATION & BUSINESS PURPOSES: Further investigation revealed that it would not be necessary for the club to obtain an ABN.

ANNUAL SOCIAL EVENTS: It was agreed that the Pinelli Wine BBQ be added to our calendar and be held annually in memory of the late Mrs. Jan Cowans. Jan contributed in many ways to the club over the years.

POINT SCORE: It was decided that the point score system be re-introduced to encourage Member participation in social events, contributions to the newsletter and attendance at meetings. The winner will be decided at the next AGM, they will receive a prize and be named "Club Person of the Year." Member participation will be recorded by the person organizing an event and forwarded to the Secretary for recording and then passed on to the Editor for publication.

COLLIE POWER HOUSE: Rod Tunnercliffe passed around photos and gave a report on the event he had attended with the Porsche Club at this venue. Everyone felt it would be beneficial to going ahead with this event as they have now closed the Mindarie Keys car park to auto events. Rod explained that participants must have a CAMS License Level 2, (Cost \$40 per year) it was

suggested that the Corvette Club register with CAMS to cover the participants in all future events. It would be necessary to have at least 20 entrants to help cover costs with the possibility of another car club being involved. (several have shown interest.) Ron Flood suggested "The Famous Car Club" for insurance as this also covered the participant in auto events. Further investigation will be necessary.

GYMKANA EVENTS: Daryl Lockhart will look into organizing another of these events (possibly around the 18th or 19th of November. As Mindarie Keys is no longer available another venue will have to be found, if any member knows of a suitable car park, Please let Darryl know.

GO KARTING: Rod Tunnercliffe had checked into this and felt that it was too expensive to hire the complex. To go as individuals and pay \$20 for 10 mins seemed a better option. He suggested that those interested could include karting on a Friday night cruise.

BLUE LIGHT DRAGS: Will commence again in September, every fortnight on a Thursday night. Those interested in being part of a club display at this venue or even participating in drag racing should contact Darryl Lockhart.

DISPLAY CABINET AT WHITEMAN PARK: Most members attending the meeting were in favour of the Club purchasing a cabinet to display Corvette Memorabilia. Esther Brockwell will find out exactly how much a cabinet will cost and when one will be available. Nearly all members were keen to help set up the display, maintain it and supply items of interest to be put on display.

TREASURERS REPORT: Tony Katavatis reported our bank balance on 7th August is \$10,614.91. It was moved by Darryl Lockhart and seconded by Peter O'Leary that the Treasurer's Report be accepted.

CORRESPONDENCE IN/OUT: Usual assortment of trade letters.

GENERAL BUSINESS:

FUEL: Gerry Dutton-Smith reported on Ultimate '98. It works great in his corvette.

WEBSITE: Members commented that our website at the moment is a little difficult to find (its through a US host site). It was suggested that the club look into registering our club name and have our own address to simplify matters.

continued on page 13 ►►

'HEARTBEAT OF AMERICA' HEADING TO AUSTRALIA

Australia is the likely destination now that Chevrolet for the first time in 50 years is building its sporting icon - the Corvette - in right hand drive.

The new model is not due for introduction until late in 2003 in the US, which means it won't arrive here until 2004. Meanwhile, Holden Special Vehicles is pressing ahead with plans to market the current model locally. The present Corvette, like all models before it, is built only in left hand drive, so HSV will convert the cars.

The Melbourne company will take delivery of a Corvette before the end of the year for an engineering evaluation. This will determine how the conversion job will be done and what components will either be made in-house or subcontracted to specialist engineers. If it then decides to go ahead with the conversion program, it would be in very small volumes until the new car arrives in 2004. HSV will be doing extensive costings on adding the car to the HSV family, with

a price tag in the \$100,000 plus range.

If the Corvette gets the go ahead for Australia, it will renew its US rivalry with the thumping Ford Mustang Cobra, which has already been approved for local owners after right-hand-drive conversion work with Tickford.

The 2003 Corvette is still embryonic as Detroit considers design options.

According to Autocar magazine in the UK, the model will be significantly lighter and more compact than the present car with trimmed front and rear

overhangs. The front engine, rear drive layout will continue.

The 2003 Corvette heralds General Motors' plans to broaden its international appeal. The right hand drive Corvette will be particularly aimed at the UK, Japan and Australian markets.

Call us cynical but we have grave doubts about the veracity of this news snippet. However, we'll let you and time be the judge.



CORVETTE TRIVIA QUIZ

- Q1. Why was the convertible phased out in 1975?
- Q2. What was the last year of the chrome front bumper?
- Q3. The square shaped exhaust pipes were first introduced in what year?
- Q4. What year were speedometers toplined to 85 mph, due to (US) federal regulations?
- Q5. 1969 saw the official change over from Sting Ray to what?
- Q6. In 1969, a rare exotic Corvette ZL-1 coupe was offered. How many were sold?

Totally Stumped??? You'll find the answers on page 16

Did you know??

A seat back adjustment shim kit was factory delivered in all Corvettes from 68-75 and were dealer installed if requested. They were used to angle the seat back to a more upright position for driver comfort without interfering with the operation of the seat back safety latch.

CLUB PERSON OF THE YEAR

POINTS SCORING SYSTEM FOR MOST ENTHUSIASTIC MEMBER

THIS YEARS WINNERS WILL RECEIVE A CASH PRIZE. THE COMPETITION IS ALREADY UNDERWAY, SO GET ACTIVE TO GET POINTS. THERE'S ALSO 2nd & 3rd PRIZES AS WELL

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).

Remember: All members who score points will be in the draw for a second major prize. Drawn at AGM, May 2001. Points will be awarded at Club Events.

Points will be awarded for :

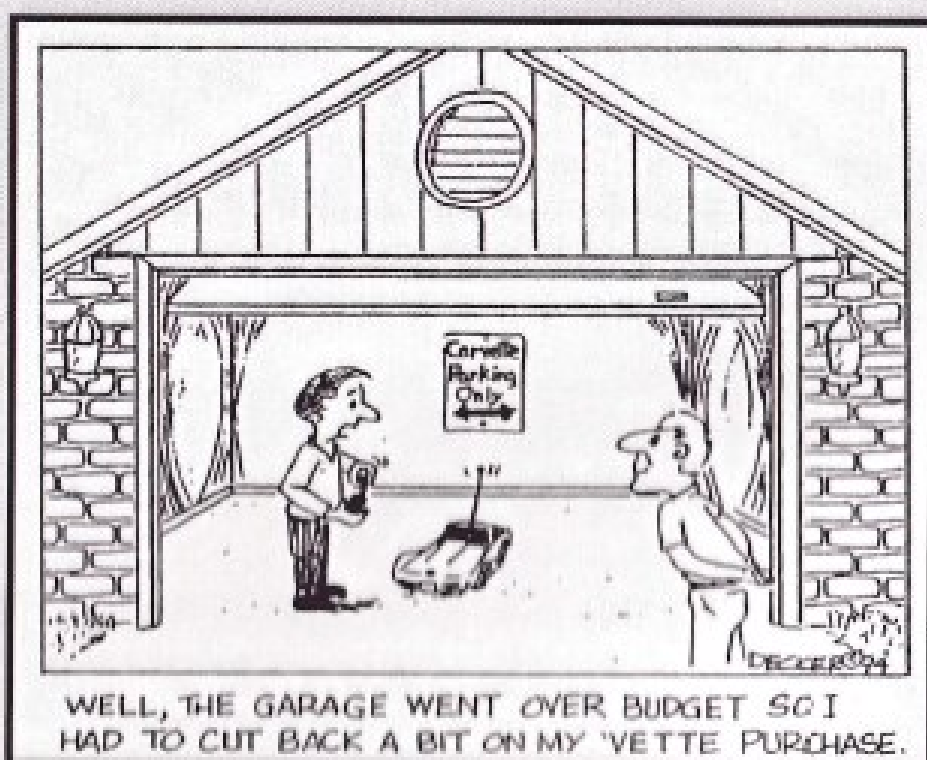
Attending a meeting with or without your Corvette	2 pts
Attending an event.	3 pts
Attending an event with your Corvette	5 pts
Submitting an article for our Newsletter	5 pts

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 2001.

PROGRESSIVE POINTS SCORE TO DATE (Aug 2000)

BROCKWELL, Esther	2
BROWN, Peter & Barbara	2
DIDIO, Phillip	2
DUTTON-SMITH, Gerry	2
EASTMAN, Larry & Helen	2
FLOOD, Ron & Dawn	2
GIBBINGS, Ian & Sheryl	2
HEHIR, Patrick & Marie	2
KATAVATIS, Tony & Erica	2
LOCKHART, Darryl & Margaret	2
MARTIN, Terry & Ann	2
MITCHELL, Tony & Rose	2
MORTON, Brian & Valerie	2
O'LEARY, Peter	2
TUNNERCLIFFE, Rod & Lorraine	2
TURNER, Peter & Sue	2
WALKER, Greg & Jill	2



Christmas in July

30th July 2000

Christmas in July?

You can't be serious? Christmas in July is serious - serious fun that is. It is not a religious holiday, it is not presents for the relations or rug rats, it is an excuse for Corvette owners to enjoy Sunday lunch at Mahogany Inn, Mundaring. Regrettably this event missed the events calendar in the last newsletter so after a quick ring around of members on the active members list by Sheryl, 40 of Santa's helpers plus kids enjoyed a delicious Christmas lunch in true Chrissy



spirit at the delightful Mahogany Inn. On a clear sharp winters morning amid the congestion of road works around the Causeway, about six cars set off at 11:30 am en route to Mahogany Inn via the Centerpoint carpark in Midland. The convoy proceeded without incident through to Midland

where they were joined by other cars for a quick trip up Greenmount Hill to Mahogany Inn. A truly great outing with thanks to Sheryl Gibbings and Rod Tunnercliffe for their organizing and congratulations to Marie for winning the Xmas hamper raffle. It's also encouraging to have members come along from as far as York and Rockingham.



SHANNON'S

"BAY TO WHITEMAN RUN" 2000

Sunday 22 October 2000

The 2000 run will be from Crawley Bay to Whiteman Park via Southern and Eastern suburbs - approximately 70kms.

Participants can assemble from 8:30am at the No.4 Car Park (Entry 1) of the University of Western Australia in Hackett Drive, Nedlands, departing 10:00am. (Matilda Bay Tearooms will be open for breakfast if you desire).

This is a fundraiser for the Motor Museum of W.A. at Whiteman Park.

Entry fee of \$10.00 per vehicle (no entry form required), payable at Crawley includes vehicle entry into Whiteman Park, Entry into the Motor Museum for 2 people, Entry into Rail Museum, Prizes for most interesting car, Participation Certificate.

The usual Whiteman Park attractions, including the Cafe, Craft Village, Bennet Brook Railway, Trams and Tracmach Museum will be available.

**For information please contact
Esther Brockwell on 9274 6598.**



QUEENSLAND CORVETTE CLUB INC.
PRESENTS



**13th National
Corvette Convention**

**Easter
April 13-16, 2001**

*For more details and entry forms
Call Nev Solomon
(07) 3351 2181*

NOTICE BOARD

The regulation requiring "Caution Left Hand Drive" signs and annual inspection of fully-licensed LHD vehicles were discontinued early this year, however the official date for the abolition of these regulations now appears to be December 2000. We shall keep you advised.

Proposed changes to the regulations relating to the personal importation of Motor Vehicles, increasing vehicle ownership and use time from 3 months to 12 months. A petition objecting to this proposal can be signed at Corvette Engineering.

Open cars are required October 6th and November 3rd to carry Australian Olympic athletes through Perth. If you can help call Esther Brockwell.

Modified vehicles are not permitted to be licensed under the club concessional arrangements and all eligible vehicles must therefore conform to original manufacturers specifications in all fundamental respects. Major unit assemblies must be original equipment. Alterations to minor components and systems may be performed at the discretion of the club examiner.



This is not the recommended method to lift up the back of a pick-up truck.....ouch!!!

Submitted by Phillip Didio

Spotlight on a Member



Members Name: Gerry Dutton-Smith

Phone: 0409 117 283

Born (Place, Month & Star Sign):

France, July, Cancer

Job Description/Occupation:

Pool & Garden Maintenance

Name of Spouse or Partner:

I'm available

Number of Children: Two

Pets: None

What I do when I'm not breathing Corvettes: Fishing, long walks, having a coffee with Patrick

My Corvette/s: 1977 Coupe 350 Red

My Dream Vette & Why? Ian Gibbings car because Sheryl said when Ian gets three strikes he's out, the cars mine

Greatest Cruisin' Experience: Always Margaret River Tour

Music you'd hear in my car stereo: Bee Gees, Elvis, Beatles, 94.5FM

Who rides in my passenger seat: Who ever wants a ride

Corvette pet peeve: None

My favorite

Book? None

Music? Elvis, Bee Gees

Movie? None

Food? Pasta

Movie Star? Goldie Hawn

Restaurant/café? Anywhere



Length of M/Ship in Corvettes of W.A.: 7 years

Reason For Buying a Vette: Mid-life crisis, I turned 40!

I enjoy my Vette most when? When I am with my friends in the Corvette club on outings

2001: New and Improved OR The Same Old C5?

* 2001 Corvette Specs Courtesy of Corvette Division, GM

The Chevrolet Corvette has been America's favorite sports car for 47 years, with more than one million sales and counting. During that time the Corvette has continually evolved and improved, always with an eye toward delivering a maximum amount of driving pleasure to those valuing high performance.

For 2001, Corvette takes high performances and refinement to another level. "Corvette for 2001 offers more in several dimensions ... more performance, more agility and more refinements, said Dave Hill, Corvette chief engineer. "Corvette owners will be surprised and delighted at the result. We've expanded the envelope in every direction, especially with the new Z06."

NEW FOR 2001

For 2001, Corvette coupe and convertible models get a healthy injection of power, especially at lower speeds where it is most noticeable. The standard LS 1 now 350 hp up from 345. They also get more agility, with the enhanced Second Generation Active Handling system - a system that is now standard on all Corvettes.

In the area of refinement, Corvette buyers will appreciate better noise isolation, better idle quality and many other changes made to improve the overall ownership experience - and 2001 Corvettes even offer reduced maintenance costs and better fuel economy.

The recommended oil change interval has been extended for all Corvette models - from 10,000 miles to 15,000 miles or 1-year.



whichever comes first. This means less dirty oil to be recycled, fewer dirty oil filters going into landfills and less maintenance expense.

Engineering development of the Z06 package resulted in several improvements for coupe and convertible models as well. LSI engines get the same new intake and exhaust manifolds

and a new convertible top provides better sealing, better sound isolation and a smoother appearance. The result is an interior environment on the convertible that most buyers would expect to find only in a luxury car.

Several other enhancements such as chrome-flashed tips to improve exhaust outlet



as the LS6, and a stronger clutch that requires less pedal effort will now be used in all manual transmission-equipped Corvettes. All Corvettes get a stronger, larger diameter aluminium driveshaft.

One of the things that most delights owners of the current C5 (5th generation) Corvette is that Corvette engineers have built so much refinement into the car in addition to its world-class performance and handling. For 2001, the Corvette Team has added further refinement in many areas. The alternator has a new clutch pulley that allows a reduction of engine idle speed on automatic equipped Corvettes. This seemingly-small quality upgrade makes the car smoother and quieter in city driving, reduces or eliminates "idle creep" at stoplights and helps enable the improved fuel economy ratings already mentioned.

Interior sound isolation has been improved on all Corvettes new seals in strategic areas,

appearance, a slimmer remote function key fob and the new availability of electrochromic driver's-side and inside rear view mirrors for greater visibility demonstrate the Corvette Team's attention to detail.

Two new paint colors are available for 2001 - Speedway White replaces the former Arctic White, and Quicksilver replaces Sebring Silver. Another enhancement, now standard on all 2001 Corvettes, is a new Absorbent Glass Mat (AGM) battery, which is lighter and more durable just to round off this exciting new C5

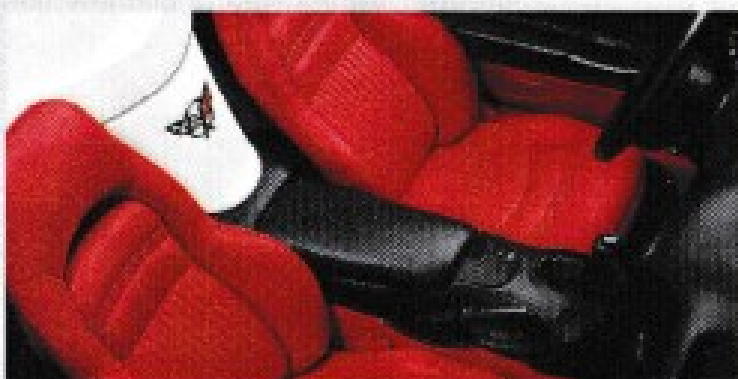
TORQUE CURVE

-300 lb-ft is delivered at 1,000 rpm - 400 rpm earlier than before

-320 lb-ft is delivered at 1,400 rpm - 800 rpm earlier than before

-340 lb-ft is delivered at 2,500 rpm - an amazing 1,400 rpm earlier than before

-Maximum torque of 360 lb-ft for automatics, 375 lb-ft for manuals, arrives at 4,400 rpm.





The Extreme Corvette

Perhaps the biggest part of the Corvette story for 2001 is the introduction of the new Corvette Z06, a production vehicle that's ready for the racetrack. Based on the former hardtop model already the lightest, stiffest and quickest Corvette - it is a car aimed directly at diehard performance enthusiasts at the upper end of the high-performance market. It is very simply the quickest, best handling production Corvette ever, setting new standards in every part of the high-performance spectrum.

The Z06 designation was chosen to honor the efforts of Zora Arkus-Duntov, Corvette's first chief engineer, who in 1963 created the original Z06 package. Zora's special package was intended to make the then-new Sting Ray race-ready right out of the showroom, and today's Z06 has been developed with the same concept in mind.

The new Z06 takes the term "performance" and raises it to a whole new level. At the heart of the Z06 is a new engine, the LS6, which delivers 385-hp and 385 lb-ft of torque. The LS6 is the only engine available for the Z06, and is not offered on other Corvette models.

The LS6 designation is another expression of appreciation for the accomplishments of earlier Corvette engineers. In 1971 Zora Duntov's team created a special 425-bhp (gross) big-block V8 for the Corvette - again with racing in mind. It was second only to the legendary full-blown L88 racing engine that was available from 1967 to 1969. Despite the fact that only 188 Corvettes were sold with the LS6 engine, it occupies a special niche in Corvette legend.

The new LS6 is based on the 5.7L LS 1, the standard engine in Corvette coupes and convertibles. Its aluminum block has been modified

for better management of crankcase pressures and speedier return of oil from the upper part of the engine during high speed operation. The engine also has a more aggressive camshaft profile to take full advantage of the additional air that Corvette's new intake manifold provides.

New high-compression cylinder heads (10.5:1 vs. 10.1:1 on the LS 1) have improved porting to get this larger volume of air smoothly into the combustion chambers. The new heads are equipped with stronger valve springs to handle higher rpms, and larger fuel injectors to provide a healthier shot of fuel.

Exhaust gas backpressure is relieved by Z06's unique less restrictive titanium exhaust system - the first-ever use of this exotic metal in a mass-production automobile. The new titanium system is 50-percent lighter than the stainless steel

system it replaces.

The LS-6 engine delivers 385 hp @ 6000 rpm and 385 lb-ft @ 4800 rpm.

Unique to the Z06 is a new 6-speed

transmission (M12) with more aggressive gearing to increase torque multiplication in almost every gear and allow for more rapid acceleration. Z06 achieves 0-60 mph in 4 seconds flat, and quarter mile in 12.6 seconds.

The Z06 features a suspension system all its own - FE4. It is standard on the Z06, not

Z06 achieves 0-60 mph in 4 seconds flat, and quarter mile in 12.6 seconds.



available on other Corvette models and includes unique shock calibrations. It features a larger front stabilizer bar, stiffer rear leaf spring and revised camber settings all calibrated with a bias toward maximum control during high speed operation. Special Z06-specific forged-aluminum wheels are an inch wider front and rear than those used on coupes and convertible. New wider and stickler Goodyear Eagle SC Supercar tires were created for the Z06. They feature



reduced mass, an asymmetric tread design for better grip on wet or dry surfaces, a more compliant sidewall and better wear characteristics for on-track durability.

The Z06's FE4 suspension and its new wheels and tires allow Z06 to take full advantage of the additional power available. During development testing Corvette engineers were able to generate racetrack speeds that improved Z06 performance by an average of 3-4 seconds per lap over last year's hardtop model on typical 2-mile closed-circuit road courses.

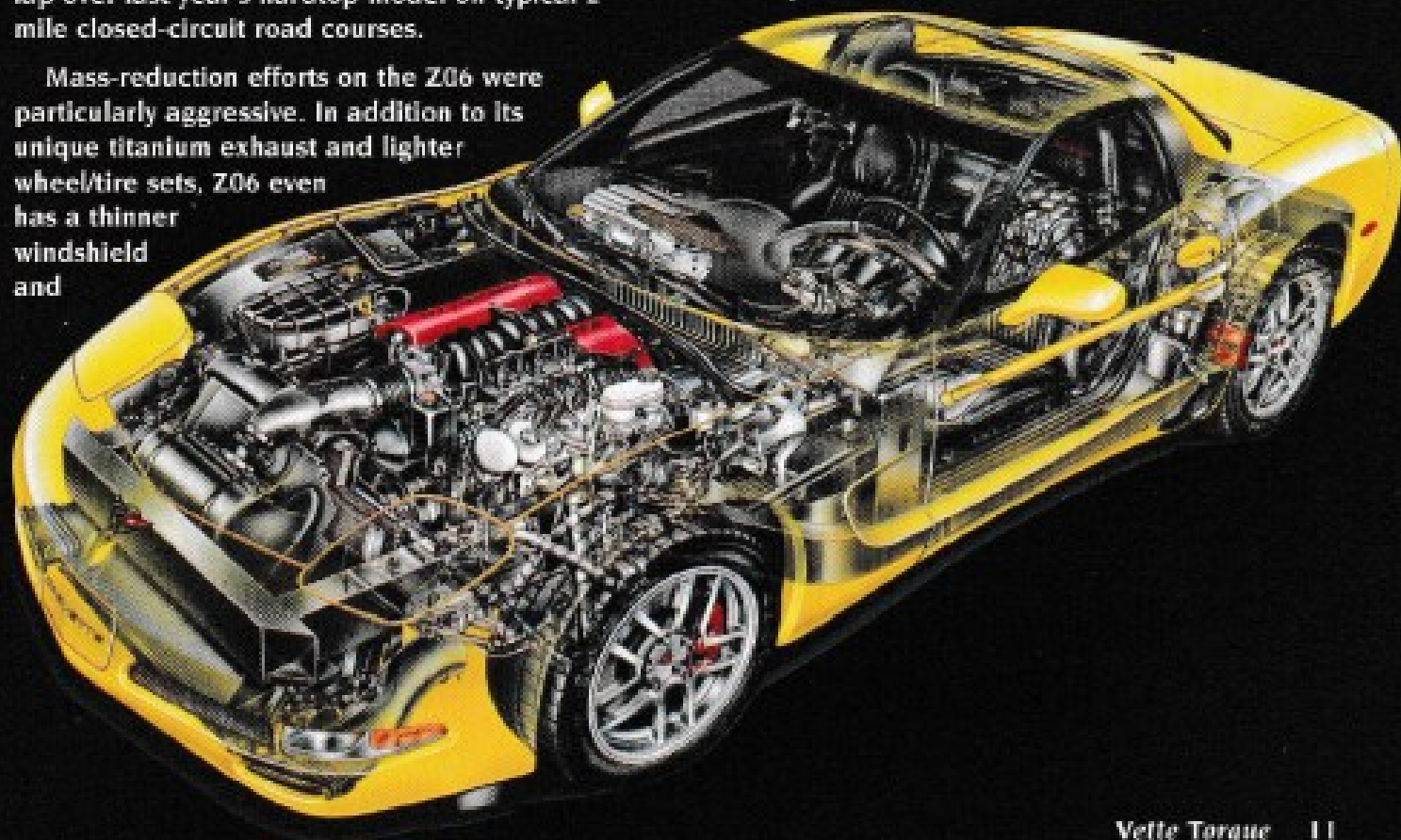
Mass-reduction efforts on the Z06 were particularly aggressive. In addition to its unique titanium exhaust and lighter wheel/tire sets, Z06 even has a thinner windshield and

rear backlight. The Z06 option list is very short to maintain weight reduction gains. All told, Z06 holds the lightest test weight class position in the Corvette lineup. It is more than 38 pounds lighter than the former C5 hardtop, 95 pounds lighter than the 2001 convertible, and 99 pounds lighter than the 2001 coupe. The Z06 receives several other refinements, inside and out, that help it to be more functional and/ or serve to differentiate its appearance.

On the outside, the center air inlets on the front fascia receive purposeful grilles. New air scoops on the rear rocker panels that funnel air to the rear brakes for better cooling are also unique to the Z06. New Z06-specific wheels are painted a light-gray metallic color. Z06 emblems are positioned on the front fenders, disc brake calipers are painted red, and the LS6 engine cover is red to differentiate it from the LS 1.

Inside, the Z06 includes a unique instrument cluster with stylized graphics imparting a greater sense of performance and speed, as well as signifying the car's higher 6,500 rpm redline.

The Z06's solid-black leather trimmed seating surfaces include additional side bolstering to hold driver and passenger firmly in place during high lateral load maneuvers, and the seats have Z06 logos embroidered into the headrests. An optional interior with Torch Red accents on the seat inserts, lower instrument panel and lower door panels is also available for Z06.



Friday night is **Speedy's** Night!!!!!!

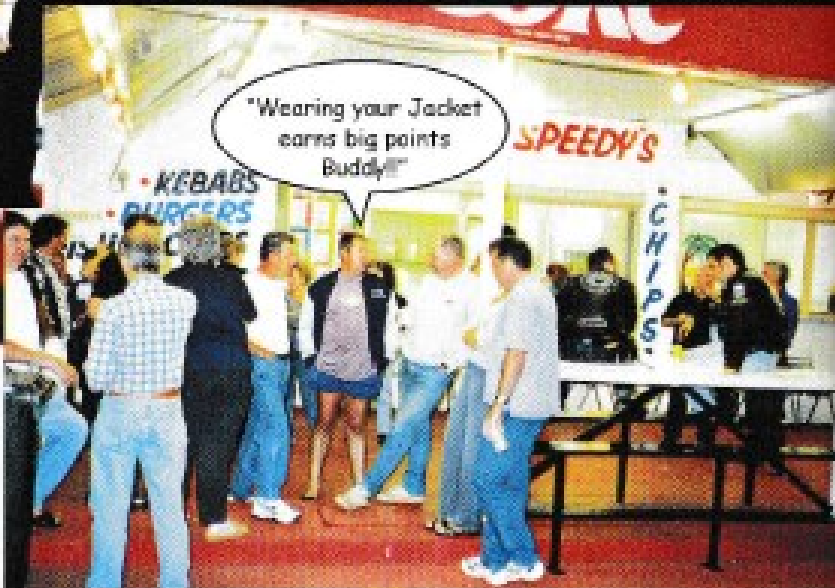
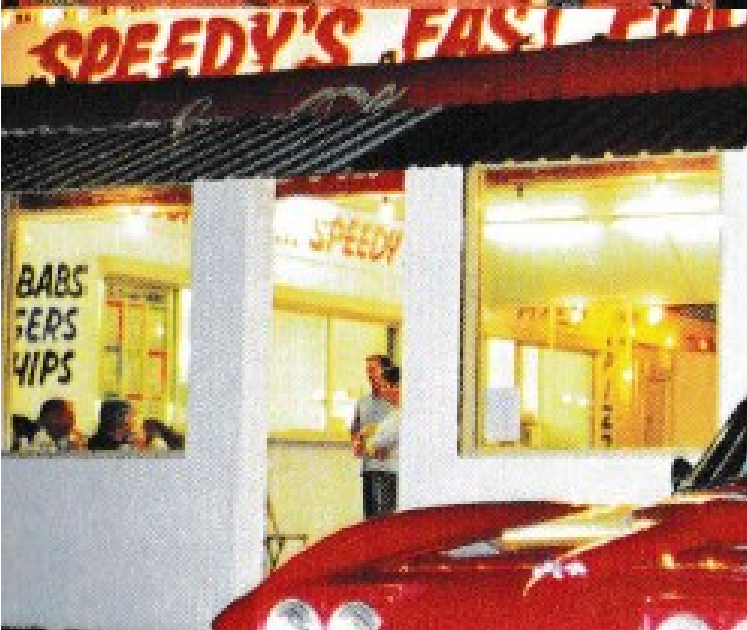
Spring has sprung and the first and third Friday of the month is "Cruising Night". Commencing 6th October these popular cruises will depart Speedy's Fast Food establishment on Stirling Highway Mosman Park (opposite Stuart Street) at 8:30 pm. Come early if you can, pull up a bench in the infamous "Corvette Corner", buy a burger or hot dog, get a free mug of coffee and tell a few lies about your Corvette or just unwind after a hard week.

The format is informal with the route and final destination decided on the night by popular opinion... all suggestions are welcome. A typical run could be up the beaches, down to Rockingham, up the hills or just a few bog laps around Fremantle and then on to a quiet cafe for that last shot of caffeine that will keep you awake all night thinking about all that Corvette fun !

As per usual, an assembly of sexy V8's will attract attention so we all need to be on our best behaviour ...as per usual.

Suggested dates are October 6 & 20, November 3 & 17, December 1 and 15 etc etc. however if you are unsure contact Rod on 9364 5480 - 0414 756 552 or Greg on 9275 1305 - 0408 754 219. Other car clubs are welcome to join us.

Rod Tunnercliffe



First C5 in W.A.

Here it is! The first C5 in W.A.

So it's a 1:10 scale radio controlled model racing car but it's still a Vette.

These model cars are made in the USA by Hobby Products International. A top of the range battery kit with 4 wheel drive sells for about \$800.

Gas powered kits are also sold. Performance parts can be put on these kits when the urge to race them comes along. Aftermarket

motors can be installed that do 28,500 rpm.

That's quick! Also there are a number of different body shells available that fit onto the chassis ranging from Vipers to Pickup trucks. Now instead of racing the expensive real Vettes at club meets. Could this be a cheaper option??



Thomas Volitzky



Call....

CORVETTE ENGINEERING

WESTERN AUSTRALIA'S
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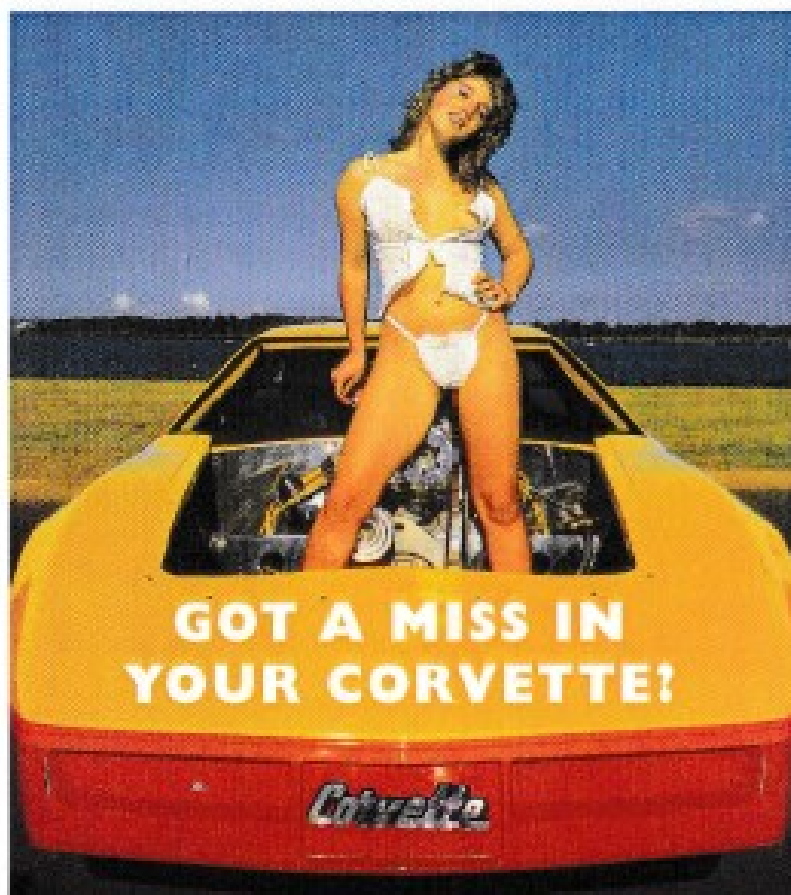
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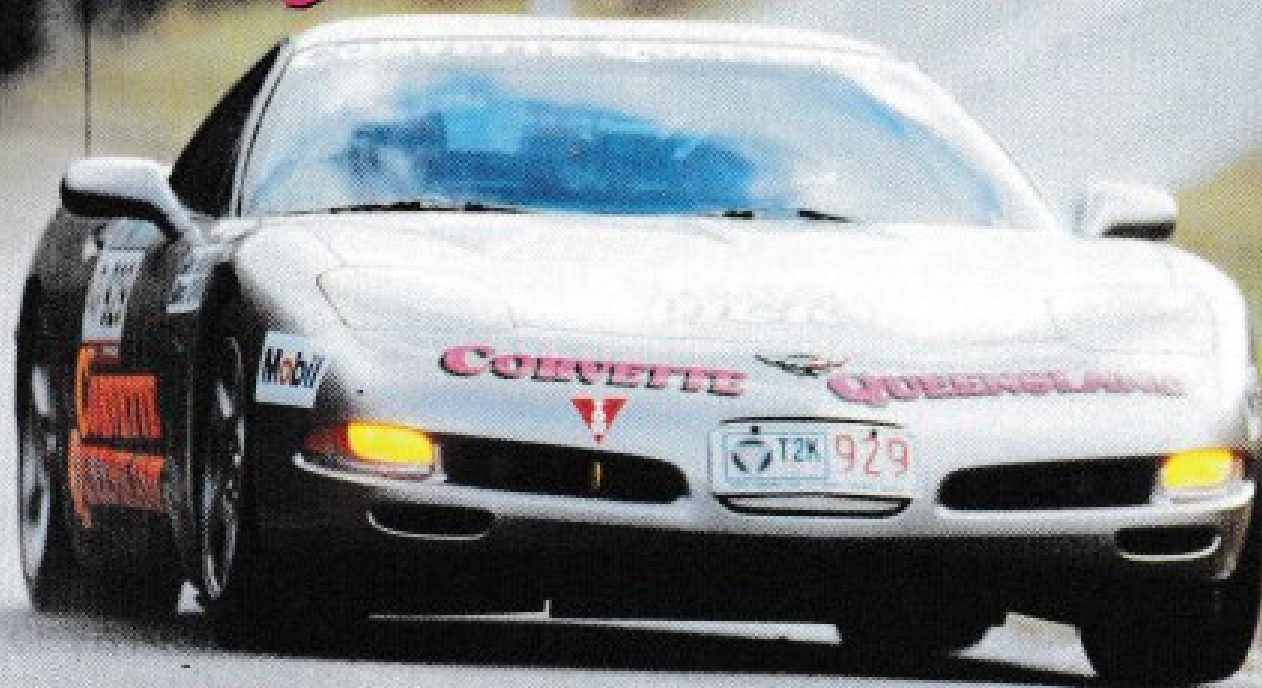
TONY KATAVATIS

Ph: (08) 9445 7737 Fax: (08) 9445 7738

12/15 CARBON COURT,
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Targa Tasmania 2000



Well done to the Queenslanders, Brian Learoyd, Andrew Meikle & Ian Meikle for participating and surviving to the finish! All that could have made Targa Tasmania better would have been - more Corvettes! Driver Brian Learoyd and Navigator Colin Palmer drove their 2000 hardtop to a Class Win and 15th Outright in modern competition (from a modern field of 93, with 74 finishing). Not bad in an unfamiliar car! Brian also picked up a Gold Targa this year for three successful years of competition (as well as a Targa Trophy), and Col picked up a Targa Trophy.

Driver Andrew Meikle and Navigator Ian Meikle drove their 1970 convertible to a Class Win and 71st Outright in classic competition (from a classic field of 179, with 148 finishing). Not bad in the first 'reconnaissance' year!

Andrew & Ian unfortunately missed a Targa Trophy each by 42 seconds (late time), due to a minor racing incident on a wet and, we suspect, oily corner on the way to Burnie.

Driver Warwick Henderson and Navigator David Leoncini drove their 1968 ISMA coupe to an 80th Outright in classic competition. This is a Victorian based car whose driver has raced at Sebring & Daytona in the endurance races.

Great to see the boys doing well. Do you think we will ever see a Vette from WA compete?

Thanks to David Michel from Queensland for this story and congratulations to Corvette Queensland for their mighty effort at Targa Tasmania. Also special thanks to Colin for the use of their fantastic photos.

New Club Members

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

Denis & Jill Stuart:	1978 350 Auto White Coupe.
Gaye Clark:	1987 350 Auto Black convertible.
Bill & Sandra Watts:	1982 350 Auto White Collector.

NEW BUSINESS:

CCC REPORT: Esther Brockwell our CCC representative reported that instead of the usual 3 months of staying with your vehicle before importing it into Australia. As of December this year the time frame changes to 12 months.

GM DAY: This year the club will be attending and would like a display of 6 cars. Ron Flood and Esther Brockwell have already placed their names on the list. Interested members should contact Ron Flood for more details.

SOCIAL COMMITTEE: It was moved by Tony Katavatis (Treasurer) that the Social Committee be reimbursed for costs incurred, i.e. phone calls, postage, etc. Everyone agreed.

ADVERTISING: in our Newsletter. Tony Katavatis (Editor) reminded members to make use of the advertising space in our newsletter.

FORTHCOMING & PROPOSED EVENTS:

HISTORICAL TOODYAY: A cruise to Toodyay has been organized for Sunday 24th September.

MARGARET RIVER ROAD TOUR: Sheryl Gibbings reported that all accommodation had been fully booked. A reservation at the Spaghetti Bowl Restaurant had been made for the Saturday evening. The majority of vehicles will leave from the corner of Stock Rd and Leach H'way at 1:30pm SHARP on Friday 13th October. This year 33 members will be attending.

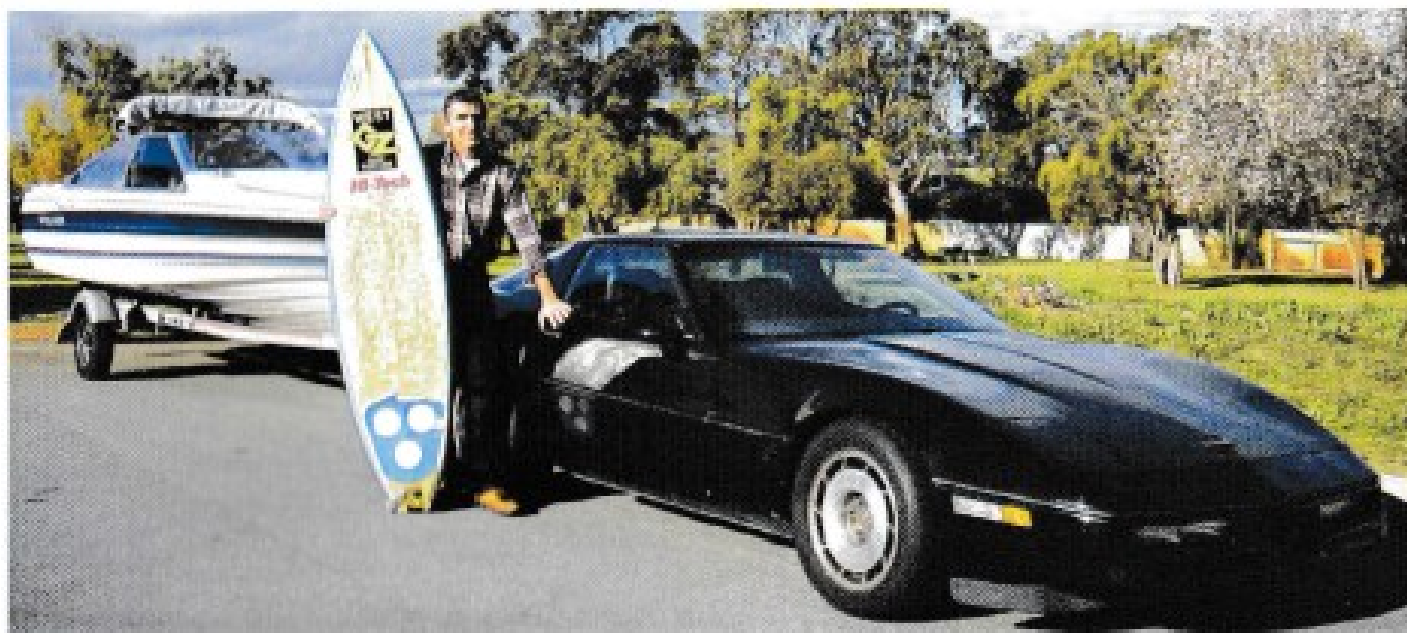
NIGHT CRUISES: Rod Tunnerdiffe and Greg Walker have agreed to organize the Friday night cruises through the warmer months. At this stage the venue and time will remain the same - The 1st and 3rd Friday of each month, leaving from Speedy's Roadside Kitchen, Stirling H'way, Mosman Park at 8:30 pm. Rod and Greg will let members know the starting date.

NEXT MEETING: Tuesday 7th November 2000 at 7:30 pm at the Odin Tavern, Balclutha.

MEETING CLOSED: The meeting closed at 9:15 p.m.

Surfs Up at Margarets

We're off on the Margaret River weekend. There's still time for you to join us in Margaret River. You may have missed out on a room at the Margaret River Resort but there's still plenty of accommodation in the town. Arrange your own accommodation and come on down to enjoy this exciting Corvette weekend away. **What about all our members who live down south?** We haven't heard from any of you yet! Remember we know who you are, no excuses, like Perth's too far away to go on a Vette run. You only have to get your car out of the garage to meet and enjoy the company of fellow Vettters. How about joining in just for the day, you won't need to bother with accommodation!! **We would love to have you add to our 15 Corvette convoy as we cruise the picturesque Cape to Cape region.**



Winged Warriors

After a sleepless night or two (the excitement you see) on a glorious Easter Sunday four of our boys abandoned the Easter eggs and traveled to Bunbury City Speedway for the running of the first Sprintcar Drivers School to be held there in 2000. Darryl and Marg traveled in style with the roof off (I was just getting in some early mental preparation and noise adjustment) while Ron and Patrick and Gerry, Gloria and friends traveled in their "other" cars and clearly missed the opportunity to "mentally dial in early".

Always keen to improve their driving skills Gerry, Darryl, Ron and Patrick "What is it you said we're going to drive?"

Hehir first undertook the basic theory instruction course on how to start and stop these awesome cars, identify the driving lines we were to stick to, and finally a lesson on the physical and financial fate of anyone in the team who stuffed up and whacked the pickets in this beautiful piece of machinery.

After suiting up the "long and the short" of it (Ron and Darryl) were the first two of the school of 10 to do some hot laps under the watchful and I suspect fearful eye of Des Ferris, local speedway promoter and sometime sprintcar driver and ace sprintcar spanner man and car owner Sean Carrun of Sean Enterprises, in Osborne Park.

All enjoyed their first 10 lap stint settling in and driving the wheels off this thing. (No that ain't true). We all thought we were tearing up the raceway, hooking this thing up in the turns and such but you all know what some wives are like. I thought

comments like "Get the handbrake off" and "how long is this going to take" were a bit harsh!

The afternoon run improved with a freshly graded wet track (that's what was holding us up before you see) and everyone started to get this thing with a wing moving.

Floody's karting experience came to the fore and he put in a very smooth 10 lap afternoon run and he wasn't the only one

who started to think "I've got to have one but where can I fit it in the garage, maybe the Corvettes got to go.....oh I don't know"

One thing was for sure, everyone was still talking about it a week later and stilling fighting over the only copy of the video.

It was a brilliant day and more than a couple of us will be going back for more! For those interested Sean tells me you can either keep an eye on the speedway column in the Sunday Times for the next ad or if we get a team of 10 together he will entertain the thought of a day at Ellenbrook.. Sounds great to me!

Darryl Lockhart



ANSWERS TO TRIVIA QUESTIONS:

- A1.Security, and of far greater concern, anti rollover legislation..
- A2.1972.
- A3.1970.
- A4.1980
- A5.Stingray .
- A6.Two.



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

1984 Corvette Coupe 350 auto damaged LHD can be repaired and Lic \$7,000 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 duco with black trim original cond. LHD \$30,000 ono Ph Armando 9309 3892

1987 Corvette Coupe auto black w th grey interior CD all extras \$34,000 Ph Peter 9353 1848

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 Aust. Ph Tom or Vicki 08 9934 1714

1978 Pace Car 350 Auto 31,000 original miles Collectors dream all documentation Lic LHD \$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 0418 882 026

1984 Corvette Coupe auto drives well can Lic LHD black/graphite std wheels \$12,000 Ph Tony 9446 6243



1979 Corvette Coupe, LHD. Nice car, New red paint, New interior, New rubbers, Light wiring done. Asking \$20,000 Call Alan 0418 882 026

1974 Corvette Convertible, LHD, 350 Auto 86,000 miles. Asking \$28,500 Contact Alan on 0418 882 026

1973 Corvette Coupe, LHD, LS5 454, Auto, Asking \$28,500 Contact Alan on 0418 882 026

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

1981 Corvette Coupe red 350 auto glass roofs good cond. \$30,500 Ph Leanne 9410 2332

1988 Corvette Coupe best in WA charcoal metallic Auto all factory options Serviced at



Corvette Eng. Reluctant sale Ph Thomas 9349 6441

PARTS FOR SALE

L88 hood, '71 LS6 manifold & carb, complete '70 up interior black deluxe, RHD dashes & gauges, T/T wheel, call John 0418 111 525 NSW

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 0418 907 340

Intake manifold 427 L88 Big block used genuine GM in excellent original condition Part #3935163 \$300 Call Larry 9309 2442 (W)

Corvette rear wing suit 84 Vette onwards \$150 Ph Gavin 0418 907 340

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

Carpet new moulded cut pile beige 85-89 \$250 ring Peter 9417 4250 (W) 9525 1922 (H)

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

Corvette seats 84-93 saddle leather as new electric Licence plate 70VET USA size Ph Laurie 9454 3582

PARTS WANTED

Rally Wheels Corvette 8" Tony 9445 7737

For 68 Ragtop: big block hood, RR Ctr panels, folding top parts, interior trim, tele steering column, speedo, tach (6,500 redline), seat belts, tri-power parts, ring John 0418 111 525 NSW

Got something for sale? Call us.

Under the Hood



with Tony Katavatis

BLEEDING THE 1984 AND NEWER HYDRAULIC CLUTCH.

The clutch master cylinder bolts to the firewall and directs hydraulic fluid to the clutch slave cylinder (General Motors calls it a clutch actuator cylinder) via a hydraulic hose. You will recall from your high school physics class that air floats on water, or in this case hydraulic fluid. The bleed valve is located in the slave cylinder, but unlike the 1965 to 1982 brake calipers where the bleed valve is located at the highest point of the caliper, the 1984 and newer slave cylinder bleed valve is located on the lowest mounted point of the slave cylinder.

With the slave cylinder bolted to the bell housing, you can bleed the slave cylinder until the cows come home without success. Recall that air floats on a fluid. To successfully bleed the system one must remove the slave cylinder from the bell housing, rotate it such that the bleed valve is pointing straight up, then bleed the system in the manner you are accustomed to in bleeding the brakes on your Corvette. After all air escapes from the upward pointing bleed valve, then you can reinstall the slave cylinder on the bellhousing. Positive comments defending the engineering of this system are welcome - I have plenty of negative comments of my own.

DID YOU KNOW THAT MOST CORVETTES HAVE A LIMITED SLIP DIFFERENTIAL (LSD) ALSO KNOWN AS POSITRACTION?

Basically this means that both wheels have the same wheel traction unlike conventional cars where only one wheel has traction and

transfers when turning. LSD's have clutch packs designed to slip slightly when turning left or right, otherwise it would try to 'bite' much like a four wheel solid axle trailer.

If you use the wrong gear oil or additive these clutches will slip excessively causing it to slip or 'chatter' which sounds like your rear end is falling out. The gear oil should be changed regularly and the correct additive included to eliminate this problem.

Genuine SAE80W/90 or Castrol LSD90 works very well. Genuine additive is available from Corvette Engineering.

If this doesn't fix your problem, then quite possibly damage has already been done and the diff will, require a complete overhaul.

WHO'S IN CONTROL?

'84 and later Corvettes have a variety of cooling fans and fan control configurations. Here's how they shake out. 84 Corvette. The main cooling fan is controlled by a cooling fan switch located on the RH cylinder head between spark plugs six and eight. 85 Corvette has the main cooling fan controlled by the ECM (computer). If equipped with an optional auxiliary cooling fan (B4P), this fan is controlled by a switch located in the RH cylinder head between spark plugs six and eight. 86-89 Corvette. The cooling fans are the same as '85 except that the auxiliary fan switch is located in the LH cylinder head between spark plugs one and three. 90-96 Corvette. The primary and secondary cooling fans are controlled by the ECM/PCM.

SUSPENSION PRODUCT CODES

Regular Production Option Codes for suspension are as follows: F41 - Special front & rear suspension (63-69) FE7 - Gymkhana suspension (74-82). FX3 Selective Ride Control. Z07 Selective Ride Control w/HD Suspension & HD Brakes '91 up. Z51 Performance and Handling Package. Z52 Sports Handling Package.



IT'S JUST A BAD CASE OF SEPARATION ANXIETY, MIKE. AFTER ALL, YOUR VETTE HAS BEEN IN THE SHOP FOR THREE DAYS NOW.

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.

***SUNDAY 24th SEPTEMBER 2000 : HISTORICAL TOODYAY**

Enjoy a scenic drive to Toodyay via Toodyay Road. Lunch at either hotels, restaurants or cafés or BYO BBQ by the river. Visit Tourist bureau at Conner's Mill, the old Gaol and other historical sites.

***FRIDAY 6th OCTOBER 2000 : NIGHT CRUISE**

Meet at Speedy's Roadside Kitchen, Stirling H'way, Mosman Park. (Next to the Mosman Park Railway Station.) Route to be decided on the night. Departure time 8:30pm. Ring Rod 9364 5480, 0414 756 552 or Greg 9275 1305 for more information.

***WEEKEND 13th-15th OCTOBER 2000 : MARGARET RIVER ROAD TOUR**

Margaret River Resort. Allocated rooms now fully booked at the resort. Anyone still wanting to attend is more than welcome but they need to arrange their own accommodation. A booking at the Spaghetti Bowl Restaurant has been made for Saturday evening. Ring Sheryl 9299 6438 for more.

***FRIDAY 20th OCTOBER 2000 : NIGHT CRUISE**

***SUNDAY 22nd OCTOBER 2000 : BAY TO WHITEMAN RUN 2000**

See page 5 for all the details, support the Whiteman Park Motor Museum.

***FRIDAY 3rd NOVEMBER 2000 : NIGHT CRUISE**

***SUNDAY 5th NOVEMBER 2000 : GOLF TOURNAMENT**

Corvette Club vs Pontiac Club. Botanical Gardens, Burns Beach Rd, Burns Beach. Meet 9:00am at Warwick Grove Shopping Centre, cnr Erindale & Beach Roads. Depart 9:30am SHARP BBQ, facilities available. Cost \$8.80 per adult, \$6.60 student/concession, children 5-15 yrs \$5.90. Ring Sheryl 9299 6438 by Friday 20th October.

***FRIDAY 17th NOVEMBER 2000 : NIGHT CRUISE**

***WEEKEND 18th—19th NOVEMBER 2000 : NARROGIN REV HEADS WEEKEND**

Get down to Narrogin for an action packed hell of a good time. Plenty of food & entertainment.

***SUNDAY 19th NOVEMBER : 2000 AUTOKHANA CHALLENGE TROPHY**

Here's a date for your calendars that's not to be missed. To be contested against the Mustang Car Club at Mathews Basketball Centre Carpark commencing 12:00 noon. A sausage sizzle will be available for lunch.

***SUNDAY 26th NOVEMBER 2000 : " GM OWNERS DAY " CAR SHOW**

Please ring Ron Flood if your car is available for our display. Ph 9448 3358

***FRIDAY 1st DECEMBER 2000 : NIGHT CRUISE**

***SUNDAY 3rd DECEMBER 2000 : CHRISTMAS LUNCHEON**

Pinewood Lodge Maida Vale at 12 noon. Booked. Costs Adults \$30, Children 0-6yrs free, 6 - 12 yrs \$15. Meet causeway carpark 11:00 am - Depart 11:30 am. Ring Sheryl for Booking. 9299 6438. RSVP by 20th November 2000. Club will be charged for empty seats. Members will be billed if they book and don't turn up.

***FRIDAY 15th DECEMBER 2000 : NIGHT CRUISE**

****Our events are marked with an asterisk - be sure to support your Club!****

Reminder, if you wish to have your name on the active members list, give Sheryl a call. That way you'll hear about short notice events.

★★

Vette Scene

Dear Members,

Just a short note to say hello and how good it has been to catch up with some of you recently. Thank you all for your kind wishes and more importantly thank you on behalf of all those in the future who like Nadia, will benefit from the generosity of those others who support medical research. I am trying to get back to Perth more often and hopefully one of these trips will coincide with a club run....soon. It's great to hear that the number and type of activities being undertaken by members continues to grow as nice as they are to look at It's the driving that makes owning a Vette really worthwhile. If ever anyone is in Sydney, please give me a call and I'll find you a good cup of coffee or a cheap Chinese. All the best.
Laurie Whittome. Ph 02 9460 7543.

According to an Autoweek survey, Corvette is the coolest American car. Our hot Chevrolet was voted the car that Americans are most proud of, for the fifth straight year, in front of the luxury Chrysler 300M and the big Ford F-150 truck.

The Commodore Car Club is holding a quiz night on Monday 16th October if you would like to attend call Kelly on 9246 070.

The Hot Rod & Street Machine Spectacular will be held on October 14th—15th. If you want to enter see the Kat for more info.

Coming to a computer screen near you.... What is the BIG news online? Corvettes of Western Australia has its own Web page. To view our page, type
www.geocities.com/corvettes_of_wa/index.html

Here's a date for your calendar that's not to be missed. November 19th 2000 will see the running of the "2000 Autokhana Challenge" to be contested against the Mustang Car Club at the Mathews Basketball Centre Carpark commencing 12 midday. A sausage sizzle will be available for lunch.

This venue has a very good surface which will prove painless on your tyres The broad expanse will provide an opportunity to set out a course similar to that last run at Mindarie Keys which unfortunately has now fallen victim to the developers, but will no doubt please the mid year fraternity

Trophies will be provided for overall winner, best alternate car winner, best first year club member from either club and a fast lady trophy. This is sure to stir interest from newer members who may think that to compete in these events you need to be a Craig Lowndes or Glen Seaton and if your not too fussed it provides a great opportunity for your wife/ partner to lead the way.. These events are a good opportunity for members to safely and cheaply not only enjoy your car but learn what you can and cannot do in a compact environment.

So mark it down now and be there to cheer the team on against Henry's best.

STOP PRESS !!!!

Darryl and Margaret Lockhart have just completed the 2000 AEM Classic Rally with a very creditable performance at the Lake Street carpark autokhana on Sunday 11th September. Darryl and Margaret (and the C4 Corvette) put in a fantastic 26.6 second round. When you compare that run with some of the opposing exotic European sports cars we figure you are about \$450,000.00 in front Darryl. Well done !

Corvette built 33,682 cars this past model year, the second highest in the last 15 years. All the details plus more in the next newsletter.

Once again, I hope you've enjoyed this edition of Vette Torque. I'll leave you with this final thought, happiness is not what you experience but what you remember. Try to remember to make it to our Friday night cruises.....Ed.

HAPPY BIRTHDAY TO....

SEPTEMBER

Rod Tunnercliffe

Rachel McQueen

Sheryl Gibbings

Brett Fullarton

Jill Walker

Tony Love

Cain O'Sullivan

Jeni Delich

OCTOBER

Valerie Morton

Tracey Watson

Laurie Whittome

Christina Sales

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for more information call us on (08) 9445 7737

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