

West Coast

Vette

Torque

Newsletter No.96 Nov/Dec 2000

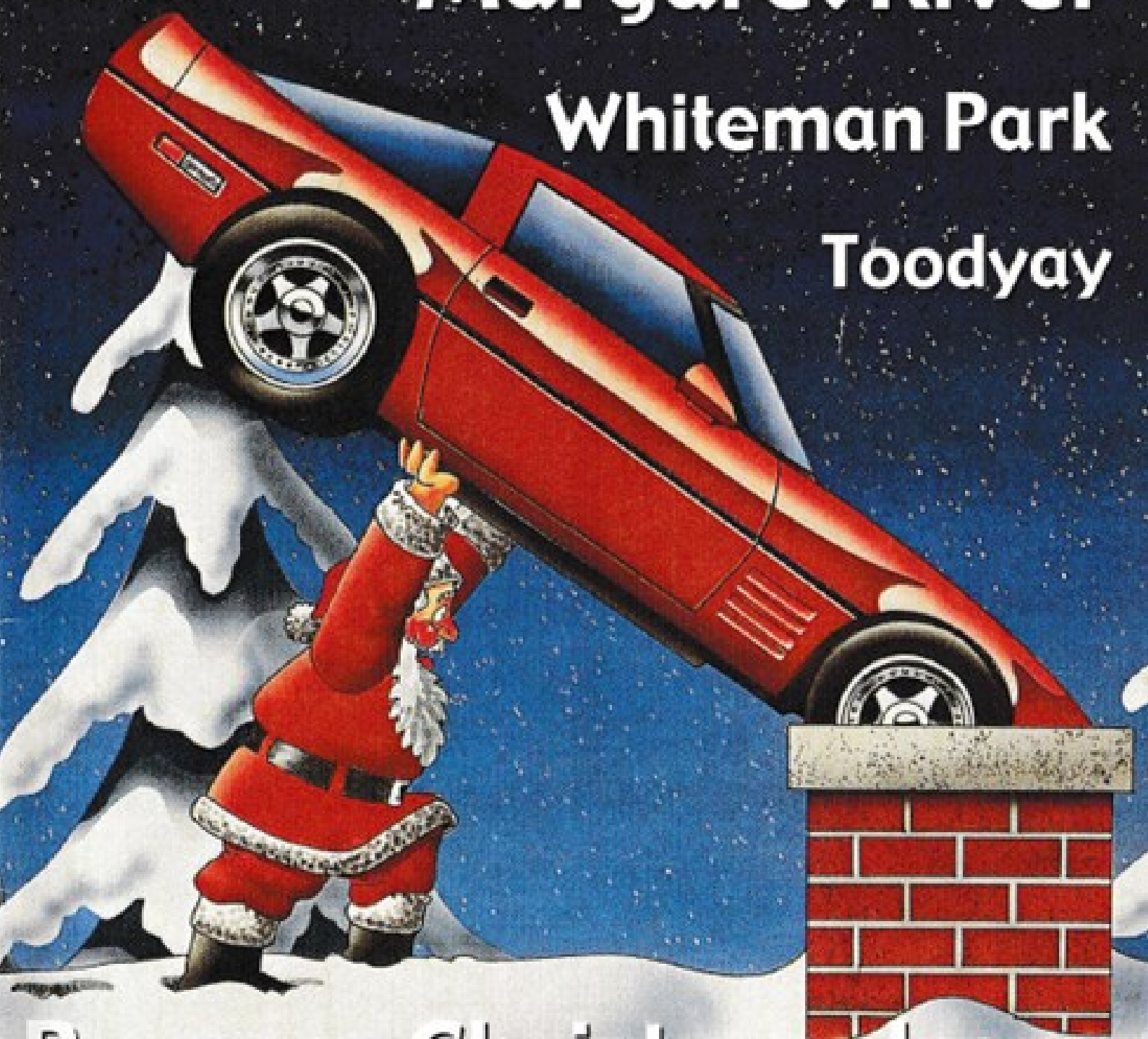


CORVETTES
WESTERN AUSTRALIA

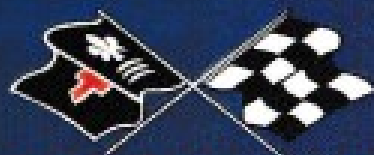
Margaret River

Whiteman Park

Toodyay



Bumper Christmas Issue



CORVETTES

WESTERN AUSTRALIA

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Gloria Dutton-Smith ph: 9445 1259(H)

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Tony Katavalis ph: 9446 6243(H)

Newsletter Editor

Tony Katavalis ph: 9446 6243(H)

Greg Walker ph: 9275 1305(H)

Combined Car Clubs Assoc. Delegate

Esther Brockwell ph: 9274 6598(H)

Concessional License Registrar

Tony Katavalis ph: 9445 7737(W)

Vehicle Examiner

Tony Katavalis ph: 9445 7737(W)

Honourary Life Members

Ron Flood

Colin Morris

Tony Katavalis

Print & Design

CDC Digital Print ph: 9325 9599



"Even Santa's Helpers are welcome in our club"

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. As well as our usual columns which are of their usual high standard we accompany our members on their annual weekend pilgrimage to Margarets (*check out the centre spread*) and go along with Darryl & Margaret with their **Classic Rally** assault and give you the scoop on US Corvette Racing and production figures, we tag along on other local club outings, give you all the goss on Chris Coves, we offer you Christmas gift ideas and lots more, so sit back and enjoy!



Whilst on the subject of Christmas gifts and parties, I remind you of the club **Christmas Party**, we've already had several responses to our invites which is fantastic to see so please don't wait too long to send your reply. We're shaping up for a really fantastic day and we want you all to be able to join us for the fun and festivities. *We look forward to seeing you all there.*

For most people, spring brings rejuvenation and warmer temperatures. To you and I, however, Spring signifies a long anticipated event – the **Corvette's return to the road!** For months, our Corvettes hibernate under dusty car covers awaiting that first warm day when they're sprung from winter storage. Of course there are exceptions to every rule!

After a thorough wash, wax, shine and tune-up, our Corvettes come back to life, triggering feelings of nostalgia. For me, that first spin around the block not only brings a re-familiarisation with the handling and performance of my Corvette, but signals the celebration of a Spring tradition and the countdown to the festive season! Without a doubt, there's a lot to look forward to this time of year, so let's get to work, shining up our Corvettes, and hit the road in full force!

Did someone say festive season? Believe it or not this is the last newsletter before Santa arrives to stuff your Christmas stockings.

The committee of the Corvette Club appreciates your support and encouragement during the past twelve months and we look forward to the coming year and all the Corvette activity it will present. ***We wish you all much happiness during the Christmas and New Year season,*** and hope to see you back again in 2001!

Have you ever noticed that the most *sexual* things are always red. See page 18.

Thanks to everyone who has already returned their questionnaire. 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, otherwise you'll never be on our new birthday list.

Our fabulous **club jackets** and **caps** are still available, so if you haven't already done so grab one before the chilly summer evenings grab you. They're the **hot fashion statement** for the Friday night cruises!!

Many thanks to all our contributors without whom the task of getting this magazine to print would indeed be an arduous one – thanks guys – but I must ask for the support of all the members in assisting me by locating and submitting articles of interest or maybe trying their hand at sharing their motoring memoirs, interesting experiences etc. with us!

The compliments of the season to all and, after all the partying is done, why don't you sit down and put pen to paper, or finger to keyboard, and send something in for inclusion in future editions.

P.S. Feedback is always welcomed, whether it be it constructive criticism or suggestions for future editions!!!!

Merry Vetteamas and a Happy New Gear!

Special thanks to our advertisers;

Famous Classic Car Insurance
Corvette Engineering
VIP Vehicle Inspections

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

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Santa's Wish



With the advent of Christmas just around the corner we are all busily checking the ads for sales on Shiek Vette Parts.

But did anyone ever stop to think that each year we put pen to paper and write to old Santa Claus and ask him to bring us all those neat items for our pride and joy rides. We may vary a little bit in our wants, but one thing is always constant.... and that is, we boys want all the toys we can carry under our trees, (or in our garages) come Christmas morning.

Recently, a few friends and myself were sitting around the shop pondering this very question. Well, whoever bothers to ask Santa what he wants??? We all decided we would attempt to locate the Grand Old Man and flat out ask him the question straight out-

We figured the best way to handle the task was to draw straws. The loser would find the answer to the question weighing so heavily on our minds. After a few jugs of the essence of malt, I was ready to take my turn at the draw. I lost. Now as any fool knows, Santa lives in a quaint little house in the North Pole. I packed, loaded up my Vette, aimed her north, put the pedal to the floor and we were off. As the miles rolled by, I found myself wondering what my findings would be. After a week on the road, I was delighted when I saw the sign stating The North Pole was only a few more miles away.

Luckily there was a light powder of snow on the road, but no real problem. I was surely relieved when I saw the sign that read... CLAUS RESIDENCE. The home looked just exactly like I had pictured it in my wildest boyhood memories. It was like a picture postcard for sure. I swallowed hard, and rang the old fashioned knocker. The door opened and to no real surprise there stood Mrs. Claus. She too was exactly as we all picture her. A warm friendly creature with love glowing from each pore. I introduced myself and told her of my mission. She told me that Santa was out back in the shop. She motioned to her left. I then thanked her and headed out toward the direction she had indicated. As I

approached, I realised that this shop was not a toy shop as I supposed it would be...instead, it was in fact a fully equipped high performance automotive centre with the kind of equipment that would bring joy to the hearts of all performance Nutso's. Then to my total amazement, I saw H.I.M. Old Saint Nick himself. Yes, he was wearing bright red coveralls (what else?) , draped over his larger than life frame. But to my total amazement, I noticed his large white beard had something on it...it looked like...it was...GREASE!

I guess the look on my face said it all. He chuckled in his hearty way, then approached to shake my hand. Once I got over the initial shock, I looked around the shop. That's when my

mouth fell full open. There in the service area was a Christmas Red 1959 Corvette !!!!!!! Sticking through the grand hood was a huge chrome blower. As I approached this

wonder, the big man opened the hood to disclose miles and miles of chrome polished to a mirror clean.

Needless to say, we talked Corvettes for a long time. Finally, Santa invited me into the house for some hot chocolate. I figured that would be a good time to unload my question on him, if he would even consider answering it. I knew I was running out of time, so I explained to the great man what my mission was, and why I had come so far to see him. He sat quietly for what seemed like a long time. Then he answered the question put to him by me earlier.....

All the way back home I kept thinking about the words of wisdom and response from Santa, and I will remember them the rest of my days. They will be my guide to live by....

"I NEED ONLY WHAT I HAVE. FAITH IN MY GOD, FAITH IN MYSELF, FAITH IN MY FELLOW MAN, AND LOVE FOR MY LITTLE RED CORVETTE!"
M.E.R.R.Y. C.H.R.I.S.T.M.A.S
AND HAPPIEST OF HOLIDAYS...TO ALL.



By John Kulick (USA)

"One of These Days"

LONGEST CORVETTE PLANT WORKER RETIRES

The man who has worked on the Corvette assembly line longer than any other person retired in 1996. Mr. Jackson Palmer, of Bowling Green, Kentucky, has been assembling the Corvette sports car for Chevrolet for 42 years.

Mr. Palmer started to work for Chevrolet in the Corvette assembly plant, located in St. Louis, Missouri. This was his first job, after fulfilling his military obligation, at the age of 23. He began work on the Corvette line on June 1st, 1954.

Mr. Palmer moved to Bowling Green, with the Corvette assembly operation in 1981. The Corvette assembly operation in St. Louis was shutdown that same year, where it had been since 1954, only the second year of Corvette production. Corvettes were first produced in 1953 at the Flint, Michigan plant.

Only 300 1953 Corvettes were produced and were all made virtually by hand. 1954 was the first year of full scale production for the Corvette.

Mr. Palmer started working for Chevrolet in the Corvette body assembly area. Since then he has worked at practically every station on the Corvette assembly line. Before retirement he was working in the quality inspection and control area.

Ironically, Mr. Palmer has never owned a Corvette. "I always wanted to buy a new one, but I never could quite afford it. Every time I had enough money saved up, some thing would come up. The kids would need braces, or my wife needed surgery, or the house needed repair, or something", he said smiling. When asked if he resented never being able to afford a Corvette. He replied, "Absolutely not! I'd still love to own one, but I realise now that I never will. But that's OK, I still had the opportunity to help build the best damn car in the world."



CORVETTE TRIVIA QUIZ

1. In which year was the passenger side air bag first introduced?
a) 1992 b) 1994 c) 1996 d) 1993 e) 1995
2. In 1969 which body type was more popular?
a) Coupes b) Convertibles c) 4 Doors d) Hatchbacks
3. In 1969, how many cars were produced with the base model 3 speed manual gearbox? Production volume—38,762.
a) 1430 b) 230 c) 530 d) 4730
4. Which movie title (if any) actually exists?
a) Corvette Heaven b) Vette with out a Cause
c) Corvette Summer d) Back to the Vette
5. 1970 saw the introduction of the 454. Who was Mickey Mouse's girlfriend?
a) Daisy b) Pluto c) Road Runner d) Minnie

Totally Stumped??? You'll find the answers on page 20

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 :

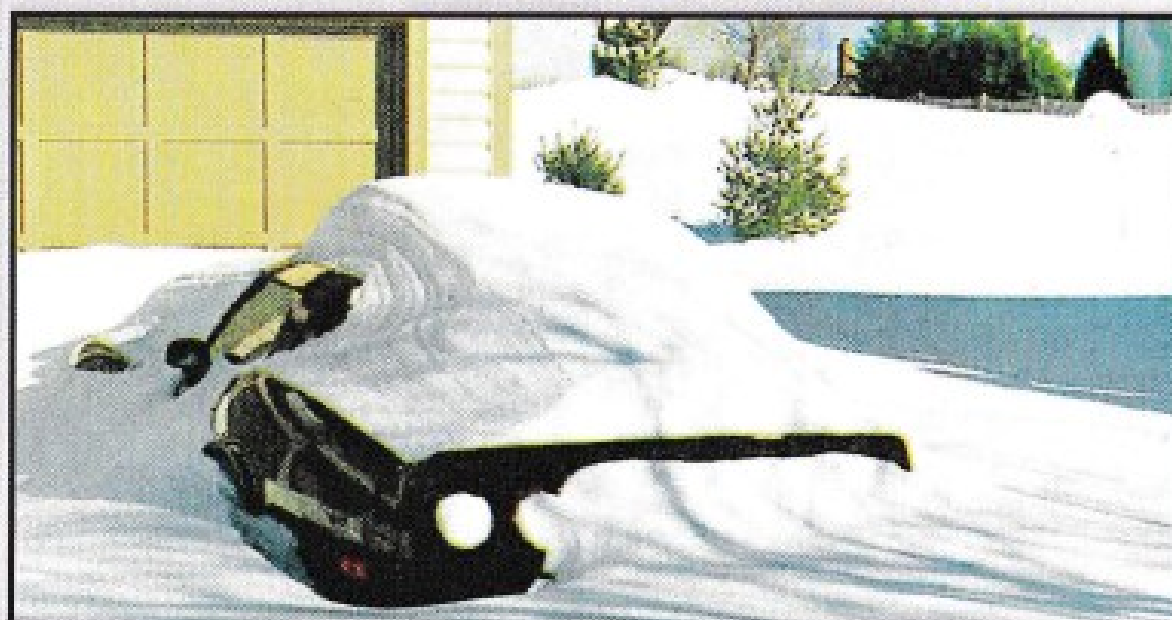
Attending a meeting with or without your Corvette	2 pts
Attending an event.	3 pts
Attending an event with your Corvette	5 pts
Submitting an article for our Newsletter	5 pts

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 (October 2000)

LOCKHART, Darryl & Margaret	22
TUNNERCLIFFE, Rod & Lorraine	22
WALKER, Greg & Jill	22
DUTTON-SMITH, Gerry	17
FLOOD, Ron & Dawn	17
BROCKWELL, Esther	12
GIBBINGS, Ian & Sheryl	12
MITCHELL, Tony & Rose	12
CLARK, Gaye & Dave	10
HITCHINS, Rod & Rhonda	10
VOLITZKY, Thomas	10
BROWN, Peter & Barbara	7
DIDIO, Phillip	7
EASTMAN, Larry & Helen	7
HEHIR, Patrick & Marie	7
MARTIN, Terry & Ann	7
BISHOP, Colin	5
DAVIES, Wayne & Alison	5
FORWARD, George & Katie	5
MORRIS, Colin & Maureen	5
O'LEARY, Peter	5
PEKIC, Zelko & Stella	5
QUINN, Doug & Chris	5
STUART, Denis & Jill	5
SUNJICH, Zeljko & Jacky	5
DELICH, Mick & Jeni	3
HOSKINS, Peter & Nalda	3
MORTON, Brian & Valerie	2
TURNER, Peter & Sue	2



.353 seconds from Victory

Corvette foiled by mother nature at Mosport

Mother Nature had bad timing as Team Corvette finished .353 seconds behind the #91 Dodge Viper to finish second in GTS class at a recent race meet in Ontario.

Native Ron Fellows and Corvette team-mate Andy Pilgrim paired in the #3 GM Goodwrench Service Plus Corvette C5-R, and Fellows started the 2-hour, 45-minute race from the pole in dry but overcast conditions. Fifteen minutes into the race, consistent drizzle forced teams to pit for rain tires.

The Corvette C5-R's Goodyear rain tires proved to be superior and Team Corvette went on to lead for most of the race.

Unfortunately, the track started drying out in the latter stages of the race, and not wanting to give up the lead to pit for dry tires, Pilgrim tried to hold off a late-race charge by Team Oreca.

Despite a sterling drive, Pilgrim was passed by the #91 Viper with a little over five minutes left in the race and stayed nose to tail to the finish line.

RON FELLOWS

"You can't get much closer than that - less than 0.4 of a second. That's a heartbreaker, but we're there and we continue to make progress. We're going to get one yet.

All you can ask for is to be in a position to be able to compete, and we've got the car, we've got the equipment, and now we're going to win one pretty soon.

"I'm sure it was a great race to watch for the fans. Andy did a great job. If it just would've stayed wetter for us, I think it would've been no trouble. But it got dry, and we had a little bit better rain tire, but the dry really hurt us."



ANDY PILGRIM

"That was a great show, we just wish it would've been the other way around. I was trying not to burn up the tires since the track was starting to dry, but I was just slipping and sliding around out there. It sounds funny, but it basically came down to their rain tire being better on the dry pavement than ours, and I just couldn't hold him off. It's disappointing, but next time. We're here, we're close, and that's good. Hopefully next time we get it done."

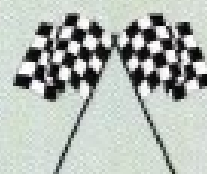


DOUG FEHAN - Corvette Program Manager

"If we're going to find a silver lining here, I think Goodyear demonstrated their absolute superiority in rain-tire technology.

The Corvette was a minimum of three seconds a lap faster than the Viper on the Michelins. As the track dried out, we lost a little forward bite with the tire and that hurt us a little bit at the end. But really it shouldn't have been that close.

Sooner or later we'll catch the breaks. The crew's worked very, very hard and we've got the car to race. I really thought this might be the breakthrough event, but we'll have to wait until Texas and see if we can hand it back to them there. But we will win. I think we've demonstrated that to almost everybody. This loss had some pain attached to it because we really thought we were well prepared, we thought we carried out an excellent race strategy, and both drivers performed very well. We learned a ton, so we'll go back, and as long as we continue to learn something, we'll be back doing a better job next time."



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

INSURANCE

Over the last 20 odd years there's one question that's always asked of me "who's a good Insurance Company to insure my Vette?" Good question. After so many years of looking for an answer to this question I can tell you all our efforts to secure a favourable insurance deal for all (financial) members has been found. Tom Dickson at Famous Classic Car Insurance offers an insurance initiative with customised policies so we can all benefit in some small way. Whether it's by means of saving money on annual premiums, or by getting a better combination of features, the benefits may be different to each of us. If it saves you just \$40, it will cover your membership subscription for a year! Give Tom a call for an insurance deal that suits you.

Lyn Lees who moved to Sydney earlier this year reports she has only seen 2 Corvettes thus far. Lyn plans to be back in Perth in November and hopes to catch up with as many of us petrol heads as she can.

Well done to all our Olympic athletes. In particular our WA Olympians. The October 6th street parade featured two Corvette convertibles. Thanks to Esther Brockwell and Jacky Sunjich.

FOR SALE



JUST ARRIVED IN TIME FOR CHRISTMAS!!

Limited quantities of a massive 307 x 1400mm quality posters
featuring all generations of Corvettes from the C1 to C5.



Features Corvettes of WA logo.

Available from Corvette Engineering for only \$36

\$60 Block Mounted \$70 Framed & Laminated

INCLUDES GST

Spotlight on a Member



Members Name: Chris Coves

Phone: 9406 4546

Born (Place, Month & Star Sign):
Sydney, February, Pisces

Job Description/Occupation:
Transport Logistics Manager

Name of Spouse or Partner:
Trish

Number of Children: No kids

Pets: Spike & Jasmin, (Dobermans)

What I do when I'm not breathing Corvettes: Race formula V, Drink Burbon,
Fly Aeroplane

My Corvette/s: Wild 73 Stingray blown 671 350 Bla Bla Bla

My Dream Vette & Why? I have it!

Greatest Cruisin' Experience: Seeing other motorists nearly run off the road
gawking at my car

Music you'd hear in my car stereo: Not much as engine noise is extreme

Who rides in my passenger seat: Anyone who is game

Corvette pet peeve: Oh is that a kit car or is it a Big Block?

My favourite
Book? Readers Mart
Music? 80's
Movie? Top Gun
Food? Fast Food
Movie Star? Jennifer Aniston
Restaurant/café? Hungry Jacks,
Lonestar

Length of M/Ship in Corvettes of W.A.: 3 or 4 years

Reason For Buying a Vette: Woke up one day & decided it was me

I enjoy my Vette most when? I'm out driving in it on a cruise or warm day with
the top off



GOOD NEWS An 8.8lb baby boy Aaron Lochlan became part of Chris &
Trish's lives last month.

Congratulations to you both.

Too day its Toodyay

Historic Toodyay Run - Sunday 24th September

A beautiful spring day was ordered for the eight Corvettes who kicked off the new cruising season. All that were capable removed their tops for the drive via Great Eastern Highway to Mundaring across through Stoneville and onto Toodyay for lunch at the Connors Mill Cafe.

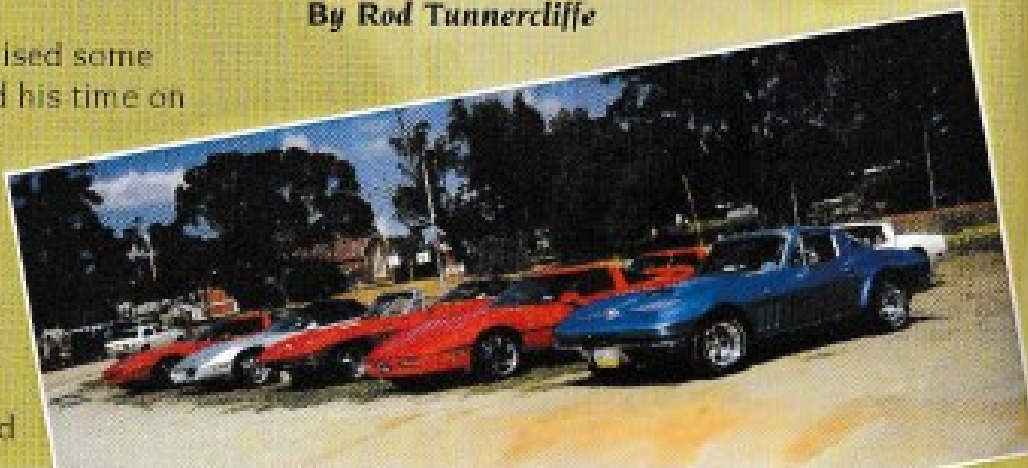
After lunch a short walk around town was in order to get the digestive juices and circulation going again.

At the Museum Ian recognised some telephone gear that he served his time on (well almost) and at the Old Jail it was interesting to discover that Toodyay was originally known as Newcastle and was forced to change its name because a certain Eastern States township decided they wanted

it more. (Well let's be honest now, who would have known that ?)

When the museum exhibits started to get too familiar it was time to crank up the Vettes and roll out of town. Our return route was via Iulimar Road to Chittering Valley and Bullsbrook. At this time of year it was a very enjoyable drive ..., and the company wasn't too bad either !

By Rod Tunnercliffe



**NOW THAT THE
GAMES ARE
OVER...**



Lets get out and enjoy our cars and
have some **Corvette** fun....

IT'S ON AGAIN!!

AUTO FUN-KANA CHALLENGE

SUNDAY 19th NOVEMBER 2000

CORVETTE • MUSTANG • COBRA

*THE CORVETTE CLUB OF WA HAS THROWN OUT THE CHALLENGE TO THE
MUSTANG & COBRA CLUBS TO TEST THEIR SKILLS IN THIS FUN EVENT.*

LOCATION: *Cnr HAY & SELBY ST, JOLIMONT
(PAT GOODRIDGE HOCKEY CENTRE CAR PARK)*

TIME: *EVENTS START AT 12noon*

COST: *\$20 per driver*

**TROPHIES GALORE • BEST OVERALL • BEST CLUB WINNER
BEST 1st YEAR CLUB WINNER • FASTEST FEMALE**

COME ALONG & TEST YOUR SKILLS!

DRINKS & SAUSAGE SIZZLE LUNCH *available from 11 o'clock*

The Fish Market....

Sunday 22nd October - Bay to Whiteman Run 2000

Some of the States Top Corvettes joined forces to complement the approximate 175 other Vintage and Classic vehicles on the annual Motor Museum of WA fundraiser.

Six cars from our club joined ranks with another six from the American Classic Car Club to form an impressive convoy around the southern river suburbs, to the Railway Museum at Bassendean and onto Whiteman Park. This combined effort ensured that Corvettes outnumbered any other single make of car on the day. At the park we all parked en masse taking up a considerable amount of real estate. (As one observer was heard to say "There's more Stingrays here than at Cicerellos Fish Markets!")

Congratulations to all who attended, one day we will have to combine again and try to set some sort of record. (Hey that's not a bad idea!..... Most cars....Longest convoy....Most Horsepower). Thanks to Alison and Wayne Davies and their friends from the American Classic Car Club.

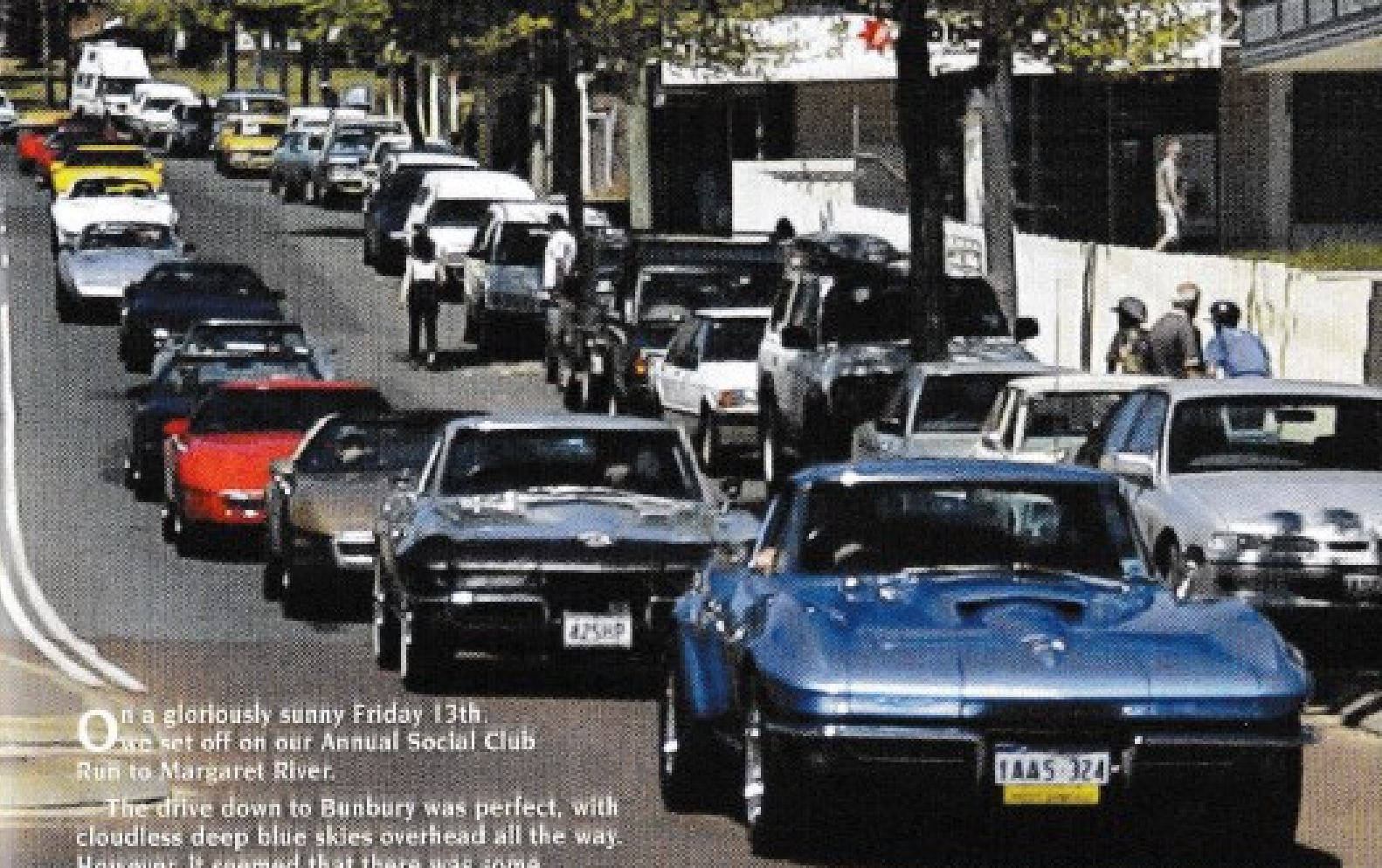
Submitted by Rod Tunnercliffe, Esther Brockwell and Alison Davies.



Take me to the River

CORVETTE'S ANNUAL TRIP TO MARGARET RIVER

by Marie Greer



On a gloriously sunny Friday 13th, we set off on our Annual Social Club Run to Margaret River.

The drive down to Bunbury was perfect, with cloudless deep blue skies overhead all the way. However, it seemed that there was some confusion about where we were supposed to meet for afternoon refreshments. (In my four year's experience of Corvette runs, I have realised that this sort of mix-up is quite normal, and we always manage to re-group somewhere along the road.) This time we all met at a Shell Service Station, where we bought coffee and ice creams, etc. I think the station was somewhere around Bunbury. (I would have paid more attention where, if I'd known I'd be writing this!) The drive down was not altogether smooth: one or two amongst us endeavoured to try out their gymkhana-style expertise, bouncing over planks of wood in mid-road, which is of course much more challenging than driving around them. Eventually we arrived in Margaret River and checked in at the 'Resort', which is just a 10-minute walk from the main street. Tony and Erica were already at reception when we arrived. They had planned to 'beat us to it' and secure for themselves the best room. Unfortunately, their plan backfired and they ended up with a twin room, rather than a double. However, at least there were just the two of them in their room, which was more than could be said for Sheryl and Ian Gibbings' cosy threesome arrangement!

After finding our rooms and settling in, some of us hung around drinking wine and chatting, at the front of our chalets. (On these weekends, there is always a lot of this type of behaviour.) Then we all met at the pub for a pre-dinner drink. We decided to stay and eat at the pub that first night. It was the 'usual' sort of pub menu. Actually, it was very spooky in the pub, with lots of 'scary' decorations, and people dressed-up in Halloween-type costumes. Of course, it was 'Black Friday'. The pub had a band, and up on the dance floor, George and Katie put the teenagers to shame with their wonderful dancing prowess. And so ended our first day...

On Saturday morning, another sparkling, sunny day greeted us, as we drove southwards, in orderly convoy to Augusta for a late breakfast (always the best type!). The bakery offered a variety of cooked and continental breakfasts, together with Devonshire teas and croissants. I had a lovely buttery ham and cheese croissant, and Patrick had the big 'works' breakfast. (No self-control). The bakery restaurant is in a particularly picturesque location, where you can

look out over the rocky wind-swept coastline. We did not hang around long in Augusta, however, as there was a whole lot of wine out there waiting to be tasted and let's face it, somebody had to do it!

The wineries we visited were: 'Redgate,' 'Leeuwin Estate,' and 'Voyager.' The most impressive Winery of the day- located just north of the better known Leeuwin estate. Those who'd been on the visit to Voyager, last year, had been curious to see what had developed of a huge hole being dug in the earth, close to the winery. Well, the work was still going on, and it seems that it is to be an underground cellar, (boring). Voyager is a very special winery, in my opinion. Here we were welcomed and served with a tasty selection of local wines in the cathedral like building, posing as a marketing centre for this rich Doctor's tax minimisation project. The restaurant is cool and refined, and at the back, they have the most beautifully scented, tiered, rose gardens. In the middle of the gardens was a shady white gazebo, and it struck me as an ideal setting for a wedding. (I just thought I'd mention it, in case there are any of you who happen to be 'browsing' for a wedding location. Patrick?)

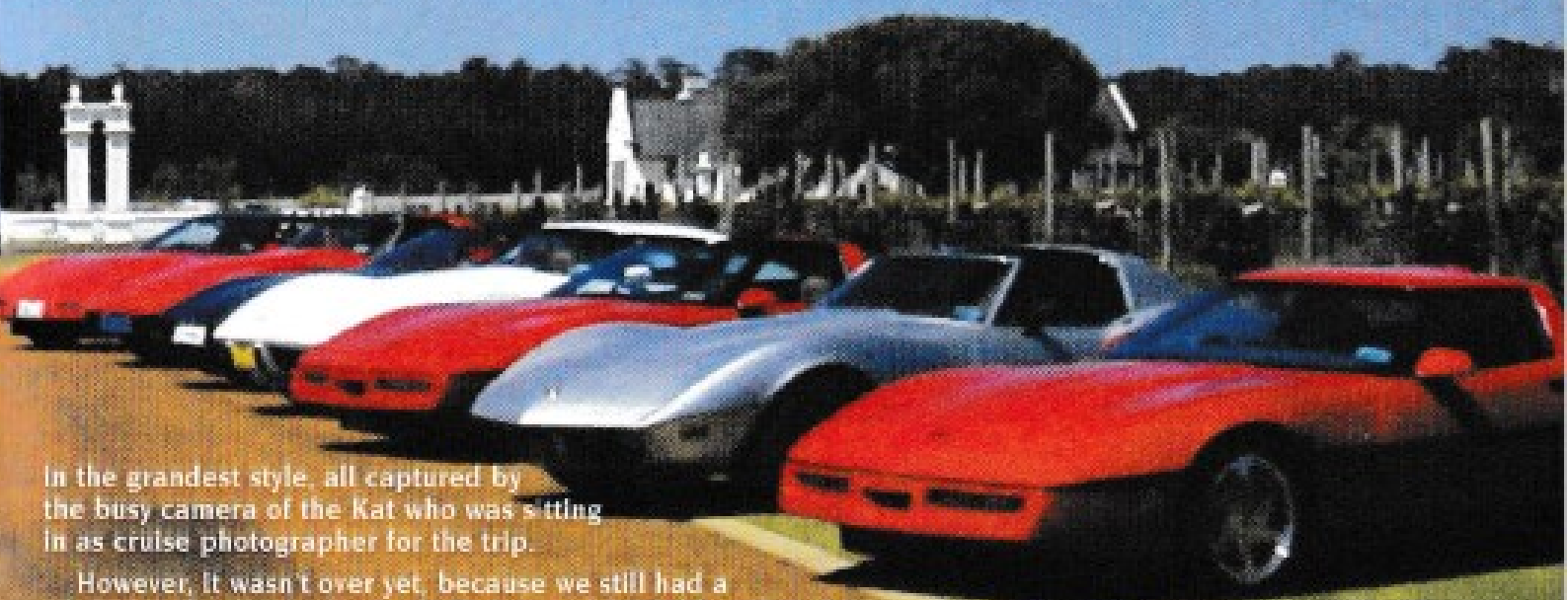
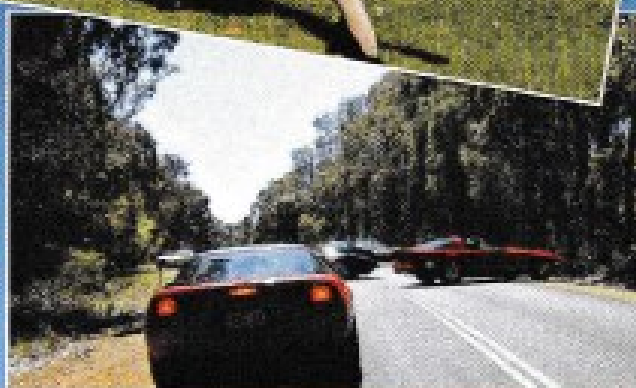
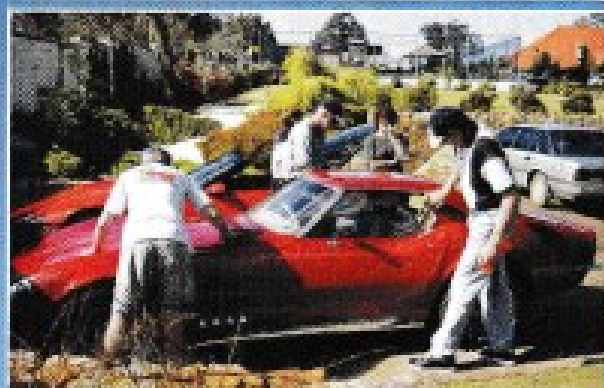
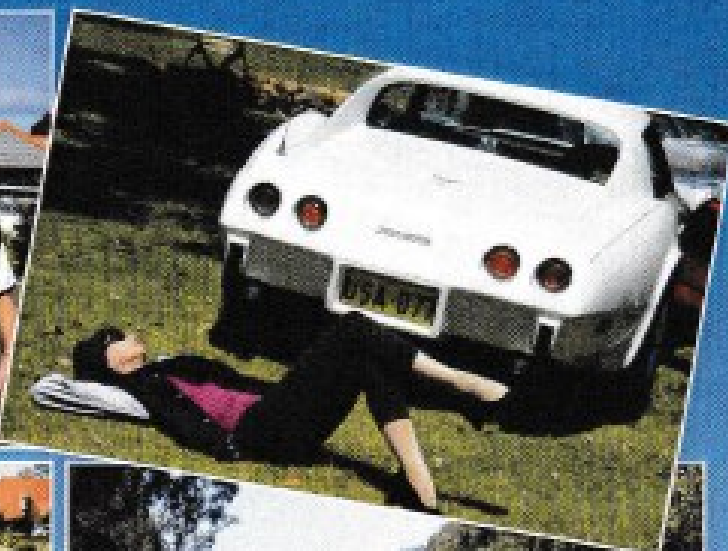
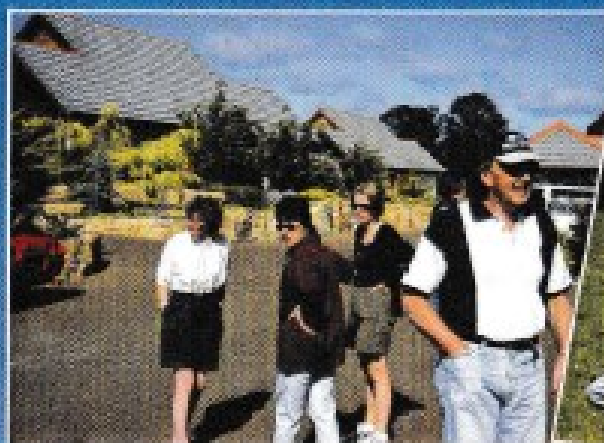
Wine swilling and rose sniffing tends to make one feel pretty hungry, you'll understand, so we dutifully followed our leader and Navigator Darryl, to the place where we were to 'lunch.' However, Darryl tricked us this time and we all took great care, parking so neatly, only to be told that the winery he'd chosen, did not serve food. Back to the cars and off again. We arrived at 'Cullen' winery at about 2:30pm. This has been a favourite with the Corvette Club, going way back, and as always, they rose to the occasion. We enjoyed such fare as homemade soup and ploughman's platter. (And some of the greedier ones amongst us even gorged on huge wedges of rhubarb and chocolate cake). Don't look at me!

During the afternoon, Terry and Ann Martin had arrived at the Resort. To their horror, they were informed by 'reception' that their room had been mistakenly double-booked and would have to find accommodation elsewhere, which the resort agreed to pay for. Overall, this was a pretty upsetting experience to be greeted with, but Terry and Ann had the right attitude, and still had a great time in

spite of this setback. Good on you, guys!

Dinner was at the 'Spaghetti Bowl' restaurant in the main street of Margaret River. The food here was great, and the Corvette club generously provided us with beer, wine and soft drink for the entire evening! This was truly a fun evening, with many laughs. At the end of the night, we all trudged back to the chalets, on foot, and it certainly was impressive that one or two of us, very brave troopers, found our way home!

Sunday morning. It was back to the Resort pub, for breakfast, (what did you think?), and we were amazingly bright-eyed, considering the amount of alcohol consumed on the previous night! (We were joined on this final day of our trip by Southwest couple, and fellow corvette enthusiasts, Peter and Nalda Hoskins.) But, we ladies hadn't got to go to the shops yet! And, can you believe it; we ended up only getting in about a half-hour's shopping, before the cars lined up to leave Margaret River? The cavalcade of cars proceeded down the main street



In the grandest style, all captured by the busy camera of the Kat who was sitting in as cruise photographer for the trip.

However, it wasn't over yet, because we still had a whole lot of eatin' to do, on the homeward-bound leg of our trip. Firstly, it was the pungent-smelling 'Fonti's Cheese Factory,' next came the heavenly-smelling 'Margaret River Chocolate Company.' Then, just to wash it all down, we stopped by at 'Bootleg Brewery.' The lunch was a lovely friendly get-together with thirst quenching local hand made ale and stout enjoyed at long jarrah benches in the shade. Guess where we stopped off on our way home. I blush to say, it was Simmo's Ice-creamery, but then it wasn't my idea, and Patrick had to twist my arm to persuade me to indulge in a 'mocha grande,' and I only ate it to be sociable!

As you will, no doubt, have gathered, it was a long and gruelling weekend, but we bore it extremely well, somebody had to do it, and we had the guts (though bigger at the end, than at the start), to see it through...

The quote of the weekend, came from Dawn, 'I think we should make it the October long-weekend next year, and leave on the Monday, rather than the Sunday...' Well, how about that folks, next year?

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

Date: Friday October 6

Time: 8.00pm - 8.30pm

Reason: The first Friday night cruise of the 2000/2001 summer!!!

Now that we have the scene set, let me add some more information for those of you who couldn't make it.

10 Corvettes turned up for this run (with 2 of them belonging to new members). Most of the guys sat around and talked cars and ordering burgers, while the ladies stood around shaking their heads unable to translate the male conversation into English, drinking their tea and coffee.

At around 8.25pm, Rod Tunnercliffe started to wonder around asking us where we would like to go on this run and the most common response was "I don't mind, where ever, as long as my car gets a good run". A response that Rod really didn't seem to like much as he really didn't want to be the leader on the first run.

But to the delight of all others involved, Rod decided on a route and we all got into our cars and headed for Fremantle where we drove past Notre Dame University, past the Esplanade Hotel and did a very brief cruise of the cappuccino strip.

Somewhere between the cappuccino strip and Welshpool road, the later model Vettes managed to separate from the older cars in the group. So being the nice people that Vette owners are, where we waited for them - but they didn't stop. But that was OK because we caught up with them rather quickly with no worries at all.

On the way to the Kalamunda Hotel, some of the guys decided that they wanted to try some go to whoa's without the whoa. I can tell you, there is nothing quite

like the sound of

two V8's taking off in front of you Where was I? Oh yeah, the Kalamunda Hotel. We pulled in there for a quick 10 minute stop so that we could stretch our legs and take some photos in what was fast becoming a very chilly evening in the hills. From there it was on to the Zig-Zag!!!!

Going down the Zig-Zag was not a problem for any of us, however, at least two Vettes which shall remain nameless had to do some backing and filling to get around at least one corner that was taken too wide. Once we were down the Zig-Zag, we headed for Alfreds Kitchen.

The stretch of Roe Highway between Kalamunda Road and the bypass gave many of us the chance to blow the winter cobwebs out of our cars and give them a good run (all within the speed limit of course) as there was very little traffic on the highway (apart from the odd Police car & semi-trailer). Once the cobwebs were sufficiently removed, it was straight to Alfreds Kitchen for a cup of tea, coffee or anything else that was hot.

All in all, it was a totally relaxed, fun outing. For those of you yet to attend a Friday night cruise, I highly recommend it. It not only gives you a chance to show off your pride and joy, catch up with new members or with friends, but also the chance to get some points for clubman of the year (I know it's not P.C., but who cares)

Esther Brockwell

Corvette Engineering

*On behalf of all the
staff at Corvette
Engineering we express
our thanks and wish
for you the happiest of
holidays and a most
prosperous 2001*

Ph: (08) 9445 7737

Fax: (08) 9445 7738

*Mary
Christmas*



PH: 0500 555 227

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Club Christmas Luncheon **PINEWOOD RECEPTION CENTRE**

SUNDAY 3RD DECEMBER 2000

105 Watsonia Road Maida Vale

Join the cruise at Causeway Carpark 11:00am — departing at 11:30am

Cost is just \$30.00 per head, Children 6—12 years \$15.00

Prepare yourself for a scrumptious menu

RSVP by 20th November 2000.

Ring Sheryl for bookings

Ph: 9299 6438



WA Classic Rally. A MUST DO!

Just like the AFL Grand Final, a Grand Prix and Bathurst the WA Classic Rally is a must do event for any motor enthusiast.

This years field totalled some 86 cars including glamour rigs such as Ferrari's, Lamborghini Diablo's and Porsche. Two Corvettes fronted for the show including the sole club representative Darryl Lockhart in his '84 auto coupe.

The event included six sprint stages, four autokhanas, two drags, three hill climbs and a go to whoa with optional navigation or touring classes linking these stages over the three day journey. Starting Day One on Friday morning at Rockingham



we travelled to Ravenswood, Nth Dardelup and to Mandurah. After a shower we all headed off to the Atrium for a few beers before hitting the sack for a well earned sleep. Tiring stuff this! Day Two saw the circus travel to Collie and then back to Fremantle for the day/night autokhana on the Esplanade before a large crowd of onlookers. Then off home for a much needed sleep (again) and an urgent repair of marital relations. This was of course essential each night of the rally, particularly when your wife is your navigator!

Day Three opened with an autokhana in Northbridge before travelling to Two Rocks for some high speed sprint stages and lunch. We then travelled to Chittering Valley for a hillclimb which was unfortunately cancelled due to a no show by the ambulance team. We then made our way back to Northbridge for the final event another autokhana.

This event does not require high level driving skills (it helps of course) and there were no stages that would cause any undue concern to a first timer. This year every vehicle completed the course with just one

incident which saw \$200 of panel damage to an Alfa Romeo that lost its way on stage one. Still can't work out just how he did that!

We found ourselves in Touring Class O with 8 other cars in the over 4000cc division. Our competition for the event included; a Toyota Supra turbo, two Lamborghini Diablo's, a Ferrari Maranello a Mazda twin turbo GTP race car entered by Dick Ward and Kim Ledger, a Porsche 930, two Corvettes and a Chev powered Jag. Looking around the total field I think we were the only automatic which didn't help much particularly when it came to the longer 2/3 kms sprint stages at Collie and Two Rocks where the revs kept disappearing when we hit third gear.

The results for our class varied dependent on the event with the Lamborghini and Ferrari Maranello blowing the rest of us away at Ravenswood and the long straight sprint stages at Collie and Two Rocks. With over 350 KW in each car and costing \$500,000 each why wouldn't they I say! When it came to the autokhana's and closed street sprints at Rockingham and



Mandurah, the old 'crossfire' came good winning 3 of the stages and being placed 2nd in 5 others behind the Ward/Ledger GTP racer.

In the competitive stages of the event the results were;

Mazda turbo	5 wins	3 seconds	4 thirds
Corvette '84	3 wins	5 seconds	0 thirds
Lamborghini(1)	4 wins	3 seconds	1 third
Ferrari	2 wins	0 seconds	0 thirds
Supra	1 win	1 second	7 thirds
Lamborghini(2)	0 wins	2 seconds	1 third
Jaguar	0 wins	0seconds	0thirds
Porsche 930	0 wins	0 seconds	0 thirds
Corvette '76	0 wins	0 seconds	0 thirds

Overall we finished 3rd in our class and 42nd overall.

In the navigation stages, well forget it!. Margaret did a great job but without an "accurate" trip meter or a rally type trip meter fitted, your a fair Jinkum Bob Hope! As we didn't have either as we soon found out, we struggled. Talk about the Fucowee Irjins! But we didn't get lost..... not really but we did finish 29th out of 34 entries in the navigation only stages. It was a killer I tell you!

During the event we met some great people, very few hot shots and all in all a very stressful but relaxing three days(if you get my drift).

The only very insignificant but mildly embarrassing thing that occurred during the event was that on the last stage on the last day due to 'navigational error'

"we" ran out of petrol. With the RAC to the rescue and a belly full of anger we finally completed the last stage in pretty quick time. But since then I've had a talk to Margaret and I think we got it all sorted for next year.....(I only mention this because a fellow club member appears to have scored a photograph. I hope he only uses it once thought!

It would be great to see our club members contest the teams event (3 cars) next year. With a mixture of high HP cars for the drag and sprint stages and slower old '84 crossfires focused on the autokhana and street sprints stages I think we could remind everyone just what a great car and club we have. What do you think?

Running on Empty

It had to happen! Just when there's a camera close by.

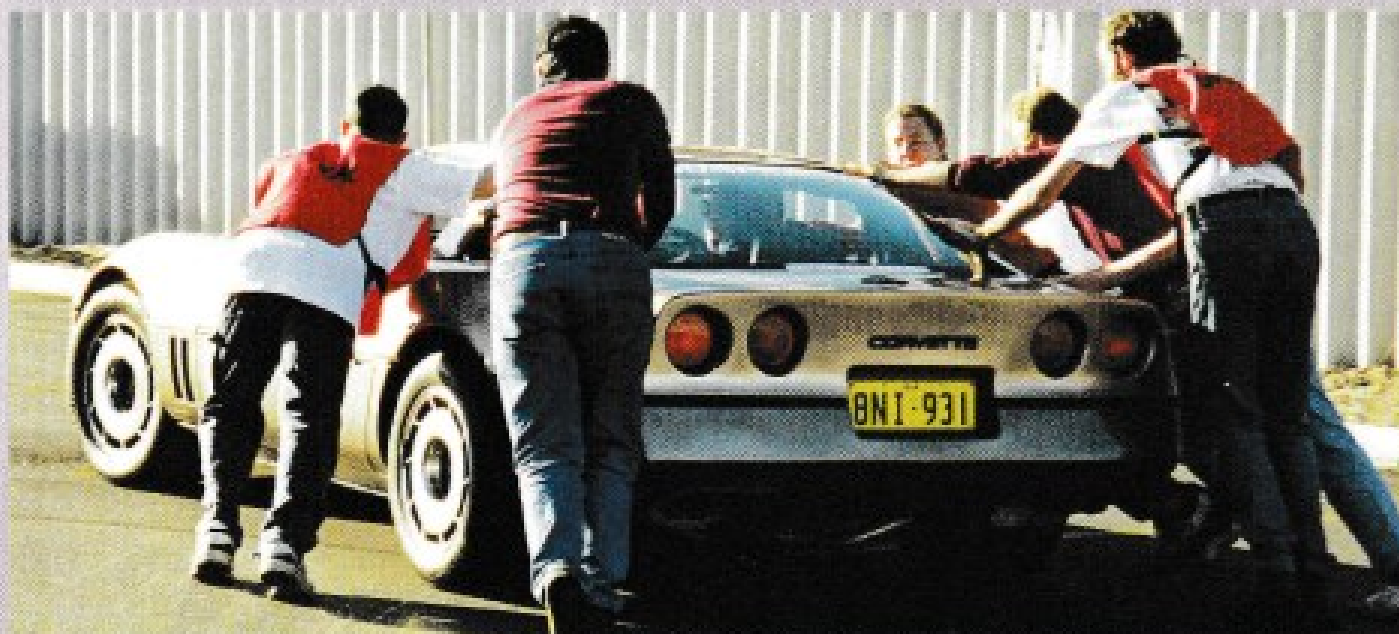
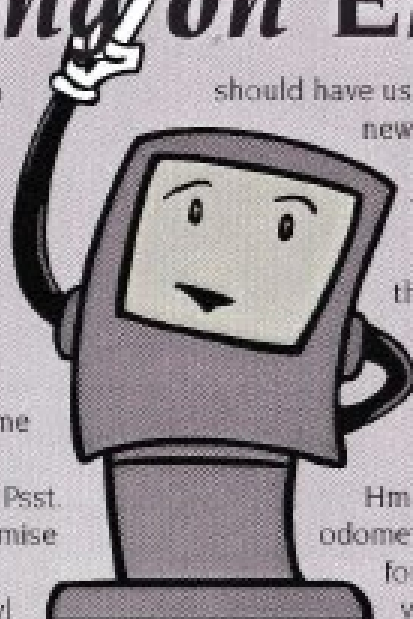
I'm sure that most Corvetters who regularly attend events have heard Darryl's seemingly plausible version as to why people power were the means of motivation at the recent AEM Classic Rally driving event.

In a desperate attempt to muster some forward motion from his tired, low horsepower, no grunt engine (Margaret! Psst. Dazza wants a new engine!) and to minimise any excess weight, some rough fuel calculations were taken. Obviously Darryl

should have used a calculator or invested in a new fuel gauge because the new Hi-stall converter requires the engine to slurp up more fuel than usual.

Aside from this minor hic-up the Lockhart team went on to a finish of 15th out of 88 overall and third in their class. Congrats to you both for flying the Corvette flag.

Hmm. New tyres next, calculator, new odometer, road maps of 'F' maps (hints for Xmas) – look out Marg he'll put you on a diet for next time!



Marshals push Darryl's Corvette away after it came to an abrupt halt in the final autokhana. The many horses in the thirsty 5.7 litre went on strike after exhausting their fodder. Damm that new torque converter!

All Corvettes are Red

BOOK REVUE

by James Scheffer

INSIDE THE REBIRTH OF AN AMERICAN LEGEND.

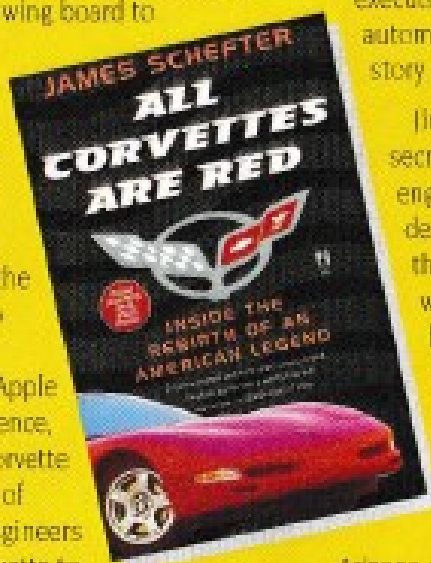
"Scheffer's solid report, offers a candid look at the tortuous, crazy, unpredictable process of creating a car. His book will engage auto enthusiasts."

"Always readable, it's the attention to insider details that makes this account interesting for Corvette enthusiasts and pedestrians alike."

In early January, 1997 the fifth-generation Corvette was released, and author James Scheffer has captured the fascinating inside story of the people who redesigned and remade this American icon, from drawing board to assembly line.

In ALL CORVETTES ARE RED: The Rebirth of an American Legend, James Scheffer has produced a dramatic inside look behind the public facade of General Motors. A veteran observer whose career runs the gamut from writing about the Apollo moon program for Time-Life to chronicling the development of the Apple Macintosh computer for Popular Science, Scheffer was on the Inside for the Corvette renaissance. He describes the range of human emotion as designers and engineers brought the latest generation of Corvette to reality.

Sworn to secrecy, Scheffer entered the inner sanctum of car design, observing, studying, and examining the evolution of the Corvette for nearly eight years. Flying more than a million miles, taking more than 20,000 pages of copious notes, and spending over 900 nights on the road, Scheffer lived and breathed with the Corvette people.



In 1988 General Motors decided to begin work on a new generation of Corvette, the fifth since 1953, and hoped to have a new model on the road by 1993. Unfortunately, just as serious design work for a new Corvette was under way, it became clear that General Motors was in for some difficult financial times; in the subsequent years, GM lost more money than any corporation in US history. GM's dismal nightmare placed the Corvette program on hold, with the realistic possibility that the Corvette would be abandoned altogether. A fiercely dedicated team of designers, engineers and executives, banded together to save an American automotive legend. ALL CORVETTES ARE RED is the story of their world and the car they produced.

Jim Scheffer had unprecedented access to the secretive, highly guarded GM design studios and engineering rooms. He prowled the halls watching designers work clay and wood. He sat alongside the engineers and business managers as they wrestled with problems large and small -- from how to shape a gas tank to how to keep themselves and their Corvette aloft in a company whose ever-changing rules and corporate trauma created confusion and despair.

At the end, he accompanied test drivers across scorching Death Valley roads, into Arizona mountains, and through the frigid snow-packed extremes of northern Ontario. From design to road-testing, Scheffer was present at every stage of the rebirth of a new generation of Corvette.

James Scheffer has written the ultimate Corvette book and a revealing account of the

inner workings of the US automobile industry and the re-launch of America's most famous car.

A perfect Xmas gift available at Corvette Engineering.

**ALL CORVETTES ARE RED,
the rest are mistakes!!**

New Club Members

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

Laurie Whittome:

Another one day!.

Clive Aranha:

1975 350 Auto Red Coupe.

Peter and Nalda Hoskins:

Back looking after 20 years without one.

Letters!!! We get Letters...

To The Editor

Just a note to say "HI" from Queensland. Katya & I are here in Brisbane for 3 months setting up another branch of ESE Patios.

Last week we attended a Hot Rod show and displaying their cars were both Queensland Corvette car clubs.

We of course were attired with our new club jackets & hats all the way from WA!!

The clubs were extremely friendly and invited us to their AGM at the Gold Coast, which we excitedly accepted. (Keep in mind it had been 4 weeks since driving, touching or looking at a Corvette).

We met at a service station in the afternoon and went to the Gold Coast location in the convey. We were in the middle of the group with "CORVETTES" front & rear of us making sure we don't get lost on the way.

We enjoyed a buffet meal with the group of around 20 people and then went into a boardroom for their meeting.

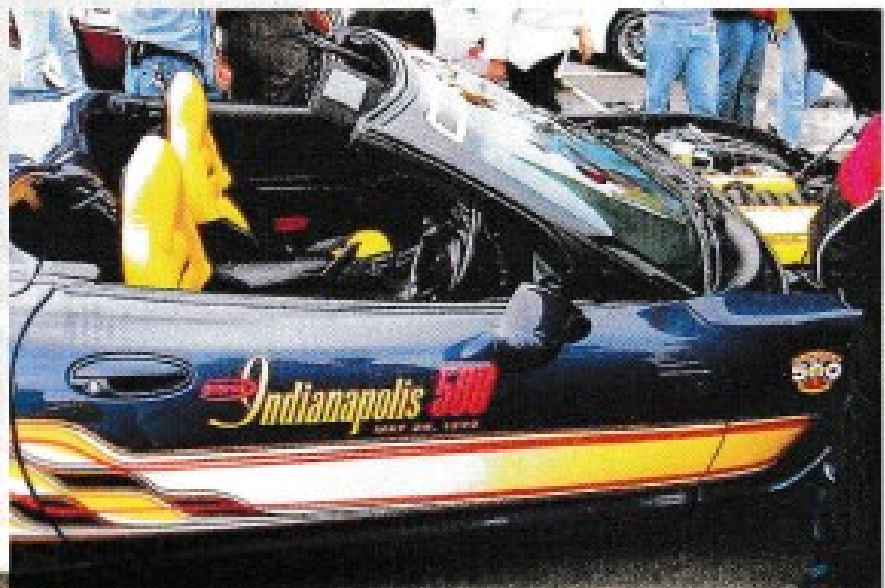
A couple of weeks later the club had organised a gymkhana inviting the Cobra & Mustang clubs.

A good turn out and a great afternoon particularly when the Corvettes beat the Cobras!!!

In mid June one of the clubs had a show & shine at a prestigious resort car park, there were some 40 cars, all different types of Vette and most in showroom condition.

A Beautiful 1962 convertible caught my eye and on its drivers window was the original dealers invoice for the car when it was purchased brand new!!

One of the crowd pullers was the 1998 Indi 500 pace car, I believe it is the only one in Australia.



On July 2nd the other car club, "Corvettes Down Under" had their display on the Brisbane city foreshore known as "Southbank" which was where the world expo was held. Again, an impressive display of vehicles from early model showpieces to highly modified 900 HP nitrous, supercharged lethal weapons!!

I was in my element for the rest of the afternoon absorbing as much as I could with such an array of the best sports cars in the world.

Katya and I would like to thank the members of the car clubs for making us feel so welcome in Queensland and the opportunity to participate in their venues.

We did not know a soul in Queensland & felt lonely but amongst these people we were at home and with friends.

SEAN & KATYA FITZGERALD

Production on a high....

Model year 2000 marks the third year in a row Corvette production has topped 30,000 units.

Corvette built 33,682 cars this past model year, the most since the 35,109 that rolled off the line in 1986 when a yellow Indy pace car boosted production numbers.

As of the end of the 2000 model year, total Corvette production was 1,195,808.

Driven by strong consumer demand, the 2000 Corvette continued to generate powerful sales, with Corvette Net Field Stock at 15 days at the end of May.

The last 2000 unit off the line, a Light Pewter Metallic coupe went to a dealership in Illinois. The first 2001, a Torch Red 206 was shipped to General Motors in Warren, Michigan and will be a company car.

Year-end production figures show the fourth year of the C5 build consisted of 18,113 coupes, 13,479 convertibles, and 2,090 fixed roofs.

As they have most years, Corvette customers preferred their new sports car in red: 6,700 of the cars produced were Torch Red. While our other red, Magnetic Red, constituted 2,941 of the total orders.

One Platinum Purple Metallic car was made which went home with Billy Phelps of Maintenance. The car is now estimated to be priced in the six-digit category.

Black was again one of the top three colour choices at 5,807 and Light pewter Metallic came in third with 5,125.

Other colour selections included: Artic White 1,979; Sebring Silver 2,783; Navy Blue Metallic 2,254; Bowling Green 1,663; Millennium Yellow 3,578; and Nassau Blue 851.

The Majority of convertible tops in 2000 were Black 9,115, while Light Oak totalled 3,762 and White 602.

On the inside, Black interior was far and away the most popular colour at 20,709, Light Oak was chosen by 8,681 customers, Light Grey by 3,128 and Torch Red 1,164.

Most Corvette customers ordered the following options: passenger & driver reclining bucket seats 27,103; soft ride suspension 24,159; automatic transmission 20,362; AM/FM stereo CD 24,696; and heads up display 26,482.

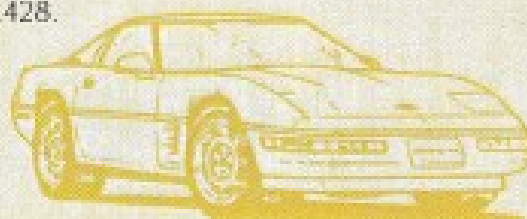
Package 01 Option was by far the most popular option with 31,951 customers choosing this package, and only 1,670 choosing Package Option 02.

Roof choices were: Removable Roof transparent 5,605 and non-transparent 6,213.

Other choices included manual six speed transmission - 13,320; carpeted insert floor mats 33,188; multiple CD player - 15,809; telescoping steering wheel 26,482 and air conditioner with auto temperature control - 29,428.



Jim Tinsley, James Mayers (with banner) and co-workers helped usher in the first of the new model just prior to downtime.



ANSWERS TO TRIVIA QUESTIONS:

- A1.B 1994
- A2. ...A Coupes
- A3.B 230
- A4.C Corvette Summer
- A5.D Minnie



1979 Corvette Coupe Red 350 auto RHD going overseas \$Offers Ph. Greg Turpin 9497 9207

1973 Corvette Coupe 350 4 speed Silver, Black leather, PW, AC, Glass Roofs, good condition. \$28,000 Tony 9305 7353

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



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

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

1988 Corvette Coupe best in WA charcoal metallic Auto all factory options Serviced by Corvette Eng. Nothing to spend Reluctant to sell Ph Thomas 9349 6441



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

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

1984 Chevrolet Corvette Rego VET84 RHD by Corvette Eng. New paint crossfire injected 350 Chev 4 speed automatic air conditioned power windows locks mirrors new alarm new Pioneer CD player Ballsy sounding head turner \$30,000 obo Edward Hope Ph 9245 3687 or 0417 091 856



1981 Corvette Coupe Met Silver red leather trim 350 auto only 28,000 miles like new rhd Nino 9389 6330



FREE ADS For all financial club members your cars and parts advertised free. Ph Kat 9446 6243

PARTS FOR SALE

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)

Mag Wheels 73 Model suit 73-82 swap for rally wheels Phone Peter Brown 0413 150 334

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 License plate 70VET USA size Ph Laurie 9454 3582

Got something for sale? Call us.

Under the Hood



with Tony Katavatis

MORE AGILITY FOR THE 2001 C5

In mid-1998 a new feature called Active Handling was introduced on Corvette. It is a sophisticated stability control system that utilises on-board sensors to measure yaw, lateral acceleration and steering wheel position, then brings into play the capabilities of Corvette's standard ABS brake and traction control systems to smoothly assist the driver in maintaining vehicle control in oversteer or understeer situations.

For 2001 a Second-Generation Active Handling system, much enhanced over the original, becomes standard equipment on all Corvettes. With a new Bosch brake pressure modulator and many new or revised calibrations, Second-Generation Active Handling provides even more assistance to the Corvette driver.

Corvette engineers know how Corvette owners like to drive their cars, so a stability control system that would shut the car down too severely during enthusiastic driving was out of the question. Second-Generation Active Handling calibrations have been carefully developed to limit such intrusiveness. Aside from an "Active Handling" message on the instrument panel, drivers will not even realise they've been assisted in most situations.

Average drivers will find themselves capable of producing even lower elapsed times in autocross competitions. Above average drivers will appreciate Active Handling's Competitive

Mode, which allows them to switch off the traction control part of the system.

In addition to making all Corvettes more agile, Second Generation Active Handling adds a cushion of safety given its ability to help out in emergency situations. It deftly senses both over- and under-correction on the driver's part and adjusts to help bring the car back into balance.

As good as it is, Active Handling cannot overcome the laws of physics. It is offered only as an assist - albeit an assist that makes Corvettes a lot more agile, and even safer - but it is not a cure-all for every situation. Ultimately, drivers must still take full responsibility for control of their vehicle.

In addition to Second-Generation Active Handling, Corvette suspension systems are also key enabler of Corvette's considerable agility. Coupe and convertible buyers have three outstanding suspension systems to choose from:

The standard F41 suspension is designed to please the majority of Corvette drivers. The optional Selective Real Time Damping suspension (F45) has three selectable modes - Tour, Sport and Performance - each with its own set of calibrations. F45 senses road conditions and vehicle speed then modulates the damping efforts of the shocks to keep the car riding and handling smoothly on a variety of road surfaces. Also optional is the Z51 Performance suspension. It provides a level of control "at the limit" beyond what the other two packages offer while still maintaining enjoyable ride quality.

WHAT IS SELECTIVE RIDE CONTROL?

The selective ride has six positions on each of three settings. The stiffness of the suspension gets firmer the faster you go. In city driving, you may not notice much change when the touring mode is used. A small actuator on each shock adjusts the valve in the shock, thus changing the damping of the shock. If your service light comes on, the system goes to a predetermined setting. It's ok to drive the car, but have Corvette Engineering check it for a recorded failure code.

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.

* FRIDAY 3rd NOVEMBER 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 Rodd. Ph 9364 5480 or Mobile 0414 756 552 for info.

*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 BBC, facilities available. Cost \$8.80 per adult, \$6.60 student/concession, children 5-12 yrs \$5.90. Ring Sheryl 9299 6438 by Friday 20th October

SUNDAY 5th NOVEMBER - COLLIE POWER HOUSE CIRCUIT

The Commodore Car Club has invited members to participate in this speed event. Getting underway at 9.00 am, competition is expected to wind up around 4.00 pm. Entry fee before 27th October is \$50, after will cost you \$65, plus \$57 if you do not have a Cams license. Remember a helmet, fire extinguisher, long sleeves and shoes are required. If your interested please contact Darryl Lockhart for more details.

* TUESDAY 7th NOVEMBER 2000 - GENERAL MEETING

Odin Tavern 51 Erindale Road, Balcatta (Just off the Freeway exit) 7.30pm Everyone welcome! Why not come early and enjoy a buffet meal & drink before the meeting. Apologies to Sheryl.

*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 that's not to be missed. Mathews Netball Centre Carpark off Hay & Selby Streets, Jolimont, commencing 11:00 am. 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. 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. See page 9

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

Please ring Ron Flood if your car is available for our display. Ph 9448 1358

*FRIDAY 1st DECEMBER 2000 NIGHT CRUISE

*SUNDAY 3rd DECEMBER 2000 - CHRISTMAS LUNCHEON

Pinewood Reception Centre 105 Watsonia Road Maida Vale at 12 noon. 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. See page 15.

*FRIDAY 15th DECEMBER 2000 - NIGHT CRUISE

*FRIDAY (In January) 2001 : NIGHT CRUISE

SATURDAY 17th FEBRUARY 2001 - BIG 40'S POKER RUN

This is the 21st Poker Run, Show and Shine from 10:00am at Burswood Park, cruise departs 3:30pm. Cost \$25 per car. Prizes galore plus a multitude of giveaways. Food and drinks on sale at start and finish.

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,

During those dark cold and wet weeks of winter, conditions may not have been too good for cruising but we have it on good authority that the lights have been burning bright in a number of garages and workshops around town. A few of our members have been caught tinkering with their toys.

Greg Walker has ported his plenum, Jet Hot coated his headers, installed a cam, chipped his computer and had a head job! ... pity about the chip Greg we know how fussy you are about your paint job.



Meanwhile back at the ranch, Rod Turnercliffe has 'invested' in some additional stock for the stable. The L98 Tuned Port has been overhauled with new High Flow base manifold and runner tubes and a pair of torquer heads have been added. All street legal of course!



Peter Turner has an '85 coupe currently being refurbished, although at a glance you wouldn't know it's an '85 with its late model nose and rear end. You will drool when you see the stunning paint job! Then again you wouldn't expect anything less when the owner is a professional spray-painter. Good job Peter.



Our spies have told us that there are other members out there working feverishly preparing those Vettes for the coming season, painting, polishing fixing all those little details to make those cars just perfect - Hey that's what it is all about! 'The preservation, restoration and enjoyment of all Corvettes' in what ever way turns you on.

If there are any members out there with a story to share or a special project on the go we would like to hear from you.

John and Wanda Stockings are currently residing and working overseas in Brunel. Unfortunately for John his '78 is residing in Perth. He reports there are no Vettes in Brunel, just bloody BHW's and Merc's, by the bucket load!

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

Once again, I hope you've enjoyed this edition of Vette Torque. I'll leave you with this final thought, if you're feeling good don't worry you'll get over it.Ed.

LATE NEWS!!!

Rumour has it that Peter Brown has changed the wheels on his car, and now has a manual gearbox. Anything else Pete.....New Heads?.....New Computer?.....Headers? More later.....

"On Ya Pete".

HAPPY BIRTHDAY TO....

NOVEMBER

Sue Turner
Katya Fitzgerald
Neil Grant
Emilio Epis
Enrico Evangelista
Denis Stuart
Darrel Sales

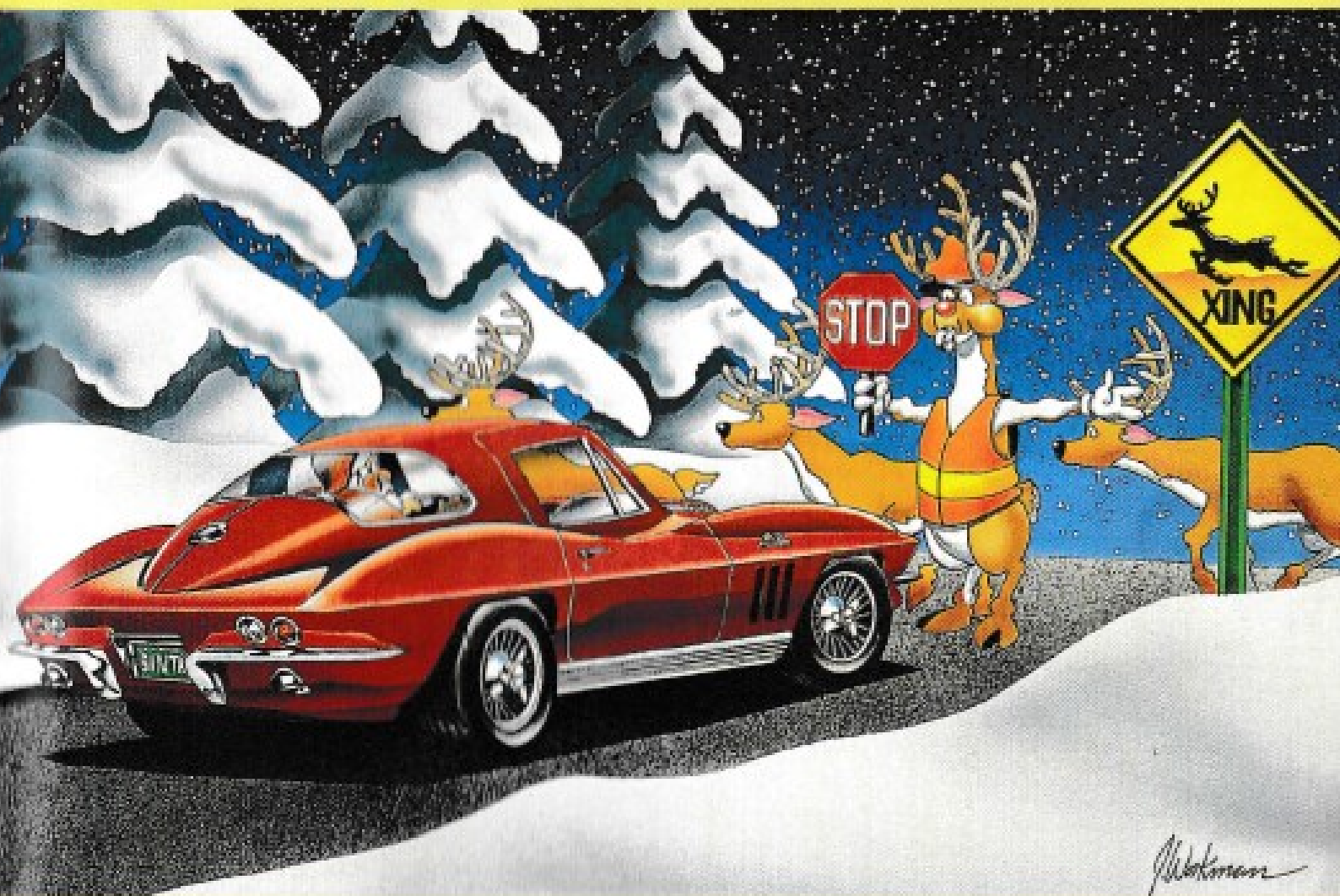
DECEMBER

Thomas Volitzky
Sophie Butler
Kim Grant
Tony Kat
Gary Watson

with lots of hugs & kisses

*"We should all buy Christmas
Gifts made in Kentucky."*

**"I couldn't agree more!
Wouldn't I look great in a
Z06 Corvette"**



CORVETTES
WESTERN AUSTRALIA

*We take this opportunity to wish you all
a very Merry Christmas and a Safe
and Prosperous New Year!*



**Discount
for Club
Members**

Love Your Car!

- Policy Benefits •
- Agreed Value •
- Choice of Repairer •
- Salvage Rights •
- Free Glass •
- Repco Discount Card •
- 24 hour Roadside Assistance •



Telephone (08) 9221 8100

Facsimile (08) 9221 8122

email: famous@iinet.net.au