

West Coast

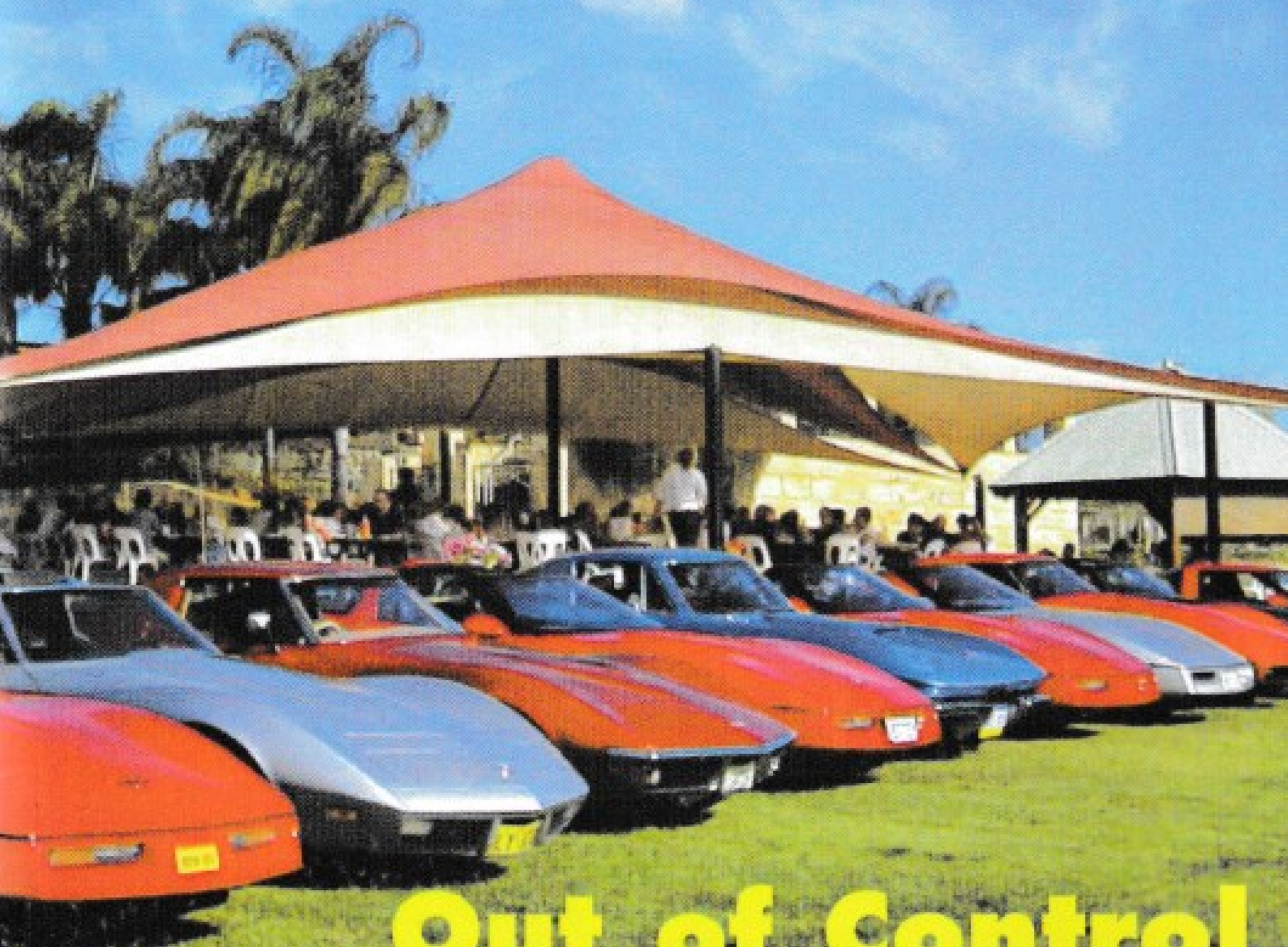
Vette

Torque

Newsletter No.99 May/June 2001



CORVETTES
WESTERN AUSTRALIA



Out of Control

We visit the Olive Farm & Pinelli Wineries

Auto-cross - the right way

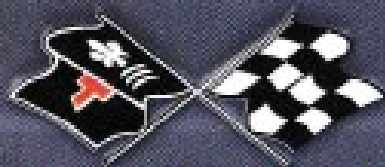
Hints for the novice & the pro

We are the Champions

Corvette wins it all at Rolex 24 Hour

Whiteman Park

Marlows Classic Car Show



CORVETTES

WESTERN AUSTRALIA

CAR CLUB INC.

www.geocities.com/corvettes_of_wa/index.html

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Cover Pic: 'Ten of the best' at The Olive Farm Winery.

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, email or fax them to the editor.

MOVING? Please send address changes to the Membership Chairperson.

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



Need your blower polished?..... Join the 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 Membership Chairperson.

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

Executive Exhaust

by the Editor

Dear Members and Friends,

This is newsletter number 99. My maths tell me only 1 more and we'll hit the ton! 100, my God! I wonder if we'll get a letter from the Queen? Or even better a letter from GM Chevrolet Division!

Sorry folks! Getting ahead of myself as usual.

Back to this magazine and I think it's a beauty. Besides my dribble throughout we have stories on all the recent club events: a points score tally, more on Corvette Racing, what to do at a Gymkhana event and Corvette racing at LeMans so I hope you'll enjoy it as much as I do. Also look for a complete run-down on the 13th National Corvette Convention in the next issue.

Club Members Dossier, Questionnaire & Stories: Where are they?! Lots of club members have told us that they're on the way but nothin's showed up yet. **AAAARRRRGGHH!** Seriously but, we know it can be a pain in the butt trying to get everyone to bring in photo's 'n' stuff, but it's well worth it for 8 weeks of fame in Australia's hottest club mag. *Call the Kat at work on 9445 7737 and let him know where you're at.*

Don't forget the AGM – everyone is welcome, maybe you'd like to see a change of Committee or have some ideas on the Club's future. Why not come along and put forward your ideas or just come along and boost the attendance. Come early for a meal or an ale. Look forward to seeing you at the **Odin Tavern on 29th May, 2001.**

Yes it's hard to believe, but it's time for those Concessionally licensed cars to have an annual examination. Inspections will be conducted at Corvette Engineering, 12/15 Carbon Court, Osborne Park, Saturday May 12th and 19th. Ring Tony Kat to book in and arrange a time. Remember this is only for club restricted-use licensed vehicles.

Autocross 'A Must Do Event' Feel the adrenaline rush as you race against time in your own Corvette. Both novice and pro will love the gripping excitement of manoeuvring and speeding through the autocross course. Spectators will also enjoy the cone-lying, action-packed event. **Warning:** *This could be habit-forming.*

Corvette Trumps! A Corvette C5-R out lasted faster prototypes to win the Rolex 24 Hours of Daytona race in Florida. Piloted by Canadian Ron Fellows and Americans Chris Kneifel, Frank Freon and Johnny O'Connell, the No 2 Corvette made 656 laps around the 3.56 mile (5.73 km) Daytona International Speedway, eight more than its nearest rival.

Erich Haussmann, a retired Chevrolet senior tool engineer, who supervised the design, construction, and installation of all Corvette assembly tooling at Flint and St. Louis, and now enjoying his retirement in California, is the only human being left alive on the planet who actually worked on the 1953 Corvette!

WANTED – GOOD OR BAD FEEDBACK!

Tell us if you like us (like driving your Vette) or hate us (like driving a Ford). Operators are standing by! Fax 9445 7738.

Hint: When that horrible Corvette Park brake doesn't work, to stop my car rolling, I use the Dem-tel Kiddie Chock (For optimum performance should be placed under wheel)

Coming soon on a computer screen near you ... What is the BIG news online?

http://www.geocities.com/corvettes_of_wa/
our club's web site.

SPECIAL THANKS TO OUR ADVERTISERS



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

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A Corvette is a Corvette.

Only Corvette people would know what an ISO is. It is a Corvette-powered Italian sports car and was one of the fastest four passenger cars in the world in its time. Produced during the sixties, a total of only 799 Iso Rivolta GT's were produced in six years. Powered by a 350hp 327 Corvette engine and Muncie 4-speed, DeDion positraction rear axle with IRS and Bertone body, today they sell for around 35,000 green backs!!



Remembering James Schefter

JAMES SCHEFTER, known to Corvette enthusiasts as author of *All Corvettes Are Red*, died January 21 in Salt Lake City, Utah.

Schefter described his chronicle of the birth of the C5 as a story with "heroes, villains, frustrations, and some real victories," a story that took eight years to write. "From the moment that GM let me into the company as an unrestricted observer."

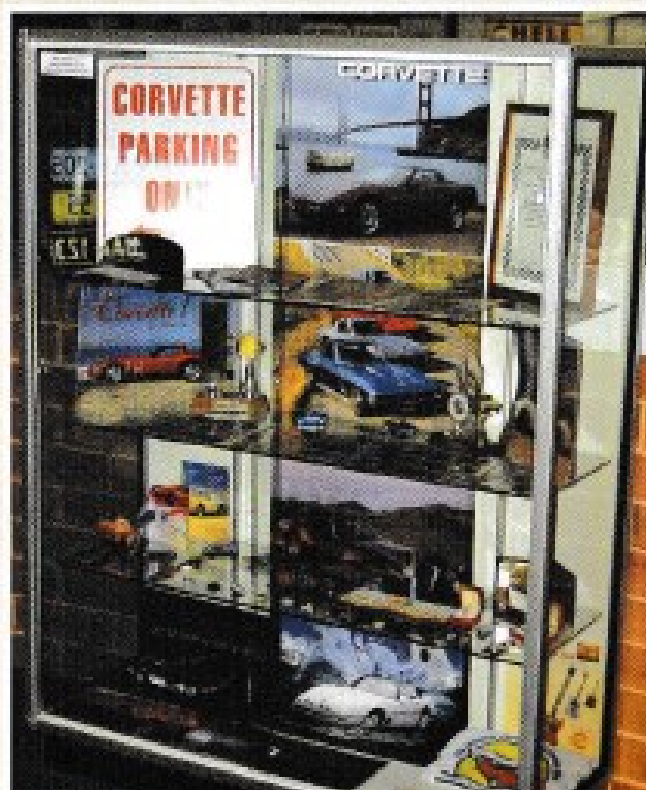
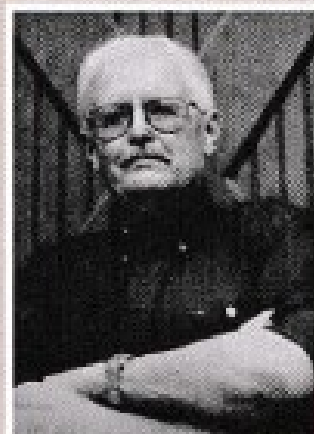
Reviewer Joe Collins noted the book's "painstaking, almost blow-by-blow account of the false starts,

boardroom battles, and exhaustive work that led to the unveiling of the C5." Recalled friend Hib Halverson the day after Schefter's death. "Shortly after the C5 went on the market, he bought one. What colour, Red, of course."

Schefter was born in Minnesota, raised in North Dakota, and finally settled in Park City, Utah. He is survived by three sons, Michael, William and Andrew Schefter.

The National Corvette Museum plans to honour James Schefter's memory at the upcoming C5 Birthday Bash Banquet, April 21st.

Check out our Nov/Dec newsletter for a review of "All Corvettes are Red"



Class Cabinet

What a great display. Next time your at Whiteman Park, visit the Motor Museum. Thanks to Esther our new display cabinet looks great. Now everyone who visits can get an appreciation of what we are about.

Remember in order to keep this display fresh we will always need new Corvette related items either as a donation or a loan basis.

Got something to put in our display cabinet at Whiteman Park Motor Museum? We need anything that's got a Corvette theme. Talk to Esther or Kat.

Sexy & Warm

Huge Range of Corvette Apparel



Don't forget with winter coming you'll need to stock up on Corvette Windcheaters & Jackets. (They look good and they're cheap!).

WINTER SPECIALS -

Club Windcheaters (navy or grey)	\$25.00
Club Jacket & bonus Cap	\$80.00
White Club W/cheaters - size medium	\$5.00
Children's Club T-Shirts - sizes 8 & 10	\$5.00
Club T-Shirts M, L, XL, XXL	\$15.00
Corvette Parking Signs	\$2.00

Give Erica a ring on 9446 6243

Concessional Licencing

There still seems to be some confusion from the Department's end as to the cessation of annual examinations for LHD vehicles. It is no longer in the regulations, however obviously it is taking time to flow through the system!

It's too early to tell what effect the new Minister will have on LHD or concessional licencing in general.

To be eligible for club concessional licence, the vehicle must be more than 25 years old. This 25 year rule applies to the calendar year not the exact date. i.e. 1976 is now OK, irrespective of month.

When a car is not available for the annual examination, the owner is required to send a letter to the Club Examiner/Registrar explaining the situation. The vehicle is then sighted by a Club official and the reasons for non-examination detailed on the annual return which is then forwarded to the Transport Department.

Only original non-modified cars can be concessionally licenced. The question always arises, what is or is not an acceptable modification? In general 'factory' or 'dealers' options as to various mechanical areas such as wheels are acceptable. However changes to brakes / engines / suspension is not acceptable.

Corvette Trivia Quiz

In our never ending quest to enrich our knowledge of America's only true sports car, The Corvette, we've come up with this trivia quiz to test your Corvette awareness.

- Convention trunks last appeared in 1962 Corvettes. Models to follow had no external rear storage access until which year?
- The last year for the Corvette convertible was 1975 until it reappeared again in 1986. True or False
- The 1976 Corvette featured a new sports steering wheel that was also used on what other vehicle?
- The optional AM signal seeking radio for 1956 featured another first for Corvette?
- Marker lamps at the extreme front on either side used amber lenses for the first time in what year?

Turn to page 18 for the answers

CLUB PERSON OF THE YEAR

POINTS SCORING SYSTEM FOR MOST ENTHUSIASTIC MEMBER

THIS YEARS WINNERS WILL RECEIVE A MYSTERY PRIZE *(even we don't know what it is!)* OR CASH. 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 (April, 2001)

TUNNERCLIFFE, Rod & Lorraine	126
BROCKWELL, Esther	106
WALKER, Greg & Jill	104
LOCKHART, Darryl & Margaret	66
FLOOD, Ron & Dawn	64
SUNJICH, Zeljko & Jacky	63
GIBBINGS, Ian & Sheryl	59
BROWN, Peter & Barbara	56
DUTTON-SMITH, Gerry	54
DAVIES, Wayne & Alison	50
MITCHELL, Tony & Rose	44
O'LEARY, Peter	42
PEKIC, Zelko & Stella	38
OLIVER, Steve & Joanne	33
DIDIO, Phillip	27
MARTIN, Terry & Ann	26
MCJULEY, Tom & Bev	26
HEHIR, Patrick & Marie	23
VOLITZKY, Thomas	23
FORWARD, George & Katie	20
HITCHINS, Rod & Rhonda	20
QUINN, Doug & Chris	20
CLARK, Gaye & Dave	18
EASTMAN, Larry & Helen	16
FITZGERALD, Sean & Katya	15
WATTS, Bill & Sandra	15
DELICH, Mick & Ieni	13
MORTON, Brian & Valerie	12
HASLER, Brad & Carol	10
MACERI, Frank & Louise	10
MITCHELL, Tom & Liz	10
TEDESCO, Ello	10
ROBERTSON, Phil & Sandie	10
ALDRIDGE, Jean & Steve	5
BISHOP, Colin	5
BURNS, Greg & Joanna	5
DONATI, Geoff	5
HENDERSON, Barry & Penny	5
LATHAM, Peter & Debbie	5
LEES, Lyn	5
MEIKLE, Gregg	5
MOORE, Lionel & Theresa	5
MORRIS, Colin & Maureen	5
RAWSON, George & Jill	5
STUART, Denis & Jill	5
WACLAWIK, Mark	5
TAYLOR, Ken & Sarah	5
GRONE, Sven & Angele	5
FRASER, John	3
HOSKINS, Peter & Nalda	3
WHITTOME, Laurie	3
TURNER, Peter & Sue	2

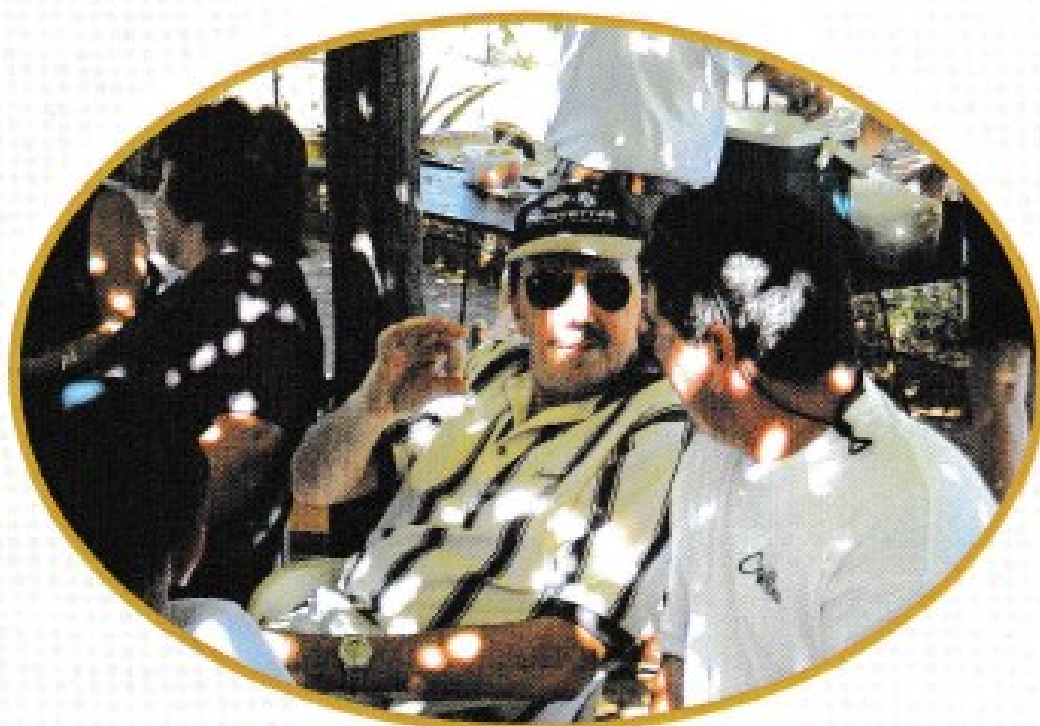
NEW CLUB MEMBERS

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

Paul Quinn:	1978 350 auto pace car.
Margaret Lockhart:	hubby's bronze '84
Sven & Angele Grone:	1977 350 auto red coupe.

Pinelli Winery Cruise

J A N C O W A N S M E M O R I A L B B Q



Corvette Chevignon

On a very pleasant Sunday Afternoon in March, a group of Corvette Club Members trekked up to the Swan Valley to Pinelli Winery to have a nice relaxing lunch. This annual event has now become known as the Jan Cowans Memorial Pinelli BBQ.

A few of us met at Kings Park for the drive up to the Valley. Once we got to the winery (after missing the turnoff) , we found that everyone else had opted for the easier option of meeting there – that would explain why no-one was at Kings Park. By about 12.30, everyone had arrived at the winery, and the trick once there was to find a parking spot with some shade. A couple of the Corvettes managed this while the other Corvettes (and a few brand X's) were parked in the sun. The picnic lunches were then unpacked and we sat around and caught up on the news and gossip of the last few weeks.

Luckily the weather wasn't too hot for us and just after the BBQ was cooked, a nice breeze picked up to make the day even more enjoyable. Some of us purchased bottles of wine, while others decided to go for the larger bottle ("it tastes the same but it's cheaper").

By about 3pm, after a little speech by Gerry and a toast to Jan Cowans, some of us said our goodbyes and went on our way.

Thanks must go out to Sheryl for the organization of an absolutely fantastic day

Friday night is Speedy's Night!!!!

by Greg Walker

One of the highlights of owning a Corvette and being a club member is the Friday night cruise. My first Friday night cruise will stay with me for many cruises to come. The warm friendship shown to me made me feel right at home and for those of us who cannot drive our vettes enough, the

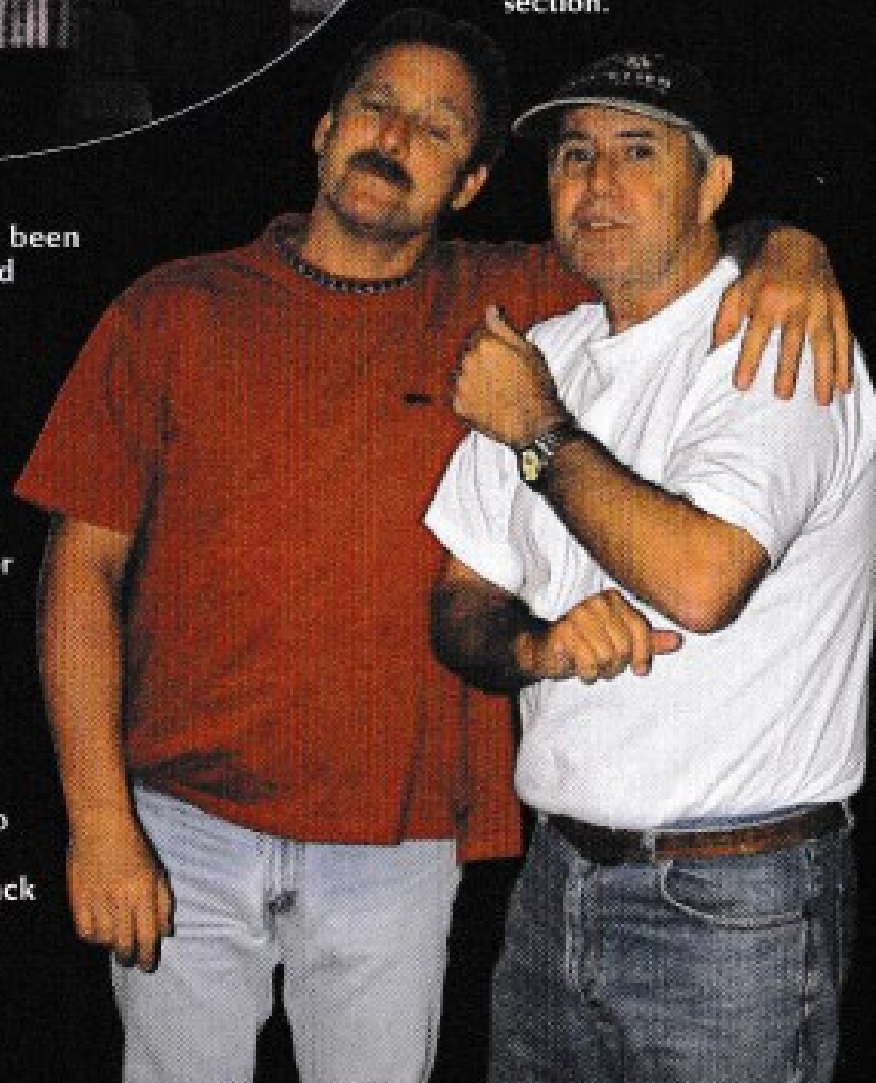
husband. A few regulars (no names) like to stretch their legs, this is ok but remember to engage the brain before the right foot, you may win but the blue lights are always close-by. When given instructions pick a couple of vets you can follow if you don't know the way. If you have a mobile phone carry it with you and a members list this way you can always catch up later if you get lost.

Spread the word! I can assure you a good night. We are not adverse to inviting other clubs for a run with one of Perth's best clubs. Be proud of your club and wear our Corvette apparel. Please remember the club and the magazine are yours, use them to your advantage, participate and if you have any comments regarding Friday nights or anything write in to the letters section.

cruise is another good reason. I have visited many new coffee houses, restaurants and cafés. I've also been back to some old stomping grounds and going down the Zig Zag in Kalamunda bought back memories of my courting days.

I always get to Speedys early, it gives me extra time to chew the fat, it's amazing what comes out of the conversations be it club or personal. If you need some advice about your car or your marriage you will generally get it. Remember that Rod and I are always open to suggestions on run routes, we may not listen but generally we will. I believe I have made some good close friends in the past 18 months.

On the cruise there are few things to remember, you are a club member and what you do in your corvette will get back to club members or even your wife or



Spotlight on a Member



Members Name: Terry Martin

Phone: 9409 9094

Born (Place, Month & Star Sign):

Perth, August, Leo

Job Description/Occupation:

Panel Beater

Name of Spouse or Partner:

Ann

Number of Children: Two

Pets: Cat (Grizzel)

What I do when I'm not breathing Corvettes: Spending time with my girls!!

My Corvette/s: 1966 Coupe 427 450HP

My Dream Vette & Why? I've got it and I think you can't get any better!

Greatest Cruisin' Experience: Cruising across the Nullarbor with other Corvettes.

Music you'd hear in my car stereo: What ever the old valve radio has to offer

Who rides in my passenger seat: My girls, Stephanie or Ellen (sometimes my wife)

Corvette pet peeve: When it rains

My favourite

Book? Corvette Fever

Music? All the latest hits

Movie? Gone in sixty seconds

Food? Steak

Movie Star? Eddie Murphy

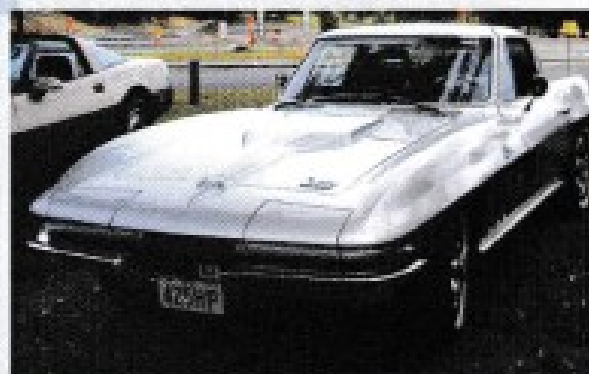
Restaurant/café? Kingsley
Tavern

Length of M/Ship in Corvettes of W.A.: 20 years

Reason For Buying a Vette: My dream car.

Knowing Ron Flood & Colin Morris

I enjoy my Vette most when? When I am alone watching the tachometer reach six and a half RPM!



Auto-X for the Novice



How to spend Sunday afternoon chasing pylons and destroying tyres

It's the most intense couple of minutes you'll ever spend in a Corvette. A Solo event, or autocross, provides a rush that no other Corvette driving experience can provide. It's you and your Corvette against the stopwatch. Actually, it's you against the stopwatch. It's the performance-driving event where the driver can truly make the difference between winning and losing. Eighty percent of a winning combination is the driver.

The idea behind a Solo event is to see how quickly you can navigate your Corvette through a specific course. Every course is different, and you have only a few chances to test yourself against

other drivers. There are no practice runs and no testing days. It's you against the stopwatch. At the end of the day, the most skilled driver wins.

Solo events also provide you with a place to drive your Corvette faster than you've ever driven it before. There is no relaxation.

There is really only one thing you need to know when you begin to run Auto-X, events. Don't touch the car. This is the tricky part. As a Corvette owner, your first impulse is to start spending money on the car. That's totally wrong. I think it's crazy to spend any money on the car until you've run a few events. The only exception might be to get a good wheel alignment.

There's nothing you can install on a Corvette that will allow a bad driver to beat a good driver, not that a lot of people haven't tried to find that ultimate accessory. I know that you won't pay any attention to that advice but, in a couple of years, you'll see the wisdom. Your only goal is to drive better-not buy better.

GET THERE EARLY

This is important, because you'll find the whole thing slightly confusing. The more time you have to get acclimated, the better you'll feel about this whole idea.



MAKE SURE YOU WALK THE COURSE

This is an important step. Just finding your way around the course is a major accomplishment. Remember, you can't win anything unless you know when to turn left and when to turn right. You have to walk around the course and try to figure out the best way to get your Corvette around all those corners.

Also, try to memorize the course. There's no time to figure out whether you should turn right or left during your run. If you don't know all the turns before the start, you're in trouble. A good test of how well you're doing is to get a sheet of paper out when you finish your walk-through and draw a map of the course from memory. If you can't do this, get back out on the course and walk it again. There had to be a reason for getting to the event so early in the morning.

ALIGNMENT SPECIAL

This is probably the most important thing you can do to your Corvette. If the wheels aren't pointing in the proper direction, there is no hope of ever being fast. The idea is to find a setting that would work on the street as well as on the autocross course. I'm sure that, as you gain experience, you'll change the settings, but this will prove to be a good starting point.

	C3	C4
Front Camber	+0.75	+3.00 degrees
Front Caster	+2.25	+5.50 degrees
Front Toe (sum)	0.50	0.00 inch
Rear Camber	-0.50	0.00 degrees
Rear Toe (sum)	0.20	0.20 inch

TYRES

Don't buy new tyres: your ordinary street tyre will do just fine for the first few events. This is one place you can save some money. Sure, the fast folks might use special tyres, but that's not why they're fast. They're fast because they drive better. Boy, is that hard to admit.

TYRE PRESSURES

Don't mess with tyre pressures. You can use your ordinary street tyre pressures for your first couple of events. After you gain a little experience, try a different set of tyre pressures. Change them only two or three pounds and see how the car feels.

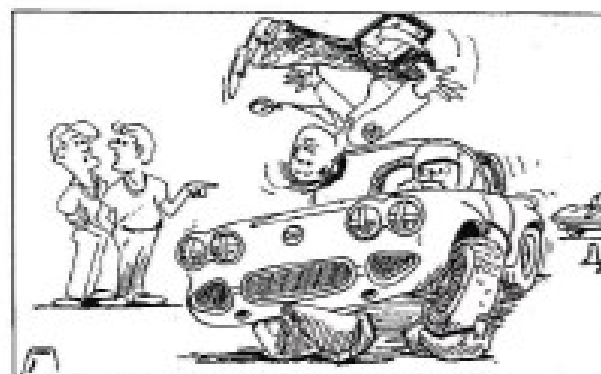


Watch the people who are setting the fastest times at the event, and you'll notice that they seldom change tyre pressure settings. They might check them every once in a while, but you won't see them letting huge amounts of air out of their tyres. If you really want to go fast, watch the people who are truly fast - then do what they do.

SLOW IS FAST

The key to being fast is to be smooth. It might look fast when you hang the rear end out, but it's a big waste of effort. Nothing illustrates the principles of smoothness as much as a slalom. You have to tell yourself constantly to be slow and smooth.

So get out and enjoy some autocross activities in your C4 or Shark.



OH OH! THAT'S GONNA ADD SOME TIME ON.





Corvette Wins Rolex 24 Hours



No. 3 C5-R Takes Overall and GTS Honours; No. 3 is Fourth Overall and Second in GTS

CORVETTE bagged the top prize in North American road-racing as the #2 C5-R, piloted by Ron Fellows, Frank Freon, Chris Kneifel and Johnny O'Connell hung on for an overall and GTS class victory in the Rolex 24 Hours at Daytona February 4th.

No less than five downpours made winning, said Godwin Kelly who reported the race for the Daytona Beach News-Journal, "no easy feat. The rainy weather played havoc with the 79 car field, causing every thing from accidents to short-circuits in electrical systems."

Veteran racer Fellows called the driving conditions "the worst I've ever seen in endurance racing."

Despite such adverse conditions, the #2 team turned in a flawless performance, leading the GTS class throughout. And when mechanical problems crippled the overall leader with just four hours left to go, the C5-R was poised to take advantage.

Dyson's #16 Ford prototype had a 27-lap lead on #2 when it suddenly went silent. "it looks like it just threw a rod," said driver Butch Leitzinger, as quoted in the News-Journal. "It just decided it was done and it blew up." (that's Fords for you!)

"I got a huge boost of energy," said Fellows. "I thought this may be that once-in-a-

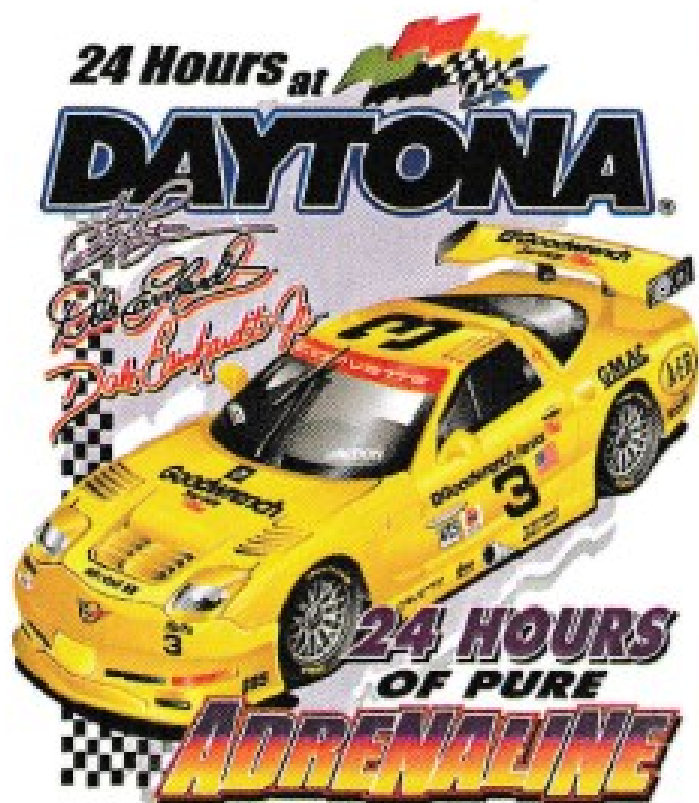
lifetime opportunity to win the big race. I rushed to the pits. They asked if I got into the car could I finish? I said, "Try to keep me out of it."

After an hour, Fellows had the lead and never let it go. As the Corvette faithful thronged the winning team, Corvette Brand Manager Rick Baldick proclaimed, "We've just re-inforced the purchase decision of Corvette owners all over the world."

The Corvette #3 C5-R driven by Andy Pilgrim, Dale Earnhardt, Dale Earnhardt Jr., and Kelly Collins only added to the marque's prestige by finishing second in GTS class and fourth overall.

Had it not been for a broken halfshaft, the Earnhardts' road-racing debut would likely have ended in a podium finish, but that didn't dampen their enthusiasm for the endurance race. "I'm proud to have made it to the end of a great race," said Dale Earnhardt.

Baldick summed up the race results with a reference to the so-called father of the Corvette: "Somewhere Zora Duntov is smiling right now."



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OSBORNE PARK



A Lark in the Park

by Esther Brockwell

With a clear sky, a cool afternoon sea breeze and a temperature in the mid twenties, a lovely day was in store for all of the participants in this years Marlow's Classic Car Show at Whiteman Park.

There were well over 1500 cars on display this year and all of the displays seemed to be bigger and better than earlier years.

Unlike previous years, the Corvette Club had a great turn out with 9 cars ranging in years from 1958 through to 1987.

While our designated area was up the "other end" of the Park, we had managed to get an under cover section that was large

enough to hold all our cars in comfort.

There was a high interest in our cars with many questions and membership forms being handed out. One interesting comment that was overheard was that Chris Coves '73 "could not possibly be licensed and that the plates were only on the car for the day" much to the amusement of the members close by to hear it.

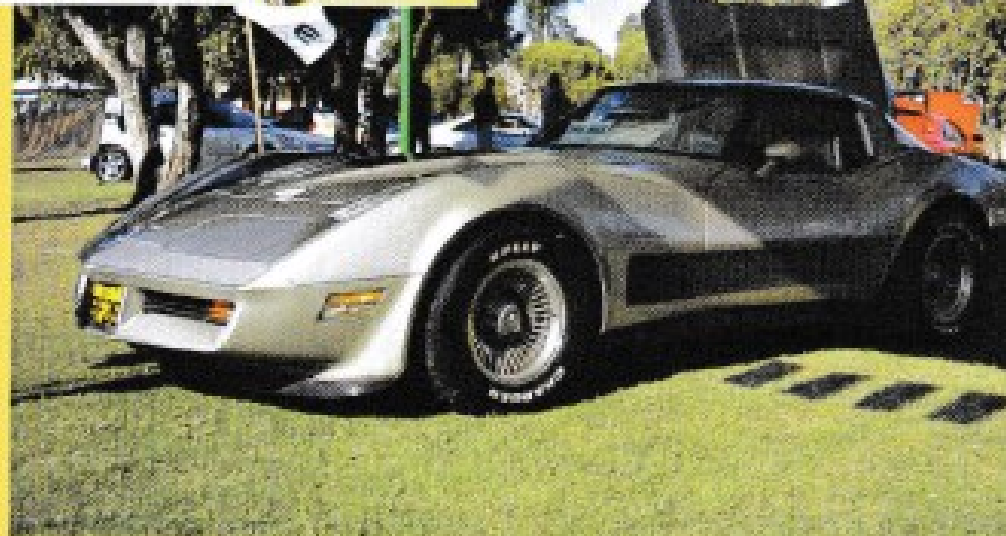
Thank you to all the members who provided their cars and their time for the show and a big thank you must go out to Rod Tunnercliffe for organizing the cars, the display and just about everything else on the day.



Put your hand on my heart
and tell me!

Round knights
of the red esky

George Rawson's beautiful
'82 collector



Frank Maceri awesome orange '73



Shoot'n the Breeze

The Olive Farm Winery - April 2001



by Esther Broadwell



members thought that they were not in the perfect position, so they were moved again. (All except one car that had decided that it didn't want to move. After some coaxing and a few choice words, this stubborn car was started and moved into position)

Most members left the Winery mid afternoon and headed for various destinations.

Ten vehicles were on display at Olive Farm Winery on Sunday April 22. Around half of those met at Kings Park and drove up to Guildford in convoy while the remaining half decided to make their own way there.

This was a most relaxing day with good food, good wine, good company and for those who missed out this time around, keep your eyes open for the next one - *you'll love it!!*

We were lucky to have another beautiful Autumn day with a lovely breeze to keep the temperature at a nice and pleasant level. With beautiful surroundings, a great view of the river (and the cars), we sat down to chat with friends and enjoy a lovely meal.

Once lunch was over, it was decided that we should move the cars around so that we could get a good picture of them. Once they were moved, a few of the





To lots of Aussies the utility is a sports car ... two doors, two seats and a big V8 engine ?? **yeh sure...**

• AUSTRALIA WIDE •

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The Vette Net

I should like all those members who have Internet access to check out our web site and to email Esther to give her your thoughts on the general layout of the site and how you think it may be improved. What do you think we should feature on the site? Would you like to see more members' cars? Photos of members? How about our newsletter inside cover 'Pin-Ups'. So really in essence we need to know how you would like to see the club portrayed and what you want to see on the web site.

[Http://www.geocities.com/corvettes_of_wa/](http://www.geocities.com/corvettes_of_wa/)

No. 3 Corvette Took 1960 LeMans by Storm

A RAINSTORM, a cooler full of ice, a Jaguar distributor and two racing rivals. They all came together in 1960 for 24 hours in a French village to create a Corvette milestone and an improbable racing tale.

The Jaguar distributor was Briggs Cunningham, the two racing rivals were legendary drivers John Fitch and Bob Grossman, and the French village was LeMans.

It has been said that drivers would rather win LeMans than any other race. Twenty-four hours of hairpin turns and high speed straightaways demand the utmost endurance from man and machine, making a win most prestigious.

In 1960, when racing impresario Briggs Cunningham's three Corvettes (and Lucky Casner's one) mounted the first challenge by an American-made car in five years, the experts were not impressed.

According to Fitch biographer Jim Grinnell, the 4.6-litre Corvettes were not seen as "a serious threat. The cars were generally regarded as too heavy to pose a real challenge to strong teams of Maseratis, Ferraris, Aston Martins and even the Cunningham experimental Jaguar."

Even Fitch admits that the cars were "overweight underpowered" and not expected to

finish.

When the race began at 4:00 pm on June 25, the high-powered, lightweight Europeans charged out in front as expected, and the #3 Cunningham Corvette, piloted by Fitch and Grossman, dropped to thirteenth place.

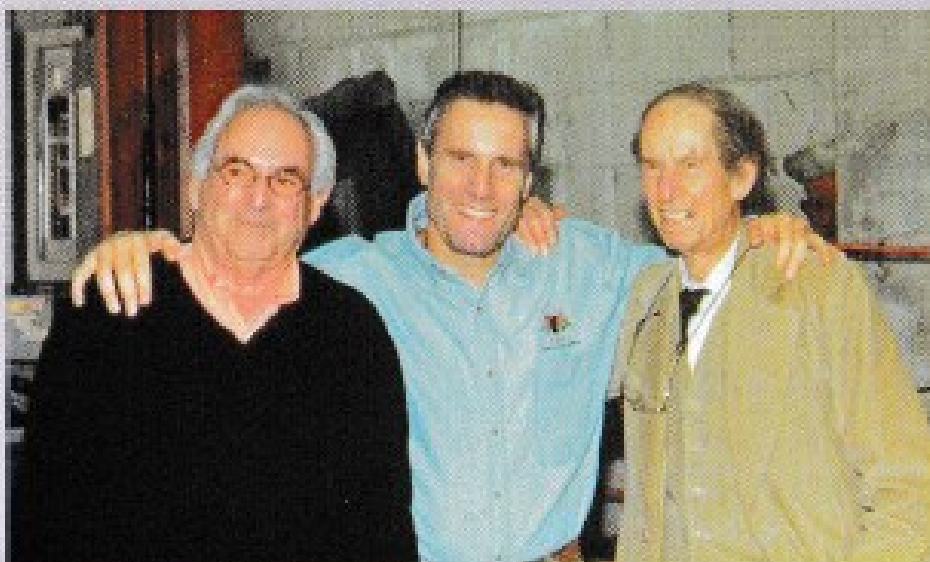
Just two hours into the race, however, a torrential rainstorm erupted, making the difficult track even more treacherous. The #1 Cunningham Corvette slid off the road and out of the race near the Maison Blanche. The #2 Corvette, approaching the same section, caromed off the two walls, spewing fibreglass shards, and limped back to the pits.

the Corvette weight was 'wiping the track dry.' Picking up places in an amazing display of controllability

Unlike its team-mates, the #3 Corvette with Fitch at the wheel was actually gaining ground. According to the account published in *Corvette News* of that year, "Fitch soon saw that other drivers were having

considerable trouble holding on to the slippery surface. More trouble than he was! He began to push his car and happily found the Corvette weight was 'wiping the track dry.' Picking up places in an amazing display of controllability, Fitch waved off RM Grossman who was to replace him at the six-hour mark. He then found himself in a struggle to pass the European entries, especially the Porsches, as they easily recognized the four headlamps of the American Corvette."

Said Fitch: "I was on a roll. I had a feel for the surfaces on every segment of that 8.3-mile circuit ... I was enjoying myself immensely - taking no little pleasure in inching up and staging a pass on one after another of the purpose-built racing sports cars that had passed me earlier with contemptuous ease."



Bruce Meyer flanked by #3 car driver Bob Grossman (left) and John Fitch (right)



During the rainstorm, the #3 Corvette climbed from thirteenth to a phenomenal third place. But the rain stopped, and the leaders began to muscle their way past #3.

It was now morning, and Fitch and Grossman were clinging to eighth place when the engine began to overheat. Grossman recalls that when Fitch handed over the car, "the [temperature gauge] needle was not quite at the end of the peg, but it was getting there."

According to race rules, the car had to complete four laps in the last hour of the race in order to qualify as a finisher. But by this time the car had a blown head gasket, and the pit crew was prohibited by LeMans rules to add any liquid. "How were we going to go an hour and a half without adding water?" asked driver Grossman.

On hand were hundreds of bottles of coke for the pit crews. Cunningham Team's Bill Frick thought of all the ice cooling that soda - why not use it to cool the engine?

Four times that last hour the Corvette made the circuit; four times the car pulled in to the pit to be packed with ice as the crowd cheered.

"Nobody was even watching the leading car," recalls Grossman. "They were watching this Corvette. That was the whole show."

With minutes to spare, says Grossman, "I went under the flag and the car went up in smoke, and all these people came out and surrounded the car ... wouldn't let me out."

"It was the most eventful race I'd ever driven."

The #3 Corvette managed to hold on to its eighth place finish and was one of only 25 cars to finish the race.

Said Fitch, "Eighth at LeMans in '60 was the best a Corvette had ever done in international racing, better than any year at Sebring. So we were very pleased."

Summing up the importance of the win, Corvette News commented, "This was the first Corvette entry at LeMans and it had beaten cars that would cost two to three times as much on the open market. There is little doubt that Corvette had done itself proud."

first in class?



WAS 1960's Cunningham Car #3 the first Corvette to win its class at LeMans? Sources give conflicting information, listing it as either fifth or first in GT. Why the confusion? Basically, the Corvettes were in a class by themselves. They had the largest engines and therefore were the only cars in the 4001—5000cc class. If 1960 was the first year that LeMans recognized the new class, as Bob Grossman remembers, then the #3 Corvette did indeed win its class.



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the Pitstop BOOKSHOP

Psst... interested in saving ten bucks! Well then grab the \$10 voucher that's in this magazine and head off to The Pitstop Bookshop, they're at 48 King Street, in town. Make a purchase from their huge range of books and videos of over \$30 and you'll save \$10. It's not often we get something for nothing. We thank The Pitstop Bookshop for their support.

Answers to trivia questions:

But you don't give a toss, your more interested in the picture below!!!

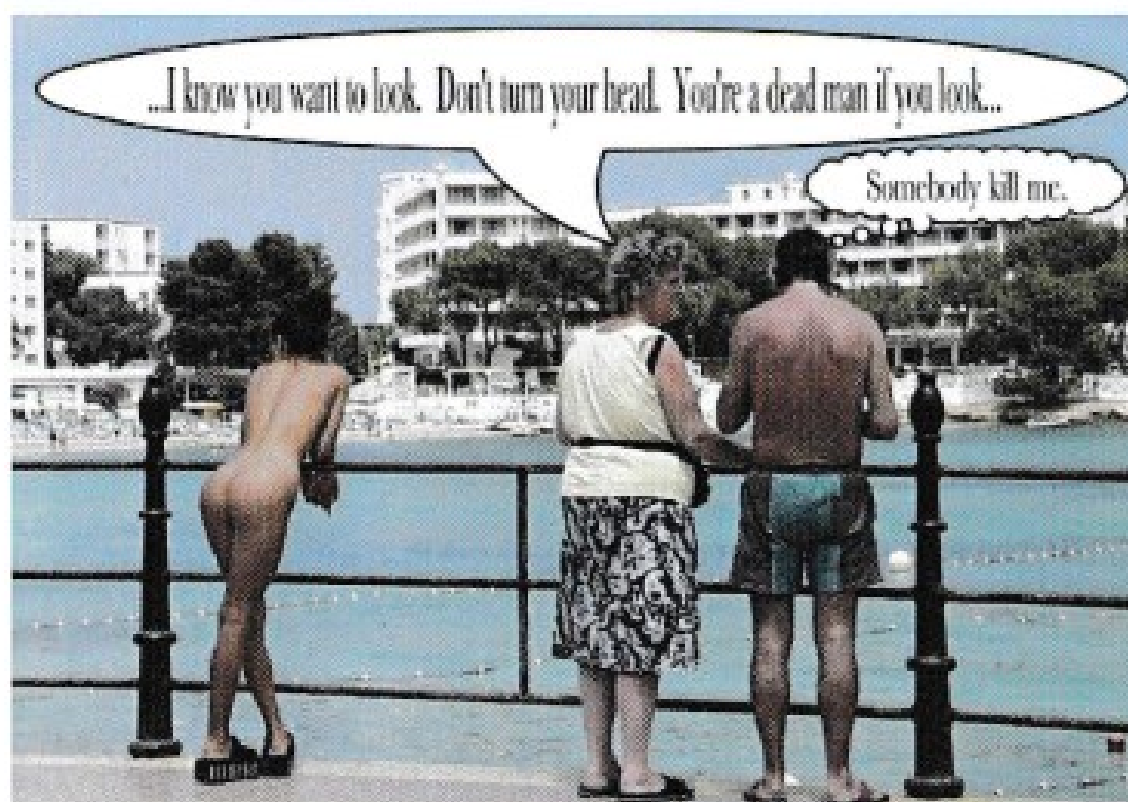
A. 1982 when a special "collector edition" model featured a hatch window.

B. True

C. 1976 Chevy Vega

D. They were transistorised.

E. 1969, the 1968 markers were clear.



Gary, when we said newsletter articles, we didn't mean this smut, but you get 5 points anyway! Good to hear from you, how's life in Manila?

Submitted by Gary Cowans

Letters!!! We get Letters...

Barry Bogan's Bullshit

One of me mates showed me one of your club books he found, 'jeez' what a bunch of poofters, wine tours, Friday nite cruizes, jim carnas or whatever you call drivin around those hats, what next folda chairs in the back, what back? You can't even carry a few slabs of piss in those plastic shit boxes.

There are other cars you know, I've got one, a Ford mate, XD 351 with 450 Corvette arse-kickin horsepower, aussie steel body, yeh it has rust so do most cars mate, this thing tramps mate, it wheelspins in all gears. You wanna see the rubber I leave at the Belmont shoppers car park. ok its not a locka diff, so what! I've got some good tires coming soon, that will help.

Ya know its got me stuffed where you guys get off thinkin' you'r better than us, do any other clubs carry on like your lot? Ive never been in a club before so I spoz I don't know but I do know that me mates have more fun in one Friday doin' burnouts and drinkin' than you mob have in a bloody year. I hope me and me mates meet you's one Friday nite, we'll show yah what real cars are like.

Name and address supplied

Ed....This would have be a first, a moron reading a first class magazine, its quite obvious his mother took away his dunny to early or maybe he doesn't have a mother or father for that matter. What is the problem? Maybe our club is that good that it upsets the morons out there, I think he deserves a reply, any members out there want to tell him or should I?

2001: A Chevrolet Odyssey

Attention all Chevy owners, the 2001 Chevrolet Odyssey is to be held over 3 big days November 9 - 11th at the Cannington Showgrounds. Be part of the greatest congregation of Chevrolet manufactured vehicles in one place at one time. All Models - All years. This is not a Concour de Elegance event it will however incorporate a rally, evening meal & awards night and a show & shine of a collection of Chevrolets, any model in any condition. For further information and entry form, please contact Dennis Hayman 9571 3357. Presented by the Chevrolet Car Club of WA

Chevrolet Car Club of WA

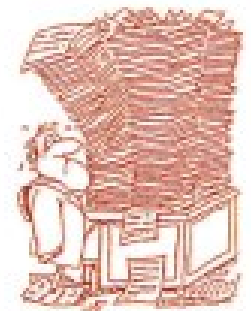
Quiche Lover

I am besotted by Corvettes, I have wanted to own a Corvette all my life, but up 'till now have not been able to afford a good example. I have owned Mustangs and a few exotic sports cars over the years but they pale into insignificance when compared to America's true sportscar. One of my great concerns is joining a club that I would feel comfortable being part of. Previous clubs I have been a member of have been crass and most unprofessional. I am a quiet and reserved person, good looking if I may say so, I dont drink or smoke, love cooking, I'm not married and I'm an all round homely person. If I purchase a Corvette do you think I would fit into Corvettes of W.A.?

Horace Power [Horrie]

The Mews
Dianella W.A.

Ed....We welcome any Corvette owner into our club, we do not discriminate whether you are single, don't drink or smoke, even if you're good looking, but I really do think you are better suited to low powered cars like Fords, real men own Corvettes.



Heard a rumour?

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

CORVETTE CONFIDENTIAL

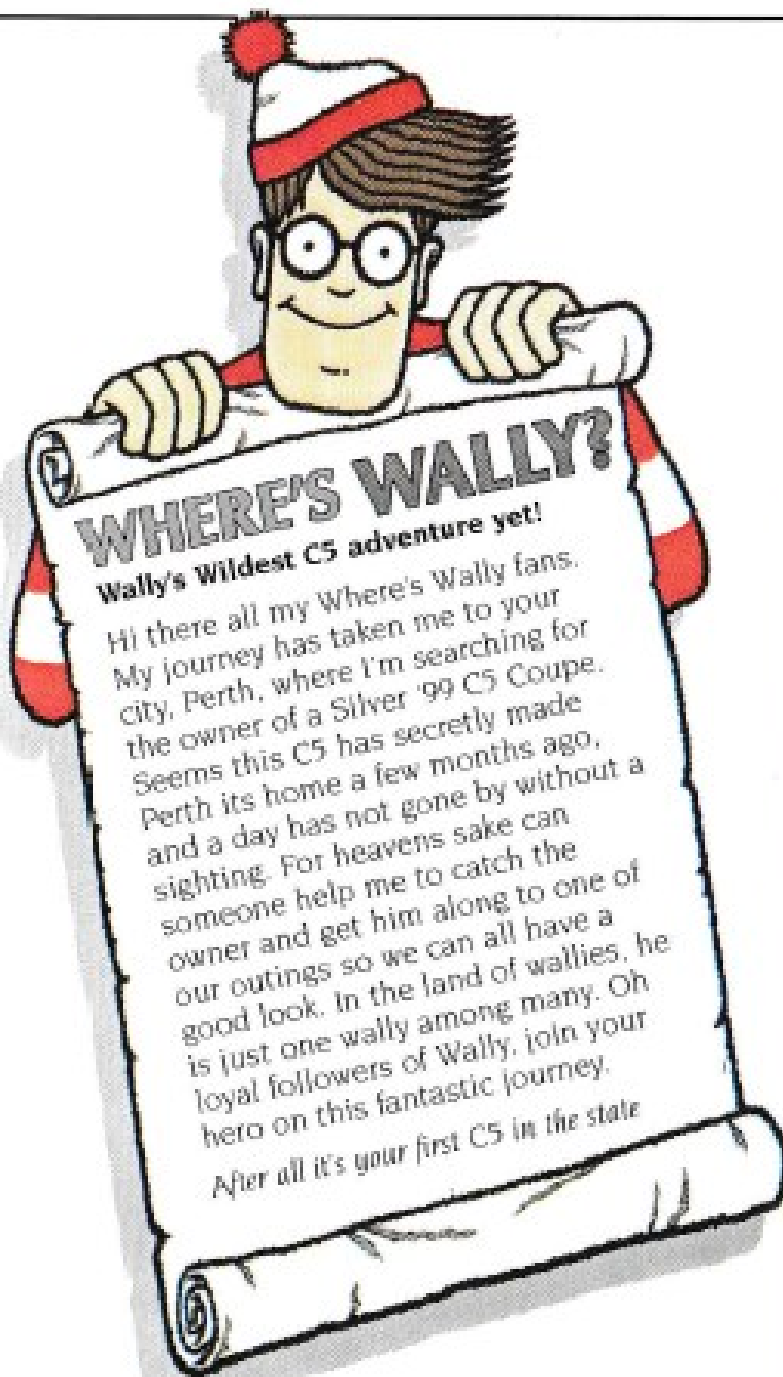
- It looks like some more serious horsepower mod's coming up over winter by the usual trio. Names withheld for legal reasons.
- Not only has Rod broken his Vette but now he's broken his leg, both should be back on the road soon.
- **WARNING:** Later model Corvette owners. Coppers are booking drivers for incorrect use of fog lamps. Expect a \$100 infringement plus 3 points if caught with fog lamps on at night, unless, of course there's fog around!! Thanks for the news Steph, bumner about the points Brett.



No foot 'n Mouth on me

Looking for a 'vette in pommy land, Thomas discovers that "All Corvettes are Red" and disease free, just gotta decide between the C5 and ZR-1

Thomas Volitzky



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1979 Corvette Coupe RHD Red 350 auto Oyster interior. Trophy winner in '98 National Corvette Convention. Regretful sale. \$30,000 firm. Call Sonja 9574 6223



1970 Corvette Convertible Big Block 454 500HP 4-speed ground-up restoration, GM yellow with burgundy trim, rare deluxe wheel covers, luggage rack. Must See car \$53,500 Ph George 9309 3930

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

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



1985 Corvette Coupe 350 auto runs well black/graphite int can lic LHD \$17,000 ph Tony 9446 6243

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

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

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

1987 Grey Coupe Corvette Engineering conversion 350 auto excellent cond. \$29K ph Domenic 9377 2023

1975 Stingray 350 auto red t-top good condition photo on internet \$23,500 ph Ivan 0411 411 710



1988 Convertible This great American sports car looks like a Ferrari, goes like a Porsche and can be purchased for about half the price at \$45,000 Call me for details on 07 3899 4606, Denis

1969 Corvette roadster, factory 350 4 speed, dog dick red with black trim, RHD, unique AC/DC band history (X-lead singer!) customised front asking \$25,500 Spiro 0500 555 227 Vic.



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

WANTED 1958 Corvette Alan Jones 8380 5676 SA.

PARTS FOR SALE

Chev small block 350 4 bolt main suit rebuild George Forward ph 9417 8026

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

1960 Corvette soft top new white US made still in box make an offer Ph John 9448 8715

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

Licence plate 70VET USA size Ph Laurie 9454 3582

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

PARTS WANTED

Rally Wheels Corvette 8" Tony 9445 7737

Factory Wheels 1991 front chrome ph Laurie 8341 8181

Got something for sale? Call us.

Under the Hood



with Tony Katavatis

Is your fluid past its use by date ?

Brake fluid is a vital element in every vehicle's safety system but it is also something most people take for granted. However if you stop and think about it for a moment the demands we place upon it are quite incredible.

What makes a good brake fluid?

We expect the brake fluid in our cars to perform under a huge range of driving and weather conditions from continuous braking situations, stop-start traffic to high speed driving.

Even though over the years brake fluid technology has evolved to meet the needs of systems that range from drums to discs to the latest ABS braking, many Corvette owners forget that to ensure safe motoring the brake fluid must be changed regularly. (The recommended period is every 12 months).

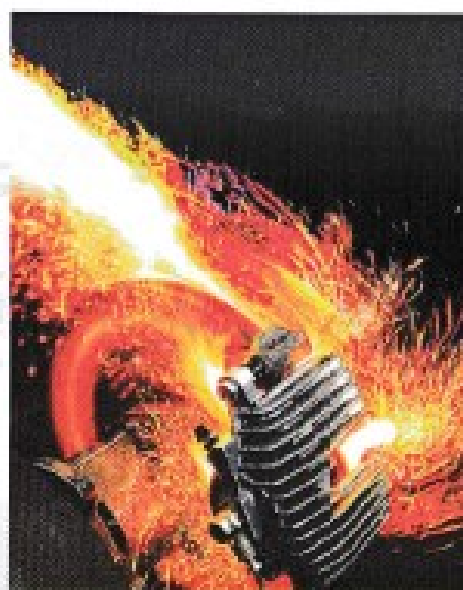
A brake fluid's main function is to transfer the force/energy that is applied to the brake pedal, to each of the wheels. Brake fluid consists of a complex mixture of high boiling point fluids, corrosion inhibitors, buffers and antioxidation additives. When formulated and added to the brake system it must be:

- incompressible
- compatible with the braking system hardware (metals, rubber seals, plastic components)
- tolerant to water absorption and other contaminants
- fluid at all operating and environmental conditions (-40°C to over 170°C)
- resistant to vapour lock under heavy braking situations.

Up to ten different ingredients may be blended to achieve the properties required to ensure the brake fluid functions efficiently under the diverse climatic and load conditions experienced while driving. Did you know that a brake fluid must be fully functional in Antarctic type conditions (-40°C)?

By far the most important facet of a brake fluid is its continued ability to function throughout its service life; and the greatest impact on serviceability is the absorption of water. Brake fluid when new has a boiling point over 280°C however, it absorbs water from the atmosphere which results in a lowering of the boiling point. Over a two year period, brake fluid will absorb enough water, through the rubber brake hoses and master cylinder reservoir, to drop the boiling point of the fluid to about 170°C.

Although this is still a relatively high boiling point, the problem is that when driving under abnormal or heavy braking conditions the metal components of the wheel cylinder/ drum or



calliper/disc brake generate a lot of heat. Some of this heat is lost to the atmosphere and some is soaked up by the brake fluid. Now, if the heat generated is greater than the boiling point of the fluid, which

can be the case if it has absorbed water, the small amount of water present can produce a vapour, which is compressible. This is called vapour lock. Consequently, when the brakes are applied, they can feel spongy, or at worst, completely fail.

Unfortunately for many Corvettes it is not uncommon for a brake fluid to remain unchanged for many years. That can reduce the boiling point of the brake fluid toward 100°C which is the boiling point of water, and that is dangerous!

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.

*TUESDAY 1st MAY 2001 - PAYMENT DUE FOR ANNUAL WEEK-END AWAY

Hey Dudes! It's time to send your money in for our annual southern migration. This year we're making it the long weekend in September. Three relaxing nights for \$115.00 per night To reserve your room, send cheques made payable to "Corvettes of Western Australia" now. **Ring Sheryl 9299 6438** for more information.

*FRIDAY 4th MAY 2001 - 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** or mobile **0414 756 552** for info.

*SUNDAY 6th MAY 2001 - CAVERSHAM AUTO CHALLENGE & SHOW- SHINE

This is the biggest and best so far! **Corvettes v Mustangs v Cobra's** including Show and Shine. Lots of trophies to be won also collectors special T Shirt. **Starts 1000 hrs Fast Eddy's carpark**, Walter Road, Morley. **Depart 1100 hrs** in convoy to RAAF property, **Caversham**. **Autokhana from 1200 - 1600 hrs**. It never ceases to amaze how Darryl gets us into these places!! **See flyer for more details or ring Darryl at hone 9448 7728.**

*FRIDAY 18th MAY 2001 - NIGHT CRUISE

See above for details (Speedy's) weather permitting

*SUNDAY 20th MAY 2001 - RAVENSWOOD SANCTUARY

Meet at Narrogin Inne, Armadale at 11:00am for a drive to Ravenswood Sanctuary for BBQ lunch or we'll drive to Dwellingup for lunch in a café.

*TUESDAY 29th MAY 2001 - ANNUAL GENERAL MEETING

Odin Tavern 51 Erindale Road, Balcatta (Just off the Freeway exit) **7:30pm** there to have your say or nominate—We need new ideas and enthusiastic people to keep our fantastic club up and running as well as promoting our wonderful car. Everyone welcome! Why not come early and enjoy a buffet meal & drink before the meeting. **Apologies to Sheryl.**

*FRIDAY 1st JUNE 2001 - NIGHT CRUISE

See above for details (Speedy's) weather permitting

*FRIDAY 15th JUNE 2001 - NIGHT CRUISE

See above for details (Speedy's) weather permitting

*FRIDAY 6th JULY 2001 - NIGHT CRUISE

See above for details (Speedy's) weather permitting

SUNDAY 8th JULY 2001 - American Independence Day Run

Meet at Fast Eddie's **Carousel** 9.30am Mystery destination cruise Entry \$5 Lunch \$10 per head. Money required 2 weeks prior (25th June) Ring Geoff Conrad (Secretary - American Car Club of WA) Ph: 9592 2667 Mob: 0412 420 667

*FRIDAY 20th JULY 2001 - NIGHT CRUISE

See above for details (Speedy's) weather permitting

*LONG-WEEKEND 29th SEPTEMBER - 1st OCTOBER 2001 - ANNUAL WEEK-END AWAY

Come all ye royalists, celebrate the Queen's Birthday with us at the **Margaret River Resort**, 40 Walcliffe Road, Margaret River. It's time to hit the roads, blow the cobwebs away and head south for the Queen's Birthday long week-end, away from the pressures of city life. Always a good laid back weekend to chill out and just relax over three days. **Ring Sheryl 9299 6438** for more information.

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

We have some Peter Reith's in our club. They are trying to "rort" the points score system. Let me tell you, trying to rack up illegal points in this competition is not on. Seems like some will do anything for a point or two! Please see page 4 for details on how you can get points. So leave the 'rorting' to the pollies, there's still plenty of time to get points so get cracking!

Looking for a lacquer spray can to paint those smaller items like dashes, steering wheels, kick panels etc. With over 1,000 colours in stock, Monty's Auto Colour will be able to help. You'll find their store at 625 Albany Hwy, Victoria Park. But wait, there's more. Club members can show their membership card for a 5% discount. What an offer!

But wait there's still more... With the continuing replacement of leaded fuels we have this special offer for members to convert all their cars no matter the age, make or model to 'Unleaded' fuel. By fitting a Morey's Power Booster Kit and using Morey's Upper Cylinder Lubrication you will not only fuel up with 'Unleaded' but improve engine performance and reduce maintenance costs. Call Stanwest Pty Ltd on 9272 4000 for your special club member price.

American R&B singer 'Mya' Harrison has recently released the single 'Case of the Ex' from her current CD 'Fear of Flying'. So what you ask! Well the single is number one in Australia and if you check-out the video clip it features two Stingrays. Another #1 for Corvette.

Glen Shreeve or 'Beeper' as he was affectionately known in another life has had his shopping trolley, err '79 vette, prepared ready for paint. I think he's decided on white, or maybe silver although black would look good with red trim, Glen.



Iron man Peter Hoskins, from Busselton, left his '88 vette at home, while he and a fellow southerner cycled around New Zealand. Gives me a sore ars... just thinking about that! Once he's recovered from his ambitious journey, and he can sit down for a while we hope he'll write us a story about New Zealand and its 'vettes.

Oh! I almost forgot... What's red, goes fast and bites bits out of the concrete wall at Quit Motorplex? Answer: 1986 Corvette owned by Rod someone, Think the surname starts with a T. We weren't there to witness the action, but we do have the before and after pictures.



*Until next time, keep the rev's up!!!!
Goodbye*

HAPPY BIRTHDAY TO....

MAY

Sarah Hunt
Ray Monck
Sean Fitzgerald
Graeme Turner
Brad Hasler
Michael Zappelli
Mick Delich

JUNE

Stella Zelko
Brian Morton
Greg Burns
Lyn Derrick
Wayne Davies
Geoff Donatti
Denis Valetic
Susan Price
Peter Fiore
Sean Fitzgerald

*with lots of hugs
& kisses*

Not everyone filled in their questionnaire forms, so the club would like to wish a happy birthday to any other members who's birthday is in May and June.

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