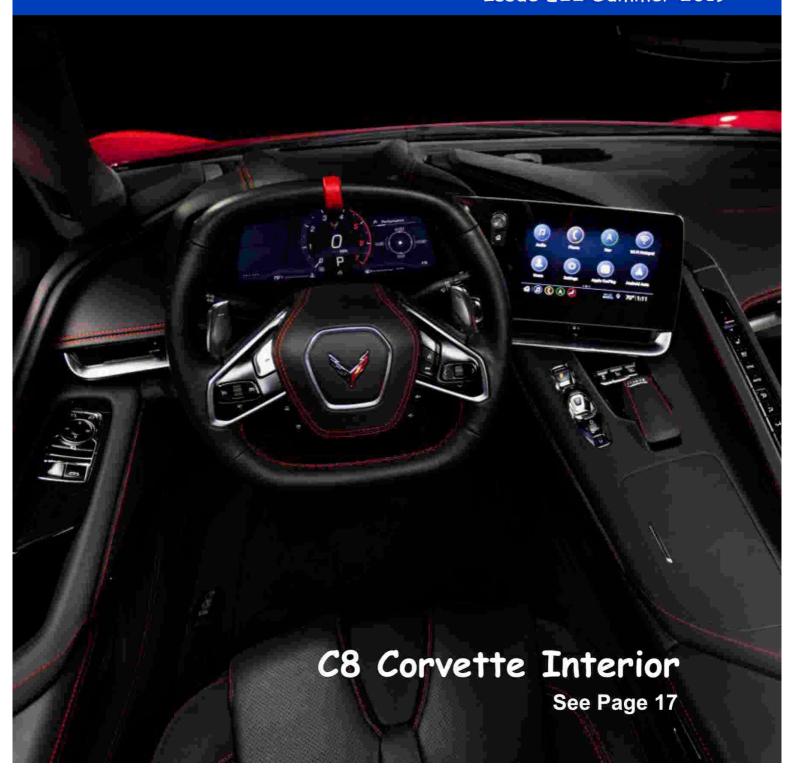




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Issue E22 Summer 2019





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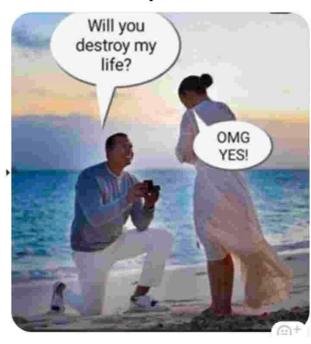




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My wife has these days when she wants "us to talk about things". We were discussing aspects of our future so when it was my turn, I asked her

"What will you do if I die before you do?"

After some thought, she said that she'd probably look for a housesharing situation with three other single or widowed women who might be a little younger than herself, since she is so active for her age. Then she asked me, "What will you do if I die first?"

I replied, "Probably the same thing."

Committee

President: Richard Geiger

Vice President: Matt Alexander

Secretary: Treasurer:

Glen Shreeve

David Jennings

Web Editor:

Richard Webb

Magazine Editor:

Andy Priest

Membership Delegate: Kevin Donetta

CMC Delegate:

Ron Flood

Social Directors: Louis Lange, Andrea Patching,

Di Janssen and Kate Sparkes assisting.,

Life Members Ron Flood, Tony Katavatis Colin Morris Darryl Lockhart Greg Walker

Welcome to Corvettes of WA Inc.

Corvettes Of WA Inc. is dedicated to the enjoyment and appreciation of America's finest sports car the Chevrolet Corvette. The Club is based in Perth, WA (Western Australia), Australia and has an active and enthusiastic membership. New members are always welcome and visitors to our website are encouraged to browse and learn a little more about Corvettes "down under".



Meetings

Club meetings are held bi-monthly at the Bassendean Bowling Club (Entrance via Hamilton Street) commencing at 7.00 p.m. Please check the club website for meeting dates.

Correspondence

Please address all correspondence to: The Secretary Corvettes of W.A. Car Club Inc. PO Box 555. Cloverdale Western Australia 6985

Website

www.corvettesofwa.com

September Run To Harvey

A lovely run to Harvey was organised by Di J. for our September Sunday drive. Looks like everyone enjoyed themselves. The Stirling Cottage puts out a nice meal, but it is not a licensed premises, so a couple of boys had to endure not having a drink with lunch. Life is sometimes tough, but we are a car club.

Keep an eye on the website calendar for great events you can join us on in the future. Our drives are generally scheduled on the first Wednesday and the third Sunday each month. Come along, you too can have a nice drive and a good lunch out with fellow Corvette enthusiasts.





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President's message November 2019

It is great to see the Corvettes out and about on our Sunday and Wednesday drives.

The weekend away was great fun and the drive to Margaret River was very nice. We had occasional rain fall, but the roads through the forest and country towns was very enjoyable. The food was abundant and tasty and a good weekend was enjoyed by all.

A very big thank you to the social committee for organising our calendar of events. A lot of effort and time goes into organising and co ordinating these events for the members enjoyment.

If you haven't yet had a look at the Corvettes of WA website, have a look. Our Webmaster Richard W. has put a lot of time and effort into updating and securing the site. The links all work, and it looks fresh.

Corvettes of WA Christmas dinner is coming up December 15, 2019. Please mark your calendars and if you haven't yet, please let the social committee know you will be attending. As usual we will have a nice meal, Christmas hamper to raffle, a door prize and of a Secrete Santa gift exchange.

Have a safe and happy holiday season and all the best for 2020.

Richard Geiger

Thank you to all those members who submitted articles for this issue. Unfortunately we ran out of space to include them all so they will be kept for later editions.

The promised article on the Hemi powered 4WD corvette was also left out for the same reason and will also be included later.

Ed.





September Mid Week Run to Toodyay

Another great event was put together by Di and Martin J. for a great scenic drive thru the countryside to the Victoria Hotel in Toodyay. We all met at Muzz Buzz in Midland. Members were treated to the first look at Keith's and Andrea's C-5. A well-kept, low mileage, 50th Anniversary Special Edition Corvette convertible brought in from the East coast of Australia.

The country drive was great. 11 beautiful Corvettes, one after another, caught the eye and admiration of many as we drove past. All the fields were lush and green. The rivers, creeks, and dams were full to overflowing and the yellow canola flowers were out in the paddocks. Not very much traffic on the back roads made for a very pleasant drive though occasionally a bit bumpy due to the old roads condition. It was a grand sight with our Corvettes parked on a street next to each other.



The Victoria Hotel has been refurbished inside. The meals were good, the venue very nice and we had 20 members on two long tables in our own room. We couldn't ask for more, with all good weather, food, company and conversation.



When heading home one of the newer cars in our group had to deal with a tyre situation. (General Motors puts TIRE's, not tyres on Corvettes at the factory:) Not positive it was a public malicious act or leaky valve stem, but the local tyre shop checked it out, aired it up, and that was that. The good weather held for our drive. A small amount of rain was forecast, but apart from a moment of 'mist' when leaving home, it stayed dry, with the sun doing it's best to break through the spotty cloud cover.

Join us next time for a Sunday or a Wednesday drive. I guarantee you will enjoy yourselves. Check the Corvettes of WA website events calendar for details.

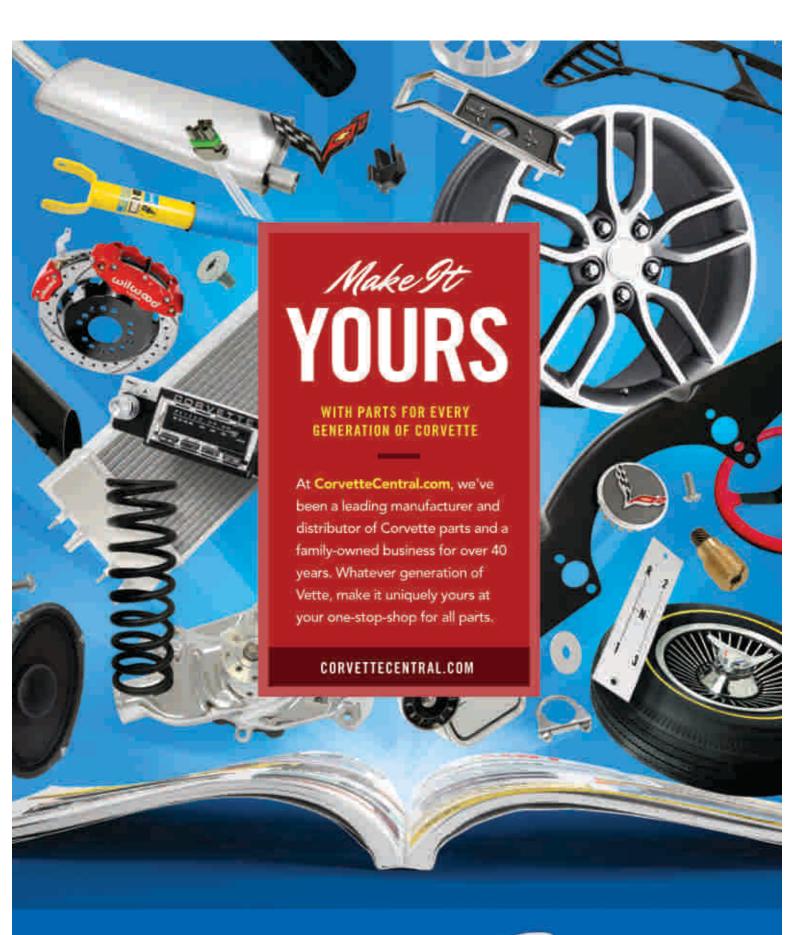
October Sunday Drive to Bullsbrook



Again, lovely weather, a great drive, and a big turnout for our drive up to the Chequers Hotel in Bullsbrook. A beautiful route through the Swan Valley and then through the back roads of Chittering and the lunch was organised by Andrea and Keith P. Thirty-one members enjoyed a lovely day out. 14 Corvette's rolling down the road and parked at the Hotel was indeed an impressive sight. The meals were very good, and the prices very reasonable.

Thanks to our social committee and thanks to our webmaster for promptly posting events.





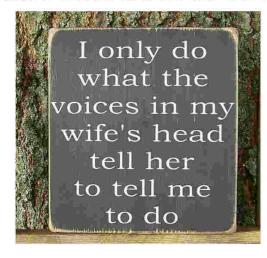
Visit us online for all the latest and greatest in Corvette parts and accessories, from the first V8 to C8, only Corvette Central has it all.





Six beautiful Corvettes had a nice drive down to Mandurah. I hope I don't put on the commentators curse on the weather by saying it, but the last 5 or 6 monthly Wednesday drives have had excellent weather. Ten members enjoyed the beautiful view from 'The Cut' Restaurant, right above the Dawesville Channel in Wannanup. The food was good, with fairly large serves at reasonable prices. We all enjoyed the outlook, conversation and company.

If you can't make a Wednesday drive, try one of our Sunday cruises. A great time is there for members to enjoy thanks to the social committee. If you know of a fun restaurant, cafe or bar with good food within a hour or so drive from Perth, please let the social committee know. Committee contact details and future drives are on the Corvettes of WA website.

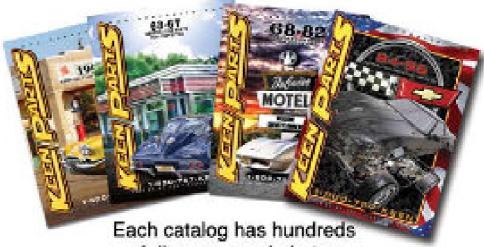






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Tyre Age -- Decoding Your Tyres to Determine the Age



Tyre age is a tricky subject at Antique Tyre, because we sell newly manufactured tyres that look like old tyres. There can be some confusion in regard to tyre age, and that's why we wanted to put together this guide to decoding your tyre and therefore determining the tyre's age. The tyre industry has some loose guidelines on tyre age that call for tyre replacement after 6 to 10 years of service. On a daily driver, you'll likely wear out the tread before the 6-10 year window, but on a collector vehicle, the tyre could expire well before the tread is gone. Even if a car is stored inside and the tyres pass a visual inspection (no cracks, dry-rot or other visible deterioration) we typically suggest replacement after 10 years if you plan on driving it.

So, what happens if you drive on a tyre that is more than 10 years old? You could get lucky and the tyre could last until the tread is worn down, or the tyre could separate without warning. Even without noticeable defects, the tyre could be susceptible to sudden delamination or separation due to the heat build up from driving.

Usually, if you buy a set of tyres for a collector vehicle, you will have a pretty good idea when that 10 years has passed. What if you buy a complete car, or buy a set of tyres at a swap meet? You'll need to determine the tyre age before you can confidently drive on them. Luckily, decoding a tyre and determining the tyre's age is a pretty straightforward process, as a standardised 10-digit Tyre Identification Number (often called a DOT number) was mandated by the United States Department of Transportation in 1971. Some manufacturers used date codes prior to 1971, but there wasn't a standardised system, so each brand handled numbering differently.

This 1934 Plymouth hot rod was stored inside for decades. Its tyres are from the early 1970's, and they look perfect. They hold air and show no signs of dry rot or deterioration. However, due to the age of the tyres, they are not safe for driving. Luckily, we offer many tyres that can perfectly replicate the vintage look of this period correct hot rod.



A confusing aspect of determining the age of a given tyre is the fact that some new tyres are built in authentic molds. Using Firestone Wide Oval tyres as an example, this tyre product line was used on muscle cars from 1967 to 1974, and we have been producing the same tyres since the 1980's. The differences? Today's U.S. D.O.T. requirements mandate that each tyre has a unique Tyre Identification Number on both sidewalls (inboard and outboard) of the tyre, as well as safety information that is typically in fine print somewhere on the sidewall.

Otherwise, you'll need to take a closer look at the Tyre Identification Number to determine the date that they were produced. Tyres built before 2000 featured a three-digit date code at the end of the Tyre Identification Number. The first two digits of the date code tell you the week that the tyres were built, and the last digit tells you the year. For example, a date code such as 306 would let you know that the tyre was built in the 30th week of a year ending in 6. There could be confusion of whether the digit refers to 1976, 1986 or 1996, so let's dig a little deeper. Sometimes you can easily determine which decade the tyre belongs in based on the sizing nomenclature, brand or style. Let's say you're looking at an L78-15 tyre, using the same 306 date code we mentioned earlier. Based on the alpha-numeric sizing nomenclature, it would be our best guess that the tyre was manufactured in 1976, as the now standard P-metric sizing (ex. P215/75R15) became more popular in the 1980's. You could also expect this tyre to be missing the standardised safety warnings on the sidewall and any type of tread wear indicators, as those features were mandated later than 1976. That's just one example but you can see how certain styles or sizes can be quickly identified by decade.

For tyres built after the year 2000, the date code features four digits, and most Tyre Identification Numbers are now 12 digits instead of 10. The first two digits of the date code are the week of production and the last two are the year of production. This helps to clear up the single-digit year confusion that existed before 2000. So, a tyre with a date code of 4817 was built in the 48th week of 2017. The bottom line is if you're restoring a car that will be driven, it needs tyres that are less than 10 years old. At Antique Tyre, we've made great effort to eliminate the excuse of "they don't make that tyre anymore" by sourcing original style bias ply tyres, using new materials. Sure, there are small differences, like the Tyre Identification Numbers and the mandatory safety information, but in terms of size, style and brand, we've covered a 100-year span of vehicles to keep you on the road safely without being forced to use generic modern tyres. Now we also offer several brands and styles that mix the vintage look of bias ply tyres with the smooth ride quality of a modern radial.

Most of the time, it's pretty obvious when a tyre is too old to be used. This crusty bias ply tyre is obviously past the point of no return, but it does serve as a decent roller, while the car is in the shop. We do suggest using "rollers" (aka junk tyres) to roll around the shop while a car is being restored. Then, when it's time to drive, order your tyres, so that you can get the most use out of them. If you buy them in 2018, but the car is in the shop until 2021, you're that many years closer to the tyre's expiration date.



Whether you choose bias ply or radial tyres for your collector vehicle, tyre age is an important detail that should not be ignored. If you have a question about your tyres, or need to replace your expired tyres, feel free to call Antique Tyre 1300 55 44 13 and a tyre expert will be glad to help! You can also reach us by email, or live chat on our website. Dry rot, and cracking are obvious signs that your tyres are too old for use. However, expired tyres may not always have such obvious visual deterioration. Be sure to check those date codes before you take off in your collector vehicle!





My boss said to me..

"You are the worst train driver ever, how many trains have you derailed this year?"

"I don't know" I replied, "It's hard to keep track!".

Do you want to know the secret to making your spouse / partner go Mmmmmm mmmmmmm mmmmmmm all night?

Duct Tape

l just read a book on marriage that says treat your wife like you treated her on the first date.

So after dinner tonight I'm dropping her off at her parents' house.



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This year Corvettes of WA had 12 cars and 23 members head down to Margaret River for a long weekend. The social committee organised a great run down, and a fun weekend. We met at the South Bound BP petrol station just South of Mundijong Road. While gathering for our departure we received a phone call from our Vice President. Matt's car was not cooperating. Over 2,000 rpm's his recently rebuilt motor was not happy and making serious noises to let him know. Determined not to miss out on a good weekend, Matt and Bron, who were on the freeway not far from our meeting place, turned around and headed home to get their driver. They caught up with the gang at Nannup in their BMW.

The route through the forest up to Dwellingup was really nice. It wasn't top down weather but just occasion brief showers kept us all alert. A nice lunch at the Blue Wren, and we were off again through the forest heading South/Southwest.

Our next stop was in Balingup, for a short break, a look in the shops, and fuel for the C-1. Then off to Nannup to the Blackwood Café for afternoon tea. The road out of Balingup is a curvy back road. We managed to find ourselves behind a car content to do 40 kph. There was no where to pass, but it's just as well, because the roads were wet, slippery, and there was a fair bit of debris in the form of tree branches etc. on the road.

Out of Nannup, some the Corvettes stretched their legs a bit on a few long straight sections of road. Approaching Margaret River, Google maps let us down a bit, not having been updated to show the new interchanges South of town. We managed to follow the new road signs and arrived at the Stay Hotel and the C-1 went for more fuel.

Andy W. thought to bring a tarp which was erected around the BBQ pergola. The Stay Hotel has a self-service area inside that served us well to eat our BBQ dinner out of the weather. Volunteers amongst the ladies had prepared some lovely and tasty salads and sweets.

Saturday, we were off to the Chocolate factory, the Providore Gourmet store, and on to the Clairault Streicker Estate Café for lunch. We enjoyed a shared tasting tray, mains and desert, and 3 hours later we were off to return to the hotel. That night the group had a nice time in the hotel restaurant. Small meals were had by most as the weekend never lacked in the food department.

A cruise up Caves Road on Sunday, took us to Caves House. This old Hotel was built in 1902. After two fires in 1928 and 1929 it was finally rebuilt in 1938. The beautiful gardens and hotel are now heritage listed. The deluxe balcony spa rooms are very comfortable, with views over the garden and ocean glimpses. After lunch together most were off to Perth. The C-1's owner and partner stayed overnight. The traffic was light on Monday allowing for a very pleasant cruise home and another tank of fuel in Busselton for the C-1.

The moral of this story is, great fun, great food, and a great drive, in a C-1 will enhance your experience with slightly more noise, vibration and expense than in a C-6 or C-7 Corvette with a bigger engine that is technologically advanced, with far more comfort and fuel efficiency.

15





This is not an airplane's cockpit. It is a photo of a new left-hand drive Corvette's interior. The row of switches to the right of the driver will give a passenger something to do while holding on. The base C-8 is claimed to be able to get to 100 k an hour in under 3 seconds. You probably need the heads- up display so you can keep your eyes on the road while 'launching'.

The base C-8 is said to be well equipped for its right- hand drive Corvette coming to Australia but, the 2020 C-8 while starting below \$ 60,000 in the US, is said to cost more like \$200,000 landed right-hand drive in Australia. The big question is, when might they arrive in Australia. You can order now at select Holden dealers in Perth, but I'm not sure GM even knows when the C-8 will arrive in Australia. GM has announced the last C-7 will be produced the week of September 23 at the Bowling Green Kentucky assembly plant. December 2, 2019, the C-8 manufacturing begins. After a 2- week break for Christmas holidays the manufacturing of C-8's resumes on Jan. 6, 2020. The very earliest orders placed in the US for US delivery will be delivered in February 2020. The 2020 model year will end in September 2020.

Right hand vehicles will not be available for delivery in the US. Where does that leave Australian orders of right-hand C-8's? I don't believe the Holden dealers or GM for that matter really know. GM has suggested that in February or March the 2020 model year production price will probably be adjusted, and if you want certain colours, you need to wait until December 2019 for all 12 optional exterior colours to be available for ordering. I know of a Perth resident who has put a deposit on a new C-8 at a Fremantle Holden dealer. He told me the dealer already had seven deposits on his books. Deposit money may as well be in the dealers account as in a bank, but there will likely be quite a few months wait, probably late next year, maybe even early 2021 before we see, or hear a C-8 on the streets of Perth.

Club Trailer & Contents

Are being offered for auction. Either separately or combined. If you are interested further details are available from the President. Bids must be received by the end of November.











1. Men's white T

2. White T logo

3. Grey T logo 4. Ladies fitted T

Ladies loose fit

Club clothing will be available at the next general meeting on Tuesday 19th Nov.





FOR SALE

Set of four professionally framed vintage prints of vintage automobiles.

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The artist is Frederick Elmiger

2 prints at 21.5 x 15cm 2 Prints at 29 x 23 cm

Frames and prints are in excellent condition and would suit office, bar, man cave etc. *Offers Andy 0411116799*









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C4 Rear hatch window or Bose speaker relay CC part No 594343 \$10

Contact T. Dave Jennings Mob 0402 801 148 or djennin@gmail.com



Just received this picture from a friend in Germany. They pulled off the Autobahn to find this trailer with an Aztec Copper '56 or '57 Corvette on it. Makes one think they are everywhere. Only 402 Aztec Copper Corvettes built in 1956, and 452 in 1957. If that's original paint, it is around 63 years old. 1957 was the first year fuel injection and the 4 speed transmission were offered.



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All enquiries regarding advertising or profiles should be made to the editor at: andypriest@westnet.com.au

Submissions should be made in PDF, Word or RTF format with photographs in PDF, JPEGor PNG format. Image sizes are not critical as we will resize as required but try to compress them to around 300k max. for ease of emailing.

Please note that all classifieds are in Australian Dollars (AUD) unless specified otherwise.

All advertising material is accepted on the understanding that it does not contravene the Trade Practices Act.

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