

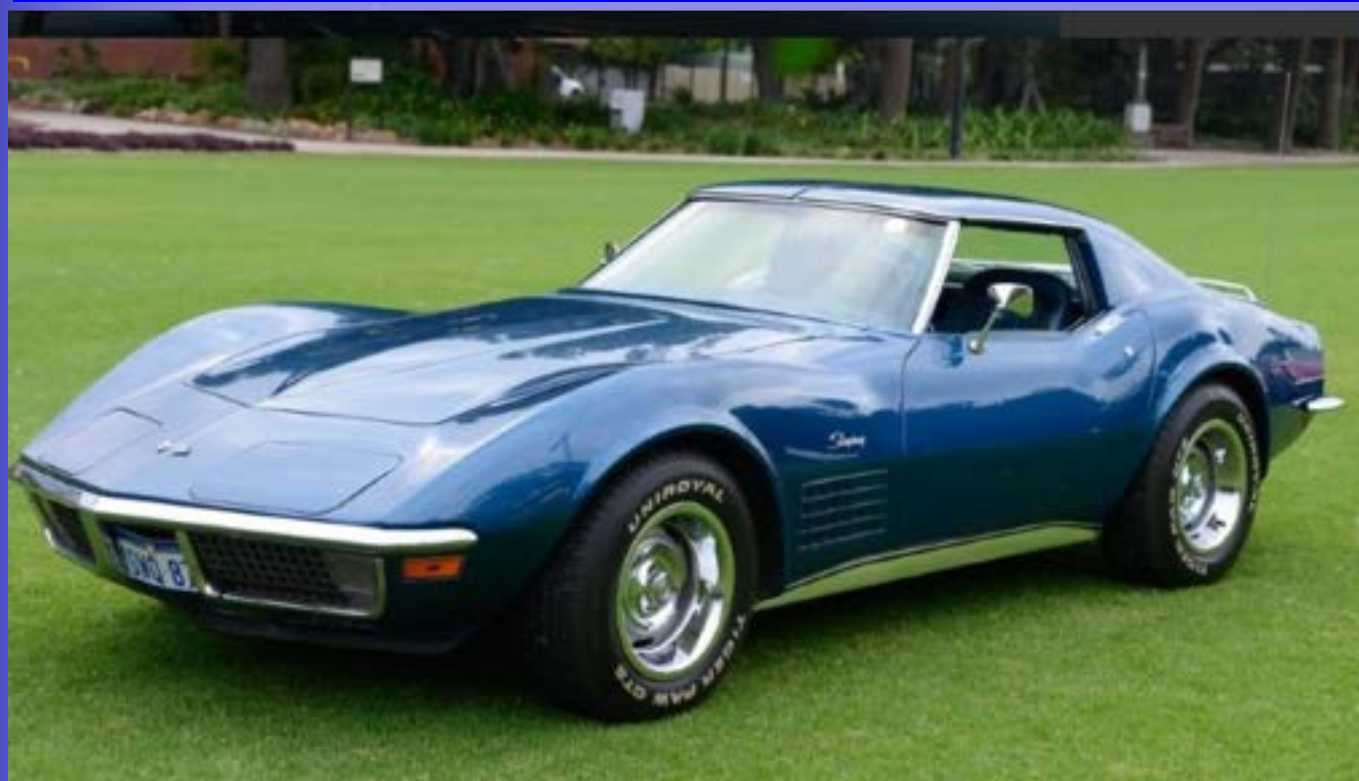
WEST COAST **Vette** Torque



CORVETTES
WESTERN AUSTRALIA
CAR CLUB (INC)

www.corvettesofwa.com

Issue 28 Winter 2021





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Treasurer	Glen Shreeve
Secretary	John Neskudla
Web Master	Richard Webb
Membership Delegate	Kevin Donetta
CMC Delegate	Ron Flood
Social Director	Natalie Tchorzewski
Social Committee	Andrea Patching, Gail Harris
Magazine Editor	Doug Connell

Welcome to Corvettes of W.A. Inc.

Corvettes of W.A. Inc. is dedicated to the enjoyment and appreciation of America's finest sports car, the Chevrolet Corvette. The club is based in Perth, Western Australia and has an active and enthusiastic membership. New members are always welcome and visitors to our website are able to browse and learn a bit more about Corvettes "down under"

Meetings

Club meetings are bi-monthly and held at the Bassendean Bowling Club. (Entrance via Hamilton St) Commencing at 7.00pm.
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 535. Cloverdale,
Western Australia 6985.

Website

www.corvettesofwa.com



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Classifieds

When in PDF Format: **CLICK** to **view the current** classifieds on our Club Web Site :

CORVETTES
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Classifieds



Michael Jordan Basketball

Ar Jordan



Presidential Report



very popular with good numbers of members and their Corvettes, if you have a run you think would be good, please contact the Social group and they will help you organise the event.

The web site and magazine have taken on a new look lately but we still need your input for articles in the magazine, please send thru to our new Editor Doug for him to include in the next issue. Anything Corvette related you have and don't need can be put in our classified section on the web site.

HI all,

Well, hasn't the last 12 months flown by, the AGM is just around the corner on the 13th of July at the Bassendean Bowling Club. It would be nice to see you all there on the night and catch up, there will be a BBQ so please let me know you are coming for catering purposes. All positions on the committee will become vacant on the night, so if you have wanted to do a job on the committee and play an important part in the future of the club please let me know or send in a nomination form.

Our membership has grown in the last 4 months with a healthy 132 members, great to see the interest in Corvettes is still strong and some of those Corvettes sitting in sheds are starting to come out. Membership runs from the 1st of July thru to the 30th of June, so the \$60 membership fee is now due to be paid.

As a club and a State we have been fortunate with Covid and not had too many disruptions to events, the next major event is our XMAS in JULY which looks to be another big day with over 60 people coming along.

A big part of the club years ago was the Autokhanas that were a great success; I would love to be able to get this up and running again. So if you know of an area of Bitumen that may suit our needs, please let me know and hopefully we can gain access and have them again.

Our Wednesday and Sunday cruises are proving

Andy Weatherburn

President
Corvettes of Western Australia Inc



Social Report

By *Natalie Tchorzewski*

Our Wednesday cruise to Parkerville Tavern planned for May 5th had to be cancelled due to poor weather and it was rescheduled to June 2nd. It was great to have a few new members join us. After meeting at McDonalds Ascot we then drove up to Lesmurdie Falls. A few cars got lost along the way but we all managed to meet up at **Parkerville Tavern** for a lovely lunch.

We held a Corvette display at **Hillarys Boat Harbour** on Sunday 16th May with around 20 cars on show. We attracted several new members to the club and now plan to make this an annual event.

We are also on the lookout for a southern venue to hold a similar display and membership drive later in the year.

Heather Graham arranged our Sunday cruise planned for June 20th up to The **Cola Café in Toodyay** but unfortunately we had to cancel that run too due to the weather forecast. We have rescheduled that run to Sunday 15th August so keep an eye on your emails. We will be meeting

at **Muzz Buzz Midland** and then there are just 2 turns and then its straight up Toodyay Rd so there's no excuses for anyone getting lost this time!

Our Christmas in July function is coming up on Sunday 18th July. We will have 67 people attending.

We will be holding a raffle and an auction and the buffet menu sounds delicious so it should be a great day. Thanks again to John Neskudla & **Vacuum Toilets Australia** for sponsoring the event.

We now have 40 people signed up for our October 22-26 road trip and there is only a very limited number of rooms still available.

We are putting the finishing touches on the itinerary and it really is going to be a lot of fun so if you are thinking about coming please don't leave it until the last minute or you may miss out.

Be sure to check the events page on our website regularly for all the latest on our upcoming social events and keep an eye on your emails.

*Regards,
Natalie*



Natalie's pride n joy

CHRISTMAS IN JULY



The Poolside Marquee at Joondalup Resort Sunday July 18th 12:00pm – 4:00pm

The resort has offered discounted rates for accommodation
on the night if anyone wants to stay on.
Book direct and use promo code 'event10'
\$152 room only
\$188 with breakfast



Who will win the Xmas Hamper?

Who will win the door prize?



Four Night Road Trip 22nd-26th October

ALBANY



**2 nights in Albany
22nd & 23rd October**

Dog Rock Motel Albany

Address: 303 Middleton Rd, Albany WA 6330

Phone: (08) 9845 7200

www.dogrockmotel.com.au

Dog Rock Motel has booked a bulk reservation of rooms for us - Arriving Friday 22nd October and Departing Sunday 24th October.

You have a choice of 2 room types. Same room, only difference is the deluxe is renovated and the standard is not.

Standard Queen – Inc breakfast \$173 per room, per night

Deluxe Queen – Inc breakfast \$215 per room, per night

Quote the reservation number 408597 and tell them you are part of the Corvettes of WA group booking.



WALPOLE



**1 night in Walpole
24th October**

Tree Top Walk Motel Walpole

Address: 45-50 Nockolds St, Walpole WA 6398

Phone: (08) 9840 1444

www.treetopwalkmotel.com.au

\$135 per night, breakfast not included

We have reserved a block of rooms for the club, and it will need to be processed as a group booking as they can't do it individually on their booking software. The only way to ensure we can get enough rooms held is for you to let me know you are going and then make the payment into the club's account. I will then finalise the booking as a group for the number of rooms needed.

There is only one room type, and the group rate is \$135 per night.

Email **Natalie** for how to deposit the monies into the club bank a/c

Email : social.corvettesofwa@gmail.com



Additional opportunity

Looking at doing a group booking on this awesome boat cruise.

Please let Natalie know if interested so we may create a booking

(social.corvettesofwa@gmail.com).

ECOCRUISE BOOKINGS

WOW WILDERNESS ECOCRUISES
Into the heart of the Walpole & Nornalup Inlets Marine Park

DAILY 10:00am to 12:30pm
\$50 Adults U16 \$15 U5 Free



PEMBERTON



**1 night in Pemberton
25th October**

Karri Forrest Motel Pemberton

Address: 20 Widdeson St, Pemberton WA 6260

Phone: (08) 9776 1019

www.karriforestmotel.com.au

Karri Forrest Motel only has 25 rooms therefore we have booked out the whole place, so it is first in, first choice of room type from the list below. Once those rooms are taken you will need to find your own accommodation elsewhere.

4 X standard double rooms @ \$110 (1 double bed)

8x standard queen rooms with balcony @ \$128 a night (1 queen)

8 x executive queen rooms with balcony @ \$138 a night (1 queen)

4 x family rooms @ \$138 per night (1 queen and 2 single beds in adjacent room)

1 x standard double room (2 double beds in one room) \$128

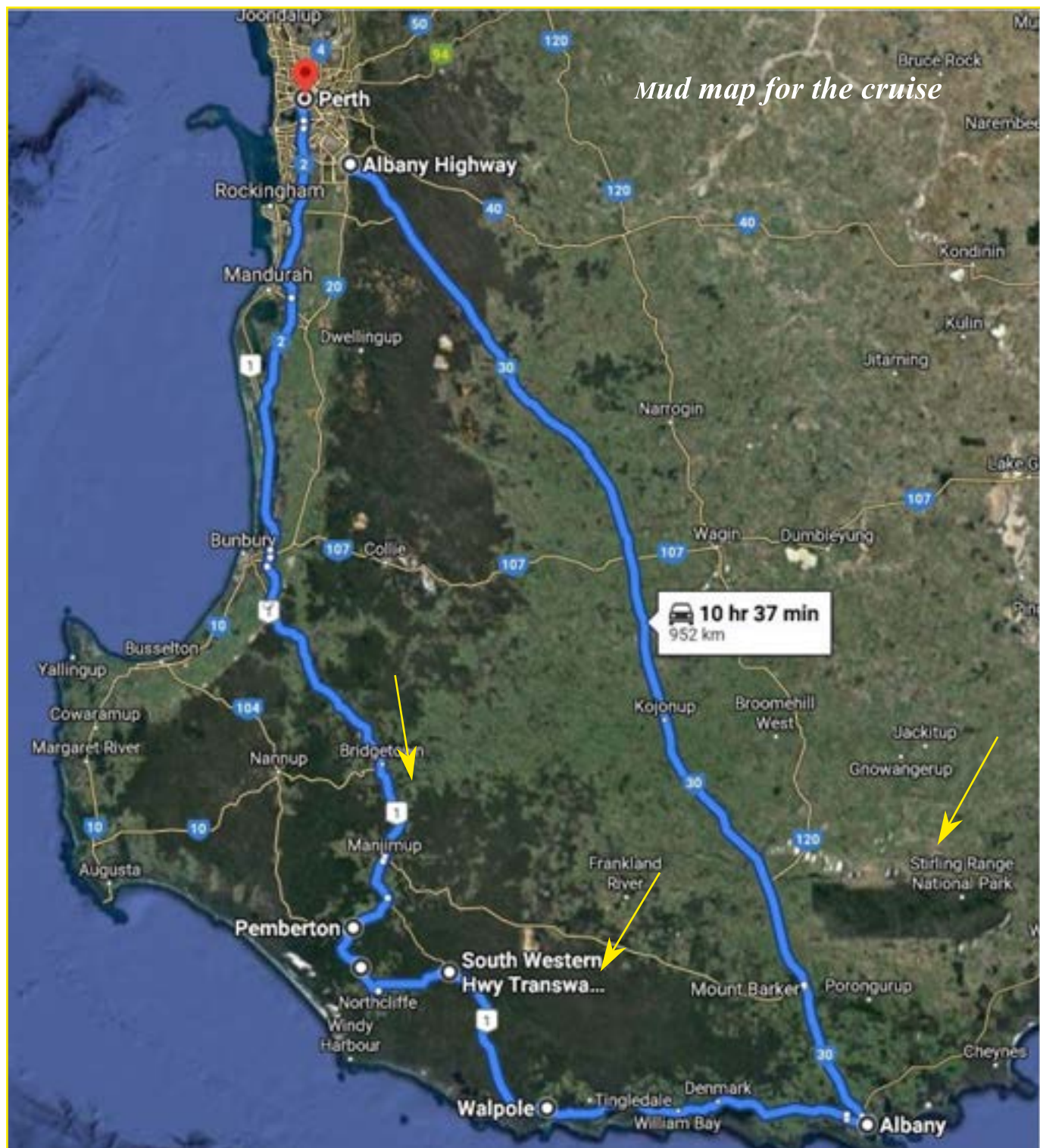
You can view the rooms on their website: www.karriforestmotel.com.au

Contact Natalie with your preferred room type and I will confirm if available then you will need to deposit the correct amount into the clubs account.

Corvettes of WA

BSB: 036-051

Account: 270072



Darryl's Blog

Judge Rules the Cracked Wheels Lawsuit Against General Motors Can Proceed

By:

Mitch Talley - May 24, 2021

Federal Judge Rules the Cracked Wheels Lawsuit Against General Motors Can Proceed
lawsuit lives on.

A federal judge has refused to dismiss most of the claims filed by 18 plaintiffs who argue wheels on certain 2015-19 Z06 and 2017-19 Grand



Sport Corvettes are defective, allegedly cracking, bending, warping, and allowing air to leak out.

General Motors had filed a motion to dismiss the class action suit for several reasons: that the plaintiffs are targeting an alleged design defect not covered by the Corvette warranty, that the plaintiffs pleaded no facts to allege their wheel problems were not caused by normal wear or road hazards, that some plaintiffs didn't claim their cars were within the warranty periods when brought to dealerships, that some plaintiffs never brought their cars to dealers, and that some voided the warranties with non-GM parts through non-GM repair facilities. Federal Judge Rules the Cracked Wheels Lawsuit Against General Motors Can Proceed

But the judge ruled against GM, even going so far as to say claims should not be dismissed for failure to seek repairs during the warranty periods.

The judge also ruled that the suit can continue despite having just 18 plaintiffs, even though

GM had argued it should be dismissed because the Magnuson-Moss Warranty Act requires at least 100 named plaintiffs.

Federal Judge Rules the Cracked Wheels Lawsuit Against General Motors Can Proceed

The judge dismissed unjust enrichment claims but allowed multiple claims against GM to continue, including MMWA, express warranty, implied warranty, consumer protection, and injunctive relief claims.

The plaintiffs have long argued that the cast wheels are too weak to handle the torque and power input from the Corvettes and that GM allegedly was aware that the cast rims should have instead been forged. The plaintiffs also say that Corvette owners routinely spend nearly \$1,000 to replace one cracked wheel with "an equally defective replacement wheel."

GM has blamed the cracks on potholes or driver error and won't issue a recall.

The best oil filter is a good air filter

Darryl's Blog

C1-C8 Mens Apparel



To help you find the perfect gift for Dad, Mid America Motorworks is offering 12% off all **C1-C8 Men's Apparel**. That includes T-shirts, hats, jackets, polo shirts and even some accessories like belts and wallets. There are over 300 styles with many having multiple variations of colors and designs, and you can filter the selections by generations and years to make the search for the perfect gift even easier.

Here is the link: Copy and paste into your browser address

<https://www.mamotorworks.com/corvette/search>

HSV/Walkinshaw Adopts Hands-Off Policy For Creating an 'Aussie Version' of the C8 Corvette

By Mitch Talley - May 17, 2021



Good enough for America, good enough for the whole world.

That might be the way General Motors is looking at its new eighth-generation Corvette soon to be roaring on the roads of Australia.

Torquecafe.com reports that Walkinshaw Automotive Group – which over the years has made

upgrades to every HSV model and the Chevy Camaro and Silverado – won't be doing its own enhanced version of the mid-engine Stingray.

"I think GM are very precious about touching their Corvette," Walkinshaw designer Julian Quincey said recently at the launch of the Walkinshaw-modified Volkswagen Amarok WS80.

The new Corvette will arrive in Australia for the first time ever with right-hand drive controls already installed at Chevy's Bowling Green, Kentucky factory – likely the only modification the car will see Down Under. That would be similar to the way the Camaro was earlier treated in Australia, with the

Darryl's Blog

only modification being the switch to RHD there with no other ride or handling changes for local roads.

Torquecafe.com says “a small window of opportunity” does exist for Walkinshaw Performance to create aftermarket performance upgrades, including engine upgrades, exhaust kits, and unique performance components the way it has for several models, including the Camaro, Silverado, Holden Colorado, and Holden Commodore VE and VF.

But any such kits for the C8 would probably require GM approval, according to Walkinshaw engineer David Kermond.

“I think there are a lot of options there for Walkinshaw Performance to be able to, but it’s a GMSV product, a GM product, so on some level they will have to give their blessing,” Kermond said. “From an engineering point-of-view, it’s not for me to make a comment on that.”

So what do you think? Should Walkinshaw be allowed to “improve” on the Corvette, or is its 495-horsepower LT2 engine good enough already?



"No doubt about it, captain ... it's definitely an Italian sub."

100 km/h.

In Western Australia, the Road Safety Commission's

Securing Loads & Towing page states:

“The legal speed limit outside a built-up area, unless otherwise signposted, for a vehicle towing a trailer or caravan is 100 km/h.”



Earlier that day, Lady Gaga had generously donated her old clothes to the homeless

Synthetic Oil Or Conventional: Deciding Which Is Your Best Option

By Jeff Smith June 22, 2021

Discussing engine oil is a slippery subject. For starters, should you use conventional or synthetic oil? It used to be that the most troublesome choice to make when deciding on oil for your engine was the brand name on the label. But today much has changed. There are multiple technical areas and a ton of material to cover so let's jump right into this viscous topic.

Technology around engine oil is constantly changing because late-model engines are evolving at a much quicker pace than in past decades. The discussion of conventional versus synthetic has been extensively covered. So instead, we'll focus on oil application issues and how viscosity plays a part in that decision. To get some solid information, we reached out to the folks at Lucas Oil.

There are a bewildering number of choices for engine oil, but for the high-performance enthusiast, the best choice can typically be found at an auto parts store or a performance outlet that offers specialty lubricants for your application.

This is an especially important decision when it comes to older performance engines that are not adequately protected by current conventional oil. The current standard for engine oil as established by the American Petroleum Institute (API) is classified as SN. The API will tell you the latest SN designation is backward compatible with engines reaching back to the '60s. That might be true for a 1965 six-cylinder engine with 8:1 compression, but certainly not even close for a big-cube V8 engine with mechanical flat-tappet lifters and aggressive valve springs.

This is a small-block Chevy cam and lifter that failed because the owner used an API SN oil with a low ZDDP concentration. The lower 800 ppm concentration of ZDDP was not sufficient to prevent the destruction of the cam and lifters. The proper oil choice would be a 10w30 or 10w40 specialty lubricant offered by many that would have prevented this damage.



Conventional vs. Synthetic Oil — What's The Difference?

Conventional oil comes from the distillation of crude oil pulled out of the ground. This conventional base oil product is made up of a large number of complex hydrocarbon chains that can look like a briar patch drawing when expressed as a chemical chain. To enhance the performance of conventional oil, refiners include additive packages that improve the oil's viscosity, along with detergents, anti-wear components — like zinc and phosphorus (the full term is zinc dialkyldithiophosphate or ZDDP) — and multiple other things like pH neutralizers and anti-foaming agents.

Synthetic oil is essentially engineered to eliminate most of the extraneous branches of a conventional hydrocarbon chain. It is much "smoother." By keeping the molecule simple, a synthetic lubricant will generally out-perform conventional oil concerning how it reacts to heat and pressure. There's a lot of talk about synthetics engineered from natural gas. This is generally referred to with the acronym GTL or gas-to-liquid technology. There appear to be advantages to this process in case you want to look into that. "If the vehicle has an early style small or big block engine running a flat-tappet camshaft, I recommend using conventional Hot Rod & Classic oil that contains the higher zinc level," Says Tom Bogner, director of research and development at Lucas Oil. "The Hot Rod & Classic oil is available in 10W30, 10W40, and 20W50. This product can be run all season and fits the needs of most any small or big block. If you are running a hydraulic-roller cam, you may be just fine with an API-rated engine oil."

Top 5 Oil Myths

Synthetic Oil Always Leaks

As with most urban myths, this one has a basis in truth. The first synthetics produced in the early '70s did leak, but this anomaly has been rectified with improved chemistry and the addition of seal swelling additives that minimize leaks. But keep in mind that any lubricant that reduces friction will be inherently more slippery. So there are no guarantees your engine will not leak with the addition of a synthetic. If your engine currently spills oil, a synthetic will not repair a mechanical problem.

You Can't Switch Between Synthetic And Conventional

This is another inconsistency that common sense will override. With the popularity of blended semi-synthetics containing both conventional and synthetic base stocks, clearly, it's not an issue if a user wants to convert from synthetic to conventional oil.

Use Diesel Oil To Break-In Flat-Tappet Cams

This used to be an accepted practice. But modern diesel oil formulations have radically lowered concentrations of zinc and phosphorus (ZDDP) that are now below the levels needed to ensure a proper cam break-in. Instead, choose a dedicated break-in oil with ZDDP levels of around 1,200 to 1,500 ppm to ensure the anti-wear additives will allow the cam and lifters to break in properly. An ideal break-in oil is one with very low detergents and the above ZDDP levels.

All Oils Use The Same Additive Package

A current API-specified product like an SN rating will have similar packages of detergents and anti-wear additives. Changes in viscosity do not necessarily change those packages. However, different brands will most definitely create their own additive package to the point where that a given brand will contend its additive package is superior. There are definite differences in additive packages between brands of oil, making the selection process a bit more complex.

Higher Oil Pressure Is Always Better

This falls under the "bigger is better" theory. However, in this case, it is not always true. Pressure is an indication of a restriction to flow. Pressure is necessary to ensure the oil reaches highly loaded bearings at all engine speeds. The standard of 10 psi per 1,000 rpm is acceptable but a properly built, normally aspirated performance engine will certainly live with less pressure. This also means a hot engine oil pressure reading of 15 psi at idle is more than sufficient especially since the engine is experiencing minimal load. This makes some enthusiasts uncomfortable but it is not necessarily an indication of a problem.

Viscosity is a lubricant's most important characteristic. This is defined as a liquid's resistance to flow. So a low number like 10 or 20 grade refers to a relatively thin oil with a low resistance to flow. A higher number, like 40 or 50, is a thicker oil that does not flow as easily.

Temperature plays a huge role in this evaluation. Think of oil like maple syrup. Right out of the refrigerator, it's thick and flows very slowly. But heat it in a saucepan and it will pour more easily. The same thing happens to engine oil. As it heats up, its resistance to flow is reduced. The important thing here is that higher rated oil like a 40 grade will offer a thicker film of protection at a given temperature compared to a 20 grade.

Viscosity is the ability of the oil to maintain a given lubrication barrier between loaded components like engine bearings and the crankshaft. Wider clearances will require thicker oil like a 20w50 instead of a 10w30. Tighter clearances can use lighter oil like a 10w30.

This is very important because the engine's bearing clearances and application will determine the viscosity grade of oil you should choose. For example, a typical small-block V8 on pump gas will run with 0.0025-inch main and rod bearing clearance which would dictate 10w30 viscosity oil. Adding a supercharger, which increases the load on the bearings, would demand bumping the

viscosity grade up to a 10w40 to provide more protection. Engines running on E85 or methanol also need a higher-viscosity grade since these fuels run rich air-fuel ratios and will tend to thin the oil through dilution.

“When selecting a viscosity, I recommend you start by asking your engine builder what he suggests,” says Bogner. “The trend these days is to use lighter oils. Back in the day, just about everyone used 20W50 conventional. A 20W50, whether semi-synthetic or full synthetic, might be the right choice for a Trophy Truck racing 500 or 1,000 miles, but that oil would probably be robbing horsepower and not providing the best lubrication for your street car or classic.”

What Is This ZDDP Stuff?

With all the changes to oil these days, most car guys are aware that today’s API SN category oil has radically reduced ZDDP levels to meet newer emissions standards. When zinc and phosphate are combusted, they tend to coat the precious metals in catalytic converters which will lower their efficiency. However, a non-emission-controlled performance engine often needs a higher level of ZDDP to be adequately protected, which demands a specialty oil to provide these higher levels.

These specialty oils offer higher concentrations of ZDDP for use with flat tappet cams to ensure that the camshaft or lifter does not fail. However, a new performance engine owner may not be aware of the fact that his flat-tappet lifters require higher levels of ZDDP, and the use of SN category off-the-shelf oil will eventually fail the cam and/or lifters as a result. This means those enthusiasts should avoid oil that carries the current API donut listing SN. To help in this search, some companies list their ZDDP numbers as concentrations in parts per million (ppm). A comfortable level of ZDDP for a flat-tappet cammed performance engine would be roughly 1,200 to 1,500 ppm. Current API SN oil has a ZDDP limit of 800 to 850 ppm.

Viscosity is important to keep the crankshaft away from the bearings. This is what happens when the oil film breaks down due to high temperatures or excessive load. Luckily, this engine just tagged the tri-metal bearings but didn’t kill the crank or rods, which saved the engine.

Many of these specialty oils are a conventional makeup, although there are some synthetic blends worth considering. A synthetic oil blend is a mixture of conventional and synthetic base oil with the synthetic helping improve the performance of the conventional base oil. But the term synthetic covers a wide range of different types of base oil and mixture percentages, so you really have to do your homework to know the differences. It’s beyond the scope of this story to dive too deeply into this, but within the realm of synthetics, the most common is Group IV base oils, which are polyalphaolefins (PAO). For synthetic blend oil, there is no standard for the percentage of mixture of synthetic and base oils. This means a blend could have as little as 10-percent added synthetic base stock.

What’s In A Number?

Viscosity is defined as the rating of oil’s ability to flow at a given temperature. In the 1960s, before the days of multi-viscosity oil, the procedure was to use lighter viscosity oil during winter months to allow the oil to flow easily during startup. This might be an oil with a 20-grade viscosity rating. Conversely, summer months required thicker viscosity oil like a 30 or 40. Today, viscosity index improver additives allow multi-viscosity oil such as a 5w30, 10w30, or 10w40 that thicken when exposed to higher temperatures.

synthetic oil

Current new car manufacturers are lowering the viscosity target by choosing progressively thinner oil for production engines. European engines are now specifying 0w16 oil in an attempt to improve fuel economy. While some enthusiasts might be tempted to run lighter viscosity oil in a performance engine to improve power, this can lead to bearing problems if the thin oil allows the high load to push past the thin barrier of oil between the crank and the bearings.

We performed a simple viscosity test on the dyno by progressively testing lighter oils,

ranging from 10w30 to 5w20 in a 6.0-liter LS engine that was designed to run 5w30 oil. We saw a minor improvement of a little over 3 horsepower average from 4,000 to 6,000 rpm. However, we did not evaluate whether there was an increase in wear due to the lower viscosity. The prevailing engine builder position is that bearing clearances establish the viscosity of oil to be used. If we decided to push this engine harder by making more power with a supercharger, we would need to increase the viscosity to ensure the bearings and crank were protected.

Another way to achieve greater protection without increasing the viscosity is to step up to synthetic oil. Companies like Lucas are using what is called an mPAO base oil synthetic and have proven this high-quality base oil offers increased protection with a thicker film base, even at elevated engine oil temperatures of 300 degrees.

In discussions with the people who make oil filters, a filter engineer once commented, “The best oil filter is a really good air filter.” Engines ingest tons of air and with cleaner air, the oil will remain cleaner, longer. This includes filtering the air for the PCV system.

As a further example, we recently watched an LS3 with a roots blower dyno test on the internet churn out 850 hp on pump gas. The standard recommended oil for an LS3 is a 5w30. Assuming normal bearing clearances, this supercharged application would demand moving up to a minimum of a 10w40 oil and seriously consider a full synthetic or at least a synthetic blend to provide high-load protection for the bearings. With street engines now pushing 1,000 hp on gasoline, you would not want to make the mistake of pouring a basic SN API grade oil into an engine like that.

There’s a ton more material on oil than we can present in this short story but hopefully, we’ve introduced some new ideas on how to manage the lubrication side of your next engine project. Beyond just protection and lubrication, with the right selection of viscosity and oil grade, you can even make a little more horsepower while protecting that engine so it lives a long prosperous life.

Article Sources

Lucas Oil Products
<https://lucasoil.com/>

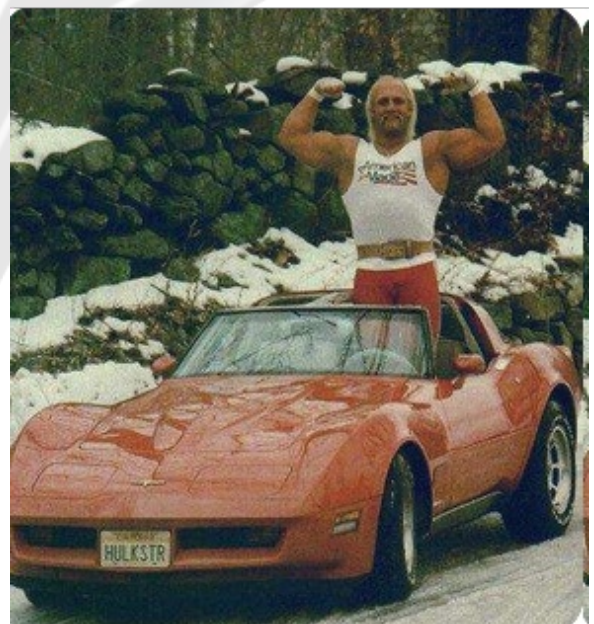
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Did you know

that Australian government once tried to wage war on emus? Even better, did you know that the emus won the war? The Great Emu War came about because the Australian government had to find employment and housing for the returning veterans after the First World War. The solution was to offer money and a piece of land in Western Australia.

The only catch? The place was rife with hordes of emus — the giant birds took a fancy to devouring crops. This led to a “war” waged by the veterans-turned-farmers on the emus, of which the latter emerged victorious. Go figure.



Kudos Page NEW!!

**Had some work done on your car?
Purchased anything car related?**

AND

Totally happy with the transaction?

Share the experience (*Only good experiences*)

Email it to: ***Editor.CorvettesOfWA@gmail.com***

To assist you in your praise.
Who you are

Who am I praising:

What Buy/Sell/Work done:

Description: Why good etc

**Going Rapidly Round the
Bend**

Note where the steering wheel is



Did you know :

It snowed in the Sahara desert for 30 minutes on February 18, 1979

In California, you can get a ticket if you're driving too slow.

The fear of vegetables is called Lachanophobia.

Australia's Capital

Canberra: meant "woman's cleavage" in many aboriginal languages and was so named because the city is cradled between two mountains.

Melbourne: was briefly called Batmania. You can still visit Batman Park in Melbourne

Australia: has the longest fence in the world. The Dingo or Dog Fence. 5614 kilometers from SA to Queensland along NSW western border

Obscure Road Rules

(Tasmania) – No smartphone GPS.

It's illegal to use your smartphone's GPS navigation while driving in Tasmania, even if it's mounted.

WA – Mind your potatoes.

Let's end with one of the strangest of all. In Western Australia, you can't transport over 50kg of potatoes in your car unless you're a member of a "Potato Corporation". This law arose out of the Great Depression and World War II to help regulate food. Break it and you could receive a \$2,000 fine. Break it again? \$5,000! (Has been removed)

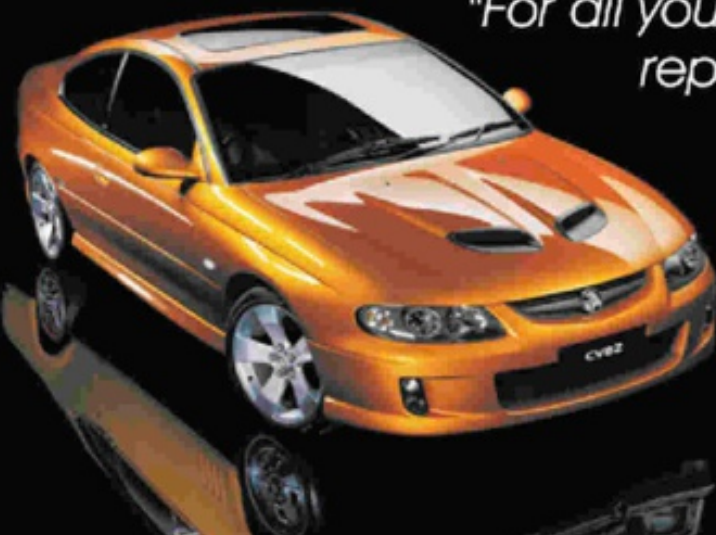
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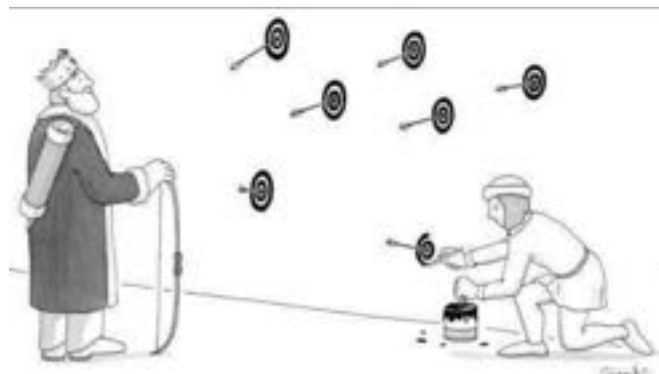
MRB 966  **Bill Lee 9443 7741** D/L 8916

Auto Shop

9 Ruse Street, Osborne Park Perth, Western Australia

Hours

Tuesday - Friday: 9:00am - 5:00pm



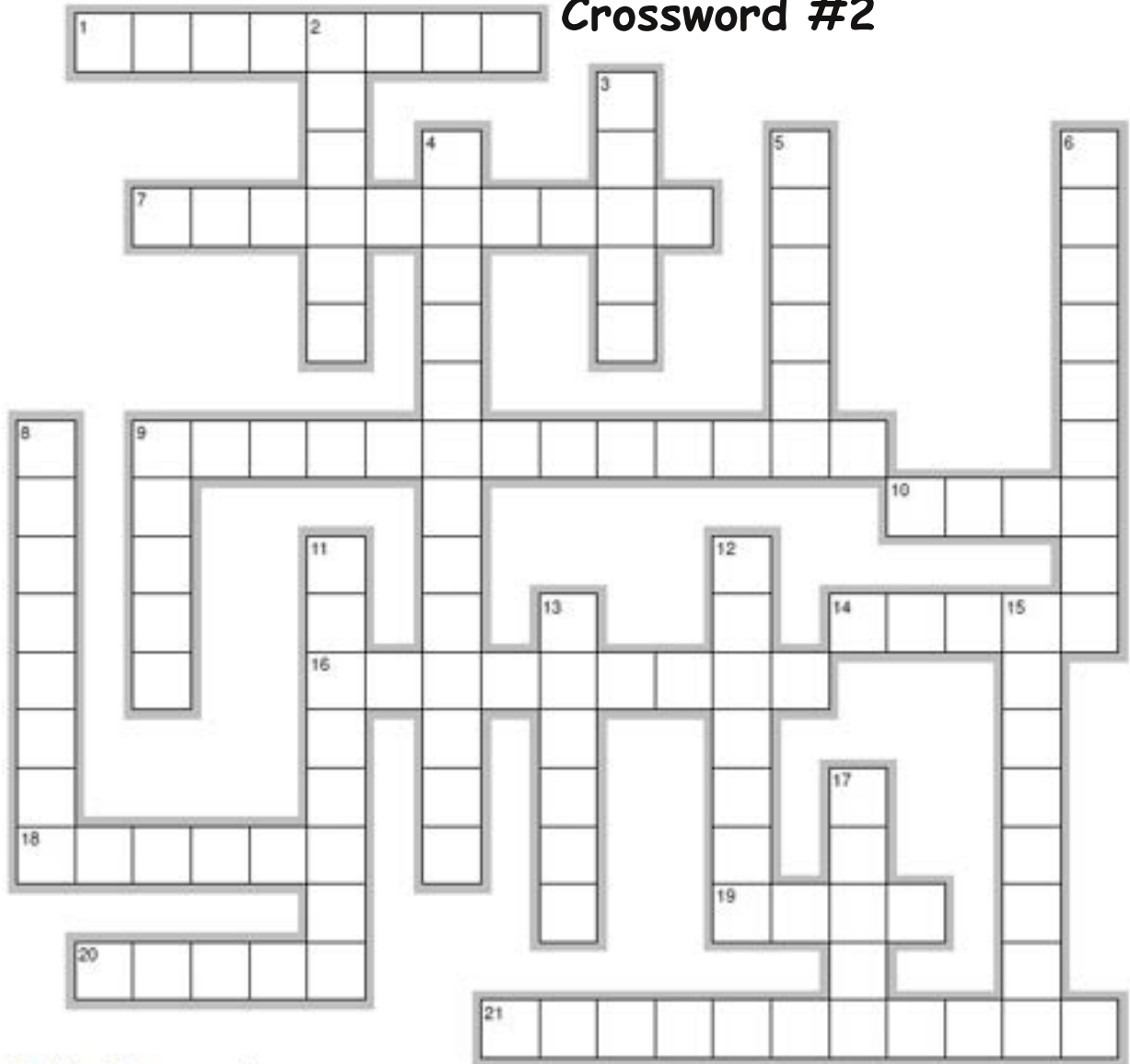
Obscure Road Rules (NSW)

This is a strange road rule and we bet you've broken it quite a few times. According to *NSW law*, it is illegal to cross train tracks if you are carrying flammable, explosive or dangerous goods. That includes paint, lighters, batteries and barbeque gas bottles. So if train tracks are between you and the hardware store, it could be a long trip home!s.

Bus Passengers – NSW only

This has to be the strangest road rule of all. You cannot splash anyone who is in or on a bus, entering or leaving a bus or waiting at a bus stop with mud after driving through a puddle. Water seems to be OK. Yet if you splash any other pedestrian it is perfectly legal.

Crossword #2



Across

1. Which company supplied the 1984 C4 tyres
7. Which mine is the world's largest producer of gold
9. WA is home to what is believed to be the oldest evidence of life on Earth. What are they
10. Arkus-Duntov first name
14. Larry Shinoda and Peterdesigned the hideaway headlamps in 1963
16. Where is the longest wooden jetty in the Southern Hemisphere
18. The the 1969 ZL1 model Corvette: one was white the other was
19. What creature is on the WA flag
20. Exterior color of first corvette
21. The project name the Corvette roadster was initially designed under (2 words)

Down

2. In 1960 GM gave Corvettes to Alan Shepard, Gus Grissom and Chuck
3. City where Corvettes were originally produced
4. The biggest 'rock' or monocline in the world (2 words)
5. Who wrote the song "Little Red Corvette"
6. Name of the largest inner-city park in the world (2 words)
8. In what state is Corvette Museum
9. Myron ----- named the Corvette after a small warship of the same designation.
11. Which Former Prime Minister set a world record for sculling 2.5 pints of beer in 11 seconds (2words)
12. WA is the only place in the world where these animals are found
13. Original 1953 Corvette offered only 2 options an FM radio and a
15. First American car to win the 24 Hours of Le Mans.
17. Vegemite was created using this ingredient from beer making

Centrefold Commentator



Not Just a Car

From: Bron August

It's in movies, songs, and as we learned in the last issue of the magazine, it has cocktail to its name. Whether it's a C1 or C8, or something in between, the Vette is legendary, and it makes people happy. Having a Corvette under the patio is wonderful. Sure, it makes a bit of a noise when it's fired up, and the neighbours might get annoyed, but to have that distinctive shape under a grey cloth cover adds an air of mystique to the home. Whenever I open the roller door and drive into the garage, I see the Corvette in front of me and wonder if somebody walking along the footpath behind me might catch a fleeting glimpse of the shape under the cloth and have their day brightened a little.

Beautiful vintage cars have a way of uniting people and making them happy. A while ago, my folks adopted an Alvis, and the old cars connect us. Just like me in the Corvette, my mum loves being a passenger in the Alvis. She asks about the Corvette, periodically. 'How's it going? Have you been driving it around?' I'm not sure if her intrigue with the cars is because they were scarce when she was a young woman: within one person's lifetime, transport in Australia evolved from mostly horses to exclusively motor vehicles. Either way, we have something lovely in common, and it makes my mother happy to know that we're having fun with the car.

But, with the Corvette, it's more than the sense of adventure, or seeing heads turn, smiling faces,



thumbs up or children waving madly, or watching from inside a Nando's café as people pause momentarily to gather around the car outside in the parking lot. It's community.

As a passenger in the club, I don't tinker with the engine to make it sound better or go faster. The little nuances of sounds coming from under the hood don't mean very much to me at all. I'm curious about it, and when I ask, I'm genuinely fascinated by how things are connected to each other throughout the vehicle, which is why I'm drawn to the disembodied chassis of Andy's car: 'So that's how the handbrake works? That's what the seats are on top of?' I'm sure I'm not an unusual passenger in that respect. I don't go to the club meetings to provide the salad.

I'm part of a community that loves a particular type of car. I feel a sense of pride knowing where our Corvette came from, where it's been and how beautiful it still is despite the 43 years of travels. For ten years it sat in a shed on a farm getting its guts eaten out by mice, having its fluids coagulate or evaporate and having its tyres going hard and square. But, within a short amount of time, with some loving attention, it was resurrected, running and registered. I can only imagine what it must be like to have one that's historic ... or brand new. We have club members in every category, but every member has the same respect and love for not only their own Corvette, but for all of the Corvettes in the club. And that just goes to prove it. Whether it's a C1 or a C8, or something in between, the Vette is iconic, and it brings people together.

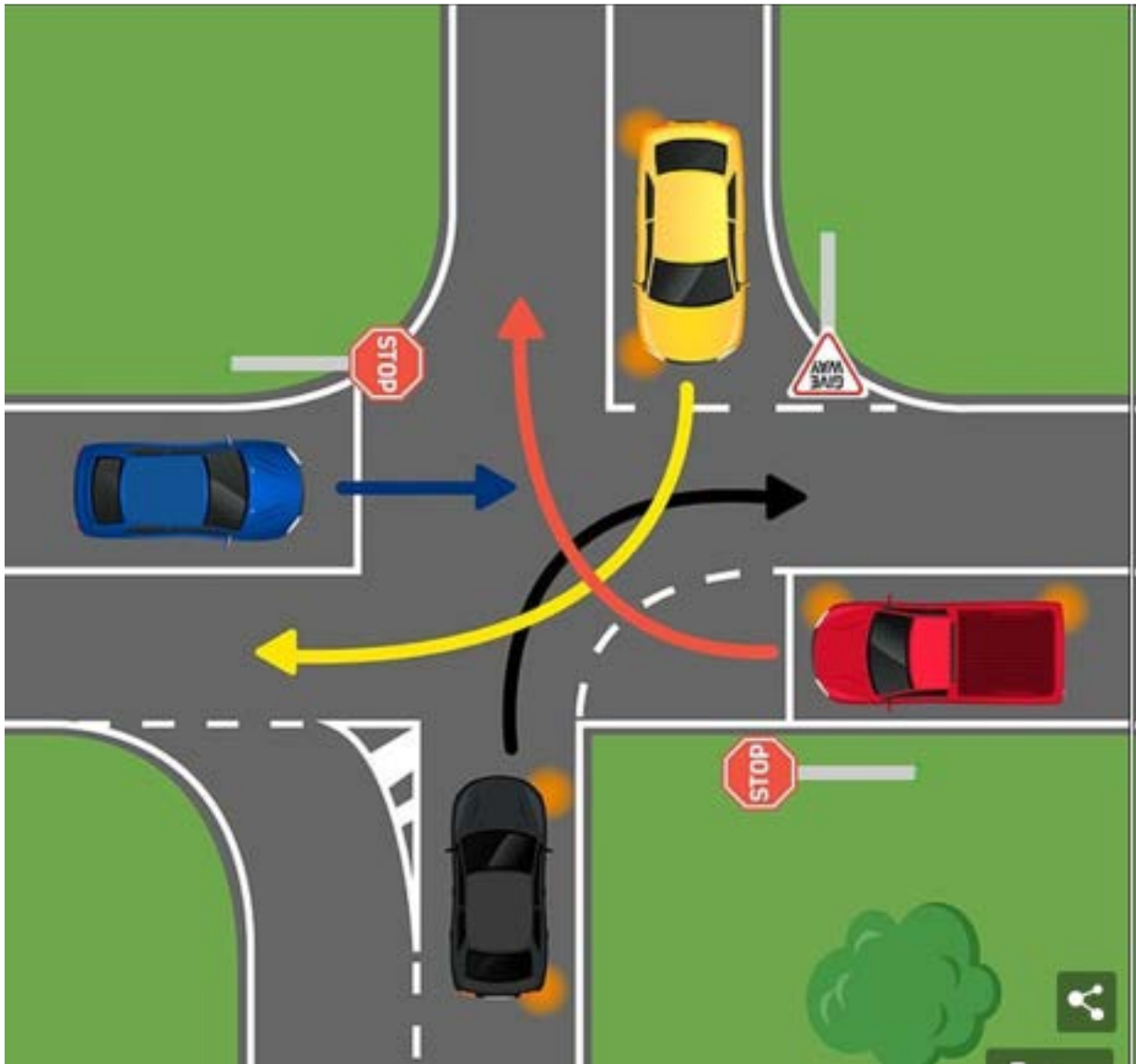
Where is this Hotel?



What Beach is this?



Who Goes First?



Moving through stop signs

The question is:

At the intersection shown,
In what order should the cars enter the intersection?
Colours: Red, Yellow, Blue and Black

24 possibilities

Little Red Corvette



Vibrant and smoky, this cocktail at Pêche in New Orleans was created around the passing of Prince. For fans of mezcal, it's forever the greatest hit.

Ingredients

2 ounces mezcal
1 1/2 ounces Hibiscus-Jalapeño Syrup
3/4 ounce lime juice

Hibiscus-Jalapeño Syrup:

1 cup sugar
1 cup water
1 jalapeño, seeded and chopped
4 hibiscus tea bags

Combine sugar and water over medium heat, stirring until sugar dissolves. Add jalapeños and simmer for 3 minutes.

Remove from heat and add tea bags, allowing to steep about 20 minutes. Strain. Keep covered in a squirt bottle or sealed in a glass jar and refrigerated for up to 1 week.

Instructions

In a shaker filled with ice, add mezcal, hibiscus-jalapeño syrup and lime juice.

Shake and strain over fresh ice in an old fashioned glass rimmed with chili salt. Garnish with a lime wedge.



Kansas City Style Barbecue Sauce Recipe

Try this authentic Kansas City style barbecue sauce recipe and you'll never use the bottled stuff again.

Ingredients

- 2 tablespoons chili powder
- 1 teaspoon ground black pepper
- 2 teaspoons kosher salt
- 2 cups ketchup
- 1/2 cup yellow ballpark-style mustard
- 1/2 cup cider vinegar
- 1/3 cup Worcestershire sauce
- 1/4 cup lemon juice
- 1/4 cup steak sauce
- 1/4 cup dark molasses
- 1/4 to 3/4 cup honey (see note below)
- 1 teaspoon hot sauce
- 1 cup dark brown sugar (light is ok)
- 3 tablespoons vegetable oil
- 1 medium onion
- 4 medium cloves garlic

Out the vinegar. Although it may taste tart from the bottle, it is perfect on meat. If you are not big on vinegar, cut it in half.

Out the honey. You may like it better if you add another 1/2 cup of honey for a total of 3/4 cups.

Out the steak sauce. There are many different brands and they all have different flavor profiles, so use whatever you have on hand.

Out the hot sauce. A simple sauce like Tabasco is all you need. Perhaps the chipotle flavored version.

Out the salt. If no kosher salt, use 1/2 amount of table salt,

Out the oil. You may use butter or bacon fat for a bit more flavor, but keep in mind, they can get rancid with time, and they will likely shorten shelf life to about 1 week. Use a bottled vegetable oil and it can keep months.

Secret optional ingredient Add 2 tablespoons of tamarind paste. It has a sweet citrusy flavor and really amps up a sauce. Find it in an Indian or Asian grocery

Prep. In a small bowl, mix the American chili powder, black pepper, and salt. In a large bowl, mix the ketchup, mustard, vinegar, Worcestershire, lemon juice, steak sauce, molasses, honey, hot sauce, and brown sugar. Mix them, but you don't have to mix thoroughly.

Finely chop the onion and crush or mince the garlic cloves.

Cook. Over medium heat, warm the oil in a large saucepan. Add the onions and sauté until limp and translucent, about 5 minutes. Crush the garlic, add it, and cook for another minute. Add the dry spices and stir for about 2 minutes to extract their oil-soluble flavors. Add the wet ingredients. Simmer over medium heat for 15 minutes with the lid off to thicken it a bit.

Taste and adjust. Add more of anything that you want a little bit at a time. It may taste a bit vinegary at first, but that will be less obvious when you use it on meat. I recommend you run with my recipe the first time and then you can make it your own. Strain it if you don't want the chunks of onion and garlic. I like leaving them in, they give the sauce a home-made texture.

Serve. You can use this sauce immediately as you would any other BBQ sauce, but I think it's better when aged overnight. You can store it into clean bottles in the refrigerator for a month or two.

Method

Answer Section

Crossword Solution

Across

- 1. GOODYEAR
- 7. KALGOORLIE
- 9. STROMATOLITES
- 10. ZORA —
- 14. BROCK
- 16. BUSSELTON
- 18. YELLOW
- 19. SWAN
- 20. WHITE
- 21. PROJECT OPEL

Down

- 2. YEAGER
- 3. FLINT
- 4. MOUNT AUGUSTUS
- 5. PRINCE
- 6. KINGS PARK
- 8. KENTUCKY
- 9. SCOTT
- 11. BOB HAWKE
- 12. QUOKKAS
- 13. HEATER
- 15. CORVETTE
- 17. YEAST

What

What Hotel? Castle Hotel, York, WA

What Beach? Elephant Cove, Denmark,

Answer: Moving through stop signs

The correct answer is **black, blue, yellow and then red.**

The black vehicle goes first as it is not facing any stop/ give way sign.

The other vehicles are stopped at signs and must give way to their right.

As a result, red must give way to yellow and yellow must give way to blue.

A stop sign doesn't have priority over a give way sign, it just means a vehicle must come to a complete stop and then give way.

Strange Rules

You can be jailed for cleaning up seabird or bat poo without a licence in Western Australia. (Unverified)

In Victoria it is an offence: to fly a kite 'to the annoyance of any person', to harness your goat to your vehicle and drive it through a public place,

There are more kangaroos in Australia than people

And did you know that there are over 60 different types of kangaroos



What's an Alvis look like

As mentioned by the Centrefold Commentator



Club Apparel

Mens Bondi Short Sleeve Shirt \$45

SIZES XS - 3XL, 5XL

FABRIC 65% Polyester, 35% Cotton Poplin

UPF rating - Excellent

FEATURES Twin chest pockets with stylish stitching and button detail

Twin back shoulder pleats

Curved hem - can be worn in or out

MEASUREMENTS

S306MS CLASSIC FIT	XS	S	M	L	XL	2XL	3XL	5XL
To Fit Neck (cm)	36	38	40	42	44	46	48	52
Garment ½ Chest (cm)	53	55	57	60	63	66	70	78



Ladies Plain Oasis 3/4 Sleeve Shirt \$45

SIZES 6 - 26

FABRIC BIZ COMFORTCOOL™ Performance Fabric

100% Yarn Wicked Breathable Polyester

UPF rating - Very Good

FEATURES Open neckline with slimline placket

Curved hem - can be worn in or out

MEASUREMENTS

LB3600 SEMI FITTED 6	8	10	12	14	16	18	20	22	24	26	
Garment ½ Chest (cm)	45.5	48	50	52.5	55	57.5	61	65	67.5	70	74



Mens Soft Shell Jacket \$100

SIZES S - 3XL, 5XL

FABRIC Outer: 100% Bonded Polyester

Lining: Polyester knit fabric bonded with Micro Fleece

FEATURES 2 Way front zip with movable sliders

Wind flap chin guard and stand up collar

Outer right chest zippered vertical pocket with metal puller and audio port access

Adjustable rubber cuff closures

2 Concealed zippered front pockets with metal pullers

MEASUREMENTS

J3880 MODERN FIT	S	M	L	XL	2XL	3XL	5XL
Garment ½ Chest (cm)	57	59	61	63	65	68.5	72



front

Ladies Soft Shell Jacket \$100

SIZES S - 2XL

FABRIC Outer: 100% Bonded Polyester

Lining: Polyester knit fabric bonded with Micro Fleece

FEATURES 2 Way front zip with movable sliders

Wind flap chin guard and stand up collar

Outer right chest zippered vertical pocket with metal puller and audio port access

Adjustable rubber cuff closures

2 Concealed zippered front pockets with metal pullers

MEASUREMENTS

J3825 MODERN FIT	S	M	L	XL	2XL
Garment ½ Chest (cm)	49	52.5	56	59.5	63



Mens Nitro Polo \$35

SIZES S - 3XL, 5XL

FABRIC 65% Polyester, 35% Cotton Pique Knit - low pill yarn

210 GSM

UPF rating - Excellent

FEATURES Contrast panel with piping

Knitted collar and cuff

Side splits with twill tape

Loose pocket included

MEASUREMENTS

P10112 MODERN FIT	S	M	L	XL	2XL	3XL	5XL
Garment ½ Chest (cm)	52	55	58	62	65	71	79



Ladies Nitro Polo \$35

SIZES 8 - 24

FABRIC 65% Polyester, 35% Cotton Pique Knit - low pill yarn

210 GSM

UPF rating - Excellent

FEATURES Contrast panel with piping

Knitted collar and cuff

Side splits with twill tape

MEASUREMENTS

P10122 MODERN FIT	8	10	12	14	16	18	20	22	24
Garment ½ Chest (cm)	46.5	49	51.5	54	56.5	59	62	65	68



What would you rather pay for ???

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andypriest@westnet.com.au

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Penultimate Page Commentator

Side Pipe Notes



by not Duntov



Side Pipe Notes

by not Duntov

PFFFFSSSSSTTTTTT! Scotty, more steam!

If you are familiar with captain Kirk pulling the wood stopper out of the hose pipe and shouting down to Scotty, “more steam” you will understand why some of us decide that our Corvettes need more steam. Mia Culpa!

To be sure, getting up more steam is not for the faint hearted or the novice, sadly I am both! The first thing that one needs to understand when getting up more steam is that 75% of your time will be spent sitting in front of a redicklemous item called a computer. Now, if you are like me, and believe that computers are really good for banging in nails, this realisation can have profound implications on the temperature of the steam so sought!! If you want to buy socks, you go to a sock shop, if you want to buy a lemon, you go to a fruit or grocery shop, a jacket a clothing store but if you want to buy a nolathane fitted set of engine mounts, trust me, there is no nolathane engine mount shop!! And that is where the fun starts! Assuming the position in front of your computer (which I now know should be butt up, but was yet to learn), you go to your list of Corvette gizmo suppliers recommended by them wot nose! If you enter a fruit shop to buy a lemon, no-one is going to ask you for your email or, Duntov forbid, a password but, in these online shops, you not only need an email and password but usually your great great grandmothers knicker size, colour and her sexual preference when she was in high school (apparently, according to Dr. Smothers, it can change). Smothers did not know me, that is for sure; if it did not wear a bra, I had and have no interest!! Now, back to the story; once inside the impenetrable online gate to the Corvette gizmo shop you are not greeted

with a “Hello. how are you?” but rather sixty five flashing squares all begging you to click on them which, if done, takes you into a never ending tunnel of cyberspace from which you may never return, I call these, the time zone windows. Steer clear of them if possible, my sister clicked on one of those in 1989 and we have not heard from her since! If you are lucky enough to escape the time zone windows, a brand new puzzle presents itself. You know what you want, you have a dirty busted one in your hand but now you must tell the computer what you want! Easy schmeezy you would say? Wrong. In 1950 nolathane never existed and your computer is certainly going to rub your face in that facto!! First you select the year of the car, then the model, engine size, body, and transmission type and you get a list of 78,000 cars, with 234,978 items that fit your car. Simples.

At that point you see a tiny window with a magnifying glass image, ah ha! You plug in “nolathane engine mounts” and hit the go button however, before your finger has released the go button the screen flashes up “Loser-idiot-moron-newby, your search has turned up no results”. It certainly does not sound too frustrating but after looking to buy a carburettor, fuel pump, deep groove power steering pulley, deep groove crank pulley, distributor with electronic ignition, aluminium rocker panels, rocker repair mounting kit, hood, side pipes and headers, hi-tension leads, radiator support frame, radiator support frame rubbers, top and bottom radiator hoses, you eventually come to understand that you have already got your steam up and you have not even lifted the hood on your project!! Works well getting this steam up!!

Adios Amigos!!



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