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CORVETTES
WESTERN AUSTRALIA
CAR CLUB (INC)

www.corvettesofwa.com

Autumn 2022





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Membership Delegate	Kevin Donetta
CMC Delegate	Ron Flood
Social Director	Natalie Tchorzewski
Social Committee	Disbanded
Magazine Editor	Doug Connell

Life Members

Tony Katavatis
Colin Morris
Darryl Lockhart
Greg Walker
Ron Flood

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

Website

www.corvettesofwa.com

Correspondence

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



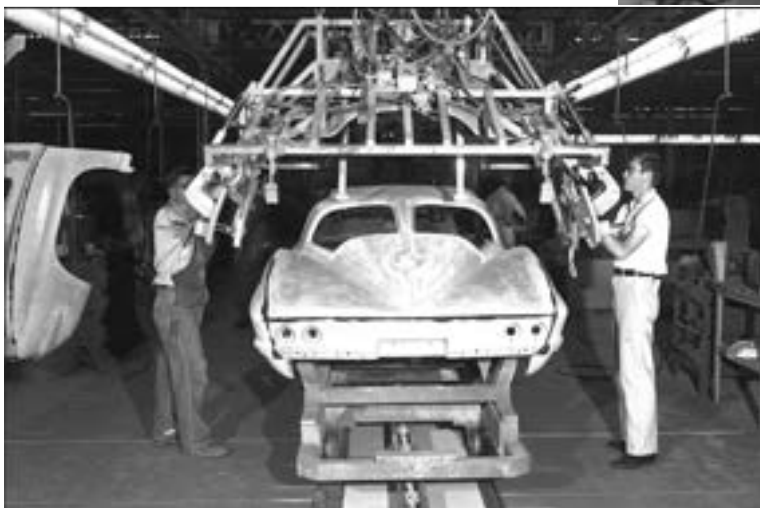
Contents

- 3 Committee
- 5 President's Report
- 6 Social Report
- 8 Crossword
- 11 What Is Tyre Aspect Ratio
- 13 Plus One Tyre Sizing
- 18 How to Check a Tyre's Age
- 20 Kudos Page
- 23 Centrefold Commentator
- 24 Name This Hotel & Beach
- 25 Corvette Cafe
- 26 Does Fuel Go Off
- 29 Answer Section
- 31 Club Apparel
- 36 Side Pipe Notes



This was that religious moment where body and chassis met for the first time at St. Louis on September 28, 1965. This is a '66 coupe becoming a completed Corvette. By 1966, the Corvette had four-wheel disc brakes. It can be endlessly debated which Corvette generation excites the senses most. The C2 in our opinion ranks among the best.

The Corvette consisted of 62 separate fiberglass body panels that had to be dovetailed together to complete the body. These were labor-intensive cars to build. This is one of 300 Corvettes built in the summer and fall of 1953 at Flint, with production wrapping up on Christmas Eve.



A '63 split-window coupe goes together on the St. Louis line where the steel frame "bird cage" becomes wrapped in fiberglass on October 1, 1962. The C2 Corvette's beginnings date back to 1957 when GM envisioned a more advanced Corvette to get sales up. Zora Arkus-Duntov developed the chassis while stylists molded and shaped the slippery fastback body with a split rear window, which lasted one model year.

President's Report

Firstly, it is with much sadness that I advise the recent passing of Australian Corvette scene guru and Corvette Clinic, Melbourne business owner, Peter Whiston, Peter was also a life member of Corvettes of Melbourne. RIP Peter.

Well Christmas is done and dusted and now the heat wave has all but melted our tyres and John Neskula's enthusiasm for long distance "vette" runs. In recent time, the club held its second autokhana event at a great location in Fremantle. It was great to see a good roll up and a lot of fun had by all. For those who are not familiar with autokhana's, may I suggest you at least come and have a look. You will be hooked. Great fun. The third in the series will be held on Sunday 13th February.

It is unfortunate that the upcoming Corvettes of Canberra 2022 Convention has been cancelled due to covid both in the community in general and within their Club membership. Word is that Corvettes of Melbourne will run the 2023 Corvette Convention in Ballarat in country Victoria on a non- Easter long weekend. Holding Conventions outside of Easter has long been on the agenda, so I think this is a positive move by the Melbourne team.

For all members running under **Code 404**, please read the updated information from Department of Transport regarding the use of your vehicle and recording protocols now required.

An annual reminder to all members that the AGM will be soon upon us. I would ask that all members give some positive support to club by way of earnestly considering taking on a committee role. Certainly, the positions of President and Vice President will fall vacant. We have a number of long- term members whom, I have no doubt, could easily take up one of these roles. Please consider it.

Safe vetting

Darryl



Social Director's Report

Hi Everyone,

Well we are almost a quarter of the way into 2022 already and we have been out and about in the summer months with some very enjoyable social cruises and autokhanas.

Past Events:

Wednesday January 5th – Kalamunda Hotel

Autokhana – Sunday January 16th

Wednesday 2nd February – Mundaring Hotel

Sunday 20th February – Stringybark Cottage Winery & Restaurant

Wed 2nd March – Parkerville Tavern

Sunday 20th March - Naked Apple Cider

We have a busy month planned for April with the Curtin FM Car Show on next Sunday. Currently we have 17 cars on the list to attend. We have room for another 3 cars so if you'd like to join us please let me know ASAP. Everyone who has attended this event in the past has said it is a great day out.

Our next general meeting will be held on Tuesday 5th April at Bassendean Bowling Club at 7pm. I encourage all members to get involved and come along.

We will also be having our regular Wednesday and Sunday Cruises in April with the Sunday cruise pushed back a week due to Easter. It will now be held the following week on the Sunday of the Anzac Day long weekend.

Another event not to be missed is our Autokhana. The next one is scheduled for Sunday 10th April. These events are a lot of fun. Check out the photos and videos of our past autokhanas on the members page of the club website and if you have any questions please give Andy a call on 0417966558

Sunday 1st of May we have the Classic Car Show at Ascot Racecourse. This is always a big day for the club and we always put on a great display of cars so please save the date. Details will be coming out soon for this event.

Upcoming Events:

Sunday 3rd April - Curtin FM Car Show

Tuesday 5th April – General Meeting at Bassendean Bowling Club

Wednesday 6th April – Wednesday Cruise

Sunday 10th April – Autokhana

Sunday 24th April – Sunday Cruise

Sunday 1st May – 2022 Classic Car Show at Ascot Racecourse



We've got lots of events in the pipeline for the coming months. I am currently looking at options for our Christmas in July function and we are in the early planning stages for our annual Road Trip in October.

As always, if you'd like to organise a run yourself or if you have any recommendations for venues or nice drives to do then please get in touch.

Regards,
Natalie



Pics from some of the Club events



Mundaring Hotel.



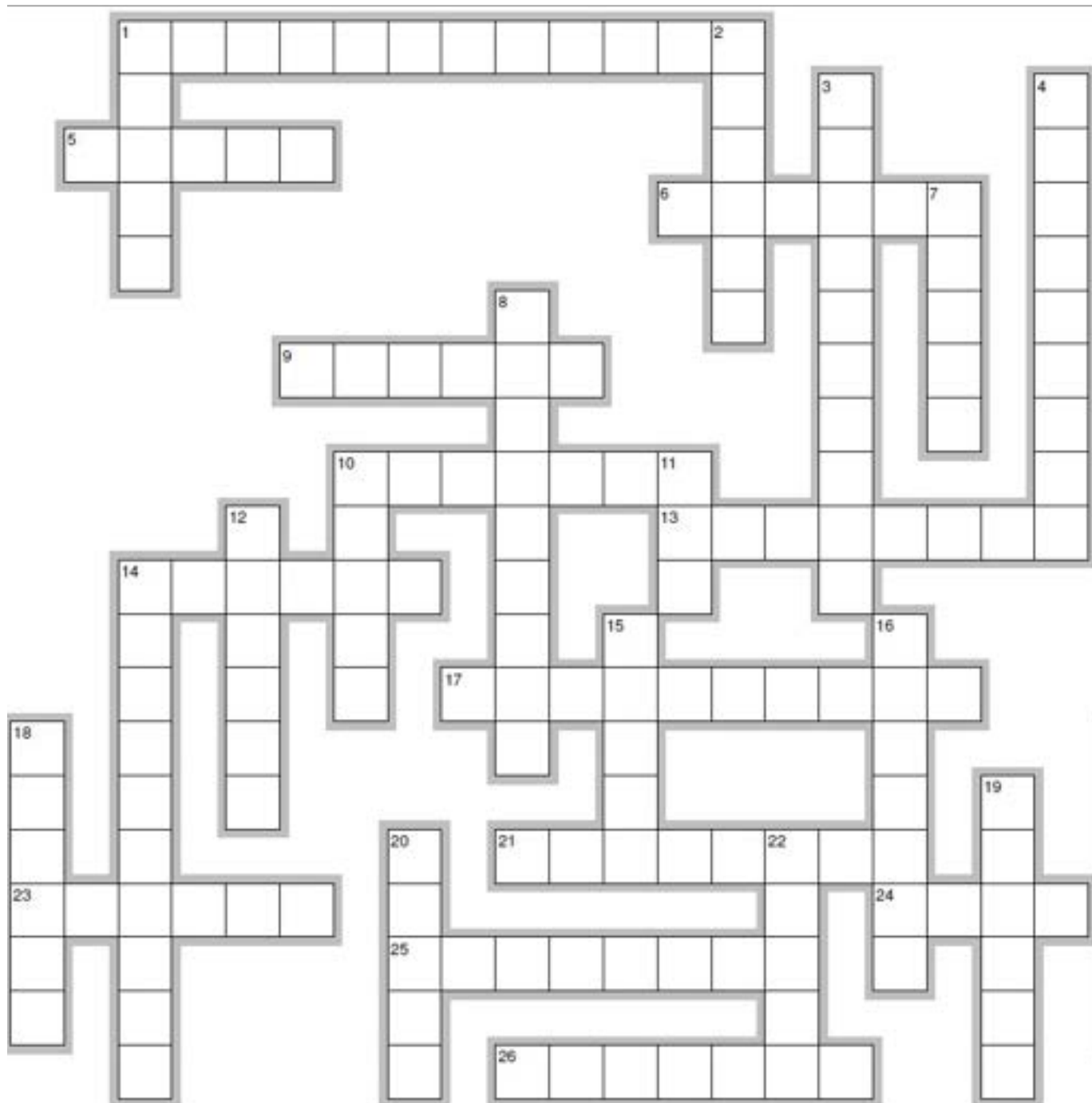
Parkerville Tavern



Naked Apple Cidery



Crossword Autumn 2022



Crossword Autumn 2022

CLUES

Across

1. Large town situated in the centre of Australia
5. The Great Barrier Reef is located in which sea
6. Almost never
9. Where was Nicole Kidman born
10. What are budgie smugglers
13. Never dying
14. Steve Irwin's famous catchphrase
17. Sydney Harbour Bridge nickname
21. Where does the Dog Sit On The Tucker Box
23. The longest river in Australia
24. Birds you'll never see fly in Australia
25. Largest lake in Australia?
26. Aussie PM born in UK seaside resort of Barry, Wales

Down

1. Pat Malone (slang)
2. Wombat poop shape
3. Melbourne Cup is run on which racecourse
4. Pastry tube, filled with vegetables (mainly cabbage) and deep-fried
7. Main ingredient in Vegemite
8. World's oldest wind instrument
10. A jumbuck is a
11. Number of stars on the Aussie flag
12. Australian biscuit was named after a horse
14. Oldest chocolate bar in Australia
15. Sydney Opera House designer
16. Australia's longest serving prime minister
18. Sea between Australia and New Zealand
19. Highway that runs from Darwin to Adelaide
20. Who sang The Loco-Motion
22. Who wrote The Female Eunuch



Member's cars in different places



What Is Tyre Aspect Ratio

By Ankit verma

Updated: Jul 21st, 2021

Always wondered what those numbers on the side of your tyre mean? Read on further to learn about Tyre Aspect Ratio, Tyre Sidewall Markings, & how to calculate the Aspect Ratio of your tyre.

WHAT IS TYRE ASPECT RATIO



When it comes to car tyre maintenance there are many things that go unnoticed, like the alphanumeric codes inscribed on the side wall of your car's tyre. Most of us don't know what they are meant for. The side wall of a tyre carries vital information with respect to the tyre size and helps you get the aspect ratio of a tyre. The tyre ratio helps you find the right tyre for your car. By looking at it, at first instance, the cryptogram appears no less than a riddle. Despite that fact, we Indians have a legacy to solve the unsolved. So, come along, let's crack down this mystery and unveil the secret behind.

Tyre aspect ratio explained

The side wall code lets you know the tyre specs such as width, load index, diameter, speed rating and profile of a particular tyre. Aspect ratio of a tyre in layman's term is denoted by a percentage (nos.) which hints at the tyre height (or section height), from bead to the tread, with regards to the tyre width (or section width).

How does tyre aspect ratio matter?

If the aspect ratio of a tyre is higher, then the side wall will be clearly taller. You must have noticed that the trucks, buses and even luxury cars possess high aspect ratios of about 95. Such tyres, at one point may compromise on the handling part but will surely provide you with ultra comfort ride due to more amount of air inside the tyre. So what about the tyres with low aspect ratio? Such tyres, with shorter side walls, will play their role heroically while cornering and by providing better handling. However, here you cannot expect cushioning comfort, as the suspension suffers from the vibrations produced by tyres because the tyre here, holds less air.

Tyre sidewall markings explained



Therefore, in order to provide a mix of decent handling quality and comfortable ride, an even balance of high and low aspect ratio is witnessed in most of our regular tyres.

Decoding the tyre measurements and tyre sizes code-

Understand this trail of confusing alphanumeric figures in this way.

For instance, if the side wall of a tyre reads: 205 / 60 R16 92 H

This means,

- 1) 205 (section width in mm) – It's the total width of the tyre in millimetres.
- 2) 60 (aspect ratio in percentage) – As explained above, it's the ratio of section height to the section width.
- 3) R (radial construction) – Denotes that the layers run radially across the tyre
- 4) 16 (rim diameter in inches) – The measurement of rim
- 5) 92 (load index) – The number states the maximum load carrying capacity.
- 6) H (speed symbol) – This symbol signifies the permissible speed.

Tyre aspect ratio calculator

Here, if we go by simple mathematics, the tyre aspect ratio percentage can be calculated as under:

H (Section Height of Tyre) / **W** (Section Width of Tyre) X 100 = **Aspect Ratio** (%)

eg. **Using to Calculate the Section Height of a tyre:** (height of tyre above rim)

using above tyre

H = ?mm **W** = 205mm **Aspect Ratio** = 60

H / 205 * 100 = 60

H = 205 * 60 / 100 = **123mm** or approx **4.8inches**

Plus One Tyre Sizing:

Learn How To Plus Size Tyres & Wheels



Source: Jax Tyres

When it comes to performance tyres for your vehicle, sometimes big really is better. locate a tyre supplier that specialises in ensuring that the tyres we fit are not only the safest and most appropriate tyre options for your vehicle, but that they suit the needs of you and your specific on and off road activities, in accordance with local legislation.

But if your vehicle is a little more than just something you use to get from A to B, your thoughts may turn to choosing wider tyres, which fit larger diameter wheels that will meet your performance goals. Enter the world of Plus Sizing.

Big is Beautiful

Plus Sizing your tyres, basically means installing tyres on to your vehicle that have a larger wheel diameter than the standard tyre fitment, while retaining the overall rolling radius the same, which is achieved by reducing the tyre profile.

Sound a bit complicated?

Stick with us and we'll break it all down for you.

A few years ago, tyre Plus Sizing was a realm it seemed only the most dedicated and performance-minded car buffs among us knew much about.

Nowadays you can think of plenty of reasons why up Sizing could be a tyre option to suit many.

The Thick and Thin of Plus Sizing

Plus Sizing your tyres can be also referred to as stepping up.

So if your standard fitment was a 15 inch wheel, a Plus One tyre would be 16 inch and a Plus Two would be 17 inch etc.

The following diagram shows the permissible conversion from a 15" through to a 20" tyre.

Original Equipment

215/60R16 TYRE



Plus Zero

215/55R16 TYRE



Plus One

235/45R17 TYRE



Plus Two

235/40R18 TYRE



Plus Three

245/35R19 TYRE



Plus Four

245/35R20 TYRE



While it may sound simple just to increase the diameter of your wheels, as you step up size notches, attention must be paid to the Aspect Ratio of the tyre too.

A tyre's aspect ratio is the percentage that refers to the relationship of the height of the tyre's sidewall to its width.

The lower the figure, the greater a tyre's section width. The importance here is to ensure that the wider tyre does not interfere with any of the vehicle's body parts. A wider tyre will provide you with increased grip and better braking performance but if it comes into contact with any mechanical part of the vehicle, this is dangerous and could compromise the safety of you and other road users.

Professional Plus Sizing is a Must

If the mathematics of tyre Plus Sizing is making your head spin, don't despair - qualified tyre professionals will handle these considerations for you.

All you have to do is to consider the diameter of the wheel you want to Plus Size and what results you're looking to achieve.

When it comes to working out how much to Plus Size your tyres and the performance outcomes you can expect, it pays to first consider what you're hoping to gain from your Plus Sizing experience.

The Pros of Plus Sizing

As we mentioned earlier, you don't have to be a performance driver to benefit from tyre Plus Sizing.

Put simply, Plus Sized tyres can improve the handling of your car!

Each Plus Size level you move up will lessen the amount of tyre to rigid alloy - this means your tyre tread sits more squarely on the road and your car will respond better to your responses when braking or accelerating.

A professionally Plus Sized vehicle - as you would expect from a JAX Tyres Tyre dealer - will also ensure that speedometer and odometer accuracy is kept in the same, it might even be improved, and in most cases vehicles with Plus Sized tyres certainly look more visually appealing.

Considering the above, you can see that the two main reasons why people opt for Plus Sized tyres are:

Performance

Appearance

Plus Sized performance

When it comes to maximising the performance of your vehicle, it makes sense that your wheels will be one of the first considerations you make.

It doesn't take a automotive expert to understand that a wider tyre offers greater traction & grip on the road, but there is also the benefit of the shorter tyre sidewall it provides. For those not in the know, a is where numbers and letters, which make up the international identification system for tyres, are presented.

The sidewall numbers and letters will normally tell you the tyre's:

Brand - The company that manufactured the tyre

Series - The manufacturer will create a series of tyres that differ in terms of performance and handling characteristics

Model - This takes into account the tyre's construction, tread design and ride

Width - Important when Plus Sizing - this number will tell you the width of the tyre in millimetres.

Aspect Ratio - The height of the tyre sidewall from the rim to the tread - expressed as a percentage.

Speed Rating - The maximum speed the tyre is designed to travel at a given load

Load Rating - The maximum load the tyre is designed to carry at a designated maximum speed.

Customers who choose to Plus Size their tyres may have also heard about the benefits of getting the shortest sidewall height possible.

A shorter sidewall will produce crisper handling and better steering, but if the sidewall is too short the tyre

can become overly "stiff" and can potentially make for a harsher ride for drivers and passengers. For Example: A Plus One Plus Size would mean your wheel rim is half an inch closer to the ground than your Standard tyre size.

A Plus Two Plus Size would place your wheel rim 1 inch closer to the ground than your Standard tyre size.

Plus Sized Appearance

Have you ever pulled up next to a car at the lights and remarked at how sporty or extreme it looked?

Pay more attention to its tyres next time - it's likely that the tyre fitments are plus sized!

While we don't suggest you think solely about appearance when deciding if Plus Sizing your tyres is an idea for your vehicle, there is no doubt that Plus Sized tyres can provide an edgier look for vehicles. This is usually because of the shorter sidewall, which means the rim is closer to the bitumen than normal.

. Source a recommended, trustworthy tyre supplier to supply you with all of the knowhow, information and products that you will need to achieve the performance and appearance outcomes that you desire by fitting Plus Sized tyres to your vehicle.

Plus sized precautions

There are a few considerations you should make when Plus Sizing the tyres on your vehicle, and of course, always chat to a qualified team member at your local tyre shop about any concerns you may have.

Keep in mind:

A shorter tyre sidewall would mean the wheel rim is closer to the road - imagine what might happen if you hit a pothole at speed or find yourself battling road obstructions.

Passenger comfort may suffer slightly with a Plus Sized package. This is because the vehicle suspension has been set considering smaller diameter wheels and tyres having larger sidewall heights (greater aspect ratio). While this is no issue whatsoever for a performance vehicle, if your car's sole purpose is to drive the kids around, Plus Sizing may not be the best option in terms of family driving comfort.

Plus and Minus

Keep these quick tips in mind when making Plus Sizing plans for the tyres on your vehicle.

Your Plus Sized tyres should have the same rolling circumference as the Standard model recommended for the vehicle. Talk to your tyre technician about what this means. Essentially this is to ensure that the vehicle's speedometer and electronics, such as traction control and anti skid devices, are not put out of calibration.

The Plus Sized tyre has to fit the wheel rim width; you must follow manufacturer guidelines here because anything other will not be safe.

You need to select Plus Sized tyres with an equal or higher load ratio. It is not legally permissible to fit tyres that have a lower load carrying capacity than the original fitment.

Be cautious of inflation pressure, it must be in accordance with the vehicle manufacturer's prescribed levels that are clearly indicated on the tyre placard (located normally in the inside of the driver's door) or vehicle handbook. Ask your tyre technician about the importance of correct pressure..

Be cautious of speed ratings; never choose a Plus Size tyre with a lesser speed rating than your standard tyre recommendation for the vehicle.

Ask your tyre technician about things you might need to think about if you ever need to add tyre chains to your Plus Sized tyres.

Remember that Plus Size tyres can impact your braking performance. A tyre technician fitting your Plus Sized tyres should run you through the ins and outs of this, but it is especially prevalent in SUV vehicles and has to do with the wider diameter of the tyre weighing more and making it tougher for your braking system to stop a heavier vehicle.

The Legislation

It is important to be aware that there is State Legislation regarding altering tyre and wheels from the original vehicle fitment.

The legislation for each of the states is summarised in the links below. This information could be subject to periodical change and is provided ONLY as an indication of local state regulations at this time.

For further details we suggest that you visit your local road transport authority or consult with your local tyre store manager, who will be pleased to assist with the technical requirements.

NSW Guidelines for Alternative Wheels and Tyres.

QLD Transport Modifications Guide.

.VIC Light Vehicle Construction and Modification Guide.

.TAS Vehicle and Traffic Regulations Guide.

ACT Guidelines for Alternative Wheels and Tyres,

WA Dept of Transport.

In all cases, where tyre and wheel fitments are being changed from the original equipment, it is good practice to inform and involve your insurance company.

Plus Sizing Professionals

If you have decided that tyre Plus Sizing is the way forward for you, stop by your trusted tyre store and have a chat, prepare to discuss:

Tyre Diameter - Ask the technician everything you need to know about the outside diameter of the Plus Sized tyre when it is mounted to the car and inflated as directed.

Overall Width - The width of the cross section of the tyre when mounted and inflated as directed.

Section Height - The space between the bead and the tread of the tyre.

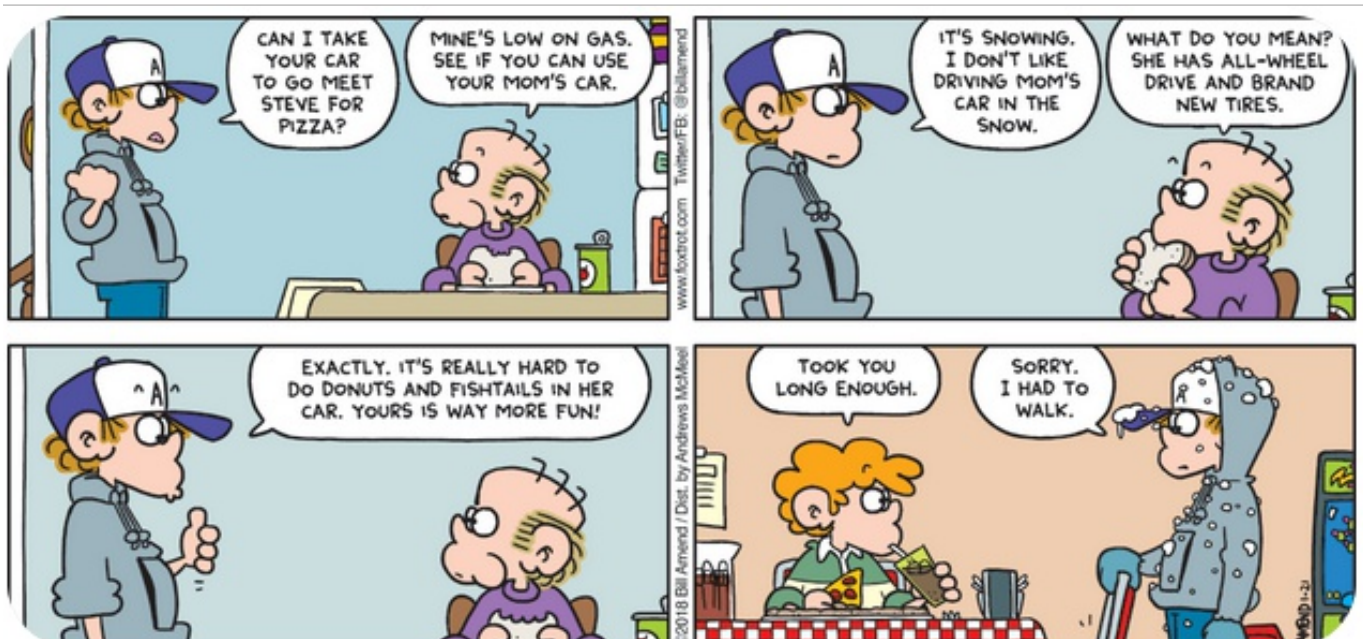
Aspect Ratio - The tyres section height in relation to its section width - expressed as a percentage.

Tread Width - The distance between the inner tread shoulder and the outer tread shoulder.

Always ensure that whenever Plus Size tyres are fitted that you carefully check that there is no interference of the tyre against the vehicle body or wheel arch when the steering is on maximum lock.

Sometimes bigger really is better.

Thanks to Jax Tyres



How to check the age of a tyre

Do tyres have expiry dates?

Tyres don't last forever, and old tyres can be a serious safety risk. As tyres age, cracks may form beneath the surface, causing the tyre to fail under load. If you haven't done so recently, it could be time to check how old the tyres on your vehicle are, and if they need replacing. Read on to find out how to check the age of your tyres and stay safe on the road.

What happens to old tyres as they age?

Tyres are made of various types of textile, steel and rubber compounds that have properties that evolve over time. As the rubber in a tyre gets older and is exposed to the elements, the strength of the bond between the rubber and the steel belts is reduced. When an old tyre is put under load, cracks in the rubber will begin to form.

These cracks may appear on the tyre's surface, but they can also appear out of sight within the structure of the tyre. Eventually, the cracking can even cause the steel belts in the tread to separate from the rest of the tyre. Driving on such a tyre is a serious safety risk.



How can I check the age of a tyre?

Check the age of a tyre by looking for the 10 to 12 digit serial tyre identification number, found on the tyre's sidewall. This identification number is usually preceded by the acronym "DOT", for example: DOT ELCB DKE 1800.

Tyres manufactured after 2000

If the tyre was manufactured after the year 2000, then you can determine its age by looking at the last four digits of this number. These represent the week the tyre was made, followed by the year. In the case of the serial number used above, the "18" would indicate the 18th week, and the "00" would indicate 2000. So, the tyre was manufactured in the 18th week of 2000.

Tyres manufactured before 2000

If the tyre was manufactured before the year 2000, things get a little more complex. For these tyres, age is indicated by the last three digits. Take for example the serial number DOT XYZ WT1 188. In this serial number, the 18 indicates the week the tyre was manufactured, while the 8 indicates the year of the decade. So, in this case, the tyre was made on the 18th week of the 8th year of the decade. During the 1990 – 2000 decade some tyres were marked with a triangle pointing to the last digit of the serial number in order to distinguish them from previous decades.

Still not sure of the age of your tyres?

Driving on old tyres can be a serious safety risk. If you're not sure how old your tyres are, pop into your local tyre store.

Do tyres have an age limit?

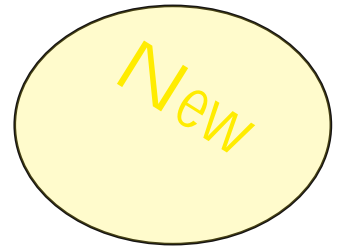
Tyres should be removed once they reach ten years of age, regardless of appearance, mileage or actual wear. However, most tyres will need replacing before they reach the ten year mark. That's why it's important to keep a close eye on the condition of your tyres.

Take the time to regularly check your tyres' visual condition and inflation pressure. If you notice any visible damage or performance changes, such as cracking, increased air loss, or additional noise or vibration, it's time to have your tyres checked by a professional.

Along with your own regular inspections, we recommend that all tyres beyond five years old be inspected by a qualified expert at least once a year. . If the tyres were original equipment on the vehicle, you should also follow the vehicle manufacturer's tyre replacement recommendations when specified.



Good Service?



Business or Person that deserves a compliment ?

Email details to: editor@corvettesofwa.com

Seat Belt Solutions

1/35 Colin Jamieson Dr, Welshpool WA 6106

My 3 point seatbelts Shoulder belts had issues. Contacted the people at Seatbelt Solutions. Did the drive to Welshpool. Owner looked at them .. One needed a new spring (he installed) other needed a new grommet. He supplied. All in all 100% result. Custom fits seatbelts into anything.

Submitted by Doug Connell.

Action Lock Service

8/30 Erindale Rd, Balcatta WA 6021

C4 door lock key made. Had no key to duplicate, Took the door lock to them, thay made a new set of keys which work both door locks perfectly.

Wilkinson Suspension Centre

1 Beechboro Rd S, Bayswater WA 6053

Paid for wheel alignment at 2 shops Prior to Wilkinsons. Both Suspension shops. No joy with steering/tracking.

Booked in at Wilkinsons, Coffee in Maylands, collected car perfect (well for a C3)



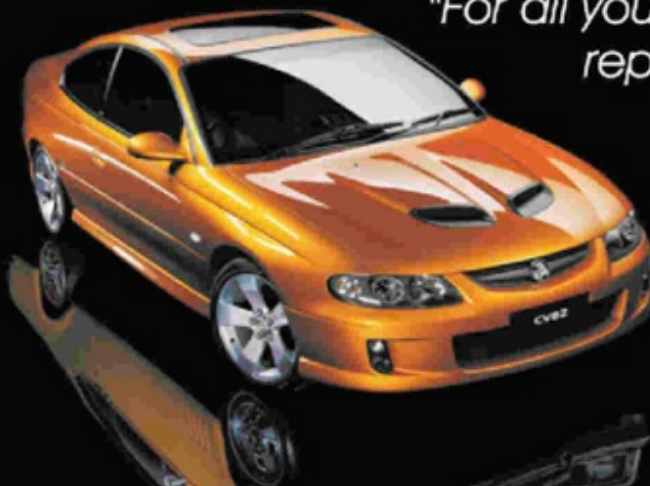
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Asked his wife to
paint over a scratch.



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"It's broke. I could fix it, but then you'd be broke."



Centrefold Commentator

Poetry in motion

By Bron August

In scouting around for a topic for this issue of the journal, I was stumped so I asked for some writing prompts from Doug. Among some good suggestions, I liked this one this one best—Little things that make a day special. I recalled my favourite poem of all time: ‘Red wheelbarrow’ by William Carlos Williams (1883-1963), which was published in 1923. I can sense, as I write this, the moans of discontent and the shuffling of feet. What the %# has poetry got to do with Corvettes? But hear me out. Here's

the thing. Much to the belief in the contrary stereotypical stigma—a writer must love poetry—I don't! But I love this one. From the first time I saw it: I loved it. It's a classic just like our gorgeous cars. And it's little. I can share it with you here.

Red Wheelbarrow

(William Carlos Williams, 1883-1963)

So much depends

Upon

A red wheel

Barrow

Glazed with rain

Water

Beside the white

Chickens

If you can tell me that you can't see the correlation between the most perfect poem ever written, and the most beautiful car ever made, I'll remove myself from both genres.

... Still here? Let's compare.

Poem: Four, perfect stanzas in a statement that says no more than needs to be said and creates a beautiful image that sits in the mind's eye like a watermark on a page.

Exactly thirty years later, somebody read that poem, analysed it, and designed a car.

Corvette: Four wheels (winky eye emoji), on a vehicle that says no more than needs to be said and creates a beautiful image that sits in the mind's eye like a watermark on a page ... If there were more, there would be too much. If there were less, it would be confusing.

So, do I like poetry now? No! But maybe I might find some amazing Corvette poems, so I went looking, and in a single quick Google search, I found: ‘The French Corvette’ by David Lewis Paget, 2017 (<https://hellopoetry.com/words/corvette/>). I never knew a Corvette that ‘steals’, did you? ‘Phoenix in a red Corvette’ by Zoe Mae, 2021. Cliché! ‘Drunk driving my stolen Corvette’ by Cunning Linguist, 2015. Groan ... poets can be horribly corny.

So, there you have it. I still don't like poetry and I'm not a revhead, but there is one poem I do love, and one car that breaks my heart, and when it comes to Corvettes—it's the little things ...

BTW – When can I get my ride in the C8?



Can you name this Hotel ?



Can you name this beach ?

Chocolate Date Energy Balls



Ingredients

1-1/4 cups pitted Medjool dates, roughly chopped
3 ounces 60% bittersweet chocolate, coarsely chopped
1/4 cup dried unsweetened tart cherries, chopped
1/4 cup deluxe mixed nuts, coarsely chopped
3 tablespoons unsweetened coconut flakes
3 tablespoons sunflower kernels
1-1/2 teaspoons olive oil
1 teaspoon vanilla extract

Directions

Place dates, chocolate and cherries in a food processor; process until finely chopped, about 1 minute. Add nuts, coconut and sunflower kernels; process until blended. Add oil and vanilla; process until mixture comes together. Roll into 12 balls. Refrigerate, covered, at least 30 minutes before serving. Store in an airtight container in the refrigerator.

Nutrition Facts

1 ball: 125 calories, 6g fat (2g saturated fat), 0 cholesterol, 25mg sodium, 14g carbohydrate (11g sugars, 2g fiber), 2g protein.



Does fuel go off?

Old fuel and fuel storage questions

Some enthusiasts who store their vehicles for long periods of time may worry about the fuel sitting in their tank.

While most will rightly drain the tank or use a fuel stabiliser, you might find yourself wanting to store fuel at home.

Here's much of what you need to know about old fuel and petrol / diesel storage.



Can I store fuel at home?

There is always a risk when storing flammable liquid, so for the average driver, keeping fuel at home isn't advisable.

As mentioned above, if you plan to store your vehicle for a long time, you should either drain the tank and dispose of the waste fuel properly or use fuel stabiliser.

There are rules for home storage, but you should only do so if you're confident that you can keep it legally, safely and with the right equipment.

How should I store fuel?

If you're going to keep fuel at home, you should store it in either a plastic portable container or a metal jerry can with a tight-fitting cap. Make sure it's sold specifically for use with petrol or diesel.

When storing petrol, remember that it is highly flammable so keep it in a secure outbuilding – like a shed or garage – that is well ventilated and away from any sources of ignition. It should be stored in as cool a place as possible but never outside. It should also be kept well out of reach of children.

While diesel is not flammable like petrol, it can still pose a danger and should still be kept in a secure container out of the house and out of reach of any young children.

Storing fuel at home

If you want to store more than 100 litres at home – obvious question: Why? – the Occupational Health and Safety Act kicks in. You're required to conduct a formal risk assessment and implement hazard control measures ... although it's unlikely a Workcover inspector will ever check up on you.



Even more stupidly, you're allowed to store 250 litres outdoors or in a structure three metres away from the boundary or other dwellings. Above that, you need to post a 'Hazchem' sign on the street frontage and a yellow 'Flammable Liquid' diamond sign (like the one on fuel tankers). The neighbours will probably be up about that, and then there will be a subsequent stern chat with the local council...

The regulations are, frankly, ridiculous. The obvious answer to the question about how much fuel you should store at home is: As little as possible

How long can I keep fuel for?

Probably not as long as you think. Once you've put fuel in a container you only have a few months before the quality starts to fall away – even less if the fuel is contaminated in any way.

Generally speaking, petrol has a shelf-life of six months if stored in a sealed container at 20 degrees – or just three months if kept at 30 degrees. The more it's exposed to heat, the more quickly it will go off.

If the container isn't tightly sealed, you'll be able to keep it for even less time and there's increased fire risk due to flammable vapours escaping

As for diesel, it can remain usable for between six and 12 months before becoming 'gummy' which, if used, can clog up filters and cause you issues with your engine.

Is it legal to fill a fuel container at a petrol station?

It is legal to take a plastic container or a metal jerry can to a fuel station and fill it up, although be aware that some filling stations will have certain rules about size and style of the container, so ask ahead of time if you're unsure.

It's recommended to place the can on the ground while filling up to avoid potential spillage which might, if large enough, lead to the forecourt being closed.

When transporting containers you should make sure it is properly secured in your vehicle to avoid leaks and potentially causing damage or injury in the event of an accident.

Is it safe to drive with old fuel?

Within six months, it's likely that both petrol and diesel will be fine to use although exercise some caution if it's been left longer than that. But you are more likely to encounter problems if you have less than half a tank.

If your tank is full of old fuel (especially old diesel) have it drained by a garage or a professional mobile service.

If you suspect your petrol or diesel is stale the best advice is to try topping up with fresh fuel from a filling station.

Will old fuel damage my engine?

Possibly, although that largely depends on what the fuel is and how old it is.

If you use old petrol, you may suffer poor starting and, or loss of performance. You'll probably be able to overcome this by filling up with fresh petrol.

However, if oxidation of the petrol has occurred, it could cause deposits and other impurities to clog up the inner mechanisms in your engine, and lead to substantial damage.

With diesel, decomposition can cause the fuel filter and parts of the fuel injection system to become blocked which could see you facing a hefty repair bill.

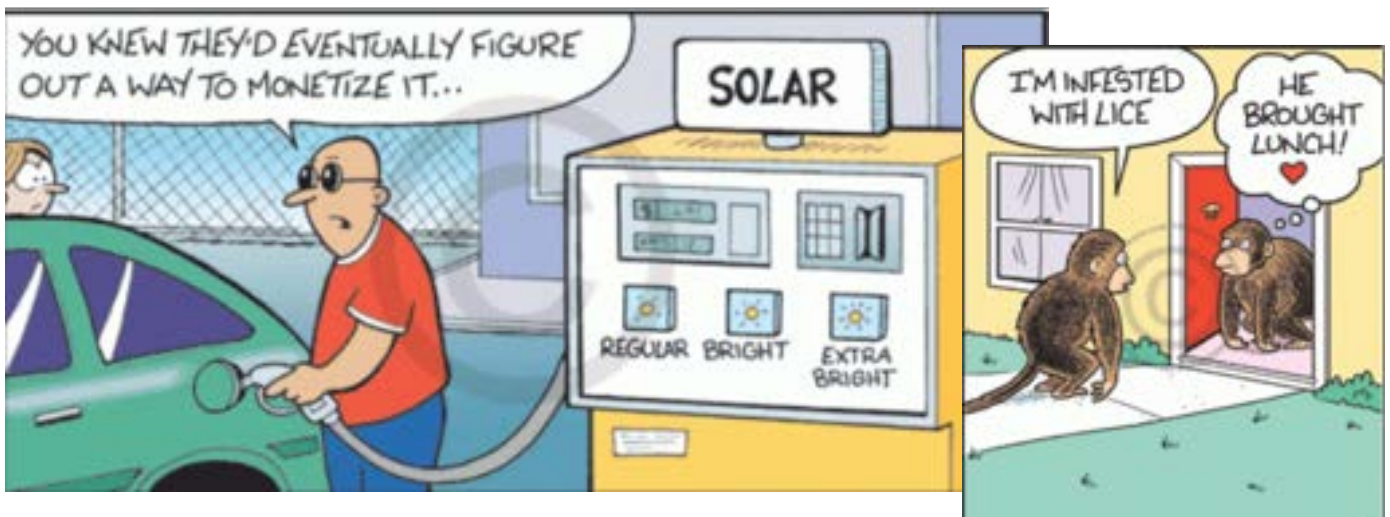
What is fuel stabiliser?

Fuel stabilisers are intended to extend the shelf life of both petrol and diesel. When using a stabiliser, make sure it's suitable for the fuel you're using and always ensure you follow the instructions on the label.

While these are available to purchase the RAC does not normally recommend their use.

Should I take my car to a garage?

If you've got an issue with your fuel and want to get your car checked out by a professional, it's always best to visit a garage.



Answer Section

Crossword 2022



Can you name this Hotel

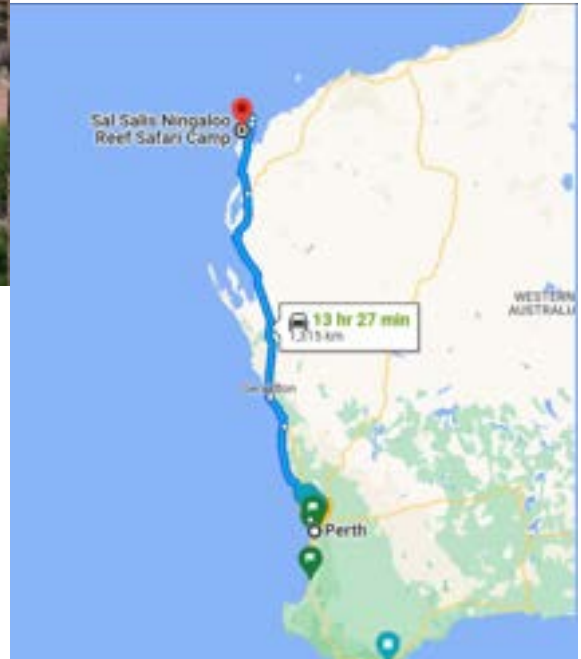
Sal Salis Ningaloo Reef

Hotel Cape Range National Park, Western Australia, Australia

Unpretentious luxury set in sand dunes overlooking the Indian Ocean. Beautifully styled en-suite tents, an all-inclusive bar and exceptional meal offering complement a range of exciting activities in this eco-friendly, off-grid wilderness escape, a few steps from the Ningaloo Reef.

Answer Section

Can you name this Hotel



Can you name this Beach

Staircase to the Moon is a natural phenomenon which occurs when a full moon rises over the exposed tidal flats of **Roebuck Bay** (Broome).
The Staircase to the Moon happens 2 - 3 days a month between March and October.



Astronaut photo from 2017

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	74



Caps \$20



Stubby Holders \$6



Hats \$30

Caps and hat
One size fits all



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



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- Can not add to without major earthworks and labour time

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Profile on Advertiser's business -
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andypriest@westnet.com.au

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Side Pipe Notes



by not Duntov



No way Nikola!

A lot of you would know that I am fairly new to the world of Corvettes. I have been indoctrinated into the wonderful world of Corvette maintenance from busted pistons, leaky side pipes having to blow dust up from the road due to the 45 degree rule (invented by a brain-dead), collapsing wheel bearings, radiators that are possessed by the devil of leaks and oil drips that appear from the quantum continuum of physics etc. To throw some genuinely good engineering at these problems takes practice, concentration, and the good will of them wot went before you. That's the value of a club. How to pay back? Be a good clubby? Easy Peasy (thanks to Groucho). But a tangible payback or pay onwards? Well, I am glad you asked!

I went on a run this last Sunday, funnily enough not with the Corvette club, but experienced the same miserable problem I have experienced on club runs everywhere. Directions and Convoying!! Who would have thought these two things can continuously ruin club runs whereby cars are going in 12 different directions at times that do not exist even on the 24 hour clock! So (a needle pulling thread some think, but not here) let's look at why we have club runs and why many fail..

- 1) To drive our cars en masse (look it up) in a convoy not only for our own gratification but also so the public can see a greater impact. One Corvette on its own is a "wow" (if it is seen at all). 20 Corvettes rolling thunderously past is a "Holy Toledo willya look at this!!"
- 2) To catch up with club members, see their cars in operation, listen to their cars, talk cars and finally to experience the gathering of the eagles, some like a sit-down lunch, others like to cover territory and explore.

Whatever the reason both depend totally on being together, if not, then a drive on your own would suffice. So, we can (I hope) agree, en masse is why we have club runs. Now en masse can only be achieved by being en masse; profound I know, but it does seem to be an absolute unachievable gizmo this "en masse" thing as I found out this Sunday by wandering all over the eastern hills on my own knowing full well that there were at least another 149 vehicles looking for, not only me but any other original en masse car they could find heading for Nikola! The reason is threefold (here comes the smarty pants bit stating the obvious as club payback!!). Club runs need the following.

- 1) A start rendezvous for all that will lead out on the run without 387 traffic lights, 65 freeway blind turns, roadworks designed by a blind Hitler all in the first three kms and a printed directions itinerary of 12 sheets in size 8 lucindagrande script that can only be read under an electron microscope.
 - 2) A briefing before anyone kicks their hellfire V8 into life that includes a blow-by-blow description of every turn and preferably at what landmark with street names reiterated over and over (not route numbers)
 - 3) Most importantly, for the main reason to have a club run (being together and being seen together), you need to stay together. The lead vehicle(s) need to sit 10kms under the speed limit to allow those held up to catch the convoy minus police sirens or flashing cameras.
- A run to Mount Magnet anyone? I guarantee a convoy!! Adios Amigos!!



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