

Corvette Club of South Australia Inc NEWSLETTER



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INSIDE THIS ISSUE

- 2 Club Information
- 3 President's Report
- 4 October Long Weekend Run
- 5 October Long Weekend Extension
- 6 Treasures Report
- 9 Merchandise
- 10 Sean's Random Ramblings
- 11 Sean's Random Ramblings Cont.
- 12 C8 Brochure page 5
- 13 C8 Brochure page 6
- 14 Ensenda Motor Inn

HELLO FROM THE EDITOR

Hi All

A reminder that if any of your personal details change, please let the membership officer Gary McPhee know ASAP. This Month another couple of pages of the C8 brochure . No feature car this month. If you want your car in the newsletter or anything to share please send me an email. 2021 Nationals are in Canberra over Easter, book the dates and more details to come

Regards

Adrian Worsley

CLUB INFORMATION

CORVETTE CLUB OF SOUTH AUSTRALIA Inc.
PO BOX 230 FINDON SA 5023

www.corvetteclubofsouthaustralia.com.au

SISTER CLUBS



CORVETTES WEST
Southern California USA



LONE STAR CORVETTE CLUB
Texas USA

MEETINGS - Resuming August 5th

Held on the first Wednesday of every month
Seaton Ramblers Football Club
South Parade, Seaton at 8pm

NEWSLETTER DISTRIBUTION Emailing is quicker and will reduce costs to the Club. Members who are happy to receive their newsletter via email, please email Cathrine.Neagle@jta.com.au. If you have a change of address please advise the Membership Officer.

MEMBERSHIP FEES

due by 1st January each year	NEW	RENEWAL
Financial Member	\$85.00	\$80.00
Associate Member	\$20.00	\$20.00
Country Member	\$40.00	\$40.00

BANK DETAILS for Direct Debit
BSB 105 900 Account 9543 73840

CLUB REGO Inspections are no longer required. However, if you need a new Log Book, they are \$10 each.

The Corvette Club of South Australia Incorporated and its committee, is not responsible for statements (excepting their own) which may appear in any publication of the Corvette Club of SA Inc. newsletter, nor for the integrity of individuals buying or selling goods or services. We welcome the contribution of newsletter articles from members. Note: Contributions may be edited for reasons of space.

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PRESIDENT'S REPORT

Hi All

Its coming, the committee had our first meeting since March last night at the Seaton Ramblers Club so that we could social distance and plan for the return of normal club meetings. So unless the virus raises its ugly head again we will have our first meeting on Wednesday AUGUST 5th at Seaton Ramblers and for those that are wondering they have a COVID 19 plan in place and are able to have 75 people in the rooms.

We have decided that your name will be entered into the sign in book by who ever is manning the door and when you purchase raffle tickets they will be handed to you as well, there will also be hand sanitiser on the entry table

The first Club run will be on Sunday August 9th, destination to be determined.

It will be good to slowly get back to some sort of normality, whatever that will look like.

We are waiting for details of the Canberra Nationals and as soon as they are available we will get them to you.

October long weekend will be at Whyalla, details to follow.

November 28th will be our Christmas dinner so put that in your diary, How's that already four diary dates for this year, I'm exhausted.

Happy (soon to be) Vetting

Pres



Specialising in Conversions, Restorations and Spare Parts

Corvette Conversion Centre
cocomrw@senet.com.au
0427 717 686
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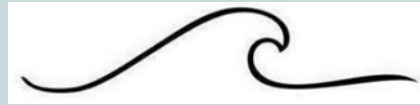


Specialising in C3 (1968-1982) Corvettes, we can do anything from routine maintenance to ground up restorations. This includes conversions to Right Hand Drive and reconversions on cars that do not meet current standards. We have a large inventory of new and used parts and panels in stock. Any parts that you require that are not in stock are normally 10-14 days away, as we place orders to America on a weekly basis.

Corvette Conversion Centre is pleased to announce that we have developed brackets to mount the RRS Rack and Pinion steering system to C3 Corvettes. This will be the perfect solution for poorly converted Corvettes or if you just want a more modern feeling steering system.

Whyalla “Break Free by the Sea” Run

October Long Weekend 2020



Are you ready to break free?

Kick off the lock-down shackles and dust off the Vette.

It's time to hit Highway 1 to Whyalla to take in some sea air for the long weekend!

Whyalla is the northern gateway to the picturesque Eyre Peninsula - where the outback meets the sea. It's the annual breeding ground of the Australian Giant Cuttlefish (the world's largest Cuttlefish species) and the beginning of the Seafood Frontier Trail. The best oysters in SA!

Accommodation: Sundowner Hotel Motel, Lincoln Highway, Whyalla Norrie. P: 8645 7688

Rooms: \$110/night includes Continental breakfast. 20 rooms are being held for CCSA members. Call direct to book your room. No deposit required. **Please let Kathy or Angus know who is coming, and your room number, so we can manage numbers for other bookings.** Contact details below.



When: Saturday 3rd & Sunday 4th October 2020

Your Hosts: Angus Smith, Kathy Reschke & Ken Blackwell (yes, it takes more than just Angus!)

Our plans: Tour the Whyalla Steelworks & HMAS Whyalla, visit a Franklin Harbour Oyster Farm in Cowell, and meet the local Whyalla car enthusiasts. Can't tell you for sure yet. Depends on COVID-19 restrictions. Bring a sense of humour. We'll think of something!

HMAS Whyalla, a Bathurst-class corvette !!!
Constructed during World War II

Contacts:

Kathy Reschke 0429 457 600
kate33@internode.on.net

Angus Smith 0423 202 253
Angus.smith@bigpond.com



Port Crane at Whyalla Steelworks. Angus sits here

October Long Weekend – Extension

People have been locked up for too long!
Getting away for the October LWE is perfect.



For people who would like to extend the escape, Peter & Lynda will take you on to Port Lincoln for a few more days with a different way home.

We have limited time to lock things in but will need to know who might be interested.

We have located a motel that has off street parking, approximate cost \$120 - \$130 per night.

Please let us know if you are interested robinhill67@gmail.com by 31 July 2020 as we will advise the motel to release rooms after that date.

We will then advise further plans as they come together.



Pictures are for illustration purposes only – no guarantee this is what you will be eating!

Treasurer's Report for 24th June 2020 Committee Meeting

Balance start at 1st June 2020	\$16,788.74
Cash & Cheques in	\$217.30
Cash & Cheques out	\$197.30
Closing Balance at 22nd June 2020	\$16,808.74

Regards
David Daw (CCSA Treasurer)
ph: 0411 604 927

Below is the Cheque presented to Heart Kids on behalf of the club



“NO ONE KNOWS YOUR PASSION LIKE SHANNONS.”

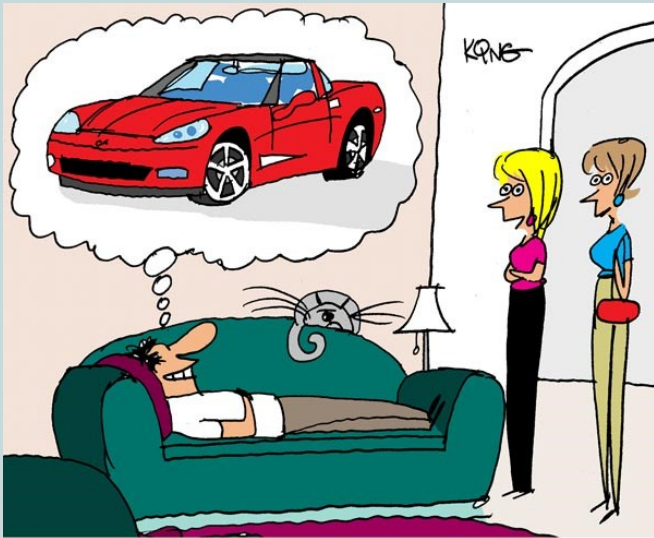


The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.
So call Shannons for a    quote on **13 46 46**.

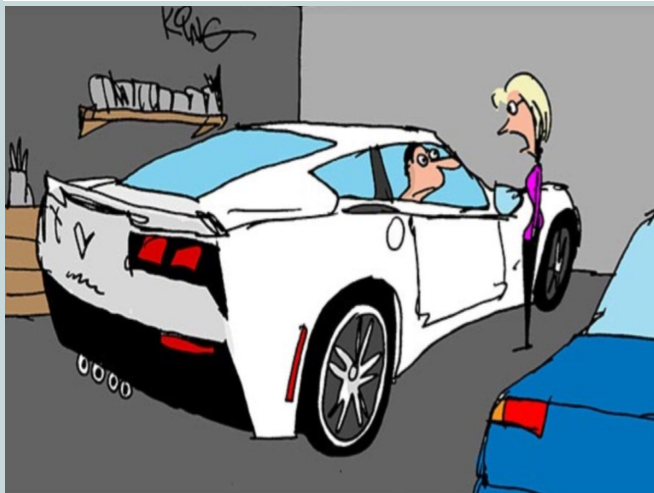


SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU
Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



"How sweet, he's smiling. He must be dreaming about me."



"When I said you spend so much time in your Corvette you might as well sleep in it, I was being sarcastic."



"My new security system vaporizes anyone who gets too close to my Corvette. I'm going to miss Jim."



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Smooth. Deep. Shine.

See the car care range at:

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piloti
driving shoes

Designed for optimal pedal feel. Our patented Roll Control™ spherical heel is engineered to protect and cushion the heel bone, while the rubber heel adds durability and grip.

Introducing the limited edition Corvette Approved Casual Driving Shoe range. Inspired by the Corvette® C7 and Corvette® Racing's rich heritage, Piloti's specialised co-branded Corvette® driving shoe's shares the perfect DNA to match your passion for your 'Vette.

Corvette Racing Limited Edition

Corvette C7 Limited Edition



Based on the Prototipo Style. A distinctive black and red colour scheme, official C7 crossed flags badging and race-inspired stitching are among the design features.



Based on the Spyder Style. A distinctive black and yellow colour scheme, official Corvette® Racing Jake badging and race-inspired stitching are among the design features.

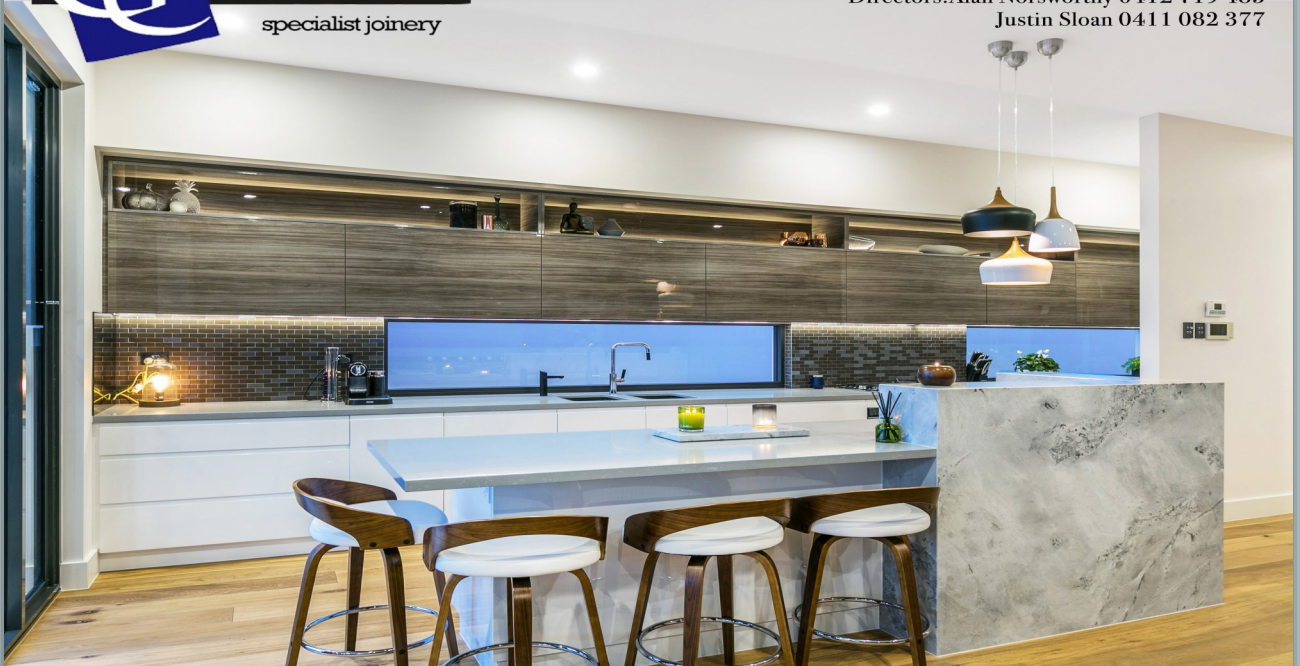
See the range of exclusive Piloti Corvette Driving Shoes and other styles at:

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Gawler Custom specialise in the custom design, manufacture and installation of built in joinery ranging from commercial fit-outs to kitchens renovations servicing all over South Australia and interstate. To get started on your new kitchen contact us now for your free no obligation quote with one of our experienced consultants.

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2020 Lifestyle and Leisure

Clamshell Cheese Board Acacia Wood \$50



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Tea Infuser Bottle \$35



Master Grill Music Apron Black/Charcoal \$40



Satellite Messenger Bag \$40



Seans Random Ramblings #16

The Junkyard Dog – an LS story.

Let's get this LS engine apart, it will be pulled down to the short motor, only the crank rods and pistons will remain because this is a junkyard dog engine.

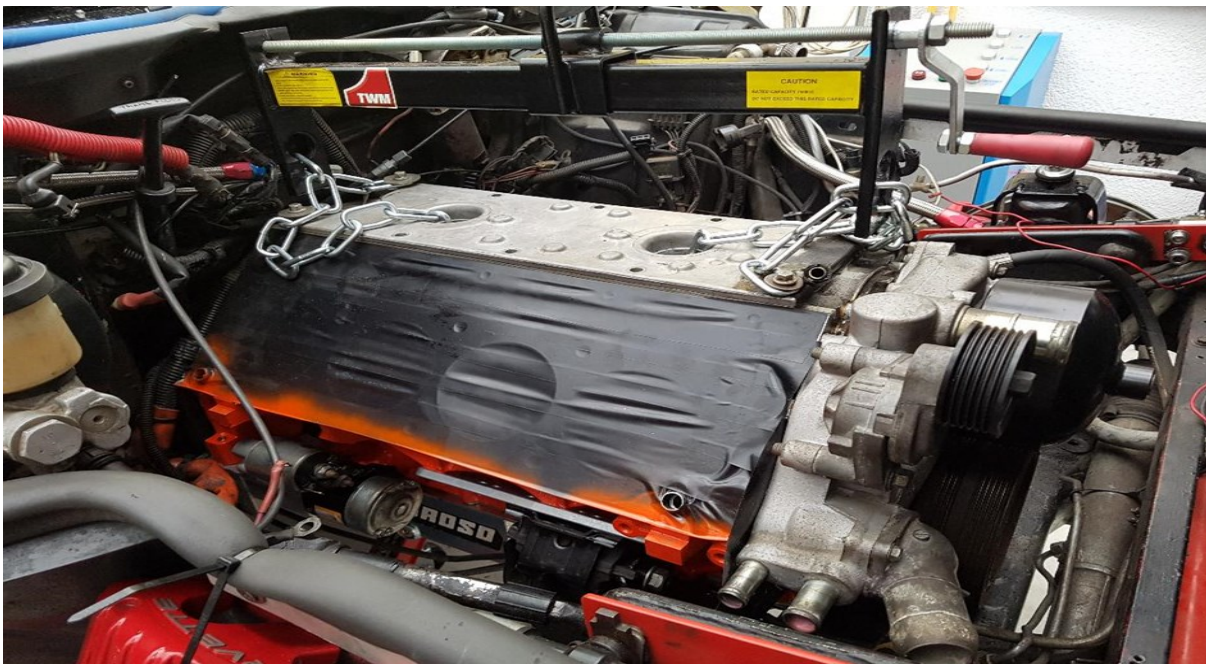
The first piece of business will be to get this short motor into the C4 engine bay. To get the LS motor into a Gen1 hole we use 2 adapters. The engine mounts require an adapter plate to bolt up to the SBC engine mounts and the flex plate requires a stepped up adapter for the 700R4 trans torque converter to slip into. The 700r4 trans will bolt up to the rear of the LS but only using 5 of the original 6 bolt holes.



The first problem arises, the rear sump Moroso oil pan sits too deep. Whilst the LS Moroso sump is 6 inches deep being the same as the Gen1 SBC sump, it sits quite noticeably lower below the chassis rails. After much head scratching I measure the old SBC I have and find that LS block sits lower, it is in a Y shape and the lower part encapsulates the crankshaft and mains caps. If you look at a SBC without a sump the crank and mains hang below the block.

The second problem is a known one, the broad LS sump that sits low at the front will hit the broad

The next problem is a weird one, we cant get the motor to sit down properly, the engine is up and down more often than a brides nighty, until we realise the adjustable engine leveller is hitting the fire-wall. It ensures Rod gets a good workout but wastes time until it is cast into the corner of the workshop. Finally the engine sits flat and butts up to the bellhousing.



Once the test fit is over the engine comes back out and the short motor is stripped back down to just the crank, rods and pistons.

The first new part into the block is the camshaft. What cam do we choose for the junkyard dog engine, why a junkyard dog cam of course, a Cam Motion Junkyard Dog series cam, specifically designed to

The first new part into the block is the camshaft. What cam do we choose for the junkyard dog engine, why a junkyard dog cam of course, a Cam Motion Junkyard Dog series cam, specifically designed to work with the flat top pistons and a single plane carburettor intake. Cam specs .621 / .604 lift, 232/244 du-





CORVETTE PACK 5 ENGINE



IMPRESSIVE POWER, EXCEPTIONAL REFINEMENT

At the heart of Corvette is a new 6.2L engine. The design is optimized for the new mid-engine architecture – meaning it's mounted lower and it's more compact – it's the jewel in the center. Above all, it's powerful; in fact, this is the most powerful entry Stingray to date.

SPECS

6.2L V8 – LT2
495 horsepower @ 6450
470 lb.-ft. of torque @ 5150
(with performance exhaust)

HIGHLIGHTS

- Dual equal cam phasing
- Active Fuel Management
- Ultra-low profile pan with larger cooler
- Enhanced dry sump lubrication and ventilation system
- Improved overall performance from previous generation



495 HP
470 LB.-FT.
OF TORQUE

UNDER 3
SECONDS
0-60 MPH

INTAKE AND EXHAUST

The highly visible cover of the intake manifold has been completely redesigned with a 3D-like appearance that includes a Corvette insignia into each side with a crossed flags emblem. The exhaust manifolds on the LT2 are performance stainless steel headers – 4 to 1 twisted runners and tapered collectors.

DRY SUMP OIL SYSTEM

The LT2 engine includes a standard Dry Sump Oil system that collects oil outside of the engine rather than in the oil pan. It sends that oil to lubricate the engine to ensure the engine can withstand all types of driving – even at lateral acceleration levels exceeding 1G in all directions.

ENGINE BLOCK

The engine block of the LT2 has been redesigned and is made of aluminum. The block is smaller than previous generations and is very compact. Another change was to the Active Fuel Management system that now will run cylinders 1-7-6-4 while in 4-cylinder mode compared to 8-2-5-3 from the LT1 engine in the previous generation Corvette.

All information contained in this document is based on the latest information available as of 8/8/2019. Chevrolet and General Motors reserve the right to discontinue or change at any time, without notice, any prices, colors, parts, materials, standard equipment, optional equipment, Marketing Option Packages, special equipment, specifications and/or body types and models. This material is not legally approved for use in any advertising. It is intended for use by dealership employees only and is not to be disseminated to, or reviewed by, consumers. Copyright 2019 General Motors.



CORVETTE PACK 6 TRANSMISSION



A SHIFT OF A DIFFERENT KIND

A new type of transmission design offers no compromises – giving it the speed to keep up with Corvette’s new engine and chassis capabilities.

ALL-NEW 8-SPEED DUAL CLUTCH TRANSMISSION

Providing state-of-the-art performance and lightning-quick shifting, the new Dual Clutch Transmission or DCT offers both the premium driving comfort of an automatic and direct-connected feeling of a manual – the best of both worlds is literally at your fingertips.

Offering two modes – Manual and Automatic – the DCT anticipates driver requests by learning the driver’s characteristics such as pedal movement, speed and braking. If desired, the driver can also override the automatic with the paddle shifters on the steering wheel.

The main benefit of a DCT is continuous torque transfer through the transmission, which results in ultra-fast, precise shifts. With a DCT you don’t have to pass through Neutral like with a Manual or Automatic transmission. You always have the power going to the wheels.



HOW IT WORKS

In a dual-clutch transmission, one clutch drives odd gears (yellow), one clutch drives even gears (blue). Since one clutch can “pre-select” an even gear while an odd gear is being driven (and vice versa), shifts are nearly instantaneous – there’s virtually no loss in torque transfer.

THE RESULT

Power gets to the pavement quickly, with less rpm dropoff between shifts. It’s much faster than a human can shift.



ELECTRONIC SHIFTER

A first for Corvette and unique for the performance car segment, the new electronic shifter will use push buttons and toggle switches to engage Drive, Reverse, Park, Neutral and Manual. The switches were designed to create an intuitive and memorable experience for the driver.



PADDLE SHIFT OPERATION

An all-new race car inspired steering wheel includes paddle shifters with Manual Mode. This mode provides fast performance shifts the driver can feel. Pulling both at the same time allows the clutch to release so the driver can rev the engine. Hold down the left paddle to select the lowest available gear.



WHEN *Vetting* INTO ADELAIDE

Owned and operated by the McBride family since 1984

The Ensenada Motor Inn and Suites offers quality accommodation and comfort enhanced with the best local service. Whether in Adelaide for business or pleasure, the Ensenada is "the place to stay at the bay.", ideally located opposite picturesque Colley Reserve and only a one minute walk to the golden sands of Glenelg Beach and adjacent to Moseley Square, famous for it's cafe's, restaurants and tram service to the Adelaide City CBD.

A refurbishment program enhances our reputation as the centrepiece of Historic Glenelg. Executive and Deluxe rooms boast luxurious furnishings with quality polished furniture featuring:

- Queen size beds
- High-speed hard-wired Internet access plus hi-speed Wireless Broadband
- Large HDD LCD Remote control TV with free Foxtel / cable
- DVD/VCR players and iPod docking station
- Double glazing to ensure a peaceful stay
- Air-conditioning split system heating and cooling plus ceiling fans
- Secure off-street and under cover parking - access by PIN code
- Same day dry cleaning / laundry service plus a guest laundry on site
- Tour desk
- Voicemail

EXECUTIVE ROOM 4 star rating RAA NRMA RACV

- ◆ Queen beds plus a sofa bed
- ◆ Individual control split-system air-conditioning
- ◆ Remote control TV with DVD/VCR
- ◆ Refrigerator with mini bar plus tea and coffee making facilities
- ◆ Direct dial STD/ISD phones, data/modem ports
- ◆ Ironing facilities
- ◆ Modern bathrooms with hairdryers
- ◆ Non-smoking rooms available

DELUXE ROOM 4 star rating RAA NRMA RACV

All features of the Executive Rooms with superior bedroom furnishings plus:

- ◆ Queen and Single beds plus a sofa bed
- ◆ Dining table and chairs
- ◆ Non-smoking rooms available

SUITES All suites contain:

- ◆ Queen sized bed, built in robes with ironing facilities
- ◆ Ensuite bathroom with hairdryer
- ◆ Remote control TV, DVD/VCR
- ◆ Reverse cycle air-conditioning
- ◆ Direct dial cordless phones, data/modems ports
- ◆ Kitchenette equipped with 120lt fridge, mini-bar, tea & coffee making facilities, microwave, hot plate, ducted range-hood, crockery, cutlery, pots, microwave dishes, toaster plus a dining table and chairs

All suites are strictly non-smoking

Absolute ground floor access.

ONE BEDROOM SUITE Queen Bed

TWO BEDROOM SUITE Queen bed in main bedroom
2 single beds or double bunk beds in second bedroom



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