

Corvette Club of South Australia Inc NEWSLETTER



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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 . Also Ray Preston's Corvette. If you want your car in the newsletter or anything to share please send me an email. This month we also have the return of Sean's Ramblings. Lastly the 2020 Nationals Committee. It didn't happen but they deserve some recognition for all of their hard work

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 - ON HOLD

~~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.

The Newsletter Editor has the right of refusal to publish.

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PRESIDENT'S REPORT

Hi All

Well we are getting closer to at least going on a cruise but it will be awhile yet before we can hold a meeting.

The 2020 Nationals that wasn't is nearly finalised with all the goodie bags distributed or sent to all the entrants and now all the committee has left to do is the final finance report.

It will be interesting to see if there are any restrictions still in force when Canberra is due to hold their Nationals next Easter.



I would like to thank the Club committee who are still working away in the background, just ask Gary our intrepid membership officer and Betsy, I mean Catherine, our secretary and Club conscience who are still working hard on Club business. Its wet and cold so go and polish the Vette.

Pres

Specialising in Conversions, Restorations and Spare Parts

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



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.

Ray Preston

My love for Corvettes started when I was 21, I purchased a framed photo of a C3 in red with a tan interior, had it on my bedroom wall for years, it's in the Man Cave today, After seeing David Daw driving his yellow C3 in the same complex I lived in, I eventually went over to have a chat about it, within minutes Dave kindly took me for a drive on the northern expressway, I was hooked! Not long after that I bought a 25th anniversary C3, needed a little work but was unmolested, eventually had the 350 sb fitted with alloy heads, mild cam etc etc, now it drove like a Corvette, circumstances came that I had to sell it, but I missed the club runs so I purchased a cheap red C4, however the footwell was too narrow for me and the conversion was a nightmare so eventually sold it and a Jaguar XK8 to raise the money for the C5 I now have, I bought it from Andrew Temby from Vic, (ex racing driver) who did a few mods to engine but was otherwise stock and only 30k on the clock, After having previously sat in in Rudys C5 I like the comfort and more modern cockpit so i looked for a C5 and found it on CCSA web site, Andrew spent 5 days in his work shop fitting new tyres, new road/track brakes, changed all fluids in car, polished it up, ready for me to drive it home to SA, needless to say it poured with rain all the way home, I also found out on the journey home that if you turn off traction control you can overtake a combie van sideways, but you need to carry spare underpants.

Kate and I really enjoy the club runs and the people who make up the club, so I guess im gonna have a Corvette for a long long time.



Sean's random ramblings #15

The Junkyard Dog – an LS story.

This story begins with the pursuit of performance. Accelerating up a hill is affected by 2 different things, power and weight. I know, I know, there are lots of other stuff to sort out, but once you've got a dialled in car and driver, power and weight really become the big issues.

What do you do when your times plateau dragging that old iron block C4 Coupe up the hill ? I began to ponder this question and a multitude of options. A conversation with AJ about his old LS1 motor that was sitting unloved in a corner got me thinking.

What is the story with the Chevrolet LS V8 engine, and what makes it anything special ? The LS design began back in 1995 with 10 GM engineers who were given the job of starting with a clean blueprint sheet and designing a whole new Chevy V8 engine. What these engineers came up with is probably the stuff that Gen 1 small block hot rodders could only dream off. In the 80's and 90's the extreme racing and high performance builds used an iron block 350 4 bolt mains 010 block with 18 degree (from the standard 23 degree) aftermarket heads or in ultra performance versions, aftermarket alloy blocks. These engines were a combination of lots of hours and lots of dollars to massage them into something capable of producing 500 - 600 horsepower. Cylinder head porters were more intimate with their cylinder heads than they were with their wives. So what did those engineers come up with, an all alloy block with 6 bolt mains cast into a Y shape so the block encompassed the crank and mains, 6.1" conrods, over 10 to 1 compression standard, larger cam bearings so that high lift/duration camshafts could be used, 15 degree computer designed cathedral port heads, an ignition system that runs off crank sensors with 8 individual coils and no distributor, a crank driven oil pump and O ring style gaskets throughout the whole engine.

What is the weight difference between an iron block/iron head L98 Corvette engine and the new all alloy LS1 ?, about 170 lbs. ! That's a serious chunk of weight sliced off. The LS1 engine appeared in the new C5 Corvette in 1997 before finding its way into a multitude of other GM cars over the years. The base horsepower was 350 hp and soon became 405 hp and 505 hp in the later Z06 models.

The LS1 found its way into the Holden Commodore in 1999 and extended into the range of Holdens such as the Ute, Monaro, Caprice, Adventura etc. The horsepower potential of these engines was explored in the HSV range, using the Z06 setup and tune. The real let down was the weight of the Commodores, they ended up getting a bit porky and weighing in at around 1800 kg despite the alloy LS1 engine. This is compared to your average LS1 powered C5 Corvette being in the 1440 - 1470 kg mark.

And then miraculously that Junkyard Dog LS1 engine that was unloved, ended up in my garage !



Treasurer's Report for 21st May 2020

Balance start at 1st May 2020	\$16,897.80
Cash & Cheques in	\$252.30
Cash & Cheques out	\$47.30
Closing Balance at 20th May 2020	\$17,102.80




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



“Our heat bill was high. I don’t care if your precious Corvette gets cold, we can’t afford to heat the garage.”

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For Sale

Corvette C5 cat Back Borla exhaust

\$300. Contact Ray Preston 0402 882 945



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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.

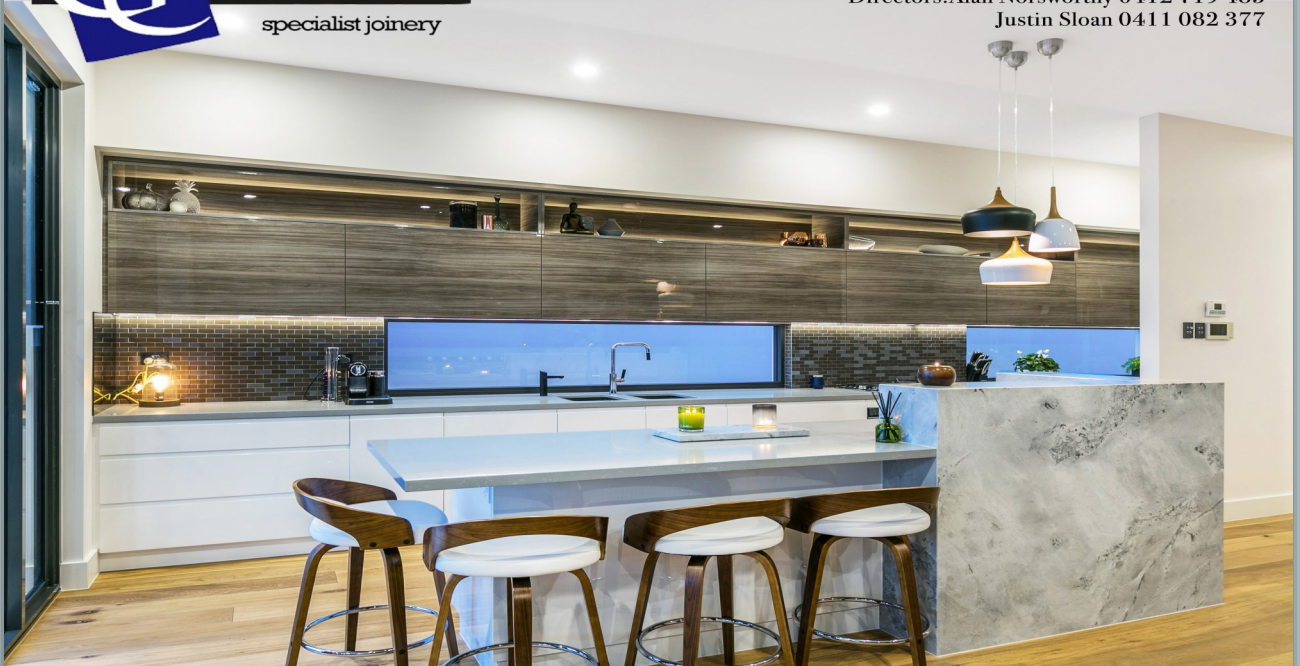
Based on the Spyder Style. A distinctive black and yellow colour scheme, official Corvette® Racing Jake badging and race-inspired stitching are among the design features.

See the range of exclusive Piloti Corvette Driving Shoes and other styles at: piloti.com.au



Gawler Custom
specialist joinery

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Email: admin@gawlercustom.com.au
Ph: 08 8523 3077
Directors: Alan Norsworthy 0412 719 483
Justin Sloan 0411 082 377



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



Tavolo Table Bamboo \$65



Bullet Vacuum Flask St/Stl \$35



Tea Infuser Bottle \$35



Master Grill Music Apron Black/Charcoal \$40



Satellite Messenger Bag \$40





CORVETTE PACK 3 ARCHITECTURE



A NEW FOUNDATION FOR PERFORMANCE

Corvette's advanced, rigid architecture places every component in an optimal position for performance. The driver will experience unprecedented levels of handling and traction – plus surprising comfort and utility.

WHERE WE'VE BEEN

The previous generation used an all-aluminum structure that was hydroformed with high and low pressure die castings. This structure was also MIG welded for strength and rigidity.



WHERE WE'RE GOING

The 2020 Stingray structure uses a combination of aluminum and carbon fiber with high pressure die castings. Unlike before, MIG welding is not used – the structure is laser welded, bonded and screwed to take rigidity to the next level.



TORSIONAL RIGIDITY

The 2020 Corvette Stingray will be 10% stiffer than the past generation to enhance safety along with ride and handling. This is accomplished by being the first high-volume vehicle to use multi-variant aluminum nodes and extrusions. The structure will measure stiffer than other supercar competitors like Ferrari 458 (54%) and McLaren CF (29%).

SAFETY STORY

The 2020 Corvette Stingray was designed to meet requirements for crashworthiness. The tunnel-dominant structure incorporates rails that are more closely positioned together and help carry the load in the event of a collision. Now Corvette has 4 beams or members carrying the collision load into the tunnel to provide additional safety for occupants.

DIGITAL VEHICLE ARCHITECTURE

The 2020 Stingray benefits from GM's new digital vehicle platform, an all-new electronic architecture that enables the adoption of the company's next-generation technologies. The architecture minimizes wiring while allowing for faster signal transmission between different vehicle systems and higher resolution screens.

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CORVETTE PACK 4 VEHICLE DYNAMICS



DESIGNED FOR ATHLETIC AGILITY

With its new chassis, legendary Corvette performance has evolved. It's more athletic, poised and capable – above all, its more fun to drive than ever before.



NEW SPOILER

New design offers better downforce, included with Z51. Also available as an accessory.

SHORT/LONG ARM (SLA) FRONT AND REAR SUSPENSION

Also known as a double-wishbone, this design is prized for enhanced fore-aft and lateral movement, which results in improved handling.

ELECTRIC POWER STEERING

New electric assist provides enhanced feel. A new rake adjustable steering column provides added comfort.

STANDARD, LARGER BREMBO® BRAKES

All-new brakes have improved cooling and larger surface areas for consistent performance and longevity.

COILOVER INDEPENDENT SUSPENSION

A Corvette-first, the standard premium suspension (FE1) will feature all-new coilover independent springs at each of the four corners and will use new front and rear geometry to provide the most precise driving experience to date. The reduced unsprung weight of the suspension will take Corvette handling to the next level.

Z51 PERFORMANCE PACKAGE

The available Z51 Performance Package will add more agility and performance for the 2020 Corvette Stingray. This package includes the performance suspension (FE3), larger Brembo® brakes (J55) with a Z51 graphic, electronic-limited slip differential (eLSD), dual mode exhaust (NPP), a front splitter, rear fascia-mounted spoiler, extra cooling provisions and specific rear axle ratio.

MAGNETIC SELECTIVE RIDE CONTROL

Magnetic Selective Ride Control is available on models with the Z51 Performance Package. This next-generation version uses accelerometers – instead of displacement sensors – to provide real-time damping that reads the road every millisecond and adjusts the suspension accordingly.

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Meet your 2020 Nationals committee

Rob McConnell:

Our Beloved President and the driving force behind the 2020 Nationals. Rob has all the answers and the patience of a Saint. Rob will be the main man for Fridays Nights Meet'n Greet & Sundays Gala



A.J. & Julie Martin:

This Dynamic Duo have been the big organisers behind the scenes. They'll be running the amazing Super Cruise on the Sunday



Alan Norsworthy and Peter Bartlett:

These Guys are the "Go to Men" for Saturdays Shown n Shine in town. It's gonna' be a BIG day!



Ruth & Stuart van Doorn:

Ruthie and her amazing husband Stuart will be running Saturday nights Mad Hatters Dinner. Be a little different, we don't judge!



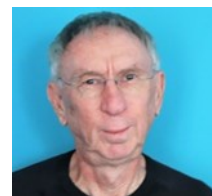
Catherine Neagle:

Besides making the main man Robs life hell, Catherine is our Ace treasurer and our "Complaints Department"..... I Dare Ya



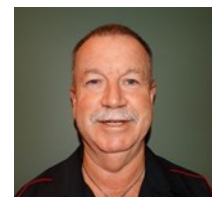
John Randell:

All round Good Guy and the Super Organiser. Besides being an "Ideas Man", John has organised our awesome and Unique trophies



Gary McPhee:

Gazza as he is affectionally known, is our Chief data Analyst Guru and Researcher. If you need to choose wine with your meal—See Gazza





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 its 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



13 Colley Terrace, Glenelg, South Australia 5822
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