

Corvette Club of South Australia Inc.

AUGUST NEWSLETTER 2014

PRESIDENT'S REPORT

No President's Report this month as our glorious leader has gone walkabout in Sydney.....last seen in King's Cross!

MERCHANDISE OFFICER WANTED



The club is currently looking for somebody to take on the role of Merchandise Officer.

Please consider putting your hand up for this position as it is a great chance to play a part in the running of the club. As I understand it there is a well tested system in place to take and place orders, handle payments etc so anyone who is prepared to commit to taking this task on shouldn't have to spend too much time each month to keep this important aspect of the club functioning properly.

Of course the new Merchandise Officer will not be left to fend for themselves, there will plenty of others about who can offer advice or lend a hand if required.

So have a think about it and if you're up for the challenge please just speak to anyone on the committee.

Remember the committee are working hard behind the scenes to keep the club on track and when we are a person down it means the slack has to be picked up by someone else. We would really appreciate if someone would come forward and give it a go!! Thanks very much to Laurie Witts who has kindly offered to act as a temporary caretaker of this position until we can find a replacement.



Mid Year Musical Mayhem

Story on Page 5



CORVETTE CLUB OF SOUTH AUSTRALIA Inc

PO BOX 230, FINDON SA 5023

PH: (08) 8353 2933

www.corvetteclubofsa.com.au



MEETINGS HELD ON THE **FIRST WEDNESDAY** OF EVERY MONTH

SEATON RAMBLERS FOOTBALL CLUB, SOUTH PARADE, SEATON. AT 8:00PM

Sister clubs:

Corvettes West, Southern California—www.corvetteswest.com

Lone Star Corvette Club, Texas - www.lonestarcorvetteclub.com



About Us

Foundation Shine Inc is a newly formed fund raising organisation which has been established to create awareness and assist organisations that are dealing with the broad issues associated with mental health. The name deriving from the idea of helping people to overcome issues with the view to reach their full potential and to shine.



<http://www.foundationshine.org.au/>



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Membership Officer :		
Daryl Drummond	☎	0415 257 878
Conditional Registrars (LHD Historic Rego):		
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Mark Dixon	☎	0412 834 012
Club Historian : Gerry Brine	☎	0418 842 099
Events Co-ordinator :		
Dave Schrapel	☎	0413 621 972
Newsletter Editor :		
Breck Falconer	☎	0418 831 473
Email: breckhelen@adam.com.au		
Fundraising :		
Lynda McBride	☎	0408 085 566
Merchandise Officer :		
Position Vacant	☎	
Web Master :		
Peter McBride	☎	0417 857 153
Email: robinhill67@gmail.com		

Emailing of Newsletters

will reduce costs to the Corvette Club. For those members who are happy to receive their newsletter via email, which means you will get it quicker too, please send an email to neagg@jita.com.au

Memberships—due by 1st January every year

Membership Fees:	New	Renewal
Financial Member	\$85.00	\$80.00
Associate Member	\$20.00	\$20.00
Country Member	\$40.00	\$40.00

We want to keep you informed, but to do that, if you have had a change of address, please advise the Memberships Officer Daryl, to ensure you continue to receive copies of the newsletter and club events. **If you are making a payment by cheque or direct deposit please include your name and the reason for the payment. BSB: 105 900 Acct: 9543 73840**

Historic Rego A \$50.00 inspection fee is applicable each year of inspection. This **does not** include a log book if required.

Newsletter 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. Contributions should be either neatly hand written or a printed copy, or in a file compatible with MS Word. Photocopies must be good quality in either colour or black and white.

Note: Contributions may be edited for reasons of space. The editor has the right of refusal to publish.

Corvette Club of SA - General Meeting held 2nd July 2014

Meeting Opened 8.00pm

Present: As per attendance book.

Apologies – Graham Townsin, Kerin Schubert, Steve and Tina Bryers, Peter McBride, Laurie Witts, Stuart and Ruth, Tony Roe, Jim Dornan, Judy and Les, Valerie Peverelli, John and Jenny.

Visiting for the first time – Robert Wildman, owns a 1972 C3 Corvette with a 454ci engine.

Minutes of Last General Meeting read true and correct: -

Moved :- Dave Nitschke
Seconded :- Neil Bailey

Treasurer's Report:

Balance start of 1 st June 2014	\$10,125.00
Cash & Cheques in	\$ 2,250.00
Cash & Cheques out	\$ 2,504.27
Closing balance 30 June 2014	\$ 9,870.73
Term deposit -	\$ tba
Moved :- Gary McPhee	
Seconded :- Rudy Rygucki.	

Secretary's Report:

Mail received

- Nil

Newsletters received :- from other clubs have been distributed for review. Any over 3 months old will be forwarded to Club Historian (Gerry Brine).

Historic Code of Practice:-

- Very quiet on the home front. Only looked at a couple of cars.

Membership: Full members 146 . Associates 39 .
Total 185.

Merchandise: - Absent

Newsletter:-

- 'Car of the Month' has been reintroduced. Thank you to Rudy and Kay and Al Pupello for contributing.

Past Events:

- Cruise to Williamstown with lunch at Williamstown hotel.
- Dinner at Southern District Workingman's Club in Morphet Vale.

Future events

- Mid Year Dinner – Hilton Hotel.
- 10th August - Peter and Lynda – Mystery Tour – Bolivar 10.00am. 250km round trip.
- 22nd August – Dinner – West Lakes – Brunelli. Numbers at next meeting.
- 7th September. – Presidents Run – To Be Advised
- Weekend after may be Grease and Gork day – Engine Bay – Saints Road.
- 19th September – Jim and Catherine – Dinner will be announced in August.
- October Long Weekend – Rob McConnell has decided to host the October long weekend in Renmark. Refer General business for more discussions on this.

Web Master

- 'Big Dog's Run' is on the website, 'Car of the Month' is also up.

General Business:

- Western Australia Convention will be held in 2018. Adelaide will be hosting again in 2020.
- Rob discussed with members present that Peter received a phone call from a member who would not identify themselves asking why a long weekend hasn't been organised in October and why is the mid-year dinner at the Hilton Hotel again. Rob discussed this further asking for members to come forward with ideas, events etc. The committee works for the general membership, not the other way around. The convention ruled the lives of the people that were on both committee's and now that it is over, we can work towards more functions. However, we need the membership to also contribute and not leave it to only the committee members.
- We need to start thinking about the Christmas show. 29th November. Saturday night. If anyone would like to open up their house for us, please let the committee know.

Membership Draw: \$70 this month.

Member 124 – Jeff Wilson – Winner!

Next month back to \$10.

Raffle draw. 1st prize – Shane Stephenson – Convention Port
2nd Prize - Gary McPhee – Corvette Book
3rd Prize – Tony Beer Smith - Poster

Supper: Pizza

Meeting closed – 8.30pm



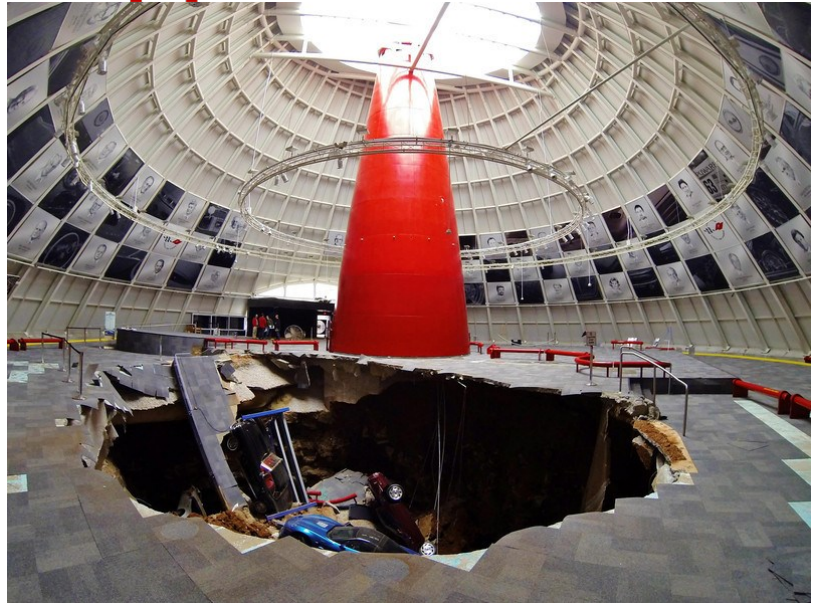
Reminder: Club Credit Card Facility

Please remember that you can pay for merchandise and events at each General Meeting using your Visa or MasterCard.

Corvette Museum to keep part of the sinkhole?

After months of debate, the Corvette Museum's board looks like they might want to keep part of the Skydome sinkhole and make it into an attraction at the museum. While the sinkhole was a devastating loss at first resulting in swallowing up eight Corvettes, it has actually had an interesting effect on the Corvette Museum's popularity — it has skyrocketed.

Board members were faced with a tough decision; do they repair the sinkhole and put the museum back the way it was before the collapse, or do they leave some or all of the sinkhole open to the public? In a weird way, the sinkhole has now become part of the history of the Corvette Museum. It has clearly shown to be a draw for museum-goers as when comparing the period of March through the end of June for 2013 versus 2014, the number of visitors has jumped 59%, admissions income has risen 71%, membership is up 72%, and revenue is up 65%. When you combine the hype around the C7 Corvette release and the unfortunate drama caused by the sinkhole opening up, the numbers do not lie — the sinkhole is a hit!



With 14 board members in attendance at the meeting, it looks like the sinkhole will remain open while more information is gathered about the long term effects of keeping the sinkhole open. Keeping the sinkhole open and “riding the wave” of visitors wanting to see the sinkhole is a great idea because if for some reason interest in the sinkhole ever died out, they could easily fix the sinkhole and put the museum back to normal. For now though, the people have spoken and they want to see the big hole in the ground that swallowed up eight Corvettes!

Article by Douglas Forinash (www.CorvetteOnline.com)

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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.

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Mid Year Musical Mayhem



Dirty deeds done dirt cheap!



"Have the Police gone yet?"



Billy Gibbons / Tina Turner 1 night show only

The Mid Year Dinner is always a major milestone on our club's annual calendar and this year's event was no exception.

With music as the theme for this year's dinner it was great to see so many members getting dressed up as their favourite performer for the occasion. We had guest appearances by everyone from A to Z or more accurately AC/DC to ZZ Top.

Fedora's Restaurant at the Hilton Hotel was the venue and was especially decorated for the night by Peter and Lynda with everything from vinyl record placemats and candle holders to guitar wall hangings. Over 50 of our members turned up for the night to enjoy the great food and self-made entertainment. Sadly many lost their appetite rather quickly when they were confronted by our Events Coordinator dressed as Cher!! Yes Dave couldn't resist the urge to drag this tight fitting number out of his closet and turn everyone's stomach. Apparently some young children dining in the next room were exposed to the 'rear view' through the glass for an unsafe period of time (greater than 1 second) however with some psychological counselling they hopefully won't suffer any lasting trauma.

The night included many prizes being given away, Peter acted as our very own RockWiz quizmaster and fired a wide range of musical questions at the audience to try and answer correctly. There was also the presentation of the prize for best dressed male which went to Dave Schrapel as Cher (obviously the judges must have been bribed or have questionable taste!). A special mention must go to Dave Daw who did an excellent job of transforming himself into Gene Simmons from KISS for the night, with full makeup and a wig as well I think he may have won the prize for best dressed male if it had gone to a vote! The prize for best dressed female went to Jenny Williams who came dressed as 80's icon Cyndi Lauper and was wearing enough hi-vis colours to get a job on any construction site! Jenny also picked up a Corvette throw by placing the highest bid in the silent auction. Kiwi had the winning bid for the other auction item which was a model car.

Before the night was over there was also cake and an unrehearsed rendition of Happy Birthday sung to Mel who was going to celebrate her big day on the following Monday.

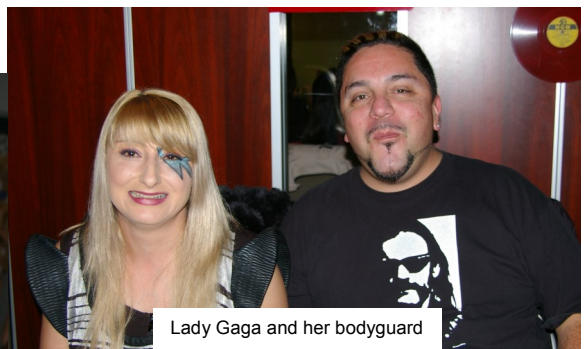
A great night was had by all and a big thank you must go to Peter and Lynda McBride for all the hard work they put into making this event the success that it was.....great work guys!!!



The winners Cher and Cyndi Lauper



Happy Birthday Mel



Lady Gaga and her bodyguard



Corvette Mud Bogger

With the winter weather now truly upon us here in South Australia, it's beginning to get a bit wet under foot.....so have you ever thought about improving the off road capability of your Corvette? We'll our friends in the US seem to have already put their minds to this problem and came up with the creation you can see here.

Known as a 'Mud Bogger' in the states they are about as far from the original intention of the Corvette design as you could possibly imagine! While the purists amongst us will be shaking their heads in disbelief you have to give these guys some credit for thinking outside of the square. The blue machine shown is the result of the TV show 'Monster Garage' where the host Jesse James and his team of manic mechanics race the clock to complete their build.



Starting life as a 1973 C3 Corvette it has gone through lets say some "minor" modifications to become the terrain busting vehicle you can see here. It's fitted with a 454 big block coupled to a TH400 transmission, the front end was replaced with a Toyota 4Runner unit, and yes that is a driveshaft you can see to the front wheels....chain driven of course! To make sure there was no lack of power a nitrous oxide kit



has been added for good measure and racing air shockers connect those massive wheels to the frame.

So if you're getting a bit bored with your stock standard Corvette and have a stack of cash to burn.....then this is could be the machine for you!!!



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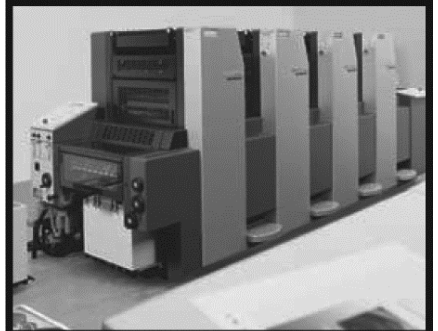
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Tommy's Tech Talk.... Spark Plug Drama

How hard is it to change spark plugs I ask? Well it should be real easy. But there always has to be 1 plug which causes problems.

I can get to all my plugs easily except for the #6 and #8 on the right bank. With the right hand drive conversion on my 68, access to the 2 rear plugs on the right is difficult. Access from the top is limited by the power brake booster, and access from the bottom is awkward due to the steering box, starter and exhaust. I know I can get to #8 from underneath, so I put the car up on ramps and got it out OK. But #6 plug is a bitch. Lying on my back with limited joint movement I can't maneuver my big hands and arthritic fingers to get to the plug easily. And then there was the added issue with fingers cramping up due to the cold and the awkward position I was stretching them into holding the socket wrench. Lots of crude expletives were expressed in the mistaken belief that the plug would yield if it was sworn at.

Going through my tool box I used every combination of spark plug sockets, extensions and universally jointed ratchets I had without being able to get a good purchase on the plug. I persisted and eventually managed to get it out using a 12 point socket and open end spanner. Hoo Rah!

I checked the gaps of all the new plugs as I put them in. It took me no more than 10 minutes to get the 4 new left bank plugs and the 2 front right bank plugs in. Got under the car and managed to get #8 in after another 5 minutes of wriggling and writhing with my gut hard against the underside of the car. For a brief moment I considered I should heed some of Sophie's advice on limiting portion size of meals... But that was only a brief thought for a nano-second or two. Tommy loves his food.

Anyway, it finally came to #6. OK. I tried getting my hand in from the top to start the plug in the thread. No go. Just couldn't get my hand far enough in at the right angle to thread the plug on.

Tried from underneath and also had difficulty. If I had a hoist it would be OK, but lying on the ground I just could not get my fingers positioned such that I could align the plug with the hole. It was also now getting dark and I couldn't see so was going by "feel". I should have stopped and let it go for the following day. But I persisted in my somewhat European stubborn manner so I could get the car off the ramp and prevent the expected rant from Sophie to get the car out of the pergola.

My persistence prevailed and I managed to get the plug started on the thread. It was barely on the very first thread but I couldn't get any grip on the plug with my fingertips to screw it in. I grabbed the same socket and open ender I used to remove it and began screwing it in. It started OK, but after a turn I realized it was too tight and was most likely cross threaded. BUGGER! So out it came and then I had to try and realign it. Now it was really dark, and the torch I had was only producing shadows which made the task even harder. I tried for about 15 minutes without success and then called it a night to continue next day.

I woke up early next day and tackled the plug again. What an absolute PITA (pain in the arse) it was. To get past the obstructions I used some rubber hose as a flexible extension to align the plug, but no matter how many attempts I tried, it would always fall into the wrong cross thread which had started.

BUGGER!

OK.... What to do. I considered getting a tap to clean out the thread. I went to a local tool store and the only one on the shelf was a high speed steel cutter at \$75. Hmmm no thanks. I went to another store and they could get me a plain tool steel tap for \$19 overnight. Order placed. So during the day I'm thinking.... How am I going to start the tap correctly to ensure I engage the original thread? If I start the tap incorrectly, it will cut a new thread all the way through, possibly stuffing the hole completely and also producing swarf which could fall into the cylinder... More expletives uttered, this time in my mind only. Now I'm thinking the proper way to tackle this is to remove the head and tap it from the inside out. That way the original thread could be used to align the tap correctly, and it would just cut the damaged starting thread to the correct alignment. I let that digest for a few hours whilst I did some other chores.

Pulling the head off was not what I wanted to do. I recall that my right head would not clear the brake booster whilst the motor was in the car, so the brake booster would have to be removed also, meaning having to bleed the entire brake system too... DOUBLE BUGGER !!

What was supposed to be half hour quick change of plugs had turned into an extended week long nightmare.

Then I was thinking, wouldn't it be great if there was a tool which could be inserted from the outside into the plughole which could then tap the thread outwards. Nah... not possible said the "glass half-empty" side of my mind. The other side of my brain said "Why not?" So I Googled it, and this is what I found. (Click link below)

http://www.amazon.com/gp/product/B0014FGVWV/ref=ox_ya_os_product_refresh_T1

A 14mm Back-Tap Thread Repair Tool. A tool designed for exactly what I needed. The idea is simple enough. The thread cutting end is slotted such that it compresses to the clearance diameter so it can be inserted into the plug hole. The tapered bush on the end is

then pulled in using the knurled knob on the other end to expand the threaded flutes onto the proper original good threads deep in the hole. Then unwind the tool to chase the thread outwards, re-cutting the damaged threads in perfect alignment as it comes out. And it draws out any swarf so no fragments remain internally to cause potential scoring of the cylinder wall. So how did it go?

FANTASTIC! Cleaned up the thread with a couple of passes, lined up the plug and it screwed straight in. Awesome!



DID YOU KNOW A French road cyclist named [Albert Champion](#) set up the Champion Ignition Company in Flint, Michigan to manufacture spark plugs in 1908. The company was renamed the AC Spark Plug Company in 1909, after his initials. He passed away in 1927, and GM bought the majority shares of his company from his estate and the company still exists as AC Delco.

By the way, how many people know that the Chev spark plug thread is actually a metric size.... 14mm with 1.25mm pitch. This is because spark plugs were made for the European market initially and US car manufacturers adopted the same plug thread.

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Contact Eric L. Goodman 909-855-7625 Cell (USA)

Please note that as this vehicle is Left Hand Drive and a 1981 model it is ineligible for Historic registration in South Australia. Vehicle is currently located in the USA.



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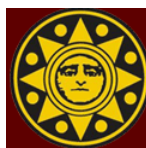
If you have any of the above parts available for sale please contact
Chris Vanderwoude via email at ceev@hotkey.net.au



Upcoming Events

EVENTS CALENDAR FOR AUGUST 2014

DATE	EVENT	TIME	LOCATION	DETAILS	ORGANISER
Wed 6 th	General Meeting	7:30pm	Seaton Ramblers FC West Lakes	Meeting starts at 8:00pm	
Sun 10 th	Club Run	10:00am	Caltex Service Station Bolivar	Mystery Tour, meet at 9:30am ready for a 10:00am departure to go about 250km into the unknown!	Peter & Lynda McBride 0417 857 153
Wed 20 th	Committee	7:35pm	Hilton Hotel, Mile End		
Fri 22 th	Club Dinner	7:00pm	Brunelli Café West Lakes Shopping Centre	Eating, drinking and talkingeveryone can do it!	Peter & Lynda McBride 0417 857 153



Brunelli Café

Ever thought about organising a club event?

It's not that hard at all. Arranging a club dinner could be as simple as making a single phone call. It's an easy way that you can help support and contribute to the club. There are currently organisers required for the following events:

- | | |
|--|------------------------------|
| Sat 4th – Mon 6th October | Labour Weekend Cruise |
| Friday 21st November | Monthly Club Dinner |
| Sunday 7th December | Monthly Club Run |

So have a think about it, talk to our Events Coordinator Dave Schrapel or any other committee member about it and get involved.

Participation and variation are the keys to maintaining a healthy club!

CCSA FRIDAY 19th September Club Dinner STUART & RUTH'S BONFIRE AND PIZZA NIGHT JUPITER CREEK (ECHUNGA)

Dinner with a difference. Come join the Club for a Bonfire and catered Pizza night. Numbers need to be confirmed and payment received by September meeting. Maximum cost is \$25 Per Person (subject to minimum of 20). BYO Drinks, folding chairs and warm clothing. Fire will get lit and Pizzas cooking at 7:30pm. Welcome to come up earlier. **NO FIREWORKS Please.** Those who need a map on how to find us, please email bron-yr-aur@bigpond.com with your name and membership number. Plenty of room for swags or tents.



LABOUR WEEKEND CRUISE

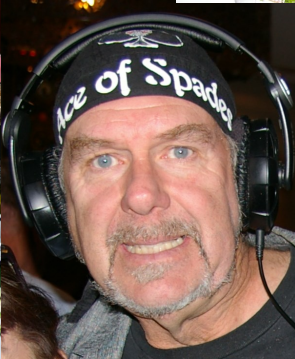
Saturday 4th to Sunday 6th October

We plan to stay at the Renmark Golf and Country Club, volunteers are required to help organise activities, runs and meals.

Did you miss this!



Cher without makeup, Cher with makeup....Sonny has to choose



So that's who was driving that ridiculous big red car

Separated at birth?
Dave / Frank-N-Furter (Rocky Horror Show)



WHEN *Vetting* INTO ADELAIDE

STAY AT THE BEST WESTERN ENSENADA MOTOR INN

The Best Western Ensenada Motor Inn & Suites has completed a refurbishment program enhancing its reputation as the Centre-point of Historic Glenelg. Our *Executive* and *Deluxe Rooms* boast luxurious furnishings with quality polished furniture, Large HDD LCD Television, Free FOXTEL, iPod Docking Station, Hi-speed Wireless Broadband, Hard-Wired Internet Access & Double-Glazing to ensure your peaceful stay.

We are ideally situated opposite picturesque Colley Reserve, 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.

• **Executive Room** Individual control split-system air-conditioning-heating/cooling, remote control colour TV, video players, mini bar, tea and coffee making facilities, refrigerator, direct dial STD/ISD phones, iron & ironing board, hairdryers, data/modem ports, sofa beds, modern bathrooms, queen sized beds, non-smoking rooms available, RAA, NRMA, RACV rating - 4 star.

Deluxe Room All features of the Executive Rooms plus superior bedroom furnishings, individual control split system air-conditioning and heating, dining table and chairs, queen sized bed and single bed, sofa bed, non-smoking rooms available, RAA, NRMA, RACV rating - 4 star.

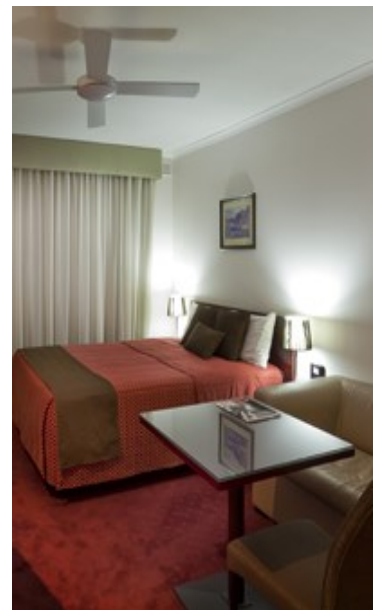
1 Bedroom Suite (Kitchenette) All suites contain remote control TV, VCR, reverse cycle air-conditioning, mini-bars, direct dial cordless phones, data/modems ports. Kitchenette contains 120lt fridge, tea & coffee making facilities, microwave, hot plate, ducted range-hood, crockery, cutlery, pots, microwave dishes, toaster, dining table and chairs. Queen sized bed, built in robes, iron and ironing boards, en-suite bathroom, hairdryers. All suites are strictly non-smoking. Absolute ground floor access.

2 Bedroom Suite (Kitchenette) All suites contain remote control TV, VCR, reverse cycle air-conditioning, mini-bars, direct dial cordless phones, data/modems ports. Kitchenette contains 120lt fridge, tea & coffee making facilities, microwave, hot plate, ducted range-hood, crockery, cutlery, pots, microwave dishes, toaster, dining table and chairs. Queen sized bed in main bedroom. Contains either 2 single beds or double bunk beds.



The Best Western 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."

- Queen sized beds
- High-speed Internet access
- Remote control TV with Foxtel / cable
- DVD/VCR players
- Air-conditioning- split system heating and cooling
- Ceiling fans
- Voicemail
- Secure off-street and under cover parking - access by PIN code
- Tour desk
- Same day dry cleaning / laundry service
- Guest laundry on premises



Ensenada Motel, 13 Colley Terrace Glenelg, South Australia

ALL ENQUIRIES TELEPHONE: 08 82945822 .FAX: 08 82943393

EMAIL: ensenada@bestwestern.com.au

Owned and operated by the McBride family since 1984

www.ensenada.com.au

