



Corvette V's Mustang

Slot car Challenge
9th June



It's club honours on the line us versus the Mustang Club

Adelaide Hills Slot Racing – 60 Main St Lobethal 10am till 12 noon

THEN AFTER

12:30 till you drop

Lobethal Hotel – 16 main St Lobethal
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11 months



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Car of the Month

New to our club but a veteran Corvette owner this months car of the month belongs to new member Barry Koski a Mexican via Canada with a stable of Vettes including this beautiful C4 and a big block C3. to be featured in Junes newsletter.

I bought this car from Nick Bolis in November 2009, prior to being a member of Corvettes Of Melbourne.



Nick's persuasive powers got me into the club. I drove the car as is until January 2011 when I had a brain fade and decided to install a 383 stroker crate engine. Craig Lawless, a former member, and engine builder sourced the engine, and built it for me. On February 3, 2011 the engine and car were delivered to Mark Brewster Racing, in Bayswater for



installation. I decided that a complete update of all under hood components be conducted during this process. The radiator was rejuvenated, a new air conditioning condenser installed, all hoses replaced, new brackets built, and new pulleys installed. The entire engine bay was scrutinised, and ANTHING that looked dodgy was replaced. The engine finally was in place, and a new Holley intake manifold was installed together with new fuel rails, stainless steel fuel lines new custom built headers ceramic coated by Unique exhaust. A new distributor had to be built by Performance Ignition in Bayswater. The engine was dynoed, and produces 233.4 KW at the back wheels. I finally recovered my car on October 11th, just in time for the Lead-foot challenge in November

Mark Brewster undertook this project personally, his first experience with a Corvette, and I have to say his skill, and experience, and dedication to detail was outstanding. Barry



New Club President Rob McDonald was to busy being interviewed by TV media to speak with us this month

URGENT !
The Club requires a merchandise officer urgently
Simply put no merchandise officer no merchandise



CORVETTE CLUB OF SOUTH AUSTRALIA Inc

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MEETINGS HELD ON THE **FIRST WEDNESDAY** OF EVERY MONTH (except January TBA)

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

CLUB RUNS are usually held on the Sunday, the weekend immediately after meetings

Sister club to Corvettes West, Southern California—www.corvetteswest.com

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

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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 :

Catherine Neagle ☎ 0418 828 354

email: neagc@jlta.com.au

Fundraising :

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THE PICCADILLY FUNDRAISING EVENING
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DOUBLE FEATURE

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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 neagc@jlta.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 advice on 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.

Toowoomba 2013 The Journey

Tuesday 26th March was the leave date with Jenny and I having an early start to cram everything in the Corvette to meet Catherine and Jim, Kathy and Phil at the Shell servo at Taillem Bend for morning tea. A 37degree day meant it was hot for travelling with Ouyen a welcome stop at the bakery for lunch.



Here we caught up with a few Jaguar people travelling to Wollongong for their nationals. The Bidgee Motel in Hay was



our overnight stop where we commandeered their BBQ to burn a chop with salad and dessert from the local supermarket during a relaxing beautiful balmy Riverland evening. An 8.30 start on the Wednesday, 35 degrees forecast, across the bumpy Hay plains went OK. Stopped at West Wyalong for a latish morning tea. After having the biggest chocolate éclairs ever at

the bakery we went back to the cars to get back on the road again. Phil's car alarm up to here had been ensuring we did not let his car go unnoticed by chirping every time any one came close. However now it decided not to let the engine start but a jump start fixed that. Then 40kms north the 40th Anniversary broke a rear spring left side bolt which stopped us for about 2 hours while a similar bolt, make shift rubber and washers were sources from an agricultural machinery shop back in the town.

Thanks goes to Jim for taking me back to get the bits as well as visiting the local hotel to get a carton of gold to pay the bill at the machinery shop. Catherine, Kathy and Jenny were very patient waiting in the heat with the car while all this went on. We got into Coonabarabran a bit later than planned after a narrow encounter with a kangaroo which jumped in front of Phil's car hitting its tail, knocking it off balance causing it to summersault into the bush then get up and hop away. The evening meal was in the Chinese restaurant which was recommended by Phil who is a regular traveller this way and located across the road from the Country Gardens Motel where we were staying. Warwick, a distance of around 600 kms, was the destination for the Thursday which was achieved hassle free with lunch at Mac's in Goondiwindi then across the Cunningham Highway and onto our destination and a great stay at the Comfort Inn.

Friday 29th was an easy day only having to travel about 85 kms into Toowoomba so a late checkout and a cruise drive was welcomed. Lunch at Subway in Karara, 50 kms out of Toowoomba, arriving at the Burk & Wills Hotel early afternoon. We then registered and checked in ready to put some time back into the Corvettes to make them spick and span again with a couple of trips to Super Cheap to obtain car covers for those not organised enough to bring one. Due to the Queensland liquor laws the dinner had to be sit down in order that alcohol could be served with the buffet meal up until 10pm. Well organised with Queensland committee members on each table to make us all feel welcome.



Saturday was the Show & Shine event where we were set up by 8.30am on the Village Green a block away from the hotel. Unfortunately it drizzled rain early morning but that lifted and it was warm and humid for us South Aussies for the rest of the day. Again well organised with a circle of cars in the centre representing each series with info boards for the public to view. Jenny and I were honoured that our car was chosen to represent the C4's. With around 110 cars on display, trade stands and special interest Corvettes there was a great deal of interest for all concerned

as well as the passing public. We all moved back to the hotel around 3pm and had an easy afternoon.



The evening dinner was at the Golf Club about 15 minutes away in the buses provided. A buffet meal was served along with trophy presentations. Unfortunately no trophies for South Aust this year but it is a





bit more difficult to present as well as others when there is 1,800km to drive.

Sundays event choices were a track day at Morgan Park, just out of Warwick, or a scenic cruise which all of us SA people were involved in. This included a visit to the Oakey Army Air museum where there were plenty of historic planes to view under cover. Then onto the historic village of Pittsworth where if you were hungry or not you just had to sample the scones and pikelets with jam and cream prepared by the local cancer fund raiser ladies for morning tea.

The lunch

stop was the historic Dad & Dave's Rudd's Pub in the little town of Nobby where we were well fed with a country roast. More intermittent rain drizzle however it was much wetter for those at the track calling it a grass cutting event.

The evening dinner was at Picnic Point one of Toowoomba's major tourism lookout destinations, not that the viewing was good due to poor misty weather with darkness falling, however the venue was impressive with the Queensland Down Under committee doing a brilliant job to dress up the function room. Further trophies were awarded for the track day with one entrant getting an award for giving his passenger Eric Millette from the Corvette Bowling Green plant a view of the same scenery three times in the one lap.



One of the highlights for us technical buffs was the talks Eric Millette did over the three nights on the Corvette factory, their history and the new C7. Also was the handover of the perpetual trophy, first established by the Corvette Club of South Australia Inc, by the Queensland President Garth Eaney to our Vice President Catherine Neagle who you can be very proud of for the way she promoted our 2014 event "Vettes in the Vines".

Queensland Down Under did an impressive job to stage the 25th Year Convention in the 60th Year of Corvettes and it was great to have the opportunity to travel with such a great group of people.

Our return trips all varied with Catherine and Jim coming straight home via Broken Hill, Kathy and Phil travelled up to Hervey Bay to stay with family for a few days and us coming down the NSW coast to see family in Bellingen then Sydney before heading home. For us a 4,000km round trip.

In closing Jenny and I have been lucky enough to have been able to attend the last four interstate conventions and have seen the effort they have all put in and the great results achieved. Accordingly we encourage all Corvette Club of South Australia Inc members to get behind our club to ensure we make a great impression on those attending our 2014 event as well as assist the organizing committee in all the many tasks necessary to put on a great "Vettes in the Vines".



Classified



1988 corvette coupe

4 speed auto

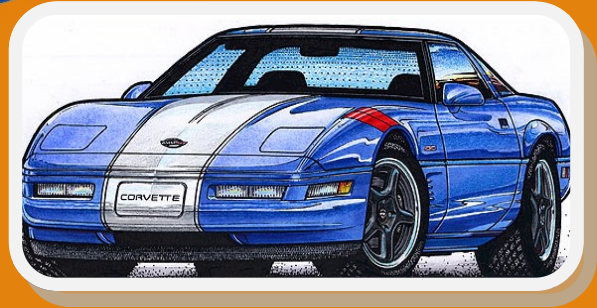
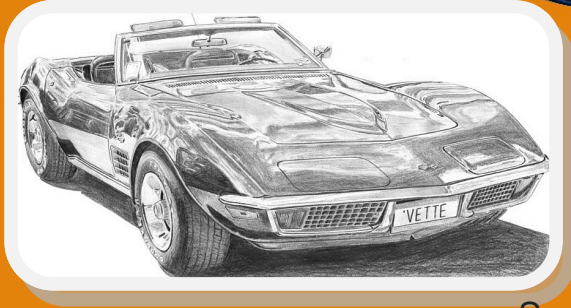
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Okay this is an idea I have toyed with for a while excuse the pun. Many of us Corvette tragics collect anything & everything to do with our favourite medium of transport like most others I collected & built Corvette models before I actually got my hands on the real thing. There are many items out there with the Corvette name & logo on them, many just designed to collect a fast buck. Then there are the real collectors items & the models worth having. So what's it really worth and should I actually purchase that ?. I specialise in 1/18th metal models at last count I have 40 on display a measly number by many others count, but my standards are high . It must be a production car in a

production colour. So where is this article headed well, what's on offer. If I was a new collector starting out I would go 1/24 because of the number of available cars from a variety of manufacturers, there's not a year or model in that scale I haven't seen . 1/18 is a pain in the arse you can only get some vehicles (especially pace cars) but the detail and size is worth the effort. So what's new AutoArt have just released a 1/18 C4 Corvette in red white and black, the detail on this model is great: struts on the rear window, which lifts up. Flip up head lamps, a removable T-top roof. As usual with AutoArt the detail is fantastic even though it's made in China. The model is glossy with high detail emblems and interior. At present this model is running at \$190 plus postage direct from AutoArt or from our friends at E-bay \$159 plus \$45.50 in postage. So the question is at \$205 is this model value for money ?" if it represents your car maybe. Personally I will wait until they bring out a white convertible model AutoArt are a great model with exceptional detail especially for the price

Model Corner



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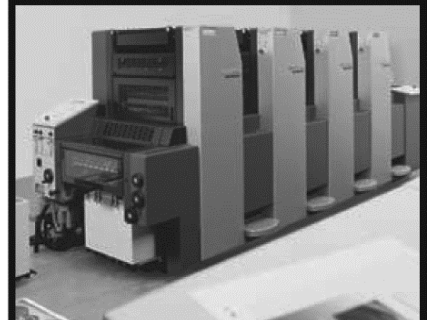
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U-Turns

Easter Saturday saw an amazing run organised by Bob Butler the early birds met at the Montagna Café at Blackwood for breakfast. The remainder of us dribbled in and awaited the instructions for the day. Bob huddled the navigators to one side and tried to convince them to swap cars for the day! They all chickened out opting for the comfort



zone of their own cars and drivers. This was another quiz event with a prize for the most

correctly answered questions (won by Garry McPhee). Directions & questions in hand we departed our first destination Coromandel Valley, then Clarendon between destinations L Carr caused a few to run & a minor corvette traffic jam occurred. It was then onto the Mt Bold Reservoir followed by McLaren Vale which was over run by tourists for the weekend. From here we negotiated our way to the Myponga Reservoir, heading further south along the scenic coast some of us took in the Rapid Bay Road before cutting across to Second Valley & finally Victor Harbor for lunch at the McCracken Resort . Later in the day Bob & Carol made their home available for a BBQ dinner. This was a challenging picturesque drive with at least every crew completing 1 U-turn the average being 2 and the record



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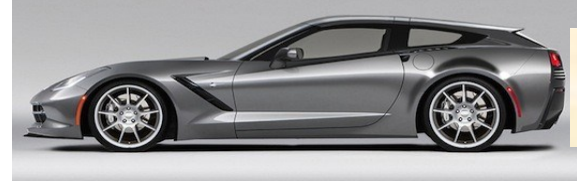


Whilst most of us got all hot and bothered about the whole new Stingray package and drooled over the images a few boffins took out their magnifying glasses and examined all the dash shots and screens, low and behold someone discovered a couple of boost gauges in one or two shots leading the usual feeding frenzy over supercharged or not. Finally someone actually asked GM the question and the response was "The coding for the programmable TFT display will be used for many vehicles in the portfolio. Because Corvette is the first to use the system, the initial prototypes have multiple screens that are not meant to be for the Stingray. Obviously, they will be "turned off" before the cars arrive at dealerships."

Fewer than one in three Chevrolet dealerships will be eligible to sell the 2014 Corvette Stingray when it begins rolling off the assembly line this year. To be eligible to sell the C7 a dealership must have sold at least 4 vettes during 2012 or specialise in Corvette servicing and maintenance. GM is limiting allocation to its highest-volume Corvette dealers because it expects demand for the seventh-generation to outstrip production. GM wants to get that limited number of Vettes into the hands of dealers that can best turn them over. These 900 dealerships accounted for 80 percent of Corvette sales in 2012. Other Chevy dealerships won't be allocated the car until at least six to nine months after its launch, the spokesman says. It's unclear whether GM will open Corvette allocation beyond the initial 900 stores during the 2014 model year.

SOLD

The first production C7 Convertible has been auctioned by Barrett-Jackson recently for a cool 1 million (US) and again the winning bidder is Rick Hendrick, considered to be the biggest Chevy dealer in the world. He has a passion for Corvettes, with many examples in his private collection. "I paid a little more than I wanted for that car," Hendrick said. "But I owe so much to Corvette for getting me into the car business in the first place." Every penny of the charity sale goes to benefit the Barbara Ann Karmanos Cancer Institute. So Hendrick now has both the first production coupe and soft top in his



Callaway have apparently resurrected the station wagon look as a possible offering on their version of the 2014 Corvette the web has shown this to be a lead balloon.

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Radiator hoses	Wiper motors	1968-82
Rear fibreglass spring		

APRIL FOOLS

We met at Macca's West Terrace 10 am for a coffee to start the day off. We had 12 Corvettes & 1 (cough) Mustang to head up through the hills towards our destination, when smoke started to billow from the back of Kiwi's car. Breck, Helen, Graham, Karen & Alan stopped to help while we continued as the road was too narrow to stop. We stopped at Norton Summit waiting for them to catch up, while Bob took the rest of the party for a small sightseeing run. After a few phone calls we learnt that Kiwi's back brake had caught on fire & the car had to be trucked home. We all regathered at Lobethal for coffee.



From there we continued to Murray Bridge for lunch where the real April Fools Day surprise was; yes Tom & Sophie had joined us in the Corvette; & there was no blue sky to be seen. Tom managed to entertain us all by getting Larry's keys & setting off his alarm:- to our amusement & his annoyance.



Two April Fools awards were given out. Stu got the stuffed sheep for best story told at lunch about Limpy (his sheep). The encouragement award went to Tom. This was a stuffed Kiwi that played the Huka which kept him amused for awhile. A big welcome to our new members Jeff & Jenny Wilson on their 1st run. Hopefully we didn't scare them off with our antics. Great Day, Great Run, catch you on the next one.

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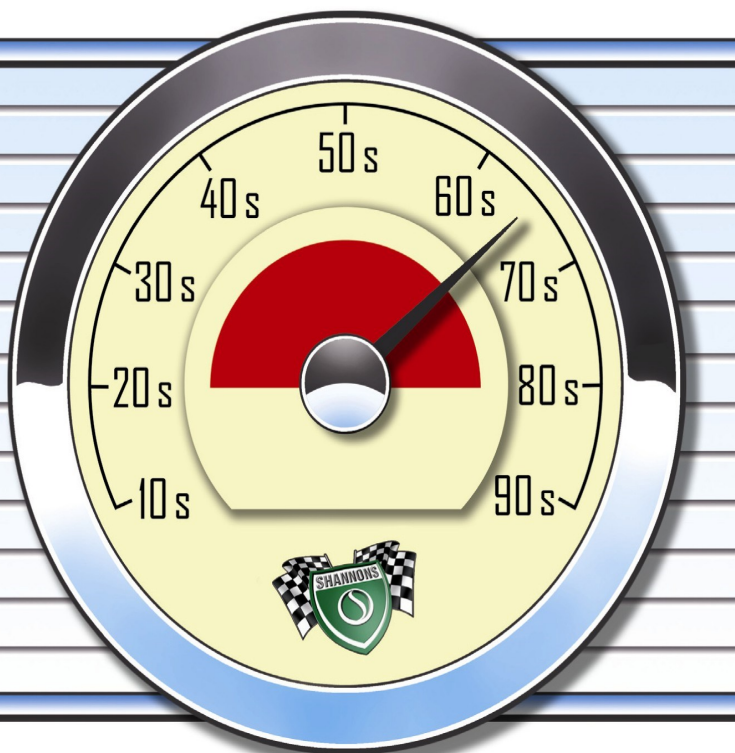


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RUN	5th	Kevin Jarrett & Dave	11am	Ambrose Golf day	Echunga Golf Coarse - 24 people
	15th	Committee	7.35	Hilton Hotel	Mile End
DINNER	17th	Kevin Jarrett 0401779609	7:30	Ginling - Chinese	Plympton
Jun-13	5th	General Meeting	7:30	Seaton Ramblers FC	West Lakes
RUN	9th	Dave S 0413 621 972	10 am	Mustang club slot car	Lobethal
	19th	Committee	7.35	Hilton Hotel	Mile End
DINNER	21st	Jim & Catherine 0418 828 354	7:00	GO GO Buffalo	Glynde Corner
Jul-13	3rd	General Meeting	7:30	Seaton Ramblers FC	West Lakes
Run	7th				
Show			7pm		
	17th	Committee	7.35	Hilton Hotel	Mile End
Dinner	20thTBC	TBC	7:30	Xmas in July	Hilton Hotel Mile End

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My Garage

Saturday the 20th saw 23 corvettes and a large number of club

the special SHINE Foundation Diner at the White Line Transport depot.. Billed as Corvettes visit my garage with the channel 44 production crew in attendance to film the night. Special guest for the evening was racing legend Aland MOFFAT. In our usual club low key style we assembled in the street just down from the venue in preparation for our grand entrance and dully caused a traffic jam. Is the car park full was the question from many a motorist. With instructions received from the film crew we filed through the entrance and into our allotted parking spot. Even Alan Moffat didn't miss our entrance and came out to inspect the cars. After further welcomes and catching up in the car park we were finally persuaded to move inside as they were keen to try and get back on schedule. A few introductions and presentations later including one by our own club president Ronald McDonald (aka Bob McConnell) and the night was under way A few drinks dinner and then onto the highlight of the night an audience with a true Aussie racing legend Alan Moffat, a couch and mock fireside had been set up on stage and the crew



from 'My Garage' commenced the interview. Much teasing went back and forth between our esteemed guest and the audience due to his major association with the dreaded blue oval. We were duly reminded that he had also raced a chevy Monza with great success here and in New Zealand. Moffat was an engaging speaker very open and gracious, he was visibly moved when pushed for answers on his relationship with Peter Brock it was obvious the two were very close. Unfortunately when asked the question what do you consider the greatest race car you have driven he replied "The ones that got me the chequered

flags.....but it would have to be my Mustang in which I won 101 events." To our surprise there were to be presentations for the Best Corvette which went to John Sturm for C3 Stingray and Alan Litchfield for his yellow C3 Stingray both plaques presented by a Alan Moffat himself. Laurie Witts won himself a set of four brand new tyres. We were then entertained for the rest of the night by 'The Lincolns'. A silent auction was conducted for various items including a footy signed by the crows, then an impromptu auction of some advertising cut outs of Alan Moffat followed by a signing of a limited release poster of the Chevy Monza he had raced. All in all a fabulous night out and for a very deserving cause. The event will air on Channel 44 on a Wednesday night in about 5 weeks. time





Separated at birth !!



I don't do fancy dress ever



Parting Shot!



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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.

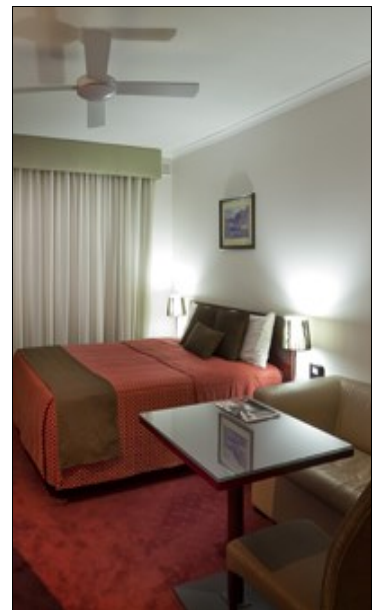
1 Bedroom Suite (Kitchenette) All suites contain remote control TV, VCR, reverse cycle air-conditioning, mini-bars, direct dial cordless phones, data/modems ports. Kitchenette contains 120lt fridge, tea & coffee making facilities, microwave, hot plate, ducted range-hood, crockery, cutlery, pots, microwave 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

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