



CORVETTES OF CANBERRA CLUB NEWSLETTER

MAY 2021

74th EDITION

Next Dinner: 1st Friday of the month, details by text and at www.corvettesofcanberra.org.au

Next Cruise: 1st Sunday of the month, meet at 9.30am the Eagle, Reid, for 10am departure



Club Members & Visitors enjoyed Easter while we wait for the 2022 Corvette Nationals



More details inside



President

Terry Ruse
02 6297 3105

Vice President

Dave Rourke

Events Coordinators

Peter Bond
0424 122 213

Treasurer

Michelle Fraser

Secretary

Mark Grey

Newsletter &**Website**

Joe Hlubucek
0404 289 167
j.hlubucek@
bigpond.com

Registrar

Peter Bond
0424 122 213

Public Officer

Nicole Masters
0417 685 132

Committee**Members**

Errol Pentland
Terry Smith
Lyndon Fraser

Life Members

Peter Steve
Steve Gough

President's Report

Hello Members,

*A belated welcome to 2021 to all the Corvettes of Canberra Club Members.
Hope 2021 has started out as a better year for everyone.*

It was decided earlier in 2021 to postpone the Corvette Nationals that were to take place in Canberra at Easter time (2021).

BUT (fingers crossed) it will be on again in 2022 in Canberra. So be prepared for the big event at Easter time 2022. Preparations will begin again soon.

Even though the Corvette Nationals was postponed at Easter 2021, a few people still wanted to come to Canberra and get together with members of our club. We had people from Griffith, Sydney, Port Macquarie and Canberra Club enjoying a run to Araluen and Boorowa on Saturday and Sunday of Easter for lunch. There was a good turnout for both lunches and dinners over the Easter weekend.

Rob and Lyn Williamson also organised an Easter Weekend escape to the Snowy Mountains with members from the Coast, joined by Tom Carson and Tom and Cheryl Vanderreyden.

After a few false starts, the Club run to Batemans Bay went ahead on 2 May 2021. It was a lovely, relaxing day and great to catch up with the boys from Narooma. We also met up with 2 corvette owners who came down from Shell Harbour for the day. This was the first time I had driven across the new bridge at Batemans Bay. It certainly is impressive and long overdue.

On a final note, the club will be trying to get back to "normal" with the dinners and runs. Any suggestions from members on locations for either is welcome.

*Keep safe and Keep on 'vetting.
Terry Ruse*

**CORVETTE NATIONALS 2022
15-18 APRIL 2022, CANBERRA**

*More details with booking form to be available soon from the Corvettes of Canberra Club [website](http://corvettesofcanberra.org.au/) at <http://corvettesofcanberra.org.au/> with
2022 Nationals Registration Form and Accommodation details*

Important – Newsletter

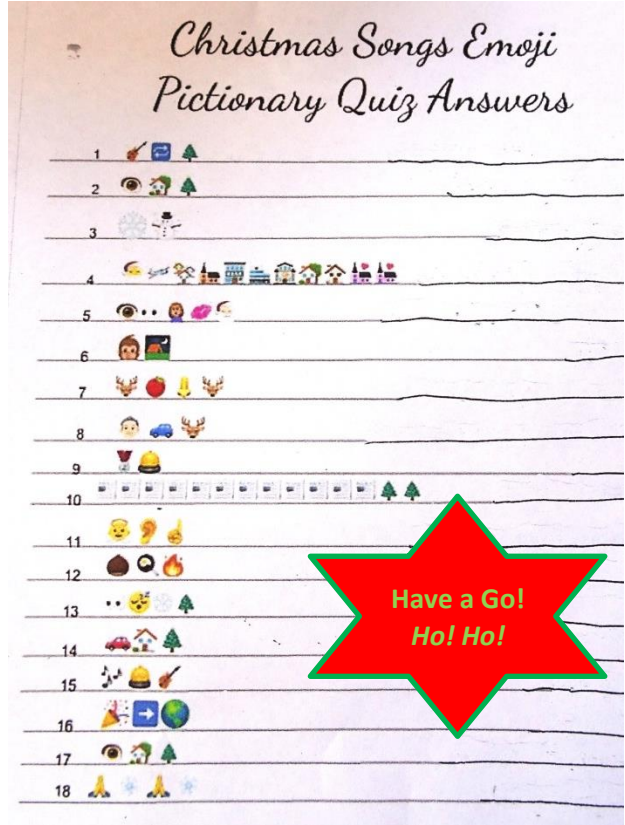
Newsletters are no longer mailed to all members. Please text Peter Bond 0424 122 213 if you would like to receive the Newsletter by mail.

CORVETTES OF CANBERRA CLUB CHRISTMAS LUNCH, COTTER, 13 December 2020

Club Members gathered at our favourite picnic spot at the Cotter Reserve for a relaxed afternoon with limited COVID-19 social distancing to review the year's pandemic-limited activities and look forward to the year ahead.

No one went hungry and we prepared for the Christmas festivities with a fun quiz prepared by Karen on recalling our favourite Christmas Carols.





WHEELS @ QUEANBEYAN SHOWGROUND, 28 February 2021

The Club was represented by a number of members who gathered for the annual Wheels event.



Good to catch-up with Tom and his '55





Members enjoying the day



THE 2021 EASTER WEEKEND WITHOUT THE VETTE NATIONALS – AGAIN!



The Corvette Nationals in Adelaide at Easter 2020 was cancelled on short notice, and then the Nationals in Canberra at Easter 2021 was postponed to Easter 2022.

So Vette enthusiasts organised alternative events.

Canberra Club members were able to meet up with members from NSW in Goulburn, and also organise cruises to favourite locations (Pubs) at Araluen and Boorowa.

Club members, Rob and Lyn Williamson, organised a weekend escape to the Snowy Mountains with members from the South Coast, to be joined by Tom and Cheryl Vanderreyden and Tom Carson. Tom is well-known as one of the founding members of the Corvettes of Canberra Club.

FRIDAY

Terry and Karen met up with members from the NSW Corvette Club at the Pavilion Hotel in Canberra, their base for the Easter weekend. Friday was a cruise to Goulburn for lunch at the legendary Paragon Café and to check out some of the sights, including the interesting and often overlooked Rocky Hill War Memorial. Dinner was at Ruby's Chinese restaurant back in Canberra with more gossip back at the hotel at a gutter party. *Thanks to Terry and Kaylene for the pics!*



EASTER SATURDAY

Cruise with a good number of Vettes to the Araluen Pub for lunch.



EASTER SUNDAY – Boorowa Pub



We could do with more than 1HP

Congratulations to all the worthy winners and thanks to the Pub Manager for the prizes



EASTER GET-A-WAY 2021 - FROM THE SEA TO THE MOUNTAINS – *Thanks to Rob and Lyn*

The sun was shining as Rob and Lyn headed off from Ulladulla, first stop Bodalla dairy shed for a coffee, then on to Narooma meeting up with Corvette members Steve, Brent, Tom & partners.



The four Corvettes leaving Narooma and taking the coast road through Bermagui and Tathra, then leaving the coast and busy holiday traffic behind, headed off through the scenic roads to Candelo then up the winding mountain road and across the top to Bombala. Then onto the flowing back roads to Dalgety and onto Jindabyne to meet up with Tom from Taree in his ZR1.



After breakfast on Saturday we all took off under clear skies for a spirited drive to Adaminaby and the Easter fair with a short stop on the way at Berridale for markets and the Cooma Car Club display including a nice C2 Roadstar.

Saturday afternoon was spent enjoying Sculptures by the Lake, and Saturday night all the sculptures were lit up with music in the park.





On Sunday we had a run up to Thredbo to ride on the new Gondola, then onto Charlotte Pass and back to Jindabyne.



Sun still shining on Monday for goodbyes as we all headed home.

2022 CORVETTE C8 FOR AUSTRALIA AND NEW ZEALAND - GMSV ANNOUNCES PRICING AND PACKAGES



The right-hand drive 2022 Corvette will debut in Australia with five models including a Carbon Edition while NZ will receive only three models

General Motors Special Vehicles has announced that the right-hand drive 2022 Corvette will debut later this year in Oz with a starting price of \$144,990 and \$154,990 in NZ.

The right-hand drive model was announced shortly after the debut of the 2020 Corvette, but unfortunately due to complications with the transition of operations from Holden Australia to GMSV and the widespread onslaught of the COVID-19 pandemic, plans for a right-hand drive Corvette got pushed back.

The Latest from GMSV is that the RHD 2022 C8 should reach Australia and New Zealand shores sometime between the late 3rd to 4th quarters of this year.

Australia: 2022 Corvette Price and Specs

For Aussies, five versions of the 2022 Corvette will be available starting with the 2LT starting at \$144,990, a 3LT starting at \$160,500 and a special top-of-the-line “Carbon Edition” with pricing tba.

The Carbon Edition is said to feature “hand-picked” interior trim components, unique brake calipers, exclusive build plate, premium wheels and a special “owners package” the details of which, will be released later.

Unlike the American version of the current Corvette, the Australian versions will come standard with the Z51 Performance Handling Package and the front-lift system.



According to Jo Stogiannis, the head of GMSV in Australia:

The Corvette is one of the world’s most recognizable sports cars and over-delivers on performance expected of such a machine. It is the epitome of a true icon as it has heritage, performance and unparalleled desirability – generation after generation...overwhelming feedback ... that our

intended customers are performance enthusiasts...they want to have the ability to experience the C8 Corvette to its fullest potential.

Pricing

Corvette 2LT coupe – \$144,990

Corvette 2LT convertible – \$159,990

Corvette 3LT coupe – \$160,500

Corvette 3LT convertible – \$175,500

Corvette Carbon Edition – TBA

The introduction of the 2022 Corvette to Australia and New Zealand marks the first time a right-hand drive Corvette will be officially offered to these countries.

Source: GMSV

OR YOU COULD SAVE \$100,000 AND BUY THIS 1994 ZR1 – Thanks Terry!



1994 Chevrolet Corvette ZR1 RHD Manual Trans Very Rare 4K Miles As New Hatchback

1994 CORVETTE ZR1 RHD - 3800 MILES SINCE NEW AND SIMPLY AS NEW THROUGHOUT –

CONVERTED WHEN NEW TO RIGHT HAND DRIVE BUT WAS NEVER EXPORTED TO THE INTENDED MARKET (AUSTRALIA) AND HAS REMAINED SINCE IN A CORVETTE COLLECTION - HAVING COST IN EXCESS OF \$30,000 TO CONVERT TO RIGHT HAND DRIVE ON TOP OF THE INITIAL MSRP OF \$68093 WOULD BRING THE ORIGINAL COST NEW TO OVER \$100,000 IN 1994!!

THE ONLY ONE BELIEVED TO BE FOR SALE CURRENTLY IN THE WORLD - THIS ZR1 RIDES AND DRIVES LIKE A NEW CAR IN EVERY WAY - VIRTUALLY FLAWLESS INTERIOR AND EXTERIOR - NO REPAINTING OR DAMAGE EVER - STORED IN A CLIMATE CONTROLLED ENVIRONMENT SINCE NEW - UNIQUE OPPORTUNITY FOR THE SERIOUS CORVETTE COLLECTOR - SERIOUS BUYERS FOR MORE DETAILS OR TO SCHEDULE A TEST DRIVE, PLEASE CALL 810-487-2020

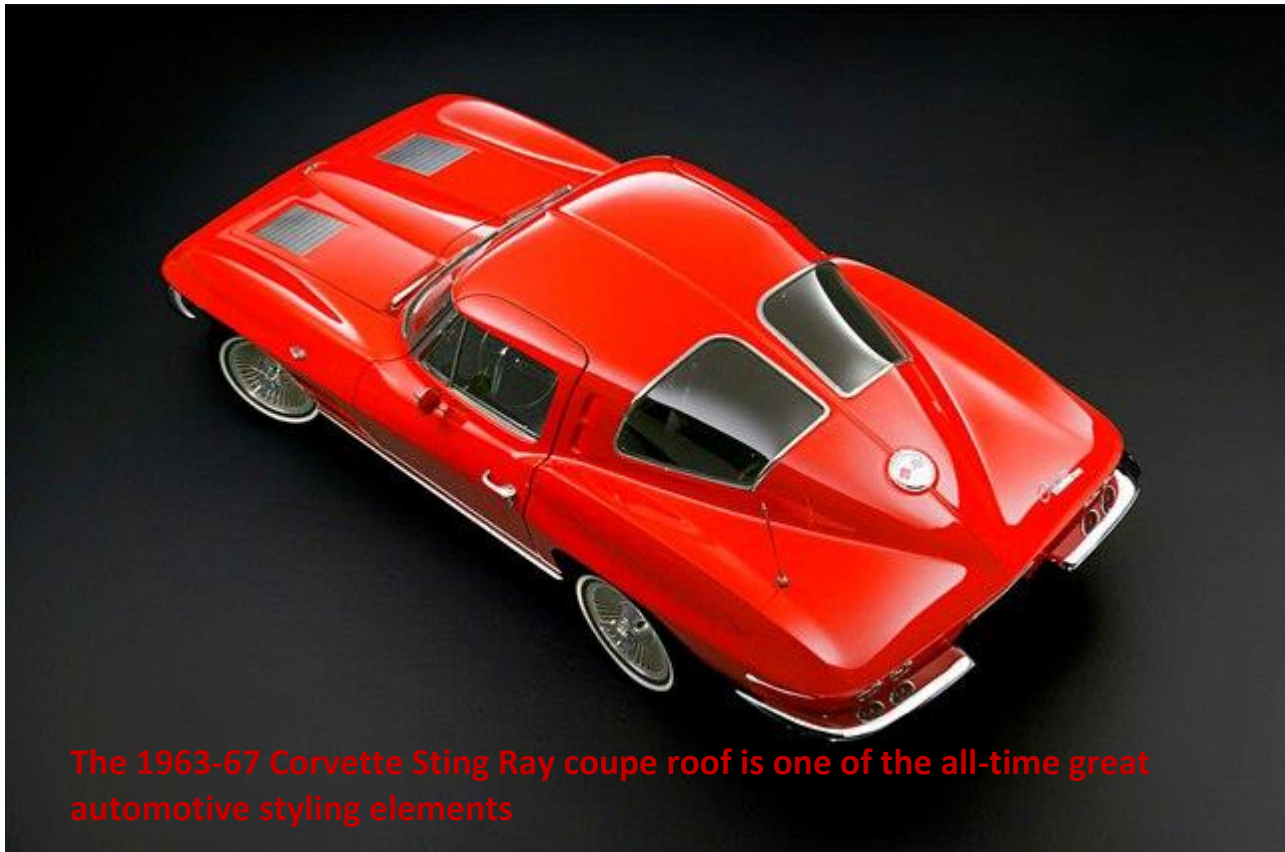
Price: US \$48,000.

Sovereign I-75 Auto, Call 810-487-2020, FLUSHING, MI

www.autabuy.com

ORIGINS OF THE ICONIC 1963 CORVETTE STING RAY SPLIT-WINDOW DESIGN

- WHERE THE DESIGN REALLY CAME FROM

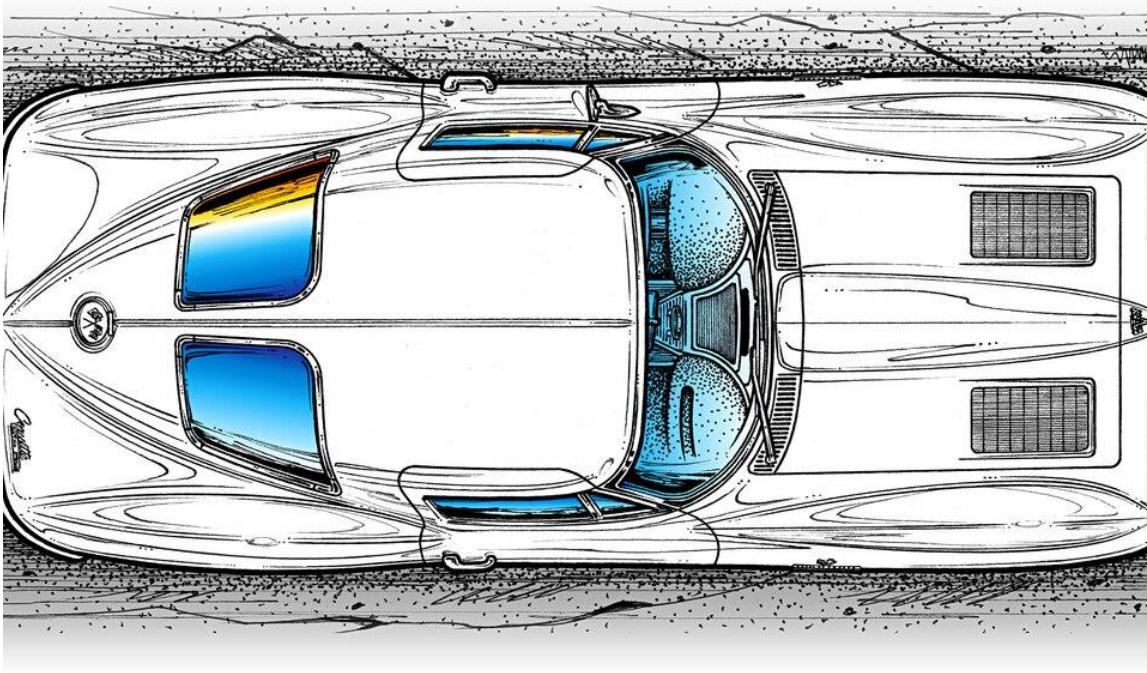


In 2015, hemmings.com posted a story about an obscure car called a 1938 Adler Trumpf Rennlimousine. Maybe 10 were built, the exact numbers are not known; and four or five raced at the 24 Hours of Le Mans in 1937, 1938 and 1939. One of the cars took a 1,500cc Class win. Today, only three are known to exist. The styling is late 1930's German aero: rounded front; wraparound windshield and a long, tapered tail.

This is a quirky-looking car ... until you get to the back of the roof. Wow! It's a Sting Ray with a split rear window and two round taillights on each side!

One day in the late 1970s, in Michigan, McLynas saw the back end of an unusual-looking car parked in an old man's side yard shed. Thinking it was a Corvette Sting Ray, McLynas knocked on the door of the house and met the eccentric owner, Rubin Halprin. When McLynas asked about the old Sting Ray, Halprin went off on him. "Ha! That was Hitler's car! That's not a Sting Ray! That's a 1938 Adler Trumpf! It was raced at Le Mans and won its class! Those bastards at Chevrolet photographed my car, stole my design (Halprin did not "design" the car) and made it into the Sting Ray!" Halprin was a serious hoarder and a real crank.

Halprin went on to explain that he bought the car for \$2,000 or \$3,000 from a retired Air Force officer that brought the car back from Germany in the mid-1950s. The paint was bad so Halprin gave the car a \$19.95 blue paintjob and used the car for years as his daily driver. One day in July 1959, Halprin took a bunch of local kids to the State Fair. While at the fair, GM Styling executive David Holls and a co-worker approached Halprin and asked if he would bring his unique car to the GM Tech Center. Thinking that GM was going to buy the car and he'd make a nice profit, Halprin had a friend follow him to the Tech Center so that he'd have a ride home.



The shape of the Sting Ray's roof and sharp creases fit perfectly with the shapes of the fender humps.

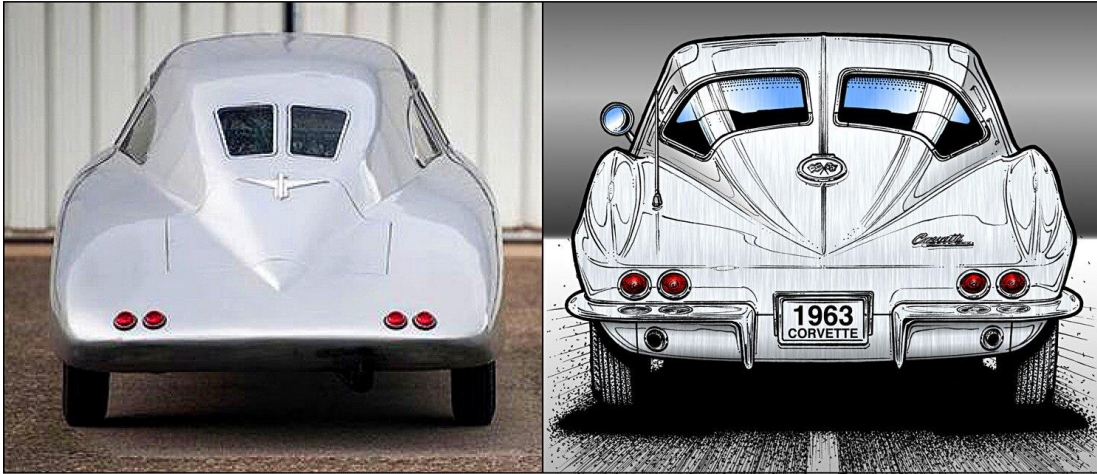
What happened then was - the GM designer photographed the unusual-looking car, one of maybe 10 ever built before World War II that survived the war, eventually becoming a G.I.'s "spoil of war." Bill Mitchell was GM's Sr. VP of Design and racing his Stingray Racer on his own dime. Mitchell saw the photos of the Adler Trumpf's roof, handed the photos to Shinoda, and instructed him, "This is what I want." Everything comes from something. The fact that the Sting Ray's roof shape came from the Adler Trumpf Rennlimousine in no way detracts from the iconic Corvette. Mitchell had a keen eye for design and intuitively knew his Corvette had to have the Adler Trumpf Rennlimousine's roof.

The Adler Trumpf Company produced automobiles in Germany from 1932 to 1938. When this car was built in 1936-'37, it was considered advanced aerodynamic design. After World War II and by the 1950s, it was just a quirky-looking European car. Coincidentally, the car's wheelbase is 98 inches, the same as the C2 Sting Ray.

The Adler Trumpf Rennlimousine (racing sedan) was styled by airship designer, aerodynamicist Paul Jaray. The car's basic profile shape was half of a lighter-than-air airship; rounded in the front and tapering back into flat wings on each side. The roof featured a curved windshield that wrapped around and tapered back to form a teardrop shape. This was very advanced for 1937.

Three Adler Trumpf Rennlimousine cars raced in the 24 Hours of Le Mans event in 1937. Every Adler Trumpf Rennlimousine was handmade and slightly different. One of these was the car that Halprin owned and was photographed at the GM Tech Center in July 1959.

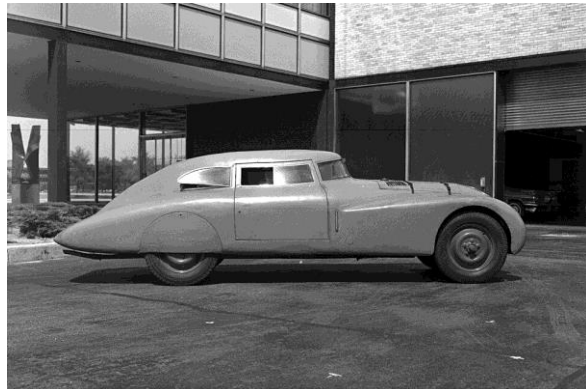
Working from a space buck designed by Duntov, Brock and his stylist co-workers created a fullsize clay model. The final clay model had two rear window configurations, but the overall look was not yet what we know as the "Sting Ray."



8/26

The view from the back is amazing: teardrop coupe roof, split-window and two pairs of dual taillights.

GM Design Director Dave Holls took this photo of Halprin's Adler Trumpf at the 1959 Michigan State Fair. approved.



These three photographs are part of the GM Heritage Center Archives and are irrefutable proof of Rubin Halprin's story. The photos are dated 7-27-59. Photo: GM Heritage Center

Read the whole story by K. Scott Teeters Dec 18, 2018 at:

<http://www.superchevy.com/features/1812-origins-iconic-1963-corvette-sting-ray-split-window>

ORDER YOUR CLUB SHIRT NOW!

from

**Lyn McKenzie at Canberra Workwear,
tel 6253 0069**

- Add your Vette model on the sleeve!



FOR FANS OF LARGE ENGINES FOR HORSEPOWER FUN – *Thanks Puz!*

Yes, That's 42 litres and 46.9 litres, and a small 23.9 litre model. Checkout at <https://www.youtube.com/embed/AsKiPwRaA5Q>



CORVETTE CARS and PARTS FOR SALE



FUEL RAIL COVERS FROM LS3 ENGINE, \$150

Standard covers from C6 Corvette, also fits LS2 motor.

As new

Please call Joe, 0404 289 100

SOLD

C4 CARPET KIT. Brand new and still in box. Teal colour. \$295 ono.

C4 '84 to '89 dash centre facia \$100; and

C4 '84 to '89 brand new console top to suit auto trans \$100.

Please call Steve on 0417 235 183

FOR SALE: C3 VETTE PARTS FROM 1971 ROADSTER RESTORATION

The original parts include brake callipers, discs, vacuum booster, original master cylinder, power steering arms and rams, steering box, and many AC parts as well. Also the coil springs, A-arms, rear control arms, and other suspension bits. In fact the frame itself is available as I bought a new one! All of these were in good working order when I started the whole process a couple of years ago. Please contact Phil on 0438 005 413

FOR SALE: 1984 RED C4 COUPE & PARTS and 2010 STATESMAN CAPRICE

- 2 X New front wheel hubs 84 – 90 (31607 A12-05-02)
- 2 X New rear wheel hubs 84 – 96 (31608 A50-01-02 513013E)
- 2 X New rear wheel bearing inner seals 84 – 85 (46966)
- 2 X Red Tail lights
- 1 X New complete suspension bush set Prothane 84-96 (7-2013-BL)
- 1 X New right hand side main door weather seal 84 – 89 (A2927R)
- 1 X New left hand side main door weather seal 84 – 89 (A2927L)
- 1 X Roof Panel Squeak, Anti-Rattle eliminator set 84 – 96 (38169)
- 1 X Original radio cassette player from a 1984 not sure if it works but has all the buttons.

I'm open to offers for the above items. Please contact Gary Bain on 0418 656 758

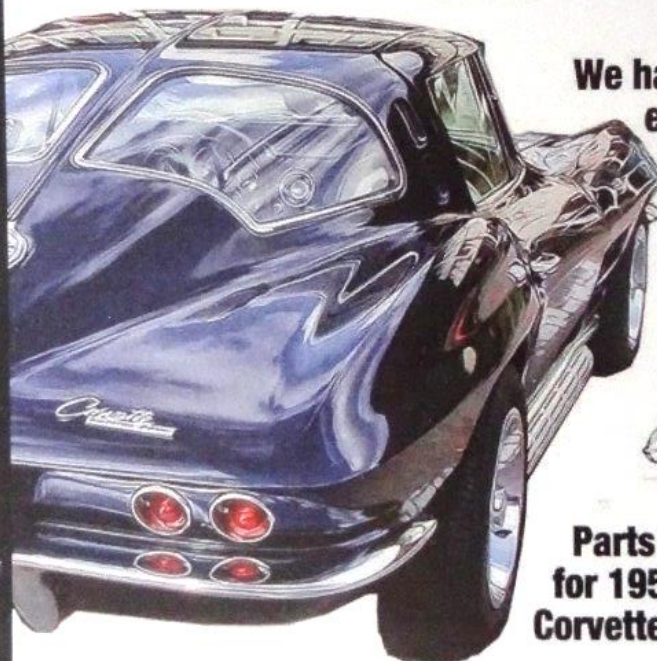
KEEN PARTS

Request your Catalog today

www.keenparts.com or Skype us at Keenparts



Each catalog has hundreds of diagrams and photos to help you find your part fast.



We have an extensive inventory of original and reproduction parts



Parts and Accessories for 1953 - present Corvettes

Keenparts.com
Skype us at keenparts



6048 State Route 128 • Cleves • OH • 45002
info@keenparts.com



Make It **YOURS**

**WITH PARTS FOR EVERY
GENERATION OF CORVETTE**

At **CorvetteCentral.com**, we've been a leading manufacturer and distributor of Corvette parts and a family-owned business for over 40 years. Whatever generation of Vette, make it uniquely yours at your one-stop-shop for all parts.

CORVETTECENTRAL.COM

Visit us online for all the latest and greatest in Corvette parts and accessories, from the first V8 to C8, only Corvette Central has it all.

269-426-8833 | 269-426-3342 | Sawyer, Michigan

Corvette
Central
.com

FAMILY OWNED & OPERATED FOR OVER 40 YEARS