



## CORVETTES OF CANBERRA CLUB NEWSLETTER

July 2022

78th EDITION

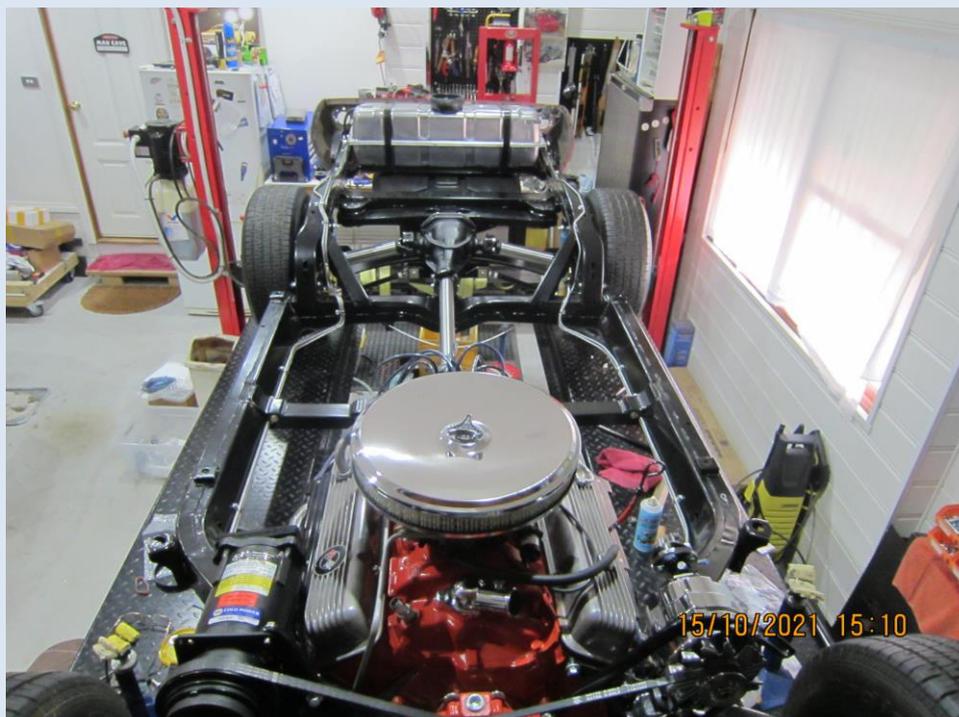
*REGULAR EVENTS – more details by text message*

*Club Dinners – First Friday in the month*

*Club Drives – First Sunday in the month, 9.30am the Eagle, Reid, for 10am departure*



**Checkout Garry's progress with his C3 restoration**



## President's Report

### 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

Hi All,

### **Membership Renewals**

*It is that time of the year to pay your membership dues. Please do so.*

### **New Members**

*A special welcome to Matthew and Jenny Fox. We look forward to meeting them soon. They have a couple Vettes, including this neat '91.*



### **2023 Corvette Nationals**

*The 2023 Corvette Nationals will NOT be held at Easter time but on 24-24 March 2023. It will be in Ballarat. More details inside, but if you are interested, please go to [www.corvettesofmelbourne.com/nationals](http://www.corvettesofmelbourne.com/nationals) for details and entry form.*

### **Annual General Meeting**

*The AGM is coming up in a few months. Everyone will be advised where and when at a later date. Some people will be retiring. All positions will become vacant.*

*Keep safe and Keep on 'Vetting.*

Terry Ruse

**ORDER YOUR CLUB SHIRT NOW!**

from

**Lyn McKenzie at Canberra Workwear,**

**tel 6253 0069**

**- Add your Vette model on the sleeve!**



## GARRY'S C3 RESTORATION – PROGRESS REPORT, Canberra, July 2022

Many of us think/dream about restoring a classic Vette, so it's good to read about Garry Binkhorst's project and impressive early progress. Here's Garry's story in his words:

### **This story begins back in 1973:**

Just as I was about to turn 20 years, when I bought 1970 Holden HG 350 GTS Monaro. So over the next few years I tinkered with the GTS by doing the usual....Edelbrock intake manifold, Holley carb, a bit of a cam and a set of mag wheels.

A few years later, I stumbled upon a 1974 Pontiac Trans Am that had a Super Duty 455 motor and still left hand drive. The car had some moderate accident damage to the left front guard and hood. So I sold the Monaro and acquired the Pontiac, got the necessary parts and repaired it and got it back on the road. I sold the Trans Am in 1980 to buy a block of land in Gowrie to build a house but I promised myself that I would get another GM street machine again one day. (I bet other club members can relate to that).

### **Moving along to 2014:**

I was getting near my retirement so I thought it would keep my promise and get another GM muscle car. I thought of a Trans Am again but then I figured, well all the kids have left home so there is only me and my wife Margaret so I only need something GM with 2 seats and that **only left one choice....a CORVETTE...but it has to be a C3.**

So then the next big question was do I buy a driver or get one to restore. Seeing that the C3 range were between 45 – 50 years old, so even a half decent driver would most likely need some degree of restoration. I was leaning on the side of a total restoration as it was something I always wanted to do.

I started to look around and a '73 C3 came up for sale in Brisbane. I had a mate go and take a look at it and he came back to advise that it was a reasonably complete car but would need a lot of TLC to get it registered. But on the bright side, the asking price was reasonable.

So I flew up to Brisbane and learned that the Corvette had been imported by the seller in 2012. There wasn't much documentation with the car, other than the user manual and import papers. The Corvette was a 1973 model (with a L48 350 ci motor) and had a later model rear bumper. After an inspection, I decided that it would be a great restoration project and an added bonus was that the frame was in fairly good condition with no severe corrosion with only mild surface rust present.

The VIN and the engine matched and later when I stripped the frame down, found that it was VIN matching as well. So I bought the car and had it shipped to Jerrabomberra for just under \$12,000.



I planned on a \$40 - 45,000 budget with a bit in reserve. I got on-line and bought a ton of parts in the USA and the exchange rate at the time was really good.

I began to tear the car down, starting with the interior, doors, hood and the front and rear bumper supports. The body mount bolts presented a problem as they were all rusted and had to be cut out. So after all the necessary components had been disconnected, the car was positioned under the four post hoist and with the aid of a body sling, the body was separated from the frame and lowered onto a timber dolly.



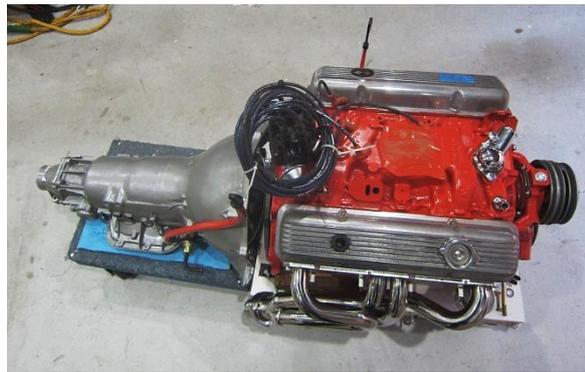
The rolling frame was transported to M&A Engineering in Mitchell where Mick and his team did a great job to tidy up the frame. The original transmission cross member had been damaged on the right side of the frame so an after-market one was source from G Force located in Akron Ohio USA. I phone them up at 2:00am one Tuesday morning (AEST) and placed the order for the cross member which promptly arrived at my door on Friday lunch time.



The next stage was to tear down the rolling frame.



The motor was removed and taken to QIM where Terry did an awesome job to rebuild the 350.



The TH400 transmission was rebuilt by Braddon Transmissions in Mitchell and the differential went to Differential Services in Farrer for a complete overhaul.

With the frame completely stripped, it was loaded onto a car trailer and taken up to RediStrip in Blacktown where it was dipped for powder coat preparation.

The frame along with many other parts were taken to Capital Precision Coating in Queanbeyan where Joey and his crew did an excellent powder coating job to finish the frame off and I can highly recommend his work.



The suspension was rebuilt and the rear leaf spring was replaced with the TRW fibre glass unit along with Bilstein shocks.

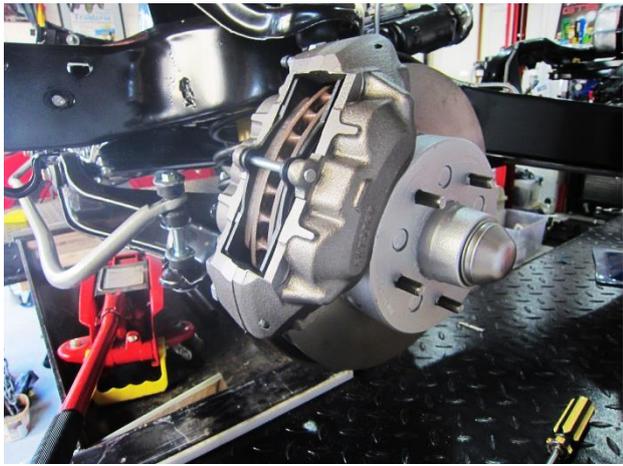
The original lip seal brake callipers were replaced with the later O ring type.



Frame nearing completion



Completed rear end



New O ring callipers



Cracked rear leaf spring bracket - a common problem with C3s.



During the early stages of this restoration, I was undecided as to whether to restore it back to 1973 original as all the numbers matched. But then I thought a 1973 L48 isn't really that collectible, so I decided I would turn it into more of a resto-mod.

- So with the frame rebuild being completed, it's time to start on the body!

## WHEELS OF WAMBOIN, 21 May 2022

This popular event returned after a couple years of COVID-19 cancellations – and there was a huge response from car enthusiasts. Cars had to be turned away when the usual display area for a few hundred cars was filled to overflowing in a short time.

There was a great collection of cars to enjoy amongst the vintage, classic, street machines and other unique vehicles – including a good number of Canberra Club Vettes.





## EASTER WEEKEND Canberra, April 2022

There was a good turnout to a Clayton's Corvette Nationals at Easter time this year. As the true Corvette Nationals for 2022 was cancelled some people still wanted to venture to Canberra to socialise with people from all over the country.

There were Corvette owners from Qld, Vic, and NSW as well as a few Canberra members. Events included Dinner on Friday night at the Pavilion motel, a drive to Cooma Museum on Saturday with lunch at a local restaurant – Rose's. I would like to thank the Cooma Car Club and Tony the owner of Rose's. Saturday night dinner was at a Dickson Pub. Sunday there was an Observation Run through Canberra then onto the Cotter for a BBQ lunch.

The weather was kind to us all weekend, thank goodness. I would like to thank the Club members who helped with all the preparation and running of the successful weekend.



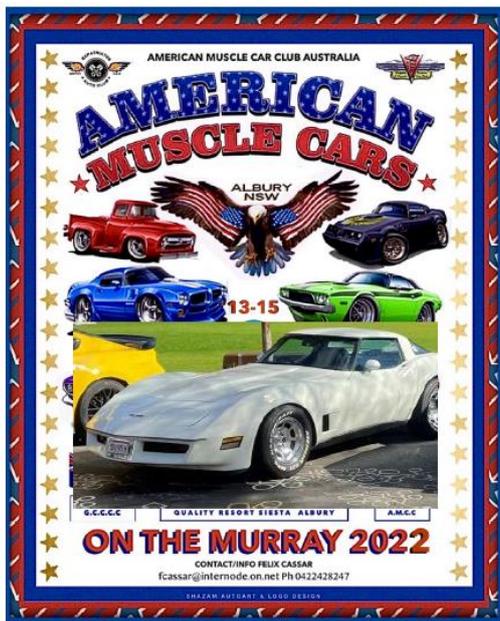


## AMERICAN MUSCLE CARS ON THE MURRAY, Albury 13-15 May 2022

This event is held every year. It is organised by Steve, the owner of the Siesta Resort in Lavington (near Albury). There were a few Canberra Corvette members who ventured to this event in May this year.

Friday was a free dinner at the motel for all participants. On Saturday, Steve always organises an Observation Run around the Albury/Wodonga region. He recruits his staff to dress up as characters which are part of the Observation Run. Steve always manages to make it a fun event with lunch at some interesting places. Each year is different. Saturday night dinner was also at the motel.

Sunday there was a Show'n'shine at a park in Albury CBD. Then a pleasant trip home. The weather was a bit wet at times but not bad enough to dampen the event. There were a lot more Corvettes at this year's event than any previous years. 14 in total.





**EXOTIC C2 GRAND SPORT COMES TO CANBERRA – More in next Newsletter**



## FROM THE ARCHIVES – WHICH WAS THE FASTEST SPORTS CAR IN 1984?

- C4 Vette vs Ferrari 308GTBi or Lotus Esprit Turbo or Porsche 928s or 911 Carrera



**In 1984 *Motor Trend* magazine tested the new C4 Corvette against a number of European Exotica**

In the Spring of 1984, *Motor Trend* magazine took a handful of the highest performing sports cars available in America to the Transportation Research Centre in Ohio to determine which one deserved the title of “The Fastest Car in America.” The Center’s 7.5 mile oval, with banked corners steeper than Daytona’s and nearly 2 mile-long straightaways, would allow the cars to run flat-out for long enough to measure their peak velocity.

Nearly every car represented some form of European exotica: a Ferrari 308GTBi Quattrovalvole, Lotus Esprit Turbo, and no fewer than three Porsches – a 928S and two 911 Carreras, as the German factory wasn’t sure if the Turbo or standard Carrera would be faster.

Added to the mix was a lone American entry: a Corvette, described by author Ron Grable in the magazine’s July 1984 issue as “in the up-power, port-injected form about to be in production.” Recall that, when the C4 was introduced for the 1984 model year, it was powered by the Cross-Fire-injected, 205hp 350 that carried over from the ’82 model year. Tuned Port Injection, and its 25 additional HP, didn’t show up until the ’85 model year.

Grable was surprisingly candid about the staff’s expectations for the Vette. “When we began this test, the Corvette was perceived as, ‘Ya know, the big American car, heavy iron V8, fibreglass, big hugga-mugga tires, disco-dash. This test is for sophisticated, established, Euroflash stuff. Autobahn burners, Autostrada flashes. No new kids allowed. No chance Corvette.”

Well, the radar gun had no such preconceptions. Final score: C4 Corvette fastest at 155.2mph! The Lotus was closest at 152mph (before it holed a piston), the Ferrari at 151.3mph. None of the Porsches cracked 150mph.

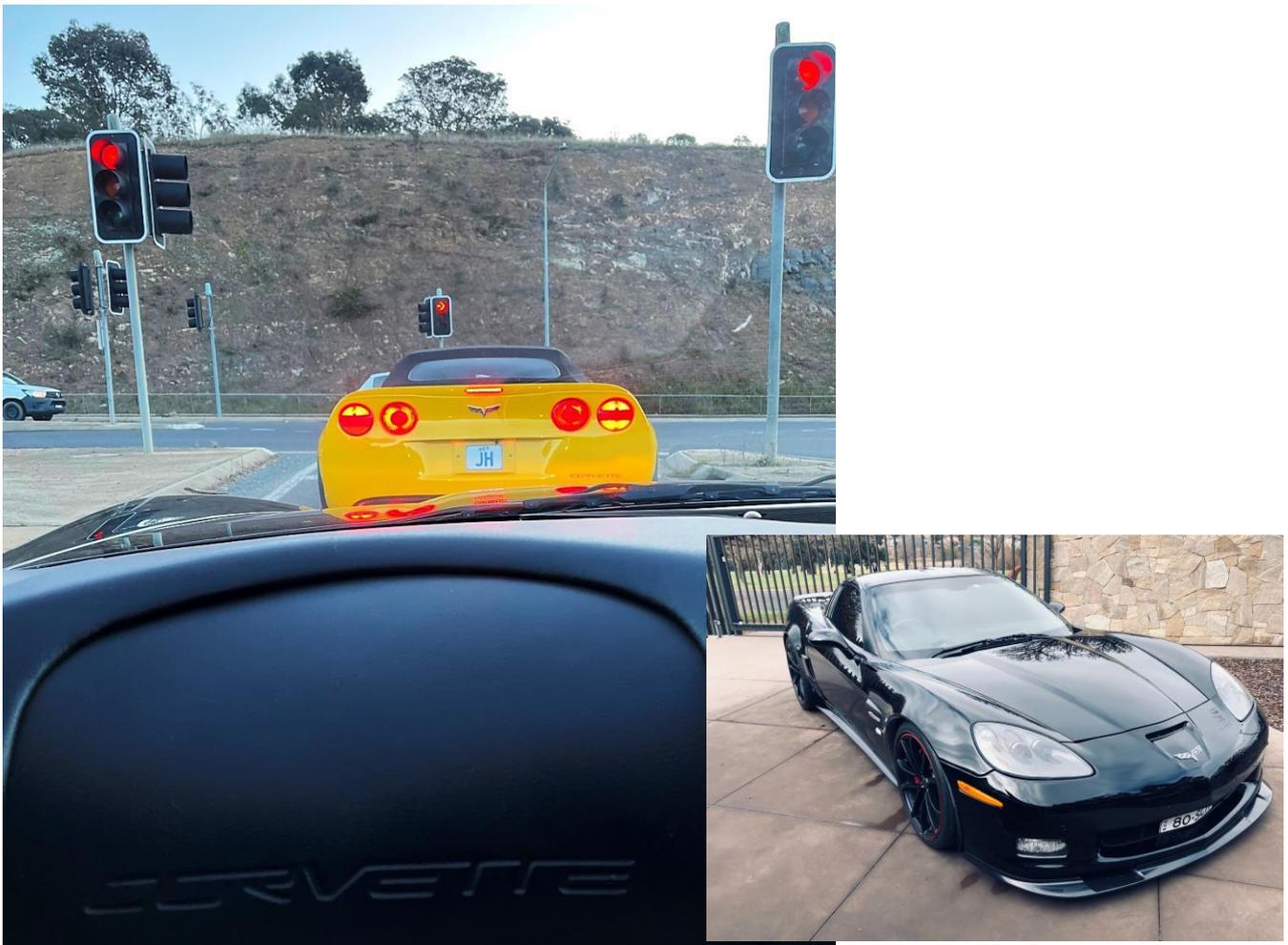
“What was the fibreglass rocket like at almost three times the legal limit?” asked Grable. “As stable as your living room couch, and as comfortable. No drama whatsoever to report. On the cool-off lap we even tried driving up and down the banking, still at speed, and the transitions from flat to bank were linear and predictable.”

While at TRC, the staff also put the cars through acceleration and braking tests. The Carrera proved quickest of the bunch, at 5.51 seconds to 60mph and 14.04 in the quarter. The Vette wasn't far behind: 6.08 secs to 60mph and 14.50 in the quarter. The Vette did stop in the shortest distance – 126 feet from 60mph – thanks in no small part to its “hugga-mugga” Gatorbacks.

After admitting to his pre-test bias, Gable closed his story acknowledging that the Vette “is the fastest and stops better than the rest. That makes the Chevrolet Corvette the standard against which the others are measured.”

*From the Vette Magazine Archives, 16.02*

## CRUISIN' AROUND TOWN



At the lights in front of Paul's 700HP black C6 Z06 – until the lights changed...

## CORVETTE NATIONALS 2023, Ballarat, 24-27 March 2023

More details and registration form at [www.corvettesofmelbourne.com/nationals](http://www.corvettesofmelbourne.com/nationals)



Corvettes of Melbourne, Vic Vettes and Surfcoast Corvettes will host the first Corvette Nationals since Queensland in 2019, due to the enduring Covid 19 pandemic. It is important that we recognise and thank the South Australian and Canberra Clubs for their ongoing efforts attempting to hold the Nationals in the face of insurmountable odds.

Taking place in historic Ballarat, the **2023 Gold Rush Corvette Nationals** will run from **24-27 March**. This event has been moved away from Easter to avoid congestion and make our event more affordable for attendees.

All rooms have been secured at **Mercure Ballarat Hotel and Convention Centre**, which will transform into the Corvette HQ during the event. The campus-style facility means your cherished Corvettes can be parked immediately adjacent to, or in close proximity to your room, with additional security provided. The good news is we've been able to negotiate a fantastic rate for these Nationals so we advise you to get your bookings in early – otherwise, overflow accommodation will be available at a nearby hotel.

Spruce up your Corvettes, pack your favourite convention- and nationals- themed shirts, dig out your club regalia, pack your gold dancing shoes for the Gala dinner, and make your way to Ballarat for fun with the Corvette family. We look forward to seeing many familiar faces and to meeting the growing number of new enthusiasts.

**2023 Gold Rush Corvette Nationals**  
**Friday 24 March until Monday 27 March**  
**Mercure Ballarat Hotel and Convention Centre**

The Nationals will be held in and around Ballarat, Victoria's third largest city. During the 1800s, Ballarat was the epicentre of Australia's first gold rush, spawning the Eureka stockade as well as a rich history, culture, and well-preserved colonial-era heritage. That's why we're calling this event the **2023 Gold Rush Corvette Nationals** – we'll also take the opportunity to profile and feature the new Corvette C8.

### *The Program*

#### **Friday 24 March 2023**

On Friday, book into the event, receive your gift bag, and mingle at the traditional **Meet and Greet** to follow that night.

**The National Presidents' meeting will take place at 4pm.**

#### **Saturday 25 March 2023**

A **Show 'n' Shine** will be held at scenic Lake Wendouree.

On Saturday night, we'll venture over to **Sovereign Hill** for a unique gold rush experience and to take a closer look into history of the era. Substantial finger food will be provided and drinks will be available to purchase from the bar.

#### **Sunday 26 March 2023**

On Sunday, we'll take a **picturesque cruise** through the local gold country and surrounding country towns, enjoying lunch together and some **Show 'n' Shine awards** presentations before returning to the Mercure Hotel.

Upon arrival back at the hotel, there will be time to relax and have a drink with old and new friends.

The **gold-themed gala dinner** will be held on Sunday night at the Mercure Hotel. There will be plenty of music, so glam up in your finest attire, dress to impress, and wear your best gold dancing shoes. Here, there will be additional presentations as well as auctions and raffles.

#### **Monday 27 March 2023**

Time to pack your Corvettes, say **farewell**, and make the safe journey home.

## CORVETTE CARS and PARTS FOR SALE

**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

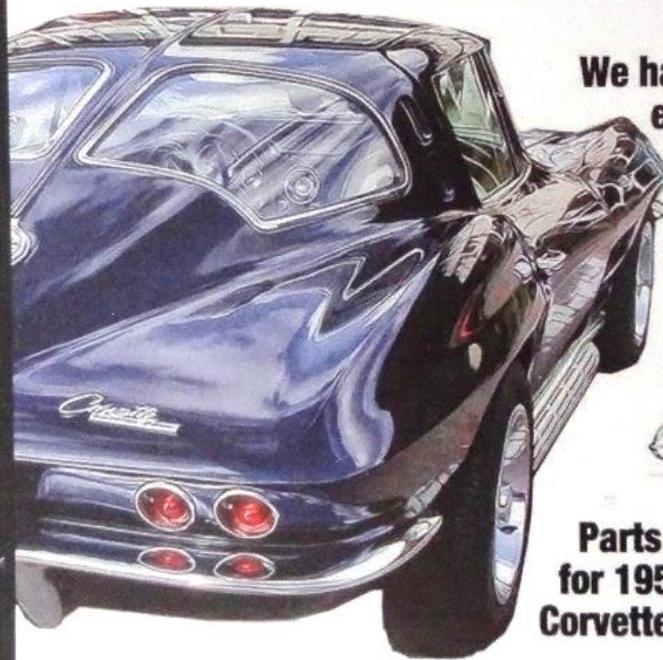
# KEEN PARTS

**Request your Catalog today**

[www.keenparts.com](http://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**

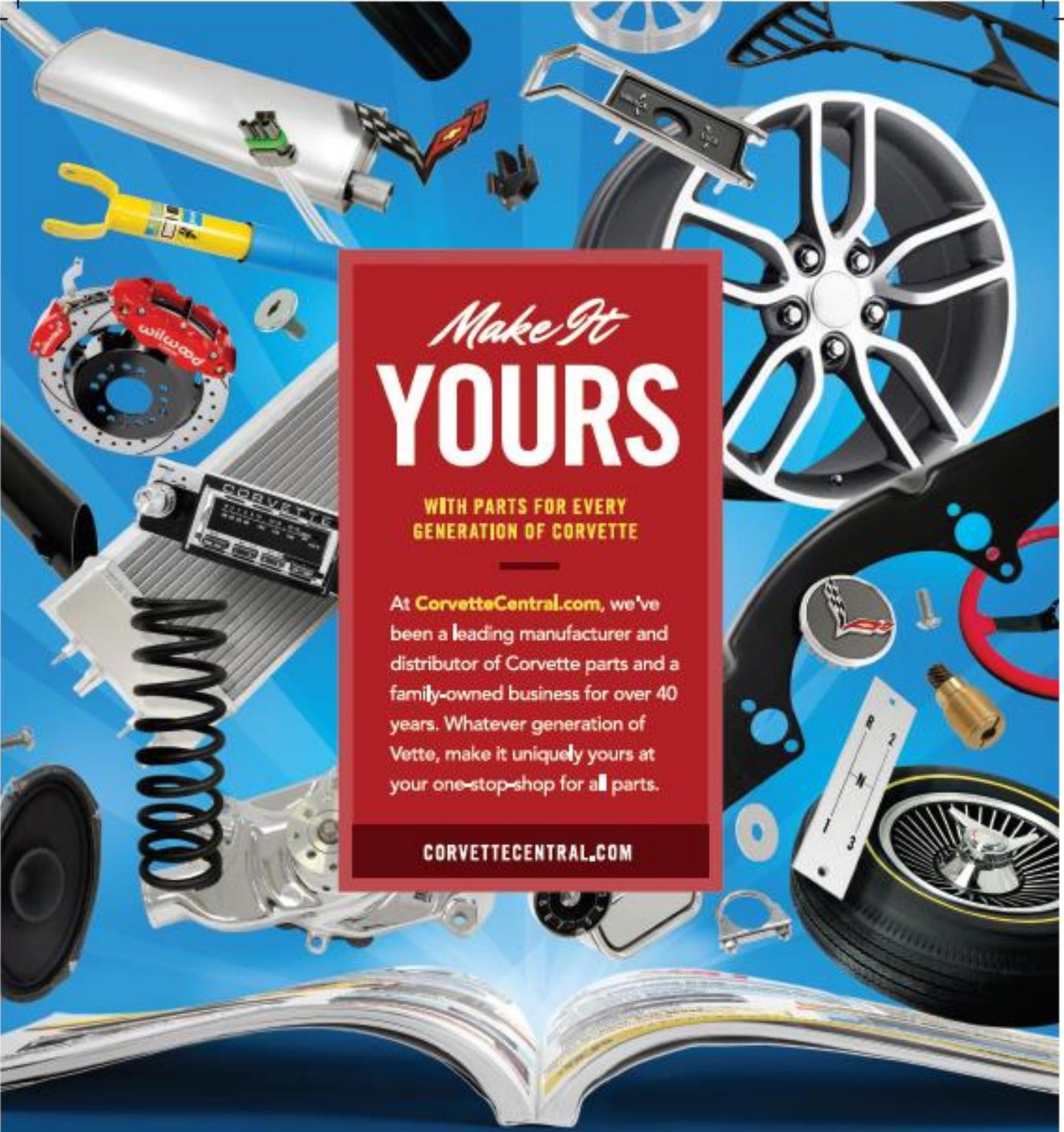


**Parts and Accessories for 1953 - present Corvettes**

**Keenparts.com**  
Skype us at keenparts



6048 State Route 128 • Cleves • OH • 45002  
[info@keenparts.com](mailto:info@keenparts.com)



*Make It*  
**YOURS**

WITH PARTS FOR EVERY  
GENERATION OF CORVETTE

At [CorvetteCentral.com](http://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.

[CORVETECENTRAL.COM](http://CORVETECENTRAL.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.

*Corvette*  
**Central**  
[.com](http://.com)

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

FAMILY OWNED & OPERATED FOR OVER 40 YEARS