



CORVETTES OF CANBERRA CLUB NEWSLETTER

December 2022

79th 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

Christmas Party – Cotter Park, Sunday, 11 December 2022, details to follow

How Biden Uses His ‘Car Guy’ Persona to Burnish His Everyman Image

US President Biden in a Corvette Z06 last month with Mary Barra, the Chief Executive of General Motors, thanks Vette fans for their support in the US midterm elections – and a stronger vote for the Democrats!



President's Report

President

Terry Ruse
02 6297 3105

Vice President

Errol Pentland

Events Coordinators

Peter Bond
0424 122 213

Treasurer

Michelle Fraser

Secretary

Peter Bond

Newsletter &

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Peter Bond

Public Officer

Nicole Masters
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Committee

Members

Steve Gough
Brent Lockton
Terry Smith
Lyndon Fraser

Life Members

Peter Steve
Steve Gough
Terry Ruse
Michelle Fraser

Hi All,

By the time you read this newsletter, we will have held the Club AGM.

I would personally like to thank all the members who were on the committee for the past year. Thank you all for your contribution to the club. I would also like to make mention of a few people who have contributed a lot over the years.

Namely, Michelle, who has held a position in the club since 2002. Michelle has helped me as President on many occasions. Her effort in each position has been 100%. Then Joe who puts a lot of effort into the newsletter each time. It takes a lot of time and hard work to produce these newsletters and Joe does a wonderful job. Also Peter Bond, for all the SMS' and organising the bookings for our Club dinners. Having people like these three makes my job much easier and makes running a club easier. But it does take a full complement of people to make a committee, so thank you to all the other people that take on a role and do their job admirably.

A new committee was elected, and the next year will be a good one. There is a list of the new members in the newsletter.

Sadly, the Club heard of the passing of a Past member, Peter Frey, a couple of weeks ago. His wife Cynthia was President of the Canberra Club for two years – 2001 and 2002. Peter will have a Private Funeral but there may be a memorial service held for him at a later date. If that occurs, the Club will participate and venture to the South Coast for this. For those interested, please contact me.

I would like to remind those who wish to attend the Corvette Nationals to get their entries in. It is filling up fast. It is not at Easter next year. It is to be held on 24-27 March 2023 at Ballarat, with more details inside.

There will be a Christmas Party this year - at the Cotter on Sunday, 11 December 2022. Meet at the Eagle 10.00am for an Observation run to the Cotter. Bring BYOG and Chairs.

Lastly, I speak for myself and I am sure on behalf of Michelle, how honoured we feel to be nominated to Life Membership of the Club. Thank you.



To all members, have an enjoyable and safe Christmas!
- and Happy Vetting in the New Year!

Terry Ruse

CLUB AGM AND THE COMMITTEE FOR 2023

The Club AGM was held on 23 November 2022.

Only eleven members attended the meeting. This was disappointing because it was a special occasion to recognise the special efforts by two club members for supporting club activities over many years. The recognition was for Club Life Memberships for Terry Ruse and Michelle Fraser as proposed by Peter Quiggin, and raised at the AGM by Peter Steve – and readily supported by all.



Peter Q was not able to attend because of a family celebration, but his nomination included:

Nominations for Life Membership

The following nominations for Life Membership are made by Peter Quiggin and seconded by Joe Hlubucek.

Terry Ruse

Terry has been a member of Corvettes of Canberra since the 1980s.

For all of this time he has been an active member attending club meetings, club runs and annual Conventions.

For the last 10 years or more Terry has been the glue that has held the club together providing leadership through his many years as President. Terry has led the club and ensured that it has continued to prosper.

Terry's enthusiasm for Corvettes is contagious and he is always ready to help out other members with advice on matters related to Corvettes.

In recognition of Terry's long and meritorious service, we nominated Terry Ruse for Life Membership.

Michelle Fraser

Michelle has been a member of Corvettes of Canberra for about 20 years.

For all of this time she has been an active member attending club meetings, club runs and annual Conventions.

For nearly all of that period she has held the role of Treasurer or Secretary. She has been the powerhouse who ensured that all the behind the scenes activities that are necessary for a club were done, and were done properly.

Michelle has also been very active in organizing a number of Corvette Conventions in Canberra and has put in a huge amount of work to ensure their success.

She has also been the person who organises arrangements at club events and runs and makes sure that everything runs smoothly.

Michelle's contribution to Corvettes of Canberra has been enormous.

In recognition of Michelle's long and meritorious service, we nominated Michelle Fraser for Life Membership.

Corvettes of Canberra Club Committee for 2023

All current committee positions were declared vacant at the meeting and - in spite of resistance by some – we are in safe hands for the year ahead with a mix of good experience and some new blood elected:

President	Terry Ruse
Vice President	Errol Pentland
Treasurer	Michelle Fraser
Secretary, Events	Peter Bond
Coordinator & Registrar	
Newsletter	Joe Hlubucek
Public Officer	Nicole Masters
Committee Members	Terry Smith, Steve Gough, Brent Lockton, Lyndon Fraser

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ASHLEIGH'S YEAR 12 GRADUATION - CORVETTES ON DUTY, Canberra, 2 Dec 2022



The Club was pleased to provide the Corvettes for Ashleigh and her date for her formal graduation celebration evening at the National Arboretum, thanks to the request by Cairo.

It was a perfect evening for photos by the lake at Belconnen with family and friends before a cruise to the National Library to meet with classmates, before arriving at the National Arboretum.



CRUISE to The LOADED DOG, Tarago, 7 August 2022 – *We survived the potholes...*

Perfect day for the Sunday cruise and a relaxed lunch
– before the torrential rain on the return trip and dodging potholes



**Yes, there is
space for a
supercharger**



AMERICAN CAR NATIONALS, Queanbeyan, September 2022

Excellent turnout of Club Corvettes for the Nationals this year from regulars and new members.

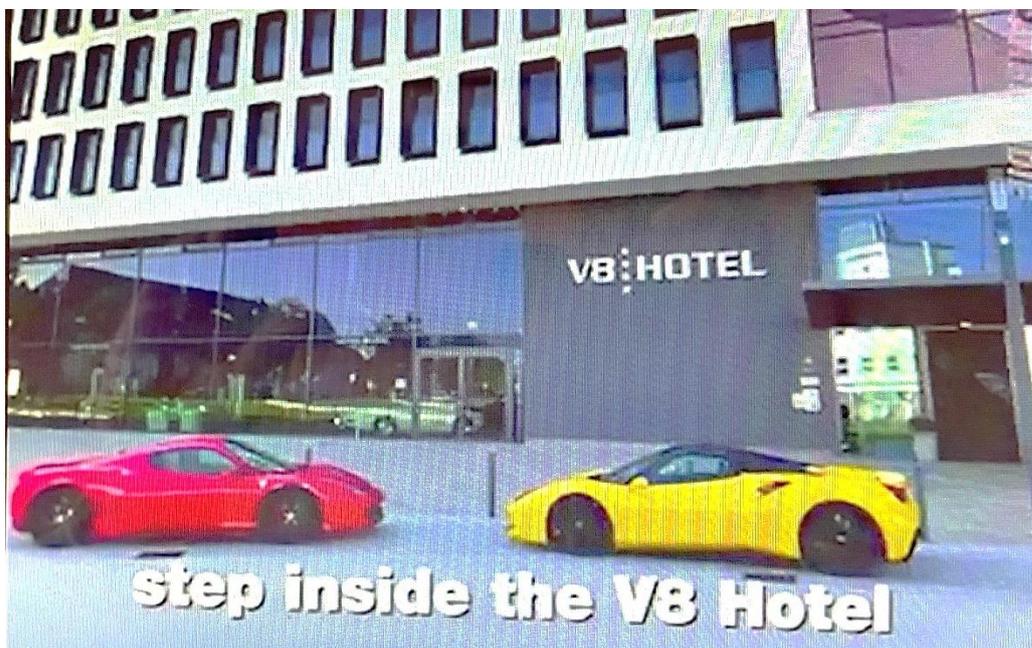




VISIT THE MOTORWORLD V8 HOTEL, STUTTGART, GERMANY- Thanks Puz!

Put this on your visit list in Germany! Checkout the video:

[V8 HOTEL Böblingen | Motorworld Region Stuttgart \(https://www.v8hotel.de/en/\)](https://www.v8hotel.de/en/)





NOT-CORVETTES – But Powered by Corvette Engines

The first LS engine was introduced in 1997 as the 5.7-litre LS1 V8, rated at up to 350 hp in the C5 Corvette. That output has since morphed into a truly impressive 670 hp in the upcoming C8 Corvette Z06, courtesy of a 5.5-litre LT6 V8. It's one of the most powerful naturally aspirated V8 engines ever installed in a production car.

Corvette engines are known for their durability, ease of maintenance and, of course, loads of horsepower for tire-shredding performance. It is no surprise that vehicles such as the following have used Vette engines for reliable power units.



SIN R1

This little-known car is Bulgaria's first 'homegrown' supercar. The chassis is a tubular space frame wrapped in the near-customary carbon-fibre body to create a lightweight, high-performance vehicle that weighs only a little above 2,600 pounds.

The SIN R1 was introduced with three different powertrain options, all obtained from the Chevrolet Corvette. At the entry-level is a 430 hp LS3 6.2-litre V8. Then there's the LS7 7.0-litre V8 that puts out 530 hp. The most powerful of the trio is the bonkers 6.2 Liter V8 Supercharged LS9 engine, capable of churning out a peak 650 hp power output.



Bizzarrini 5300 GT

Bizzarrini was also the mastermind behind the Lamborghini Miura's V12. However, he opted to take a different path for his supercar. Instead of the 12-cylinder powerplant favoured by Italians for their race cars, the Bizzarrini 5300 GT was driven by a 5.4-litre Chevrolet Corvette small-block V8 that made 365 hp and 284 lb-ft of torque.

The "Corsa" version of the car had an engine capable of 400 hp. Bizzarrini would eventually build 133 units of the 5300 GT during its 1964 to 1968 production run, making it the company's most successful model.



SSC Ultimate Aero TT

It was built specifically to challenge the top speed record, and in that regard, the project can be regarded as a success.

In September 2007, the SSC Ultimate Aero TT achieved an average top speed of 257.41mph during a timed Vmax session.

It was enough to wrest the title of the world's fastest production car from the Bugatti Veyron.

The SSC Ultimate Aero TT was built specifically to challenge the top speed record, and in that regard, the project can be regarded as a success. In September 2007, the SSC Ultimate Aero TT achieved an average top speed of 257.41mph during a timed Vmax session. It was enough to wrest the title of the world's fastest production car from the Bugatti Veyron. That is, until the Veyron's elder sibling, the Veyron Super Sport, arrived in 2010.

The SSC Ultimate Aero TT was positioned as a pure driver's car and was sold without fancy electronic aids such as an anti-lock braking system and traction control. What it did have, however, was a massive dose of horsepower, courtesy of an LS-based twin-turbocharged V8. Shelby Supercars employed a variant of the Katech-tuned LS1 motor used by Chevrolet's Corvette C5-R racing program and tweaked it to create a monster that spat out a staggering 1,180 hp @ 6,875 rpm and 961 lb-ft of torque at 6,150 rpm.



Arrinera Hussarya GT

Widely regarded as Poland's first supercar. It certainly fits the bill with its low-slung design, menacing looks and aggressive styling. It's not just all about aesthetics, though; the Hussarya GT – named in reference to the country's 16th century Hussar Cavalry – could really lay down a marker under a heavy throttle foot.

The supercar had a 3.2-second 0 to 60 mph sprint and could continue accelerating to a claimed 211 mph top speed. The car's name might have Polish roots, but its heart is all American. At its core is a 6.2-litre LS7 V8 that pumped out a supercharged 6.2-litre V-8 delivering 650 horsepower and 604 lb-ft of torque, fed to the rear wheels via an automated manual gearbox with paddle shifters. In 2015, the carmaker announced that the Hussarya was ready to go into production, with a planned run of only 33 cars, priced at around \$270,000 each.



Hennessey Venom GT

shot to prominence after setting a slew of speed records between 2013 and 2016, dethroning the imperious Bugatti Veyron as the king of speed in the process.

A lightweight, reworked Lotus Exige chassis played a key role in the Venom GT's blistering performance.

However, the main arsenal was supplied by an LS9 V8 engine sourced from the Chevrolet Corvette ZR1.

Hennessey Performance extensively modified the engine, adding a set of turbochargers, among other enhancements, to create a 7.0-litre fire-breathing dragon that made 1,244 hp and 1,155 lb-ft of torque, almost double the engine's output in the Corvette ZR1.

Chevrolet SS – *Look familiar?*



Chevrolet SS: Holden Commodore

The return of the Holden Commodore to the North American showroom market was officially confirmed, with the Australian-built large car to transform into a Chevrolet SS in late 2013.

[Chevrolet SS: Holden Commodore US export program confirmed](#) for Holden Monaro.

The Chevrolet SS performance sedan was based on the next-generation Holden VF Commodore that went on sale in Australia in 2013, at some point before the US version reaches showrooms.

It was the first time in 17 years that Chevrolet offered a rear-wheel-drive performance car in the North American market. The top models got a 6.2-litre LS3 V-8 that produced 415 hp and 415 lb-ft of torque, for a sedan that could rocket to 60 mph in just 4.7 seconds and complete the quarter-mile dash in 13.3 seconds at 109 mph.

- *Few cars in its category could match that performance.*

With thanks to Corvsport.com

[Not-Corvettes Powered by Corvette Engines | CorvSport.com](#)

Australian 2022 Corvette Sells for a Cool Quarter-Million at Auction



With supply low and demand high, this right-hand-drive 2022 Corvette sold for an incredible sum at a recent auction.

The C8 Corvette has been a red-hot item since it launched a few years ago, and thanks to all sorts of constraints, supply has yet to catch up with demand. That means it still isn't incredibly easy to get one's hands on a new Corvette, without paying some sort of premium to do so, that is. However, our friends in other parts of the world have it even harder, as there are far less right-hand-drive Corvettes in existence, and it's costly to purchase one even directly from the automaker in places like Japan and Australia. But that still doesn't seem to justify the selling price of his 2022 Corvette at a recent Lloyd's auction.

When the hammer fell, this 2022 Corvette sold for an incredible sum – \$255,000 – which is eye-watering money in anyone's book, save for the wealthier types. But in all fairness, the C8 is the very first Corvette that GM is making right-hand-drive examples of, which means that buyers in several countries don't have to resort to conversions so they can drive on the proper side of the road. That whole process is handled by GM Specialty Vehicles (GMSV), but that doesn't mean there are a ton of RHD Corvettes to go around.



In fact, GM only shipped 240 units to Australia at first, and noted that it would send another 100 or so at a later date. A couple of years later, many enthusiasts are still waiting for theirs, as just 93 have been delivered thus far in 2022. This situation creates somewhat of a perfect storm for those looking to make a quick buck, and that was precisely this case with this quarter-million dollar 2022 Corvette 3LT coupe.



The original asking price on this particular vehicle was pretty high to begin with – \$160k, but the new owner will still need to dish out more money to pay for tags, title, and taxes, which could push its total cost closer to \$290k.

- A truly staggering sum, indeed, but when you live in Australia and simply have to have a C8 right now, that's apparently the price you have to pay at the moment.

[Australian 2022 Corvette Sells for a Cool Quarter-Million at Auction - CorvetteForum](#)

By Brett Foote - July 18, 2022

AUSTRALIAN C8 TEST DRIVE REPORT – *Thanks Puz for link and warning!*

Checkout the Australian [C8 test drive report](#) – noting Puz's advice to skip through the crap at the beginning and watch the vette , enjoy mate.

- *1hr 18mins Youtube video, but fast forward the first 27 minutes!*

Cheers

Puz

<https://youtu.be/CzNDYpWSI3U>

The 2023 Chevrolet Corvette E-Ray – The First-Ever Corvette Hybrid

We've all heard the rumours that [Chevrolet](#) was moving away from internal combustion in favour of electric....even with its flagship sports cars. Sadly, the Camaro will not make the transition and is likely headed to pasture in [2024](#). The Corvette, however, stands a much better chance of surviving the transition. In the latest reports to leak out of the Corvette camp, it appears that America's Sports Car will be electrified as early as next year with the arrival of the 2023 [Chevrolet](#) Corvette E-Ray.

What is it? The [2023](#) E-Ray is best thought of as a hybrid Corvette. Yes, it will still feature an internal combustion engine as it creeps further and further over the boundary lines between fuel and electric, but it will also feature an "all-wheel-drive" platform of sorts – a 70-year first for the Corvette – as the front wheels will be equipped with electric drive motors that will help power the front wheels and increase the Corvette's overall horsepower exponentially by doing so.

This E-Ray is not to be confused with the announcement made by [GM](#) president Mark Reuss in April 2022 in which he stated that an all-electric Ultium-based Corvette was in development.

But why build a hybrid Corvette? The answer, at least as explained by the folks at Motor Trend, is pretty clear. Their argument is that the Corvette has *"long been regarded as the most daily-drivable of high-performance sports cars, so adding a hybrid all-wheel-drive variant with price and performance in between the base Z51 and Z06 models extends its general usability by improving traction in foul weather—and when trying to route an extra 100-plus horsepower to the ground."*



The 2023 Corvette e-Ray

Corvette certainly wouldn't be the first to offer such a setup. In fact, many of Europe's biggest and baddest – including Porsche, Ferrari, and Lamborghini – have all taken the route of creating hybrid performance with electric drive wheels paired with an internal combustion engine of some sort. Chevrolet is just doing it cheaper than these other guys, offering options that include both a conventional 6.2-liter V8 engine along with the wilder 5.5-liter twin-turbo flat-plant V-8 (allegedly planned for the Corvette Zora model.) Assuming that each of the electric motors placed at the front wheels produces an estimated 50 horsepower, then it is possible that some of these hybrid E-Rays could easily be pushing the 600+ horsepower threshold....and when it comes to electric,

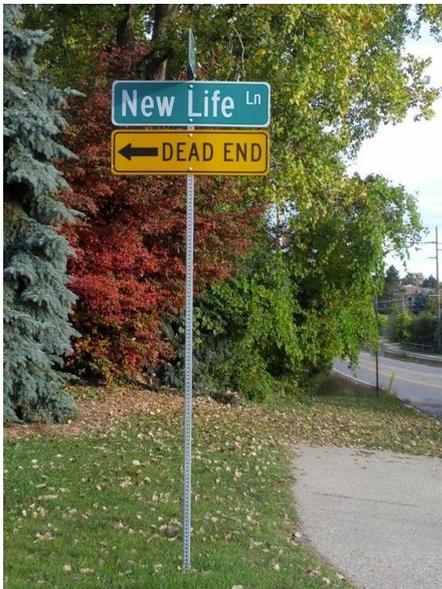
there's no optimized power band. The acceleration curve is not a curve at all, but a line that accelerates at a constant from zero to whatever top speed said motors can manage.

Given that early spy photos of these electric Corvettes don't readily reveal any charging ports, there is considerable speculation as to whether these cars will be charged solely by internal generators. It also suggests that there will be more (or larger...or BOTH) batteries to help power those electric front wheels. This could cause a partial elimination of the front trunk (FRUNK), but that remains to be seen.

While nothing official has been announced, speculation amongst those in the know put the price of the 2023 Corvette e-Ray at/around \$90,000, putting it snugly between the base model coupe and convertible and the far more robust Z06. It is believed that the 2023 Corvette E-Ray hybrid will go on sale sometime in 2023.

www.corvsport.com 10 August 2022

HELPFUL SIGNS!?





CORVETTE NATIONALS 2023, Ballarat, 24-27 March 2023

More details and registration form at 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.

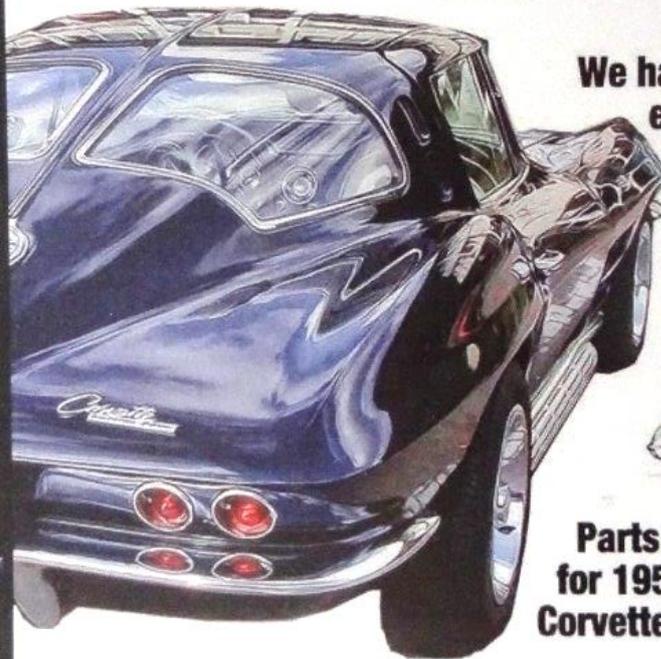
I'm open to offers for the above items. Please contact Gary Bain on 0418 656 758

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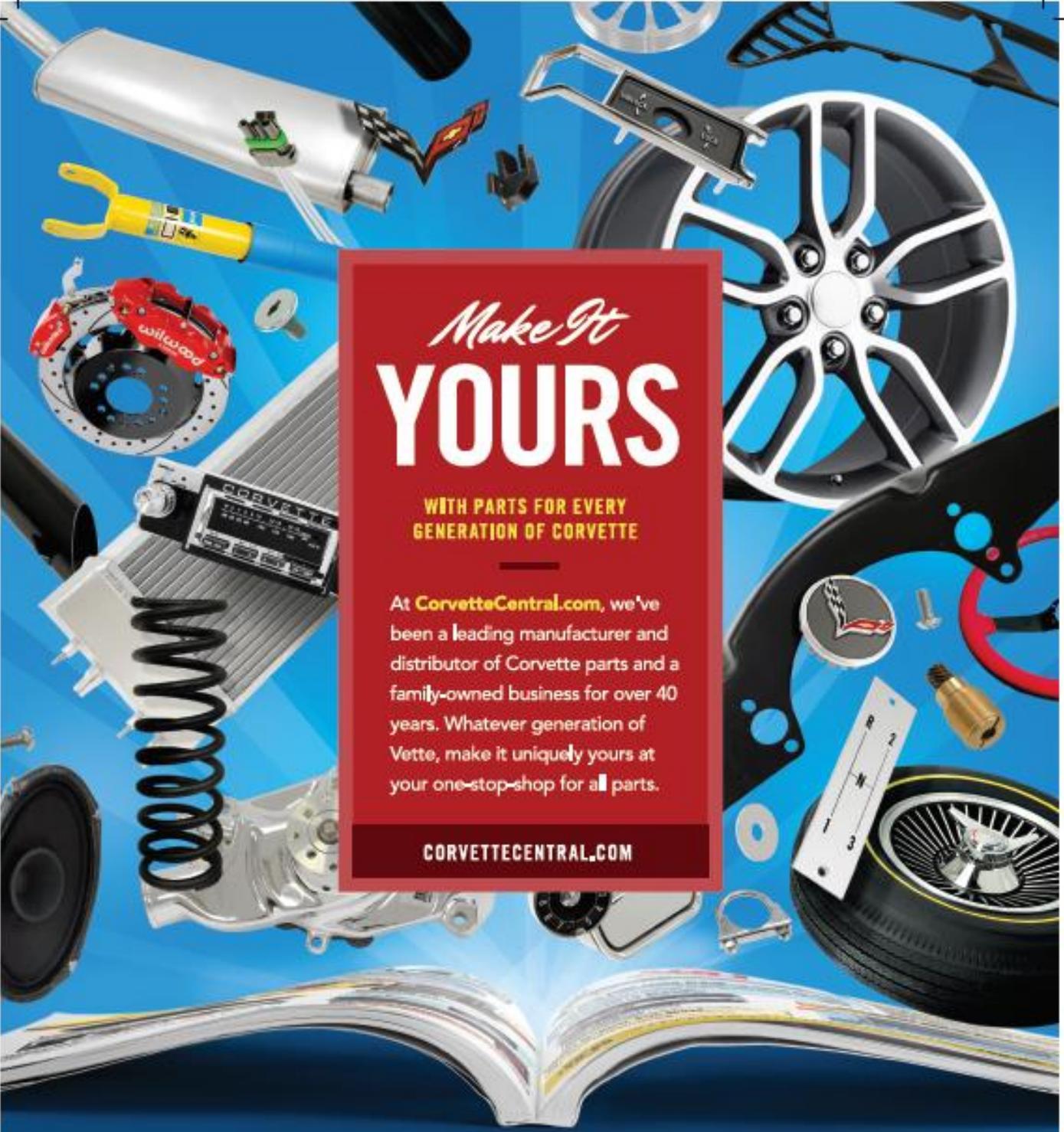


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