



## CORVETTES OF CANBERRA CLUB NEWSLETTER

August 2023

82nd EDITION

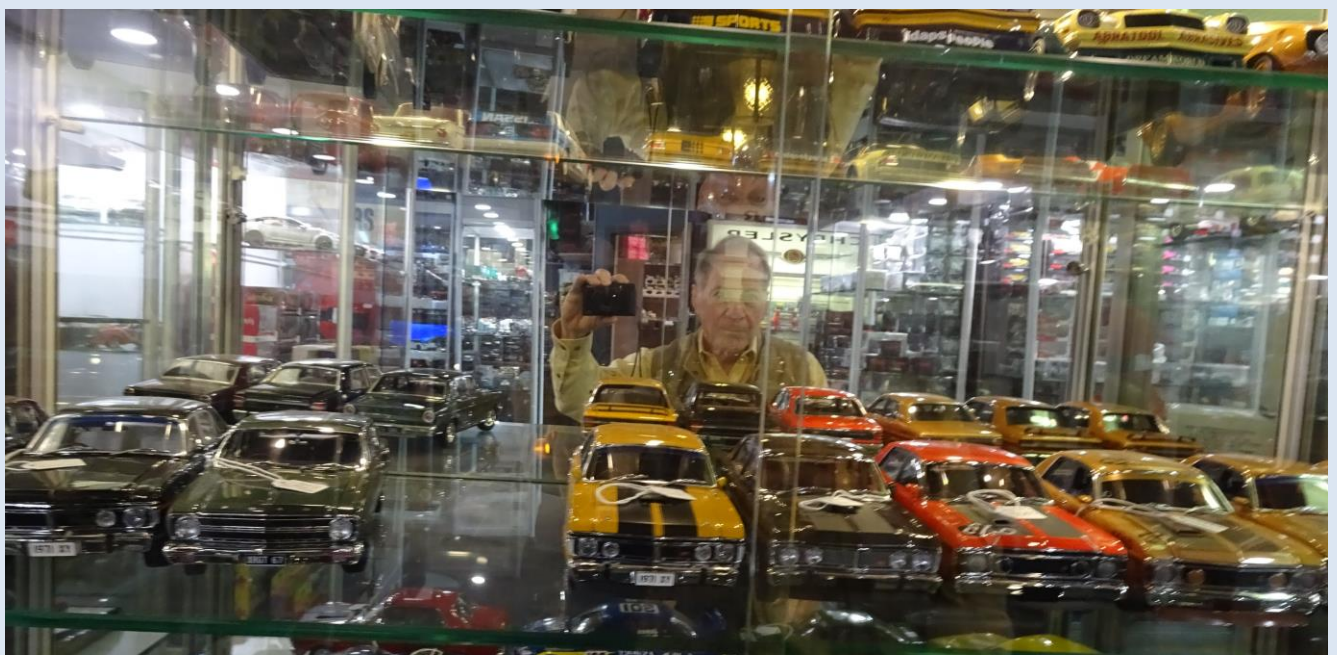
**REGULAR EVENTS** – more details by text message

*Club Dinners – First Friday in the month*

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



**South Coast members join the Canberra Club members for the June monthly drive to Braidwood for a visit to the Car Models store and lunch**



## President's Report

Hi All,

### President

Terry Ruse  
02 6297 3105

### Vice President

Errol Pentland

### Events Coordinators

Peter Bond  
0424 122 213

### Treasurer

Michelle Fraser

### Secretary

Peter Bond

### Newsletter &

### Website

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0404 289 167  
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### Registrar

Peter Bond

### Public Officer

Nicole Masters  
0417 685 132

### Committee

### Members

Steve Gough  
Brent Lockton  
Terry Smith  
Lyndon Fraser

### Life Members

Peter Steve  
Steve Gough  
Terry Ruse  
Michelle Fraser

### Corvette Nationals Dates for 2024-2030

2024-none; 2025–NSW; 2026–QLD; 2027–SA; 2028–ACT; 2029–WA; 2030 –VIC.  
Canberra will host an alternative informal Get Together on 29 March-1 April 2024, in the absence of a formal Nationals.

### Welcome our first international member



Welcome our first international member, John Lord from NZ! John attended the 2023 Nationals at Ballarat. He met with members from the South Coast, cruised in a loaned Vette and also assisted with the Show 'n' Shine Judging. He was planning to attend the 2024 Nationals in NSW, but we hope that he can attend the planned Canberra event.

### Video of Winners at the Corvette Nationals 2023

Checkout the video inside – for the Canberra Club Winner!

### Monthly Dinners and Drives

We look forward to more members attending the monthly events now that the COVID disruptions are past. See the report inside from the drive to Braidwood where we were joined by members from the South Coast.

### Reminder to renew your Club Membership

These are now due!

### New ACT Concessional Registration System from April 2023 – **Changes, Usage Criteria and Categories**

All members on and considering Concessional Rego need to carefully read, understand and follow these updated requirements to ensure eligibility. On our Club website at [NEW ACT \(corvettesofcanberra.org.au\)](http://NEW ACT (corvettesofcanberra.org.au)) and at [Veteran, vintage and historic motor vehicle registration \(act.gov.au\)](http://Veteran, vintage and historic motor vehicle registration (act.gov.au))

### **CLUB ANNUAL GENERAL MEETING – 7pm, Wed, 22 Nov 2023, Roos Club, Queanbeyan**

Important meeting. I would like to have more members attend to ensure a proper discussion. Agenda to follow.

Looking forward to the return to a more normal year and regular events!

Happy Vetting! *Terry Ruse*

### **ORDER YOUR CLUB SHIRT NOW!**

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

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





**WINNERS – CORVETTE NATIONALS 2023, Ballarat, 24-27 March 2023**  
Congratulations to Terry - best C6 in the personalised category!



Checkout the video of all the winners at <https://youtu.be/860Zy60eK18>  
– Thanks to Mark Andre for the video.



# CLUB DRIVE TO BRAIDWOOD, 4 June 2023

A perfect Spring morning to gather at the Eagle for a post-COVID cruise to Braidwood and to meet with members from the South Coast for lunch and a visit to the classic car model store.

We look forward to more members joining the monthly cruises.













## CLUB DRIVE TO ROLLONIN CAFÉ, BOWNING, 6 August 2023

We had a good crowd of members keen for the drive to the Captains Flat Pub for lunch, but a quick check on the road condition revealed that the Pub was closed...and for sale. The alternative was to head for the Rollonin Café after a short delay while a couple local police stopped to checkout the Vettes.





After driving for about 30 minutes in fine Spring weather one of the Vettes needed petrol not far from Murrumbateman. Problem was a faulty fuel gauge reading 200 km of fuel ....which was about 200km too optimistic!









## AMERICAN MUSCLE CAR CLUB OF AUSTRALIA, Spanish Club, Narrabundah, 15 July 2023

A number of members responded to Peter Bond's notice about this gathering on the Saturday morning. There was a great range of American muscle cars and several Club members made the event on the short notice. We understand that this could be a regular event.





A '62 C1 Fuelie that sold last year in Switzerland for Aus\$124K - is now valued at Aus\$161K in the latest Classic Cars Smart Buys report!



**GO ON  
TREAT  
Yourself**

## Chevrolet Corvette C1 V8

RISK FACTOR



The first-gen Corvette is flamboyant and undervalued. As the first American sports car to challenge the domination of the European auto makers, the C1 has a significant place in history. In 2022 the Old Timer Galerie Auction in Switzerland sold a rare restored and matching numbers 1962 C1 'Vette with fuel injection for £65,632. GM only built 1918 'fuelies' and they're highly desirable. But in the UK, we're not familiar with Corvette minutiae, so C1s can be opportunities.

We're suggesting the 1956-on version with the coved body sides and 240bhp V8 which is more civilised than the '53, having wind-up windows, improved interior and optional hardtop. '57s got a bigger 220bhp, 4.6 V8 - advertised as 'One Horsepower Per Cubic Inch' - plus a new four speed box and 132mph top speed. Twin headlights appeared in '58, and in 1960 C1s earned a class win at Le Mans, coming eighth overall. Production ceased in '62.

On the road it's all sound and fury. It feels huge and heavy, with the power coming in lazy dollops. It shimmies and leans, the brakes need a massive shove, and it takes ages to react to driver inputs - and yet the wilful, wild cinematic glory is totally disarming. This is a car for floating around in, looking glam. But while the early '53s and the '63 Sting Rays that followed are now mad money, the middle-generation C1 V8s are still sensible. We think that could change.

While the GRP body may not rust, the chassis definitely does, so it's best to get any prospective purchase up on a ramp. You'll be lucky to find a matching numbers C1, or one with much US history, but don't be put off by modern upgrades. Like XK Jaguars, updates that improve the C1's refinement are welcomed by buyers. Best buying comes from rare spec examples, so do your homework and gen up on the models, years, and option differences. That cheap Swiss-sold '62 'fuelie' is worth £85k now.

'The cinematic glory is totally disarming... a car for floating around in, looking glam'



# CANBERRA CLUB VETTES FEATURE IN JUST CARS COLLECTORS ISSUE for the 2023 Vette Nationals



as well as a Corvette-themed trailer, this limited-edition watercraft was for sale at the Nationals, too.

The JUST CARS team picked out some of their highlights amongst the display vehicles, but what's shown here only scratches the surface of what was on show in Ballarat.

### ADDITIONAL ATTRACTIONS

The Gold Rush Corvette Nationals was much more than just a car show, with a Meet & Greet evening at the Mercure.



With this year's Gold Rush Corvette Nationals being the first since 2019, Corvette and Corvette enthusiasts were there in big numbers.



GMSV were the major sponsors of the Gold Rush Corvette Nationals, using the event to showcase their latest models, including the 2023 Corvette coupe and convertible.



Identifiable by the quad headlights that were introduced that year, this 1964 model was immaculate.



This stunning 1964 Corvette appeared to be factory condition, in every way.



It looks stock, but this '54 Corvette has a few surprises. Look for a full feature on it elsewhere in JUST CARS.



More than 200 Corvettes took part in the public show 'n' shine display.



Ballarat, night show for registered entrants at the Sovereign Hill historic theme park, a cruise through the region, presentation of Show 'n' Shine awards at nearby Creswick, partners' events, plus time to relax and shop. For many, the Nationals is also an opportunity to catch up with fellow Corvette owners, with lots to talk about since the last Nationals in 2019.

On Sunday, 26 March, the event wrapped up with the Goldiever Dinner at the Mercure Ballarat, where entrants decked themselves out in golden apparel and

### C1 RESTORATION

The Corvette's first major styling change came with the 1958 model year, when the headlights were moved forward and the stone shields removed, while the tail lights were funnelled into the rear pockets and exhaust outlets repositioned.

The most obvious design change, though, was the addition of covers on the flanks, which were finished in stainless steel and could be painted in a contrasting colour (either silver or beige) for extra cost. While today, many Corvettes from the era seem to forego this treatment, just over one-third of buyers selected it in 1956.

A less obvious change was the addition of exterior door handles for the first time, with proper wind-up windows introduced, too. In

concert with the latter, a removable hardtop was also introduced, with this option said to have a take-up rate of almost 100 per cent, as it provided much better weather protection than the standard convertible hood and clip-in side curtains.

Under the revised body, the '58 Corvette standardised the 265ci (4.3L-stroke) V8, which was available in three levels of tune and could be matched to silver or three-speed manual or two-speed automatic transmission.

While this '58 Corvette looks authentic (and is in most respects), the pale blue exterior is not a 1958 factory colour. The more obvious change is the right-hand drive conversion, which looks to be very well executed. A radio upgrade is also visible.



### C3 CUSTOM CONVERTIBLE

Introduced for the 1968 model year and remaining in production until 1982, the third-generation Corvette is the signature example of the model to many casual observers. The C3's new exterior styling, inspired by the Macho Shark, if concept, was matched to an all-new interior, but many mechanical features were carried over.

Engine options included 327, 350, 427 and 454 HPI, while 8,200 hp was offered as a California-delivered example. Manual and automatic transmissions, in three, four and five speeds, were available. A number of frame, engine and gearbox options carried over from the C2.

While hidden headlights were standard on the C3 Corvette, this custom convertible has glossed over their appearance entirely and

relocated them to the lower grille as part of an extensive makeover of the fibreglass body. On this example, the revised lower, including the customised bumper bulge, fits forward as regular bodywork, while the newly repositioned headlights have been customarily fitted front and rear. At the back, the C3 Corvette's subtle rear spoiler has been reimagined.

Along with the subtleties (repositioning of the rear spoiler and steering knuckle), the high-end features include custom alloy wheels, borrowed from other special Corvettes, and 1848 hp.

Although the model year of this custom Corvette is unknown, it's most likely a 1973, on that fact, the styling hints toward the Supermile, Impact- absorbing front end with a conventional rear bumper.





were entertained with live music, a raffle, auction, additional trophy presentation and other activities.

As Corvettes of Melbourne President, Tony Asquith, declared: "If you missed the Gold Rush Corvette Nationals, you missed a FABULOUS event."

**LOOKING AHEAD**

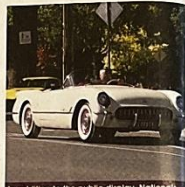
At this stage, there is no Corvette Nationals in place for 2024, with NSW clubs pitching to host in 2025 instead, but the response to this year's event may see the Victorian Corvette clubs unite again to host



This C2 Corvette coupe is the highly-desirable 1963 model, identifiable by the split rear window that was unique to that model year.



This '61 model had a bunch of restored touches.



In addition to the public display, Nationals entrants did a cruise of the National region, amongst other activities.



'Veltes and their owners come from far and wide.



This 2023 Stingray is also a 70th Anniversary Edition.



The Nationals' Show 'n' Shine presented examples of every Corvette generation, from oldest to newest.

a scaled-down event (Asquith called it a "Clayton's Corvette gathering") sometime in early 2024.

If you're a Corvette owner and would like to enjoy your car amongst like-minded Corvette owners and enthusiasts on cruises and at small-scale social events, as well as big events like the Nationals, Corvettes of Melbourne would love to have you on board, as new members are always welcome.

For more details, go to: [corvettesofmelbourne.com](http://corvettesofmelbourne.com)

**C2 GRAND SPORT TRIBUTE**

When the C2 Corvette was losing its competitive edge against the Shelby Cobra in US racing in the early 1960s, GM countered the development of a "lightweight" version with a spaceframe chassis, thinner fiberglass panels and stepped-out interior. The result was called the 'Grand Sport'.

To homologate the Grand Sport, 125 needed to be built, but only five were completed before GM instituted a ban on factory involvement in racing. Ultimately, those five did the job they were designed to do - beat the Cobras - in the hands of privateers, but as the production minimum wasn't met, they were ineligible for the class they were originally intended for.

Attending the Corvette Nationals in NSW, this Grand Sport tribute restored started as a stock C2, before extensive bodywork

modifications were made, accentuated with replica parts imported from the USA.

Details taken from the original Grand Sport endurance racer include multiple cooling vents and air scoops, as well as items like a flap on the outside front fender that allowed the brake master cylinder to be refilled without opening the bonnet.

While the V8 in this car is of the same 377ci capacity as the '63 Grand Sport, it's a modern LS3 small block, matched to a Tremec five-speed. Suspension comes from a C7 Corvette and the wheels are modern Forgiatone alloys, in 19x10 front and 20x12 rear.

Inside, there's 1963-style analogue gauges and C7 Corvette seats with ostich hide accents, while the headlining with Route 66 imagery is a quirky touch.



**MALIBU CORVETTE Z06 SKI BOAT**

When you go for a ski boat, the last thing you expect to see is a Z06, especially one with "cal" features, but that's exactly what this unit is.

In 2008, US ski boat builder Malibu produced a limited-edition, the Corvette Z06 Sport V-8 with Corvette mechanical and cosmetic features.

The 7.0 liter V-8 kept the same styling used in a C8 Corvette Z06, producing 380hp and capable of 45mph (about 56 knots or 104km/h) on the water. Other Malibu features made this version of the boat a true "Corvette" inboard production boat for the industry.

In the cabin, Malibu blended premium Corvette seats with heated and a dashboard, power windows, cruise control, leather and carbon fibre detailing. The driver's compartment for a Rockford Fosgate sound system was

under the "boom" up front, while LED lighting featured throughout, including in the engine compartment.

On the exterior, Corvette hooding was added to the nose, flaps over the side were chrome, and the tail lights are tucked away to the interior. A removable swim deck at the rear set the boat in the water and also provided a

stopping in a matter of 182 feet. So when new in 2008, only 28 Corvette Z06 Sport V-8 boats were produced by Malibu, with a matching price tag of \$200,000.

At the time of the Nationals, the boat was in good condition. The Corvette's interior was in excellent shape, with a listing price of \$200,000. Call Damon on 0475 616 007 for details.





## FERRARI WINS AT LE MANS - BUT GM SCORES WITH CADILLAC THIRD AND CLASS WINS FOR CORVETTE AND CAMARO

[GM Didn't Win Le Mans, but It Put Motorsport on Notice. Here's How. \(msn.com\)](https://www.msn.com)



Ferrari broke through with its first victory at the 2023 24 Hours of Le Mans, after an absence of 50 years. Toyota was gunning for its sixth overall win in the final hours when it spun and handed the lead to the Ferrari.

Although GM fell short of the top spot this year, it disrupted the 100th anniversary of the French endurance race in the loudest and proudest of ways: five cars blasting all-American V-8 exhaust notes and finishing first in the LMGTE Am class, and third and fourth in the Hypercar class, including a third outright for Cadillac.



Cadillac's return to Circuit de la Sarthe marked the first time the American brand competed there in 21 years. Cadillac's hypercars were the only ones in the class powered by naturally aspirated 5.5-liter V-8 engines.

The boisterous engine sounds were no coincidence. For starters, the three competing Cadillacs were the only examples running naturally aspirated engines in the Hypercar class. The 5.5-liter V-8s are clean sheet designs built specifically for the new race category, and the engines produced a distinctly



different sound from the field as they blasted through the 8.46-mile course. They stood out by churning an exhaust note several octaves lower than the shrieking, turbocharged engines of Glickenhaus, Ferrari, Peugeot, Porsche, and Toyota.

Cadillac has also announced its partnership with Andretti Global to field a Formula 1 racing team.



The **class-winning Corvette C8.R's** naturally aspirated 5.5-liter engine produced a distinctly searing sound at the race thanks to its flat-plane crank setup, which trades the familiar V-8 rumble for a higher-pitched exhaust wail.

Rounding out the charismatic American presence was a true outlier: a NASCAR-derived **Chevrolet Camaro ZL1**. The first NASCAR-related entrant since 1976, this dropped, spoiled, and lightened Camaro ripped across the track with an angry crackle. Due to a driveline issue, the Camaro spent an hour getting worked on in the pits and eventually finished 39th in the 62-car field.



Click [here](#) for more photos of General Motors at the 2023 24 Hours of Le Mans.



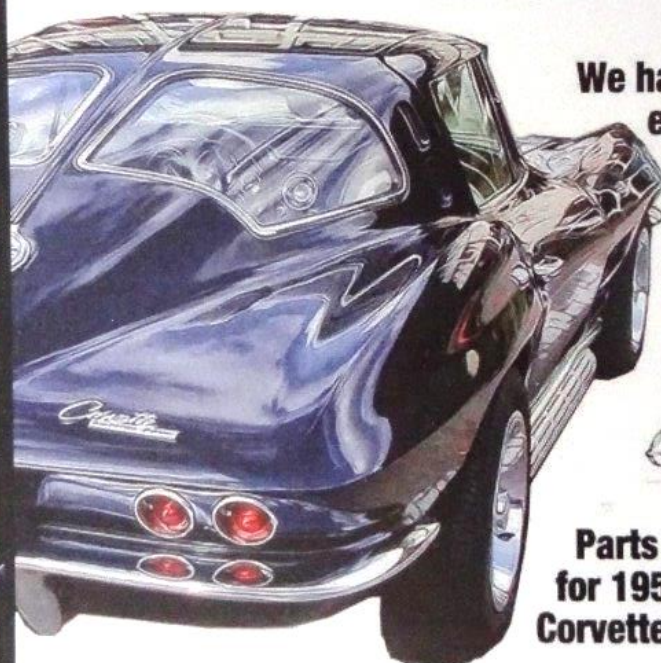
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