

40th Anniversary of the NSW Corvette Club

1980 - 2020



FORTY AND FABULOUS!



DECEMBER 2020

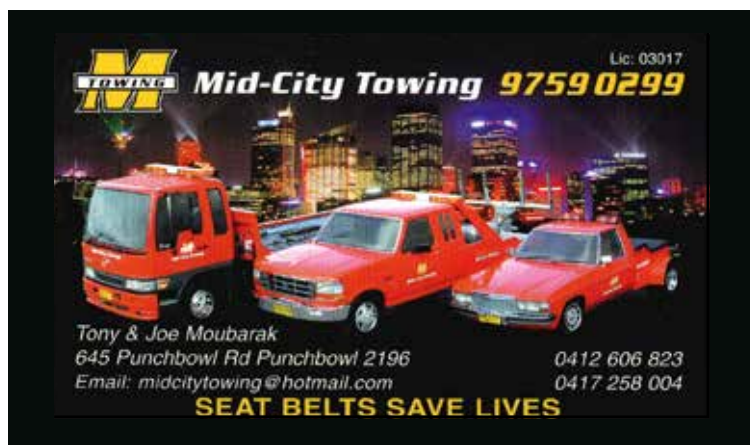


2020

- CALENDAR -

ANNUAL EVENTS

Sunday 17 th January	ALL AMERICA DAY - MACARTHUR SQUARE (ORGANISED BY MUSTANG CLUB)
Friday 26 th -Sunday 28 th February	ULLADULLA (WEEKEND)
Sunday 28 th February	RISING FROM THE ASHES CHARITY CAR & BIKE RALLY- MILTON SHOWGROUND (ORGANISED BY ST MARYS STAR OF THE SEA CATHOLIC PARISH)
Friday 2 nd –Monday 5 th April	NATIONAL CONVENTION - CANBERRA
Friday 16 th – Monday 18 th April	MEATSTOCK BBQ WARS – SYDNEY OLYMPIC PARK HOMEBUSH
May T.B.A	GENERAL MOTORS GM DAY – PENRITH MUSEUM OF FIRE (ORGANISED BY THE CADILLAC CLUB)
July – T.B.A	CHRISTMAS IN JULY
July /Aug T.B.A	BRASS MONKEY RUN
August – T.B.A	CMC SHANNONS SYDNEY CLASSIC- EASTERN CREEK
Aug/Sep- T.B.A	CLUB'S SHOW & SHINE
Sep/Oct – T.B.A	PORT MACQUARIE (WEEKEND)
Wednesday 6 th -10 th October	BATHURST
Friday 22 nd – Sunday 24 th October	CHROMEFEET – THE ENTRANCE
Sunday 31 st October	JAMBEROO CAR SHOW & FAMILY FUN DAY
Saturday 13 th – Sunday 14 th Nov.	WINGS OVER ILLAWARRA – Illawarra Airport Albion Park
T.B.A	COATES HIRE NEWCASTLE 500
T.B.A	SOAR & ROAR – EASTERN CREEK



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Stephen Browne, Les Teefy



♦ Founded 1980 ♦

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Corvette Club Maryland U.S.A.*

CLUB ADDRESS

NSW Corvettes Unlimited Car Club Inc.
PO Box 1044
GREEN VALLEY NSW 2168

MEETINGS

1ST TUESDAY OF EACH MONTH

The New Brighton Golf Club

43 Brickmakers Drive Moorebank

Meetings commence at 8.00 pm

All members, children and visitors welcome

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MEMBERSHIP DUE 30TH JUNE

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CONTRIBUTIONS WELCOME

Contact Editor

**Deadline for reports and articles
is COB Monday of week prior to
meeting night.**

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Please note EFT payments can be made to Club's official account which is
**"New South Wales Corvettes
Unlimited Car Club, Inc"**

BSB 112 879; A/C 043316814

president



Hello 'Vette Members,

The year is just about over and by the time you read this the Christmas party will probably have come and gone, and we will all be talking about what a great day it was! I know the Christmas party will be a great event and I am looking forward to seeing everyone and hopefully some of the new members who have joined this year. We all need to be mindful of the criteria around covid-19 safe procedures.

I want to thank Mandy for her efforts this year because despite all the difficulties, there have been runs when possible and I'm sure there will be more and better times next year.

The club has functioned to a degree and with the lifting of COVID-19 restrictions and with common sense, we hopefully will see improvements in the new year. Those of you who use the club forum will have seen that Peter P has been posting information as it becomes available to our website to keep members informed. Thank you Peter for your efforts this year.

I wish all Members, families and friends a very Merry Christmas and happy new year

Bob Fitzsimmons

DECEMBER	2020	
Sunday 6 th	Soar & Roar – Eastern Creek CANCELLED	CE12/20
Sunday 13 th	Breakfast Run – Bulli Beach – Organised by Mandy Caprin Please contact Mandy on 0409-668-341.	CE13/20
Thursday 17 th	Codger Run - Organised by Peter Cox Please contact Pete on 0438-323-744.	CRN19/20
JANUARY	2021	
Sunday 17 th	All America Day – Organised by The Mustang Club Macarthur Square, Please contact Mandy on 0409-668-341	CE1/21
Thursday 21 st	Codger Run - Organised by Peter Cox Please contact Pete if you wish to attend on 0438-323-744.	CRN1/21
FEBRUARY	2021	
Tuesday 2 nd	Club Meeting – CURRENTLY ON HOLD Brighton Lakes Recreation & Golf Club – 43 Brickmakers Drive, Moorebank. Committee Meeting starts at 6.00pm. Dinner from 6.30pm. General Meeting starts at 8.00pm. All Welcome.	CM1/21
Sunday 7 th	Southern Run – The Heads Hotel – Shoalhaven Heads Leaving Heathcote Service Station @9.00am with a coffee & photo stop at Kiama, then onto the Heads hotel for lunch at 11.30am. If you wish to attend, please contact Jim Carruthers on 0402-016-995.	CES01/21
Sunday 7 th	Northern Run – Organised by Peter Cox Please contact Pete if you wish to attend on 0438-323-744.	CRN2/21
Thursday 18 th	Codgers Run – Organised by Peter Cox Please contact Pete if you wish to attend on 0438-323-744.	CRN3/21
Friday 26 th – Sunday 28 th	Ulladulla (Weekend) Organised by Mandy Caprin- Full Details in February Magazine.	CE2/21
Sunday 28 th	Rising from the Ashes Car & Bike Rally – Milton Showground (Organised by St Mary Star of The Sea Catholic Parish) Details will be put in the February Magazine, once confirmed with organisers.	CE3/21



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DUE TO COVID REGULATIONS, ALL MEETINGS AT THIS STAGE ARE STILL ON HOLD, PLEASE REFER TO THE ANNUAL CALENDAR FOR MAJOR EVENTS AND SAVE THE DATES IN YOUR DIARY, HAVE A WONDERFUL CHRISTMAS AND WE HOPE TO SEE YOU ALL, AT ONE OF OUR EVENTS IN 2021.



Hello Everyone and hope you're all well,

In my last report I said what an uneventful year it has been so far.

As this magazine goes to print our annual Christmas dinner and our 40 year Corvette Anniversary is going ahead. At last count there are around 70 of us attending this event; this year being held at Ettalong on the Central Coast. A lot of us have decided to make it a long weekend by staying overnight and really enjoying our Christmas/Anniversary event.

2021 is just around the corner and I'm sure we are all looking ahead to better times, hopefully the Canberra Convention will be top of the list for many Corvette lovers.

I would like to wish all our members and families a very

**Merry Christmas and
a Happy New Year.**

Cheers everyone,

Tony



Secretary's Report - Belinda

Hi Car Clubbers,

Once again, due to the current state of COVID 19 restrictions, the monthly meetings have been put on hold, however we will continue to collaborate and get the magazine to you.

As 2020 comes to an end, it has been a year like no other and will be one we won't forget. Our members have endured social restriction, family loss, isolation from family and friends, however, as we start to see a bit of light at the end of the tunnel, I think we have all become stronger.

Christmas is just around the corner and we can now catchup with those we have missed over the past 8 months.

I would like to thank all our members for their support of each other and the committee, throughout this COVID year.

**ON BEHALF OF THE COMMITTEE, HAVE A FABULOUS CHRISTMAS,
CELEBRATE WITH FAMILY AND FRIENDS.
STAY SAFE AND WE WILL SEE YOU IN THE NEW YEAR OF 2021**

Congratulations to the following members:

15yrs Membership – 2005

**Cathy Tullock
Allan Gillan**



RETURNING TO MANGROVE CREEK DAM

Finally the message came through that the picnic area at the dam was open to the public and so the mystery run had a destination for the November cruise.

5 Vettes and a Stinger-ray gathered at Ourimbah Interchange on a lovely warm day for cruising and we set off up the Yarramalong Valley enjoying the rural scenery and the twists and turns of the road. We stopped at the servo at the foot of Bumble Hill for the usual coffees and snacks and of course a good long chat to catch up with everyone.

Then came the hill climb which is always fun and soon we were in the hinterland and dodging the bikes which always seem to be rolling along the Great Northern Road every day of the week now.

Once we turned off for the dam it was much quieter and we once again had some winding road to test the tyres a bit.

At the dam there were plenty of picnic tables for us to socially distance and we set about cooking lunch on the BBQ's. Pete and Jean introduced a new trick ... bring your plates and leave the food at home. This worked very well as we were able to fill the plates with a lot of tasty samples from around the camp. All was forgiven when Jean produced some chocolate coated strawberries from the bottom of her bag. These went down very well with Sand's apple cake. Soon it was the time when old codgers start thinking of the afternoon nap and people began packing up to head for home.

Thinking back over the most unusual year we have had we have to consider ourselves very lucky to have been able to get the cars out just about every month through the year. And to have enough places which are out of the way to avoid crowds and still have the facilities for a great day out in the fresh air. It's been good for us and for the vettes as they do like to be driven regularly.

In January it will be another picnic and a planning day for trips in 2021.. If the covid situation continues to improve we will have a lot more options to consider. Get your thinking caps on and bring your suggestions so we can keep enjoying life in a vette with friends!

We are thinking that the usual last event of the year will be on the 2nd Thursday in December because Pete is having another stab in the eye after that. It will be straight to Killarney Vale with or without your vette More details soon.

Cheers.... Pete..... 0438 323 744



RETURNING TO MANGROVE CREEK DAM



Next Codgers outing and
the last for 2020
is Thursday 10th December
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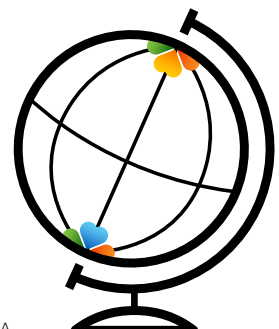


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Merry Birthday - December Members

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 Chris JOHNSON
 Ross LITHGOW
 James RALEIGH
 Andrew JORDANOU
 Joseph FARRUGIA
 Greg SCHEETZ



Darren MOIR
 Warren PARKIN
 Earl ROBINS
 Clive ALCOCK
 MARK BYROM
 Tony CHRISTIE
 Rick THOMAS



Happy Birthday to our January Folk

Ian HURLEY
 Harry TURNER
 Charlie MICALLEF
 Peter LYNCH
 Lynn CHARLTON
 Neil GROAT
 Robert WILLIAMSON
 Mark ESTEPHAN





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ALL AMERICAN DAY

Sunday 17th January 2021

Subject to COVID19 conditions/compliance — Event TBC Dec 2020



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Come Join us - Book Now



Next year we are going south instead of Nelson Bay.
We're heading to Ulladulla

Friday 26th February to Sunday 28th February

Staying at the Ulladulla Harbour Motel who are holding rooms for us -
please contact the motel on (02) 4455 5444 by Monday 2nd November to secure your room.
Please advise them you are with the Corvette club.

Prices range from \$140 to \$160 per room per night depending on room type.
A 25% non-refundable deposit is required to book, balance due on arrival.

I have chosen this particular weekend because it ties in with the
'Rising from the Ashes Car & Bike Rally' that was postponed to 28th February.
For those who wish to participate, cost is \$25 per car to enter.
Full details in upcoming magazine.



If you would like to attend you need to book
your accommodation
and notify me on 0409 668 341

Mandy.



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THE YEARS



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		Oct 2020			
Details	Payments/Receipts	Pmt	Bank	Printing	Postage
		Type	fees		
Opening balance			\$8,095.72		
Copyset	Magazine - Postage	eft		-\$955.00	-\$118.57
	M'ship Badges	eft			-\$13.80
	M'ship Shirts	eft			-\$20.46
Xmas Luncheon	RSL Staff	eft			
St George	fees	eft	-\$20.00		
Total Exp.			-\$20.00	-\$955.00	-\$152.83
Receipts	P'Cash c/fwd	\$0.00			
Xmas Function	D'Dep				
Interest	Interest		\$0.06		
P'Cash banked	P'Cash banked				
Total Months Repts			\$0.06	\$0.00	\$0.00
Closing balance			-\$19.94	-\$955.00	-\$152.83
1st Investment Acct	open	\$1,122.63	\$0.04		
2nd Investment Acct		\$41,000.27			
Total Funds					

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WELCOME, WELCOME, WELCOME, AND WELCOME BACK!

We have been away, but we are back!

Post Covid-19 ALL HISTORIC RACE MEETING SEPTEMBER 2021

Rob Rowe/John Lackey/John Medley are once again involved in running a race meeting—for old cars and old motorcycles (including sidecars). We started at Amaroo Park in 1976, and revived with great success at Wakefield Park in 2016, 2017, 2018, 2019-- special days indeed.

Ours remains a unique and special event: we are amateur enthusiasts who love our motor sport, and want to share that with like-minded enthusiasts, friends old and new. We would like you to join us.

We are challenged by trying times. We hope to endure and to survive, but we cannot do this alone: we need your help, your involvement, your active participation, your very strong commitment. Our relationship with Wakefield Park remains wonderful, but in 2021 we investigate a new site: Pheasant Wood Circuit, Marulan-- as keen as we are to host this special event.

We together need us all to meet this challenge

What "All-Historic Race Meeting 2021"

When 11th and 12th September 2021 (with a private practice day available on the 10th September 2021).

Where Pheasant Wood Circuit, near Marulan NSW. Pheasant Wood Circuit is not as long as Wakefield Park, but lap times at Pheasant Wood are similar to those at Wakefield Park. The track is licensed for 25 machines in a race or regularity trial. Google "Pheasant Wood Circuit" for track layouts and on track action pictures of solos, sidecars and racing cars.

There is camping accommodation reasonably nearby at the Bungonia National Park at very reasonable cost; or all the accommodation options at Goulburn 30 kms south on the M31.

Who Pre 1963 Motor Cycles and Outfits and Pre 1961 Sports and Racing Cars.

How By 31st December 2020, we need confirmation of your intention to compete from a minimum of 100 eligible cars and 100 eligible motorcycles, in the form of a \$50 deposit on your entry fee (to be refunded by 31st January 2021 if insufficient entries are received).

Please send your name and \$50 deposit to Pheasant Wood Circuit

Phone Pheasant Wood 02 48411422 to make arrangements to pay by cheque or money transfer.

Bank Details BSB: 032102 Account: 108676 Use your name as the reference.

Total entry fees, including deposit, are \$160.00 Solos, \$ 160.00sidecars, \$200.00 for cars.

MA, MA single event, AASA and CAMS open and CAMS L2 (regularity) rider/driver licences will be accepted.

If we do not succeed in getting entries for 100 Cars and 100 Motor Cycles (including sidecars) the meeting will be abandoned and Historic Motor Sport in NSW for older Historics will probably cease to exist!.

Why To have a wonderful race meeting and enjoy our bikes and cars and one another's company.

We do not wish to fail; we want you to help the meeting to succeed. Please plan ahead, commit to this plan, spread the word to encourage others particularly new others to send their deposit. Let us all get this special occasion on the go.

Pheasant Wood Circuit and RR, JL, JM.



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The Chevrolet Big Block V8 Engine



In its most familiar and long-running format, the Chevrolet Big Block was Introduced in 1965 as a 396 CID powerplant and from that time forth, it has earned its own place in automotive history as one of the most well known tour-de-brute-force engines on the market. Known for knock-out power and high revving capabilities, the Big Block V8 is respected worldwide as one of the most impressive engines of our era. There are many larger Jeeps into which these engines can be converted.

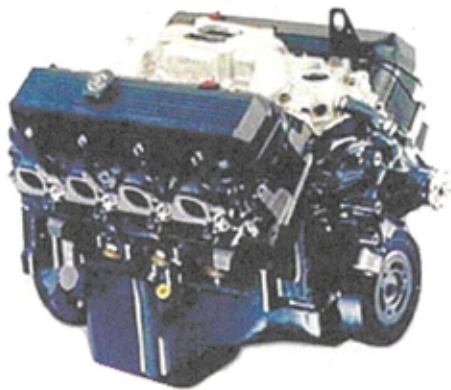
A Dose of Chevrolet Engine History

As early as Chevrolets were on the road, they were developing a reputation as cars with an edge on performance. Chevy's first V8 was actually introduced in 1917. It was a 90 degree, overhead valve engine. It was produced for only two years - as Chevy got into four and six-cylinder power instead for the "smaller" cars they were then producing.

Cadillac probably initiated the horsepower war when it introduced its new V8 in 1949. However, Chevrolet would soon bring it to the popular level with its historic Small Block V8 in 1955.

Mark I, W Series Big Blocks

The first generation of Chevy big block engines was an important precursor to the Big Block as we recognize it today. This was the 1958 W Series engine. These motors ranged from 348 to 409 to 427 CID, developing up through a [factory



claimed] 430+ horsepower and 435 ft. lbs. of torque.

The Chevy V8 is sometimes called the "Rat" motor. The "Rat" name came from the valves not being in line giving a "porcupine" look. This evolved into "Rodent" and then "Rat". The small block, being the little brother of the "Rat" motor became known as the "Mouse"

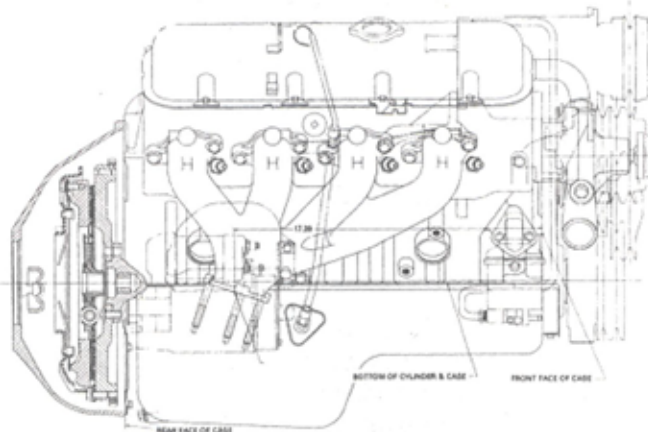
The Mark II Big Block

The design work for an essentially new, second generation big block began in 1962, and by February of 1963, Chevrolet showed up to Daytona armed with fresh, 427 CID big block power.

The Mark III was a blip worth mentioning in that it was merely a design study stemming from the Mark II, but with wider bore centers for which GM was reticent to invest in its tooling. Rumors swirled and significant redesigns occurred and GM was onto...

The Mark IV Big Block

In model year 1965, Chevrolet released its new Big Block as most of us know it. It was the 396 CID in its flagship Corvette model, featuring an introductory 325 HP / 410 ft. lbs. This engine featured an innovative valve layout in the heads that allowed it to be a highly favorable architecture for high-revs, despite the engine's notable torque and larger size.



1966 saw the release of the famous 427 and with it the horsepower wars headed into their glorious crescendo, and from 1966-1969, several special versions and multiple variations were released by GM with horsepower reaching as much as 430 HP and torque reaching as much as 485 ft. lbs.

For the 1970 model year two Big Block variants were released. One of them was the 402 CID; a 396 bored .030" over. More significant for this year was the advent of the 454 CID (or 7.4L). In this engine, power reached 460 HP / 490 ft. lbs. in regular production tune and probably peaked at nearly 650 hp in special GM tune at the top of the muscle era this year with race and drag applications going beyond that.

The 427 engine continued to be produced for the Corvette through 1974 and some Chevy cars through 1975. They saw uninterrupted service in many models of Chevy / GM trucks through 1995. The motors did begin to see detuning in the fuel-crunched 70's in addition to tangling emissions controls certainly didn't help the situation.

TBI Fuel Injection

Having proved their successful Throttle Body Injection (TBI) system during the 1985 model year for the Small Block V8 and Small Block V6 line, GM introduced TBI to the Big Block in 1988, using the same ECM and code, with only the injector and throttle-body size being increased to match. This system continued in use through 1995, overlapping onto the next generation of Big Block to be released. It should be noted here that carbureted and TBI engines were produced concurrently through 1995, the former being delivered from GM to various its transportation and industrial buyers, including bus and watercraft companies, making these the last of the GM engines to hang on to carburetion.

Generation V

In 1990 for the 1991 model year, GM released significant design changes to create the Gen. V Big Block, reflecting changes in both the engines and GM's naming conventions. Just as they had done for the Small Block in 1986, the Big Block got a one-piece rear main seal. All main caps went exclusively to four-bolts. The valvetrain went from adjustable to non-adjustable. The use of TBI continued and because of its permanence, the now-obsolete mechanical fuel pump boss was removed from the block. Also significant was GM's move to aluminum valve covers, away from the classic stamped steel versions.

Generation VI

1996 was a watershed year for the automotive industry as they moved to OBD II diagnostic standards, which often coincided with the release of culminating powertrain technologies across several brands. This was no less true of the wonderfully persistent GM Big Blocks. As such, the 454 Big Block was reappointed with Sequential Fuel Injection in 1996 and successfully met On Board Diagnostics II standardization and efficiency requirements and was dubbed the "7400 Vortec", a moniker that drew from the popularity of Chevrolet's torquey 4.3L Vortec V6. Significant mechanical changes were few and included the upgrade to an aluminum front cover with an integral timing tab.

Generation VII

Five years after its most recent and significant changes, and four years after the release of the history-changing Generation III GM Small Block V8, the Big Block would now receive its just desserts and be almost entirely redesigned and then outfitted with the same



advanced control system as the Gen. III LS / Vortecs, and with terrific results.

This 2001 Big Block was a stroked version of its 454, with displacement up to 494 CID or 8.1L and therefore dubbed the '8100 Vortec'. Just as revolutionary was the move to the coils-near-plugs design.

Far from being a classic Chevrolet Big Block overlaid with advanced controls, the Vortec 8100 was 90% redesigned, sharing only bore centers, valve centers, bore and diameters with the previous 7.4L V8. The intake manifold on the Vortec 8100 is of cast aluminum, but the block and head of this engine are still made of cast iron in an industry that is otherwise moving steadfastly to aluminum alloys.

The compression ratio on this generation of engine was typically 9.1:1, and HP up to 330 HP and 450 ft. lbs. of torque. Unique to the Vortec 8100 over many contemporary engines is its returnless fuel system with anti-reflux valve. GM equipped vehicles of this engine can include the 2500HD / 3500 series trucks, including the Avalanche, Silverado, Suburban, Sierra, Yukon XL, up into the medium duty trucks like the Kodiak, TopKick and Workhorse. In 2006, the 8.1L was fitted with an electronic throttle-by-wire or Electronic Throttle Control system, similar to that introduced on the 1997 Corvette LS1 and the 2001 Small Block Vortec series engines. Additionally, the EGR valve was removed due to the advanced burn characteristics provided by the advanced PCM control system. similar to that introduced on the 1997 Corvette LS1 and the 2001 Small Block Vortec series engines. Additionally, the EGR valve was removed due to the advanced burn characteristics provided by the advanced PCM control system.



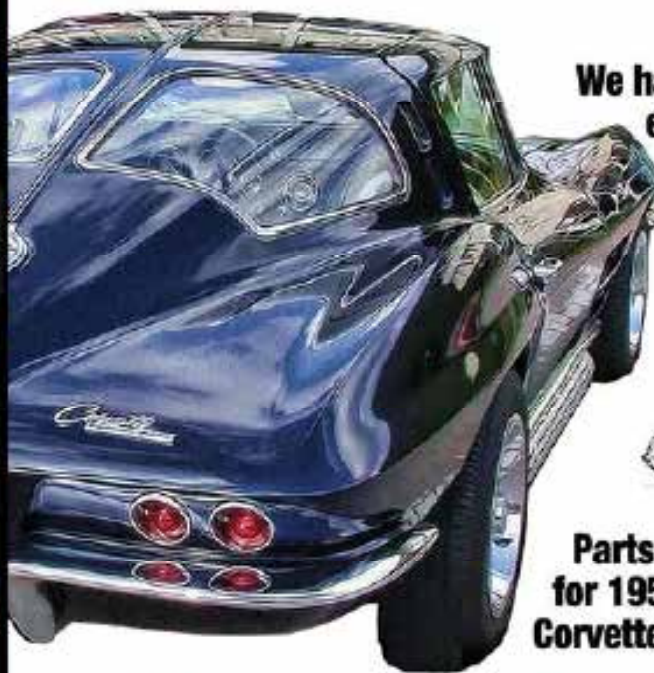
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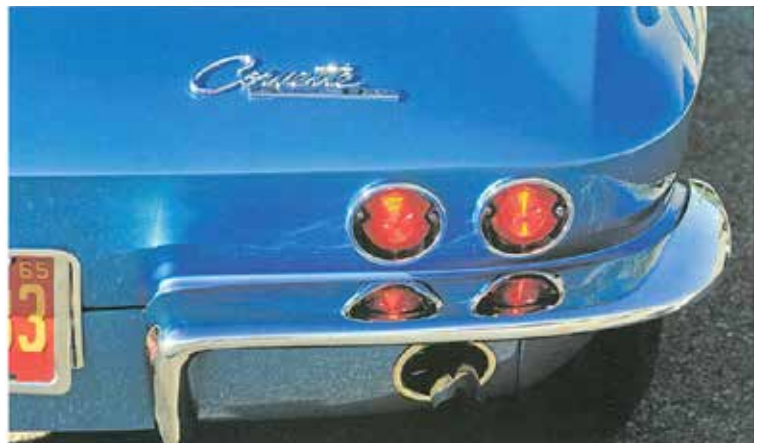
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Since its introduction in 1953, the Corvette had utilised circular taillights and the 1965 model carried on the tradition. Dual exhaust tips passed through the lower valence panel underneath the rear bumpers.



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2021

The 2021 Supercars championship is planned to be 12 rounds, starting at Mount Panorama in late February and ending on the streets of Surfers Paradise towards the end of November.

The series will visit all six states, the Northern Territory and NZ.

The new season-opener at Mount Panorama in late February is set to be a Bathurst 500 comprising two 250 km 'sprint' races. The Bathurst 100 will return to its traditional second weekend in October slot.

Newcastle 500 is definitely out but due to return in 2022. The Bend won a reprieve due to the shock axing of the Adelaide 500 which Supercars hopes will return in 2023 if Labor wins SA's next state election.



Bahrain
Abu Dhabi

Australia
Bahrain
China
Vietnam
Spain
Monaco
Azerbaijan
Canada
France

Provisional Dates
to be confirmed

2020

4-6th December
11-13th December

2021

21st March
28th March
11th April
25th April
9th May
23rd May
6th June
13th June
27th June



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