

NSW CORVETTES

unlimited car club inc.

PUT THE *"STING"* BACK INTO LIFE



FEBRUARY 2021



2021



Friday 26 th -Sunday 28 th February	ULLADULLA (WEEKEND)
Sunday 28 th February CANCELLED	RISING FROM THE ASHES CHARITY CAR & BIKE RALLY- MILTON SHOWGROUND (ORGANISED BY ST MARYS STAR OF THE SEA CATHOLIC PARISH)
Sunday 21 st March	ALL AMERICA DAY - MACARTHUR SQUARE (ORGANISED BY MUSTANG CLUB)
Friday 2 nd –Monday 5 th April POSTPONED DUE TO COVID	NATIONAL CONVENTION - CANBERRA NEW DATES – FRIDAY 15TH – MONDAY 18TH APRIL 2022
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	CHROME FEST – THE ENTRANCE
Sunday 31 st October	JAMBEROO CAR SHOW & FAMILY FUN DAY
Saturday 13 th – Sunday 14 th November	WINGS OVER ILLAWARRA – ILLAWARRA AIRPORT-ALBION PARK
T.B.A	COATES HIRE NEWCASTLE 500
T.B.A	SOAR & ROAR – EASTERN CREEK

2021 COMMITTEE

Executive Committee

President

Bob Fitzsimmons
0408 234 438

vettepres@nswcorvettes.com.au



Bob

Vice President

Tony Charlton
0416 007 582

vicepres@nswcorvettes.com.au



Tony

Secretary

Belinda Ford
0409 419 360

sec@nswcorvettes.com.au



Belinda

Treasurer

Doug Ford
0452 506 450

treasurer@nswcorvettes.com.au



Doug

Committee

1. Mandy Caprin

Events Co-ordinator

events@nswcorvettes.com.au

0409 668 341



Mandy

2. Cathy Tullock

committee2@nswcorvettes.com.au

0400 426 917



Cathy

3. Charlie Micallef

committee3@nswcorvettes.com.au

0432 283 263



Charlie

4. Rhonda Wilson

Welfare Officer

committee4@nswcorvettes.com.au

0411 546 299



Vicki

5. Jim Carruthers

Southern Delegate

committee5@nswcorvettes.com.au

0402 016995

6. Ray Smith

committee6@nswcorvettes.com.au

0412 469 275

7. Margaret Fisher

committee7@nswcorvettes.com.au

0411 436 565

8. Paul Tullock

committee8@nswcorvettes.com.au

0412 250 875

Peter Cox

Northern Delegate

0438 323744

jeanandpeterc@gmail.com

Vicki Micallef

Stock Controller

0432 283 204

stock@nswcorvettes.com.au

Jorge Vazquez

Club Plate Registrar

0423 251121

jvredcorvette1@gmail.com

Editor

Karin Ross T (02) 9684 1790

F (02) 9684 1731

edit@nswcorvettes.com.au

Web

web@nswcorvettes.com.au

Technical Advisors:

Geoff Eaton 0417 473 492

Steve Rosenfels 0418 602 079

Stephen Sharkey 0439 901 560

GM Rep

Bob Sauers 0475 799 774



Steve



Geoff



Bob



Jorge



Ray



Paul

LIFE MEMBERS:

Maurie Mouyat, Steve Busuttill, Frank Rejtano,
Stephen Browne, Les Teefy



Margaret



◇ **Founded 1980** ◇

*Sister Club of Free State
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

MEMBERSHIP FEES

MEMBERSHIP DUE 30TH JUNE

COST \$75 PER ANNUM

ADVERTISING RATES

Per annum

Full Page \$900

1/2 Page \$600

1/4 Page \$300

Business card \$90

MAGAZINE

Printed by **Copy-Set Service**
(02) 9684 1790

E: service@copyset.com.au

CONTRIBUTIONS WELCOME

Contact Editor

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

www.nswcorvettes.com.au

All advertising material is accepted on the understanding that it does not contravene the Trade Practice Act. No responsibility is accepted by the NSW Corvette Club for statements made or the failure of any product or service to give satisfaction. Inclusion of any advertisement shall not be construed as an endorsement by the New South Wales Corvettes Unlimited Car Club.

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

FEBRUARY	2021	
Tuesday 2nd	Club Meeting – ON HOLD	CM1/21
Sunday 7 th	Southern Run – The Heads Hotel – Shoalhaven Heads Leaving Heathcote Service Station (Service Station in Heathcote on left on highway travelling southbound) @9.00am with a pickup at Panorama House car park Bulli Tops, leaving at 9.30am. We will have coffee & photo stop along the way (venue to be advised) and then onto The Heads Hotel in Shoalhaven Heads for lunch at 11.30am. Please contact Jim Carruthers, if you wish to attend on 0402-016-995 by Sun.30 th Jan.	CES01/21
Sunday 7 th	Northern Run –Wangi Meet Fishing Platform Car park at North Entrance, Cross the bridge from town and turn into the parking lot 8.45am for a 9.00am start. From further North, meet @ the Bakers Den Blacksmiths 10am for a 10.20am start get your coffee fix here. Cruising from the Bakers Den, we will circle around the lake for a picnic lunch in the park at Wangi, there are BBQ's and toilets here, Please advise Pete, by Thursday 4 th where you are joining the group, so we know to look out for you. 0438-323-744	CRN2/21
Thursday 18th	Codgers Run – Meet Bateau Bay in the car park opposite the high school gates, 8.45am for a 9.00am start. Coffee Stop Cocobana Beach at the Surf Club 9.40am. Cruise to lunch. Pete is trotting out the old picnic in the park trick again some survey work still to be done, so if you need to know where before we get there ring closer to the event. <i>Please contact Pete, if you wish to attend on 0438-323-744</i>	CRN3/21
Saturday 20 th	Northern Run – Organised by Michael Stocker. Details to be advised later.	CRN6/21
Friday 26 th , Saturday 27 th & Sunday 28 th	Ulladulla – Weekend Friday – Meet @Caltex Crossroads (1 Campbelltown Rd, Glenfield) @9.30am to leave by 9.45am, travelling via Picton Rd & M1 to Berry arriving approx. 11.15am. Lunch @ The Great Southern Hotel (95 Queen Street, Berry). Full Itinerary of the weekend will be handed out on the Friday, for catering purposes, please advise Mandy on 0409-668-341, where you will be meeting the group, if not already done so. Looking forward to a great weekend.	CE2/21
Sunday 28 th	Rising from the Ashes Car & Bike Rally- CANCELLED DUE TO COVID (Organised by St Mary Star of the Sea Catholic Parish) After numerous attempts to contact the organizers, I have had no response, so can only presume the event is off.	CE3/21
MARCH	2021	
Tuesday 3 rd	Club Meeting – ON HOLD	CM2/21
Sunday 7 th	Northern Run – Please contact Pete, if you wish to attend on 0438-323-744	CRN4/21
Sunday 14 th	Southern Run – Loftus Trams Museum – Loftus Leaving Glenfield Service Centre @9.00am traveling out through Appin- Coffee stop & pick up point along the way at Appin- Then down Appin road and up to Loftus to visit the Tram Museum and snakes for lunch – expected arrival 11am. Please contact Jim Carruthers, if you wish to attend on 0402-016-995 by Sunday 28 th February.	CES02/21
Thursday 18th	Codger Run – TBA Contact: Dave & Sandy	CRN5/20
Sunday 21 st	All American Day – Macarthur Square - Organised by the Mustang Owners Club	CE1/21

DUE TO COVID, ALL MEETINGS AT THIS STAGE ARE STILL ON HOLD, PLEASE REFER TO THE ANNUAL CALENDER FOR ALL MAJOR EVENTS AND SAVE THE DATES IN YOUR DIARY, HAPPY NEW YEAR, WE HOPE TO SEE YOU ALL SOON.

president



Hello 'Vette Members,

Happy New Year!

Unfortunately I need to let you know that the CORVETTE NATIONALS on 2-5 April, 2021 in Canberra is POSTPONED to 15-18 April 2022 in Canberra.

The Corvettes of Canberra Club Organising Committee for the 2021 Nationals sincerely regrets its decision to cancel the event for the 2021 Easter Weekend. The continuing uncertainty about border closures and the race by States and Territories to inflict new restrictions, makes planning impossible for the Canberra Club and for interstate registrants.

This is a double disappointment for Vette enthusiasts with cancellation of the 2020 and 2021 Nationals and it is not a decision that was taken lightly by the Canberra club.

However the Victorian Clubs have kindly agreed that Canberra can host the 2022 Nationals in Canberra. This is also convenient for the Victorians because the ongoing pandemic saga has delayed Victoria's planning to host the 2022 Nationals in Victoria.

We regret the disruption for many loyal Vette enthusiasts who had registered early and made travel and transport arrangements.

BOB FITZSIMMONS



Gathering under the hood for generations.

Corvette Parts and Accessories since 1977



Corvettes are all we do.

FREE CATALOGS FOR EVERY GENERATION



Free Catalogs: www.zip-corvette.com/catalogs

CALL OR ORDER ONLINE

1-800-962-9632

Int: 1-804-746-2290

www.zip-corvette.com



Hello Everyone and HAPPY NEW YEAR!

I hope everyone had a great Christmas and New Year and now here we go into 2021 so let's be positive for this New Year of 2021. Looking forward to runs, events and good times with all our fellow Corvette Friends.

Our Annual Christmas/Anniversary Corvette Dinner went off without a hitch. Our thanks to all the hard work that Mandy and Paul did to get this event happening. It was a really good day.

Congratulations to Belinda and Doug Ford for becoming 'Member of the Year' this year; a well-deserved couple for all the work they do in front and behind the scenes to help keep the club running as smooth as possible.

It is most unfortunate that the Canberra Nationals have been postponed for this year but looking forward to 2022 when they will recommence. See 'Expression of Interest' for a trip to the Snowy Mountains in place of the Convention. Please let Rob Williamson know if you are interested.

Hoping everyone had a Happy Australia Day. Stay safe and hydrated during this very hot weather and we will see you on some upcoming runs.

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.

Welcome Back,

I hope everyone had a relaxed time and was able to spend it with family and friends.

Nothing to report. Hope to have an update on when our meeting will be able to restart.

Belinda

WHEN YOU WANT IT TO STOP

MATTHEW PEARCE

Unit 45, 93-97 Newton Rd
WETHERILL PARK 2164

W www.racebrakessydney.com.au

E sales@racebrakessydney.com.au

Ph. 9609 1101 Fax 9604 0708

5 mins from Eastern Creek Raceway



FERODO ENDLESS MINTEX DBA EXEDY HAWK PBR
AP RACING BREMBO ALCON PROJECT MU WILWOOD EBC



We clean, detail and sanitise
ovens • grills • cooktops
rangehoods • BBQs

“the chore you deplore”



BEFORE AFTER

FREE QUOTES
0421 408 983

Be assured of amazing results every time you choose our friendly and professional service!

www.ovenvalets.com.au



Jeff WILSON
 John MOORE
 Stewart LOCKREY
 Robert HARDING
 Allan GILLAN
 Vicki MICALLEF
 Georgie PATSALIDES
 Robert POYNTING



John GILLESPIE
 Daniel LEONARD
 Don FERGUSON
 John MACRAE
 Ron CAMENZULI
 Bobby MARKOVSKI
 Stuart DURANT
 Shane WHITE

M **Mid-City Towing** Lic: 03017 **9759 0299**
 Tony & Joe Moubarak
 645 Punchbowl Rd Punchbowl 2196 0412 606 823
 Email: midcitytowing@hotmail.com 0417 258 004
SEAT BELTS SAVE LIVES

Corvette Australia Express Parts
www.corvetteaustraliaexpressparts.com
 We stock more than Four Thousand Corvette Parts here in Brisbane Australia
 We specialize in providing all your Corvette parts and accessories
Yes we can ship many parts overnight if required
 Contact: Lee 0419734319
 Lixia 0450048896
 Email: info@corvetteaustraliaexpressparts.com

UP NORTH IN 2021

Welcome to another year! We can only hope that the crazy pattern which caused so much disruption to our lives last year is easing off and will enable us to make plans so we can spend some time playing with our friends and our cars.

Even though we didn't get started in January, lots of people from around the north have been in touch with me and are keen to get their Corvettes and other sets of wheels moving. We have already managed fish and chips with Ed and Ree and Rob and Kim. Then there was high tea with Wayne and Wilma at Chittaway Bay and pictures of Wayne's new project (another 'vette coming to his garage).

Michael Stocker is suggesting dates so we can look forward to that and we hope to see you there. Neil Groat and I have been chatting about how hard it might be to buy a new C8 when the latest news is that there will only be one shipment of 200 to Australia this year. Phil has to go back to WA if the borders ever open so he can FI FO and get his 'vette and Joy on the road with us.

Stuart has promised to think of something spectacular to do this year and has his thinking cap on. Tim and Jane have already hit the road but will be back later for some cruising. Grahame Whittingham has been called out of retirement to help with covid security issues and has had some work done on the C3's engine and is ready to roll again.

To get started in February, there are 3 dates for your diary

1. Sunday 7th February
2. Thursday 18th February - Monthly Codgers Run
3. Saturday 20th February - Michael Stocker is organising
4. Club Run Weekend away to South Coast 26th, 27th, 28th February, (Organised by Mandy Caprin)

* * * * *

Sunday 7th February

MEET Fishing Platform Carpark at North Entrance. Cross the bridge from town and turn into the parking lot 8.45 am for a 9.00am start.

FROM FURTHER NORTH - Meet at the BAKERS DEN Blacksmiths 10.00 am for a 10.20 am start. Get your coffee fix here

CRUISING from the Bakers Den we will circle around the lake for a picnic lunch in the park at Wangi (there are BBQ's and toilets here). Please advise Pete by Thursday 4th where you are joining the group so we know to look out for you 0438 323 744

Thursday 18th February

MEET Bateau Bay in carpark opposite the high school gates 8.45 am for 9.00am start.

COFFEE STOP Cocobana Beach at the Surf Club 9.40 am

CRUISE TO LUNCH. Pete is trotting out the old picnic in the park trick again. Some survey work still to be done so if you need to know where before we get there ring closer to the event. Never been with us before? Need some picnic/BBQ hints??

For Michael 's event on the 20th check Club sites and I will send an email with the latest info later.

That's all for now, Cheers Pete 0438 323 744



Bulli Beach Breakfast Run

What a beautiful day we had for our breakfast run to Bulli Beach and a fantastic way to finish the year off. Here are a few photos.

Looking forward to the new year and hope to see more of you at our runs.

Mandy.






 Harbour Yacht Charters
 ABN: 24 860 474 327
 6 Clifton St, Clifton Gardens
 NSW 2088
 Phone: 0439 356044
 Fax: (02) 9968 3735
www.harbouryachtcharters.com.au
 Email: brent@harbouryachtcharters.com.au



USGMSP.com
 GM (U.S.) Restoration & Service Parts

www.usgmsp.com
PH: 02 4257 1230
 E: pwdistribution@gmail.com F: 02 4257 8042
 47 Durgadin Drive, Albion Park NSW 2527 Australia



Thank you everyone who came to help celebrate the Club's 40th Anniversary at our Christmas event held at Ettalong Diggers Club. Thank you to all who helped me set up, to Belinda for organising all the photo display, to Pete and Jean for organising the cake and to Maurie for bringing and setting up all the Corvette memorabilia. We all had a wonderful time and look forward to many more memories yet to be made.

Mandy.

Key points:

Date: **February 20, 2021.**

Location: Paved car park overlooking golf club grounds, Braidwood Golf Club.

Modelled on *Pebble Beach Classic* focussing on classic and luxury vehicles.

Run by Wagging Tails Community Inc, a local registered charity focused on supporting mental health, based in Braidwood.

Funded by a seeding grant from QPRC plus sponsorship.

Starting with street parade of cars.

Quality judging and trophies.

Music and food stalls on grounds.

Immediate access to full club facilities incl a-la-carte restaurant.

Secure off-street parking for support cars/ trailers.

Discounted overnight accommodation planned pending numbers.

Proposed Categories of judging:-

1. Pre 1970 British & European
2. Post 1970 British & European
3. Pre 1970 American and Australian
4. Post 970 American and Australian
5. Local crowd favourite

Braidwood Inaugural

Concours d'Elegance

Wagging Tails



Community

Raising the spirits of black dog sufferers



Sponsoring Mental Health and General Community Well Being

SR Performance Automotive Pty Ltd



15 Argyle Street, Arncliffe 2205

Email: service@srperformance.com.au

Web: www.srperformance.com.au

<http://forums.v8owners.com.au>

- . Dyno Tuning
- . LS1 LS2 LS7 HP Tune
- . Latest CRYPTON E.F.I. Diagnostics equipment
- . 5 Gas performance analyzer
- . Engine/Gearbox servicing and Rebuilds
- . Suspension Tuning & Wheel Alignment Front & Rear

Sydney Phone:

02 9597 4048

contact Steve or Peter



PERFORMANCE AT YOUR FINGERTIPS

CAR OF THE MONTH

Geoff Eaton

Our car, a '78 Silver Anniversary was purchased at auction in Kobe Japan in September 2001 by our son who was living there. The purchase was inspired by a picture I had in our garage of a red C1.

Car was imported & transported to home and looked ok when it came off the tilt tray. I was soon to get my induction to Corvettes!

Car started by the key but that was about it - no gauges worked, wipers, lights, virtually everything electrical due to what appeared to be a fire at the firewall plug under left-hand guard.

Due to car only being 22 years old when it arrived in Australia, it had to be converted to RHD. I took on the task and soon found out that people were happy to take your money to do the conversion, not help or offer advice, so I was on my own.

Conversion took about 2 years to complete with a lot of trial and error, testing/repairing wiring, making parts & modifying pieces, I was adamant I wanted working AC with RHD.

I know nothing of the car's previous history or how it ended up in Japan but from working on the car over the years and doing the conversion I figured car had been fitted with a big engine at some time hence the high rise

bonnet. I also found left-hand axle had a twisted spline, steering arms didn't match, tie rod tube was bent & upper control arm shaft was bent, booster wasn't correct to suit brake master cylinder when I replaced it, rear hub has a 74 casting no, diff hemisphere split, so car has had a hard time somewhere in its life.

Paint is as car was purchased, car has evolved over the years with many subtle mods and improvements and is still a work in progress.

Interior mods are, widen right-hand foot well, retrim interior & colour change from burgundy shag pile carpet to black interior with 80 model seats, custom 2 tone door trims, brushed aluminium trim kit, aftermarket 2 tone leather steering wheel, central locking & immobiliser, intermittent wipers, wiper switch and headlight dipperswitch relocated onto column, blue-tooth 4 speaker stereo, custom rear-mount speakers, and storage compartments, firewall & floor insulation.

Mechanical work, reco heads, VN Commodore T700 overdrive box, renew all suspension bushes front and rear, new rear wheel bearings, oversize handbrake shoes, stainless lined brake calipers, Falcon twin thermo fans, electric headlight actuators, Edelbrock performer manifold and carb.

Car is now very reliable and at time of writing has 33514kms on car. At purchase was 80585kms.

We have attended most of the interstate conventions in the car driving to and from and include Qld x 2 Broadbeach & Toowoomba, SA Adelaide & Barossa Valley, ACT x 2, Vic Albert Park and Bendigo, plus Great Ocean Rd & Phillip Island and numerous club runs.

Future projects are to fit new fuel guage and aluminium radiator, electric remote mirrors from a Mazda MX5. Each and every mod just makes the car more of a pleasure to drive. All work has been done in house by myself except diff and gearbox build.





Your journey starts here

With almost 30 years experience in the travel industry, I can make your holiday a unique travel experience. I can also look after any of your business travel needs and am available by phone, email or in person.



Debra Mavin
Your Personal Travel Manager

0418 732 557

E: debram@travelmanagers.com.au
travelmanagers.com.au/DebraMavin

Part of the House of Travel Group ACN 113 085 626 Member: IATA, AFTA, CLIA



**E
A
S
T
E
R

W
E
E
K
E
N
D**



**E
A
S
T
E
R

W
E
E
K
E
N
D**

Due to the second Convention cancellation, I have decided to organise a PLAN B Road Trip to the Snowy Mountains.

Open to NSW and Canberra Clubs and leaving Friday 2nd April, arrive Cooma Hydro Discovery Centre for a look and lunch, then onto Jindabyne staying at the Lake Jindabyne Hotel on the lake with dinner at the hotel.

Saturday and Sunday with day trips to Adaminaby/Eucumbene and Thredbo.

Monday - 'Goodbye' and depart for home.

Please contact Rob via phone, text or email so we can estimate numbers.

Robert Williamson - M 0419 418 070; E willo26@outlook.com.au



CardiGras

Incorporating Miss Kustom Kulture



\$10 SHOW ENTRY
\$10 Adult Spectator
\$5 Kids | \$20 Family



COFFS HARBOUR

OCTOBER 24TH 2020
1PM-5PM

Tickets Available From - www.facebook.com/events/265235144460173

COFFS HARBOUR SHOWGROUNDS
123 Pacific Highway

FOOD & DRINKS | TRADE STANDS | ENTERTAINMENT



TYRE & AUTO

☎ 9987 0088 | 9476 5772
✉ info@sgauto.com.au
📍 132 George St, HORNSBY NSW
🌐 www.sgauto.com.au



TRANSMISSION REPAIRS

"The name says it all"

- Reconditioned and servicing automatic transmissions
- Specialising in GM



Phone 9477 2000
132 George Street,
HORNSBY

From the Treasury

Treasurer's Report covers December and January; most of course are transactions in December.

January - Debits (1) - \$120 for CMC affiliation.

January - Received: \$90 USGMSP, Albion Park; \$100 New member Abraham Abrah - WELCOME!
\$120 G.R. Bush.

December - Total Debits \$2944.77. This covered the following:

Print \$975, Post \$165, Envelopes \$180, New batch of club shirts \$1474, More post+Acct fee \$30.30

December - Total Receipts - \$1155; \$75 Renewal D. Scremin, \$100 New member Mrs. Nicole Sultana,
\$90 advert - Ron Missen, \$90 advert - Geoff Eaton, \$800 adverts W. Forman, Keen Parts, Corvette Central

Thanks to those advertisers and late renewals plus welcome to new members.

Unfortunately one of our long-term supporters 'PERFORMAX' has terminated his advert with us due to GM now importing right-hand drive vehicles. We thank Performax for their support over the years. That now leaves us with a large space available for immediate take-up. If you know someone, a company who is a supplier of services or goods relating to Corvettes, please let him know we can help his business with a full page colour advert for a very competitive small fee. Please call, text or email sec@nswcorvettes.com.au.

Closing balances for January are:

Investment Account \$41,000.27; Service Account \$1122.75; Everyday Account \$4098.09 -
(get your calculator out) Grand Total of \$46,221.11

Regards, Doug, Treasurer.

HISTORIC or 'H' PLATES

Very soon a refined set of rules will be coming online for members wishing to have their pride and joy on H Plates. The RMS is working with clubs in the background formulating new rules and definitions for H and like vehicle registration schemes in NSW. One thing for sure is that the onus is on the vehicle owner to understand and comply with rules as they become available.

One rule this club has implemented is the 4 photo rule. This requires all new H Plate applicants to submit 4 clear, concise colour photos of said vehicle upon application. These are front, rear, LH side and RH side elevations. NO dolly shots, glamour shots, corner shots or motor shots and no girl draped over bonnet shots either. These are YOUR photos, not those out of a magazine. These will be supplied either on a flash drive or electronically via email etc. And yes, we can return your flash drive if required. These pics will go in your file and will only need to be renewed if you repaint, modify or stick a blower through the hood.

This protects OUR club from indiscretions by members who have not fully understood the RMS H Plate rules. They may also come in handy in the advent of your car having an insurance misadventure.

It is the member's responsibility to contact the RMS/Service NSW to obtain copies of the rules and for you to fully understand them.

One of our new documents will be an affidavit which requires your signature attesting that your vehicle complies with RMS requirements.

Upon reiteration, if you make no changes to your vehicle then upon yearly renewal no new photos will be required, the ones we have that reflect your vehicle will remain on file. These precautions protect your Club from actions that may be brought by the NSW Government. If you don't wish to supply photos then there are plenty of other clubs out there.

I believe that under the old ADR regs and for that matter most rules, laws, etc. state the laws can only apply from the date of implementation and not retrospective, i.e. rules for '85 model cars can't apply to cars built prior to '85, but I'm no lawyer! Check it out.

Regards, NSWCCC Inc.

ALL VEHICLE RESTRAINTS

Seat Belt & Child Restraint Accredited Fitter

GEOFF EATON

Manager

Workshop 02 95274494

Mobile 0417473492

A.B.N. 87 513 578 831



Business Printing Services

- ◆ Letterheads
- ◆ Business Cards
- ◆ Envelopes / Labels
- ◆ With Compliments Slips
- ◆ Full Colour Digital Printing
- ◆ Newsletters - Magazines
- ◆ Purchase Orders
- ◆ Invoices / Statements
- ◆ Carbonless Forms
- ◆ Receipt Books
- ◆ Booklets / Reports
- ◆ Raised Printing
- ◆ Brochures / Price Lists

Karin Ross

Tel: 9684 1790

service@copyset.com.au

The Legendary Small-Block Chevy V-8: A Look Back at Its Highlights

Some significant milestones in the history of a very significant engine.

Jason Udy - Author Jan 4, 2021

2019 Chevrolet Corvette ZR1 Convertible engine filter

It's not unreasonable to say the Chevrolet small-block V-8 changed the face of automotive engine history. Innovative and technologically advanced when it debuted in 1955, it greatly influenced future V-8 engine designs, both inside General Motors and among the competition. Enthusiasts embraced it and an entire performance aftermarket sprang up around it. Over the years, variations of the small-block V-8 have been used in race cars, off-road trucks, boats, and even custom motorcycles. It can also be found under the hood of everything from classic Ford hot rods to radical Jeep conversions.

"The small-block Chevy is unquestionably the dominant domestic engine both in terms of sheer numbers and also in terms of longevity," said Jeff Smith, senior technical editor for Car Craft Magazine. He cites the engine's interchangeability as one of the biggest reasons for its popularity. "It's possible to swap a set of heads from a 1990 Vortec truck engine onto the original '55 265. I doubt there's an engine ever built (perhaps the VW) that you could swap parts from engines 45 years apart."

"The aftermarket loves engines like the SBC because they knew that if they invested in a decent design like a good flowing cylinder head or a well-designed performance camshaft, that the design would have a decade or more worth of long-evity," Smith added.

Bill Tichenor, director of marketing for Holley Performance Products, echoes Smith's sentiments. "It is not unreasonable to say Holley has sold more speed parts for small-block Chevys than all other engines combined. There are great engines from Ford, Chrysler, and others, but the proliferation of cores and affordability of making power with a small-block Chevy made it rise to the top. They certainly have been the engine of choice for street rodding, Chevy muscle cars and trucks, circle track racing, and a lot of drag car, too."

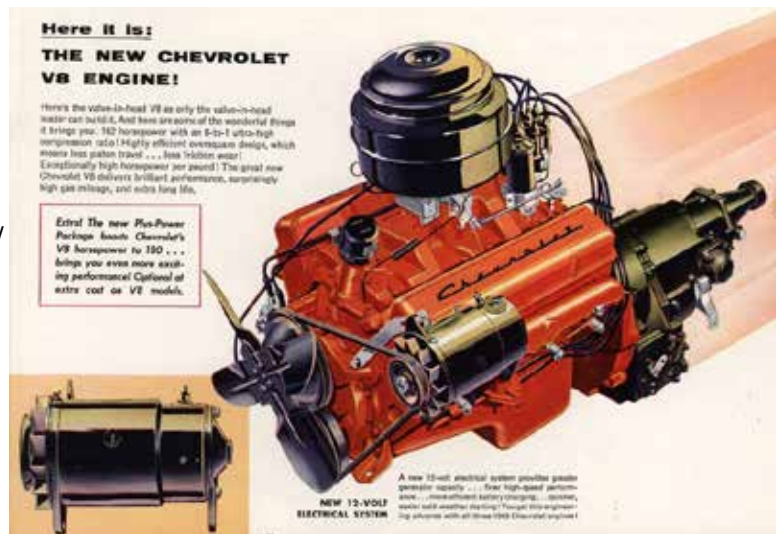
Interestingly, the small-block Chevy was not the first V-8 in the brand's history. From 1917-19, some 3,000 cars were equipped with the little-known Chevy Series D V-8. The 288-cubic-inch (4.7-liter) V-8 had a 4.75:1 compression ratio and produced 55 horsepower at 2,700 rpm. The Series D was the first overhead valve V-8 and featured an exposed valvetrain, nickel-plated valve covers, and an aluminum water-cooled intake manifold.

Three-and-a-half decades after that initial effort, the small-block Chevy was born. Developed as a replacement for Chevrolet's "stove-bolt" six-cylinder engine, the 265-cubic-inch (4.3-liter) "Turbo-Fire" engine arrived in 1955 as an option for the Bel Air and Corvette. Its compact, lightweight design featured 4.4-inch bore spacing and a thin wall casting to reduce weight. An internal oiling system, and the potential to bore and stroke it far beyond the factory limit of 400 cubic inches (Gen I engines), contributed to its long-term success.

We've put together the following list of 10 of the most impressive small-block Chevy V-8s in the brand's history. Enjoy the V-8 power trip.

265 Turbo-Fire V-8

The 265 arrived on the scene with a 3.75-inch bore and 3.00-inch stroke (95.2 - 76.2 mm). It made 162 horsepower and 257 lb-ft in base form with a two-barrel carburetor. An optional Power Pack added a four-barrel carburetor (and other modifications) taking power up to 180 horsepower and an even 260 lb-ft of torque. When fitted to the Corvette, the 265 made 195 horsepower through a dual exhaust system. Later in the year Chevrolet added a Super Power Pack option to the Bel Air, taking it to Corvette power levels. In 1956, the 265 in the Corvette was available in three more powerful flavors: 210 horsepower with a single four-barrel carburetor, 225





horsepower with "dual quads," and 240 horsepower with the dual four-barrel carburetors and a high-lift camshaft. Its compact size was made possible by consolidating accessories. According to GM, it used a one-piece intake manifold that combined the water outlet, exhaust heat riser, distributor mounting, oil filler, and valley cover into a single casting.

283 Turbo-Fire V-8

The small-block Chevy was blessed with more displacement in its third year (the 162 horsepower 265 was still the base engine). A larger 3.875-inch bore brought the "Mighty Mouse" up to 283 cubic inches (4.6 liters). Early 283s used 265 block castings, but thin cylinder walls contributed to overheating. The issue was caught early on and subsequent 283 engine blocks were specifically cast to prevent the problem.

The 283, dubbed Super Turbo-Fire, came with a choice of a carburetion or mechanical fuel injection. It made 185 horsepower with an 8.5:1 compression ratio and two-barrel carburetor; 220 horsepower with 9.5:1 compression and four-barrel carburetor; and 245 or 270 horsepower when fitted with dual four-barrel carburetors and the higher compression ratio.

Models equipped with the Rochester Ram-Jet fuel injection system made 250 horsepower. The most powerful engine of the lot was the 283-hp fuel-injected Super Ram-Jet with its 10.5:1 compression ratio, helping it achieve the coveted one horsepower per cubic inch status. In Motor Trend testing at the time, a 1957 Corvette fitted with the Super Ram-Jet reached a top speed of 132 mph at the General Motors Proving Grounds outside of Milford, Michigan.



327

By 1962, a 170-horsepower version of the 283 became Chevy's base V-8, but optional small-block V-8s received a full 4.00-inch bore and a longer stroke at 3.25 inches for a total displacement of 327 cubic inches. The optional 327 was available with 250, 300, or 340 horsepower, depending on the four-barrel carburetor and compression ratio. The Corvette was still available with mechanical fuel injection, which pumped out 360 horsepower with an 11.25:1 compression ratio.

The 327-cubic-inch small-block reached its peak power rating in 1965: 365 horsepower with a four-barrel Holley carburetor or 375 (1.15 hp/cu-in) with the Rochester Ram-Jet fuel injection system. By mid-1965, the 327 played second fiddle to the 396-cubic-inch big block that debuted in the Corvette. It soldiered on as the base engine with a choice of 300 or 350 horsepower. It remained as a step up from the base 283s (and later 307s) in passenger cars and the base engine in the Corvette until the 350 (first seen in the 1967 Camaro) was introduced into America's sports car in 1969.



302

The Camaro was Chevy's response to the Ford Mustang. Besides defending GM's entry-level brand, the Camaro introduced two small-block displacement landmarks. First up was the 302-cubic-inch engine designed for SCCA Trans Am competition. The 302 was created by combining the 327's engine block casting (4.00-inch bore) with the 283's crankshaft (3.00-inch stroke). This engine was built for competition and featured plenty of race-car kit, including an 11:1 compression ratio; four bolt main caps; a solid-lifter camshaft and solid valve lifters; high-rise intake manifold topped with an 800 CFM Holley four-barrel carburetor; high-capacity oil pump and baffled oil pan. It exhaled through a 2.25-inch dual exhaust system. The engine was finished with a chrome-plated air cleaner, rocker covers, filler tube, and cap.

Camaro owners who opted for the Z/28 package were rewarded with a 302 pumping out 290 horsepower at 5,800 rpm and 290 lb-ft of torque at 4,200 rpm. Many believe the horsepower rating was conservative. Z/28 owners found a box with tubular headers in the trunk. With the



headers installed, a proper carburetor main-jet, and ignition-timing tuning it produced around 376 horsepower. Race engines with dual quads made as much as 465 horsepower. During its three year production run, more than 19,000 Camaro buyers opted for the Z/28, and with good reason.

350

The 1967 Camaro also brought the world the first 350-cubic inch small-block Chevy V-8. This engine would eventually be used in passenger cars and trucks in nearly every imaginable level of tune. Like the 302, it was based on the 327 block, but the 350 had an all-new crankshaft with a 3.48-inch stroke. The first version, dubbed the L-48, produced 295 horsepower and 380 lb-ft of torque. The 350 became available in the Nova in 1968 and in its third year it was optional across the Chevrolet passenger car line. It replaced the 327 as the base engine in the Corvette in 1969. Power fluctuated during the 1970s fuel crisis, and many versions of the 350 emerged. At its lowest point the 350 was rated at a mere 145 horsepower (net).

But it didn't take long for the small-block Chevy to regain its reputation as a powerhouse. The L-48 and ZQ3 both hit the 300 horsepower mark. Two other versions surpassed those numbers: the 350 horsepower (net) L-46, optional in the 1969 Corvette, and the LT-1 in 1970. The LT-1 came ready to battle with solid lifters, 11:1 compression, high-po camshaft, and a 780 CFM Holley four-barrel carburetor that sent fuel and air through an aluminum intake manifold. Exhaust gasses exited the combustion chamber through ramhorn manifolds and high-flow exhaust. In 1970, the LT-1 cranked out 370 horsepower (gross) and was available in the Corvette ZR-1 and Camaro Z28. Just two years later the power level dropped to 255 horsepower (net).

It took nearly 15 years before the Chevy 350 got an injection of power. The L98 began the slow process. GM blessed the L98 350 with an all-new tuned-port fuel injection system forever known by Chevy fans as the TPI and recognized by its elephant leg runners. Although it was only rated at 230 horsepower, it was a step up from the 205 horsepower L83 from the year prior. By 1991, power reached 245 horsepower in the Camaro and Pontiac Firebird and 250 horsepower and 345 lb-ft of torque in the Corvette.

400

The largest version of the Generation I small-block was the 400 (6.6 liter). It was the only engine available with both the 4.125-inch bore and the 3.75-inch stroke crankshaft. It debuted in 1970 and was produced for 10 years. It featured Siamesed cylinders for greater strength, with the large bore and a larger 2.65 inch rod journal. Early models produced 265 horsepower with a two-barrel carburetor. A four-barrel carburetor option became available in 1974. In its darkest hour it only made 145 horsepower. Regardless of horsepower rating, the 400 was a torque monster. The engine was available in full-size A-body and midsize B-body Chevy passenger cars until the end of the 1976 model year. It soldiered on a few more years in full-size pickups.

It didn't take long for hot rodders to put the 400's 3.75-inch-stroke crankshaft in a 350 engine block, creating the 383 stroker. Water jackets in between all cylinders in the 350 engine block resisted overheating, unlike the 400 block, which didn't have that cooling advantage. Although the 383 was never offered as a factory option, this configuration's popularity prompted GM to offer a 383 crate motor in its performance catalog.

LT1

The Corvette has always been a test bed for Chevrolet's latest technologies—and the 1992 model with the Generation II LT small-block was no different. While many parts were interchangeable between Gen I and Gen II engines, the LT used a new block and head design with "reverse flow" cooling system that sent coolant through the cylinder heads first before flowing down through the engine block. The heads and combustion chamber stayed consistently cooler, allowing higher compression and more spark advance for increased power. The water pump, intake



manifold, and dampener/pulley system were all unique to the Gen II small-block. However, GM wisely kept the engine mounts and bell housing bolt pattern the same so hot rodders could transplant the new engine into an older chassis.

The 1992 Corvette made 300 horsepower and 330 lb-ft of torque. The fourth-generation F-Body twins (Chevrolet Camaro and Pontiac Firebird) gained the LT1 for their 1993 redesign and were rated 275 horsepower and 325 lb-ft of torque. The engine was also available in the full-size B- and D-body GM vehicles. Most memorable is the 1994-1996 Chevrolet Impala SS with 260 horsepower and 330 lb-ft of torque. All engine blocks were iron, but Corvettes and F-body cars had aluminum heads. Full-size cars had iron heads. For 1996, Corvettes equipped with six-speed manual transmissions (including all Grand Sports) were powered by a limited run (6359 units) 330-horsepower LT4 engine with 340 lb-ft of torque. In 1997, the Chevrolet Camaro SLP/LT4 SS and Pontiac Firebird SLP/LT4 Firehawk were available with the LT4. Only 135 F-bodies were built with the LT4.

The LT1 used a speed density fuel management system with batch-fire fuel injection in its first two years. In 1994 it received a mass airflow sensor and sequential port injection. The engine control module (ECM) was also replaced with a more powerful control module (PCM). The 1994 Corvette received the new OBD II system for testing before the government mandated requirement began in 1996. The new engine wasn't without its faults. Early models were plagued by a small design flaw in the Opti-Spark distributor. Vacuum vents were added to the distributor to remove the moisture that affected its spark ability. Unfortunately, the water pumps leaked water and coolant into the vents, ruining the distributor. Although not as popular as the original small-block Chevy - or the later LS engine family - the LT1/LT4 still appeals to many enthusiasts.

"Perhaps the only hiccup in the SBC lineage was the LT1/LT4 variation with its reverse cooling and Opti-Spark ignition variables that made that engine less popular. And yet, it still commands interest despite its very short lineage," said Smith.

LS1/LS6

GM's Generation III engine first hit the scene in 1997 in the all-new C5 Corvette. The LS series engines had little in common with the first two generations of the small-block Chevy, but still used 4.4-inch bore spacing. Most truck versions of the Gen III engine family had an iron block and aluminum heads, but the performance engines had aluminum blocks with six-bolt main caps. In the Corvette, the LS1 made 345 horsepower and 350 lb-ft of torque. It arrived in the F-body twins a year later making 305 horsepower in Z28 and Formula trim and 325 horsepower with the SS and Trans Am ram-air packages.

Gen III engines introduced coil-near-plug ignition in place of a distributor and redesigned heads for increased air flow and power. The LS1 had a smaller bore and longer stroke than the Gen I and Gen II 350/5.7-liter V-8s. The new engine used a 3.89-inch (99.0 mm) bore and a 3.62-inch (92 mm) stroke for a total displacement of 345.7 cubic inches or 5.7 liters.

In 2001, the Corvette Z06 was introduced with a higher-performance 5.7-liter called the LS6. Power was bumped to 385 horsepower and 385 lb-ft of torque. The next year it received another bump in power to 405 horsepower and an even 400 lb-ft of torque. The LS6 was used in the Corvette Z06 until the C5 was replaced by the C6 in 2005. Cadillac used the LS6 in the first-generation CTS V from 2004-2005. The LS6 was based on the LS1 engine, but had a stronger block; a redesigned intake manifold and larger MAF-sensor for better breathing; a "bigger" camshaft and higher compression ratio; and a revised oiling system for track use.

LS7

The Generation IV small-block Chevy V-8 hit the streets in 2005 and is based on the Generation III but was redesigned to utilize displacement on demand and variable valve timing technologies. The LS7 is the largest factory-installed small-block Chevy V-8 ever, displacing 427.8 cubic inches or just over 7.0 liters. It featured the same bore as the 1970s 400-cubic-inch engine of 4.125 inches (104.8 mm), but unlike the 400, the LS7 got a full 4.00-inch (102 mm) stroke crankshaft. The 7.0-liter small-block monster has a 7100 rpm redline and churns out an astonishing 505 horsepower and 470 lb-ft of torque -- the most net horsepower of any naturally aspirated small-block in GM's history. Still based on the original 4.4-inch bore spacing, the LS7 uses pressed-in cylinder liners and forged steel bearing caps, forged titanium connecting rods, and hypereutectic pistons for strength. Intake valves are titanium and exhaust valves are sodium-filled. The hand-built LS7 is assembled at the General Motors Performance Build Center in Wixom, Michigan, and features a dry-sump oiling system to cope with high-lateral g's experienced during track days and enthusiastic driving. In North America the engine comes factory-equipped in the 2006 to present Corvette Z06 or as a crate engine.

LS9/LSA

A serious highlight in the small-block V-8's history would have to be the Generation IV LS9 engine: a 6.2-liter (376-cubic-inch) engine topped with an Eaton four-lobe Roots type 2300 TVS supercharger. The LS7 was considered for the base engine, but the smaller bore and thicker cylinder walls of the LS3 engine were required for durability under boost. Bore is 4.06 inches (103 mm) and stroke is 3.62 inches (92 mm). Power is rated at 638 horsepower at 6500 rpm and 604 lb-ft of torque at 3800 rpm -- the most powerful factory-installed small-block Chevy ever. No surprise that the engine debuted in the most extreme sports car ever from GM: the 2009 C6 Chevrolet Corvette ZR1. In our testing the ZR1 went from 0-60 mph in 3.3 seconds and cleared the quarter mile in 11.2 seconds at 130.3 mph. The LSA is a detuned version of the LS9 engine and debuted in the 2009 Cadillac CTS V. This version is still capable of a substantial 556 horsepower and 551 lb-ft of torque. It is the most powerful engine ever offered in a Cadillac up to that point, and was available in all three CTS body styles: the sensuous coupe, sedate sedan, wagon. This engine is capable of pushing the nearly 4353-pound wagon to 60 mph in 4.1 seconds and through the quarter mile in 12.5 seconds at 114.8 mph.

Gen V LT5

The C7 Corvette went out with a big, supercharged bang: the ZR1, powered by the 6.2-liter LT5. It's a beastly thing, cranking out 755 horsepower courtesy of an Eaton supercharger. It's based on the venerable LT4 engine, but there's a host of new go-faster bits: a 95mm throttle body, port- and direct-injection, a stronger crankshaft, a new oiling system, and a 52 percent larger supercharger. Peak boost tops out at 13.96 psi near max rpm. But unlike the LT4, there's less propensity for heat-related issues thanks to four new heat exchangers and 41 percent more cooling airflow overall. All this power is good to rocket the ZR1 to a 3.2-second 0-60 time and an 11.2 second quarter mile in our testing. What a finale.

Final Thoughts

With nearly 25 years under its belt in truck and passenger car duty, the LS-series family has become widely available and affordable. The aftermarket has embraced it in much the same way it did the original small-block Chevy V-8. "As the original small-block Chevy becomes harder to find in junkyards, we continue to see GM's LS engine taking over where the original small-block left off," said Tichenor. "LS engines are readily available and are even easier to make power with than the original. They are extremely reliable and smooth and now Holley is making speed parts for the LS just as we did for the traditional small-block Chevy. Looks like here we go all over again!"



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.

Corvette
Central
.com

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

FAMILY OWNED & OPERATED FOR OVER 40 YEARS

CLUB APPAREL

Contact Vicki Micallef - 02 9636 7294



POLO SHIRTS - \$35



VEST \$95



CAPS \$15-\$20

BEANIES - \$10

LEATHER SLEEVE JACKETS

- \$310



Mount Panorama
Sandown, Vic
Tasmania
The Bend, S.A.
Winton, Vic
Darwin, N.T
Townsville, Qld
Sydney Motorsport Park
Wanneroo, W.A.
Bathurst 1,000 Mt. Panorama
Auckland, N.Z.
Gold Coast, Qld



2021

26th February
20th March
10th April
8th May
29th May
19th June
9th July
20th August
11th September
7th October
6th November
3rd December



2021

Bahrain
Imola
Vietnam
TBC
Spain
Monaco
Azerbaijan
Canada
France
Austria
United Kingdom
Hungary
Belgium
Netherlands
Italy
Russia
Singapore
Japan
U.S.A.
Mexico
Sao Paulo
Australia - Melbourne
Saudi Arabia
Abu Dhabi

28th March
18th April
25th April
2nd May
9th May
23rd May
6th June
13th June
27th June
4th July
18th July
1st August
29th August
5th September
12th September
26th September
3rd October
10th October
24th October
31st October
7th November
21st November
5th December
12th December



Ron Missen Motor Sport



- * Historic Race Preparation
- * Engine Building
- * Brakes & Suspension
- * Full modifications

0414 249 260

rmissen@live.com.au

MEMBERS' CLASSIFIEDS

Please note all ads will run for 3 months and after that time you will need to contact the Editor for your ad to be re-run. If you have sold your item, please notify the Editor.



FOR SALE

- 1990 CHEVROLET CORVETTE C4

5.7 litre V8, tuned port injection. RHD. Automatic - coupe. Black with red interior. Matching numbers for body and engine. Original wheels, original fully adjustable leather seats. Genuine 36,100 miles (57,980 kms).

Registered to 23 May 2021. Excellent condition and has been fully maintained and always garaged - Newcastle, NSW).

Long list of mechanical upgrades including brakes, new exhaust system, new head gaskets, new rubber seals, new tyres.

Current owner for 12 years. \$32,000.

Phone Ian on 0427692275

FOR SALE

Set of 4 1998 HSV Senator Wheels

in original condition - silver
Fitted with Stiletto Blue Streak tyres 60% left. 235/45R17 94V. These were fitted to Corvette which now has OEM Corvette wheels fitted. \$1000 ono. Contact **Doug 0452 506 450.**



Set of near new 12" front disc rotors to suit C4
Came off 90 Coupe. In DBA 999 cartons ergo maybe DBA or the Original OEM fitted new at the factory. Call Doug - only \$100 - cheap as!

0452 506 450

FOR SALE

2 x BRAND NEW 63-64 C2 STEEL WHEELS 15x5.5 inches
Never used. \$325 ono
Contact Robert 0417 260 253



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