

NSW CORVETTES

unlimited car club inc.

PUT THE *"STING"* BACK INTO LIFE



Charlie Micallef



APRIL 2022





ANNUAL EVENTS

<p>ARFIL 15TH -18TH CANCELLED</p>	<p>NATIONAL CONVENTION – CANBERRA HAS BEEN CANCELLED DUE TO COVID</p>
<p>MAY 6TH - 8TH</p>	<p>MEATSTOCK BBQ WARS – SYDNEY OLMPIC PARK HOMEBUSH – REGISTER ON-LINE @www.meatstock.com.au/Sydney, Go to Rods n Rumble.</p>
<p>JUNE – T.B.A</p>	<p>GENERAL MOTORS GM DAY – PENRITH MUSEUM OF FIRE</p>
<p>JULY 29TH - 31ST</p>	<p>CHRISTMAS IN JULY – HUNTER VALLEY (CONTACT – MANDY 0409-668-341)</p>
<p>JULY /AUGUST - T.B.A</p>	<p>BRASS MONKEY RUN</p>
<p>AUGUST 13TH - 14TH</p>	<p>CMC SHANNONS SYDNEY CLASSIC- EASTERN CREEK</p>
<p>AUGUST / SEP T.B.A</p>	<p>CLUB’S SHOW & SHINE</p>
<p>SEP/ OCT T.B.A</p>	<p>PORT MACQUARIE (WEEKEND)</p>
<p>OCTOBER 6TH – 9TH</p>	<p>BATHURST</p>
<p>OCTOBER 21ST- 23RD</p>	<p>CHROMEFEFEST – THE ENTRANCE</p>
<p>OCTOBER 30TH</p>	<p>JAMBEROO CAR SHOW & FAMILY FUN DAY</p>
<p>NOVEMBER 12TH -13TH</p>	<p>WINGS OVER ILLAWARRA – ILLAWARRA AIRPORT- ALBION PARK</p>
<p>T.B.A</p>	<p>SOAR & ROAR – EASTERN CREEK</p>



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Stephen Browne, Les Teefy



◇ **Founded 1980** ◇

*Sister Club of Free State
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CLUB ADDRESS

NSW Corvettes Unlimited Car Club Inc.
PO Box 1044
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MEETINGS

1ST TUESDAY OF EACH MONTH - 8pm start

THE NEW BRIGHTON GOLF CLUB

43 Brickmakers Drive, Moorebank

All members, children and visitors welcome

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MEMBERSHIP DUE 30TH JUNE
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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"**

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Our upcoming events

Please attend if you possibly can

APRIL	2022	
Tuesday 5 th	CLUB MEETING – Brighton Lakes Recreation & Golf Club – 43 Brickmakers Drive, Moorebank. General meeting starts @8.00pm All Welcome. Bistro open from 5pm for those who would like to have some dinner before the meeting.	CM3/22
Thursday 28 th	CODGERS RUN – ORGANISED BY STUART Please contact Pete for details, on 0438-323-744	CRN3/22

PLEASE NOTE:

MEETINGS HAVE CHANGED BACK TO THE 1ST TUESDAY OF THE MONTH and BACK TO BRIGHTON LAKES RECREATION & GOLF CLUB.

DUE TO COVID 19, SOME EVENTS MAY BE CANCELLED OR POSTPONED, MORE EVENTS WILL BE ADDED AS THINGS START TO IMPROVE.

PLEASE CHECK OUR ANNUAL EVENTS CALENDAR, FOR ALL OUR MAJOR EVENTS.

FOR ALL UPDATES, PLEASE CHECK FACEBOOK THE FORUM OR CONTACT MANDY ON 0409-668-341.

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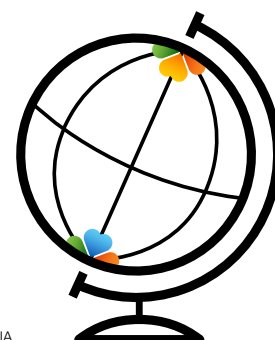


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president

G'day Members

I trust you all will have read either the Forum, Facebook or email sent out by the secretary that we hve moved our meetings back to Brighton Lakes Recreation Club.

After the cancellation of last month's meeting at Eastern Creek, I though it was more prudent to move the meetings to a venue that could accommodate our meeting while the facilities allow the meeting, and to also be a social event.

See you all at our meeting or on a run soon!

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Hi everyone hope you are well,

Just a quick note from me.

Looking forward to meeting up again at our new/old meeting place - New Brighton Golf Club.

Many thanks to Bob for using his powers of persuasion to knuckle down a permanent venue back where we were before Covid. I am sure we will all have a lot to talk about as it's been so long. Don't forget the date - FIRST TUESDAY OF EVERY MONTH.

Not much more to say at this point. Stay safe everyone and see you soon.

Cheers **Tony**



Secretary's Report - Belinda

HI CAR CLUBBERS,

As we move into the 2nd QTR of 2022 and restrictions are relaxing, I hope you are all well and ready to get out on the road and mingle.

Over the past 2 years we have all been touched in one way or another by COVID, however, as a club, we have stayed connected and supported each other and our membership has stayed strong.

Current membership as at 29/03/2022 stands at 170 members.

Meetings have now moved back to:

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

New Member: Daniel Lopez



Member Anniversaries:

30 Years ... Robert Lynn
10 years ... Kevin Dickens and Alan Bennett
5 Years ... Richard Isaac



Belinda

HAPPY BIRTHDAY, APRIL!



STAY FOREVER AWESOME

With our Very Best Wishes to:



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Belinda FORD
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Celebrating

The Life of

Peter Reginald Whiston

August 3 1950 - January 15 2022



A Farewell Picnic and Memorial Service celebrating the Life of Peter was held in Melbourne on Sunday March 6 2022.

Approximately 200 family, friends and members of Peter's Corvette Club (Corvettes of Melbourne) attended. Pleasant tributes by family and friends shared special memories and an insight of Peter's family and of his Corvette passion.

- Harry Turner.

VALE – PETER WHISTON

It is with great sadness that I have to inform our members of the passing of Peter Whiston.

Peter was a huge figure in the Corvette community. He started converting Corvettes around 1981 and since then has converted a huge number of cars.

He was also a major sponsor of all Corvette Conventions, (the Nationals).

Peter was very well respected and a gentleman of the highest order.

Our sincere and deepest sympathies go out to Gayle and Peter's extended family.

SOME OF MY PERSONAL MEMORIES OF PETER WHISTON

I first met Peter about 25 years ago at one of many Conventions.

About 6 of us fellas were standing around talking about Corvettes and I asked Peter what his trade background was. He surprised me somewhat when he said he was a pastry chef. I thought, "bloody hell, a pastry chef screwing these cars together".

Then about 6 years ago, he and I were with another group and the topic came up again, when I heard someone else ask him the same question. So me, full of knowledge, pipes up and says "he was a pastry chef".

Well Peter nearly fell off his chair. He laughed and said he only told people that so they wouldn't ask him to check out their car problems, but no one ever asked him how he got his "dough to rise".

Peter was always great company and I will miss him. Gone far too young.

Ray Smith.

Australian Corvette Legend, Peter Whiston passes away at 71 years

Whilst I have known Peter Whiston for just 28 years, many Corvette enthusiasts around the world have known Peter a great deal longer.

Peter had been an early instigator (40+ years) in converting Corvettes to Right-Hand Drive. His successful conversion shop, "Corvette Clinic" in Melbourne was established in 1980

Many hundreds of Corvettes (C3-C7) were professionally converted to RHD at "The Clinic". Not only for the Australian market, but for overseas clients as well.

I recall one of my earlier visits to the Corvette Museum in Bowling Green KY (December '97); the front desk guy quoted "The only place in the world to get a RHD Corvette is from Corvette Clinic in Australia".

So, yes, Peter's Corvette Clinic was an international leader in Corvette RHD conversions.

Ultimately when I brought my new '98 C5 into Australia there was no hesitation on where I would have my 'Vette converted to RHD. From that time Peter and I became good friends along with Peter's wife, Gayle.

In more recent years, my wife Dianne and I were fortunate to 'travel all about Australia' alongside the Whistons. The really hard part was the wining and dining, the card playing and the loads of laughter.

Many, many memories ... A talented Aussie, not to be forgotten.

Harry Turner, February 2022.



Codgers Defy the Elements

Well for once Pete was unable to order some decent weather for the March cruise but we decided if Covid had not been able to defeat us then what can a few raindrops do? The trouble was at times there were more than a few of those pesky little things. Even so Corvettes outnumbered the shopping trollies as we gathered at the Waterfall Café at Kariong.

The coffee was hot and the conversation was lively. We were pleased to welcome two Nigels who we had not seen for a while. One was The Rev who entertained us with pancake and ice cream and lots of chatter within the group. We were also pleased to welcome Nigel, a newish member, who has now moved to Charmhaven and we hope will become a regular participant in the things we do in the northern latitudes.

I noticed Nigel and Doug had a long chat about C-4's and the ins and outs of keeping them in top condition.

Jean left the Road Warrior at home as it has never been totally leak-free in 30 years of ownership (not that it stopped us when we were younger and there was only 1 Vette in the garage! The 09 ragtop has been tested many times and is totally leak free.

Rob Sloan reminded everyone about the Meatstock BBQ Wars at Sydney Olympic Park early in May and hope that some more Vettes will turn up to park alongside his. Check the Events Calendar. Kim Sloan, after keeping a morning appointment, was able to join us for lunch and it was great to see her looking so good after her recent illness.

Eventually we all set off for Kincumber and along the way Wayne and Wilma in the black C-4 started to have some electrical problems but were able to hang on until they reached the hotel carpark where it stopped and the rest of the boys and old men had to push it onto a parking spot. IWE then retired to the dining room which was a good spot for Wayne to wait for the NRMA van. Diagnosis was a faulty alternator so Wayne and Wilma and the C-4 had a nice ride home on the tow truck.

Col Clarke was so busy having a chat that he almost forgot to take some photos!

Stuart is the leader for our cruise in April, again one week later than usual but we are looking for a good turnout. The arrangements are:-

DATE Thursday 28th April

MEET 10-00am for 10-15am start in the carpark opposite the high school gates at Bateau Bay

CRUISE for coffee at the Entrance then north to Caves Beach Hotel for lunch at 12 noon

Cheers, **Pete 0438 323 744.**



For C3 – 1968 – 1982 technical information

try this website: <https://www.corvettemagazine.com/tech-articles/c3/>

C3 Corvette (1968-1982) – Work on the third generation Corvette began while the second generation mid-year models were still rolling out of the factory. Engines and chassis components were mostly carried over from the previous generation, but the body and interior were extensively redesigned.

Known as the “Shark” Generation, the C3 Corvette was first born in the imagination of Bill Mitchell after a 1961 deep sea fishing trip. Mitchell caught a Shortfin Mako Shark and was drawn to its silver-blue scales, pointed snout, and sleek lines. Chevrolet designed two Mako Shark concept cars in the 1960’s that gained instant fame with Corvette enthusiasts because of their aesthetic beauty, but were never released to the public. However, the Mako Shark II Corvette greatly influenced the launch – and the unmistakable lines – of the third generation Corvette.

The 1968 coupe featured “T-top” removable roof panels (an industry first) and a removable rear window. Both features were firsts for the Corvette. Automatic transmissions changed from two to three-speed. Pop-up headlights, operated by a vacuum, also made their debut. 28,566 Corvettes were sold in 1968 – a new record. Base price was \$4,320.

In 1969, the 250,000th Corvette rolled off the assembly line in St. Louis. Also in 1969, the ZR-1 optional factory-installed racing package is offered on a Corvette for the first time.

Alarm systems became standard in 1972, which was also the last year to feature both front and rear chrome bumpers and a removable rear window in coupes.

In 1975, Zora Arkus-Duntov retired, with his reputation as “Father of the Corvette” firmly in place. Bill Mitchell retired in 1977.

Chevrolet celebrated the Corvette’s 25th birthday in 1978 by introducing the most extensively redesigned model since the 1968. Featuring the “fastback” body style with a large rear window, the traditional crossed-flag emblem is replaced with a special 25th anniversary emblem.

In 1981, Corvette production moved from St. Louis to Bowling Green, Kentucky, where it remains.

The 1982 model ended the third generation. A special Collector Edition was available with a hatchback design and was the first Corvette with a base price to exceed \$20,000.

Corvette’s third generation would span 15 years, the longest run of a generation to-date.

1968-1982 Corvette Door Striker Replacement

The door striker is a part that gets used twice every time you get into your car (assuming you get out of it). However, like many things that are used so often, it gets overlooked.

Yet it is one of the easiest parts to replace and you won’t even get your hands dirty. A new striker can hold the door more securely when closed plus makes a big difference in the appearance of the door jamb.

Follow along as we replace and adjust the strikers on a C3 and provide a few tips along the way.



01: The old driver’s side door striker became pretty dingy looking after decades of use. According to the NCRS judging manual, the original 1973 striker was cadmium plated and the spacers were grey phosphate plated. Both of these are relatively fragile finishes that eventually degrade.



02: The rubber cushioning material has been squeezed out of the passenger side door striker. The paint covering the shims is evidence that the striker was not removed, or masked, during a repaint.



03: Note the alignment of the door to the body. The striker position can be adjusted to move the door in or out but is not designed to move the door up or down.

04: Tip: Use an X-Acto knife or similar sharp blade to cut any thick body paint that is on the shims. This helps prevent the paint from peeling or chipping off the door jamb when the washers are removed.



05: Placing tape on the door jamb helps to show the position where the striker was adjusted when the striker or spacers were not painted over.



06: Tip: Apply a little grease on the door latch mechanism and wipe clean the contact area of the door striker. This will show where the door latch engages on the striker.

Step 7

07: Close the door and then open it to see where the grease is on the door striker. This grease mark shows that the latch mechanism is engaging in the center of the striker's contact area.



Step 8

08: The old door striker had a T47 Torx head. If that tool is not available, a 1/4 inch Allen wrench can work to remove it. If the striker is too tight or if its threads are rusted, use locking pliers instead to grasp the head of the striker.



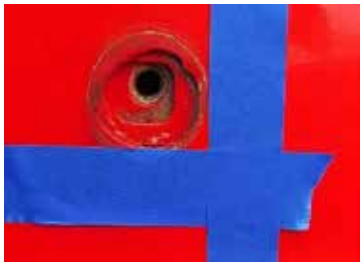
Step 9

09: Zip's new reproduction [1968-1982 Door Latch Strikers](#) and their spacers for C3s are a big improvement in function and appearance. The door strikers are sold individually and [1968-1982 Door Latch Striker Spacers](#) (also called washer/shims) come two to a pack. Both are made in the USA. Tip: order two more spacers than the car currently uses.



Step 10

10: The door striker's nut is in a cage that allows a considerable amount of adjustment in all directions.



Step 11

11: Tip: Hold the door striker's spacer and turn the striker all the way in until it is flush with the spacer. Rotate it until it turns freely to remove any burrs. This makes positioning of the spacers easier because the striker will not drag the spacer with it when it is tightened.



Step 12

12: Apply a little grease or oil on the door striker's threads to aid in this installation or in future removal.

Step 13

13: Tip: Before installing the spacers, screw the striker all the way in to make sure the threads do not bind.



Step 14

14: Install at least the same number of spacers that were on that door striker and install the striker. Hold the spacers in place while tightening the striker with an 8 MM Allen wrench.



Step 15

15: Tighten the door striker to 35-50 LBS-FT per the factory assembly manual. Caution: don't go Incredible Hulk on this because it compresses the door jamb fiberglass.

Step 16

16: Apply a little grease to the door latch mechanism again and close and open the door to see where the door latch engages the replacement striker. This shows that it engages near the forward end of the contact area. Installing an additional spacer would centre the latch on the striker's contact area.



Step 17

17: The replacement door striker is shorter than this old striker by the thickness of a spacer. Installing an additional spacer on the replacement striker will bring its contact area to the same position as the old striker.



Step 18

18: Installation of Zip's new replacement door striker and spacers takes only minutes. The new part holds the door more securely and makes a major improvement in the appearance of the door jamb.



Step 19

19: While in that area, inspect the retainer strips that hold the rear interior quarter panels. If the paint is abraded, it is rubbing on the door panels. To protect expensive door panels from wear, the door striker could be adjusted a little outward.

Step 20

20: Also inspect the door panel's Velcro clips. Lack of engagement causes the door panel to hang inward from the door. This is one cause of door panels rubbing against the retainer strips.



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Thanks Alan Roper.....



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The frustration of buying Christmas presents overseas

Here is the preliminary story.

We ordered a sweatshirt from the Corvette online shop in late November (24/11/21.) With the problems of Covid and world-wide shipping at this time of year being slow, the sweatshirt didn't arrive in-time for Christmas.

Then comes the notice that the item is on board the carrier for delivery (4/1/22). Imagine the image - we get home from work and there is the parcel at the front door. I pick it up, open the door and as I walk in I see the parcel is in an Australia post bag. I think this is odd as I open the bag to reveal the sweatshirt. Now it's obvious why the Australia post bag. The original packaging is damaged and opening the parcel further reveals the sweatshirt is also damaged.

Disappointing to say the least; almost 6 weeks to arrive and item is damaged in transit, not an ideal outcome!

We take a few photos and send to the supplier, and ask the question if they need more information for a replacement, in this case Corvette shop. Remember this is early January the world is working around Covid, the Christmas holidays are causing delays etc. There was no immediate reply to the email. A week goes by and we send a follow-up email to enquire. The next day there is an email from Shannon Whobrey of the Corvette National Museum, explaining the delay in replying, which comes down to weather problems shutting the facility down as well as the holiday season. Understandable.

Article arrived 17/3/22. Again shipping is still slow for all the reason I've mentioned earlier but the outcome is good; more importantly - a happy grandson!

My thanks go out to Shannon Whobrey and Sally Heil of The Corvette National Museum.

I have shared this story to emphasise the importance of dealing with reputable overseas companies. - **Bob Fitzsimmons**.

From the Trea\$ury

Please be advised that our current accounts are:

1. First Investment Account - \$1,240.88
2. Second Investment Account - \$41,307.77

The above two accounts have not changed.

3. Everyday Account - \$1,088.35.

This account opened at \$2,443.67 with no credits this month but several debits following.

- | | | |
|-----------------------------|-----|----------|
| A. March Magazine Printing. | ... | \$975.00 |
| B. March Magazine Postage. | ... | \$169.32 |
| C. P.O Box Renewal. | ... | \$211.00 |

Obviously we will run out of \$'s very soon. As soon as possible I will close the 1st Invest Account as approved by previous committee, I've not been keen to attend the local StG branch, but will bite the bullet and get this done ASAP.

Also we will call for Subscriptions to be renewed ASAP, this will keep us turning over without compromising the main Investment Account.

Regards,

Doug, Treasurer.

Ode to the Typographical Error

The typographical error is a slippery thing and sly

You can hunt till you are dizzy,

but it somehow will get by.

'Til the forms are off the presses, it is strange how still it keeps.

It shrinks down in a corner and it never stirs or peeps.

That typographical error, too small for human eyes,

'Til the ink is on the paper, when it grows to mountain size.

The boss he stares with horror, then he grabs his hair and groans,

The proof-reader drops his head upon his hands and moans.

The remainder of the issue may be clean as clean can be

But the typographical error is the only thing you see

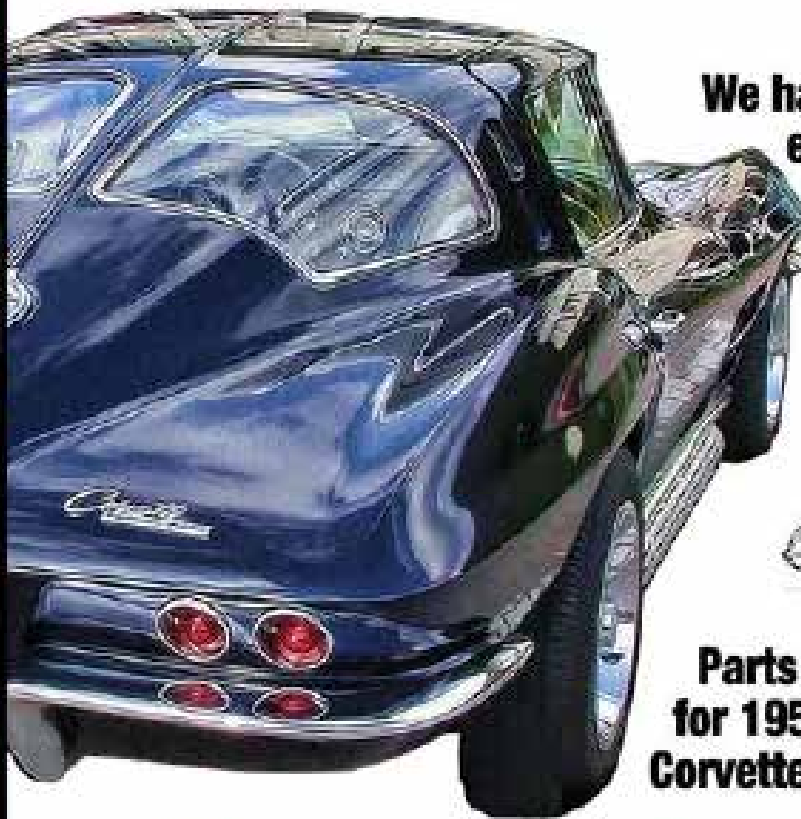
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Draft 2022	
Australian Grand Prix Melbourne	7-10 April
Bunnings Trade Supersprint	30-1 April
Winton Supersprint, Vic	21-22 May
Merlin Darwin Triple Crown	18-19 June
NTI Townsville 500	8-10 July
The Bend Supersprint	30-31 July
Penrite Oil Sandown Supersprint	19-21 August
ITM Auckland Supersprint, NZ	10-11 Sept
Repco Bathurst 1000, Mt. Panorama	6-9 October
Boost Mobile Gold Coast 500	28-30 October
Repco Newcastle 500	TBC



2022

Australia, Melbourne	10 April
Italy	24 April
Miami, USA	8 May
Spain	22 May
Monaco	29 May
Azerbaijan	12 June
Canada	19 June
Great Britain	3 July
Austria	10 July
France	24 July
Hungary	31 July
Belgium	28 August
Netherlands	4 September
Monza	11 September
Russia	25 September
Singapore	2 October
Japan	9 October
USA	23 October
Brazil	13 November
Abu Dhabi	20 November



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