

Corvette Club of South Australia Inc NEWSLETTER



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HELLO FROM THE EDITOR

Hi All

A reminder that if any of your personal details change, please let the membership officer Gary McPhee know ASAP. This Month another couple of pages of the C8 brochure . Gerry Brines car is featured this month. If you want your car in the newsletter or anything to share please send me an email. 2021 Nationals are in Canberra over Easter, book the dates and more details to come

Regards

Adrian Worsley

CLUB INFORMATION

CORVETTE CLUB OF SOUTH AUSTRALIA Inc.
PO BOX 230 FINDON SA 5023

www.corvetteclubofsouthaustralia.com.au

SISTER CLUBS



CORVETTES WEST
Southern California USA



LONE STAR CORVETTE CLUB
Texas USA

MEETINGS - Resuming September 2nd

Held on the first Wednesday of every month
Seaton Ramblers Football Club
South Parade, Seaton at 8pm

NEWSLETTER DISTRIBUTION Newsletter will now only be distributed via email. If you have a change of address please advise the Membership Officer.

MEMBERSHIP FEES

due by 1st January each year	NEW	RENEWAL
Financial Member	\$85.00	\$80.00
Associate Member	\$20.00	\$20.00
Country Member	\$40.00	\$40.00

BANK DETAILS for Direct Debit
BSB 105 900 Account 9543 73840

CLUB REGO Inspections are no longer required. However, if you need a new Log Book, they are \$10 each.

The Corvette Club of South Australia Incorporated and its committee, is not responsible for statements (excepting their own) which may appear in any publication of the Corvette Club of South Australia Inc. newsletter, nor for the integrity of individuals buying or selling goods or services. We welcome the contribution of newsletter articles from members. Note: Contributions may be edited for reasons of space.

The Newsletter Editor has the right of refusal to publish.

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PRESIDENT'S REPORT

Hi All

Well we were ready to have our first meeting in August but then the virus has hit Victoria with a vengeance and therefore the committee has decided not to have the meeting and we will monitor the situation month by month, which is frustrating as we are itching to get together.

We have a Covid plan in place for Seaton Ramblers, so we have been preparing for it. We WILL be having a run in August that will be starting and finishing at a fast food outlet so we can social distance in the carpark but we will NOT be going inside to eat as a club.

You will notice in this issue notification of the Canberra Nationals, hopefully this virus will be on its way out by then and they can hold the event.

We as a club have events planned but as the time gets closer we will decide whether the event proceeds, your committee has been working hard to put them together.

We have been lucky with the weather and I hope that you have taken the Vette out for a spin.

Until next month,

Happy Vetting

Pres



Specialising in Conversions, Restorations and Spare Parts

Corvette Conversion Centre

cocomrw@senet.com.au

0427 717 686

corvetteconversioncentre.com.au



Specialising in C3 (1968-1982) Corvettes, we can do anything from routine maintenance to ground up restorations. This includes conversions to Right Hand Drive and reconversions on cars that do not meet current standards. We have a large inventory of new and used parts and panels in stock. Any parts that you require that are not in stock are normally 10-14 days away, as we place orders to America on a weekly basis.

Corvette Conversion Centre is pleased to announce that we have developed brackets to mount the RRS Rack and Pinion steering system to C3 Corvettes. This will be the perfect solution for poorly converted Corvettes or if you just want a more modern feeling steering system.

Whyalla “Break Free by the Sea” Run

October Long Weekend 2020



Are you ready to break free?

Kick off the lock-down shackles and dust off the Vette.

It's time to hit Highway 1 to Whyalla to take in some sea air for the long weekend!

Whyalla is the northern gateway to the picturesque Eyre Peninsula - where the outback meets the sea. It's the annual breeding ground of the Australian Giant Cuttlefish (the world's largest Cuttlefish species) and the beginning of the Seafood Frontier Trail. The best oysters in SA!

Accommodation: Sundowner Hotel Motel, Lincoln Highway, Whyalla Norrie. P: 8645 7688

Rooms: \$110/night includes Continental breakfast. 20 rooms are being held for CCSA members. Call direct to book your room. No deposit required. **Please let Kathy or Angus know who is coming, and your room number, so we can manage numbers for other bookings.** Contact details below.



When: Saturday 3rd & Sunday 4th October 2020

Your Hosts: Angus Smith, Kathy Reschke & Ken Blackwell (yes, it takes more than just Angus!)

Our plans: Tour the Whyalla Steelworks & HMAS Whyalla, visit a Franklin Harbour Oyster Farm in Cowell, and meet the local Whyalla car enthusiasts. Can't tell you for sure yet. Depends on COVID-19 restrictions. Bring a sense of humour. We'll think of something!

HMAS Whyalla, a Bathurst-class corvette !!!
Constructed during World War II

Contacts:

Kathy Reschke 0429 457 600
kate33@internode.on.net

Angus Smith 0423 202 253
Angus.smith@bigpond.com



Port Crane at Whyalla Steelworks. Angus sits here

October LWE Cruise Extension with McBrides

For those who wish to join us travelling on Friday 2/10/20, be at OTR Bolivar ready to depart 10.0 am
For those who would like to spend another 6 days of cruising, please register by email to robin-hill67@gmail.com.

You will then be given booking details for the motels.

We have reserved 15 rooms at Port Lincoln approx. \$120 - \$135 per night

We have reserved 10 rooms at Port Augusta approx. \$115 per night

All rooms will be released on August 31st as they cannot hold rooms beyond that date. Rates may change after that date too.

You need to phone the motels direct to make your bookings & state you are part of the Corvette Club group booking. They require C/C details to confirm your booking. **They have 7 day cancellation policy or 1 nights accommodation would be taken if you cancelled with less than 7 days notice.**

Preliminary Itinerary as follows:-

Fri 2nd: Depart Bolivar 10.00 am. Stop at Harry's near Port Pirie. Lunch at Port Augusta

Sat 3rd: Organised by Gus & Kathy from Whyalla

Sun 4th: Organised by Kathy & Gus from Whyalla

Mon 5th: Cruise to Port Lincoln via seaside towns. Lunch at Tumbly Bay Bakery. Check in at Port Lincoln. Tea at Marina

Tues 6th: Cruise to Cummins for lunch. Cruise back via Coffin Bay. Tea at Pub.



Wed 7th: Maybe connect with Port Lincoln Auto Club. Pizzas for tea at Motel.

Thurs 8th: Look at Museum, Brewery & sights around Lincoln. Tea at different Pub.



(Any of these are open to change as we are waiting to see what works for the Pt Lincoln Car Club)

Fri 9th: Leave Port Lincoln & return via Kimba (lunch). Stay at Port Augusta 448 kms

Sat 10th: Port Augusta to Adelaide approx. 380 kms via Wilmington, Peterborough with lunch at Burra. This will keep us away from most of the traffic returning at end of school holidays. It is also more picturesque & only 80km further.

Sun 11th: Clean cars & relax

You will be provided with a full copy of the itinerary & information sheets on Monday 5/10/20.

If anyone has UHF radios could you please bring them so we can aim to have one in each car?

See you next meeting for any other questions

KARTING AT THE BEND

January's trip was just testing the water. You wanted more. 10 minutes wasn't enough.

We are returning to the Bend Motor Sport Park for the CCSA Kart Challenge

Sunday November 15 for our own mini Grand Prix.

\$105 per driver, spectators free

5 qualifying laps

2 x 15 lap races

Can Jim go one better and be the fastest on track? Will the ladies of the club step up?

Attend and find out.

The venue requires a 50% deposit by October 15.

The deposit of \$55.00 can be paid directly in the CCSA Bank Account or by cash, cheque marked CCSA to the Treasurer, David Daw.

BSB 105900

Acct 954373840

Please title with your "name and karts"

Race time is 10.30 am but need to be there about 10.00am

Meeting point and time TBC.

Lunch will follow at a pub close by. TBC

If you wish to participate, please email or text me, your name, how many will attending for karting and how many for lunch. If you just wish to come along, watch some idiots who think they are race drivers and have lunch I also need to know.

I need final numbers and deposits paid by 8th October.

Greg Woods

Vetwood86@gmail.com

0412390877



First Friday Night Dinner for a long time!!

Friday 21st August, Grange Hotel, 489 Esplanade, Grange. Yippee!! 7.00 for 7.30 pm

Due to Covid restrictions the Hotel has asked us to provide accurate numbers of those who will be attending.

This means you will need to phone Lynda McBride 0408 08 55 66 or email robinhill67@gmail.com by 14/8/20 if you plan to attend. This is so the Hotel can plan their table seating.

If you decide to come at the last minute you may not be able to get a table.

(It goes without saying:- if you are unwell please stay home)



Treasurer's Report for 1st July 2020

Balance start at 1st June 2020	\$16,788.74
Cash & Cheques in	\$3,557.44
Cash & Cheques out	\$3,614.39
Closing Balance at 30th June 2020	\$16,731.79
Membership Draw Prize for 1st April 2020 General Meeting	\$80.00
Add \$20 for each Month missed due to Covid19 Restrctions	
Membership Draw Prize for 5th August 2020 General Meeting	\$160.00

Regards
 David Daw (CCSA Treasurer)
 ph: 0411 604 927

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FIVE THINGS I LIKE

ALMOST AS MUCH AS DRIVING MY CORVETTE

1. LOOKING AT MY CORVETTE.
2. TALKING ABOUT MY CORVETTE.
3. WATCHING TV PROGRAMS THAT FEATURE PEOPLE DRIVING CORVETTES.
4. WEBSITES ABOUT CORVETTES.
5. BACON.

IT TOLD HIM IT WAS ME OR THE CORVETTE



IT WAS THE LONGEST BURNOUT I'VE EVER SEEN.



"I appreciate your business, but you may be cleaning your Corvette a little too much. This is the third time you've been through here today."



MOTHERS
Polishes • Waxes • Cleaners

Smooth. Deep. Shine.

See the car care range at:

motherspolish.com.au

piloti
driving shoes

Designed for optimal pedal feel. Our patented Roll Control™ spherical heel is engineered to protect and cushion the heel bone, while the rubber heel adds durability and grip.

Introducing the limited edition Corvette Approved Casual Driving Shoe range. Inspired by the Corvette® C7 and Corvette® Racing's rich heritage, Piloti's specialised co-branded Corvette® driving shoe's shares the perfect DNA to match your passion for your 'Vette.

Corvette Racing Limited Edition

Corvette C7 Limited Edition



Based on the Prototipo Style. A distinctive black and red colour scheme, official C7 crossed flags badging and race-inspired stitching are among the design features.

Based on the Spyder Style. A distinctive black and yellow colour scheme, official Corvette® Racing Jake badging and race-inspired stitching are among the design features.

See the range of exclusive Piloti Corvette Driving Shoes and other styles at:

piloti.com.au

Gerry and Lyndall Brine

I have loved Corvettes since the C3's were released in 1968 and it has been a dream since then.

Lyndall and I married in March 1972 and we bought our first Corvette in early 1974, it was a Blue 1968 427 4 speed Coupe, thought we should have it before Children. Then in June 1975 the birth of our first Child Kirsty, so late 1975 it was sold but in 1976 the bug was still there so we bought a Green 350 4 speed coupe and I crashed it early 1977 and wrote it off. Then came our second child Mark in December 1977 so that we thought was the end of Corvettes.

18 years later the kids are grown up, 1995 we bought a Silver 1972 350 4 speed Coupe which we kept for 6 years and in 1996 we bought a Red 1985 350 Auto coupe which we kept for 11 years. In 2004 we bought a 1994 white 350 auto Coupe which we had for 2 years and in 2011 we bought a 1998 350 auto Coupe that we sold in 2013 and thought that's it no more Corvettes, really wanted another Chrome bumper C3 but thought No.

Then in 2017 retirement was getting close so I started looking for a project car (not a Corvette) could not find anything that appealed to me.

We were at Rod Primes for Christmas drinks and a few people there said Hans had a 1969 for sale and I spoke to him, had a look at it and bought it. A Black 1969 427 4 speed Coupe and we still have it. Still dreaming!

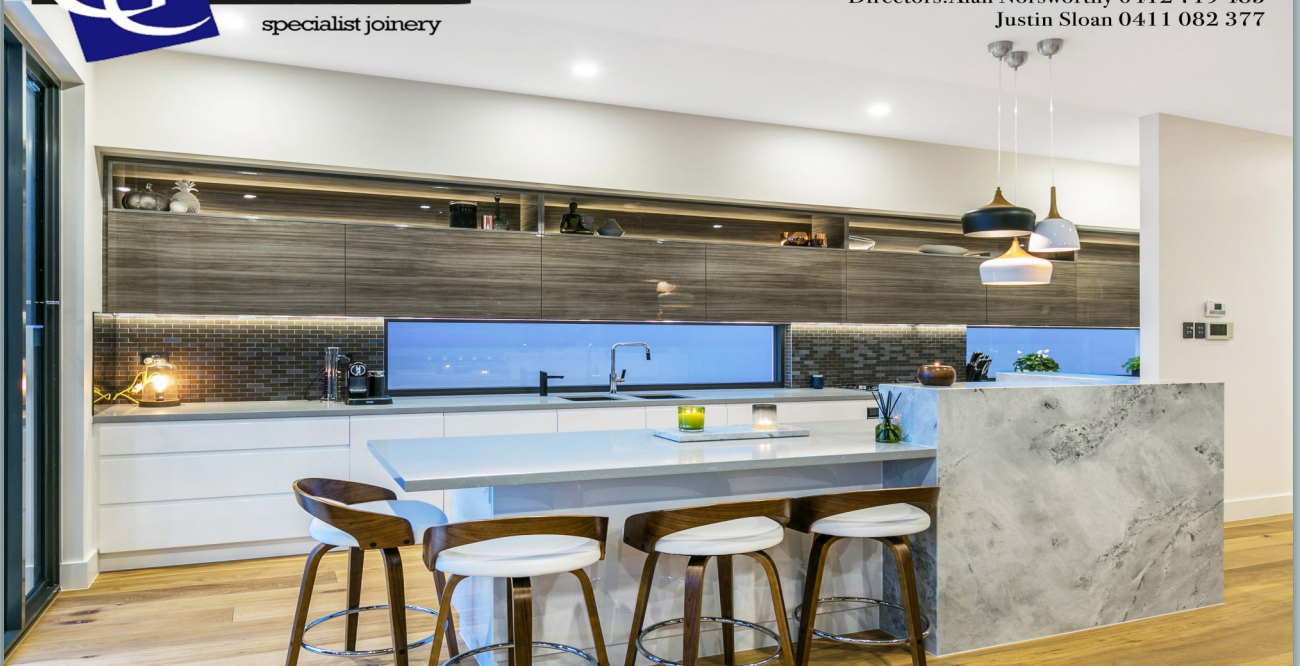






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AUGUST CORVETTE CLUB OF SOUTH AUSTRALIA RUN

Sunday 16th August 2020

PLEASE NOTE SOCIAL DISTANCING APPLIES, IF YOU FEEL UNWELL PLEASE STAY AWAY

Meet at Hungry Jacks Ridgehaven, corner North East Rd and Golden Way

Meet at 10am for a 10:30 Departure

Route

Turn left onto North East rd towards the hills and keep going through Inglewood for 15.5 km then turn left to Kersbrook

Go straight through Kersbrook on to Williamstown and turn left into Queen St (the Main st) and continue on through Lyndoch to Gawler and turn right into Murray St (main st of Gawler)

Follow that road to Willaston and turn left at the roundabout just after the BP abd continue to the next roundabout and take the 2nd exit onto the Freeway, get in the middle lane and follow the Freeway to the right onto the Northern Expressway and watch for the Fixed Speed Camera about 2 Km

Turn left onto Curtis rd you will see Bunnings on the right, stay on Curtis rd over Peachy Rd, over Coventry Rd over the train line then turn right onto Charlotte St over the roundabout at Anderson way. Turn left at the next Roundabout onto Warooka Rd, you will see Aldi in front of you. Turn left onto George McMullen Rd then right into McDonalds car park for Lunch opposite Spotlight.

Corvette Owner



What my friends think I do.



What my family thinks I do.



What society thinks I do.



What Insurance Companies think I do



What I think I do.



What I actually do.

Corvette Club South Australia

Club Merchandise

Corvette Club South Australia

Autumn/Winter 2020

A blend of Slim, Regular & Classic Fits in Men's, Women's & Unisex sizing on offer.

Puffer Vests \$90 M/W



Long Sleeve Hype Polo \$55 Unisex



V-neck Stretch Tee \$20 Women's



Refer to the Catalogue on the website for full details.

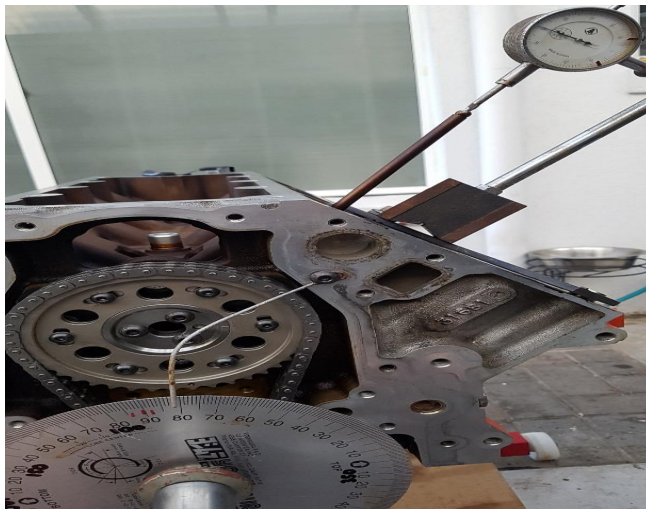
Seans Random Ramblings #17

The Junkyard Dog - LS Story

Now that the camshaft is in and the retainer plate secured its time to get the timing chain assembly fitted. I will be using a Rollmaster adjustable double roller chain that uses a Torrington bearing against the retainer.



Once the timing set is in its time to degree the camshaft. So what is “degreeting the camshaft”, I was afraid you were going to ask that. Ok, lets see, fit the timing wheel to the crank, mark it at top dead centre, rotate counter clockwise to TDC again, mark the wheel. Split the difference between the 2 marks and mark the middle. Set up the dial indicator on the top of the #1 piston, zero a pushrod at the middle of the cam base circle intake, bring the piston back up .050 and hope like hell its somewhere near 9 degrees BTDC because that’s what the measurement is on the cam card. There are a couple of different ways to do this but effectively its how you check the camshaft is in the hole at exactly the correct point. By some divine intervention its spot on, and that means I wasted the extra money on the adjustable timing gear !



The cathedral port 241 heads are back from Higgins Race heads, CNC ported and fully rebuilt with polished double PAC valve springs. These heads flow just shy of 300 cfm and are good for over 500 hp.



Now that the heads are back its on with the more unsexy engine stuff like measuring things again. We need to replace the number 1 cylinder springs with lightweight testing springs and bolt the LHS head on using the old head gasket. But before we do that we have fitted a lump of playdough to the top of the piston.

Using an adjustable measuring pushrod and bolting the rockers in we can rotate the cam so the lifter is on the base of the cam circle, then adjust the pushrod up till its solid up against the rocker. Take the pushrod out and measure it. We do the same with the exhaust valve and measure that as well, we hope like hell (we do a lot of that while engine building) that they are exactly the same. My prayers are answered and they are, we add .050" to that measurement for preload and order the pushrods.

Once that's done we can pull the head off and check that playdough to measure the piston to valve clearance. As the head comes off we are hoping like hell those valves didn't punch through the playdough, again the engine gods are smiling and its looking good !



Now that all that pesky measuring stuff is over its back to bolting the short motor stuff together. The oil pumps on the LS are driven by the front of the crank, I'm using a Melling high volume / high pressure #10296. Because it going to be fitted in front of the double chain timing gear you need to use the spacer plates, and again hope like hell the pump doesn't hit the timing cover. Well Melling say the pump will fit and not hit the timing cover, and they are good to their word.



Next edition we will look at the engine upside down assembly.



CORVETTE PACK 7 DRIVER MODES



A MODE TO SUIT EVERY DRIVER

Driver Mode allows for the 2020 Corvette Stingray to change up to 12 different vehicle attributes depending on which mode is chosen with the rotary controller near the shifter. There are also two new modes, My Mode and Z Mode, allowing the driver to customize their drive.

FOUR FACTORY PRESET MODES

- TOUR** – Comfortable normal everyday driving
- SPORT** – Enthusiastic road driving
- TRACK** – Inspired track use
- WEATHER** – Confidence in rain or snow

Each mode may change these settings:

- Gauge cluster
- Electronic Throttle Control
- Transmission Shift Mode
- Active Fuel Management
- Exhaust (variable mode exhaust)
- eLSD
- Steering
- Magnetic Selective Ride Control
- Launch Control
- Active Handling
- Traction Control
- Performance Traction Management



MYMODE – MY PREFERENCES

The purpose of MyMode is to allow drivers to set up their daily driving preferences by programming them through the infotainment system. They can pick and choose their suspension, steering, exhaust, engine sound and brake feel from available driving modes like Sport, Tour and Track. My Mode will also allow drivers to mix and match their preferred Head-Up Display theme (if equipped) and instrument cluster theme. Personalizing the driving experience has never been so encompassing.



Z MODE – NEXT LEVEL DRIVING

Press the Z Mode button to wake up the entire car with a factory preset mixture of sport and track settings. It will instantly change Corvette's attributes so it can handle an upcoming curvy road, activate preferred settings or adjust to any other driving situation. To instantly adjust to different road conditions, all the driver has to do is press the new Z Mode button on the steering wheel. Like My Mode, drivers can customize available settings through the infotainment system to account for any roads where they may want to change their suspension, engine sound, brake feel, steering and even powertrain.

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CORVETTE PACK 8 INTERIOR DESIGN



DRIVER-CENTRIC INTERIOR DESIGN

The moment the driver sits in the cockpit, everything is perfectly positioned to perform. With the mid-engine architecture, designers were able to completely rethink the interior of the Corvette Stingray – putting the driver first and in complete control.

RACE CAR-INSPIRED STEERING WHEEL

Square design provides a clear view of the gauges and more leg and knee room for the driver.

INDUSTRY-FIRST ULTRA-THIN VENTS

Minimalist design with no visible veins provides a clean appearance and helps keep the instrument panel low.

VERTICAL CLIMATE CONTROLS

Inspired by a fighter jet, the controls help keep the instrument panel low, for better downward vision and improved sightlines.



MORE TRAVEL

An additional inch of seat travel from the previous generation offers taller individuals more comfort.

EASE BACK

Seat recline angle is now almost double (17° vs. 9°) than the previous generation.

PERFECTLY POSITIONED

With the seats over 16 inches farther forward than those of the previous generation, forward visibility has improved greatly.

COCKPIT THEME

Corvette Stingray presents a cockpit-style theme. The cockpit creates a new experience for the driver and gives them more control. This theme takes it to the next level with the cockpit literally wrapping around each occupant. The craftsmanship is in a class by itself, with almost all hand-wrapped interior parts that are stitched with authentic materials used for the decorative trim.



WATERFALL HERITAGE

Between the seats of Corvette Stingray is a new waterfall extension, which has been a classic cue since early generations. Models with Bose Performance Series Audio now incorporate an aluminum speaker grille with a ghosted Crossed Flags emblem. Meticulously designed, the resized speaker hole pattern creates the iconic silhouette and sets the interior apart from other generations.

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In the late 80s, Chevrolet was not-so-secretly developing what some dubbed a 'Super Vette.' But at the 1989 New York Auto Show, it was the debut of the Dodge Viper RT/10, complete with a 488-cid V-10 engine that sent GM engineers on a new path to develop a 'Viper-Killer.' Dodge credited the '65 Shelby 427 Cobra as the inspiration for the Viper, but the model wouldn't be available until 1992.

By 1990, then Corvette Development Manager, John Heinrich, had three projects for his engineering team to tackle, which would affect future Corvettes:

- 1) Response to the Viper: The newest Corvette adversary would soon arrive, a car that was light weight, utilized simple technology, but wielded brutal power. Heinrich wanted to study ways to lighten their ZR-1, should Chevrolet need to "skin the snake."
- 2) Drop the Pounds: New safety regulations added more weight to the Corvette, which in turn decreased fuel economy. With the gas-guzzler tax looming, GM faced reduced performance to make up the difference, and they couldn't afford that either. Lightning the weight of the car would improve the speed and efficiency.
- 3) Ideas and Innovation: A new product would bring the team together and inspire new ideas from the development engineers.

With a common theme flowing between these ideas, it made sense to use the same car for development. A white non-saleable 1989 ZR-1, which had been used in Chevrolet's 1990 model year media preview, was hand-picked (VIN 00081). It was one of only 84 production ZR-1s built in Bowling Green for evaluation, testing, media preview and photography. No 1989 ZR-1s were re-

Much how track cars are stripped to lighten the load, the car's A/C, sound system, spare tire and tire-pressure warning system were all removed. The stock wheels were replaced with magnesium Dymags and the leather seats were replaced with lighter weight cloth. The roof received a magnesium frame, a standard flywheel replaced the dual-mass wheel, and a magnesium clutch housing replaced the aluminum stocker. The modifications trimmed the total weight by 250 pounds and at less than 3,000 pounds total in weight, the prototype could do a lot more with less.

In 1991 Snake Skinner was shipped to the Desert Proving Ground where it saw further modification including a special LT5 supplied by engine manufacturer MerCruiser that reportedly produced 475-hp, and other changes that yielded another drop of 100 pounds of weight. The next winter, further developments were made to improve performance and achieve small weight reductions. By March of 1993 the car weighed just 2,906 pounds. The Corvette development team's straight-line specialist (and Hall of Fame inductee) Jim Ingle drove the car to a 12.04-second quarter mile at 122.2 mph. In what was a final round of modifications in 1993, including a titanium exhaust system and experimental carbon-ceramic brake rotors, the car was down to only 2,765 pounds hitting 11.88-seconds at 123 mph in the quarter mile by Ingle.

The final development use of Snake Skinner was in late 1994 between Heinrich and then-Chief Engineer Dave Hill. With C4 development complete and work now focusing on the next generation, the team looked at how Snake Skinner's concepts could be used in future generations. Some of the more significant applications were the 500-hp engine, aluminum structure, carbon brake rotors, lightweight glass, titanium exhaust, and magnesium roof frame and wheels.

The ZR-1 SS became so intriguing on the press circuit that a Snake Skinner II (VIN EX6153) was created. Initially used for driver training after testing was completed with the LT5 engine, the car featured many of the appearance modifications of SS I for show purposes, but not so much of the performance upgrades and weight-saving mods. The model was never offered to the public for several reasons, primarily due to cost. With the ZR-1 already bearing a \$63,000 price tag, the SS version would have been significantly more. The other issue was extreme horsepower. At the time, a 565-hp Corvette would be considered too much as a base Corvette had 250-hp, and the ZR-1's LT5 had 375-hp.

An Open Letter to General Motors from an Australian Corvette Enthusiast

By Keith Cornett -Jun 4, 2020



In the nearly 70 years since the first Chevrolet Corvette appeared, the car has generated a remarkable following of fans worldwide who are true believers in all things related to the American sports car. Corvette Clubs are not just an American phenomenon as groups of enthusiasts meet at shows around the world as owners show off their pride and joy.

As you can imagine, I receive a lot of emails from Corvette enthusiasts both here in the USA and those around the world asking about the status of America's favourite sports car, especially in these last few months where everything has been turned upside down with the Coronavirus. A letter I received this morning from an Australian customer got me thinking hard about the situation down-under so I am sharing his email below. But first, here is the set-up so you may have an idea from where he is coming from...

In our 15 years of blogging about Corvettes, I have a real affinity for those Corvette Enthusiasts in Australia who have been hampered by import duties, taxes, and right-hand-drive conversion laws that serves to triple the costs of importing a new Corvette to the island nation. In fact, our Australian Corvette Archives are filled with stories about the high regulatory hurdles that owners of Corvettes (both new & classic) are subjected to.

So when Chevrolet announced that a right-hand-drive version of the C8 Corvette would be available for export to those countries with RHD rules, we were ecstatic for those Corvette enthusiasts in Australia who would finally be able to buy their dream cars and not be subjected to the costs of an RHD conversion. The mid-engine Corvettes were expected to be sold through GM's Holden Motors, which had recently closed all their own manufacturing facilities and was moving to a model of selling imported GM products rebranded under its banner. But then GM blew up that deal earlier this year by announcing the closure of Holden Motors and since then, nobody has been able to effectively communicate the strategy of selling the C8 Corvette in Australia. Rumours are that GM is partnering with Walkinshaw to form GM Specialty Vehicles (GSMV) as an entity for sales and service, but I am not sure that was definitively announced.

Elsewhere, Chevrolet has been announcing pricing and equipment details for other Right-Hand-Drive markets including Japan, which saw triple orders from the previous LHD C7s, and the United Kingdom, where a special 'Launch Edition' will be offered.

Having now brought you up to speed, here is the letter I received from Theo Demopoulos:

"Since your blog and website represent the whole Corvette brand in America and the rest of the world, I thought that it might be the best medium to voice my own personal opinion about the constant delay of announcing whether the C8 Corvette is coming to Australia or not.

I have been a loyal customer of the GM brand here in Australia for over 35 years and I think that I am entitled to a proper explanation of why it's taking so long for GM and Holden and the Walkinshaw Group that is being considered to represent the GM brand here in Australia. It has been over 3 years now that GM pulled the plug and virtually the rug underneath the Holden brand here in Australia thus causing this immense legal battle between GM, Holden and all the Holden and HSV dealerships here in Australia. As an Australian consumer I have no other means of buying an Australian produced V8 muscle car since local production ceased to happen in 2017 for both Holden and Ford companies, and the only way to buy one is from private importer or buy a Mustang.

I am very angry and frustrated that it has come to this and now it is made worse with this constant procrastination from GM in America to make a decision to produce right hand C8's. The American consumer has so many choices and it is pathetic that because we are situated on the other side of the world, we are being penalised with so many additional costs like import duties, sales taxes, luxury taxes, conversion costs and so on and so we are paying four and five times the cost of what it costs in America. So I thought that maybe your forum would be able to voice my frustration by perhaps talking to some of the GM executives and maybe we could speed this decision-making process come to a positive outcome.

Finally I would like to add that I did email many months ago a message to Mary Barra and some other executives, my concern, and did get a reply back many months later saying that this major decision was going to happen and I needed to be patient, but I am still waiting".

Theo, I believe the C8 Corvettes will be coming to your country and hopefully by sometime next year which was the plan for the Right-Hand-Drive versions before the Coronavirus pandemic. I hope that this message gets to those at General Motors so they can clarify what their plans are for selling C8 Corvettes in Australia. In the meantime, hang in there as best possible!



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