

# 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 we have Ian Gregor's '82 C3 . 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](http://www.corvetteclubofsouthaustralia.com.au)

## SISTER CLUBS



CORVETTES WEST  
Southern California USA



LONE STAR CORVETTE CLUB  
Texas USA

**MEETINGS** - Held on the first Wednesday of every month at the 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.*

# COMMITTEE

## PRESIDENT

Rob McConnell 0408 820 819

## VICE PRESIDENT

AJ Martin 0422 355 973

## SECRETARY

Catherine Neagle 0418 828 354

## TREASURER

David Daw 0411 604 927

## PUBLIC OFFICER

David Schrapel 0413 621 972

## MEMBERSHIP OFFICER Gary McPhee

0412 804 811 eagles93@adam.com.au

## CLUB REGO REGISTRAR –LHD Club Rego

Arthur Hasse 0414 299 439

## CLUB REGO INSPECTOR

Mark Dixon 0412 834 012

## CLUB HISTORIAN

Gerry Brine 0427 585 064

## EVENTS COORDINATOR

Gerry Brine 0427 585 064

## NEWSLETTER EDITOR Adrian Worsley

newsletter.ccsa@gmail.com

## FUNDRAISING OFFICER

Maelyn Bachelor 0498 187 148

## MERCHANDISE OFFICER

Shirelee Mourdoukoutas 0402 443 420

**WEB MASTER** Peter McBride 0417 857 153

# PRESIDENT'S REPORT

Hi All



We are making great progress with all the COVID 19 and from and including the November meeting the only restriction will be Social distancing and registering on Eventbrite (for COVID 19 tracing purposes) if you cant register then you can line up at the door where your details can be taken, all members and non members attending must be on the list, no exceptions.

The November and December meetings will be open for those that have club registration, you will also have to register even if you do not intend to stay for the meeting. It will be quicker for all concerned if you use Eventbrite and less writing for the people on the door.

The club run for November will be go-carts at the Bend for those that have registered – see inside for more details.

The Club Christmas dinner will be on Saturday 28<sup>th</sup> of November at the Seaton Ramblers club – tickets will also be through Eventbrite - this will do two things 1) let us know who is coming so we can let the caterers know numbers and 2) have a list of attendees for COVID tracing.



While we are able to have meetings and events it is only because your committee is prepared to do the extra work required for all the COVID requirements so registering for events will help greatly.

We are getting the events calendar up and running with more events planned including our annual Corvettes Rock the Bay, stay tuned for more details.

My spies tell me that the long weekend at Whyalla was a HUGE success and the Whyalla members organised a weekend that those that attended are still talking about, some had to recuperate in Pt Lincoln for the following week before they had the energy to come home and that's another story.

So as you can see we are getting back to normal with restrictions, which may ending up being the new normal.

Canberra Nationals are on for those that are wanting to go, for a small club those ACT guys can really put a great Nationals together and it will be worth the trip.

Happy Vetting

Pres

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## ***Specialising in Conversions, Restorations and Spare Parts***

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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.

## 2020 Corvette Club of SA - General Meeting

**General Meeting:** 7<sup>th</sup> October, 2020

Meeting Opened: 20:05

**Present:** As per Registration sheet through Eventbrite for COVID tracing.

**Apologies:** Julie, Lynda, Gaz, Shaun and Kirsty, Catherine and Jim, Lynda and Peter McB, Neil and Noreen P, Rudi and Kay R, Scott and Mary M, Chris W, Kevin, Alan L, Kerry M, Ian G, Goof and Mel K, Dale G, Gerry Brine.

**Visitor and New members:** Colin and Cynthia Dennis, Harry Voulekatos.

**Minutes of Last General Meeting read true and correct.** Moved: Tony Beer Smith

Seconded: Graham Townsend

### Treasurer's Report:

Treasurer's Report for 7th October 2020

Balance start at 1st September 2020	\$11,956.29
Cash & Cheques in	\$1,330.10
Cash & Cheques out	\$1,321.09
Closing Balance at 30th September 2020	\$11,965.30

Membership Draw Prize for 7th October 2020 General Meeting	\$20.00
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Moved: Dave D

Seconded: AJ

**VP:** Nothing to report.

**Secretary's Report:** Nothing to report. Away on Vette cruise. VP (AJ) filling in as scribe.

### Correspondence:

Various newsletters on the desk. Please come up and help yourself.

**Newsletter:** Adrian looking for newsworthy items to insert into the newsletter. If you think you have something of interest please contact Adrian. Note no ad selling used/obsolete partners will be entertained.

**Club Registration:** A 1970 Ford Capri and 72, 77, 86 and 89 Corvettes added.

### Membership:

Full members 194                      Associates 76                      Total: 270

**Merchandise:** Shirelee had a variety of merchandise on the table. Those interested see Shirelee after the meeting to peruse what is available. Shirelee also advised still able to order from the old catalogue as well as the new catalogue. Can place orders in person at the meetings, by phone or by the Web.

**Events Coordinator:** Expecting a full report from the run to Whyalla and Port Lincoln.

Heads up:

15<sup>th</sup> November is the run to The Bend. Contact Greg Woods.

28<sup>th</sup> November is planned for the Club Xmas dinner. Contact Maelyn.

19<sup>th</sup> December, Xmas BBQ at Julie and AJ's. Information to follow. As we get closer to the date we will see what our COVID requirements are.

**Web Master:** Nothing to report. Absent on Vette road trip.

**Public Officer:** Dave advised of the new requirements he had received from the appropriate Government department. Rob was to contact the signee and the outcome of that phone call will be discussed at the next meeting.



**General Business:**

Greg reference the 15<sup>th</sup> November run for The Bend. Please speak to Greg tonight. \$\$ need to be paid within the next few days. Meeting will take place at the Frewville Shopping Centre. The bakery opens at 08:00. Meet 08:15. Depart 08:45. Racing starts at 10:30. Need to be there by 10:00. Greg advised seventeen members were racing and 34 planned for lunch.

Greg also advised that Gaz and Kathy were doing a charity walk in November for Heartkids. If anyone is interested in donating money or sponsoring, please contact Gaz.

TBS imparted to the Club some fairly solid kudos to the Whyalla members for a well patronised and organised long weekend. Well done to all those club members in Whyalla and all those Club members who attended the long weekend. Quite a few couldn't leave the long weekend alone and took a scenic drive down to Port Lincoln over the ensuing 3-6 days.

Debbie – quick burst on the entertainment books still available and the commencement dates start the twelve months cycle when the card is activated. All monies raised go to Heartkids, our charity of choice.

Rob advised the members present that we are running a lucky square (\$5 a square). The prize is a Chevrolet dealers' book and a double-sided posterior. All funds again to Heartkids.

**Membership Draw:** 47 – John Sturm. Not present therefore membership draw jackpots to \$40 next meeting.

**Raffle prize winners:**

Cindy: Bottle of 40<sup>th</sup> anniversary port

Faye: Ladies bag

Kerin: Corvette number plate

Ray: Torch

Rob: Model Vette

Graham: Pie maker

**Supper Savouries:** Nil due to COVID 19 compliance.

Meeting closed at 20:35

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## KARTING AT THE BEND

Karting at the Bend Sunday November 15  
This event is fully booked out.

Meet from 8.15am for 8.45am departure in the Foodland Frewville carpark, Glen Osmond Rd, opposite The Arkaba Hotel. There is a small bakery in the centre that is open but they don't do coffee. For those who are desperate for a coffee there is an OTR at the race track plus the karts complex do coffee too. We need to be at the Bend by 10.00am for registration. Racing starts at 10.30. Once finished we are booked in for lunch at The Taillem Bend Riverside Hotel for 12.30pm.

Regards  
Greg Woods



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## Sean's random rambling #19

LS Junkyard Dog.

The engine is back home again after its dyno outing and you would think the hard part is over, but no, its only just begun. We need to get this thing into the C4 engine bay, and you don't need to be Nostradamus to predict some difficulties. Before we drop the engine in (sounds easy if you say it fast !) we need to complete the front accessory drive setup. I have already discussed last issue how we are using the C4 pump and alternator so I need to re fit and find a drive belt that fits and get it all sorted before it goes in the car.



We are ready to pick this thing up and try and get it in. With Braden helping me as my other apprentice is on stress leave in Qld, we get the engine in but the sump is hitting the crossmember despite having relief holes cut in. The engine comes out and the holes need enlarging. We also work out that having the engine mounts on the block is a problem so we bolt them to the chassis so that we can slide the engine across the top of them with the adaptor plates bolted to the block.

With the holes enlarged we can drop the engine in and the sump corners will sit into the holes, this allows the engine to sit flat and we can now slide the engine back towards the bellhousing. Next problem, the engine just won't go back far enough. After some detective work with the torch we can see that the earth bolt on the back of the head is hitting the firewall. Earth bolt moved. The engine will still not go back, the right side head is now hitting the trans dipstick. We try to mod the dipstick but no use, time to order a flexible unit and out comes the engine again. After the arrival of the dipstick we can fit it so it misses the back of the engine. Put the engine back in, it still won't mate up, after much deliberation and colourful language we try tweaking the angle of the gearbox with a trolley jack and length of wood and all of a sudden – clunk, in it goes ! 3 afternoons of work just to bolt it in. Getting the 3 engine mount bolts in each side is another joyous occasion.

The next job that is going to be a PIA is the wiper motor hitting the left side rocker cover. This is one of the classic C4 LS swap nightmares, the cylinder heads on the LS are so far back on the block that everything starts to become a problem. The issue being that the PCV breather is right where the wiper motor is, I try a thinner gasket, that doesn't help so its time to get serious. I cut the breather off the cover, make a flat plate and drill a hole in the side for a AN fitting. Off to the welder to get TIG'd. After more trimming of the plastic wiper housing it fits and works, hallelujah !



Its time for the \$2,000 headers to go on, Im going to put the left side in first because I know they will fit and I really need a win to restore my faith in modifying C4 Corvettes. In they go, no worries. Let's fit the right side, well they go in alright, but will they clear the steering shaft. No way, they won't clear the shaft on 3 of 4 pipes, only a 75% failure rate. I now attack my expensive headers with an angle grinder, ball pein hammer and 20 ton press. Buy a couple of 90 degree stainless tubes, one to stuff up and one to get it right, and finally its time to visit those lovely guys at the welding place for some more of their lovely TIG welding.



Next on the agenda is wiring up the MSD control unit, it needs a 30 amp fuse relay but is straightforward. The top and bottom radiator hoses are modified C4 hoses. The power steering and alternator are plumbed and wired. The hood won't close properly so a hole needs to be cut to clear the top alternator bracket. Now that the headers are welded and in its time for the Y pipe to go back on with adaptor slip collars.

All the fuel system and linkages go on next, it's a carry over from the last engine so again straightforward. The next issue that presents is the hood won't close with the air filter on. The carb is now sitting back over an inch from where it used to be, it needs a semi circle cut out of the hood hole (under the bonnet scoop). I think we are nearly ready to fire it up in the car. Only one more issue, a weird earthing problem, after some investigation we realise that amongst all the maze of wiring to deal with, I have put one wire in the wrong place. Ok, the next moment of truth, ignition on, fuel pressure comes up, crank the engine to check spark first and oil pressure up, and most importantly check that the starter motor that had to be shimmed and re wired works. It fires up and runs with only one minor water leak and one minor fuel leak, that are quickly fixed.

6 months to build the engine and 2 months to get it in and running – its getting close !





Hi, my name is Ian Gregor. I have been a member of the Corvette Club of South Australia since early 2019. I have loved Corvette Stingrays since I was a teenager, and started collecting model corvettes way back then. I have always wanted to own a full size Corvette Stingray, but could never afford to do so. I had been offered 2 Corvettes many years ago, the first for only \$7,000, BUT, it was in pieces, and would need major restoration to get it on the road. Yes I could afford the \$7,000, but could not afford the restoration bill to follow, so sadly had to pass. Soon after that, I attended a swap meet, trying to sell another vehicle, and again was offered a (I think, a 1974) Stingray, in running order, for \$14,000, but again needing extensive restoration to get it looking good. Being a one income family of 4, and putting 2 children through high school at the time, sadly again, I had to pass. It was many years later, Easter 2018 to be exact, that I FINALLY got the opportunity to actually buy a Corvette of my own. My good friend (and past member of the CCSA) offered me the opportunity to ride with him in his 1989 Corvette across to Perth for the Corvette Nationals, which I gladly accepted. Whilst on that trip, we talked about the sad passing of his step-father back in November 2017 (whom I was also good friends with). My friend knew of my keenness to own a Corvette, so asked me if I was interested in purchasing his step-father's 1982 Corvette. I asked him why he didn't want to keep it for sentimental reasons, to which he replied, he wasn't really keen on C3 Corvettes, and he knew how much I had wanted a C3, so a deal was struck. HOWEVER, it was a further 8 months before I took possession of the vehicle. A few weeks after returning from Perth, I helped my friend move his mother from her home near Mannum to her new home in Nuriootpa. I was supposed to drive the C3 from Mannum back to Nuriootpa, but declined due to the late hour we left. I did however drive it from Mannum to Palmer, where I parked it outside the Palmer Hotel while we went in for a late dinner. I then left my friend to drive it the rest of the way back to Nuri. BUT when he went to leave the Hotel, the front brakes had jammed on, so it was carefully moved to the back yard of the Hotel, where it spent the next couple of months getting he brakes working. My friend then kept it, and used it as his commute to work vehicle, just to make sure everything was working correctly before handing it over to me. I then had difficulty getting the finances worked out to buy it, and so FINALLY on the Wednesday before Christmas 2018, I took full possession of my very own 1982 dark grey, last of the C3 shaped Corvette. Since then, I have thoroughly enjoyed the many outings I have taken part in with the CCSA, and hope to do so for many years to come.





## Upcoming Club Events

November 15th Karting at the Bend contact Greg Woods 0412390877

November 28th possible Christmas lunch in a park yet to be confirmed (Covid restrictions)

December no official plans at this stage, might change with Covid restrictions lifting

2021 Plans under way for runs to Moonta and Strathalbyn and if any members would like to organise a run contact Gerry Brine 0427585064 or [gerrybrine427@adam.com.au](mailto:gerrybrine427@adam.com.au)

Regards Gerry Brine



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# Club Merchandise

## T-shirts currently available

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**Stencil Cool Dry Polo \$40 M/W**

**Mens Classic Fit** – 3 button placket. Sizes S – 5XL

**Womens Modern Fit** – V Neck. Sizes 8 – 26

Available in Black.Red, Red.White, Navy.White, White.Navy



**Manhattan Polo \$50 M/W** Available in Black only

**Mens Classic Fit.** Concealed button placket Sizes S – 5XL

**Womens Classic Fit.** Concealed zipped placket.

Side split at hem. Sizes 8 – 26



**Dri Gear Long Sleeve Hype Polo – Unisex \$55**

**Classic fit. Size XS – 3XL. 5XL**

Long sleeve with rib cuff. Tipping detail on flat knit collar

Contrast piping detail on armhole and side seam

Buttoned placket.



Refer to the Catalogue on the [website](#) for full details.

## ***Drive, eat, drink, repeat... party till the COWs come home...***

Whyalla Car Enthusiasts Group - Facebook Post - Friday 2<sup>nd</sup> October 3.29pm - "Just passed about 17 corvettes heading into town! What's going on?". Yes, the local Bongo drums were sounding the moment the Vettes hit town. You can't sneak into our town without us hearing about it!

Earlier that day, Angus, myself and a couple of local Corvettes of Whyalla members, aka COWs, met at the Whyalla Visitor Centre to film a segment for the regional news. AJ & Julie just happened to be in town and we quickly seconded AJ to be the club spokesperson. You can watch his Emmy award performance, and exceptional car polishing skills, on You Tube. Just skip to the 13 minute mark in the video <https://youtu.be/hshZG4EY150>. Thanks AJ. You did the club proud (#filmstar). Organising the weekend activities in the midst of COVID-19 was challenging, to say the least. After moving from Plan A to Plan B to Plan C and back again, and with an inclement weather forecast for the weekend, this is what went down...



Everyone settled into their Sundowner accommodation

except Sean & Kirsty (#homeless) with dinner that night at the Sundowner Hotel and a few post-midnight ales (#normalrowdyselves).

Saturday morning, a sunny and warm 34°C, we assembled at the Whyalla Visitor Centre with some members touring the HMAS Whyalla – a Bathurst-class Corvette warship constructed during World War II. It was the first ship built in the Whyalla Shipyards in 1941. Others visited the Maritime Museum to see the fabulous model railway display depicting the Whyalla region, and to watch the video history of HMAS Whyalla and her relocation to dry dock display in 1988. Visitor Centre Manager Teresa Coles voted Alan Litchfield's '72 the most outstanding ride, for which he was later presented a C7 model prize (#AlanAlanAlan!!!).



*HMAS Whyalla Car Display captured from Jesse's drone*

It was off for a drive around Whyalla and up Hummock Hill (#tenwholeminutes) on our way to lunch at Breeze Café. All meals gratefully received except for 'No meal McPhee' (#humongouscrumbedsteaksanger).



We headed off to Point Lowly lighthouse, shamefully overtaken by a Harley rider with a pillion passenger, to check out the local natives, bush flies and 'skippys' who paid us a visit. We headed off to Point Lowly lighthouse, shamefully overtaken by a Harley rider with a pillion passenger, to check out the local natives, bush flies and 'skippys' who paid us a visit.

We dined on the hill at Mirambeena that night as the temperature dropped and the wind blew up from the south heralding the onset of the weather change. Some club members were surprised at the attendance for dinner, commenting "So you really do have a wife, Angus!" (#invisiblewife). A lovely lady was also heard saying "Just eat the \*\*\*\*\* salad Angus." There is a clown in every circus, so they say.

After dinner, taxi buses shuttled members back to their accommodation via Hummock Hill lookout to view the brand new, just opened, only one of its kind in the southern hemisphere, \$7.8 million circular jetty with its state-of-the-art LED lighting bringing it to life at night. Check it out here [https://youtu.be/\\_M7mKY5TwQg](https://youtu.be/_M7mKY5TwQg)



Sunday morning, we assembled at McDonald's to meet up with some local car enthusiasts before heading off to Cowell. The southerly change was well and truly upon us as we arrived, and the heavens opened up with an inch of rain falling during our visit to the little seaside town. FYI - another inch fell in the few hours after we left! Total 44.8mm.

The rain didn't dampen our enthusiasm. It was off to the Franklin Harbour Hotel for lunch. This old pub is well known for country style meals (#mediumpizza). The pub was built in 1881, and as Brenton the Publican said, "No matter which way you look at it, whether you're vertical and leaning on the bar, collapsed on the floor, or sitting outside on the deck, the leadlight sign above the door still reads 1881".

After lunch, in the bucketing rain, we headed around the corner to Turner's Oyster Farm for a tour and tasting. This was undoubtedly the most talked about highlight of the weekend. Humble and very knowledgeable hosts Meagan and Simon Turner explained their business history and the science 'beyond the plate'. Their passion, pride and respect for the seafood was obvious. Who would believe this tiny, country business has created their own local oyster hatchery and now sells oyster growing products to 17 countries around the world!

Next morning Meagan posted on Facebook ...



*When the Corvette Club comes to town for oysters and brings rain and lots of it 🌧️ I felt incredibly uplifted by this passionate group of car enthusiasts who showed a great interest in our oyster story and operations. Neil and Noreen even allowed me to take their Corvette for a spin out the highway! Huge adrenaline rush! Loved it thanks guys! Meagan Turner. Turner's Oyster Farm*

You can order oysters direct at wholesale prices. And yes, they will send them to you.

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*One happy oyster grower! Thanks, Meagan!*

Hoping to escape the heavy rain in Cowell, we headed back down the highway with rain falling again as we approached Whyalla. It continued into the night as another inch fell. Dinner at the Westland Hotel was in the beer garden. On what would be any other normally quiet, sunny, dry and dusty day in Whyalla, we couldn't move inside the restaurant due to COVID over-crowding, with a roller derby and many tourists in town to see the new jetty. The beer garden blinds came down and the heaters went on. After moving three tables to dry ground, only one was left outcast at the end (#SouthPole) (#woollyundies) (#stainedcrotch). The drama didn't stop there. "No meal McPhee" struck again. It seems the salt 'n' pepper squid just didn't want to take to the hook (#thereisalwayson!).

The rain ceased overnight. On Monday morning some headed for home whilst others 'waited' for coffee at the Beach Café. We then split into two tour groups. One visiting the eccentric Elvis Museum, and the other checking out a must-see man cave complete with HSV models, super cars, Coca Cola memorabilia and heaps more. This obviously single bloke even has Russell Ingall's Camaro! This car rocks, literally, at idle! If you're ever in town, call Angus and he'll tell you where to find it. The party heading on to Port Lincoln assembled at McDonalds before driving off into more inclement weather.



The 'Happy McPhee' special meal at Breeze Cafe



Homeless but happy. Ahh, the sweet taste of victory!

On any other day, you don't see rain in Whyalla (we boast 320 days of sunshine a year), it takes 15 minutes max to get a coffee, and your meal arrives as ordered. Well, you wouldn't have anything other than Corvettes to talk about if none of this happened.

On the other hand, the locals thoroughly enjoyed it. Resident car enthusiast Jeff Hardyman said, "Everywhere I went in town over the weekend, people were talking excitedly about the Corvettes. I heard many great comments".

And now we are back where we started this report. You can't sneak a muscle car into our town without us noticing! (#nocompulsoryUturn).

Big shout out to the following locals for their time and photography expertise:

Video by Darren Shaw Photography: <https://youtu.be/24FyY4aC080>

Drone footage by Jesse: <https://youtu.be/wRLy34l8ZwM>

Posts on Whyalla Car Enthusiasts Facebook page by Neville Rotherham, Ron Matthews, Fred Butson, Jackie Golding, Terry Lee, Wendy Poskitt, and Jayden Chaney [Whyalla Car Enthusiasts Facebook Page](#)

We hope you enjoyed your stay in our not so little industrial town. Under COVID pressure we did the best we could, but you can't control the weather.

Farewell from the COWs... Angus, Kathy & Ken (#driveeatdrinkrepeat) (#partytillthecowscomehome)



Drone footage by Jesse: <https://youtu.be/wRLy34l8ZwM>

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# WHEN *Vetting* INTO ADELAIDE

**Owned and operated by the McBride family since 1984**

*The Ensenada Motor Inn and Suites offers quality accommodation and comfort enhanced with the best local service. Whether in Adelaide for business or pleasure, the Ensenada is "the place to stay at the bay.", ideally located opposite picturesque Colley Reserve and only a one minute walk to the golden sands of Glenelg Beach and adjacent to Moseley Square, famous for it's cafe's, restaurants and tram service to the Adelaide City CBD.*

A refurbishment program enhances our reputation as the centrepiece of Historic Glenelg. Executive and Deluxe rooms boast luxurious furnishings with quality polished furniture featuring:

- Queen size beds
- High-speed hard-wired Internet access plus hi-speed Wireless Broadband
- Large HDD LCD Remote control TV with free Foxtel / cable
- DVD/VCR players and iPod docking station
- Double glazing to ensure a peaceful stay
- Air-conditioning split system heating and cooling plus ceiling fans
- Secure off-street and under cover parking - access by PIN code
- Same day dry cleaning / laundry service plus a guest laundry on site
- Tour desk
- Voicemail

#### EXECUTIVE ROOM 4 star rating RAA NRMA RACV

- ◆ Queen beds plus a sofa bed
- ◆ Individual control split-system air-conditioning
- ◆ Remote control TV with DVD/VCR
- ◆ Refrigerator with mini bar plus tea and coffee making facilities
- ◆ Direct dial STD/ISD phones, data/modem ports
- ◆ Ironing facilities
- ◆ Modern bathrooms with hairdryers
- ◆ Non-smoking rooms available

#### DELUXE ROOM 4 star rating RAA NRMA RACV

All features of the Executive Rooms with superior bedroom furnishings plus:

- ◆ Queen and Single beds plus a sofa bed
- ◆ Dining table and chairs
- ◆ Non-smoking rooms available

#### SUITES All suites contain:

- ◆ Queen sized bed, built in robes with ironing facilities
- ◆ Ensuite bathroom with hairdryer
- ◆ Remote control TV, DVD/VCR
- ◆ Reverse cycle air-conditioning
- ◆ Direct dial cordless phones, data/modems ports
- ◆ Kitchenette equipped with 120lt fridge, mini-bar, tea & coffee making facilities, microwave, hot plate, ducted range-hood, crockery, cutlery, pots, microwave dishes, toaster plus a dining table and chairs

All suites are strictly non-smoking

Absolute ground floor access.

**ONE BEDROOM SUITE** Queen Bed

**TWO BEDROOM SUITE** Queen bed in main bedroom  
2 single beds or double bunk beds in second bedroom



**13 Colley Terrace, Glenelg, South Australia 5822**  
**ENQUIRIES PH 08 8294 5822 FAX 08 8294 3393**  
**EMAIL: [bookings@ensenada.com.au](mailto:bookings@ensenada.com.au)**  
**[www.ensenada.com.au](http://www.ensenada.com.au)**

