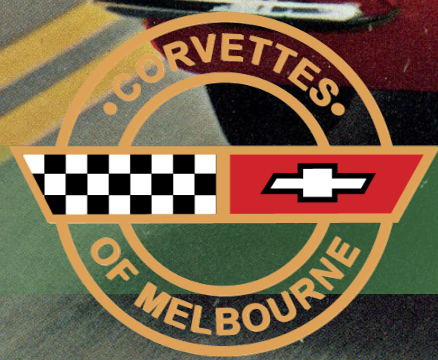


2019

Corvette

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CONTACTS AND CLUB INFORMATION

Correspondence

Corvettes of Melbourne Inc
P.O Box 8052
Camberwell North 3124
Victoria

Club Meeting

Every 2nd Thursday of the month at 8pm (except January)
Tower Hotel, 686 Burwood Road, Hawthore East
Pre Meeting Dinner/Drinks at 7:00pm
Members are requested to wear their nametags for the benefit
of visitors.

Membership Fees

Joining fee \$20 (1 time fee)

Annual Single membership Including access to an electronic
copy of the monthly club magazine, 'The Gazette'. \$80.00 per
year

Annual Family membership Including access to an electronic
copy of the monthly club magazine, 'The Gazette'. \$100.00 per
year

All Membership subscriptions are due for renewal in
September each year

MEMBERSHIP OPTIONS

Annual Subscription 'The Gazette' hardcopy:

Opt-In subscription to receive a printed copy of the monthly
club magazine mailed to your address,
\$50.00

Additional Member Name Tag(s)

Your initial Joining Fee includes personalised name tags to each
single member and two family members. Additional name tags
are available for \$10.00 per tag.

Annual Club Permit Scheme Fee:

Opt-in administration fee applicable only to members who
participate in the CPS scheme through the CoM.
NB: the existing 'CPS Year In Advance' fee payment policy will
be retained unchanged.

Club Permit Scheme is available through Corvettes of Melbourne
to authorised vehicles. Enquiries can be made directly to the club
at CPS@corvettesofmelbourne.com . Members applying for the
Corvettes of Melbourne Club Plate Scheme must request a copy
of the Club Plate Scheme Policy and abide by all conditions as
listed. Note fees are applicable for all club plate scheme vehicles,
as set out in the club permit scheme policy.

Make cheques out to:
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Camberwell North 3124

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Use your name as a reference

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0418 311 833
president@corvettesofmelbourne.com

Vice-President

Garth Bradbury
0411 131 294
vicepresident@corvettesofmelbourne.com

Secretary & Public Officer

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0487778354
secretary@corvettesofmelbourne.com

Treasurer

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treasurer@corvettesofmelbourne.com

Membership Officer

Brendan Greene
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memberships@corvettesofmelbourne.com

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Facebook

www.facebook.com/corvettesofmelbourne

*The purpose of Corvettes of Melbourne Incorporated is to provide
a family friendly and inclusive environment that is dedicated to the
enjoyment and appreciation of the Chevrolet Corvette sports car.
A copy of the Model Rules that have been adopted by Corvettes of
Melbourne as our club's standing rules can be found at: [https://
www.consumer.vic.gov.au/library/forms/clubs-and-not-for-profits/
incorporated-associations/model-rules-for-an-incorporated-association.
doc](https://www.consumer.vic.gov.au/library/forms/clubs-and-not-for-profits/incorporated-associations/model-rules-for-an-incorporated-association.doc)*



PRESIDENT REPORT

Hi everyone,

This month on Sunday 18 August we went to FAT BOB's Bar and Grill in Moorabbin for lunch. We had 15 Corvettes and 3 other daily drive cars with 33 people attending. It was a great turn out and an amazing venue, you will see all the photos later in the magazine. Thank you to Neil for organising this memorable event.

All try to make our next monthly meeting on 12 September 2019.

Also, our next drive event is on 22nd September for the cruise to the Toolangi Tavern, meeting at the Manhattan Hotel from 10.30am departing at 11am.

The full President's report from the AGM, previously discussed in brief, appears below.

My summary of the year.

Well really the first 11 months as the previous AGM was in September 2018. The reason being that the new fee structure will be voted on before 1 September 2019.

I feel we have had a great year. Some of the highlights have been:

* We have added the Minutes of Meetings into the monthly magazine. This makes everything more transparent and gives members who cannot attend meetings an opportunity to see what we discussed.

* In September 2018, we had the 5th Annual Stingray run to Shepparton. It was a great success. Thank you to the Central Vic Corvettes for their hospitality and charity. We also presented a cheque in the amount of \$1,200.00 to the Starlight Foundation.

* In October 2018, the Euroa Car Show & Shine was held between the clubs. We managed to get 50 Corvettes to this event, what a great turn out. Of course, the October magazine was my first President's report !

* In November 2018, we had a number of car show and shine events including the Monbulk car show, the American Breed car show and the Sandown historics.

* In December 2018, we had our annual Christmas party. This was hosted by Garth & Christine at their palace in Berwick. The weather was not kind but it was a great day. Santa arrived in style in a shiny soft top carlisle blue Corvette.

* In January 2019, we had the annual New Year's Day car show at Mornington, followed by a sausage sizzle at Dan and Christine's palace.

* In February 2019, we had the annual Surfcoast Corvette Club car show and shine. This was held on the foreshore of Torquay and was magnificently run by the Rotary Club. We had around 38 Corvettes attend.

* In March 2019, the annual American Motoring show was held at Akoonah Park at Berwick. We had 16 Corvettes, one Carmaro and one Chevelle.

* In April 2019, the annual Convention was held at Sanctuary Cove in Queensland. It rained from the moment we drove into Sanctuary Cove until we drove out of Sanctuary Cove. Unbelievable! We did have a good time.

* At the Presidents' get together at the Queensland National Convention at Easter this year, we proposed to move the next Melbourne Convention to a weekend outside of the Easter period, which we think will make the Convention more appealing to more people to attend also lower the cost outside the Easter period. The next

Melbourne Convention will be in 2022. If you are interested in assisting with the working party to get this organised, please let the committee know.

* In May 2019, we had a car run to the Baths Restaurant on the Sorrento foreshore. What a great run and meal we had.

* In June 2019, we had the run to the Black Spur Inn. What a fabulous road to drive the Corvette on.

* In July 2019, we had our annual Christmas in July lunch at Daylesford Cider Company. We had 17 Corvettes and 32 people. The entire day was fabulous and the venue was perfect for a Christmas in July lunch. Very well organised Neil (and Thess).

* Upcoming events include the 6th Annual Shepparton Stingray run on 5 and 6 October, with the Euroa car show also on 6 October 2019. I am pleased to say that Bathurst have moved their annual race so that we get to enjoy that also. We also have the Lang Lang event in April next year (those details are to be clarified).

I would like to thank all current committee for all their support and service to the club. With particular thanks to Neil White (and Thess) for their help with organising events over a long period of time, thank you to our long term treasurer Joe Younane, also particular thanks to Lloyd Perrin for acting as secretary. Also, thank you to Mr Vice President, Garth Bradbury. Also thank you to Brendan Greene for memberships, Dean Cooper for events, Mark Collins for archiving, Tania Cassidy (and GG) for merchandise, GG for the newsletter, Michael Newman, also to general committee members Peter Whiston and Greg Webster.

We should also acknowledge our new members this year, being 16 in total, being:

Dean & Michael Giakoumakis
Tom McGinley
Damian Bennet
Anna & George Arhontogeorgi
Lisa & Mark Sykes (rejoined the club)
Lisa & Adrian Villanti
Rod Anderson
Julie & Tom Sarros
Rebecca & Andrew Brown
Shane Nicholls

Welcome all.

I have enjoyed the year acting as your President and thank you to everyone for your support and guidance over this time.

Cheers, Tony Asquith



HAPPY BIRTHDAY

All the best to our members who are having a special month

SEPTEMBER



June Golder
Sandra Hillas
Merrilyn Pagram
Carmen La Bruna
Russel Amiguët
Angry Anderson
Ray Briff

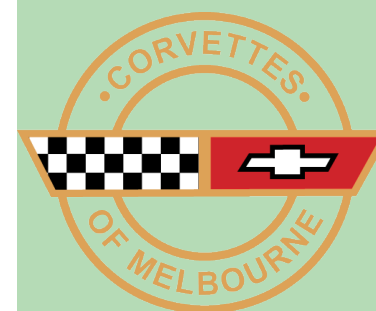
Ronald Cefai
Glenn Chesser
Alex Kosutic
Leigh Morley
Wayne Radford
Colin Theodore



Have we missed someone's Birthday ?!

Or are you having a Special one (a big 'O') ?

Let Brendan (gringo) know and we'll update the list.



Corvettes of Melbourne

Thursday 10th October

TOWER HOTEL HAWTHORN

Starts at 8pm or get there at

7pm for some dinner, drinks and a chat



If you need to replace a missing nametag or would like a spare one, text or email gringo via 0419 88 1500 or gringo350@icloud.com

**CLUB PERMIT
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Notice about membership:

It is important that your membership is current during the time of you participate in the CPS.

There is an overlap between when club membership subscriptions fall due and when your CPS will expire. To overcome this the Committee has decided that members on the CPS will pay a once off extra annual membership payment to ensure they are members of the club during the time they are on the CPS. Should you leave the club or no longer partake in the CPS a refund will be made to you.

Officers who can sign off on Permit applications and renewals:

Dan Butters 0407 726 773
Peter Whiston 0418 677 371
Joe Younane 0418 478 814



People who can sign Vehicle Eligibility and Standards Declarations (Scrutineers):

Nic Bolis 0417 500 198
Dan Butters 0407 726 773
Lloyd Perrin 0409 556 588
Peter Whiston 0418 677 371
Joe Younane 0418 478 814

Minutes of Meeting:
Corvettes Of Melbourne Inc. No. A0023933M
Regular Monthly Meeting



Date: Location: Start Time:

Chair:

Welcome:
Apologies:
Daryl Verden, Neil White, Nick Bollis, Dean Whitmore, Dean Cooper, Craig O'Donohue, Vicki O'Donohue, Dave Martin, Greg Webster, Mark Collins

Minutes of Past Meeting:
Date of Previous Meeting: 11 July 2019

Moved that the minutes of the last meeting be accepted:
Proposer: Tony Asquith **Accepted:** Rob Jordan **Seconded:** Leon Kingston

Carried

Reports:
Treasurer's Report
Presented by Mr Joe Younane, Hon. Treasurer

The Treasurers' report and current financial position including known forthcoming obligations was tabled and discussed in detail.

Moved that the Treasurers Report as presented be accepted:
Proposer: Garth Bradbury **Seconded:** Graham George

Carried

Secretaries Report

- Regular subscriptions were received and made available to the members
 - Only Vic Vettes continue to post their magazine to us
- Statutory documents submitted to Consumer Affairs and Taxation Dept.

Moved that the Secretary's Report as presented be accepted:
Proposer: Eddie Hettel **Accepted:** Christine Grinsberg

Carried

Events Update:

EVENTS UPDATE
21 July – Christmas in July Cruise - Daylesford Cider Company

- Garth Bradbury gave an insight into the recently held Christmas in July Cruise to Daylesford
- Refer to the Gazette for details

UPCOMING EVENTS
18 August, Sunday – Fat Bob's Bar & Grill

- Noon at the venue
- Let Neil know if you are a starter

22 September, Sunday – Toolangi Hotel

- Meet at the Manhattan Hotel 10:30am for 11:00 depart

5-6 October – Shepparton / Regional Victoria Run (Weekend)

- Still in planning – This year will be BIGGER and BETTER than ever before
- 5 Oct – Shepparton – Big day of events planned
 - Stay at Park Lake Hotel
 - 70's Theme Dinner
- 6 Oct -Euroa Car Show
- Look out for details in the Gazette

5 April 2020 - Lang Lang Proving Ground Cruise

- Gringo has booked 5 April 2020 for a run to the Proving Ground
- More details to follow in the Gazette and CoM Chat

Christmas Party in December

- Call for venue and ideas

Watch out for POP-UP events on the CoM Chat Facebook Page.

Merchandise Update

- Plenty available – Contact Tania

General Business

Note from the Bollis Family

- Dan Butters passed on the heartfelt thoughts of Nick, and the Bollis Family, for the wishes and contact received during their time of grief with the recent passing of their son, Daniel

As there was no further general business, the President closed the meeting and called for the opening of the Annual General Meeting.

Closing Notes from the Secretary:

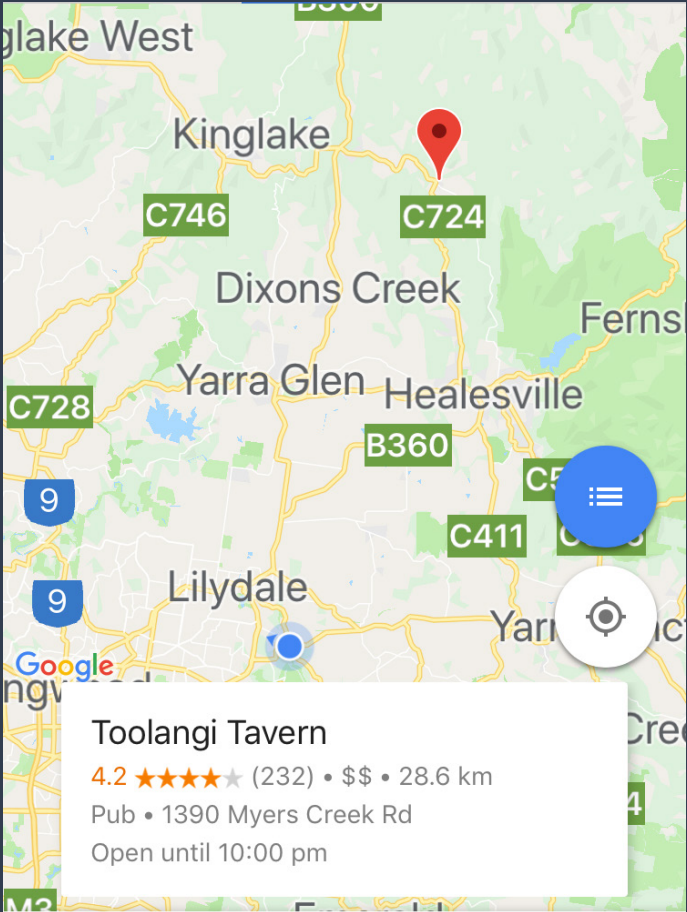
Meeting Closed At	8:20 PM		
Next General Meeting	Date: 12/09/2019	Dinner at 7:00pm.	Meeting at 8:00pm
	Venue: Tower Hotel, Hawthorn		

Minutes by; Lloyd Perrin, Secretary

Toolangi Tavern

Sunday
22nd
September

Spring cruise – Toolangi
Tavern meet at the
Manhattan Hotel from 10.30
am to depart at 11 am



RSVP by Thursday 18th September

Contact:

Adrian Villanti 0419 528 112,

Lloyd Perrin 0409 556 588,

George Arhontogeorge 0407 527 477 or

Dean Cooper 0419 511 276

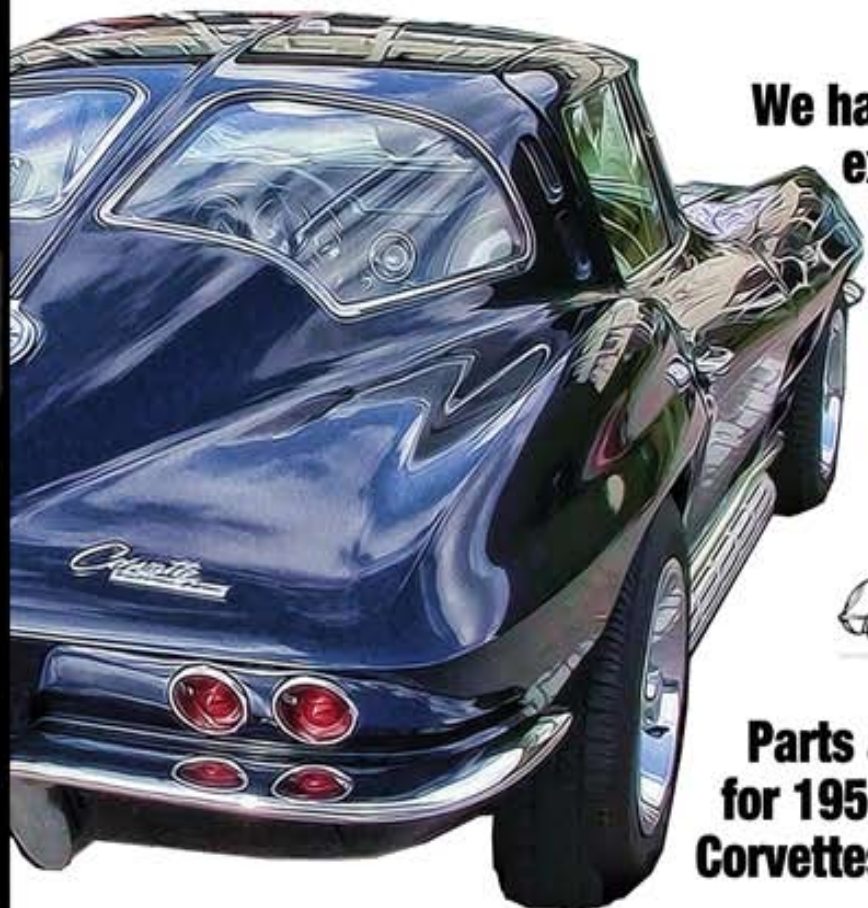


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<http://2020nationals.corvetteclubofsouthaustralia.com.au/>

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Register before 31st December for early bird draw!

MONTHLY LAUGH

When Lord Nelson died he was 5 feet tall. His statue in london is 15 feet tall.
That's Horatio of 3:1

Taking a dog named 'Shark' to the beach is not a good idea.



A Psychic walks into Target to buy a shirt. The young girl says "How about this one?". The Psychic says "It's too small". "How do you know?" she asks. "You didn't even try it on..."
"I'm a Medium"

Scientists have managed to grow human vocal chords in a petri dish. The results speak for themselves.

My wife asked for her lipstick but I accidentally gave her a glue stick. She's still not talking to me.



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Great turn out of around 15 Corvettes of all years from C1- C7. We displayed them beautifully at the front for people to see then headed up stairs for some Burgers and Beers. My guess was close to 40 members all enjoying themselves, it was fantastic for Tania (Handbrake) to catch up with so many of our friends we hadn't seen in awhile and also chat to some newer faces. Thanks to the organising committee for putting together another enjoyable outing for our Corvettes.

Cheers GG



Photos: Adrian Villanti



Photos: Adrian Villanti

Miss **SEPTEMBER**



C3 Tech Tips



C3 Wiper switch



I've recently had the need to replace wiper switches in earlier C3's. This switch is common to corvettes from 68 to 76.

In the last two cases, the new replacements from a major catalog vendor were faulty. They were both extremely poor quality reproduction switches. It is annoying because the vendor's policy is that you cannot return electrical items.

In both cases, I have successfully repaired the original switch. See the picture of the disassembled switch. Be careful not to break the bakelite body when bending the tabs to release the back of the switch.



You need to clean all of the contacts and the spot on the metal front that contacts the ground strap on the outside. See red arrow.

Finally, lubricate the sliding assembly and contacts with "dielectric grease", which you can get from Jaycar.

Reassemble carefully, taking extra care when bending tabs to avoid breaking the bakelite case.



This photo shows all the contacts that need cleaning.

I also have included a photo of the original Delco-Remy switch which can often be reconditioned and is of better quality than the reproductions. The last photo shows a soldered repair to the ground strap which is necessary if loose or making poor contact.

Finally, I've had similar problems with fan switches, headlight switches and power window switches where the reproductions were faulty or intermittent from new.



The fine print...ALL CARE BUT NO RESPONSIBILITY!

I'm just a hobbyist like many of us. Happy to share what I've picked up along the way. These tech tips are meant to be informative but I am not infallible. If you are not sure about anything, get professional advice. If DIY make sure you have the right tools and expertise to avoid damage to your car or yourself. Cheers, Joe





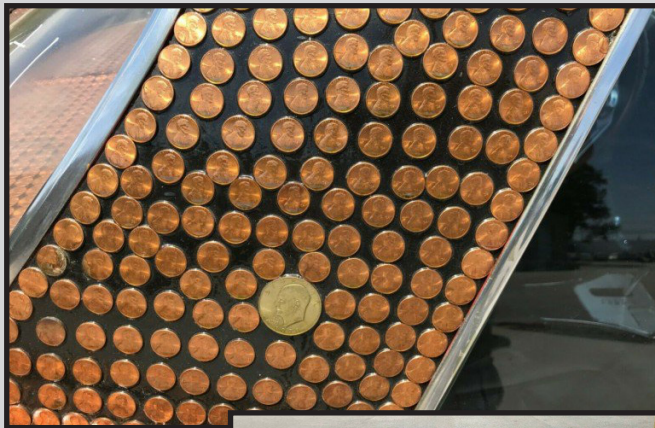
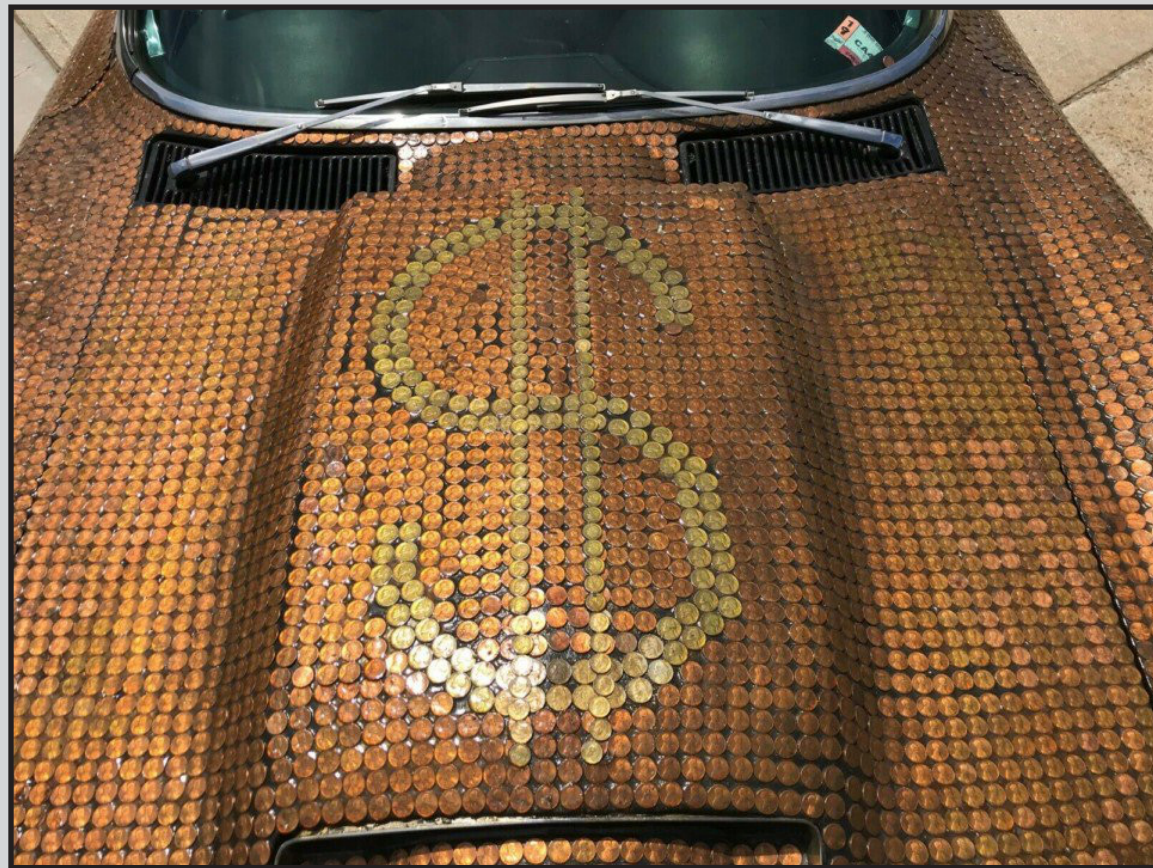
Heads Or Tails? 1965 “Penny” Corvette Roadster Brings \$29K

By DAVE CRUIKSHANK

Art cars. Love ’em or hate ’em, and for better or worse, they almost always create a big buzz wherever they go.

Usually, there’s a theme, like a thousand army men or doll heads glued to the car. Beatle John Lennon and songstress Janis Joplin were pioneers in the art-car phenomena, both using high-end cars as a psychedelic palette for drug-induced visions.

Which brings us to this C2 ‘Vette. Built in 1984, the “Penny” Corvette is relatively well-known among plastic-Chevy sports car fans, and it recently went up for sale and sold on eBay for \$29,000 with no reserve.



According to the seller, “This car was built for charity and was featured at the Hartford Armory in February 1984, as a fundraiser for the March of Dimes, ironically not the March of Pennies. I can tell you that I had it at a show one time and the number of people that were all over this car was truly amazing! I can only imagine how much it made for the charity, but it must have been a lot.

“The car has a 283ci V8 in it that runs well, but is lightly pushing a little oil — from sitting I am sure. So it smokes from the tailpipe. It drives well with its Powerglide transmission. The interior is in nice shape but has a seam split on one seat. There are 25,000 pennies and other coins on the car’s body, frame, and floors. The car comes with the two magazines (in mint condition) and the two billboards made by the owner (one is pictured, the other is framed). The signatures on the hardtop, which are pictured, are unknown to me.”



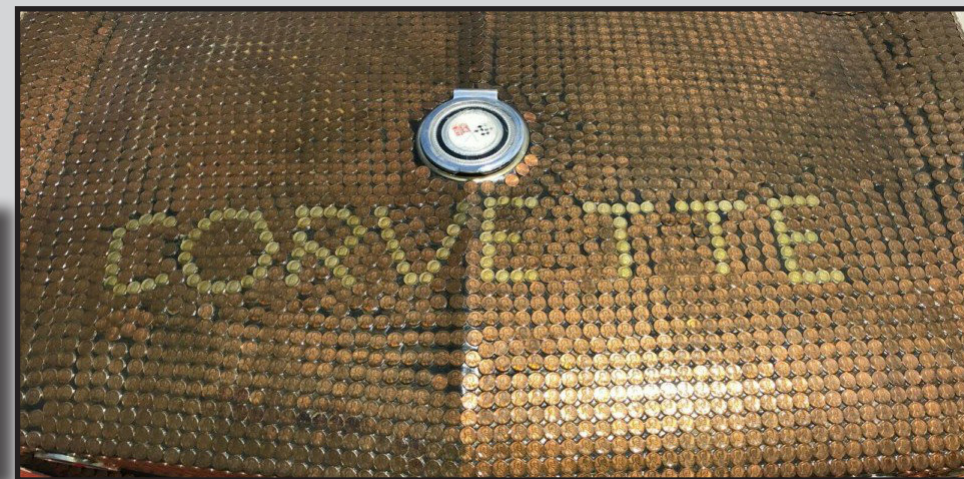
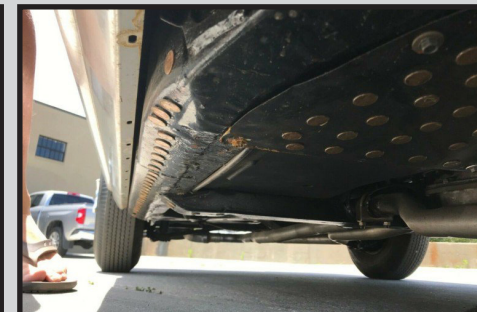
While it has a cool backstory, the question is, does the art-car/penny thing add or detract from value? Essentially, this C2 is a 1965 ‘Vette with a tired non-original engine, two-speed automatic, and a worn interior. It’s not the rarest or most-desirable ‘Vette ever produced, but a beautiful mid-year, nonetheless. At just south of \$30,000, this thing was probably a bargain.

Although Corvettes and hippies are mutually exclusive entities, the 2019 Burning Man festival is in full swing in Nevada, and I can’t help but picture this thing covered in dust rolling on the playa — with all the other art cars — in the middle of the Black Rock desert.

The real question here is, how much weight do 25,000 pennies add to this little C2 roadster? After an internet search, I found a figure of 145 pennies per pound. Do the math.

May the new owner have the best of luck with this shiny “Penny” Corvette.

corvetteonline.com





The 6th Annual Shepparton **Stingray Run**

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Details to come.**

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Save the date
Saturday
5th and
Sunday 6th
of October

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Dean – 0419 511 276

CORVETTES OF MELBOURNE **CHRISTMAS PARTY**

DECEMBER

MORE INFORMATION TO COME!



Boost Phenomenon: Project C6 Gets A ProCharged LSX376

The recently unveiled C8 might be stealing all the headlines as of late, but let's not forget that the Corvette has a long history of being an incredible performance value that's capable of hitting well above its weight class.

Our C6 project vehicle serves as a great example of that. Snagged for a mere 14-grand, this low-mileage 2006 base model machine was already outfitted with Z06 brakes, Grand Sport bodywork, and an assortment of bolt-ons before we ever laid hands on it. But while a warmed-over LS2 is certainly nothing to scoff at, we know what this platform can do when given the right amount of motivation.



Fifteen years on the sixth generation Corvette remains a world-class sports car, and the Petty C6 is no exception to the rule. The platform's light weight, native V8 power and strong aftermarket support means that projects like this can be taken in a variety of different directions. For Brian, the goal is a jack-of-all-trades machine that can perform at the strip, handle the daily commute, and mix it up on a road course with factory-like reliability.

With that in mind, we turned our attention to the engine bay, swapping out the factory LS mill in favor of something a bit more stout, and while we were at it, we brought boost into the mix, as well. Brian Petty, the owner of the C6, says the overall goal with the build is to put together a combination that can hold its



The LSX376-B15 is a 6.2-liter Gen IV small-block with a 4.065 x 3.622-inch bore and stroke and 9.0:1 compression. The block is cast-iron with six-bolt, cross-bolted main caps, making it a stout piece that's ideal for a forced induction build. The heads are LSX-LS3 rectangular port with "as cast" 68-cc chambers. A hydraulic roller cam is part of the deal, as well, sporting 210° intake / 230° exhaust.

own in a variety of different situations.

"I want it to be an all-around performer," he explains. "I've built dedicated racecars in the past, but I don't want this build to be something like that. I want to be able to drive it to the track, race it, and drive it home without issue. So that's the general idea here. I'd like to hit the dragstrip and run some 1/2-mile events with the car, and then try my hand at some road racing stuff in the future. In terms of goals, I don't see any reason why this car wouldn't reliably get into the low 10s in the quarter eventually."

But the C6 was going to need a bit more grunt in order to get there. Good thing we had a crate full of parts lined up for the job.



Heart Transplant

Our first item of business was to get the factory LS2 out to make way for the LSX376-B15 crate motor that we procured from Chevrolet Performance. Although the LSX makes 473 horsepower and 444 lb-ft of torque right out of the box, the mill is purpose-built to serve as a foundation for projects where forced induction is intended to be part of the combination.

So whether it's turbocharged or blown, it's built to handle forced induction. It

has a forged steel crankshaft, forged aluminum pistons, and forged powdered metal connecting rods. – Brian Petty
"The B15 in the name stands for 15-pounds for boost," Petty notes. "So whether it's turbocharged or blown, it's built to handle forced induction. It has a forged steel crankshaft, forged aluminum pistons, and forged powdered metal connecting rods. Overall, it's just a nice, beefy powerplant that you can order with a warranty straight from Chevrolet that can take the abuse. And starting with 473 horsepower before adding any boost, it should be able to make 900 horsepower at the flywheel without changing anything about the engine itself."

Since the engine comes from the same family as the factory LS2 that we took out, the swap itself proved to be drama-free. Petty said, "One thing that's nice is that the Corvette went to a 58-tooth reluctor wheel on the crankshaft in 2006, and this LSX came with a 58-tooth reluctor wheel from GM, so it just bolted right in. It uses the same crank sensors, same cam sensors – all of it."

The benefits of compatibility go further than that, though. After getting the factory engine out, a few components were pulled from the LS2 and bolted up



"It's a completely different deal on the inside," Petty says of the Innovators West balancer. "This stuff is next level - I can recall several times where friends have bolted these on to their cars and they were shocked at how much smoother their engines ran. A lot of guys swear by aftermarket dampers because they feel like the bearings aren't taking the hammering that they normal would with the factory damper."

to the LSX.

"Things like the alternator, power steering pump, water pump assembly, and exhaust system carried over," Petty says. "Those parts were in good shape and they'll work just as well with the LSX as they did with the LS2. So those got bolted up to the new engine, along with the Innovators West harmonic balancer (PN 843). That damper is a super nice piece and it's also SFI certified, so when I go to the track, I know it'll pass tech."

Even the factory harness plugged right up to the new motor, Petty tells us. "We didn't have to modify a single thing on it – it hooked right up. That's the beauty of the LS platform. In this case the harness and the sensors were all where they were supposed to be for the swap."

Ultimately, the only part that had to change was the flexplate.

"On modern Corvettes there's a torque tube rather than a conventional driveshaft," Petty says. "And this LSX engine has eight bolts where that flexplate bolts on to the end of the crankshaft. But the factory LS2 in this C6 has six bolts, so we had to get an aftermarket eight-bolt flex plate to allow the engine to hook up to the torque tube. Luckily we had done some research ahead of time and we knew we were going to run into that, so we were prepared for it."

Force Feeding

With the engine together and in the car, the focus shifted to the top end hardware. "The boosted LSX stuff typically doesn't come with an intake manifold," Petty notes. "It's one of those things where it doesn't make sense to spend money on a factory intake manifold when you can instantly pick up power with an aftermarket option."

With the LS platform, there's certainly no shortage of options to choose from.

"In this situation, it was kind of a no-brainer to go with the 102mm LSXR intake from FAST," he says. "First, it has adjustable runners, which is a really cool feature. The whole thing unbolts and you can swap the runners. So by selecting different length runners – there's short, medium, and long options – you can change how the engine makes power throughout the powerband." The FAST intake is forgiving when it comes to clearance, too.

"That's the second reason we went with the LSXR," says Petty. "With Corvettes you just don't have a lot of room in there, so few aftermarket intake manifolds will actually fit under the factory hood. This one clears it without issue."

It also pairs nicely with the ProCharger D-ISC blower that we selected for the C6, part of a C6-specific Stage II kit that includes a high output intercooler.

"It comes with a Big Red race valve, too, which is much larger than the standard bypass valve. And it's an actual blow off valve – it doesn't recirculate. The Stage II kit also comes with all eight-rib drive, which is also really cool."

The pulley system is a trick setup in and of itself, Petty notes.



The modularity and OE-like packaging of the FAST LSXR intake manifold made it an obvious choice for the tight confines of the C6's engine bay. "With this one you can unbolt the top and just swap the runners out whenever you want," says Petty. "The longer the runner, the more bottom end it's going to make, and the shorter the runner, the more top-end power it's going to make. It's cool because you can get the powerband to behave different by just swapping stuff around instead of having to buy a whole new intake manifold."



"Normally the air conditioning runs off of its own four-rib belt, and then everything else runs of a six-rib belt – alternator, power steering pump, etc. In other kits you'd get a longer belt, and they'd wrap those six ribs around the supercharger. But this kit gives you an extra long AC belt and that four-rib belt runs over to a separate pulley, which comes in the kit. It's a double stacked pulley – four ribs and then six ribs. So that four-rib comes around to give you extra tensioners and idlers to route around the motor, and it spins this other little pulley. That one in turn

spins a much shorter six-rib belt that turns the power steering, water pump, and alternator. The supercharger runs on its own dedicated eight-rib pulley on the front of the damper with nothing else on it. After seeing it on the car, it's clear that this is really the only way to go. All the belts are so much shorter."



To provide the boost we selected ProCharger's C6 Corvette tuner kit with a D-ISC head unit as well as their Stage II intercooler. While an X-series head unit would likely make more top-end power by Petty's estimate, the tried and true D-ISC stakes its claim on the low end and mid-range. That makes it ideal for a vehicle that's primarily street driven, as those rev ranges represent the vast majority of where the engine will do work out on the road. The kit also includes ProCharger's "Race" spec open bypass valve, which features a 2.0-inch inlet and an open vent outlet.

The fuel system ended up being the last piece of the puzzle, though that was just a matter of circumstance to some degree.

"It makes your life ten times easier to work on this fuel system with the transmission and everything else out of the way," Petty explains. "We had plans to also swap out the torque converter and rear end, so the work on the fuel system ended up happening in the middle of that converter swap."

Upgrades included an Aeromotive Stealth Eliminator Street Fuel System [P/N 17185], Edelbrock fuel lines, and a set of 1200cc high impedance injectors from Fuel Injector Clinic. Keep an eye out for more on this fuel system setup in the near future.

Test and Tune

With everything back together again, it was just a matter of tying up a few loose ends before the C6 could head to the dyno to dial in the tune.



"We deleted the mass airflow sensor," Petty says. "The factory mass airflow sensor in this car will only flow enough to run around 8-pounds of boost, and we were aiming for about 13-pounds, so that wasn't going to fly. We knew there are tables in the factory E38 ECU that we could work with to adjust fuel and timing and get the tune where we wanted it, so we worked with the tuner to bypass that bottleneck."



Working with an entirely new engine as well as a new blower setup, Petty decided to err on the side of caution as the car got dialed in.

ProCharger included two pulleys – a 3.85-inch and a 3.70-inch – and right now we’re using the 3.85-inch one. With the current target of about 13-pounds of boost, that does the job. – Brian Petty
 “We started off really simple,” Petty says. “ProCharger included two pulleys – a 3.85-inch and a 3.70-inch – and right now we’re using the 3.85-inch one. With the current target of about 13-pounds of boost, that does the job. The 3.70-inch pulley will up the boost by a few pounds, and we’ll give that one a try later on.”

With the car strapped to the chassis dyno, the team started tuning.

“We were just doing little blips,” Petty explains. “Initially we weren’t taking it into super high RPM – part throttle stuff and clearing the tables up because we were basically starting from scratch, and with a totally different fuel system to boot.”

After establishing a baseline, the team stepped things up.



“Pull after pull, I never saw inlet temps past 100 degrees, even at the end of the pull,” Petty says. “That’s just insane for air-to-air. That Stage II intercooler is doing work.”

“After making sure everything was happy and fairly smoothed out, we started with a little pull up to 4,000 RPM,” he recalls. “And even at that point, the torque numbers were just huge. The second you stab it at 2500-3000 RPM, it just skyrockets to 500 pound-feet. And this was on pump gas, so we knew we were on to something.”

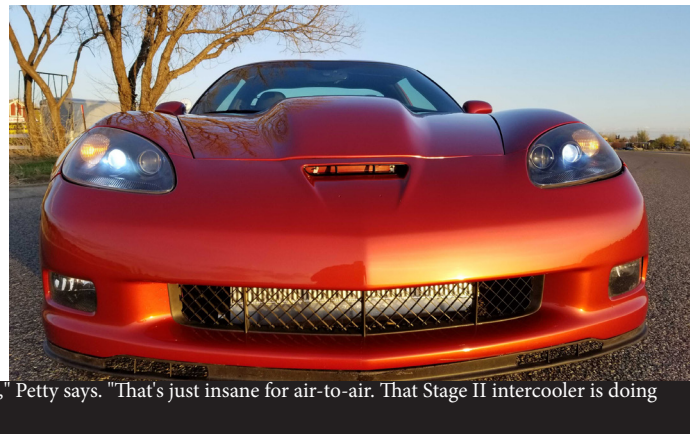
After some more timing and fuel adjustments, the team zeroed in on the engine’s sweet spot.

“It makes peak power at right around 6100-6200 RPM,” Petty shares. “The way it’s set up it’s not a super-high revver, but down low and in the mid-range, the torque is just massive. The D-1SC is known for having awesome mid-range, whereas a lot of the X-series blowers are more peaky, so this makes a lot of sense for something that’s going to live on the street most of the time rather than as a dedicated racecar. For this combination, I think it’s a perfect match.”

Petty says the tune is fairly conservative right now, even for pump gas.

“We were running like 12-degrees of timing. We added a degree and it picked up a little bit and there was zero knock at all. So we decided to add a little more to see if it liked it. We add another degree, and it does absolutely nothing. We add two degrees, and that does nothing. So it seemed clear that on pump gas, the engine didn’t want to run a lot of timing – 13-degrees is where it’s happy, and that’s where we ended up.”

So what’s next for the build? “The car is set up as a flex-fuel vehicle,” Petty explains. “So the next step is to see what we can get with ethanol. There’s no reason it shouldn’t make over 700 at the wheels, even on 13-pounds of



boost. Then we’ll take a look at that smaller pulley and see what it can do with 15-pounds of boost. Between that and the intake runner options we have, I think there’s a lot more left in it.”

By BRADLEY IGER corvetteonline.com

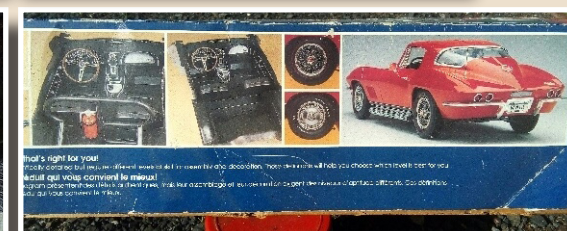
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