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Vette Torque



CORVETTES
WESTERN AUSTRALIA
CAR CLUB (INC)

Issue E07 Autumn 2016



Restoration of Keith and Andrea Patching's

1960 C1

See page 11





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The trouble with having an open mind, of course, is that people will insist on coming along and trying to put things in it. -Terry Pratchett

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Committee

President :	Greg Walker	Web Editor:	Andy Weatherburn
Vice President :	Rod Tunnercliffe	Magazine Editor:	Andy Priest
Secretary:	Darryl Lockhart	Membership Delegate:	Dennis Kopcheff
Treasurer:	Warren Pass	CMC Delegate:	Ron Flood
Social Co-ordinator:	Position vacant		

Life Members Ron Flood, Tony Katavatis Colin Morris Darryl Lockhart

Welcome to Corvettes of WA Inc.

Corvettes Of WA Inc. is dedicated to the enjoyment and appreciation of America's finest sports car the Chevrolet Corvette. The Club is based in Perth, WA (Western Australia), Australia and has an active and enthusiastic membership. New members are always welcome and visitors to our website are encouraged to browse and learn a little more about Corvettes "down under".



Meetings

*Club meetings are held bi-monthly at the Bassendean Bowling Club
(Entrance via Hamilton Street) commencing at 7.00 p.m.
Please check the club website for meeting dates.*

Correspondence

*Please address all correspondence to:
The Secretary
Corvettes of W.A. Car Club Inc.
PO Box 555, Cloverdale
Western Australia 6985*

Website

www.corvettesofwa.com

PRESIDENTS REPORT

With most of the hot weather out of the way we can enjoy our cruises a bit more, especially the wives, in the non air conditioned Vettes.

We still need a Social director and, at the present time, we are just making do, and that is not the way I want to see the club heading. Please if you think you can help out in this catagory shout out - we need you. Thanks to the members who have put their hands up to do the runs so far.

We also need someone to step as Web Master. This is key roll in the club for communication and with the Nationals slowly creeping up it is imperative that this position is filled.

We now have five members on our convention committee. I am sure that you will get a call further along from one of these members to see of you can help out. If you would like to help you can call me before you get the the tap on the shoulder.

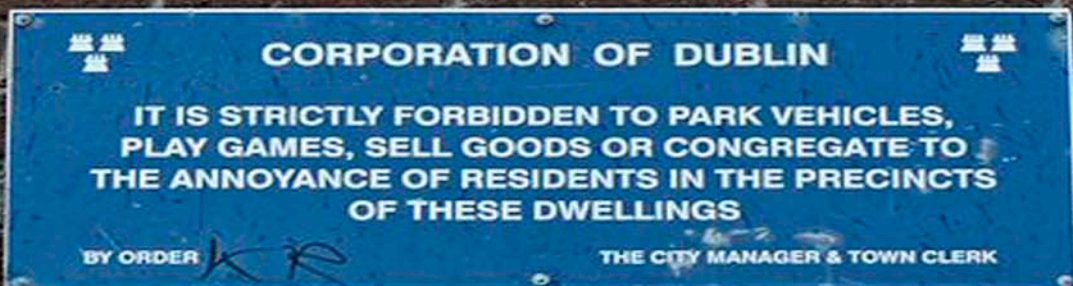
With a number of members now fully retired it would be good if they could help out but the problem seems that they are constantly travelling and this shows the attendance at General Meetings.

Membership is at 96 with some active new members coming along to events, it is great to have you on board.

Once again thanks to my committee and to Members who put in the effort.

Safe Vetting.

Greg Walker President



Mid Week Cruise

Well this was a mid week cruise with a difference. Kim and Bernice Wilkie invited corvette club members for a twilight cruise with a difference - on the Swan River. Kim happens to be the Commodore of the Swan Yacht Club and he arranged a run up the river back down to Fremantle and then into to the Club for a very pleasant meal out side in the cool breeze.

On the river we had a flotilla of 22 craft following us and, as it was a points night, other members joined in for the run. The drinks flowed and nibbles were consumed. The committee and members would like to thank Kim and Bernice for their kind gesture in arranging a very pleasant evening.





The couple had been happily married and living on their farm for more than 50 years when, sadly, Gladys passed away.

When informed of the cost of an obituary in the local newspaper the man uttered, in true Yorkshire fashion, "How Much??" He reluctantly produced his wallet.

"I want summat simple" he explained, "My Gladys was a good-hearted and hard-working Yorkshire lass but she wun't 'ave wanted owt swanky".

"Perhaps a small poem?" suggested the woman at the desk. "Nay, lass" he said, "she wun't 'ave wanted anything la-di-da. Just put: 'Gladys Braithwaite's died' ".

"You need to say when she died," he was told by the receptionist.

"Do I? Well, then put 'Died 17th November 2015'. That'll do."

"It is usual for the bereaved to add some meaningful phrase about the dearly departed, sir."

The man considered for a moment. "Well, put in, "Sadly missed.' That'll do." he said.

"You can have another four words," the woman explained.

"No, no lass!" he cried, "she wouldn't 'ave wanted me to splash out like that."

"The words are included in the price, you've already paid for them," the woman informed him.

"Are they?? I've already paid for 'em??"

"Yes, sir, indeed you have."

"Well, if I've paid for 'em" exclaimed the man, "I'm 'avin' 'em then!"

The obituary was duly printed:

Gladys Braithwaite. Died 17th November 2015. Sadly missed.

Also, tractor for sale.

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COMING UP!!!

MID WEEK RUN

Keith Patching has organised a mid week run on Wed. 3rd. March
Metting at The Narrogin Inne, Armadale
on Wed March 3rd 10.30 a.m.

For a run to the Dwellingup Hotel for lunch.
Any enquiries to Keith on 0409 390 811

If there ever was a concept that we can look back on nostalgically, it would be privacy. That's gone. It's been gone for a long time anyway.

There are cameras on the street, in most of the buildings, and even built into your computer and cell phone.

But you can be sure that 24/7, "They" know who you are and where you are, right down to the GPS coordinates, and the Google Street View. If you buy something, your habit is put into a zillion profiles, and your ads will change to reflect those habits.

"They" will try to get you to buy something else. Again and again and again.

Bryn Allwood

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1960 C1 Corvette

I am a great admirer of classic cars and am fortunate to own a 1967 Austin Healey and a 1960 C1 Corvette. Here is a brief story on the Corvette I purchased in November 2011.

Loving the shape and the amount of chrome on the '60 'vette I went on the web site of "Corvette Sales" in the USA and finally purchased the car sight unseen, but with lots of photos and documentation, from 'Vintage Vettes New York.' The car was trucked across the states to Los Angeles and then shipped to Fremantle.

As I was going to the wharf to pick her up there was a lot going through my mind (what have I bought?) is it going to be as it was advertised etc. etc but to my delight it was exactly as advertised. I was very happy with the salesman and the way the transport was organized. It came through customs inspection without a problem.

During the first year there were a couple of small problems. Firstly the starter motor which I replaced for a much lighter and more efficient one. Then the radiator needed attention. Locally I was quoted \$800 for a re-core and clean, so back to the states for a new aluminium radiator, for half the price, which slipped straight in place. Next was the diff. which was starting to develop a bit of a rumble. I thought it was bearings so I ordered bearings and seals from the states but when the diff was removed I found the bigger part of two teeth sitting in the bottom and the spider gears were badly worn. A ten stud diff. could not be found in W.A. or the eastern states so a complete limited slip diff was installed.

This year I decided to do a complete paint job. Ron Flood suggested that I go to Carlisle TAFE to see if they would be interested in doing the job. They said yes they would love to as they don't get many classic cars to work on and so the job began in my shed. All the chrome work was stripped from the car, some of which needed re-chroming. The windscreen came out and was replaced thanks to Shannons. All seats and upholstery, dash pad and instruments were removed until the car was a bare shell. It was at this stage that Ron did all the repair work, that was required, to the fibreglass.

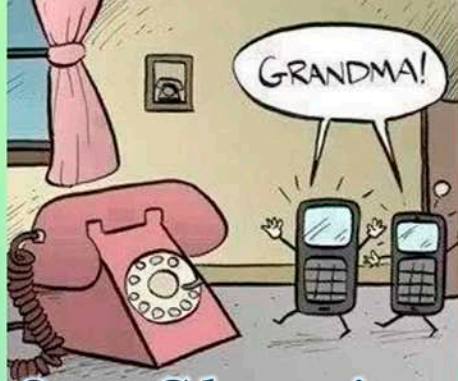
Working together we took all the paint off the body and discovered that the car came out of the factory black and had been completely masked up and painted red at some stage. Getting the red paint off was easy compared to removing the original black paint. It was pleasing to hear Ron's remarks as to the good quality of the body, how straight it was, and how little repair work had been done previously.

When it was painted Ron and I went to the TAFE to re-assemble it. We installed the doors and fitted the bonnet and boot. The supervisor explained that it was not a concours paint job but it was a good one. With the car back home the delicate job of fitting all the chromework, upholstery and dash pad without scratching or marking the paint took a few weeks. The car is now back on the road and I am very pleased with the way she looks and what we have achieved in around five months. I would like to take this opportunity of thanking Ron for all his expertise, knowledge, patience and the many many hours of his time that have made this project such a success.

I am looking forward to many 'vette outings.

KEITH PATCHING





The younger generation simply doesn't read the newspaper. They certainly don't subscribe to a daily delivered print edition.

That may go the way of the milkman and the laundry man. As for reading the paper online, get ready to pay for it. The rise in mobile Internet devices and e-readers has caused all the newspaper and magazine publishers to form an alliance. They have met with Apple, Amazon, and the major cell phone companies to develop a model for paid subscription services.

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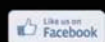
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2015 CHRISTMAS CELEBRATION

Following positive feedback from our Xmas in July luncheon the Club returned to the Black Swan Winery in the Swan Valley to celebrate Christmas 2015.

We had some 46 members attend on what was a magic sunny day. Unfortunately the day did not start for some when Geoff Haley's venture got no further than leaving the car park when he broke a tailshaft. Geoff and Suzanne's day ended on the back of a tow truck home.

Resident club socialite, Ceci Brukwinski who had been typically looking forward to the party, was unfortunate enough to find herself taken to hospital with stomach problems the day prior and missed the festivities. We all hope you back on deck by the time you read this note Ceci.

A great meal was provided to all on a very busy day that saw the restaurant booked out, so service was a bit of a battle, but none the less everyone enjoyed the day.

The huge raffle hamper on offer was won by Andrea Patching. Well done Andrea!

An email was received on the day from "El Pres" Greg who is freezing "his bits and bobs off" in downtown London. It seems that after having a drive of a new Tesla electric car (read 0-100 in 2 sec) he's got the car itch again. Beware Jill!

Well until 2016, your committee wishes all members and families a safe and Merry Christmas and Happy New. Take care all.







The Abandoned Corvettes of Peter Max

Peter Max was not a car guy. So when he purchased a collection of 36 Chevrolet Corvettes, one from every year of manufacture up until 1989, he had a very specific plan: He would use this slice of American history as a tool to self-promote his work as an artist, painting the machines in lurid colors while staging them in various oddball scenarios only the most expressive of minds could envision.

Only that never happened. Instead, Max left his collection in a New York City storage lot, which is where they've lived for a quarter of a century, sat gathering inches of dust, moved only when switching from one storage location to another. However, that is all about to change, as the cars are now under new ownership – one that will lovingly restore the 'Vettes and get them back on the road.

The story of how Max acquired the cars began in 1989, when music network VH1 held a contest to award a lucky viewer with a Corvette from every year of the model's existence, from 1953 to 1989. Hemmings reports that VH1 purchased the cars for \$610,000, and made its money back by creating a 900 number and charging contestants \$2.00 per phone call to enter.

Placing just one call, Dennis Amodeo, a carpenter from Long Island, won the prize. Shortly after receiving his army of Corvettes, Amodeo received a call from Max who had seen the collection at an auto show in 1990.

Max stated that he wished to purchase the cars, and at a meet in New York City, the two hashed out a deal that reportedly included \$250,000 in cash, \$250,000 worth of Max's artwork and an agreement that if Max ever sold the cars, Amodeo would receive a portion of the proceeds, up to \$1 million.

Why Max never executed his plan for the Corvette collection remains a bit of a mystery; in 2010, he talked about adding 14 more years of vehicles to bring the tally up to an even 50. Once again, that never happened. Perhaps it was the sheer amount of work that was required after the artist had let the cars sit for so long; some of the cars, like the 1974 and 1984, would cost more to restore than the vehicle's worth, and time was reportedly unkind to most of the 'Vettes in the group – two-thirds of which sport the less-sought-after automatic transmission with 14 of the cars convertibles; none feature the prized big-block V-8.

Still, after Max approached a guy named Peter Heller to locate a new storage garage for his collection, according to the New York Times, Heller decided instead to offer the artist a deal to purchase the 36 Corvettes. Max agreed for an untold sum (it's unknown whether Amodeo will receive a portion of the proceeds, as stated in Max's original deal). Some of the cars, Heller discovered, could be show-ready with relatively basic restoration, and he plans to have even most decrepit vehicles brought back to life.

When complete, the collection will return to the market, hoping to deliver a tidy return on Heller's investment and keep the wheels turning on the once forgotten Corvettes of Peter Max.





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Members Classifieds:

Classified "For Sale", "Wanted", "Swap" or "Free" ads are at no charge to club members. Deadlines for submission will be 3 weeks prior to publication dates as listed in the information page. Ads will run for the edition they are submitted for. If a member wishes an ad to be run again in the following edition the editor must be notified prior to the deadline for that issue.

All enquiries regarding advertising or profiles should be made to the editor at:

andy priest@westnet.com.au

Submissions should be made in PDF, Word or RTF format with photographs in PDF, JPEG or PNG format. Image sizes are not critical as we will resize as required but try to compress them to around 300k max. for ease of emailing.

Please note that all classifieds are in Australian Dollars (AUD) unless specified otherwise.

All advertising material is accepted on the understanding that it does not contravene the Trade Practices Act.

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