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CORVETTES
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CAR CLUB (INC)

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Issue E20 Winter 2019



***Terry Martin and Colin Morris Trip to Queensland
Convention
Full Story Page 16***



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club sponsors

Understanding Engineers

A priest, a doctor, and an engineer were waiting one morning for a particularly slow group of golfers.

The engineer fumed, "What's with those guys? We must have been waiting for fifteen minutes!"

The doctor chimed in, "I don't know, but I've never seen such inept golf!"

The priest said, "Here comes the greens-keeper. Let's have a word with him." He said, "Hello George,

What's wrong with that group ahead of us? They're rather slow, aren't they?"

The greens-keeper replied, "Oh, yes. That's a group of blind firemen. They lost their sight saving our clubhouse from a fire last year, so we always let them play for free anytime!"

The group fell silent for a moment.

The priest said, "That's so sad. I think I will say a special prayer for them tonight."

The doctor said, "Good idea. I'm going to contact my ophthalmologist colleague and see if there's anything she can do for them."

The engineer said, "Why can't they play at night?"

Committee

President : Richard Geiger

Vice President : Andy Weatherburn

Secretary: Vacant

Treasurer: Warren Pass

Social Directors: Kate Sparkes,

Web Editor:

Magazine Editor:

Membership Delegate: Kevin Donetta

CMC Delegate:

Scott Sparkes

Andy Priest

Ron Flood

Life Members Ron Flood, Tony Katavatis Colin Morris Darryl Lockhart
Greg Walker

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

Vagaries of English Language!

- Ever wonder why the word funeral starts with FUN?
- Why isn't a Fireman called a Water-man?
- How come Lipstick doesn't do what it says?
- If money doesn't grow on trees, how come Banks have Branches?
- If a Vegetarian eats vegetables, what does a Humanitarian eat?
- How do you get off a non-stop Flight?
- Why are goods sent by ship called CARGO and those sent by truck SHIPMENT?
- Why do we put cups in the dishwasher and the dishes in the Cupboard?
- Why do doctors 'practice' medicine? Are they having practice at the cost of the patients?
- Why is it called 'Rush Hour' when traffic moves at its slowest then?
- How come Noses run and Feet smell?
- Why do they call it a TV 'set' when there is only one?
- What are you vacating when you go on a vacation?
- Did you know that if you replace "W" with "T" in "What, Where and When", you get the answer to each of them.

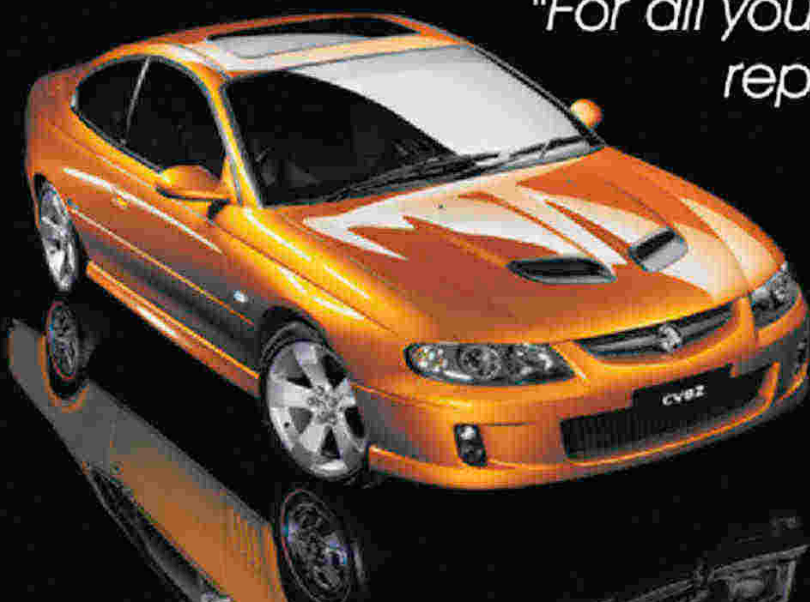
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President's message

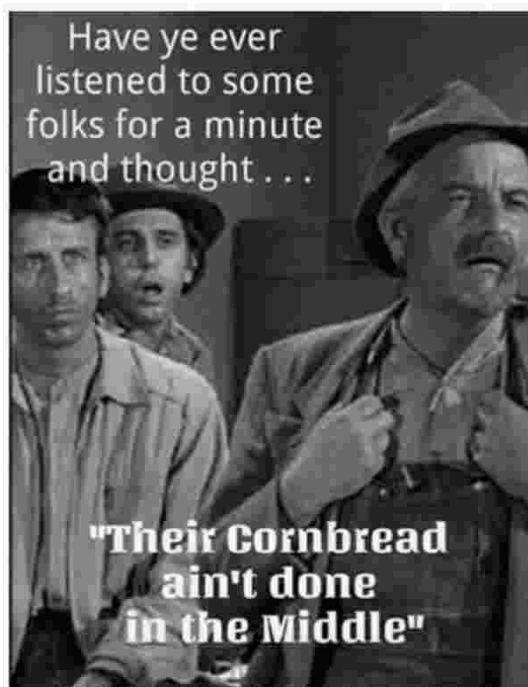
Greetings All. At the expense of sounding like a broken record, I want to remind everyone that our Annual General Meeting is coming up in July. We have a number of vacancies coming up on the committee. You do not need to be an accountant to be our treasure, nor do you need any special skills for any of the positions except perhaps for a bit of computer savvy for the position of web master. The present office holders will give you the direction required to fill your chosen committee position. Please consider nominating for a committee position and help guide Corvettes of WA into the future. All positions become open at the AGM. The following position holders have indicated they will not nominate for their positions again: Vice President, Treasurer, Social, and Webmaster. The Secretary's position is still vacant.

Thanks to Ron for organising our participation in the Shannon's Classic car Show at Ascot. We had a great turn out of cars, a good day, and it was a great show. Thanks again to Kate for continually organising great Wednesday drives and other fun events. I encourage all new and old members to come along and enjoy one of the organised driving / social events. You won't regret it. Thanks to the other committee members quietly working behind the scenes, insuring that the magazine gets published, bills are paid, and members are kept informed. Last, but not least, thank you to the members who regularly attend meetings and events. Thank you to those members who share their joy of owning a Corvette with the public at shows, out on drives, and who keep our club rolling along. Appreciation is the only compensation that drives the committee, and I'm afraid we don't often enough recognise their efforts.

Corvettes of WA has been well represented recently in a number of show and shines.

Planning for Christmas in July, and for our weekend away has begun. Event dates will be emailed out as soon as details have been finalised. Pleasant driving to you all.

Richard Geiger



Did you know?

In 1961 there were 10,938 Corvettes built with a base price of \$ 3,934.00
1961 Corvette was the last year offering optional wide whitewall tires, the last year of optional cove colour, and the only year to offer the colour of Jewel Blue.

Can you name four features first presented on the 1961 Corvette?

First year with the exhaust below the body. (previously through the body or the bumpers)

First year without a round nose emblem.

First year with four taillights.

First year without heavy 'teeth' in the grill.

Colleen dropped a Euro coin, intending it to fall into the blind man's hat on the pavement, but missed. As quick as a flash, he scooped it up and put it in the hat.

"You're not blind" she said. "No I'm not" said Paddy, "Its Murphy whose blind. I'm just filling in for him while he's gone to the pictures".

For Sale Make me an offer.

C3 Power-window-regulator-gear-repair-kit-1968-1982

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I have used some of these retainers to replace broken or missing, but have many left over. How many do you need ?

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Seat Hinge Cover Acorn Chrome Nut, 1979-1982 Ecklers Part No 124709 \$1.99 ea

Windshield Washer Pump, 1975-1991 Ecklers Part No 120776 \$18.99

Front Spoiler Attaching Hardware Kit, 1980-1982 Ecklers Part No 114819 \$16.99 a kit

Front Bumper Retainers, Fiberglass, 1980-1982 Ecklers Part No 108240 \$29.99

1974-1982 Rear Bumper Retainers Fiberglass Ecklers Part No 108241 \$30.49 a set

1973-1982 Bumper Retainer Mounting Clip Set, Front or Rear Ecklers Part No 371961 \$3.49 a set

Contact T. Dave Jennings Mob 0402 801 148 or djennin@gmail.com



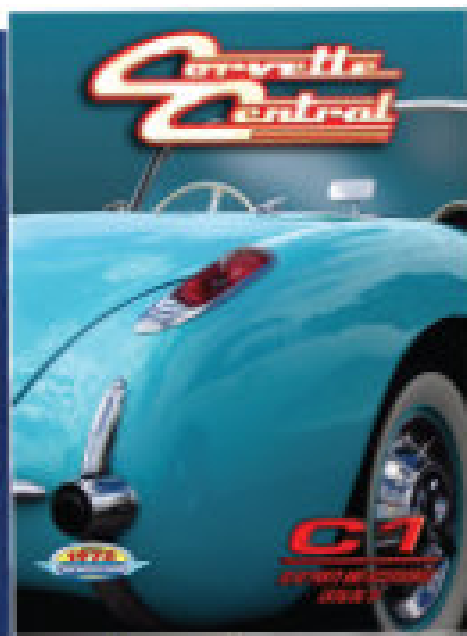
March Wednesday Drive

After a coffee at the meeting point a group of 13 Corvettes of WA members set out for a pleasant drive to The Henley Brook in the Swan Valley. Possible showers in the afternoon were forecast but the weather was good. A range of different year Corvettes, six in all drove out to find a large parking lot with a nice area to park the cars together.

The food at the Henley Brook was good and the staff were courteous and helpful in taking a group photo. From all the happy faces one can tell everyone enjoyed the food, the company and another great Corvettes of WA drive organised by our social director, Kate. Kate had to scramble to change the venue because our initial destination was closed on the day. She managed to notify everyone and find a new venue prior to everyone gathering at the meeting point.

One can not ask for much more; good weather, good food and good company. Try to make the next one. You won't regret it.





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30th National Corvette Convention Perth

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SUNDAY CRUISE TO BAKERS HILL 19-5-2019



A good turnout of 9 corvettes met up at McDonalds for coffee before a nice drive thru Mundaring to Bakers Hill and having lunch at Summer Creek restaurant & Brewery.

The weather was nice for cruising and the roads were quiet.

The owners of the Restaurant had staffing problems and let us know lunch might take a bit longer than normal, but the food was good and the company even better so this was not a problem.

We left the restaurant about 2.30 for a nice cruise home, perfect way to spend a Sunday.



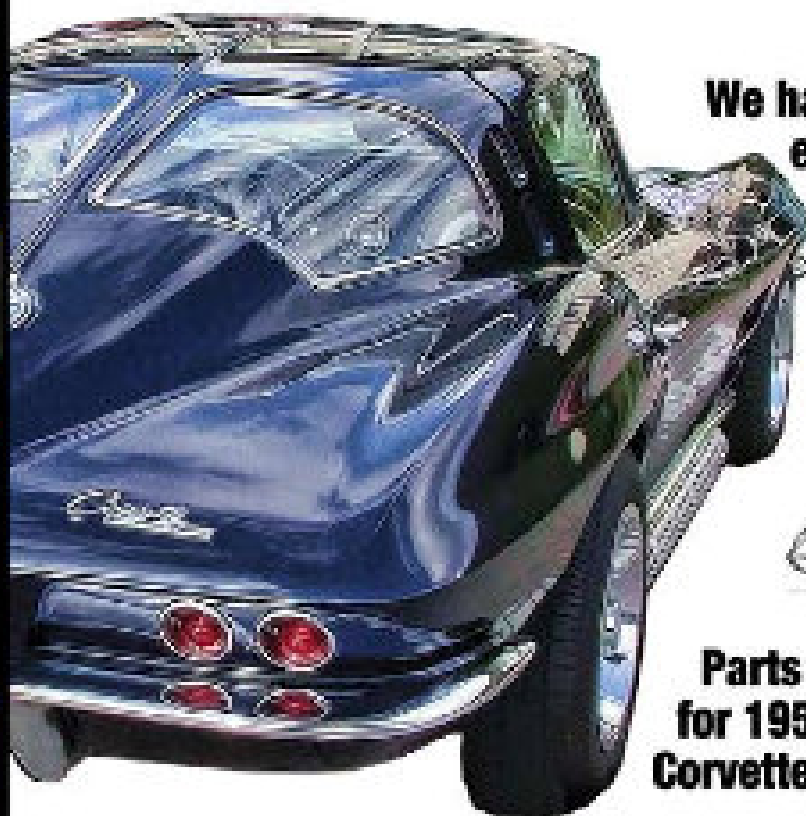
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April Mid Week Run

The Ravenswood Hotel was our lunch destination, a good 45 minute cruise saw 18 attending, 5 Corvettes and a couple of ring in's, a beautiful location on the river stunning weather, great day thanks to Kate and Ron for putting this together.



Shannon's Classic Car Show

21 members from Corvettes of WA displayed their Corvettes at The Shannon's Classic Car Show at Ascot. The weather was perfect, and the club had the same position by the entry gate that it has displayed in for the last 2 years.

Just about every era of Corvette was in our display, except we were missing a C-2 model. A steady flow of admirers enjoyed our Corvettes.

As you can imagine, getting over 1,000 vehicles in position in less than two hours caused some minor log jams. The C of WA cars gathered in the parking lot. Our cars were about the last to enter and due to our position by the exit, we were about the first to depart at 3:00 PM.

The National Corvette Restorers Society also displayed seven Corvettes just past our display. N.C.R.S. did have a C-2 on display. Many of the NCRS members displaying their Corvettes are members of Corvettes of W.A. as well. Over all the public was treated to a great display of Corvettes.



Thank you for those who gave up their Sunday to represent our club. A big thank you to Ron Flood, our Council of Motoring Clubs delegate for all his time and effort in encouraging members to bring out their cars, and for organizing the event for our club.



Curtin Classic Car Show

Corvettes of WA displayed 9 Corvettes at the Curtin Classic car show, great location with large crowds coming through all day, the weather was warm but a few showers during the day, this did not deter anyone especially Neil Felthouse and partner Sue dancing the day away even in the rain, there was great entertainment all day. It would be great to get a few more Corvettes along next year.



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March Sunday Drive

The temperature was around 35° on Sunday the 31st of March when a group of Corvettes of WA members gathered in the Bull Creek Shopping Centre parking lot opposite Hungry Jack's. There were 11 Corvettes and Dave Thompson's Austin Healey 3000 which was shipped to Perth from Melbourne for the Austin Healey National Convention which will take place in April. Peter and Diane, also in town for the Austin Healey Convention, both found seats in the convoy for the drive. As most of us are aware, Keith has a beautiful Austin Healey in his shed alongside his 1960 Corvette. Keith's two cars take turns residing inside his 'Car Cocoon' in his shed.

Keith Patching organised the drive of about an hour and a half, to finish at Andrea and Keith's lovely home, high on a hill in Canning Vale for pizza, salad, and cakes. (Thank you, Kate, for organizing, picking up, and delivering the food.) Keith's drive took us down the freeway, and cross country to Jarrahdale where we had a quick rest stop. When we left, one of our Corvette convoy, did not start. We regret we were unaware until we arrived at the Patching's.

Apparently, when the car cooled down it started. In order to help ensure this sort of unfortunate occurrence does not happen again, the committee will look at purchasing two two-way radios for the first and last cars traveling on an organised drive. (I personally feel very bad not realising there was a situation, but because my 1961 temperature gauge pegs out on a hot day after stopping, I raced away early to get some air flowing through the radiator without looking back.)

A beautiful drive out Jarrahdale Road to Albany Highway, North back to Armadale Road, up Nicholson Road, and shortly we arrived at our destination. Around 25 people enjoyed a great variety of pizza, salads, cakes, a refreshing drink, and the company, conversation and comradery of fellow car enthusiasts. On behalf of Corvettes of WA, a big thank you to Andrea and Keith for organising and host a very enjoyable event.



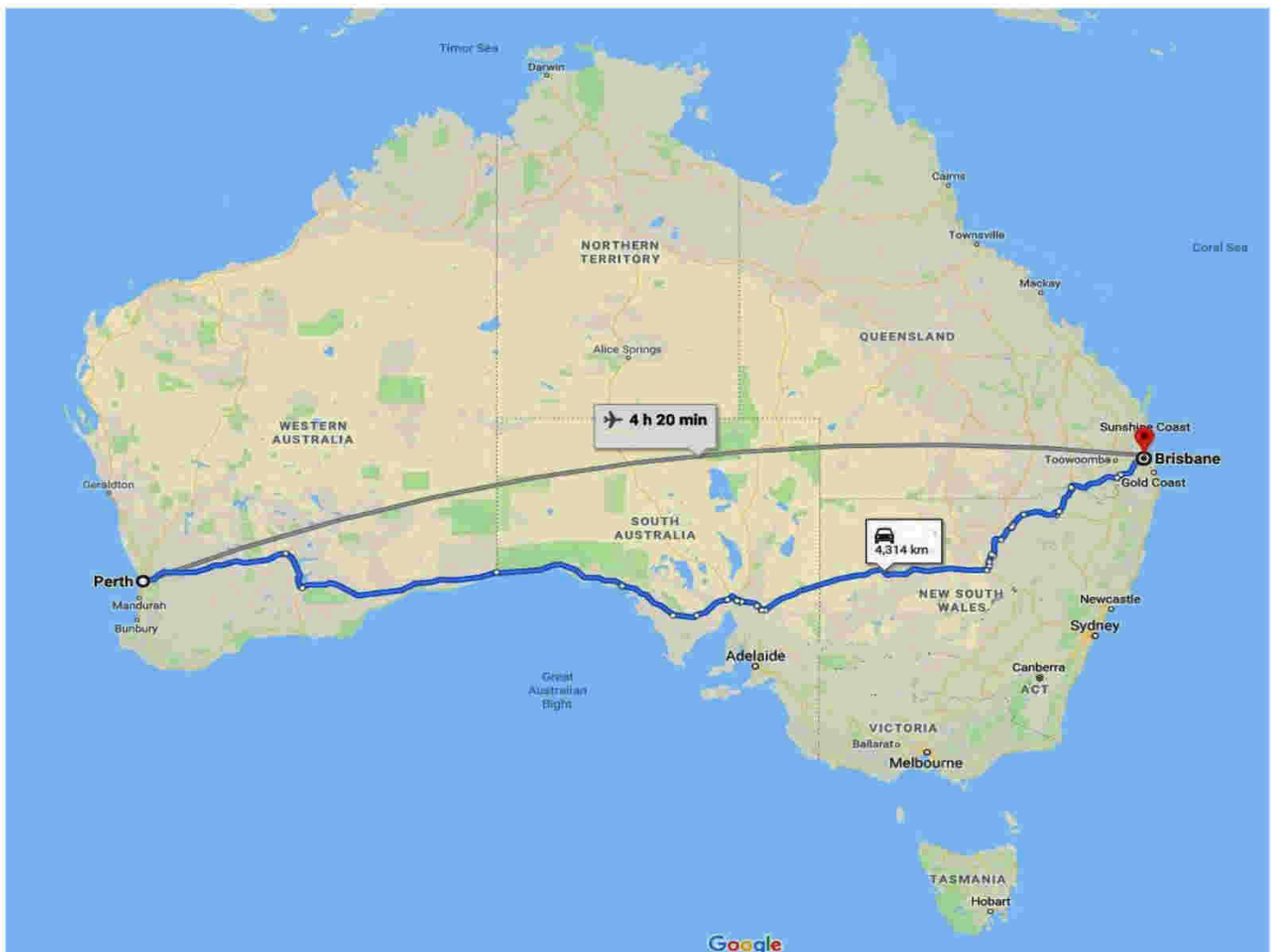
Across Australia in 2009 ZR1 number 36

Early in 2008 Terry Martin read an article on a car Corvette were to build called a ZR1. He made up his mind to buy one. Being we are in Perth Western Australia this was to be a difficult task. After a great deal of effort he located one in Las Vegas Nevada and made the purchase.

The problems did not stop there. The car was trucked to Los Angeles for shipping to Australia. The shipping company went into receivership and the container with the car inside was misplaced. An anxious time later receivers for the company located the container but by now almost a year had passed. The container was cleared and finally it was shipped to Melbourne Australia the car was unloaded from the container and finally sent by train to Perth.

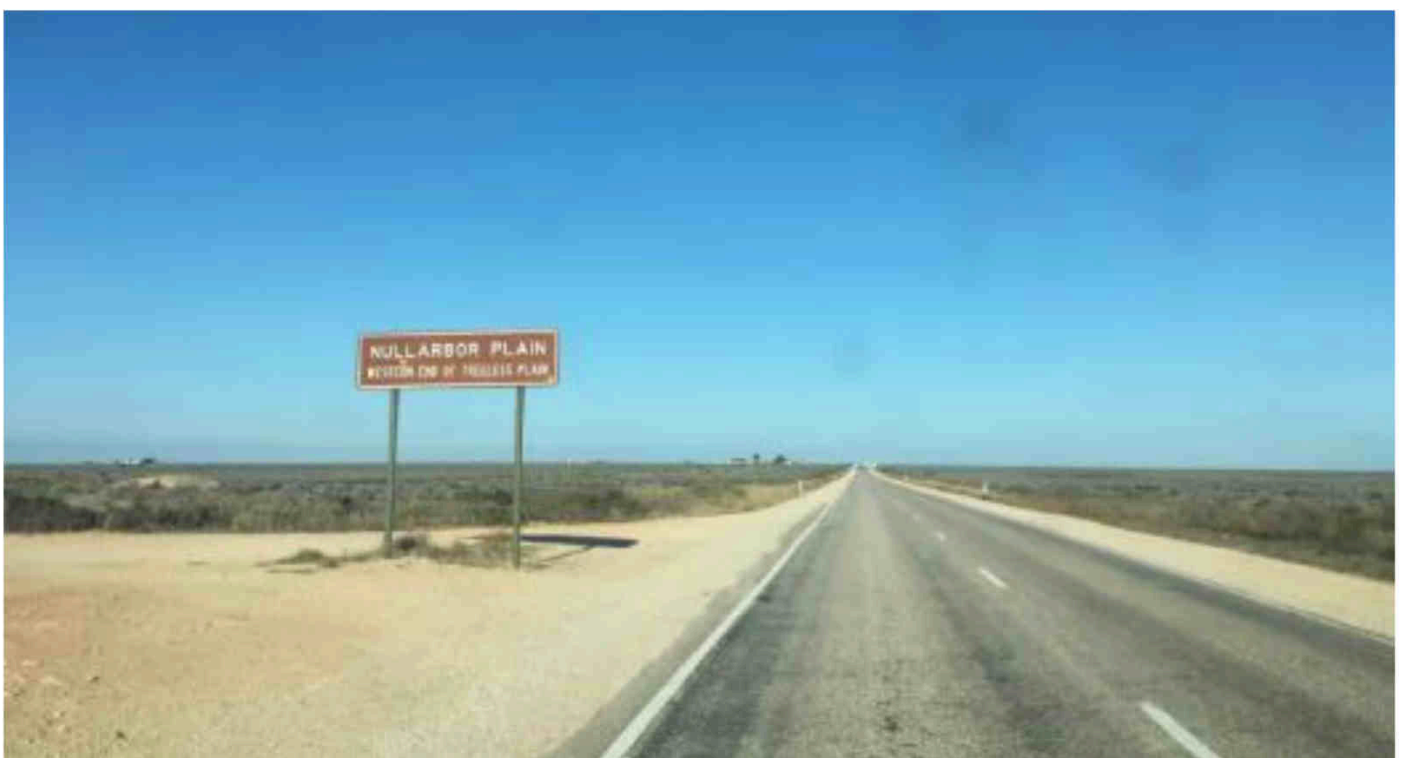
Fast forward to 2018 and the Australian National Corvette Convention was held in Perth Western Australia hosted by Corvettes of Western Australia. As has become the custom NCRS attends these events and joins in celebrating the many facets of Corvette ownership.

Post the National convention held in Perth Terry decided to drive his 2009 ZR1 Corvette to the 2019 convention to be held over the Easter weekend at Sanctuary Cove Resort near Brisbane.



The plan was hatched and Terry asked me to ride shotgun which was an offer I could not refuse. After 43 years of Corvette ownership and adventures this would be hard to beat.

Most all of the roads on the journey are single lane each way with gravel shoulders. In most cases the trucks called Road Trains in Australia completely fill the lane. Overtaking these 37 meter monsters requires a degree of skill and daring as you are in the opposite lane for some time wearing the bumps and trying to keep your wheels out of the gravel on the opposite side of the road. Added to this you have to dodge the dead Kangaroos killed the night before by the Road Trains.



At 5.30am on Wednesday, 10 April we set off from Perth. The car was fitted with a Bra and the rest of the front was covered with a car glad wrap to protect the body. The day unfolded gracefully the only drama being a "Low Fuel" light just outside Coolgardie, but we made the fuel stop without incident. By Midday we were well into the "outback" and going strong along the 90 mile straight on the Eyre Highway.

An early start next morning, now well into no mans land, we were able to get going. Early in the day we crossed into South Australia where we have never seen any Highway Patrol cars on previous trips. Terry had been driving at some classified speed for some time when he decided to slow down, just as well as we were stopped between Ceduna and Port Augusta. The radar showed he was doing 122 in a 110 zone. As luck would have it a caution was the result so we pressed on stopping at Kimba in South Australia for the night, having done a further 1000km's. A trip to the Kimba Hotel for dinner and a great helping of Grand Ma's Roast ended day two.

Day three we passed through Port Augusta and headed North East towards New South Wales and Broken Hill. The first part of the day the road wound through some steep hills then out onto flat open plains country which was very like the Nullarbor Plains. Flat country with straight roads. The road surface was becoming rough and with Run Flats on the car it was hard going. The impact through the car shook our teeth, these were very rough roads. After reaching Broken Hill early we decided to keep going to a town called Wilcannia. When we arrived there we thought we had arrived on the set of Deliverance! Can't stay here we agreed, so we had to make a further 261km's to a town called Cobar. This drive would require some night driving which we never do due to Kangaroos on the road. We not only had Kangaroos to dodge but also wild Goats were everywhere. Finally we arrived unscathed and stayed for the night.



Day four a bumpy 700km's put us in Goondiwindi in Queensland. We had a crack in the windshield by now and called at a windscreen repair shop who drilled the crack and injected some resin into the glass to stop it running. This repair held up all the way home!

Day five, we made a leisurely drive to Toowoomba where we had arranged to stay with friends.

Day six we travelled on to Brisbane where we met up with Garry and Tania Wilkinson and stayed with them at their friends house, parked the Vette and had a very pleasant couple of days looking around Brisbane.

Easter Friday we caught up with some more crew and arrived at the convention at Sanctuary Cove. We were slightly upstaged by a McLaren parked outside the reception but we both agreed it would not have withstood what the Corvette had endured on the outback roads of Australia!

On Easter Monday 22nd April after the farewell breakfast, we loaded the Vette, put the bra and plastic wrap back on and headed west. A late start meant we made only 620km's and stopped for the night at Narrabri in New South Wales. By now we had the gas and go working down pat so we clicked off 960km's to Broken Hill for another overnight stay.

The car had developed a low RPM squeak which had us under the hood for the first time. Terry cleaned the main drive belt and after 570ks we were again at Kimba in South Australia. The squeak had gone so had the bumpy rough roads of south west Queensland and outback north west New South Wales. Boyed by our success we went to the Kimba Hotel and chowed down on another issue of Grandma's roast.

We left Kimba after a good breakfast and headed to Ceduna for a fuel stop. Now keen to be home we upped the pace a little and by late afternoon we decided to stop at Caiguna on the Nullarbor Plains.



We had covered 1194km's, but this time with two drivers. Caiguna, which is typical of all these places, is a gas station with motel unit's. For us, Caiguna will be forever remembered as having the most expensive beer in Australia! Terry, who has a liking for Crown Lager, had to pay \$45.00 for a six pack!!

Up at first light we headed to Norseman 372km's away for breakfast. Now with 719km's to Perth we only made one more fuel stop in Merredin and by 5.30 pm we were in my driveway.

A short story as I have written here seems most inadequate to cover this adventure. You can't describe the thrill of driving what I consider the modern day Corvette L88. A purpose built race car. I know it was never sold as one but believe me when I say it is one. You can't hear the radio at high speed with run flats, suck it up. The ride over rough roads is horrendous how we never broke anything is a testament to the car. The rear luggage rack is was full adding to the weight but it never actually bottomed out.

I was privileged to drive 2438ks and I will never forget an inch. You start off a bit cocky, I have some high performance Big Blocks, but you had better get your ability in focus because here is a car that is far outside your capabilities. Passing 37 metre long Road Trains which are doing 100km/h on rough roads, right hand wheels on the edge of the bitumen road you have to steer hard as the wide tyres

dart around You don't need to downshift, on the rough roads it will start it loose traction. And yes folks we had the traction control on. You just gas it and hang on! You come out the front of the truck at 170km/h plus, 200km/h if you keep in it for a few more seconds! This is really what high performance motoring is all about. All this with Aircon blowing!

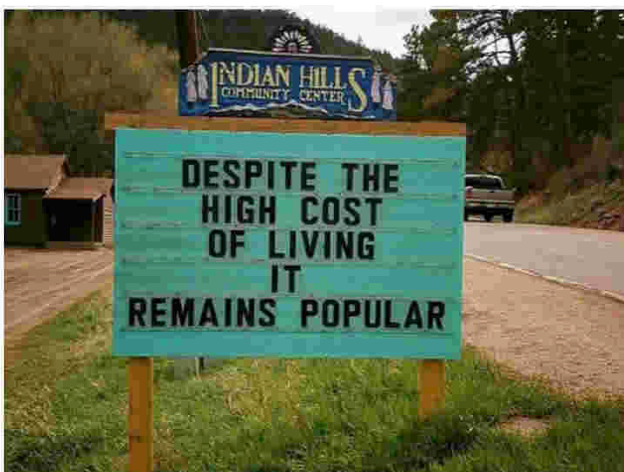
The total journey was 10,000km's and we are claiming a world record for a single purpose run in a ZR1!
No oil used no coolant used, just needs a good clean

A big thank you to Terry for inviting me along we certainly were "Living the Dream"

Colin Morris NCRS 7547, Life member Corvettes of Western Australia, Founder NCRS Australian Chapter.
Terry Martin NCRS 30573, Member Corvettes of Western Australia, Founder NCRS Australian Chapter.



Thanks to Colin Morris for this great story. Ed





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Profile on Advertiser's business -

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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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