

WEST COAST **Vette** Torque



CORVETTES
WESTERN AUSTRALIA
CAR CLUB (INC)

www.corvettesofwa.com

Issue 29 Spring 2021





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Secretary John Neskudla

Web Master Richard Webb

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CMC Delegate Ron Flood

Social Director Natalie Tchorzewski

Social Committee Andrea Patching, Gail Harris

Magazine Editor Doug Connell

Life Members

Tony Katavatis
Colin Morris
Darryl Lockhart
Greg Walker
Ron Flood

Welcome to Corvettes of W.A. Inc.

Corvettes of W.A. Inc. is dedicated to the enjoyment and appreciation of America's finest sports car, the Chevrolet Corvette. The club is based in Perth, Western Australia and has an active and enthusiastic membership. New members are always welcome and visitors to our website are able to browse and learn a bit more about Corvettes "down under"

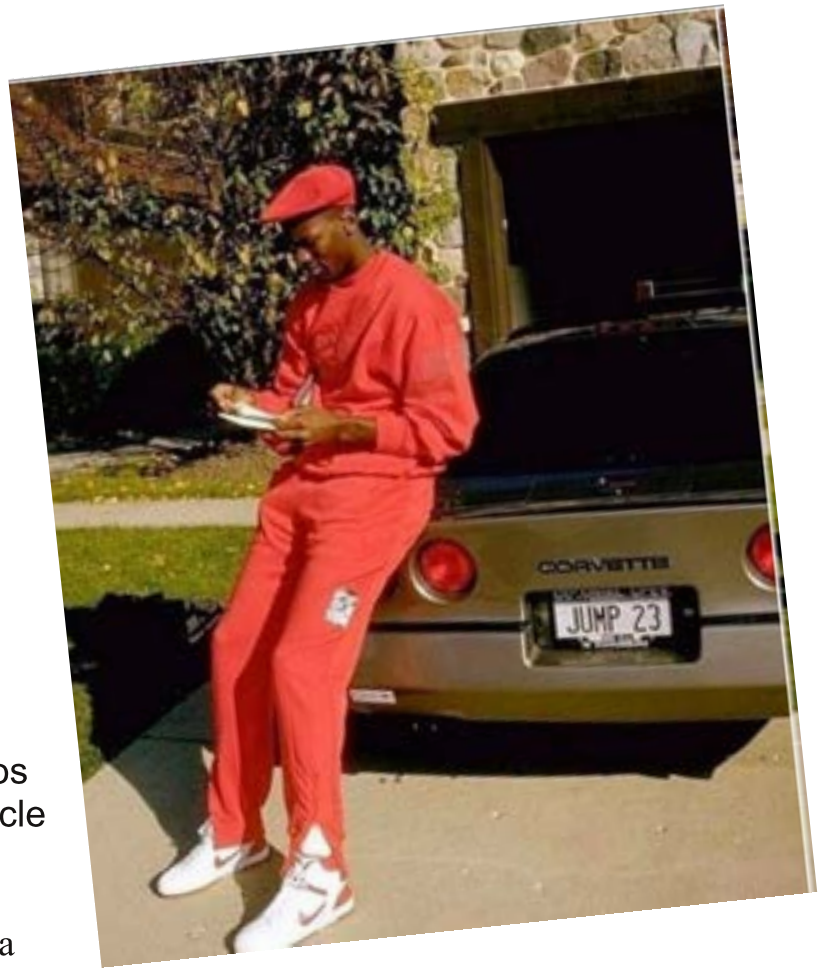
Meetings

Club meetings are bi-monthly and held at the Bassendean Bowling Club. (Entrance via Hamilton St) Commencing at 7.00pm.
Please check the club website for meeting dates

Website

www.corvettesofwa.com





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me know if you are coming for catering. Times on the hoist can be booked if you have limited time on the day.

Thank you to all the members that help support our club by coming along to all social events and car runs. Looking forward to better weather to get our Corvettes out and enjoy them.

Presidential Report

Andy Weatherburn

Hi all,

I would like to thank the Committee for putting up their hands to take on another 12 months in running the club. We are very fortunate to have such a great team keeping COWA going with the behind the scene jobs.

The new C4C licensing concession has proved popular with members that have modified Corvettes to take advantage of the reduced cost in registration; this has worked out to be a saving of about 75% of their usual registration fee. We have also had new members join that also utilise the C4C. Currently we have a membership of 130.

Autokhanas will be up and running every soon as we have been able to secure of location in North Coogee with a big area of smooth bitumen. This is great central location close to shops, toilets and the freeway. More information will be coming from me for dates. For those that are not familiar with Autokhanas this is a low speed event thru witch's hats, were you are timed to complete the course.

Our annual Hoist and swap meet is on Saturday the 2nd of October at my workshop at 113 Ellersdale Ave, Warwick, just behind the carwash. This is a chance to get your Vette up and have a good look underneath and to sell or buy parts. A BBQ will be provided, so please let



Just got a new paint job



Andy Weatherburn

President
Corvettes of Western Australia Inc





Social Report

Hi Everyone,

We've been a bit hit and miss with the weather lately with a couple of cruises needing postponement but we've still managed to get in some very enjoyable days out, with the big one being our Christmas in July function being held at Joondalup Resort on July 18th. The rain meant the Corvettes stayed home but we all feasted on a lovely buffet lunch with great company. No surprises with Frank yet again taking out first prize in the raffle and Bron was lucky enough to win the door prize of a nights accommodation at Joondalup Resort with breakfast which was kindly donated by the venue. Thanks also go to the NCRS for their donation of stubby holders and pens for the raffle and to John Neskudla for sponsoring the day and for donating items for the silent auction.

Our runs for August included a lovely Wednesday cruise out to Café on the Dam at Serpentine Dam and a Sunday cruise to the Bindoon Bakery with around a dozen Corvettes coming out on each run.

Our September Wednesday cruise was postponed due to bad weather but a couple of us still headed out in our daily drivers and enjoyed lunch at Elmars. Our Sunday cruise for September headed south to Sandy Cove Tavern in South Yunderup with some of our new members along with some faces we don't get to see very often joining us.

We have lots on the Corvettes of WA social calendar in the coming months in addition to our usual 1st Wednesday and 3rd Sunday of the month cruises so save these dates now so you don't miss out. Keep an eye on your emails and check out the calendar on the website for updated information as it becomes available

- 2- If you have items for the swap meet for sale and would like to send Andy a list, he can email out to the members to generate some interest. Item description and price please.
- 3- Hoist will be available for inspections only, no repairs as this takes up time for others. You can book a time if you have limited time on the day, otherwise it will be first in.
- 4- Tea, Coffee and soft drinks will be provided but if you want to bring anything stronger that is ok.
- 5- Please bring along a chair, shade provided.

Sunday 10th October we will be holding an Autokhana.

The club has been trying to find a suitable venue for quite some time and Andy's perseverance has finally paid off. Big thanks to Warren Lacey for his assistance. We will be sending out more information on this shortly when the details are finalised.

October 22nd-26th is our big Road Trip to Albany, Walpole and Pemberton.

Limited rooms are still available so if you'd like to join us please let me know. The itineraries are almost ready to be sent out and it is shaping up to be a very enjoyable few days away. I'd really like to encourage our new members to get involved as it is a great way to get to know everyone and to get out and enjoy your Corvette with likeminded people. If you can't get away for the full 4 nights that is perfectly fine, you are welcome to join us and leave at any time if you have to fit in around work or other commitments. Give me a call if you need any more details.

Sunday 21st November Corvettes of WA Christmas Party will be held at Mulberry Estate. Details will be sent out in the coming weeks. We are in the same function room as last year with the beautiful view of the river and the lawn area where our Corvettes will be on display for all to see and enjoy.

Last years event was an absolute ripper and we want this one to be even bigger and better. This is definitely an event not to be missed!

Regards,
Natalie



Meet at Andy's workshop at 113 Ellersdale Ave,
Warwick behind the carwash.

1- A BBQ will be supplied, so please let me
Andy or I know if you are coming for catering
numbers.

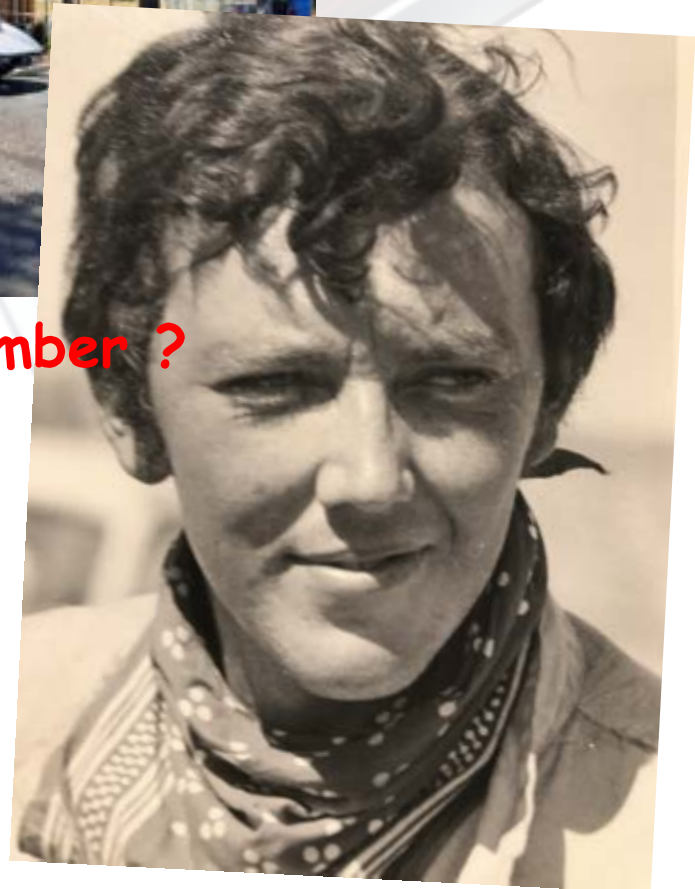
Recognise the car?

To whom does it
belong?

Where is this firestation?



Recognise this member ?



Who is it ?

Four Night Road Trip 22nd-26th October

ALBANY



**2 nights in Albany
22nd & 23rd October**

Dog Rock Motel Albany

Address: 303 Middleton Rd, Albany WA 6330

Phone: (08) 9845 7200

www.dogrockmotel.com.au

Dog Rock Motel has booked a bulk reservation of rooms for us - Arriving Friday 22nd October and Departing Sunday 24th October.

You have a choice of 2 room types. Same room, only difference is the deluxe is renovated and the standard is not.

Standard Queen – Inc breakfast \$173 per room, per night

Deluxe Queen – Inc breakfast \$215 per room, per night

Quote the reservation number 408597 and tell them you are part of the Corvettes of WA group booking.



WALPOLE



**1 night in Walpole
24th October**

Tree Top Walk Motel Walpole

Address: 45-50 Nockolds St, Walpole WA 6398

Phone: (08) 9840 1444

www.treetopwalkmotel.com.au

\$135 per night, breakfast not included

We have reserved a block of rooms for the club, and it will need to be processed as a group booking as they can't do it individually on their booking software. The only way to ensure we can get enough rooms held is for you to let me know you are going and then make the payment into the club's account. I will then finalise the booking as a group for the number of rooms needed.

There is only one room type, and the group rate is \$135 per night.

Email **Natalie** for how to deposit the monies into the club bank a/c

Email : social.corvettesofwa@gmail.com



Looking at doing a group booking on this awesome boat cruise.

Please let Natalie know if interested so we may create a booking

(social.corvettesofwa@gmail.com).

ECOCRUISE BOOKINGS

WOW WILDERNESS ECOCRUISES

Into the heart of the Walpole & Nornalup Inlets Marine Park

DAILY 10:00am to 12:30pm

\$50 Adults U16 \$15 U5 Free





PEMBERTON

**1 night in Pemberton
25th October**



Karri Forrest Motel Pemberton
Adeson St, Pemberton WA 6260
Phone: (08) 9776 1019

www.karriforestmotel.com.au

Karri Forrest Motel only has 25 rooms therefore we have booked out the whole place, so it is first in, first choice of room type from the list below. Once those rooms are taken you will need to find your own accommodation elsewhere.

4 X standard double rooms @ \$110 (1 double bed)

8x standard queen rooms with balcony @ \$128 a night (1 queen)

8 x executive queen rooms with balcony @ \$138 a night (1 queen)

4 x family rooms @ \$138 per night (1 queen and 2 single beds in adjacent room)

1 x standard double room (2 double beds in one room) \$128

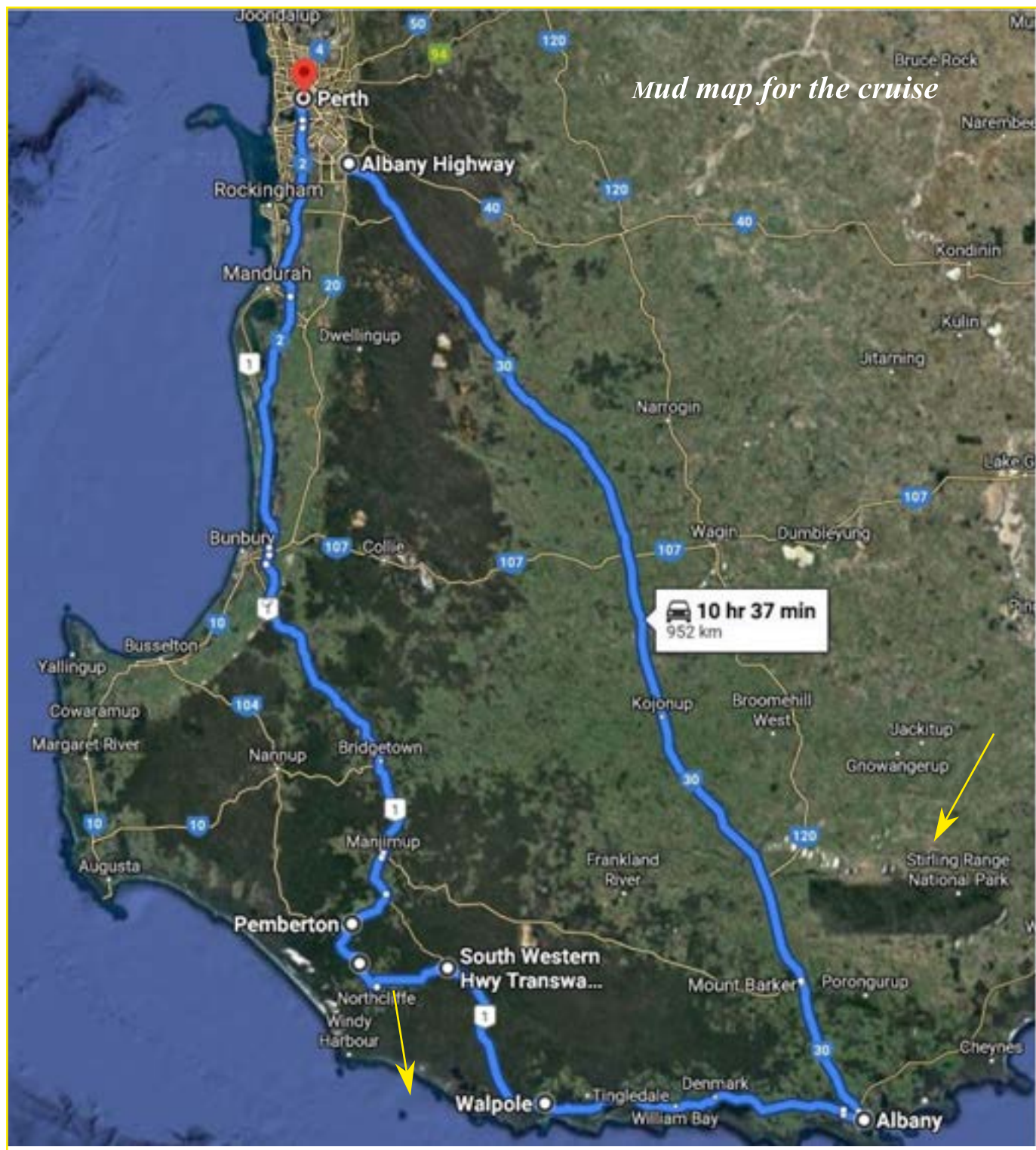
You can view the rooms on their website: www.karriforestmotel.com.au

Contact Natalie with your preferred room type and I will confirm if available then you will need to deposit the correct amount into the clubs account.

Corvettes of WA

BSB: 036-051

Account: 270072





Biden Prompts GM CEO Mary Barra to Confirm an Electric Corvette May Be On the Way

By Keith Cornett CorvetteBlogger.com



Video Captures Mary Barra Nodding Yes to the President's Statement

It's no secret that General Motors is making a major shift to its fleet from the internal combustion engine to electric vehicles, with the goal to be totally electric by 2035. With those plans in place, it's widely believed that the C9 Corvette will be an electric battery-powered sportscar.

Briggs Cunningham 1960 Corvette Sells for \$785K at RM Sotheby's Amelia Island Auction

By

Keith Cornett CorvetteBlogger.com

The 1960 Corvette campaigned by American privateer racer Briggs Cunningham at the 24 Hours of Le Mans was sold on Saturday with the hammer dropping at \$685,000 and the winner was none other than the grandson of Briggs Cunningham.

The former Le Mans-raced Corvette was auctioned by RM Sothebys at Amelia Island. With commissions, the total out-the-door price was \$785,000 which fell below the pre-sale estimates of \$900,000-\$1.3 Million. The court-ordered sale concludes a remarkable and somewhat infamous journey for the No.1 Le Mans racecar.

The catalog description for the No.1 Le Mans racer offers the most detailed accounting yet for the nearly forgotten racecar which eventually turned up in a St.Petersburg, Florida warehouse in 2011. However, little of the original Le Mans Corvette was visible following major changes performed by a subsequent owner in the mid-1960s. Except for a few of the tale-tell signs that remained on the chassis, the car was only verified by its VIN which matched one of three 1960 Corvettes as raced at Le Mans.



Once the Corvette surfaced, a major dispute broke out over the car's ownership including a claim that the car was stolen in the early 1970s. Following years of lawsuits and counter-claims, a federal judge ordered the race car to be sold with proceeds to be split among the remaining parties. The new owner will receive the car free and clear from previous claims and our hope is that it will be restored like the other two Le Mans-raced Corvettes were.

One of the stories presented in the auction catalog was Chevrolet's back-door support for the Briggs Cunningham Corvettes which was approved at the highest levels by GM Ed Cole. Registration papers of the car at Le Mans lists Corvette Chief Engineer Zora Arkus-Duntov as the co-driver of the car along with Briggs Cunningham. The story goes that Chevrolet chief Ed Cole told Cunningham that Chevrolet would only provide continued support if Cunningham promised not to allow Zora behind the wheel. The reason presented was that Cole knew that Duntov was far too valuable to the automaker to risk in the dangerous 24-hour race. Cunningham kept his promise and Duntov's seat was given to accomplished driver Bill Kimberly. That decision was said to cost Briggs Cunningham his friendship with Duntov for fourteen years.

The No.1 Corvette looked to be strong in the early going of the 24-hour race but several hours later it started raining. Following a driver's change, Kimberly was handed the car all fueled up and with fresh tires. The rain continued and during his first lap, Kimberly lost control at the Maison Blanche corner where the car spun out and flipped over twice before landing upright on its tires. A fire broke out and the car was retired after just 32 laps completed.



Now with the No.1 Corvette back in the family and all the previous drama now in the rear-view mirror, the Cunningham family will be making some key decisions regarding the future of the car. We can only hope that outcome will be positive for all involved.



Seen on the Internet

Off-Road C4 Vette Kart





Managing the risk of asbestos when importing a motor vehicle

The border control

The health risks posed by exposure to asbestos are well known. An Australia-wide ban on the manufacture and use of all forms of asbestos took effect on 31 December 2003 to protect the Australian community.

A border control for asbestos was enacted at the same time to prevent the unlawful importation of asbestos, and goods containing asbestos.

The importer of a vehicle (the 'owner' for the purposes of importation) must know the history of that vehicle to ensure it does not contain any asbestos before it is shipped. This applies whether the importation is for commercial or private purposes, or of a temporary or permanent nature.

Owners should be aware that many countries have tolerances in vehicle parts and components if the asbestos content is:

- below a certain level, or
- present as trace amounts in raw materials used for producing those parts or components. Tolerance levels for asbestos set by other countries will not be accepted at the Australian border.

All imported vehicles must comply

The import prohibition applies to all vehicles of any type, age or value. This includes, but is not limited to:

- Used road vehicles that require a Vehicle Import Approval (VIA), granted by the Department of Infrastructure, Transport, Cities and Regional Development, before shipment
- Vehicles temporarily imported under a Carnet de Passages en Douane (CPD carnet).

Assurance from the owner

When the Australian Border Force (ABF) identifies an imported vehicle as at-risk of containing asbestos, the owner will be required to provide sufficient assurance that the vehicle, including all parts and components, does not contain asbestos.

Owners declaring “no” to asbestos content in their vehicle, and all parts/components, must only do so if they are certain that it does not contain asbestos. This includes the presence of asbestos by design, or by the use of naturally contaminated ingredients during manufacture, whether original equipment manufacturer (OEM) or aftermarket in type.

Owners must obtain sufficient information and take necessary action to ensure asbestos is not present in the goods before shipment. Claims of OEM parts containing no level of asbestos content should be supported by technical evidence sourced from the relevant manufacturer. A ‘face value’ letter from the supplier, or the supplier’s mechanic, merely stating there is no asbestos content is unlikely to provide sufficient assurance.

When at-risk parts and components containing asbestos are identified and removed before shipping, the owner should retain all work records. When replacement parts and components are installed, evidence of the make, model and structural content of those new parts and components, which proves no asbestos content, should also be retained. These records should be available to provide to the ABF as required.

If sampling and testing is undertaken overseas, the owner should ensure that the process is carried out to meet Australian requirements for laboratory reporting. Refer to the ABF website (www.abf.gov.au/asbestos) for more information.

The owner is advised to carry out due diligence, including knowing the materials used in the manufacture and maintenance of the vehicle they are importing. If this matter is not taken seriously by the owner, and sufficient assurance is not provided, the owner will face delays and be responsible for costs incurred if the vehicle is held at the border for sampling and testing. If this occurs, the owner will be required to engage a qualified, independent competent person¹ to undertake identification of suspect parts and the removal of samples for testing. The ABF are not qualified asbestos professionals and may only supervise the collection of samples while the goods are under customs control. The ABF cannot undertake or assist in this work.

Sampling and testing at the border can be avoided if owners provide sufficient assurance that their vehicle does not contain any asbestos. Unlawfully imported asbestos may result in prosecution action and/or fines.

Vehicle parts that might contain asbestos

The most common vehicle parts and components found to contain asbestos at the border are in brakes and gaskets in locations designed to resist heat. Other parts and components of risk can include:

- | | |
|---|--|
| <ul style="list-style-type: none"> - Insulation - Brake pads and shoes - Seals: <ul style="list-style-type: none"> o mastic sealants/coatings o body seams o asphalt undercoating - Gaskets: <ul style="list-style-type: none"> o cylinder head o extractors o exhaust system | <ul style="list-style-type: none"> - Bonnet liners - Valve rings - Heater/air conditioner housings - Fibrous washers - Sound deadening material - Clutch linings - Firewalls - Heat shields - Wiring wrap |
|---|--|

Despite the parts and components of risk identified above, each vehicle is different. The ABF cannot provide technical advice as to where asbestos will be present. Factors such as the make, model, country of origin and any other relevant circumstances must be taken into account, and therefore the ABF must risk assess all vehicle shipments and related assurance documents for asbestos.

Owners might need to consult OEM part suppliers, maintenance providers or records of the particular vehicle where available, to identify if the vehicle's components are likely to contain any amount of asbestos (including trace amounts). Owners should then take action to test or remove such components before importation. This highlights the necessity for the owner to know the vehicle they are importing, to understand where asbestos is likely to be present, and to be able to provide evidence of having addressed that risk.

1 Competent person – as defined within section 5 of the Work Health and Safety Regulations 2011 (Cth). Further information can be located within the Safe Work Australia Model Code of Practice: How to manage and control asbestos in the workplace.

Re-importing Australian-based vehicles

Owners intending to temporarily export a vehicle from Australia, with the intention of re-importation, such as for the purposes of participation in an overseas rally, must be aware that:

- The importation of that vehicle back into Australia is prohibited if it contains any level of asbestos.
- To facilitate the return to Australia, the owner should identify any parts or components with asbestos and replace them before export.
- On that vehicle's return, the owner must be prepared to provide assurance that the vehicle does not contain any asbestos.

The myths dispelled

- **Chrysotile (white) asbestos is safer than other forms of asbestos.**

Fact: All six asbestos mineral silicates, including chrysotile, pose a direct threat to human health when in a friable form. All six are subject to the import prohibition and the national ban.

- **Asbestos is only a problem if disturbed, therefore it's safe in a vehicle.**

Fact: Friction materials by their nature are subject to constant wear and tear. Physical wearing of materials that contain asbestos expose fibres and make them friable. Friable fibres can be shifted during movement onto other areas of the vehicle, or into the area where the vehicle is garaged. Maintenance may also cause disturbance. If the person carrying out that maintenance is not trained to recognise and safely handle asbestos, or is unaware that asbestos exists in the parts they are handling, a direct risk to their health and the health of others nearby may result.

- **The border control for asbestos in vehicles is a recent change in policy.**

Fact: The asbestos border control for all goods is not new and has been in place since 31 December 2003. As threats to the border are identified, they will be addressed. An increase in detections of asbestos in older vehicles at the border illustrates one such threat.

- **Sampling and testing is the only way to ensure no asbestos content.**

Fact: While testing before shipment is the preferred option, the assurance process can include evidence of manufacturing specifications to show no asbestos was used in parts and components, whether OEM or after-market. Refer to the section: Assurance from the owner. An ABF direction to sample and test a vehicle at the border will occur when it is judged that inadequate assurance is provided.

- **When an owner is directed to have a vehicle sampled and tested at the border, the ABF choose who can sample and test for asbestos.**

Fact: The owner is responsible for engaging the competent person and laboratory. The ABF requires that the competent person collecting the samples is appropriately qualified because sampling must be undertaken in a manner that will not lead to exposure to asbestos, and which ensures the samples are suitable for analysis. Testing in Australia is required to be carried out at a laboratory accredited by the National Association of Testing Authorities (NATA), for asbestos analysis.

Permission to import goods containing asbestos

Who grants it

The Minister responsible for administering the Work, Health and Safety Act 2011 (Cth), currently the Minister for Industrial Relations (the WHS Minister), or an authorised person, is empowered to grant permission to import asbestos, or goods containing asbestos, in limited circumstances.

While the Customs (Prohibited Imports) Regulations 1956 are administered by the ABF, the WHS Minister's portfolio is responsible for developing Australian Government policy that provides the basis of the national ban for asbestos. This informs the border control, which the ABF enforces.

Purposes for importation must be considered

Applications for import permission will be considered on a case by case basis against the criteria set out in the Customs (Prohibited Imports) Regulations 1956. The WHS Minister, or an authorised person, have discretion to grant permission to import goods that contain asbestos. Importers are required to satisfy the WHS Minister's discretion, which could include consideration of health and safety risks and safeguards that could be put in place if permission was granted.

How to apply

The Asbestos Safety and Eradication Agency (ASEA) is responsible for administering the import permission process for the WHS Minister. To apply for import permission, applications should address the criteria located on the ASEA website and be made in writing to the Minister for Industrial Relations. More information, including the WHS Minister's contact details for import permission applications, is located at the ASEA website.

The act of applying for import permission is **not a guarantee** that it will be granted. Owners must not ship vehicles until they have received the import permission in writing. A copy of the permission must be produced to the ABF at the point of importation.

In summary

The owner of the vehicle that is intended for importation into Australia needs to undertake appropriate checks to ensure that the vehicle has no parts or components which contain asbestos. Compliance with border requirements will help prevent delays or costs associated with intervention by the ABF.

More information with respect to the asbestos border control and border processes is located on the ABF website.



Figure 2: In Australia, the removal of samples for testing is undertaken by a qualified independent competent person



Figure 1: Brakes on motor scooter side-car which contained asbestos

Contact

Australia

Website

Website

Asbestos

Website

Email

permits@asbestossafety.gov.au Telephone: 1300 326 148

gov.au/asbestos Telephone:131 881

l for import/export permissions:

Department of Infrastructure, Transport, Cities and Regional Development

Website: www.infrastructure.gov.au

Website importing vehicles information: www.infrastructure.gov.au/vehicles/imports Email: vimports@infrastructure.gov.au

Telephone: 1800 815 272

July 2020

Body Mount Instructions

Submitted by Ron Flood

ATTENTION '68 to '72 Corvette owners.

Have you ever wondered why you C3 creaks and squeaks when you drive it ? It's a bit of old age , but more than likely it hasn't had the 1973 corvette rubber body mounts fitted.

The '68 to '72 vettes had the body mounted direct to the chassis with only a solid ,half inch thick round piece of aluminium as a spacer to separate the body and chassis.

Over time these corvettes experienced body "stress cracks" in a number of areas, subject to how they were looked after or abused. The most common areas are around the headlight lids and along the bonding seams or the top ridge of the front fenders and the front wheel arches.

With the winter approaching (eventually) it would be a good time to install the 'body mount rubbers.

On a time basis , it would take at least two or three days to do this job and even have time for a 'sip' along the way.

The object is to lift the body off the chassis by about 60mm – 80mm to allow room for hands etc. Prior to lifting the body , anything that is attached or won't allow the body to be released from the chassis has to be loosened or undone.

For example, the steering coupling, hand brake cable , earth straps , bumper support brackets ,fuel line etc etc .

Once everything seems loose , the body can be jacked up ,one side at a time and easy does it . Slowly !!!

The '73 – ' 82 rubber body mount kit is around \$130 us from Corvette Central ,and they do fit the '68 – '72 series. There are four on each side and the kit comes with specific instructions , so follow that and you will have a much quieter vette to ride in and once you've repaired the stress cracks properly, they won't come back.

The additional mounts only add about 10 -12 mm of additional height to the body off the chassis when finally installed. I've had mine on since 1980.

Have fun.

Submitted by Ron Flood

Car race.



A man decided that he was going to ride the owner of the Corvette found a piece of rope lying by the highway and tied it to his bumper. He tied the other end to the bike and told the man that if he got to going to fast, to honk the horn on his bike and that he would slow down. Everything went fine for the first 30 miles. Suddenly, another Corvette blew past them. Not to be outdone, the Corvette pulling the bike took off after the other. A short distance down the road, the Corvettes, both going well over 120 mph, blew through a speed trap. The police officer noted the speeds from his radar gun and radioed to the other officer that he had 2 Corvettes headed his way at over 120 mph. He then relayed, "and your not going to believe this, but there's guy on a 10 speed bike honking to pass". Finally a guy in a Corvette pulled over and offered him a ride. Of course, the bike wouldn't fit in the car.

Even if you don't live in Los Angeles, you've probably heard of **Angelyne**.

She's a **hot-pink** tribute to glamour and excess, and the self-proclaimed billboard queen is arguably the original social media influencer. She's been a fixture of LA culture since her billboards first appeared in the early 1980s, and every single day, you can find her driving around the city she loves -- in her **pink Corvette**



Our Clean Fuel Issue

Walk into an Australian car dealership right now and pick out the most fuel-efficient vehicle, and it would probably be better for the environment than any car you have ever owned.

Yet it is also possible that the same vehicle might be banned from sale at a dealership in Europe, under tough new vehicle emissions standards that are being phased in for passenger vehicles.

Of the 20 most popular cars sold in Australia in 2019, only two offer a variant that would meet Europe's CO2 emissions standard of 95g per kilometre as measured at the tailpipe for all new cars by 2021 (being phased in from 2020).

Europe is not alone - 80 per cent of the global light vehicle market, including the US, Canada, Japan, China, South Korea and India, have adopted mandatory CO2 emissions standards for new cars sold.

Countries from Germany to India to England are also planning bans on the sale of new vehicles with internal combustion engines. Norway expects its ban to start as soon as 2025, and Ireland from 2030.

But while the rest of the globe is moving on vehicle emissions, seeking to reduce both the environmental and health impact of gaseous pollutants from vehicle sources, Australia lags a long way behind.

"We know transport is responsible for about 17 per cent of Australia's total greenhouse gas emissions and about 25 per cent of total CO2 emissions," says Anne Still, RAC's General Manager of Public Policy and Mobility.

"But when you look to other nations, many have a standard limiting CO2 emissions from new cars sold, but it's not the case here in Australia."

Australia's Federal Government requires cars to meet the Australian Design Rules and from 2016 have imposed some regulations on the type and quality of fuels used by vehicles.

They also set some limits on noxious emissions like sulfur and particulates, but the maximum allowable content in Australian fuels is already so out of step with international standards that some vehicles need to be re-tuned by the manufacturer before being sold in Australia.

Despite frequent attempts to bring Australian standards into line, little has progressed.

The quality of Australian petrol is currently ranked 85th in the world behind
Argentina (84th)
Bosnia and Herzegovina (83rd)
Algeria (82nd)
Iraq (81st)
Mexico (80th)

Sulfur content in fuel



Of all OECD countries, Australia allows the lowest quality fuel.

C8 Corvettes RHD in Australia

By Peter Graham

Very late 2021 we will see the first ever Corvettes delivered new in RHD.

The arrival of the eighth generation Corvette marks a milestone and while they are expensive, when delivered in Western Australia, they are competitive with other exotic cars.

Lots of miss-information is around about whether or not they will come to Australia and just how much they are going to cost.

In an attempt to answer some questions:-

Firstly, what will be coming to Western Australia in the first batch?

There are 5 dealers of GMSV, and each dealer has been allocated 4 cars from the initial production of RHD Australian spec cars, one of which they are obliged to keep as a demonstrator. Below is the best information to date as to what each dealer is getting. Some will arrive before Xmas and some after Xmas 2021. The following is a list of cars by dealer with the expected demonstration cars, highlighted in yellow. 20 of the first 250 cars coming to Australia will end up in WA.

Shacks GMSV

Coupe 2LT	Rapid Blue	
3LT	Silver Flair	
3LT	Rapid Blue	Carbon Edition
Carbon Edition	2LT	Torch Red



Gardeners GMSV

Coupe	3LT	Black	carbon edition
	3LT	White	
Convertible	3LT	Rapid Blue	
	3LT	Hypersonic Grey	



North City GMSV(They have not indicated which car will be their demonstrator)

Coupe	3LT	Black	carbon Edition
	3LT	White	
	2LT	Torch Red	
	3LT	Rapid Blue	

Bunbury GMSV

Coupe	3LT	White	carbon Edition
	3LT	Hypersonic Grey	
	2LT	Black	
Convertible	2LT	White	



Golden City GMSV (Kalgoorlie)

Coupe	2LT	Torch Red	Carbon edition
	3LT	Hypersonic Grey	
	3LT	Silver Flair	
Convertible	2LT	Amplify Orange	



The Amplify Orange Convertible is going to Kalgoorlie and is included for interest. All cars have the Z51 performance upgrade and the front lift option and are a minimum of 2LT level of trim. Strangely the front lift in Australia arrives without its memory capability. GMSV have initially decided there are no 1LT cars coming to Australia

Quickly broken down this looks like:-

	Coupe	Convertible	total
Torch Red	2	1	3
Arctic White:	3	1	4
Black:	3		3
Rapid Blue:	3	1	4
Silver Flare:	2		2
AmplifyOrange		1	1
Hypersonic Grey.	2	1	3
Red Mist:			
Elkhart Lake Blue:			
Ceramic Matrix:			
Accelerate Yellow:			
Caffeine			
Totals	15	5	20

As you can see there are quite a few colors that will not be initially coming to WA. Some color combinations will be on 1 car only, such as the Amplify Orange Convertible, pictured with the roof up. It will make that car a bit special.

Secondly, Price is a question that everybody asks about:-

The published number by GMSV is for the basic car \$A144,900 with the convertible being \$15,000 more. These figures do not take into account that all the cars coming to WA have many additional options fitted. The Carbon Edition Coupe starts at \$189,990

The initial batch of cars are NOT able to be varied and the actual specification is fixed in every detail.

Variable options are fitted to every car and the individual dealers are allowed to charge a dealer delivery fee. This has caused a degree of negative comment from GMSV as some dealers on the East Coast are reported to be charging an additional \$20K-\$30K+ and GMSV are not comfortable with this level of charge.

This phenomenon is not just an Australian issue. In the USA, Jonathon Lopez in an article 16 July this year gave examples of cars being advertised with dealer Delivery charges at \$35,000, \$40,546, \$75,000 and finally in Florida, Ferman Chevrolet are advertising a 1LT Coupe for \$161,111 a staggering \$99,516 over MSRP.

However, everything you read must be examined. Amongst Corvette owners in the US there has been a poll asking if people paid more or less than the MSRP Of the 1,288 response 1,070(83%) paid MSRP 137 (11%) paid more 81 paid less. So, GM have got it right, it's not a real issue.

It is hard to be exact, but in WA the cars are reported to be somewhere between \$170K and \$230K delivered to the customer. The Carbon Editions are launch special coupes and highly specified with many options.

The difference between 2LT and 3LT comes down to level of trim. The decision by GMSV not to offer 1LT versions initially is sound as the 1LT cars miss out on the following features all of which would be expected in a \$100K plus car:-

Power folding mirrors

Rear cross traffic alert

Side blind zone alert

14 speaker sound vs 10 speaker

Camera display HD front facing

all reports are that the difference is huge.

Cargo nets
Sat navigation
Head-up display
Memory passenger and driver's seat
Performance data recorder What this can do is amazing, it just about needs a book of its own.
Rear camera mirror The Rear vision mirror can also be a camera, Nifty
Heated and cooled seats
Heated steering wheel vital in WA
Theft deterrent system
Home garage opener
Wireless phone charging.

This dealer delivery charge, which is a cause of criticism, could be sparked by the rampant USA S/H market for C8's. A well used C8 1LT with 80,000km is currently on the market at \$US111,115 for a car that would have been well under \$75K new.

It should be noted that the US prices for optional equipment are very different to the prices we are asked to pay in Australia. For example, ZYC carbon flash, lists at \$US100, the Australian price for the same item from 1 dealer is \$1,363.64 plus LCT and GST totaling \$1,995, another \$2,593.50, 20 times or more the US price. This sort of gouging will not endear customers.

In the near future customers will be able to order cars to their own configuration, both color and trim levels, however the extensive range of options available in the US market will not be fully available in Australia.

From what I have heard it is unlikely we will ever see a 1LT option. It is too basic for what is a prestige market in Australia.

Interestingly convertibles have become far more popular. The current ratio is 41% convertible which has rapidly risen from under 10% in less than 2 years.

Other versions will be released in the future with the Z06 order book being opened 19 July 2021. You can now order this version with delivery very late 2023 or early 2024. This is a naturally aspirated car with a quad cam engine and a rev limiter set to 9,000rpm.

To the end of June 2021 36,209 C8's had been made, despite Cov19 and other production issues.

Right now, Bowling Green has two shifts operating and about 170-180 cars a day are being made. GM opens and closes order acceptance in the USA and delivery times are varied across the USA. Production of 2022 cars, including the RHD cars for Australia and New Zealand, is due to start September 2021.

For the first time ever we in WA will be able to order a car to the specification we want, not be forced to buy a S/H car from USA and hope it's all right.

Several C7s have come into Australia and the prices landed and converted to RHD have been between \$170K and \$230K, almost identical in price to the cars GMSV have on offer. Publicly announcing a \$144,990 entry price, knowing all the cars that are coming are with additional equipment which elevates the price to that same band as imported C7s, is confusing.

Another aspect is the approach by dealers in Western Australia to pricing, 2 prices for identical cars from two different dealers results in a variation of \$16,710 in the final delivered price. With time this may resolve but at the present the end cost of a C8 is far from stabilized.

Am I being cynical that GMSV have been closely monitoring the market and that has driven the price structure? It would be good to hear other people's views.

Peter Graham

Lorna's 'prince' delivers little red Corvette for Mt Morgan resident's 100th birthday

Source: <https://www.westernmagazine.com.au/story/6278923/100yo-lorna-and-her-little-red-corvette/>



live life in the fast lane,
celebrating by taking a spin in a little red Corvette.

The Queensland aged care resident, who lives at Carinity Summit Cottages nursing home, fulfilled her dream of cruising around Mt Morgan in a convertible sports car thanks to her 'prince' - Summit Cottages volunteer John Cole takes 100-year-old Lorna for a spin around Mt Morgan in his 1969 Chevrolet Corvette Stingray.

TURNING 100 years old usually means a quiet Mr Cole owns the classic 1969 hot-red Chevrolet Corvette Stingray, and drove Lorna around town and up party enjoying a birthday cake while reading a letter from the Queen. But for her 100th birthday, Arthur Timms Lookout and Mt Morgan Dam, Rockhampton rev-head Lorna Craney decided to

"It doesn't matter where it is, I'm lucky to be wherever he takes me. He's a very good driver," said Lorna.

"It's been a wonderful morning - the nicest I've had for a long time."

Lorna's 'prince' delivers little red Corvette for Mt Morgan resident's 100th...

<https://www.westernmagazine.com.au/story/6278923/100yo-lorna-and-he...>

3 of 5 14/08/2021, 1:00 pm

For Lorna, enjoying the pleasure ride in an iconic high-performance vehicle was about as far away as you can

get from riding in a sulky as a young child.

Horse-drawn carriages were a common form of transport when Lorna was born in the bush near Wagga Wagga in New South Wales in 1919.

She lived through the Great Depression, raised by her father and grandfather before moving into a convent until she was 10.

As a teenager Lorna moved to Brisbane where she met her future husband James Craney, a Mt Morgan boy.

Together Lorna and James had two children and until the 1970s lived in Brisbane, where Lorna worked at the airport during the war years.

Lorna, who has six grandchildren and 10 great-grandchildren, has lived in Mt Morgan for 32 years and moved to Carinity Summit Cottages five years ago.

As well driving Lorna around in his Corvette, Mr Cole also provided music and karaoke for her birthday party.

Lorna's birthday sports car ride and pampering is one of a number of purposeful living experiences being arranged for Summit Cottages residents by staff.

"Lorna wanted to go for a drive around town because she hadn't been in a car since she moved to Summit Cottages," Carinity Summit Cottages activities officer Leeann Rolfe said.

Collectable Corvettes

Both in the U.S. and around the globe, there are car collectors who will “pay any price” for a unique, ultra-rare Corvette. In fact, the Corvette has become such a collectible car, they routinely sell at auctions like Barrett-Jackson and Mecum for hundred-of-thousands to MILLIONS of dollars.

A study done in 2013 by Hemmings, the World’s Largest Collector Car Marketplace, showed that the Corvette made their “Top 100 American Collector Cars of All Time” list a total of five times:

The 1953 Corvette (ranked 46)

The 1963 Corvette (ranked 75)

The 1967 Corvette L88 (ranked 85)

The 1970-72 Corvette LT-1 (ranked 95)

The 1990-95 Corvette ZR1 (ranked 100).

To help lend some perspective, a 1967 Chevrolet Corvette L88 (ranked 85th in overall collectability by Hemmings) sold in 2015 at a Barrett Jackson auction for \$3.85 million dollars!

It was the most expensive car sold, outperforming every other car that crossed the auction block that year – a list that included two other Corvettes: a 1969 Corvette Rebel Race Car that sold for \$2.86 million (and was No. 2 overall that year) and a 1968 Corvette L88 that sold for \$880,000 (No. 8).

It also outsold

a 1991 Ferrari F40,

a 2008 Bugatti Veyron,

a 1963 Shelby Cooper Monaco King Cobra

and

a Ferrari F300 F1 Racer.

Ironically, it’s not just the “classic” Corvettes that command these astronomical prices.

1955, 1956 and 1957 VIN 001 Corvettes at the Barrett Jackson Auction

Rick Hendrick purchased a collection of three VIN No. 001 Corvette (1955, 1956 and 1957) at the Barrett Jackson auction in Scottsdale, Arizona for \$1.65 million dollars.

In January, 2013, Rick Hendrick (of Hendrick Motorsports fame) bid on, and won, the first 2014 C7 Corvette Stingray at the Barrett Jackson auction in Scottsdale, Arizona. The price? Mr. Hendrick paid \$1,050,000 for the car, and for the privilege of owning VIN #0001.



Rick Hendrick purchased a collection of three VIN No. 001 Corvette (1955, 1956 and 1957) at the Barrett Jackson auction in Scottsdale, Arizona for **\$1.65 million dollars**.



Did you know :

Australian Speedo accuracy standards

Australian Design Rule 18 sets out the accuracy standards for vehicle speedos.

Until July 2006 this rule specified an accuracy of +/- 10 percent of the vehicle's true speed when the vehicle was travelling above 40km/h.

That is, at a true vehicle speed of 100km/h the speedo could indicate between 90km/h and 110km/h.

An odometer accuracy of +/- 4 percent was also a requirement.

From July 1 2006 a new standard began its phase in and by 1 July 2007 all new vehicles had to comply. The new standard requires that:

The speedo must not indicate a speed less than the vehicle's true speed or a speed greater than the vehicle's true speed by an amount more than 10 percent plus 4 km/h.

Odometer accuracy is no longer defined.

What this means:

For a vehicle travelling at a true speed of 100km/h, the speedo must read between 100km/h and 114km/h. The effect of this is that many drivers will find that at 100km/h they are driving up to 14km/h below the speed limit if they rely on the vehicle's speedo.

The speedo must always read 'safe', meaning the vehicle must not travel faster than the speed indicated by the speedo.

This change was made to align Australian vehicle rules with those already in place in Europe. It applies to all Australian motor vehicles except mopeds.



"Dreamt" is the only word in the English language that ends with "mt."



New

**Had some work done on your car?
Purchased anything car related?**

AND

Totally happy with the transaction?

Share the experience *(Only good experiences)*

Email it to: ***Editor.CorvettesOfWA@gmail.com***

Seat Belt Solutions

1/35 To his service in Dou Welshpool WA 6106

Shoulder My 3 point seatbelts had issues. Contacted the people at Seatbelt Solutions. Did the drive to Welshpool. Owner looked at them .. One needed a new spring (he installed) other needed a new growmer. He prapling. All in all 100% result. Custom fits seatbelts into anything.

Submitted by Doug Connell.

What Buy/Sell/Work done:

Description: Why good etc





Are Classic Cars Good for the Environment?

The auto industry of today has been increasingly focused on creating “greener” cars, as consumer and environmental organizations push for cleaner emissions, but prior to 1970, EPA ratings weren’t even a thought. For classic car owners and buyers, emissions and fuel efficiency are usually not on their list of ideal features. However, a growing number of classic car enthusiasts are becoming more interested in curating a more environmentally friendly lifestyle while still enjoying their favorite hobby.

Many car manufacturers make the argument that classic cars are bad for the environment due to poor fuel economy and higher emissions. But most classic cars aren’t driven regularly enough or far enough to make that big of an impact on the environment in those areas alone. And as it turns out, the carbon footprint of just simply manufacturing one brand new car today can far outweigh the impact of maintaining a much older car. The U.S. Department of Energy estimates that it takes 31,362 BTUs of energy per pound to produce a new vehicle. That equates to nearly 1,000 gallons of gasoline, just to build a modern car. When purchasing a classic car, the only energy involved is in the transporting and maintenance/repairs, and it can take years to make the same impact as new car production does.

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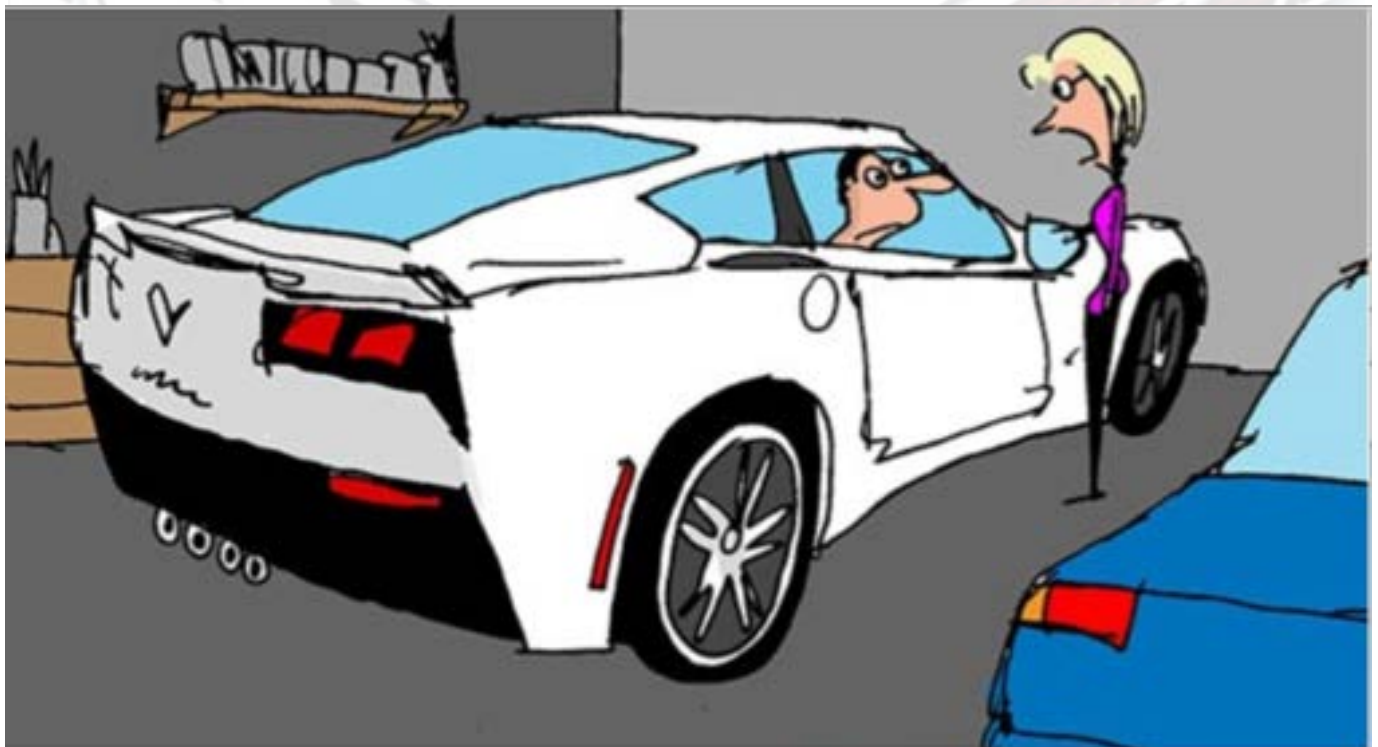
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Bill Lee 9443 7741

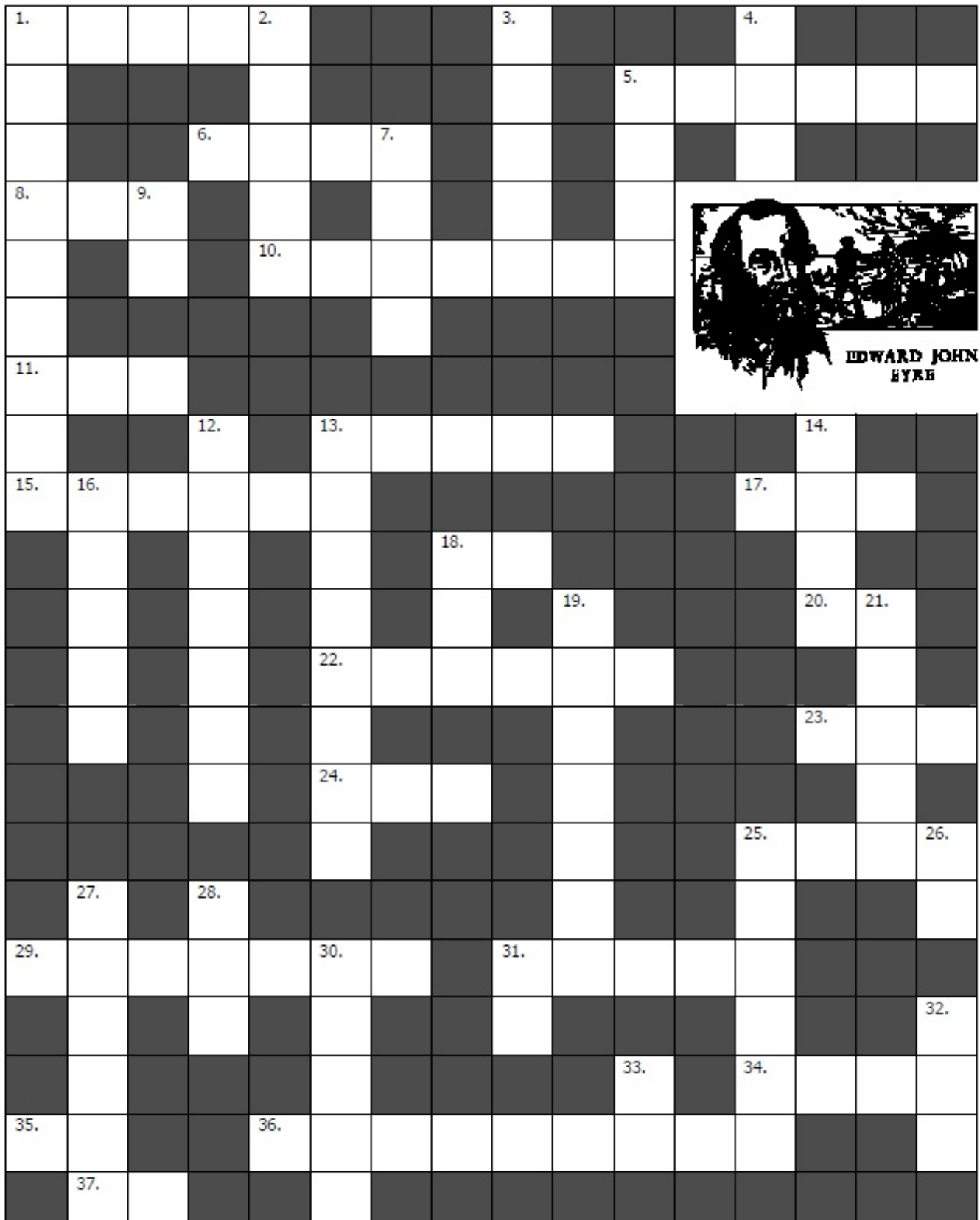
D/L 8916



"When I said you spend so much time in your Corvette you might as well sleep in it, I was being sarcastic."

Crossword #3

Australia's Early Explorers



Across

1. Together with Burke he made an epic journey from Melbourne to the Gulf of Carpentaria but perished on the return south. He is William John .
5. The first European to cross the Great Dividing Range, he also discovered the Lachlan and Macquarie Rivers.
He is Evans.
6. Together with Hovell he discovered the Murray and Murrumbidgee Rivers in 1824.
8. Henry Hellyer explored the interior of which Australian State? *abbrev'*
10. An English surgeon who explored areas south of Sydney as far as Canberra was Charles.?
11. In June 1829 he explored WA's Swan and Canning Rivers. In November 1831 he explored the area around Albany. He is John Septimus .
13. One of Australia's best-known inland explorers is Robert O'Hara ?
15. Together with Hamilton Hume he crossed the Great Dividing Range at a place called Pretty Sally, as well as naming Mt Disappointment. He is William .?
17. Edward Henty was an explorer and pioneer settler at Portland, in which Australia State? *abbrev'*
18. In 1844 Ludwig Leichhardt explored the land between the Darling Downs (Qld) and Port Essington. In which State or Territory is Port Essington? *abbrev'*
20. Born in 1812 he discovered the Gascoyne River in WA and was Governor of SA. He died in 1898. His initials are ?
22. In 1813, with Blaxland and Wentworth, he made a successful crossing of the Blue Mountains. He is William .?
23. John Oxley carried out most of his explorations in two States, NSW and ..? *abbrev'*
24. Charles Throsby discovered Lake George which is in the State of ...? *abbrev'*
25. George believed that a strait separated the Australian mainland from Van Diemen's Land.
29. In November 1829 he accompanied Sturt on his expedition to the Murrumbidgee and the Murray.
31. Charles led several expeditions into the interior, starting from both Sydney and Adelaide.
34. Tasmania was named after Tasman.
35. Alexander Forrest (1849 - 1901) was an explorer and surveyor of which State? *abbrev'*
36. Peter Egerton led a party which became the first to cross the continent from the centre to the west.
37. Uluru, discovered by Ernest Giles in 1872, is in which state or territory? *initials*

Down

1. In 1813 he crossed the Blue Mountains with Lawson and Blaxland. Who is he?
2. While searching for an inland sea he discovered that several rivers merge into the River Murray.
3. Accompanied Oxley on a journey of exploration along the Lachlan River in 1817.
4. Robert O'Hara Burke's initials.
5. He made two expeditions of discovery in WA before becoming Governor of New Zealand. He is George .
7. In 1841 he made an overland expedition from South Australia to Albany. He is Edward John .
9. In 1839 Eyre followed the Flinders Ranges to Mt Hopeless. In which State?
12. He explored the interior of Qld and Cape York Peninsula. One of his assistants was Jackey Jackey, a young aboriginal.
13. Lawson and Wentworth crossed the Blue Mountains with him in 1813.
14. This man was the sole survivor of the ill-fated Burke and Wills expedition to the Gulf of Carpentaria. John .
16. He surveyed the Macquarie River (1818), Jervis Bay and Port Macquarie (1819), Moreton Bay and the Brisbane River (1823). He was appointed Surveyor-General of NSW.
18. Hume and Hovell discovered Lake Bathurst, in which State? *initials*

19. In 1870 brothers John and Alexander trekked from Perth to Adelaide. What was the brothers' surname?
21. Journeying more than 8 000 km he 'discovered' more land in Australia than any other explorer. He is Ernest .
25. Who wrote, in a diary entry--"This will be the place for a village" when he discovered fresh water near the Yarra River?
26. Charles Sturt led two expeditions into the interior of which State? *initials*
27. Who led the first known European expedition to reach Van Diemen's Land (now Tasmania)?
28. Cunningham discovered the Darling Downs, in which State? *abbrev'*
30. What was Cunningham's first name? (see Q28 Down)
31. In 1838 Sturt herded cattle overland from Sydney to which State? *initials*
32. Oxley recommended Moreton Bay as the place for a convict settlement. In which State is Moreton bay? *abbrev'*
33. Ludwig Leichhardt endured a perilous journey from Qld to which State or Territory? *initials*



Centrefold Commentator



Little red ride

I have a theory that certain cars ought to be certain colours. Granddad's Volvo, for example, should be off-white, and I believe somebody needs to warn Toyota that red simply isn't right for a work ute. I do realize, though, that famous cars have influenced my mindset. A Cadillac should be pink, a DeLorean ought to be silver as should anything driven by James Bond, and we all know that the only colour for a Corvette, is red.

But there's another side to that. I always imagined that a Mustang must be pink even though the song doesn't say so, and it makes me wonder whether there's something innate that dictates that Sally should drive a pink car. Maybe car colour is related to personality ... the outside compliments the driver.

I remember the first time I met Andy's Corvette. I was perplexed because a white car reminds me of long drives in the Holden dunnydore with my Mum beside me reading out all the road signs: 'Mandurah 25, Horse manure for sale ... 'On Andy, with or without a beard, a white car didn't seem to match his delightfully subtle sense of humour. But Andy's recent project seems to indicate a relief from whiteness, moving onward with a beautifully cheerful orange for the new paint job. Don't get me wrong, though. In my mind, it doesn't mean that a white Corvette wouldn't match up with elegance and sophistication. I can see female movie stars with long, be-stockinged legs emerging from the drivers' side of a shiny white Corvette. And then there's Greg. Even though I've ridden as a passenger in Greg's Corvette, I don't remember noticing the colour, but if it isn't black, it should be. Black would match that cheeky glint in the eye as he opens up the exhaust and makes a hellava noise, or as he hangs poetically around the bends on a long winding road.

Of course, the inside matters too. My imagination goes to the cab of a car where something magical happens. If you look in through the window of a shiny white car that has a red interior, you might wonder if that's where a love story began. Has a hand reached past a gearstick and brushed a knee? Was there a fleeting glance and a flicker of a smile?

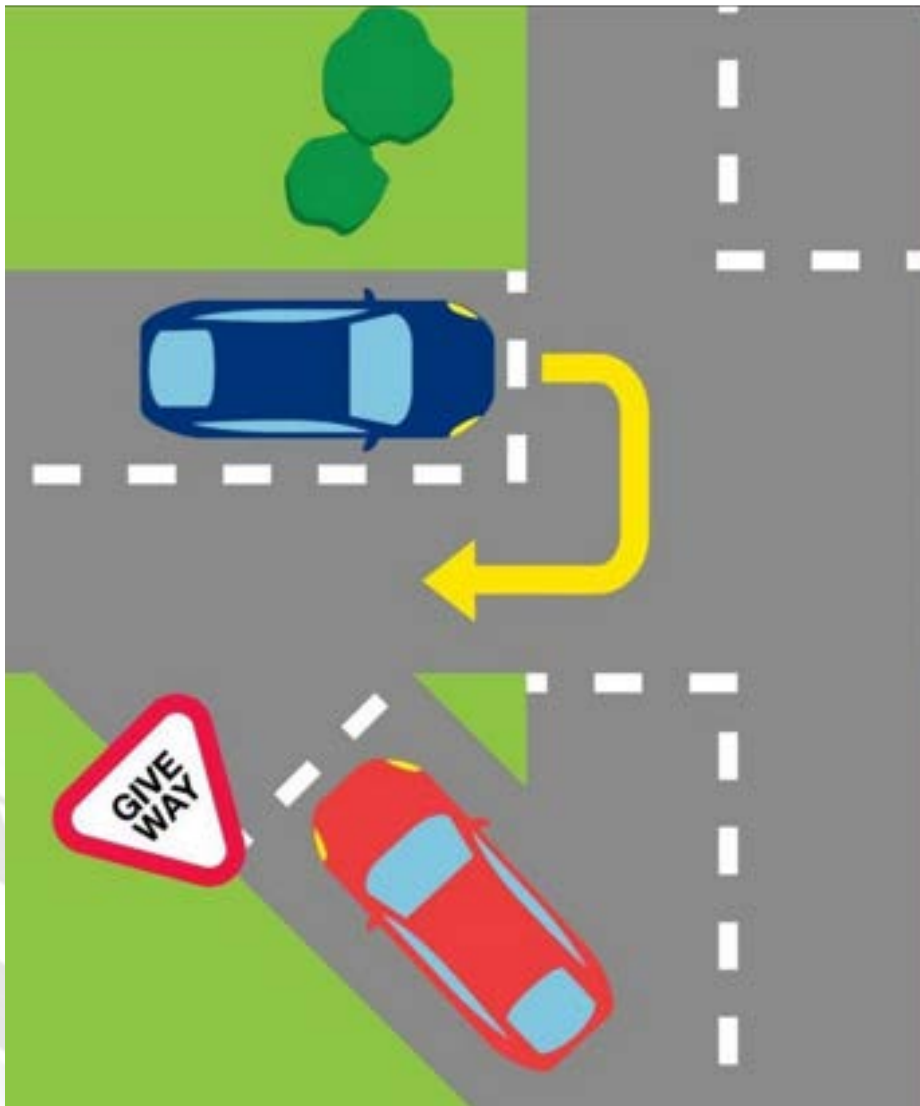
My story, in the cab of the little red, rides with a lovely calm quiescence. I've realized that words don't happen there, and it doesn't matter. Red matches my ideology and it matches what I believe should constitute a Corvette in my version of the world. And it leads to the magic in the cab, where the conversation is wordless and deep. It is a connection that pulses inside a capsule that is separated from the outside world. In there, we zone out; we share sounds and sensations that transcend the first and only word as we step toward the car and struggle with the door. For me, and me alone, that first word is a simple 'red'.

Where is this Hotel?



What Beach is this?





The question is:

Who should give way in the scenario below.

The answer: *in Answer section*

Corvette Summer Cocktail



Corvette summer cocktail is featured in an old episode of Anthony Bourdain's show. I think he made it with some cool rock stars or something. It is the perfect cocktail made from grapefruit juice, lime juice and tequila

Corvette Summer Cocktail

Prep Time 5 minutes

Cook Time 2 minutes

Total Time 7 minutes

Servings 2

Ingredients

For the Ginger-Lime Syrup:

2 Tablespoons Water

½ Cup Granulated Sugar

Zest of 1 Lime

Juice of 1 Lime

1 Teaspoon Grated Ginger

For The Cocktail:

Ice Cubes

Grapefruit Zest

3 Ounces Tequila

2/3 Cup Grapefruit Juice fresh squeezed

2 Teaspoons Ginger Lime Simple Syrup



Instructions

To make the syrup:

In a small saucepan, combine the water, sugar, zest, juice, and ginger and bring to a simmer.

Shut the heat off.

Strain and let cool.

Store in a small air-tight container in the refrigerator.

To make the cocktails:

Place two cubes of ice and a piece of grapefruit zest in each glass.

Pour in 1.5 ounces of tequila, 1/3 grapefruit juice, and a teaspoon of ginger-lime syrup into each glass.

Stir and serve with a slice of lime for garnish.



You better cut the pizza in four pieces because I'm not hungry enough to eat six.

You wouldn't have won if we'd beaten you

The future ain't what it used to be

I don't know if they were men or women fans running naked across the field. They had bags over their heads.

Miss Ollie's Jerk Chicken

By Sarah Kirnon



8 servings

Ingredients:

1 bunch chives, cut into 1-inch pieces
4–8 Scotch bonnet chiles or habanero chiles
5 garlic cloves, crushed
3/4 cup malt vinegar
3/4 cup soy sauce
2 tablespoons Jamaican rum
2 tablespoons Diamond Crystal or 1
tablespoon Morton kosher salt
2 1/2 teaspoons ground allspice
1 1/2 teaspoons ground nutmeg
3/4 teaspoon ground cloves
8 pieces skin-on, bone-in chicken legs
(about 6 pounds total), drumsticks and
thighs separated, patted dry
Vegetable oil (for grill)



Step 1

Blend chives, chiles, garlic, vinegar, soy sauce, rum, salt, allspice, nutmeg, and cloves in a blender until smooth. Place chicken in a large bowl and pour jerk marinade over. Turn thighs and drumsticks several times to coat. Cover and chill, turning chicken pieces once, at least 2 hours and up to 1 day.

Step 2

Remove chicken from marinade, wiping off any excess, and let come to room temperature, about 30 minutes. Discard marinade.

Step 3

Prepare grill for 2-zone heat (for a charcoal grill, bank two-thirds of coals on one half of grill and scatter remaining coals over other side; for a gas grill, set one burner to high heat and the remaining burners to medium-low heat). Lightly brush grate with oil.

Arrange chicken drumsticks and thighs, skin side down, on grate over hottest part of grill and grill, turning halfway through, until lightly charred, 5–10 minutes. Move chicken to cooler part of grill and continue to grill, turning several times, until an instant-read thermometer inserted into the thickest part registers 165°F, 20–25 minutes longer.

Step 4

Transfer chicken to a platter and let rest 10 minutes before serving.

You can observe a lot by just watching

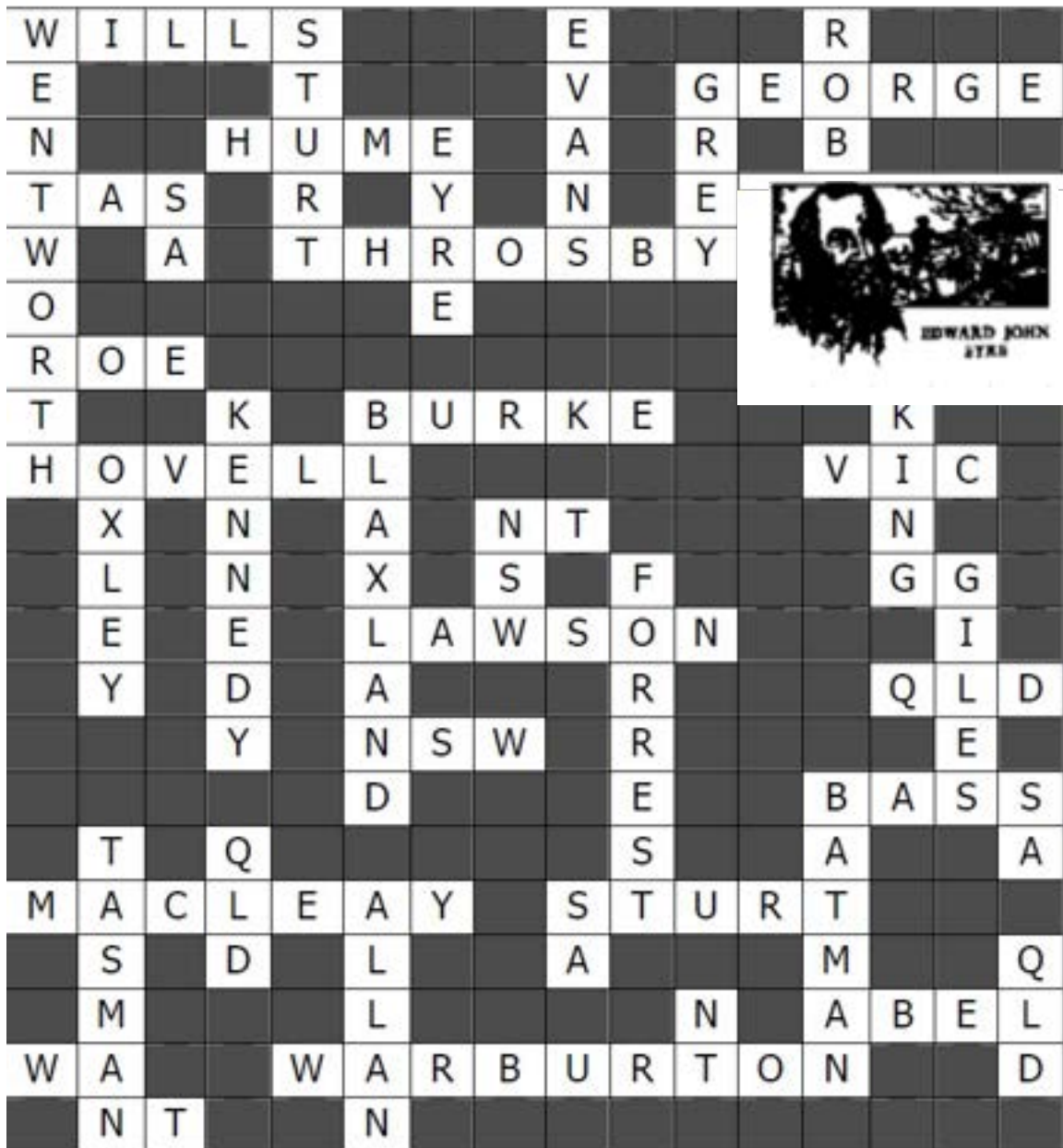
I usually take a two-hour nap from one to four

Never answer an anonymous letter

No matter where you go, there you are

If you don't set goals you can't regret not reaching them

Australia's Early Explorers



Who has right of way?

ANSWER: The red car goes first. The red car is at a give way sign and has to legally give way to everyone on the road they are entering, except cars doing U-turns (i.e. the blue car).

The road rules state people on slip lanes give way to everyone except people doing U-turns and people performing a U-turn must give way to everyone.

An important thing to note, however, is roads/traffic aren't static and are constantly changing environment. Who gives way depends on whether the U-turning driver:

Hotel Revealed



Where is This ? Rotto Basin

NEW Club Apparel

Caps \$20



Stubby Holders \$6



Hats \$30

**Caps and hat
One size fits all**



Club Apparel

Mens Bondi Short Sleeve Shirt \$45

SIZES XS - 3XL, 5XL

FABRIC 65% Polyester, 35% Cotton Poplin

UPF rating - Excellent

FEATURES Twin chest pockets with stylish stitching and button detail

Twin back shoulder pleats

Curved hem - can be worn in or out

MEASUREMENTS

S306MS CLASSIC FIT	XS	S	M	L	XL	2XL	3XL	5XL
To Fit Neck (cm)	36	38	40	42	44	46	48	52
Garment ½ Chest (cm)	53	55	57	60	63	66	70	78



Ladies Plain Oasis 3/4 Sleeve Shirt \$45

SIZES 6 - 26

FABRIC BIZ COMFORTCOOL™ Performance Fabric

100% Yarn Wicked Breathable Polyester

UPF rating - Very Good

FEATURES Open neckline with slimline placket

Curved hem - can be worn in or out

MEASUREMENTS

LB3600 SEMI FITTED 6	8	10	12	14	16	18	20	22	24	26	
Garment ½ Chest (cm)	45.5	48	50	52.5	55	57.5	61	65	67.5	70	74



Mens Soft Shell Jacket \$100

SIZES S - 3XL, 5XL

FABRIC Outer: 100% Bonded Polyester

Lining: Polyester knit fabric bonded with Micro Fleece

FEATURES 2 Way front zip with movable sliders

Wind flap chin guard and stand up collar

Outer right chest zippered vertical pocket with metal puller and audio port access

Adjustable rubber cuff closures

2 Concealed zippered front pockets with metal pullers

MEASUREMENTS

J3880 MODERN FIT	S	M	L	XL	2XL	3XL	5XL
Garment ½ Chest (cm)	57	59	61	63	65	68.5	72



front

Ladies Soft Shell Jacket \$100

SIZES S - 2XL

FABRIC Outer: 100% Bonded Polyester

Lining: Polyester knit fabric bonded with Micro Fleece

FEATURES 2 Way front zip with movable sliders

Wind flap chin guard and stand up collar

Outer right chest zippered vertical pocket with metal puller and audio port access

Adjustable rubber cuff closures

2 Concealed zippered front pockets with metal pullers

MEASUREMENTS

J3825 MODERN FIT	S	M	L	XL	2XL
Garment ½ Chest (cm)	49	52.5	56	59.5	63



Mens Nitro Polo \$35

SIZES S - 3XL, 5XL

FABRIC 65% Polyester, 35% Cotton Pique Knit - low pill yarn

210 GSM

UPF rating - Excellent

FEATURES Contrast panel with piping

Knitted collar and cuff

Side splits with twill tape

Loose pocket included

MEASUREMENTS

P10112 MODERN FIT	S	M	L	XL	2XL	3XL	5XL
Garment ½ Chest (cm)	52	55	58	62	65	71	79



Ladies Nitro Polo \$35

SIZES 8 - 24

FABRIC 65% Polyester, 35% Cotton Pique Knit - low pill yarn

210 GSM

UPF rating - Excellent

FEATURES Contrast panel with piping

Knitted collar and cuff

Side splits with twill tape

MEASUREMENTS

P10122 MODERN FIT	8	10	12	14	16	18	20	22	24
Garment ½ Chest (cm)	46.5	49	51.5	54	56.5	59	62	65	68



What would you rather pay for ???

GRAVITY TOILET SYSTEM



DOWNSIDE

- Extensive below ground site works before installation
- Can not be moved or relocated
- Can not add to without major earthworks and labour time

**1000 PEOPLE
USE 27,000 LITRES
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Info

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Business Card Adverts	\$100pa
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Full Page Adverts	\$300pa
Inside Front Cover	\$400pa
Inside Rear Cover	\$400pa
Rear Cover	\$400pa
Web Page Ads are free to club members	

Business Profiles:

Profile on Advertiser's business -
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Half page \$50/issue

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:
andypriest@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.

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Side Pipe Notes



by not Duntov



We drive the most iconic car that was ever built.

These days the roads are seriously more complicated and scary than they were on 12 October 1967 when Pepe and I were rolling Coke & Fanta cans out into the intersection of Vincent street and Charles street under the wheels of approaching Holden and Ford cars and yipping with joy when they were squashed by the wheels of those passing cars. In those days we could both ride our bikes from North Perth to Hay street and only needing to “listen” for an approaching car, they were that few and far between. The biggest danger being that if your chain squeaked, you may miss the sound of an approaching car and end up like a Coke or Fanta can, flat.

Pepe and I (and all of our school chums) could tell you the type of car coming long before we could see it, simply by the sounds it made. On some occasions we could even tell you whose dad was driving it!!

So, back in those days, roads were simpler (Charles Street ended at Roe Street alongside the very first Bunnings Store on earth) and the cars varied only by the amount of smoke they belched and the two or three different badges glued to their bonnets. Jumping ahead to zimmer frame age for Pepe and I and the roads are a living, squirming, changing, confusing, terrifying, conglomerate, of twist and turns and bridges and freeways and highways (and some low-ways too) and lights that are so fast, numerous, changing and darn right confusing that many people have simply vanished on our roads, never to be seen again. In this

maelstrom of cars and roads these days I defy anyone to accurately recognise two cars side by side, they

all look the same!! Even trucks look the same! Pepe and I are now down to identifying the jalopies of today as “Bus” “Car” “Truck” , sad indeed you would say (go on, say it! Stick with the article!!).

I have painted a very bleak picture for any future school chums who discover the joys of “Flatcanning” on a street corner and want to get to Olympic levels of proficiency in that you must, according to the rules of the game, be able to 1) Identify the type of flat canner (car) you have selected to flatten your can and 2) Get your timing perfect to have the can roll under the wheel as it passes. In our day, timing was easy, when you heard the Ford or Holden change into second gear with a whirr and grunch you commenced the roll, easy. Today you only have a whizz, humm, swallow or mild burp as gears change in the 15,000 varieties of cars whizzing past at speeds that would knot the main of the horse pulling the milk cart back in our day.

So, what the heck is this story all about? I will go ask my wife, hopefully she has some ideas!! It is all about waving!! Yes, you read it correctly, waving!! We drive the most iconic cars ever built. They are instantly recognisable by anyone except Ray Charles. I see it every time I take my steed out on the snake mazes of today. The waves and the thumbs up make me smile for two reasons. Those doing so (thumbs and waves) are recognising a car, and they love it!!

So please, let's all start waving at every car we see and appreciate, Corvette or not! You can start with Pepe & John on the corner of Vincent and Charles!! (drop off any spare cans you have, must be Coke or Fanta only!). Adios Amigos!!



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