



Corvette Club of South Australia Inc.

JUNE 2012

PRESIDENT'S REPORT

Hi All

It seems like I have only just finished the Presidents Report from last month and it is time to do one again. Club events are a wonderful thing and our golf day had something for everyone, certain members of the feminine variety were found to be practising their drink driving skills while attempting to play golf while others were seen to be doing nature study detours, but I have to say that I nearly came to grief at the first hole when the first lady wanted to use my head as a tee with a lot of encouragement from my best mate. The first lady was easily distracted and was seen fishing at a few of the water traps and no one had the heart to tell her that there were no fish in them but she was very happy when she found a few golf balls instead. The 2 clowns or was it a jester and a happy driver seemed VERY happy taking photos and discreetly hiding participants golf balls by running over them and pushing them into the fairway. Once again a great day for those that participated, Dave S showed us a new RAIN CATCHER umbrella, not sure what you are meant to do once it fills up, anyway Dave is out there and always on the lookout for something different so if anyone finds anything that is outside the box give Dave S a call he would love to hear from you. Our mid year dinner in July should be a really good event and I would encourage you to attend. Our end of year Xmas dinner will be at our place at Lyndoch on December 1st so for those who don't want to drive home there are B&Bs in the area. I have just received an email from DETI regarding Conditional Registration and it becomes law from the 1st of July 2012 we will have more details at the next meeting.

Safe Vetting Rob

NEXT ISSUE:

Visionary

Pace Cars

Conditional
Registration
Changes
Page 14

Car of the Month

Hugh & Marlene Member No: 136

1972 Convertible, 350 Auto with a Removable Vinyl Hardtop

I had always liked the look of C3s, and when I went looking to import a car I wanted it to be from the chrome bumper era, a big block and a four speed coupe. Some friends had imported cars through an agent and thought I should talk to him, as it turned out there was one available that met my criteria and budget. Unfortunately the car was sold to a buyer in England before I even had a chance to even look at it. After this disappointment I continued to look on the internet for cars and after getting my wife interested in the search we decided to go for a convertible, as we liked the idea, we had seen one we particularly liked (a 1972 in Targa Blue). We told the agent of the change of plans, and to now look for a dark blue roadster. Months later a car came up which turned out to be a 72 in Targa Blue, but was a 350 auto. After seeing photos and knowing the car was code correct, matching numbers, with a reconditioned engine and transmission, from California and also had the removable hard top I quickly decided to engage the agent to import, and get the car through Regency Park at an agreed price. That was in December 2010. The car was in the country by the next May and after several weeks held up in customs and two visits to Regency we took ownership in Late June.

The car needed new seats, door trims, Rally Wheels & the headers replaced with a manifold among other minor work to get through Regency under Historic Registration. Since then I have done a lot of cleaning and some minor work including fixing the Speedo and tacho and replacing the park brake console. So far we have enjoyed some Beach Runs on Balmy Evenings with the top down.



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MEETINGS HELD ON THE **FIRST WEDNESDAY** OF EVERY MONTH (except January TBA)

AT SEATON RAMBLERS FOOTBALL CLUB, SOUTH PARADE, SEATON. AT 8:00PM

CLUB RUNS are usually held on the Sunday, the weekend immediately after meetings

Sister club to Corvettes West, Southern California—www.corvetteswest.com

'Lone Star Corvette Club, Texas' - www.lonestarcorvetteclub.com

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Kathy Stanojevic ☎ 0402 380 121

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Merchandise Officer :

Ruth & Stuart van Doorn ☎ 0407 977 864



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<http://www.foundationshine.org.au/>

Don't forget to get your raffle tickets at the general meeting each month for your chance to win some great prizes. \$2 each or 3 tickets for \$5 See our lovely sales staff at the meeting.




Emailing of Newsletters will reduce costs to the Corvette Club. For those members who are happy to receive their newsletter via email, which means you will get it quicker too, please send an email to neagc@jlta.com.au and in the subject line have "CCSA - Please email (YOUR NAME) newsletter". We'll take care of it from there.

Memberships—due by 1st January every year

Membership Fees:	New	Renewal
Financial Member	\$85.00	\$80.00
Associate Member	\$20.00	\$20.00
Country Member	\$40.00	\$40.00

We want to keep you informed, but to do that, if you have had a change of address, please advise the Memberships Officer Daryl, to ensure you continue to receive copies of the newsletter and advice on club events.

If you are making a payment by cheque or direct deposit please include your name and the reason for the payment.

Historic Rego A \$50.00 inspection fee is applicable each year of inspection. This **does not** include a log book if required.

Newsletter The Corvette Club of South Australia Incorporated and its committee, is not responsible for statements (excepting their own) which may appear in any publication of the Corvette Club of SA Inc. newsletter, nor for the integrity of individuals buying or selling goods or services. We welcome the contribution of newsletter articles from members. Contributions should be either neatly hand written or a printed copy, or in a file compatible with MS Word. Photocopies must be good quality in either colour or black and white.

Note: Contributions may be edited for reasons of space. The editor has the right of refusal to publish.

Corvette Club of SA—General Meeting held: 02/05/2012

Meeting Opened: 8.10 pm.....

Present: : Peter & Lynda, Kevin, Stuart & Ruth, Laurie & Margaret Witts, Rob McConnell, John & Jenny, Tom, Jim & Catherine, Barb & Dale, Larry & Kathy Stanojevic, David Daw & Maelyn, Dave & Karen, Karen & Shane, John Sturm, Graham Johns, Tim Cogan, Alan Litchfield, Gary McPhee, Tony BeerSmith, Kay & Rudy, Al Pupello, Danny Robinson, Frederick Welsh, Tony Roe, Dave Schrapel, Daryl Drummond, Les & Judy Beyer, Angelo Demasi, Barry Gilbert, Mick Turner, Carol & Rob Butler, Ian Bellman, Jane & Chris Wild, Pam Hobbs, Bob & Carrol, Phil Simpson.

Apologies: Terry Somerville, Valerie Pevelli, Mary McLean, Deby Johns, Peter & Wendy Jellesma, Neil Bailey.

New Members: Kiwi.

Minutes of Last General Meeting.

Accepted as Read, True and Correct. Moved: Dave Schrapel.
Seconded: Mick.

Treasurer's Report:

Balance start of February	\$16,280.22
Cash & Cheques in	\$ 707.00
Cash & Cheques out	\$1,014.54
Closing balance end February	\$15,972.68

Accepted as True & correct. Moved: Ruth. Seconded: Laurie

Secretary's Report:

Letter received from Auto Racing Tours promoting their 50th Anniversary Bathurst travel packages. Price leaflet attached.

Government of SA advising of their Numeric Number Plate Auction on 20th May 2012 at the Intercontinental Hotel at 3pm.

Historic Motor Vehicles Club, Strathalbyn Swap Meet 21st October 2012.

Mail received

Read out by Dave Schrapel. From Rick MacGregor from Washington Baltimore USA thanking the club and Dave Schrapel for looking after him so well while he was in Sth. Aust. recently.

Email received

Kevin Jarrett gave the condensed out line of correspondence received from Sth.Aust. Department of Transport with regard to proposed changes due to come into effect 1st July 2012 for Historic, left hand drive and street rod vehicles. Kevin has a copy of this correspondence for future reference for members.

Newsletters from other clubs etc available to browse.

Corvettes West Chronicle - May (USA), Lone Star Corvette Club - May (USA), Chevrolet - April, QLD Corvettes Down Under Feb - Mar, Chevrolet Car Club of Vic - May, NSW Corvettes - May, Mallee Torque - April, Any over 3 months old will be forwarded to Club Historian (Gerry Brine).

Historic Registration: Refer to emails received.

Membership: Currently have 141 full members, 28 associate members

Merchandise:- Cooler Bags available \$30, New Ladies Tote Bag \$25, six mugs left and various caps, Would appreciate feedback

on the proposed new shirts including the colour change. New winter stock now available

Newsletter:- Catherine advised the May news letter was posted Monday last with email circulation done the Friday before.

Past Events:

Rob Mc Connell gave an overview of the Easter Wollongong Convention and what a great job the NSW club did to organize this event. 6 cars attended from SA.

Peter & Lynda Mc Bride's run to Wellington attracted 12 cars on Easter Saturday and a number of people to the BBQ at their house on the Monday.

Neil Bailey's old Lion Hotel dinner. The Whyalla Drag invitation event with those who attended greatly enjoyed being pampered by their hosts.

Upcoming Events:

May 6th Presidents Cup Golf day. Meet at Milly's Bakery 10.30am. Names in tonight please.

18th Port Dock Brewery. 7pm. Organized by Catherine & Jim.

June 17th Cruise. Rob McConnell volunteered to arrange. TBA.

22nd Ginling restaurant. 7pm. Organized by Kevin Jarrett.

July 14th Corvettes @ the Hilton. 8pm. Organized by Dave Schrapel.

October long week end @ Renmark Country Club. Organized by Lynda & Peter McBride & Ruth & Stu VanDoorn. Get your names in ASAP.

General Business:

Phil Simpson asked the committee to explain what was the intended plan to use the apparent excess funds the club has for the immediate future? The President explained that this topic had been discussed at length by the committee and it was the agreement that members would receive more financial subsidies to offset costs of events. Members received subsidies of just over \$10,000 last year and this will continue in various forms. It was also explained that funds would be with held for the 2014 National Convention, to be hosted by the Sth Aust club, as this event will be at a substantial cost up front then off set by sponsorship in due course. The President advised we must ensure we attract as many of our members as possible to take part in and support the 2014 Convention.

Discussions at the National Presidents Meeting focused on how frequently these events should occur with biannually suggested. It was decided to leave them annually at this stage but keep this as an option for the future.

Rob Butler asked if members would like to participate in a Mallala day with the Porsche club as they do this annually and would welcome our participation to assist offset costs. A show of hands indicated this would be worth pursuing further which Rob was happy to follow up and report back.

Dave Schrapel read out the letter of appreciation from Rick MacGregor from the USA as noted in the Letters Received above.

Membership Draw: Member not present. Will Jackpot to \$50 for next meeting

Raffles:

Three prizes to choose from. Winners were Kiwi (New member tonight), Kevin Jarrett and Barbara Goldsmith.

Meeting Closed 9.00

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INDY 500

Hot off the press as of May 13th Corvette will again be given the honour of supplying the pace car for the Indy 500 the celebrity driver will be Restaurateur, best-selling author

and host of the Food Network's hit show *Diners, Drive-ins and Dives*, Guy Fieri. The vehicle will be the 2013 plated ZR1 with the 60th anniversary white and grey paint job. Press releases hail it at the most powerful vehicle to be used as the pace car since the races inception not a bad piece of advertising. With the stock 6.2-liter LS9 under the hood running 638 hp which can run from 0-60 mph in just 3.4 seconds as a stock production model she will have no problems staying out in front.



Grand AM



The New Jersey Motorsports Park was the scene for the Global Barter 250 as held 13th

May unlucky for some lucky for the vettes. Ten Daytona Prototype teams & 16 GT class contenders started the event, with few safety car incidents it became a fuel and tyre war run between Corvette & BMW things went our way with the No.10 SunTrust Corvette DP co-drivers Max Angelelli & Ricky Taylor taking out the event. Corvette DP's managed to fill 4 of the top 5 placing's. Unfortunately in the GT class we faired rather poorly with the Ferrari, Mazda (maazzda as the yanks say it) and the Camaro coming home in front. Now continuing on the good news side out of 4 Grand AM class races run for the Daytona Prototype Class cars the new Corvette DP has come home for three wins. Series leader is the BMW unfortunately !

The 20th of April saw us visit the Old Lion Hotel in Melbourne Street North Adelaide for dinner, not the quietest of environments but the meals were terrific as was the company crayons and butchers paper were provided to keep us amused, Tony & Fay Beer-Smith made their club debut hopefully we didn't scare them off.



Rock n, Roll Rendezvous

was another club outing on the 22nd of April with members gathering at Birdwood yet again and making the most of the day to socialise as we do so well



Alan drove up to Whyalla on Friday. Then Jim, Catherine & the McBrides went early on Saturday. After booking in we went out to the race track where Gus had set up a BBQ & shelter for us. The COWS members were there. Alan, Gus, & Chris took their cars out on to the drag strip. David had his 572 Vette drag car & showed us how a Vette should really go. After the racing we met at the Westlands Hotel for tea. Sunday, Gus arranged a tour/ cruise of Whyalla via the lookouts & then a cruise to Iron Knob Hotel for lunch. (The Pub was burnt down & then they took over the old school). 3 Vettes, a 427W HSV, a couple of Ford GT's & a Mazdabator made the cruise an interesting sight. Thanks to Gus & the guys for their hospitality & the effort they went to for us. Check out our website for all the photos.

Whyalla Drags



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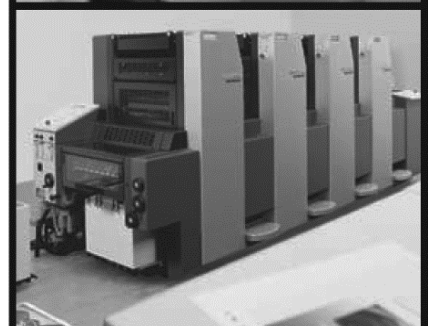
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Snake Charmer

The Corvette Grand Sport born in 1963 and created with one purpose to stop Fords Cobra in its record breaking tracks. Officially the program commenced under the title of light weight with Bunkie Kaudsen as the divisional head, the cars were being designed with the FIA World Championship for Manufacturers in the GT class in mind. Chevrolet initially had 125 units in mind when they registered the specification with FIA. Duntov designed a new ladder frame with dead straight side members a three cross member rear section with a cross front member 6 inches in diameter the frame weighed in at only 160 pounds. Styled on the 1963 production model but without the split window that Duntov detested. The bodies were true to the fiberglass Corvette tradition but only 3 layers deep at 0.040 inches hand layered by GRP a sub division of Chevrolet, the bodies were a single piece unit with only six hold points to the chassis. The head lights were fixed with removable plexiglass coverings rather than the flip lights of the 63 production model. A removable rear deck lid provided access to the spare wheel



and the side windows were operated by straps, the vehicles were fitted with 36 gallon fuel tanks. The stock model instrument cluster was fitted but with a 200 mph speedo and an oil temperature gauge replacing the fuel gauge British Girling disk brakes were added with aluminium callipers with dual outer and single inner pistons the rotors were eleven and a half inches in diameter. Hallibrand 15 inch magnesium wheels with knock off 3 eared retaining nuts were originally fitted. The GS had a 98 inch wheel base, 56.8 inch track at the front and the rear was 57.8 inches, the whole car was 172.8 inches in length 69.6 inches wide, 51.9 inches in height with a ground clearance of 4.3 inches. These special vehicles were always designed with aluminium blocks, clutch and transmission housings and differentials in mind. The vehicles ranged in weight from 1900 pounds to 2100 pounds at various times depending on equipment fitted. Originally a 327 pattern aluminium block with dry iron liners worked to displace 377 cubic inches was envisioned. Duntov designed



totally new hemispherical heads with much larger valves and two spark plugs per cylinder, with a single distributor and twin coils providing the spark. All this was to be topped with Rochester constant injection, all this producing 550 bhp at 6,400 rpm. Production was supposed to run from 7th July 1962 until 1st June 1963, unfortunately only enough parts for 5 full cars were ever produced before the senior executives at General Motors enforced the no racing rule that was supposedly in force between manufacturers. Dick Doane and Grady Davis got their hands on the first two vehicles fitted with stock 360 hp 327 fuelies via the back door. Scoops had been added to the rear deck lids to cool the rear brakes by this time, the vehicles were run in the SCCA's C Modified class. Some how the cars were snuck in and out of the factory for modifications which included the drilling of 8 holes in the rear between the brake lights to aid in brake cooling, air



vents were added to the engine bay sides and 2 forward facing inlets put in the hood. The cars were headed to Nassau for the speed week, new 377 cube inch motors with alloy intakes, 4 twin throat Webber carbs with 58mm bores were added producing 485 bhp at 6000 rpm the cars coped a coat of Cadillac Blue paint some Mecom and Good Year stickers, Dana limited slip diffs and oil coolers were fitted under the rear decks then they hit the road. An extraordinary thing happened that year a lot of Chevrolet engineers took holidays in the Bahamas just in time for the Nassau speed week as luck would have it. The final chapter saw the last two chassis fitted with roadster bodies specifically for the Daytona Continental on 16th February 1964 as this body style suited the track better than the coupes did aerodynamically. The vehicles over the years were fitted with various power plants and running gear today they are worth a small fortune. The last Grand Sport to turn a wheel in anger was chassis 004 at Daytona in February of 1967.



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The annual club Ambrose Golf Day was conducted on the 6th of May. We all met at Millies bakery Mt Barker 10am for coffee before driving to the Echunga Golf Club where Kevin & Big Dog were cooking the BBQ with John Sturm supervising. After lunch the 4 teams, "President's 4", "Cullers", "Wankers", "The Marsupials" took to the golf course for 9 holes. "Peaceman" who was taking the photos was chauffeured around by the "Woodpecker" who was driving the drinks wagon & making sure there was no cheating (as if !!). Did see some very inventive ways of potting the



balls. Some members & ladies spent a lot of time in the trees (Hmmm)

Winner was the "President's 4" who won a box of goodies done up by the Nitschkes & the encouragement award (losers) went to "the Marsupials" who each got a plastic golf set to practice with for next year.

Check out the web site for all the action
Cheers, the Peaceman



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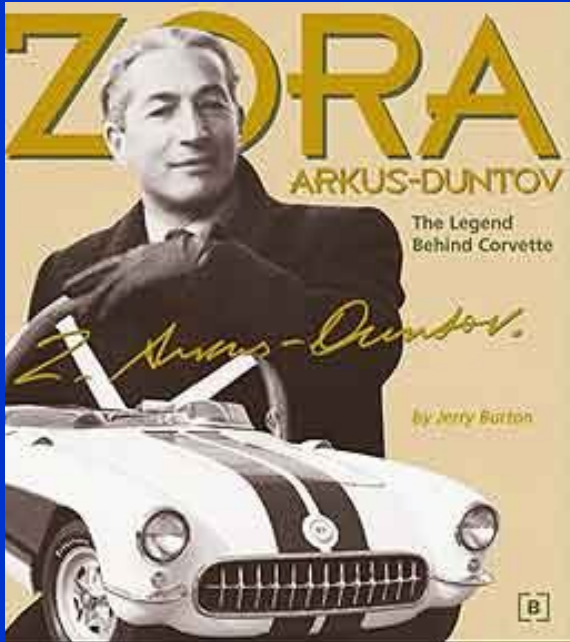
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Manual Gear shifters		Various mouldings	
Park brake levers	1967-82	Wiper door parts	1968-72
Radiator hoses	1967-82	Wiper motors	1968-82
Rear fibreglass spring	1963-77		



This month's book review is "Zora Arkus-Duntov The Legend Behind Corvette" by Jerry Burton and published by Bentley Publishers. I am pressing on through my second reading of this biography as I write this. It is no easy read at 397 pages. Burton has completely researched the life of Zora pre and post Corvette. At times I found his writing style a little irritating in that he has made some of it more of a guess who I knew, guess who I got to spend time with than remaining focused on the actual subject of the book. He obviously spent considerable time interviewing and speaking with the great man himself. The book is broken into 24 logical chapters each covering a definitive period in Duntov's life. There are beautiful photographs from throughout his life, personal sketches and family flyers. The story is unbiased and written from the second person perspective as if you were there at the time. Covering what little is known from his childhood days in St Petersburg, his protective relationship with his brother Yura to meeting and romancing his wife Elfie. It covers the warts and all aspects of this amazing life showing how determined and selfish he could be both in work and love.



About the author Jerry Burton is the founding editor of *Corvette Quarterly* magazine. He holds a journalism degree, Master of Arts in telecommunications and film. A journalist for over 15 years, including working at *AutoWeek Magazine* and *Racecar Magazine*. Jerry Burton is a founding member of the board of directors of the National Corvette Museum with full access to museum archives, a trusted personal friend of the Duntovs with access to all of Zora's papers and documents, and is personally acquainted with many of Duntov's associates, receiving the full support of General Motors and the Chevrolet Motor Division in writing this biography.

The book is leather bound and well produced with a large number of fabulous pictures to support the history presented to us. From the outset it is obvious that Duntov is no ordinary man that he has high ambitions and taught by his mother not to take no for an answer, he pushes for what he wants and believes in. Brought to GM by the 1953 Corvette and not the other way around, Duntov like so many of us fell immediately in love with the 2 seat fibre glass wonder at the Motorama held in New York city.



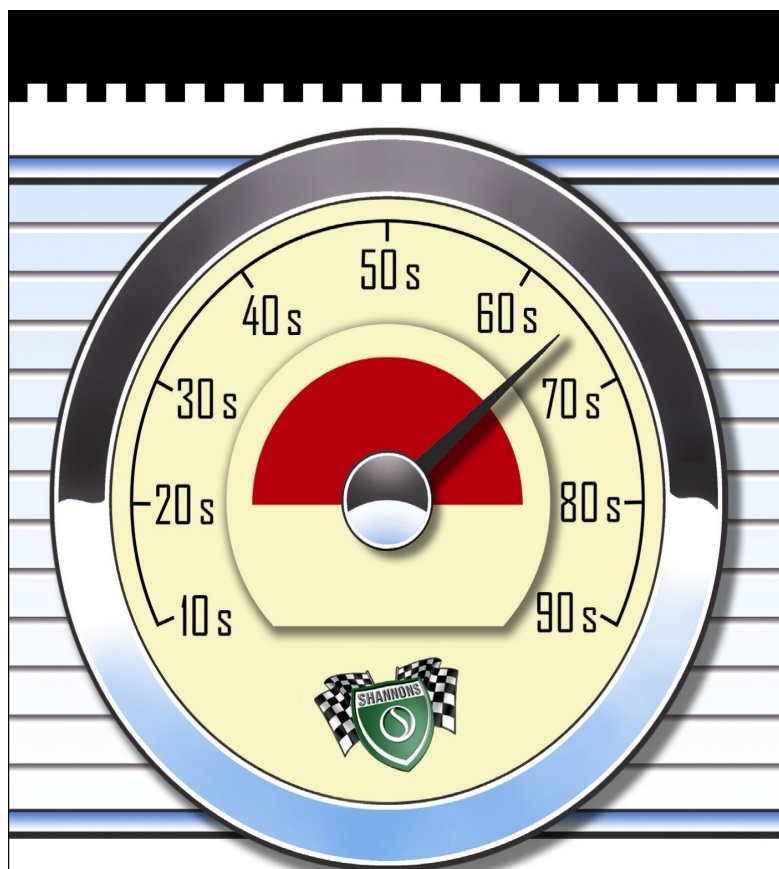
The car appealed to his European racing links and he could see the potential for a home grown US hero on the track, but like so much else in his life he would have to fight for it. The book illustrates Duntov's frustrations with the corporate world of GM and the lack of enthusiasm by American corporations for vehicle racing. It also shows Zora's base instinct for racing as a driver where only a few months into his job at GM he heads back to Europe to race at Le Mans for the factory Porsche team, earning the ire of his superiors. Something he continued to do throughout his life. Duntov firmly believed that the only true reputation of a sports car could be gained through a proven track record and the development that came from participating in motor racing by manufacturers. To this end he was even prepared to earn the wrath of GM by disobeying their self enforced no racing policy of the 60's by

covertly assisting privateers running the Corvette teams even providing vehicles, equipment and technical support. The only real reason Duntov retired was that GM had a mandatory policy age of 65 for retirement. But even that couldn't keep him away from the car he loved, he found ways to consult from the outside and even dabbled in the infamous Delorean affair. To the last Duntov was one of us a true Corvette tragic, he has the honour of having his ashes interned in a display about his life at the National Corvette Museum in Kentucky. This book on his life is a very detailed and entertaining read, available on Ebay for \$45.95 or on Amazon.com for \$26 with free shipping.



MONTH	DATE	ORGANISER	TIME	LOCATION	ADDRESS
JUNE	6th	General Meeting	7:30	Seaton Ramblers FC	West Lakes
	Run 17th	Rob McConnell	?	TBC	TBC
	20th	Committee	7.35	Hilton Hotel	Mile End
	Dinner 22nd	Kevin Jarratt	7:30pm	Ginling	Plympton
JULY	4th	General Meeting	7:30	Seaton Ramblers FC	West Lakes
	Run 8th				
	14th	Dave Schrapel	7 pm	Corvette's @ the Hilton	Hilton Hotel - Hilton
	18th	Committee	7:35	Hilton Hotel	Mile End
	22nd	Bob Butler	8:30 am	Mallala	Mallala Race Way
	Dinner 27th				
AUGUST	1st	General Meeting	7:30	Seaton Ramblers FC	West Lakes
Run	5th				
	15th	Committee	7:35	Hilton Hotel	Mile End
Dinner	24th	Neil Bailey	19:30	TBC	TBC
SEPTEMBER	5th	General Meeting	7:30	Seaton Ramblers FC	West Lakes
	TBC	Dave Schrapel / Rod Prime	10am	Grease & Gork day	O'Sullivan Beach Rd
	TBC	Dave Schrapel	7:30pm	Halloween night	Hilton Hotel - Hilton
OCTOBER	28th	Mc Bride/ VanDornes	28th - 1st	Long weekend	Renmark country golf club

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Mallala Invitation

Porsche Club

South Australia

'ROLL UP ROLL UP' we have been invited by the Porsche Club of SA to a Mallala track day, they are a great bunch of people not dissimilar to our own club. They do a fantastic job of running 6 or more track days at Mallala a year have been known to get as many as 65 entries. Our invite is for **SUNDAY The 22nd of JULY** so put it in your Diary & come out (even if you're not having a run we'd love to see you.) They are quite happy to keep all of our members together on the track & not mix us with other branded chariots.. (Infidels)!!

which consists of 1 warm up lap & 3 hot laps. The timed runs are only for those who want to be timed, it is NOT a race meeting, you can drive as slow or as fast as you wish. They have guaranteed us 10 spots & extras are not expected to be a problem although it would be a good idea to get in early if you are keen.

They run a grid of up to 10 cars on the track at a time but only "release" 2 at a time & they allow sufficient gaps so that there is very little or no close driving. The day usually consists of 2 practice runs each about 4 laps, followed by 3 or more (if time permits) timed runs

The Format is as follows: Arrive 8.00/8.30 am put the car thru scrutineering. This is a CAMS requirement & is simply a couple of guys (or Girls) checking that your chariot is all good & safe.

Documentation takes place, which where you turn up at the "office " next to the scrutineering bay & sign on (Insurance reasons, yes your personal injuries are covered but not your car). At this time you also part with your gold unless you've already prepaid !! They will also give you (usually) a scrutineering form which you put under your windscreen wiper until you present the car for QC (Scrutineering) & a competition number to stick on the window of your car. They will particularly check the following:

- 1) IN DATE fire extinguisher firmly fixed in the cabin (in a metal holder not plastic) 1 kg BCF is the type.
- 2) battery is secure & has blue sticker on triangle on the outside of the car to show its location.
- 3) Seat belts are in good condition & functions properly (LAP ONLY BELTS MAY BE A PROBLEM) if you have lap only belts let me know & I will see if they can be used although I doubt it.
- 4) ALL forward glass front lights must have clear "contact" or Duct tape on them to stop any glass getting on the track at any time for whatever reason (**THIS INCLUDES concealed head lights**)
- 5) they will check your brake lights & wipers etc
- 6) they will wiggle your steering wheel to check the steering
- 7) they will pump your brake pedal to make sure they are there (YES REAL:LY!!)
- 8) they will wiggle your seat to make sure its secure
- 9) If you intend taking a car with a bonnet that opens at the front it will need a secondary bonnet restraint (if this applies to you let me know & I can tell you how to do it . Its not hard.)
- 10) throttle return is functioning properly (So your horses don't try & run off without you!!)
- 11) they will also visually inspect tyres etc .

The PCCSA allow NEWBIES who want to "have a look" at the track with an "instructor" for a few laps can do so before going out alone. After the practice then the aforementioned "official" runs start & the meeting usually finishes around 4.00 at which point we can migrate to the historic Mallala pub to discuss your heroic exploits at the reins of your chariot while your horses have a well earned rest before the slow & safe journey back to your castle.!

OH silly me , how much gold do I need to partake in this monument us event, well the entry fee is \$150, but wait there's more !! It's a cams permitted event (sorry Jim) & you will need a 1 day cams license & a 1 day membership of the Porsche club. Total to be confirmed but around \$200 to \$220. If you like & wish to do 2,3,or more of these a year it actually is cheaper as a 1 year associate membership of the PCC SA is only \$65 & a 1 year cams club license is around \$110.

In closing the PCCSA also run several motorkhanas at a huge sealed car park at Monarto each year & they have also extended an invitation for us to go and try there as well if we so wish. (they actually can be a lot of fun ,especially if you have lots of grunt!!)

For further information & bookings contact Bob Butler at crbutler@adam.com.au or phone 0409857722



Parting Shot!



With Autumn & Winter on their way, it's time to think about your clothing requirements



Phone Ruth on 0407 977 864 or email bron-yr-aur@bigpond.com

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Optional Map Logo available on all clothing at additional cost.

Conditional Registration Change

The 'year of eligibility' for vehicles to join the conditional registration scheme for historic or left hand drive vehicles is changing from 1 July 2012. The year of eligibility will be capped to only include new applications for vehicles manufactured prior to 1 January 1979, whereas the scheme currently allows vehicles manufactured before 1 January 1983 to join the scheme.

The changes do allow the recognition of vehicles on the scheme manufactured between 1 January 1979 and before 1 January 1983 to continue, provided they are registered under the scheme, or have been on the scheme at some time prior to 1 July 2012.

The attached advertisement will be appearing in the Advertiser on 19 May 2012 to publicise this change. The advertisement is targeting vehicle owners within the motoring club community with a vehicle manufactured between the above dates who may be considering applying for conditional registration on the scheme. Currently they are eligible to join - but from 1 July 2012 they will not be eligible.

This advertisement is designed to prompt vehicles owners to apply for conditional registration before the cut off date. Please forward this to your members to broaden the awareness of the changes.

Gabby O'Neill

Principal Policy Officer

Registration and Licensing

Department of Planning, Transport and Infrastructure