



# Corvette Club of South Australia Inc.

MAY 2012

## PRESIDENT'S REPORT

- NEXT ISSUE:**
- Presidents Cup
  - Snake Charmer
  - Whyalla Drags



**Echunga Golf Course**  
**9 AM 6th May**

Hi all

where did the last month go?

I know that the first lady and I went to Wollongong for the National convention and until I received a phone call from Southern Radiators on the Monday before Easter we were going in the Commodore (not good), you see the 89 had done an air conditioner compressor, not a problem except that you need something to keep the belt tight to run all the other stuff. I had ordered a pulley ex USA to eliminate the compressor but that didn't arrive in time and not to be denied Southern Radiators and Air conditioning said that they would be able to get one but it would be very tight time wise. In the mean time I harassed Laurie and Dave S who said that they had one but it was the hamburger type! mine was just a compressor. The courier arrived Tuesday morning with a new one from down south and someone remarked to the courier driver "it will be going by lunch time", until some idiot broke the belt tensioner, which resulted in said idiot ringing half of Adelaide and harassing Laurie and Dave all over again. Laurie to the rescue, belt tensioner fitted 6pm Tuesday night. New tyres for rear didn't arrive until 4pm Wed, plenty of time to pack Corvette for 7.30 start Thursday morning. Had a great time at the convention, until Monday when we were entering Sydney on the way to see number 2 daughter when the power steering hose let go, into the nearest side street and parked, a door on the adjacent building opened and this bloke and his lady friend emerged on their way to get coffee and asked if we were lost, turns out he was a mechanic with his workshop about 2 km away, the day was saved again, 3 hours later we were on our way the rest of our trip was thankfully uneventful.

For sale 89 corvette, comes with its own idiot, enquiries to first lady.

Don't you just love owning a Corvette. Safe vetting. Rob

## Car of the Month

Darryl's '1973 Targa member no: 135.



I purchased the car from Joe's Gasolines in 2005, it was sitting in the corner of his workshop in a very bad state. I said to my son Ben, lets take it home and bring it back to it's natural beauty, I didn't know anything about Corvettes I just wanted one. We have done all the work ourselves with the help of Martin (Club Member) thanks mate !. It still has a few minor faults but after 6 years it is

getting there. We absolutely love this car.

The car is a black 350 four speed. I work in the mining industry flying in and out so I have missed all the club outings. My shifts are changing this year so I will see what happens.

I took time off last year for 'Corvettes at the Port' and thought the atmosphere was unbelievable so I will be there again this year even if it means taking more time off !. Thanks Darryl



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Search for the Corvette Club of SA.



# CORVETTE CLUB OF SOUTH AUSTRALIA Inc

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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](http://www.corvetteswest.com)**

**'Lone Star Corvette Club, Texas' - [www.lonestarcorvetteclub.com](http://www.lonestarcorvetteclub.com)**

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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](mailto: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

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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.

Meeting Opened: 8.25 pm.....

**Present:** Peter & Lynda, Chris & Jane, Laurie & Margaret, Pam, Frederick Welsh, David Daw & Maelyn, Kevin, Hugh Philliss, Rudy & Kay, Alan Litchfield, Gary McPhee, Sergei Ostashevich, Vladimir Ostashevich, Jack Gregory, Tony BeerSmith, Danny Robinson, Greg Woods, Graham & Debbie Johns, Catherine & Jim, Dave Schrapel, Dave & Karen, Dale & Barbara, Clive Fiebig, Bill Bowles, Daryl Drummond, John Sturm, Grant McCauley, Bruno Anfiteatro, Martin Waddingham, Bob & Carol Butler, Les & Judy Beyer, Kathy & Larry, Angelo Demasi, Tom Stanef

**Apologies:** John & Jenny, Struth, Neil Bailey, Goof, AJ & Julie, Rob & Karen McConnell, Vic & Sheila, Hans & Val, Shane & Karen, Spiro, R4, Mick & Leonie, Tony Roe,

**Visitors:** Rick McGregor from USA (Washington, Baltimor), Pam H,

**New Members:** Vladimir Ostashevich

**Minutes of Last General Meeting.**

Accepted as Read, True and Correct

Moved: Martin Seconded: Dave N

**Treasurer's Report:**

Balance start of March	\$15,427.15
Cash & Cheques in	\$4,038.55
Cash & Cheques out	\$3,185.48
Closing balance end March	\$16,280.22

Accepted as True & correct Moved: Laurie

Seconded: Greg

**Secretary's Report:** John in Wollongong. Minutes taken by Lynda

**Newsletters** from other clubs etc available to browse.

Any over 3 months old will be forwarded to Club Historian (Gerry Brine).

Thank you card received from Larry & Kathy Stanojevic following the passing of Larry's father. They thanked the club for the flowers but in particular, the support & friendship from club members.

**Historic Registration:** No response yet on changes that are being sought

**Merchandise:-** Ruth & Stuart in Wollongong. Debbie Johns filling in for Struth

**Newsletter:-** Neil also in Wollongong. Catherine advised that Car of the month is tracking very well. Membership link for website is still being worked on

**Past Events:**

Mad March was full of events! AGM; Mallala track day:- super successful, Special thanks to Ross, Sean & especially Jan; TopTai Dinner; Corvette Convention in NSW

**Upcoming Events:**

7/4 Courthouse Classics @ Wellington. Dep Hungry Jacks Keswick 8am. 7 cars going. Refer to Peter McBride

9/4 Casual Easter run per Peter McBride. Dep Hungry Jacks Castle Plaza 11 am. Drive to Clarendon, Mt Bold, McLaren Vale. Finish with BBQ at McBrides

15/4 GM Day Tanunda

20/4 Dinner Old Lion Hotel per Neil Bailey

28/4 Whyalla drags show. Talk to Alan Litchfield. Gus Smith & Co have organised a run to Iron Knob on the Sunday & booked lunch at Iron Knob Hotel. Currently those attending are Graham & Debbie, Alan, McBrides, Jim & Catherine

6/5 Ambrose Golf Day. Kevin Jarrett needs names of those playing (max 24). Also need numbers for BBQ (which club is paying for). Millies for morning tea @ 10.30. Bring either a salad or sweet.

18/5 Dinner @ Port Dock Brewery per Jim & Catherine

June need a Run Volunteer

22/6 Dinner Gin Ling per Kevin

14/7 Mid Year dinner Hilton Hotel. Dress requirement is to wear a Corvette Shirt

**General Business:**

Judy's DVD of Mallala \$10 ea. 2 hours of footage & Judy has made individual chapters for each vehicle

Martin has C3 drilled & slotted Rotors for sale \$800

Oct Long week end. Rooms are going fast. Need to pay \$50 deposit to make a booking. See Peter McBride

**Guest Speaker:- Vladimir Ostashevich on ULX 100**

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

**Raffles:** 1<sup>st</sup> prize, Easter basket

2<sup>nd</sup> prize, Tin Biscuits

**Supper:** Hot Cross Buns & Easter Eggs

**Meeting closed:** 9.20 pm

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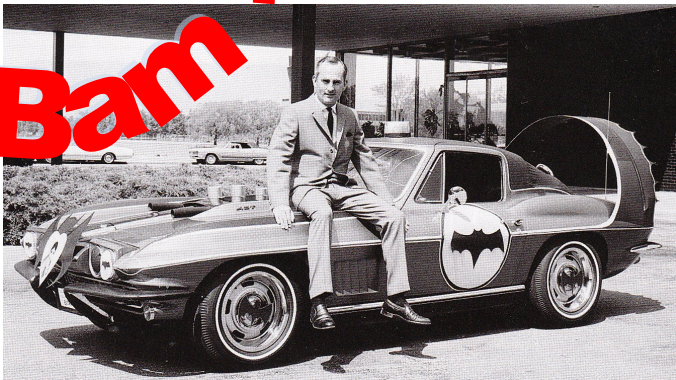
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**Bam!**



Here we have legendary car designer Chuck Jordan sitting atop one of his many creations this one believe it or not is the first futuristic escape vehicle for superhero Batman. Series creator Bob Kane and producer William Dozier from the Television series asked GM design staff to come up with the vehicle for the TV series starring Adam West which aired in the 60's. Now on that note here's the link to a bat mobile race off

<http://www.corvetteonline.com/news/dueling-small-block-powered-geek-mobiles-go-head-to-head/>

**Kapow!**

**Easter**



Several club events were held over the Easter weekend including not one but two club runs. The first too Wellington Court House. Which had an international flavour with Rick MacGregor from Maryland USA tagging along The second for the weekend saw a run around the southern vales followed by a BBQ at the McBrides



**Not Again Jim !!!!!!!!!!!!!!!**

# The Godfather

## Zachary (Zora) Arkus— Duntov

25/12/1909—21/4/1996

Often touted as the father of our beloved Corvette this legend was in reality her rich godfather or favourite uncle. Born in Belgium to Russian parents this dashing engineer was in fact drawn to GM by the Corvette which like so many others he had seen at the Motorama in New York in 1953. Like his movie star good looks and life style Zora's life is more like a movie script. The undisputed influence in Zora's life is his mother Rachel a strong member of the Bolshevik party prior to and during the Russian revolution more interested in her politics than her children. His mother Rachel later divorces his father and re marries Joseph Duntov. After witnessing the Russian Revolution first hand in St Petersburg, he heads to Germany and studies electrical engineering, whilst working in a motorcycle shop. His first car was a 1922 Bob designed for oval track racing. His passion for racing fuelled by the German taste



for auto racing he switches to Mechanical engineering at the University of Charlottenburg. With a wealthy friend Asia Orley he assists in motor racing efforts in mostly MG's. Now commuting between Berlin and Paris on a regular basis he decides it's time to start building a car of his own purchasing an old Talbot as the base Zora re did the entire engine to his own specifications. Unfortunately cash flow was a problem along with reliability and eventually the vehicle caught fire and was destroyed. During this period he also meets his future wife Elfie, They eventually move to Paris joining a diesel manufacturing firm where he designed motors. Again his peaceful life is interrupted with the outbreak of World War 2 serving briefly in the French military. After the invasion of France by the Germans his unit is demobilised and he along with Elfie, his mother Rachel and step father Joseph flee France via Spain to the safety of the USA. Fluent in 4 languages he finds employment as a freelance engineer primarily within the aircraft and rail industries. He eventually starts his own mechanical engineering firm Ardu Mechanical mostly producing munitions. At wars end and with government contracts ending the company shrank and was re invented into a motoring firm, Zora was not an astute

businessman and the company eventually failed. He goes to work with the British Allard racing company where he was introduced to the Le Mans racing world. Eventually he returns to New York and gains employment with Fairchild Aviation, he like so many others attends the 1953 Chevrolet Motorama and falls immediately in love with the Corvette. So much so that he attempts to gain employment with Chevrolet. Writing directly to Ed Cole and Maurice Olley the later eventually offering him a job. Commencing employment as an assistant staff engineer with GM on May 1st 1953. In December of 1953 he writes again directly to Ed Cole the letter titled "thoughts pertaining to youth, Hot Roders & Chevrolet, basically a battle plan to put V8 motors into the Corvette a program he had little to do with. Zora rocks the corporate boat at GM and is sent off to the truck division as a testing engineer. He does some freelance speaking and uses the platform to align himself with Corvette. He impresses Ed Cole and is transferred to the fledgling Chevrolet fuel injection program. Somehow in 1954 he convinces GM to pay his ticket to Europe the purpose to visit other vehicle manufacturers in reality it is to drive for Porsche at Le Mans. In late 1954 rumours abounded within GM that Corvette was dead, Zora again writes to Ed Cole and Maurice Olley to save the car. He presents himself as the authority on sports cars at GM. In 1955 he again races for Porsche at Le Mans winning his class, he returns to GM and develops two 56 Chevies to run at the famous Pikes Peak time trials setting a new record time at the event. In 1956 he modifies a cam shaft (Duntov cam) to extract more power from the Corvette for the Daytona Speed Week



aiming for a 150 mph run. On this success alone he cemented himself as the man to lead Corvette into the future. His plan is to market the car through racing he is promoted to head of high performance vehicles at GM. Whilst working at Corvette he pushed for greater horse power and commissioned numerous research and development vehicles. He was responsible for the CERV program looking at mid engines and 4 wheel drive options. Responsible for the Grand Sport vehicles and other racing efforts. Officially he retired from GM in 1975 but his passion for our car continued he did the lecture circuit and public speaking always promoting the Corvette at every opportunity. He died on April 26 1996 in a Michigan hospital, his last interview can be found at

<http://www.youtube.com/watch?v=5Y-zV13JTDo>

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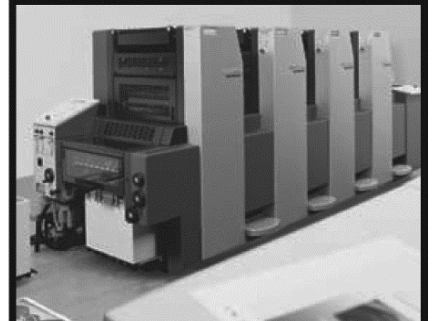
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# ZR1 Road Test



Autoblog recently were handed the keys to a brand new 2012 Centennial Edition Corvette ZR1 the following is an edited version of their review. The [Chevrolet Corvette ZR1](#) with a 638-horsepower supercharged V8 mated to a six-speed manual transmission and a top speed of 205 miles per hour, it is the most powerful production car in General Motors' history.

The ZR1 has been upgraded and enhanced for 2012, so what is it like to drive America's premier sports car on public roads? Can the beast be reasonably tamed? Be pleased to learn that this evil brute is nearly everything expected, a little less and then a whole lot more.

For 2012, Chevrolet is cranking things up several notches by offering the optional High-Performance package (PDE ZR1) featuring new Michelin Pilot Sport Cup Zero Pressure tires. The insanely wide tires (285/30R19 and 335/25R20) come wrapped around all-new staggered-size alloy wheels that are each about five pounds lighter than last year's 20-spoke wheel.

Inside the lightly revised , the steering wheel has been enhanced with model-specific badges, the centre console and armrests further padded and there is now contrasting stitching (red, blue or yellow) offered with the custom leather-wrapped interior. The Bose audio system has been reconfigured with nine speakers (it had seven last year) and the sound has been re-tuned to better match the cabin's acoustics.

The engine remains untouched, but the ZR1's standard close-ratio manual gearbox has been tweaked for improved fuel economy. In a nutshell, fifth and six gears are now taller. A standard 2012 Chevrolet ZR1 starts with a base price of \$111,600. However, the black car in our driveway was fitted with \$17,435 worth of options. Even while stationary, the black ZR1 is striking in the flesh, in this particular Darth Vader colour scheme, it looks downright wicked.

As we carefully backed out of the driveway, the protruding front carbon-fibre splitter unexpectedly dragged over the sidewalk. Ouch. It would be the first of many countless encounters the splitter would have with the pavement despite our unwavering caution.



First gear is good for more than 65 mph, so shifting is theoretically optional, the ZR1 is fitted with GM's Magnetic Selective Ride Control as standard equipment. The electro-hydraulic system works miracles as it eliminates the busy and annoying jouncing common to track-tuned suspensions. Of course, the ride was firm, but it was never punishing or abusive, and most agree that the ZR1 rides better than the competition-ready Z06. The blown V8 is not challenged by 65 mph travel on U.S. highways either, so our average fuel economy cruising in sixth gear was an indicated 20.8 mpg.

Few realize just how insane 638 horsepower and 604 pound-feet of torque feels from the driver's seat. The ZR1 is fitted full of electronic nannies, all working their magic from different angles, but they are truly helpless against the beast lashed to the chassis up front.

We mashed the accelerator pedal. Instantaneously, all hell broke loose just behind our ears as the foot-wide alloy wheels attempted to centrifugally shed the expensive Michelin rubber wrapped around them. The tires, as tenacious and sticky as warm Silly Putty, ripped at the asphalt before kicking up a rooster tail of debris that was thrown yards rearward. Without launch control, both tires spun wildly and our forward movement was ridiculously slow. Attempted again, this time with launch control, and the ZR1 blasted to 60 mph in a traction-limited time of just over three seconds – with the noise and g-loading, we swear it feels even quicker than that.

Don't lift and acceleration through the gears is simply mind-boggling. Benchmarks such as 60 mph, 100 mph and the quarter mile fall effortlessly. And the accompanying V8 soundtrack is both spine-chilling and euphoric. Mechanically speaking, everything from the flick of the gearbox to the impressive powertrain to the snarling and cackling exhaust is nearly infallible. The components worked so well together that driving the ZR1 is an absolute joy.

Look past GM's brilliance in the ZR1 machinery and you will find that the vehicle's human interface is still significantly troublesome. Not only is much of the switchgear cheap, but the cup holders are shallow and the interior lighting is dismal. Even the upgraded front seats remain a huge embarrassment. Their puffy thigh and side bolsters are marshmallow squishy, failing to hold passengers firmly in place during even lightly spirited manoeuvres. The ZR1 corners in excess of 1 G, but the seats are so unsupportive that you will only feel it while pinned against the side of the door panel. We know GM can make good seats (hello, [CTS-V](#)), so why not fit them to the Corvette flagship? Apparently they don't fit, so this will need to be something GM tackles with the next-gen C7.

For the full version of this test drive review head on over to [www.autoblog.com/2012/02/14/2012-chevrolet-corvette-zr1-review](http://www.autoblog.com/2012/02/14/2012-chevrolet-corvette-zr1-review)

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Driveline parts		Steering column parts .....	1967-82
Exhaust bezels and tips .....	1968-73	Speedo cables	
Engine and gearbox mounts		Various hood scoops	
Front and rear fibreglass bumper bars.....	1973-82	Various electrical switches.....	1968-82
Front springs .....	1963-82	Various emblems.....	1968-82
Fuel pumps S/B & B/B		Various front grilles.....	1968-82
Front spoilers.....	1968-82	Various tail light lenses	
Head light parts .....	1968-82	Various front park light lenses	
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		

## Corvette Club of SA - AGM

**Annual General Meeting held:**

7 March 2012

**Meeting Opened:** 9.25pm

### Giles French chaired the meeting.

Confirmed a Quorum is present. We have 130 financial members & 55% are present.

**Present:** Peter & Lynda, Kevin, Tony, Stuart & Ruth, Goof, Laurie & Margaret Witts, Neil Bailey, Rob McConnell, John & Jenny, Tom, Julie & AJ, Valerie Pevereli, Jim & Catherine, Shane & Karen, Barb & Dale, Larry & Kathy Stanojevic, David Daw & Maelyn, Dave & Karen, Grant McCauley, John Sturm, Delsa Johnson, Jenny Miln, Graham & Debbie Johns, Greg, Tery Sommerville, Tim Cogan, Geoff Heaven & Clare Parente, Alan Litchfield, Gary McPhee, Wayne Blackall, Tony BeerSmith, Sean Hayter, Anne-Marie Athanasopoulos, Kay & Rudy, Al & Tina Pupello, Spiro, Ross, Giles, R4, Tony Severino, Danny Robinson, Jack Gregory, Frederick Welsh, Tony Roe, Dave Schrapel, Graham Townsin, Rod & Annette Prime, Rob & Carol Butler, Daryl Drummond, Les & Judy Beyer.

**Apologies:** Vic & Sheila, Hans, Karen McConnell, Mick Turner, Lynda Jarrett, Chris & Jayne Wild

**Minutes of Last Annual General Meeting held 2 March 2011. Accepted Moved:** Peter **Seconded:** Catherine

**Treasurers Report:** Opening Balance at the start of the year was \$9,574.21

Cash & Cheques In \$39,225.14 Cash & Cheques Out \$33,756.95

Closing balance as at end of February 2012 is \$15,042.15.

Two Term Deposits with combined deposits of \$28,410.27 Treasurer has full report for the whole year if anyone would like to see it. **Moved:** Larry **Seconded:** John

Giles thanked the current committee especially Dave Nitschke who has been our President for 3 years now. He also thanked Karen for supporting Dave in his role Giles declared all positions vacant and confirmed he had received 1 (one) nomination for each position on the committee.

<b>PRESIDENT</b>	Nominated:	Rob McConnell	Accepted
<b>VICE PRESIDENT</b>	Nominated	Catherine Neagle	Accepted
		Kathy Stanojevic	Accepted
<b>SECRETARY</b>	Nominated	John Randell	Accepted
<b>TREASURER</b>	Nominated	Peter McBride	Accepted
<b>PUBLIC OFFICER</b>	Nominated	Laurie Witts	Accepted
<b>MEMBERSHIP</b>	Nominated	Daryl Drummond	Accepted
<b>HISTORICAL REGISTRAR</b>	Nominated	Kevin Jarratt	Accepted
		Arthur Hasse	Accepted
	(Apprentice)	Spiro	Accepted
<b>HISTORIAN</b>	Nominated	Gerry Brine	Accepted
<b>EVENTS CO-ORDINATOR</b>	Nominated	David Schrapel	Accepted
<b>NEWSLETTER EDITOR</b>	Nominated	Neil Bailey	Accepted
<b>MERCHANDISE</b>	Nominated	Ruth Vandoorn	Accepted
	Apprentice	Stuart Vandoorn	Accepted
<b>FUNDRAISING:</b>	Nominated	Lynda McBride	Accepted
<b>COMMITTEE MEMBERS</b>	Nominated	Stuart Vandoorn	Accepted

### CONGRATULATIONS TO THE NEW COMMITTEE FOR 2012/2013.

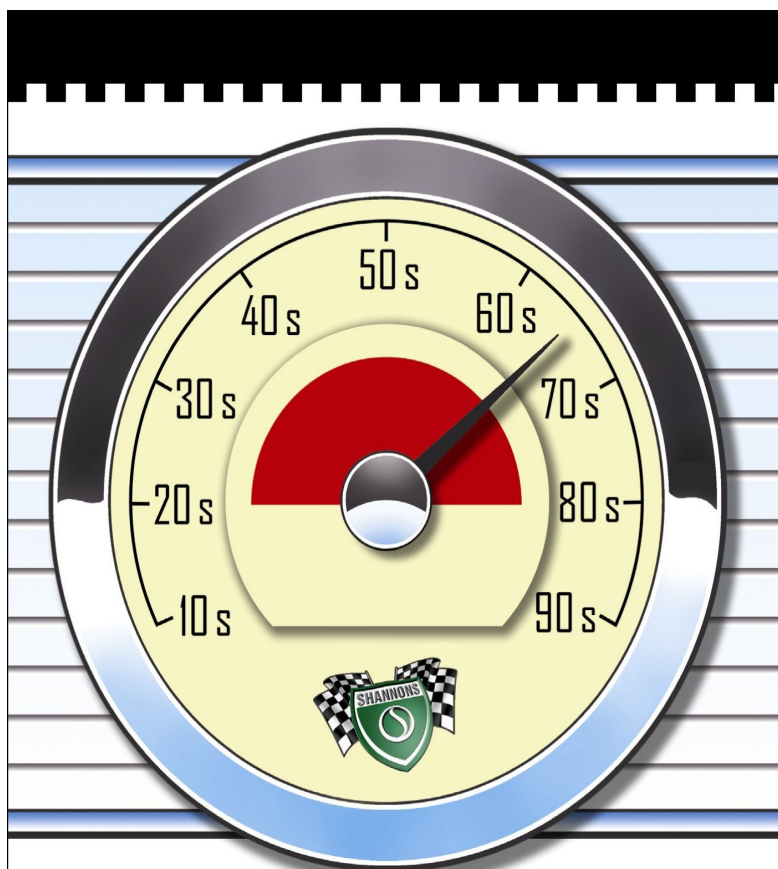
Rob McConnell addressed the club members

Greg Woods asked what sum of money does the club need to keep on hand. Rob advised that the new committee will review the club's financial structure & provide feedback. A budget needs to be worked out for the Convention. Last convention we had approximately 140 people attend

**Meeting Closed:** 9.35

MONTH	DATE	ORGANISER	TIME	LOCATION	ADDRESS
<b>May</b>	2nd	General Meeting	7:30	Seaton Ramblers FC	West Lakes
<b>RUN</b>	6th	Kevin Jarrett & Dave Nitschke	9am	Ambrose Golf day	Echunga Golf Coarse - 24 people
	16th	Committee	7.35	Hilton Hotel	Mile End
<b>DINNER</b>	18th	Cathrtine & Jim	7pm	Port Dock Brewery	Port Adelaide
<b>June</b>	6th	General Meeting	7:30	Seaton Ramblers FC	West Lakes
<b>RUN</b>	17th				
	20th	Committee	7.35	Hilton Hotel	Mile End
<b>DINNER</b>	22nd	Kevin Jarratt	7:30pm	Ginling	Plympton
<b>July</b>	4th	General Meeting	7:30	Seaton Ramblers FC	West Lakes
	14th	Dave Schrapel	8pm	Corvette's @ the Hilton	Hilton Hotel - Hilton
	18th	Committee	7:35	Hilton Hotel	Mile End
<b>September</b>	TBC	Dave Schrapel / Rod Prime	10am	Grease & Gork day	O'Sullivan Beach Rd
<b>October</b>	TBC	Dave Schrapel	7:30pm	Halloween night	Hilton Hotel - Hilton
	28th	Mc Bride/VanDornes	28th - 1st	Long weekend	Renmark country golf club

**WE NEED HELP TO KEEP THE CLUB HEALTHY WITH ORGANISED RUNS &**



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This year's National Corvette Convention was hosted by the team at NSW Corvettes Unlimited Car Club.

# Wollongong Nationals

Though based in Sydney, the club chose to hold the Convention at Wollongong on the coast South of Sydney. This idea was a winner, as it made life that much easier for all visitors who are not familiar with Sydney's roads and traffic – good call.

The South Aussies that attended were Ruth & I, travelling over with John & Jenny. Also with us (driving the 78), our friends from New Zealand, John & Julie. We left earlier in the week prior to Easter, taking our time including a couple of nights in Canberra. The second group of South Aussies were Rob & Karen, Neil & Christeen, Goof & Mel. These guys B-lined, and did the trip over two days. Across they Hay plains.



We all met up on the Friday at the Novatel in time for registrations and the welcome party. We knew things were going to go well for us all from the start as Neil straight away won a fancy Corvette Lamp and Kiwi John winning a Corvette Racing Team framed & signed print. The Novatel at North Wollongong was another good call. Under cover secure parking, plenty of large rooms to host the different events and plenty of bar and lounge facilities for when it was time to kick back. The reception area looked the part with a new ZR1 C6 parked adjacent.

Saturday morning broke with sun shining and all was looking good for the Show n Shine. This was being held at the lighthouse at Flagstaff Hill. The location is an elevated grassed outcrop, with three levels of car parking and a great view to the adjacent surf beach. The NSW guys continued with their good organisation skills, separating the judged cars and the non judged cars. This would have helped the judges no end keeping the judged cars together. Even though the wind blew up throughout the day, it was still a top day in a top location. The judges did a fine job too I say. The local newspaper showed up to run a story on the Show n Shine. They obviously couldn't find any hot chicks to photograph with the cars so scrapping the bottom of the barrel, they photographed Rob, Kiwi John, Goof & Neil laying in front of the cars. Their heads made it on to a half-page photo spread in the local paper along with a heap of Vettes in the back ground. Actually that was a pretty cool photo – well done.



Saturday evening rolled around with a Rock n Roll themed Presentation night. The food was great, the band was great, and guys running the night kept the presentations brief, running at quick pace with plenty of humour which is always goes down well. Our 78 took 'Runner Up' in its category and John Randell took out 'First Place' with his 40<sup>th</sup> Anniversary C4. Well done John. John & Jenny also received a plague for 'furthest travelled'. The NSW guys didn't forget the international visitors either and presented our friends John & Julie, a couple from Canada and a guy from the States with appreciation plaques. All in all, it was another great night.



Sunday came. There were no competition driving days at this convention. Just a Super Cruise up into the Southern Highlands. We were split up into groups of about a dozen cars with a NSW club member at the front and at the rear and each group left at approximately 15 minute intervals. Again this was a winner of an idea as we didn't have the issues of being split up at lights and the front car having no idea where to go. We travelled up into the hills and onto a winery for morning tea and a general chill out.



Then again, the groups were called and we went onto a hill top restaurant for lunch. Superb food with a great view out over the coast line. After lunch we descended down to the coast for a run through beach side towns which included the Sea Cliff Bridge. A spectacular piece of road building along the cliffs.

Sunday night was another great meal with the remainder of the presentations, raffles, the guest speaker was Ian Luff a former Touring car driver and television presenter. Then came the charity auctions where everything bar the tables and chairs were sold of, the night went well with plenty of laughs and plenty of money raised.

Monday morning was the usual Brekkie in the Park, farewells and parting ways.

I have to congratulate the Convention team from NSW as it was a well-run, well organised fun convention. You can't ask much more than that. They made us feel welcome right from the start. A number of NSW guys came up to us during dinners thanking us personally for making the effort of getting over there and it was nice to know that this wasn't taken for granted. They all were a nice lot over there. Well done. – Next Year "Toowoomba Queensland" 29th March — 1st April 2013.

# Parting Shot!



Best Corvette At the GM Day at Tanunda

Peter McBride



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