

NCRS
AUSTRALIAN CHAPTER
NEWSLETTER



April / May / June 2009

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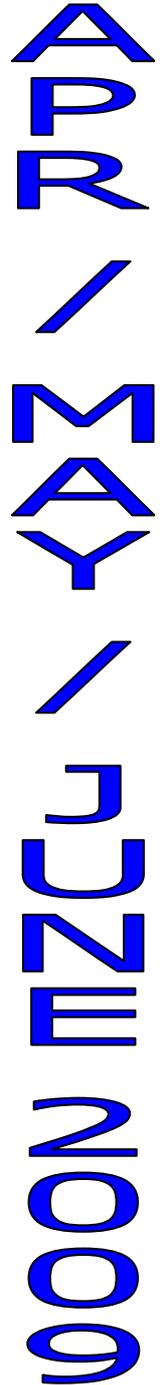
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Note: The State Rep is normally the first point of contact for enquiries regarding NCRS Australia membership or general club info. Enquiries from Tasmania covered by VIC Rep, from NT covered by SA Rep.

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NSW: Murray Forman



VIC: Louis Rokas (photo coming)

PRESIDENT'S REPORT

Hi Everybody,

Here we are already half way through the year, approaching out next lot of Chapter Meets.

The first one being in Melbourne, November 13th – 15th, 2009.

Peter Whiston & Scott Morden have been working on the organization of this event.

At the generosity of another member, Dean Laidlaw, he has offered his large garage facilities to hold the Judging Meet.

The accommodation for this event is in the Eltham Gateway Hotel

www.elthamgateway.com.au , so if you wish to attend this event, please contact them and arrange your own accommodation. So please, participate and support your Chapter in this event.

The second one being our Chapter Meet in Perth, 6th – 9th April, 2010.

The committee have decided to run this event directly after the National Corvette Convention being held 2nd - 5th, April 2010, at Scarborough Beach.

The Chapter Meet is being held at Joondalup Resort, north of the Perth CBD. This will make one very intense week of Corvetting that you shouldn't miss.

The members on the East Coast and some International Members are intending to travel to Perth from Sydney on The Indian Pacific train, which should be a fantastic experience. If you would like to join us, please contact me and I will add you to the list.

Very soon we will be sending out the entry forms for both these events, so mark these dates on your calendar and join in the FUN of Corvettes.

Some of our members are travelling to the USA and attending Corvettes at Carlisle, with a few also then joining the NCRS Road Tour to San Jose for the 2010 NCRS National Convention.

For the other members who have never experienced either of these events, if you ever get the opportunity to go, don't pass it up as you will never experience the volume of corvettes in one venue. You definitely will get your Corvette FIX.

Our membership has increased by 6 new members since the last Newsletter edition, so I would like you to join me in welcoming them to the 'NCRS Family'. This brings our membership to 98.

We haven't decided where we will be holding our AGM this year, so as soon as the decision is made I will let you know. We are also making improvements to our website, so keep an eye on it to see the changes. We will be making the payment for membership available through the new website on PAYPAL, so this should assist with your membership payments.

Some of you may have seen Wendy & I on the program Blood, Sweat & Gears? I must say, this was one hell of an experience where the both of us really enjoyed ourselves and met some great car enthusiasts. You may not know, but after the show went to air I was driving my '66 (ROCKY) when the throttle jammed on and I crashed at great speed into an embankment causing the car to roll over onto its roof suffering extensive damage. All my corvettes are covered by Shannons Insurance and I must compliment them on their professional and efficient services with the process of my claim. I will fully recommend

EDITOR'S REPORT

How's this – I'm on schedule with publishing the Newsletter for a change! Let's hope I can keep this record going. Murray's covered most of the news in his President's Report so I'll keep my ramble short this issue.

As with most Editor's, I'm going to keep prodding you to send me material – this is YOUR newsletter and I need YOUR input. A big thanks to those of you who do take the time to contribute (especially Neil B – thanks!). For the newer members – don't be shy, send me 'your story'.

As Murray mentioned, a few of us are heading to the National in San Jose in July – should be plenty of pics/stories for the next newsletter. I'm really looking forward to the experience (my first) and especially the Road Tour from Denver, Colorado down thru New Mexico, Arizona and California along Route 66. I'm taking my dad and we'll be driving Ralph & Sharon Ridge's awesome '61 on the 2,500 mile round-trip. What an amazingly generous offer – this is what being in the NCRS Family is all about! Pictured below is the '61 and Bill Sangrey's Lead car – nice decals hey!



All the best,
Gary Wilkinson
Editor, NCRS Australia Inc.

NEW MEMBERS

Please give a warm welcome to our new members:

Willie Underwood	WA
Don Hailes	VIC
Peter Mellor	QLD
Peter Hof	VIC
Brett Mountney	NSW
Allen & Harriet Grime	WA.

Congratulations in joining a great Club!

NCRS CHAPTER MEET **OWENS GARAGE, AUSTIN TEXAS** **APRIL 4TH 2009**

Story by: Neil Bishop

We left Houston just after lunch and headed out for San Marcos. Austin hotels were all booked out the weekend of April 4th as there was a large athletics track meet that same weekend so we booked our accommodation for the Friday night in San Marcos which is only a short drive from Austin.

We found Owens Garage a little before 8 am and met a few of the people who were gathering for the meet. A small impromptu car show developed outside over the next hour or so which included Dan Martins Duntov award winning C2 - a truly magnificent car and a credit to Dan. The outside cars were mainly C2's and C5's.



Inside the cars were assembling for their turn at Chapter glory.

I found Charlie Cadenhead and introduced myself and Wendy to him and we had a short discussion as to what my experiences at judging were. For Wendy this was a first time at judging so she was allocated to an experienced team. To my surprise I found myself named as a team leader doing operations checks and team leading is a first for me. My team was judging Operations on 4 cars all of which were big block C2's of differing years. Judging teams were mainly two people as we have here.

Inside the Judging hall there were 6 C2's and 1 lonely C3. 5 of the C2's were big blocks with a manual transmission. The lonely C3 was an Anniversary Edition and in unrestored survivor mode. Complete with dirt and dust under the bonnet and under the car. I thought that was so cool. When I was talking to the owner he stated he was planning on keeping the car as a survivor.

Charlie called the Judges meeting around 9:00am and all 40 or so judges attended to be briefed on the day's activities. This was a one day judging so everyone had to show respect to the cars and each other as things were very cramped and in close quarters. Judges were allocated their briefs and we started.



Above you can see we are going through the judging sheet and allocating the points loss. The judge with me (Erv) was attending his first meet as a judge tho he has had his car judged in the past.

Lunch was provided and cold drinks and coffee were available all day.

Certainly a quite different experience for me and only different to how we go about judging by the number of people available for judging and the respect they show each other while judging.

I learnt more about the judging process by being a team leader and taking that responsibility for myself.

At the end of the day (around 4:00 PM) the judging was complete and the certificates were given out for all the cars. Some surprises were in store as seems to be norm with NCRS shows.

The presentation and quality of the cars overall I thought was on a par with what I have found at both the Perth and Sydney shows.

Certainly I was not expecting to be given a plaque and a Texas NCRS shirt for being a judge as I thought that the knowledge I gained was more than enough.

I met some really knowledgeable people who were very friendly and imparted their knowledge willingly.

My sincerest thanks to the Texas Chapter of the NCRS.

TECH ARTICLES

Gary Cowans's '66 body-off resto (Part 5 – and Final installment)

By: Gary Wilkinson

As advised in the last newsletter, Gary's restoration is complete and he's been driving around gloating for many months now – basically every opportunity he can. And why wouldn't he, the car is AWESOME! Gary initially wasn't sure about the side pipes – thought they were a tad loud. He's over that now and loves that 'piper' rumble – nearly as good as a big block, ha, ha. (couldn't miss that jab, Gaz). Here are a few snaps showing Gary performing some final 'tweaks'. Also pictured are some of the final product showcasing all of Gary's hard work with his lovely wife Belin.



Saved from the scrap heap (part 3)

By: Neil Bishop

Here's a sneak picture of the 73 as I left it at end of April 09 (*note from Ed: Neil is restoring the '73 during frequent visits to the USA – car is located there*). Some of the boxes on the shelves behind the car still have new parts to go into the car and some contain original parts that are restored or need to be restored. The car is sitting on the jack-stands with the tyres touching the concrete. Carpets and seats are in but the seats need to come back out when I fit the seatbelts.



Morten's Valve Spring's

By: Gary Wilkinson

A few of us gathered at Morten's workshop in the Southern suburbs of Perth one fine Saturday to give him a hand to change-out the valve springs on his '70 427/390. The tension was down a little so Morten decided to 'freshen' the 390 with some new bits. Not much technical to write as it's a straight-forward job.....if you want specifics, give Morten a call 0400030565 as he'll be more than happy to give you some tips.



L to R: Neil, Morten, Gibbo



Morten



L to R: Terry, Gibbo, Neil, David, Gary (all gass-bagging), Morten (working)

SMALL STUFF

Allen & Harriet's new acquisition

By Gary Wilkinson

Two of our newest members, Allen & Harriet Grime, recently took possession of an awesome '82. The car is in pristine, un-molested condition still fitted with the original dated exhaust mufflers! I hope to have a more detailed story for the next newsletter.



Allen pictured behind the '82

Greg's paint job

By: Greg Euston

Hi Guys,

Well what a few days I've had, spent between 12 & 16 hrs in my garage getting her ready to paint since Friday. I started yesterday at 9.00 am final rubbing, cleaning and masking till mid night and then worked through till 4.00 am this morning putting the paint on, I got 2 hrs sleep. As you can see the green paint is on, but I'm going to cut the paint flat and then give her 2 coats of green and then 4 coats of clear, I think she will need that much clear, I can see lots & lots of polishing in my Corvettes life. I had to go back up to Moorebank this morning and get 2 more ltrs (it's very transparent) of green, I want to mix it in with what I have left just in case (heaven 4bid Gary) I might have to fix any thing in the future I want some of this colour left over. I won't be able to any more work on her till Friday, I have rubbed the skin off my fingers!!!, they will need time for the skin to grow back.



WA Drag Racing Association Announces Hall of Fame Inductees

By: Tony Katavatis

NCRS WA member Ian (Gibbo) Gibbings joins fellow drag racers in this prestigious honour.

The WA Drag Racing Association has established the Official Drag Racing Hall of Fame to confer the highest honour and recognition upon the most influential individuals in the history of drag racing in Western Australia.

The award recognizes those who have made significant contributions to their respective fields, each having reached the highest level of accomplishment.

Gibbo's drag racing career spans over forty years. He began racing an FC Holden sedan in the early days of drag racing, progressing to a competition dragster complete with Lightburn body, next ride a rear engine dragster and then a big block Chevrolet powered Altered. Becoming an Australian National Drag Racing Association (ANDRA) record holder was just one of his many achievements.

After a short retirement Gibbo returned to the sport as crew chief for the record setting Chevrolet Camaro driven by Ian Johns. After many successful seasons Ian Johns piloted the car to its **first six second pass** down the quarter mile, **an Australian record**.

Gibbo's most recent role in drag racing has been data and set-up chief with the Corvette Engineering Chevrolet T-Bucket Altered driven by Andrew Katavatis. Andrew's achievement as Perth Motorplex Modified Champion was partly due to Ian's involvement in the car.

Today Ian remains involved in drag racing and the Corvette hobby. Congratulations Gibbo.

Top Fuel Dragster facts

By: Gary Wilkinson

Top Fuel Engine

- * 8.2l capacity, 8000hp @ 9,500rpm
- * At full throttle, a Top Fuel dragster consumes 11.5 gallons of Nitro methane per run; a fully loaded 747 consumes jet fuel at the same rate but produces 25% less energy.
- * A stock 426 HEMI does not produce enough horsepower to drive a Top Fuel supercharger
- * At full throttle the supercharger is ramming 3000 CFM of air into the cylinders. The mixture is so compressed that the engine is on the verge of hydraulic lock.
- * Nitro methane burns yellow. The white flames seen above the exhaust stacks is actually Hydrogen, which has been dissociated from water by the heat of combustion.
- * During combustion the flame front temperature is 7050 degrees F.
- * Dual magnetos produce 44 amps to each plug. This is enough current to arc weld.
- * Spark plugs are totally consumed during a run. In fact, after half way, the engine is dieseling from the compression and the glow of the exhaust valves. After this point, the engine can only be shut down by cutting the fuel flow.
- * To accelerate to over 300 MPH in 4.5 seconds the dragster must average 4 Gs. For the dragster to reach 200 MPH by half-track requires 8 Gs.
- * A Top Fuel engine only turns approximately 540 revolutions from light to light. Including the burnout, the engine must survive only 900 revolutions!
- * Assuming all the equipment is paid off, the crew is working for free, and nothing blows up, each run costs \$1000 per second.

Perspective:

So you take your specially tuned USD\$140,000 Lingenfelter “Twin Turbo” Corvette, and start back about a mile or so, accelerating as fast as you can, reaching your top speed of 200 MPH. This is really moving and would be something anyone would be proud of. You’re approaching the starting line where the Top Fuel dragster is sitting – stopped – waiting for you. As you cross the starting line, the light turns green. Within 3 seconds you are deafened by the incredible whine of the dragster, which has caught up to you. He passes and beats you to the end of the 1320-foot quarter mile.

CALENDAR OF EVENTS

Bi-Monthly

**Pomona Swap Meet
Fairplex, Pomona
California, USA**

www.pomonaswapmeet.com

At each event you will find hundreds of parts sellers in over 3,000 parts seller spaces selling tons of hard to find car parts and accessories at low swap meet prices. Thousands of vehicles (many for sale, some just for show) from all across the country are displayed by their owners in five distinct Cars for Show & Sale Areas; pre-'75 Antique Autos, any year Corvettes, any year Porsches, pre-'57 Street Rods and pre-'75 Volkswagens. The event is appealing to a diverse and international audience, with up to 20,000 buyers and spectators each show. People come from all over the globe just see and/or participate in the West Coast's Largest Antique Auto, Corvette, Porsche, Street Rod and Volkswagen Swap Meet and Car Show held at the Fairplex in Pomona, California.

July 12-16, 2009.

**2009 NCRS Convention
San Jose, California,
USA.**

www.ncrs.org

The Western Chapter Consortium would like to invite all NCRS members to enjoy beautiful scenery and camaraderie with your Corvette friends at the 2009 National Convention to be held in San Jose California July 12th to July 16th 2009.

The 2009 NCRS National Convention is highlighting the 1959 Corvette which is 50 years old. The total production was 9670 units. There were few changes for the 1959 model year Corvette. The styling changes included removal of the trunk “spears” and the fake louvers from the hood. Also the first all black interior colour was introduced and it was the only year that a turquoise soft tops was offered. Interior changes included manual transmission T handle lockout, concave instrument lenses, optional sun visors, passenger storage shelf, reshaped seats, relocated armrests and door handles. This year’s convention will feature the usual line up of NCRS Flight Judging®, Performance Verification®, Duntov Marque of Excellence® Judging, McLellan Marque of Excellence® Judging, Chevrolet Star/Bowtie Judging, American Heritage®, and special displays.

August 28 – 30, 2009. **Corvettes at Carlisle.**
Carlisle Fairgrounds, Carlisle,
Pennsylvania, USA.
www.carsatcarlisle.com

The Corvettes at Carlisle show is the world's largest Corvette extravaganza (6,000+ vettes!) and provides Corvette enthusiasts from all generations with a weekend of entertainment, education and of course the ability to drive in the famous parade. With representatives from GM onsite all-weekend, the excitement remains even after you leave the show. This is an amazing event with many NCRS Australia members having experienced it in the past. This is Corvette Mecca and every true 'vette nut should make the pilgrimage at least once! If you want specific first-hand feedback, ask Gary (Editor) or David (VP) who attended in 2007.

November 13-15th, 2009 **NCRS Australia Chapter Flight Judging Meet**
Melbourne, VIC
www.ncrs.com.au

At the generosity of NCRS member Dean Laidlaw, we will be holding our 7th Chapter Meet at his large garage facilities. Accommodation for the event is the Eltham Gateway Hotel www.elthamgateway.com.au Please contact them directly to and arrange your own accommodation. Further details will be posted on the web along with Registration forms.

April 2-5th, 2010 **Vettes Cruise The West**
22nd National Corvette Convention
Rendezvous Observation City Hotel
Scarborough, Perth, WA
www.corvettesofwa.com

The Corvettes of WA Car Club Inc. is hosting this year's convention right in the heart of the beautiful Scarborough Beach. Please check the website for full details and/or email the organisers at: perth2010@hotmail.com

April 6-9th, 2010.

**NCRS Australia Chapter Flight Judging Meet.
Joondalup Resort, Perth, WA**

www.ncrs.com.au

NCRS Australia Inc. Invites you to attend our 8th Chapter Meet to be held at Joondalup Resort, Perth immediately following the National Corvette Convention (see details above).

Joondalup Resort is one of Australia's premier resorts and boasts a 27-hole Championship Golf Course. See details of what the resort has to offer at: www.joondalupresort.com.au Registration forms will be sent to all members and will also be available on the website. Please register early, especially if you are intending to have your car judged as numbers are limited and note that pre-registration closes 01/02/2010.

SPONSORS

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Please support our sponsors by visiting their websites.**

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WEBSITES

NSW Corvettes Unlimited Car Club Inc.	www.nswcorvettes.com.au
NCRS USA	www.ncrs.org
NCRS Pittsburgh	www.NCRSPITT.com
NCRS Rocky Mountains	www.NCRSRMC.org
NCRS Texas	www.ncrstexas.org
Corvettes of WA Inc	www.corvettesofwa.com
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