

NCRS
AUSTRALIAN CHAPTER
NEWSLETTER



February 2012 to May 2012

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VIC: Scott Morden (photo coming)

PREDIDENTS REPORT - Murray Forman

Since we last spoke, there has been a lot going on. The first being that we held a Chapter Meet at Rooty Hill in Sydney where we had 3 magnificent cars to judge.

Our thanks go to Trevor & Joy Jones who drove all the way down from Rosewood in Queensland. They trailered their magnificent 1959, we really appreciate their effort.

The next cars were driven all the way from Canberra by Terry & Karen Ruse 1993 40th Anniversary and Jessica Lucas in her 1960 and once again their effort is much appreciated.

We also had a display of International Mark of Excellence and Sportsman categories.

At this Meet we carried out and filmed the entire NCRS Judging process. With this, we intend to create a DVD that we can supply to new members and prospective new members to show them how NCRS operates and judges cars. For this we owe big thanks to Lon LeMaster, Gary Wilkinson and David Poland (Producer and Director). They have all done an incredible job on this project. We hope to release the DVD later this year.

The next event we attended was the National Convention at The Novotel in Wollongong. NCRS sponsored trophies and also had our banner on display so we were able to get the word out there to all Corvette enthusiasts.

The very next day Wendy and I, along with our International visitors, being Seth Wood from Alabama USA, Scott & Kay Sinclair from Ontario Canada, jumped on a plane and flew to Perth where we held our Chapter Meet at the Joondalup Golf Resort. Another International couple Norm & Shirley Shier from California USA flew in from New Zealand after they had attended the NCRS Chapter Meet there.

We had four cars to be judged and 2 cars and a chassis on display. These cars were David Alder 1966, Terry Martin 1966, Allen Grime 1982 and Shane Bennett 1964. We also had on display Terry Martins C6 ZR1 and Terry Martins "Body Delete" chassis 1966.

At this meet we had two judging schools, one being the 1966 chassis and the other being the differences between a 1963 and 1964 convertibles. I must say that both these schools were very inspiring with the knowledge of our Chapter members about these items.

There are still some of our members who have not yet paid their renewals. I am not going to chase them, if they wish to remain members please renew your membership. It was due in January this year, but we still have not received some payments.

We are working on a couple more Chapter Meets later in this year, we will advise details as we get closer.

Wendy & I are travelling to the Nationals in San Diego with Harry & Di Turner, if you wish to join us, please contact me and I will help you with any information.

Murray Forman
President NCRS Australia Inc.

New Members

William Braun	USA
Gunter Zoernleib	NSW
Bo Ernfridsson	NSW
Rod Grogan	NSW
Russel Kaiser	WA
Shane Bennett	WA
Stasn Figula	QLD
Grahame Mc Cann	NSW
Mas Paoli	VIC
Seth Wood	USA
Gath Young	NSW

NCRS Chapter Meet Rooty Hill (Sydney) 2012



We had a very exciting show of cars at this Chapter Meet in Rooty Hill and as always the Resort looked after us all.

There were three cars to be judged, Jessica Lucas's 1960, Terry Ruse's 1993 and Trevor Jones's 1959.

Trevor & Joy had travelled all the way from Rosewood QLD and Terry and Jessica travelled from Queanbeyan ACT.

Also there was a great attendance from our WA Chapter members, thanks go to Terry Martin, David Alder and Gary Wilkinson and Colin Morris. Thank you very much; we really appreciate your attendance.



We also had (Above photo right side and next page) Brent Carr's 1958 and Ron Barrett's 1968 (Above and next page) on display as Sportsman, thank you to both these members for bringing their cars along and displaying them.

Trevor & Joy's 59 (Next Page) was the first time this car had been judged along with Jessica's 60, so it was a thrill to have new cars coming through the system. Both of these cars are fine examples of C1's.





The Tabulator's job is to be astute in the calculations as well as training new members how it's done. Here Wendy & Kris are training Karen Ruse.



On display there were the three Australia International Mark of Excellence cars, thanks goes to Richard Stones, Richard Dickens and Me Murray Forman to display these magnificent cars.

Congratulations to the following members:

Terry Ruse	Top Flight
Trevor Jones	Top Flight
Jessica Lucas	Second Flight
Ron Barrett	Sportsman
Brent Carr	Sportsman

I thank all who attended and made this event spectacular.

Murray Forman

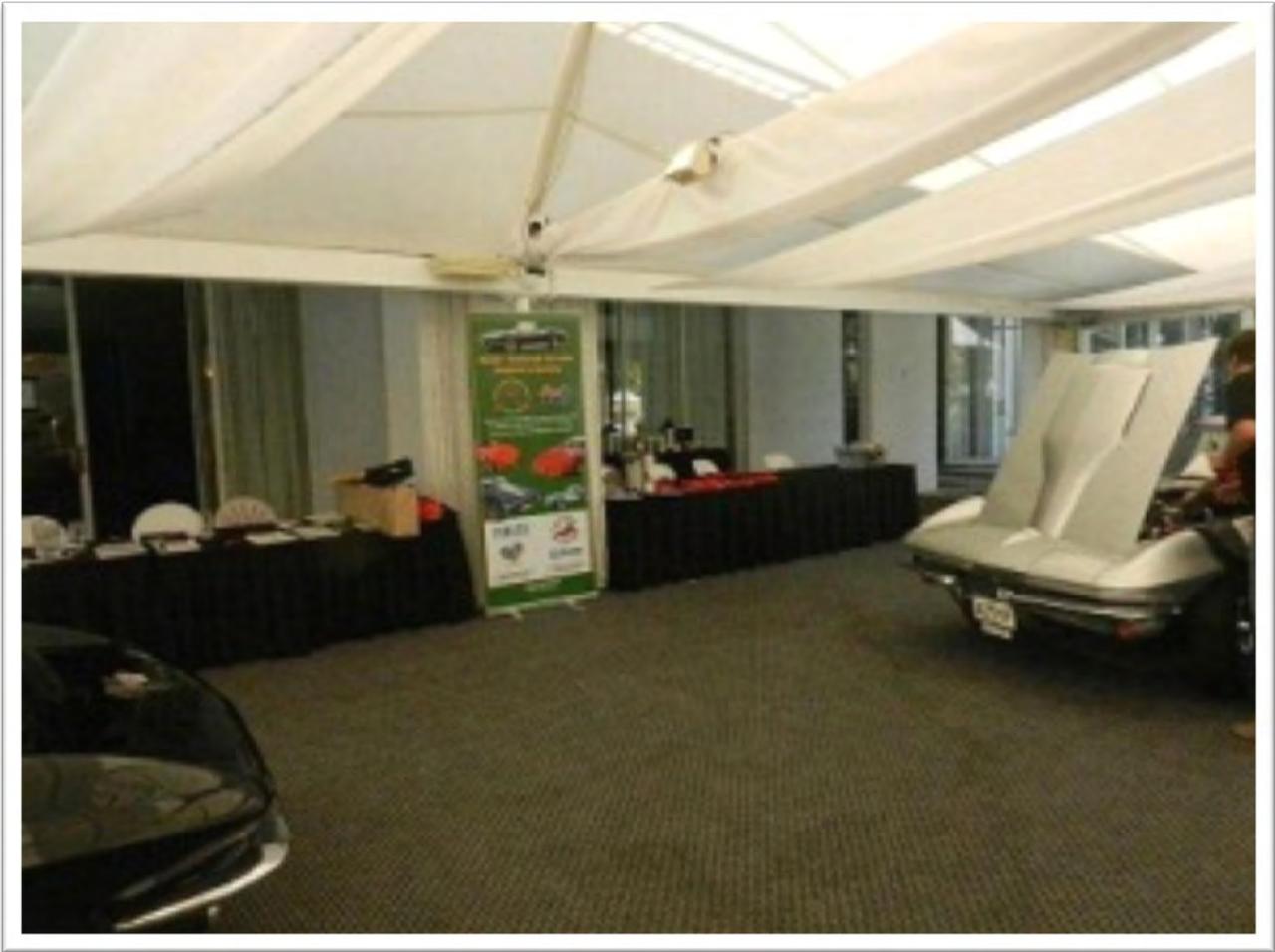
NCRS Perth Chapter Meet Joondalup April 2012



Well here we are once again at the Joondalup Golf Resort in Perth and as always the Perth Chapter members have presented their cars in immaculate condition.

Terry Martin's 1966 coupe, David Alders 1966 convertible, Shane Bennett's 1964 convertible, Allen Grime's 1982 collector and Terry Martin's ZR1 and 1966 "Body Delete" chassis along with Gary Cowans 1965 coupe. These three units were on display as Sportsman Awards.

Congratulations go to all the members on their attendance and support to the Chapter. Our International members were Seth Wood USA, Norm & Shirley Shier USA and Scott & Kay Sinclair Canada. A BIG thanks goes to these people who put in such a big effort in travelling all this way to attend our Chapter Meets. Our members really benefit from the experience that these International members bring with them.



As always, we had a great display of our memorabilia at the official tabulating table. For those who have not attended one of these Chapter Meets, this facility is spectacular. The cars are inside, air conditioned room which is frequently used for weddings or other functions as you can see by the decorations. I strongly recommend the next time we have a Chapter meet in Perth, please consider coming over with us and enjoying these magnificent facilities. It is held in the Golf Resort and the rooms are exceptional. The management looks after us extremely well and we look forward to having a further working relationship with them.

Terry Martin kindly brought along his 1966 chassis that he is building up for a project car he has purchased on the internet. On arrival for this project car, the condition of the chassis, one would easily say, was a sight for sore eyes. But Terry, in his normal “she’ll be right mate” attitude, has achieved an incredible rolling chassis for his new project car.

We decided to run a judging school on “What can you find wrong with this chassis”. How it worked was all the chapter members stood around the chassis

and in a clockwise rotation gave their opinion of what they thought was wrong. If it was agreed by the rest of the group, the position would move onto the next person. If the group disagreed, then that person was eliminated. This was fought out to the very end until we had two competitors left, being Russell Kaiser and Scott Sinclair. The eventual winner was Russell Kaiser. His reward was a bottle of Bourbon that Terry had graciously donated to the winner.

The decision was then made that everyone would enjoy the prize (of course AFTER the judging field had been closed) AND this did happen.

Terry also graciously had decided to display his magnificent R/H drive ZR1 as a sportsman along with Gary Cowans 1965 coupe, both these cars are incredible and a credit to their owners.

After the judging meet was over, we also decided to carry out a second judging school on the next day to do a comparison between a 1963 and a 1964 convertible. This also was conducted in the same fashion but without the prize. Once again it was unbelievable to hear the knowledge of the chapter members and our International judges were impressed as well.





As usual the judging is very intense and as you can see the pressure was on for all.



Terry, is this what happens after a bottle of Bourbon? No sleeping on the job mate

As I stated before, the knowledge that the International members are able to give us is irreplaceable and a big thanks goes to Scott & Kay Sinclair, Norm & Shirley Shier and Seth Wood.

On behalf of NCRS Australia Inc. we truly thank all International judges for their participation; we appreciate your support and knowledge.



Scott Sinclair and Russell Kaiser judging Terry's 1966



Kay Sinclair & Shirley Shier are judging the Interior on David's 1966.



Wendy, as always carrying out the all important part of a Chapter meet which is the Tabulation.

I guess this would be a good time to announce of this Chapter Meet.

Terry Martin	TOP FLIGHT
David Alder	TOP FLIGHT
Allen Grime	TOP FLIGHT
John Poynton	TOP FLIGHT
Shane Bennett	SECOND FLIGHT
Terry Martin/ Seth Wood	SPORTSMAN ZR1
Terry Martin	SPORTSMAN 1966 CHASSIS
Gary Cowans	SPORTSMAN 1965

Below we have the Operations check being carried out on Shane Bennett's 1964 convertible.



Finally, to wrap up the Meet, all cars were presented outside in a display as shown above.



Allen Grime gets his Top Flight award



David Alder gets his Longest Trailered award



David Alder Also gets his Top Flight award



Gary Cowans gets his Sportsman Award



Rusty accepts John Poynton's Top Flight Award



Seth Wood Gets the Sportsman Award for the ZR1



Terry gets his "Bottom" flight award for his 66 chassis



Terry gets his Sportsman award

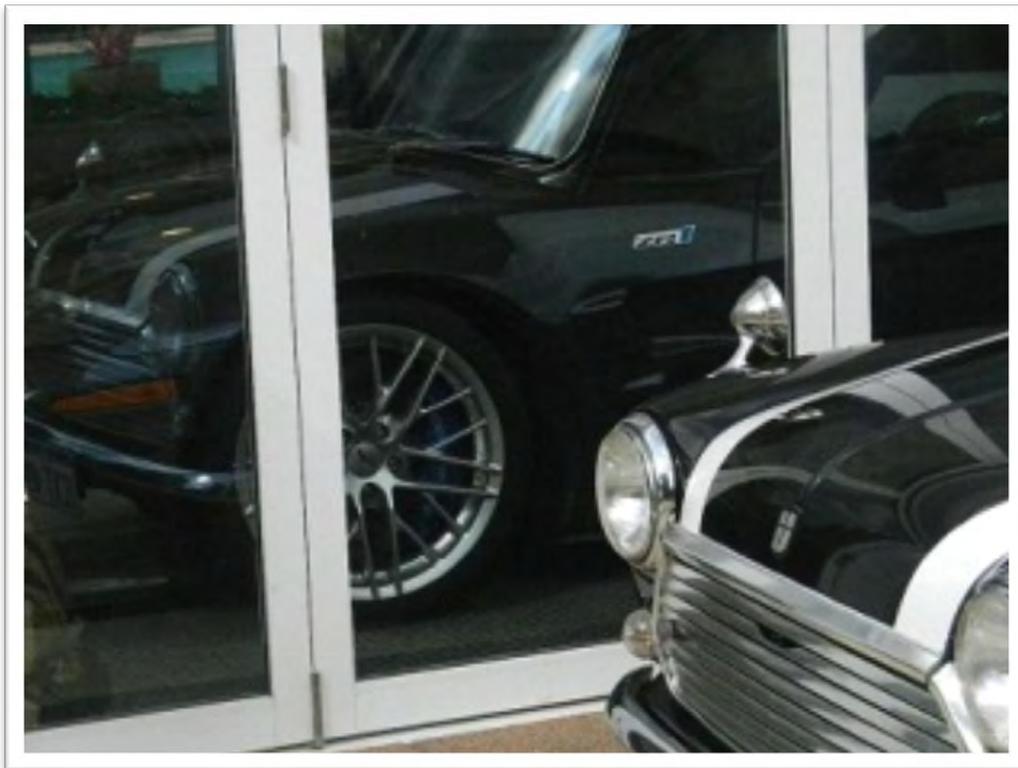


Terry gets his Top Flight awards
Terry, is there an award you haven't received?



And a Big thanks to our visitors for the US and Canada

Below is Jarran Baker attempting to drive Terry's chassis away.



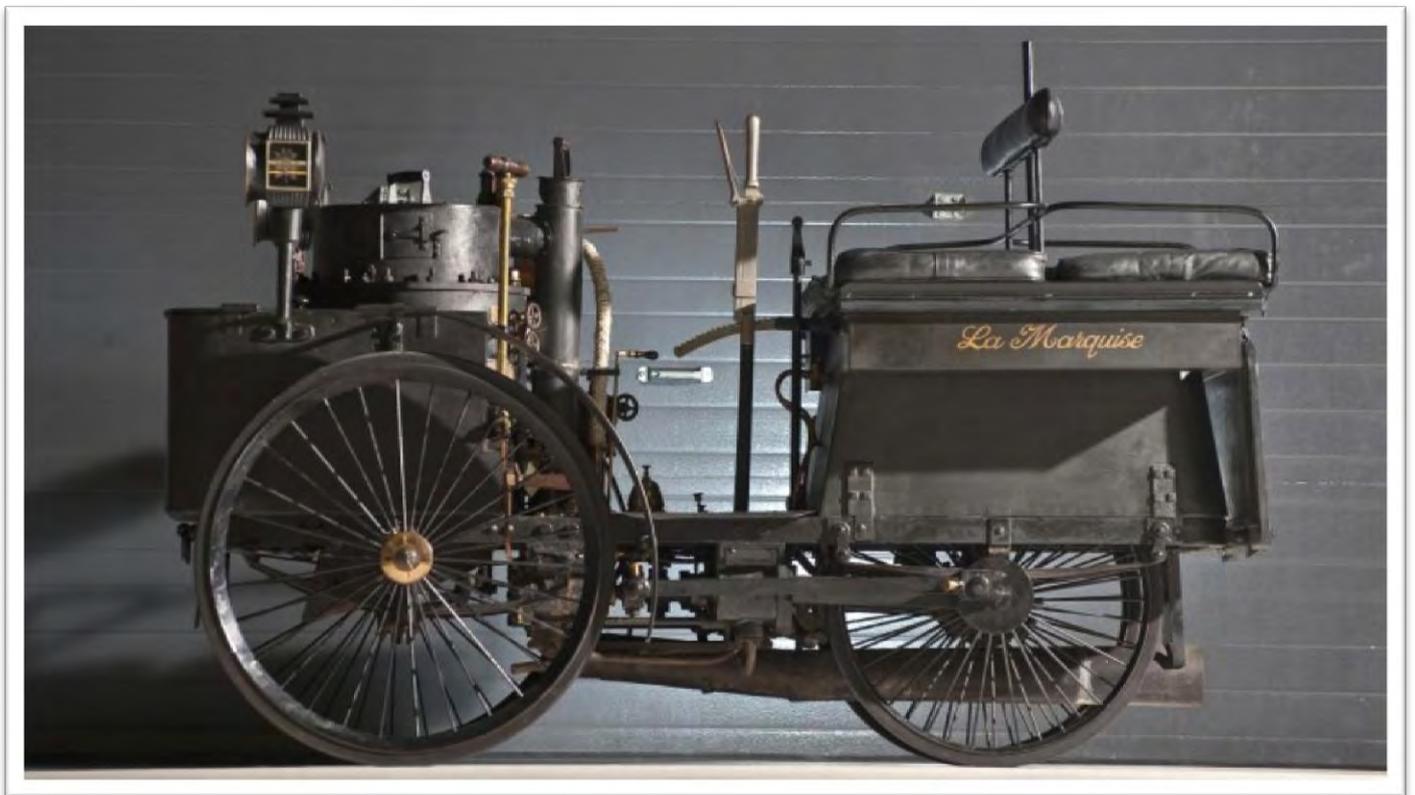
On the last day Russell Kaiser decided to bring his Mini Cooper S along to compete against the ZR1 Cooper that was on show. WOW....pretty tough competition.

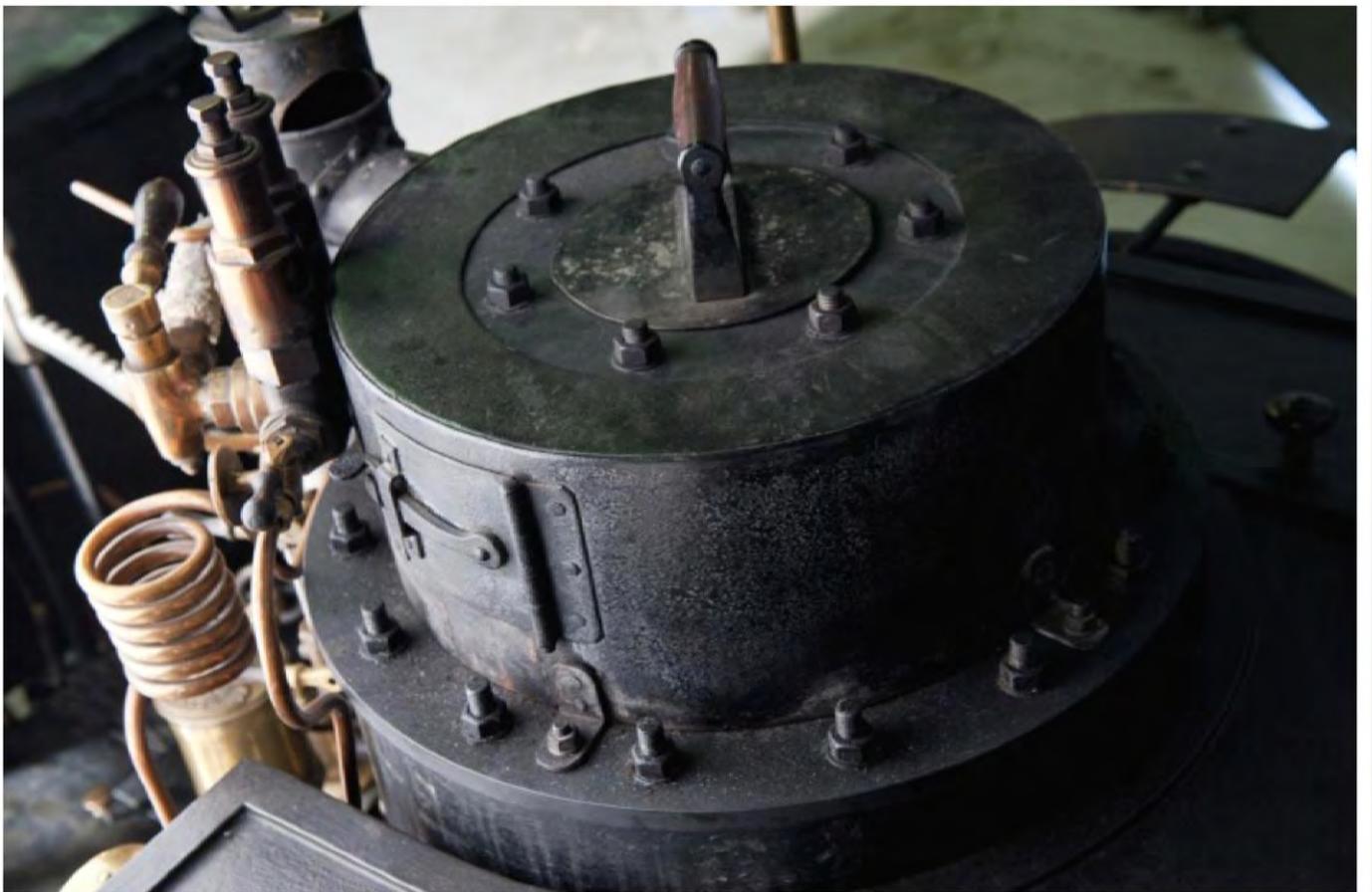
Thanks to everyone for your attendance, without your support we would not survive. MURRAY FORMAN

World's Oldest Running Car Fetches 4.5MThanks to Col Harrison





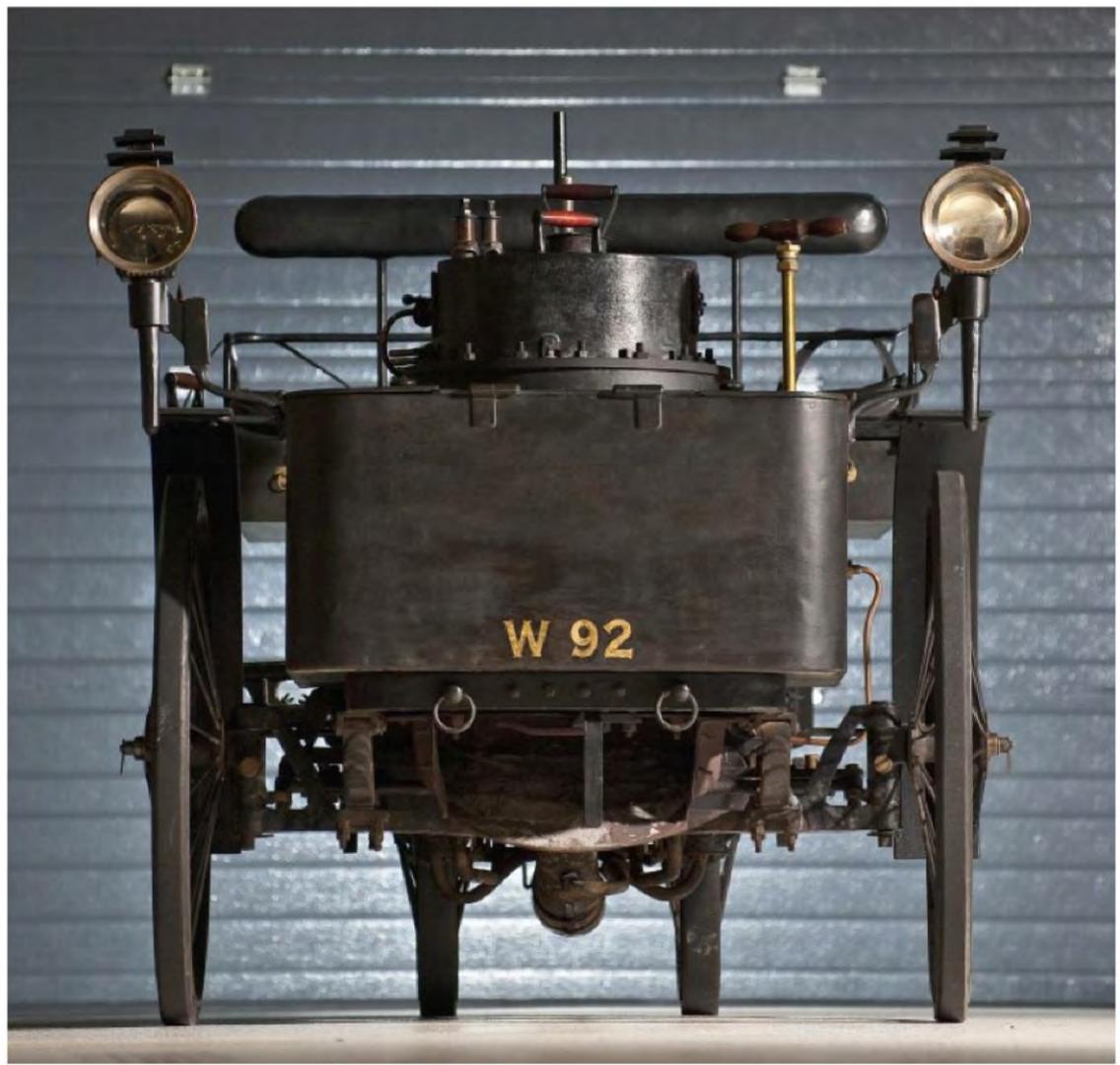


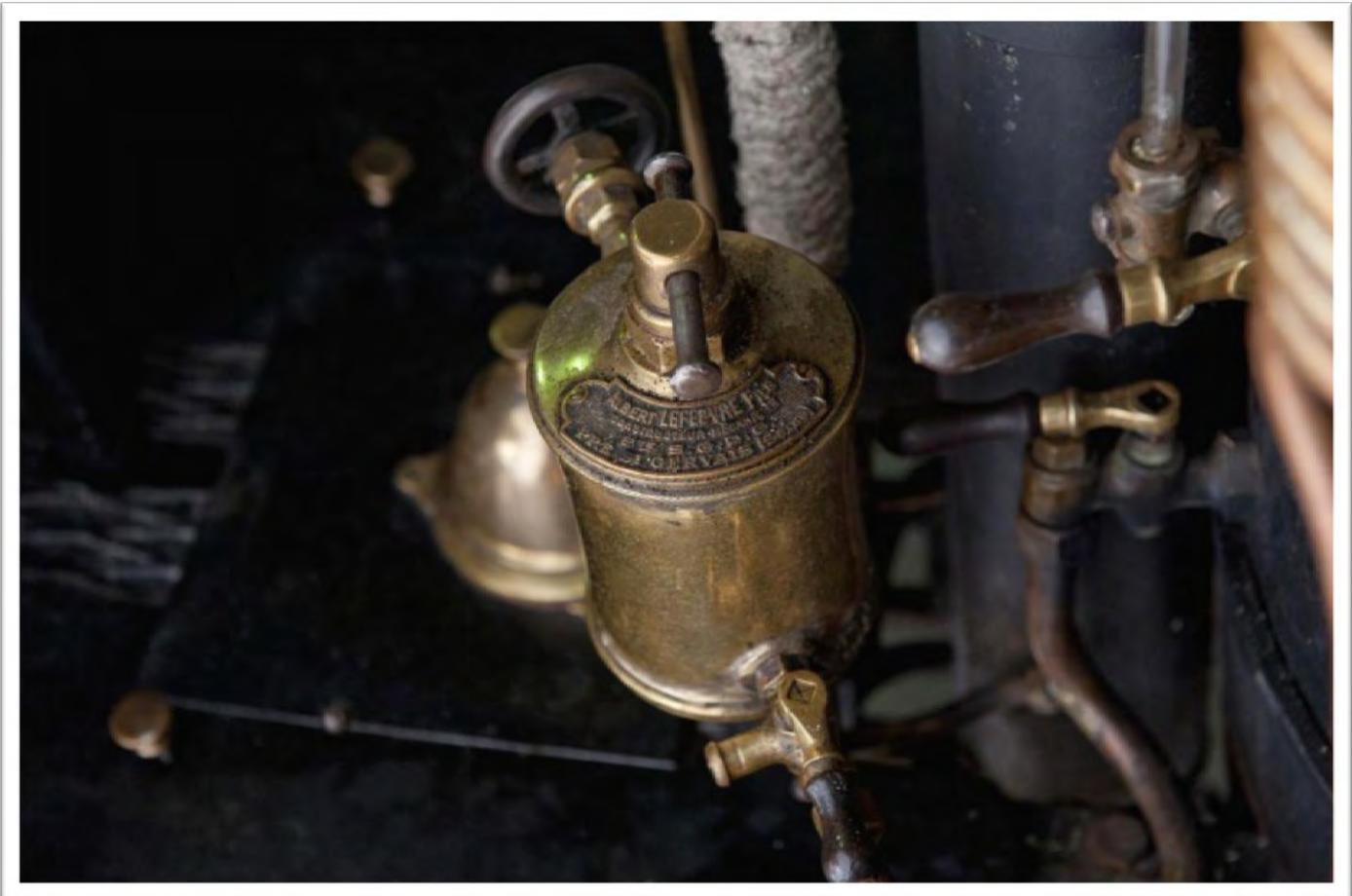












The Million-Dollar Story of the First V8 Corvette.. Thanks to Gary Cowans



Corvette-o-philes know the first-generation Corvette wasn't a muscle car — it was a European-style roadster with Jaguar in its sights. Under the fiberglass hood was an inline six, dubbed "Blue Flame." But in 1955, sales were off. The Corvette needed a transfusion — and it got one.

Among the 200+ cars in the collection of Ken Lingenfelter resides the very first Corvette to be fitted with a small-block V8 engine. To GM, it was experimental car EX-87; to 'Vettologists it's the Duntov Mule, named after Chevrolet engineer Zora Arkus Duntov, champion of the V8 Corvette — and author of the research brief that sold GM brass on muscle cars and performance parts: "Thoughts Pertaining to Youth, Hot Rodders and Chevrolet."

Somewhere around 1954, Duntov headed a joint project whose contributors included Duntov himself; racing legend Smokey Yunick; Ed Cole, father of the Chevy small block; and three-time Indy 500 winner Mauri Rose. The result was the car you'll see in this episode of *Big Muscle*. It had a special, pre-production small block punched out to 307ci, in which still resides the "Duntov 3030." That is, a particularly hot, solid-lifter cam Duntov special-ordered from GM Engineering. The EX-87 also had a bunch of aero gear fitted for stability, for when, at GM's Arizona proving grounds; it would eventually hit 163 mph — staggering speed for the time — with Duntov at the wheel.

Lingenfelter paid \$318,000 for the "Duntov Mule" at auction in 2009. Now it's worth over a million, easily. Lumpy cam and all.

A BIT MORE ON THIS GREAT STORY

Built for outright top speed, this prototype Corvette was built by Zora Duntov. He successfully piloted the car to a two-way average speed of 150 mph in January of 1956 at Daytona. Later two more similar cars were built for the 1956 Daytona Speed Weeks in February.

Over a year earlier, Chevrolet Chief Engineer and three-time Indy 500 winner Mauri Rose had Daytona legend Smokey Yunick install an experimental V-8 engine into a 1954 Corvette test mule, which was given the factory designation EX87. When its testing duties were completed, it was given to Zora Arkus Duntov at Chevrolet Engineering to prepare for a high-speed record run at Daytona Beach in January 1956. It was assigned a new tracking number, 5951.

Duntov modified the car by replacing the windshield with a curved plexiglass windscreen and fitting a fiberglass tonneau cover over the passenger side of the cockpit. Borrowing from recent Jaguar practice, Duntov also fabricated a fiberglass headrest-tailfin for high speed stability. Duntov increased the engine displacement from 283 to 307ci and ordered a special camshaft from Engineering before loading EX87/5951 onto a trailer and heading for GM's Arizona Desert Proving Ground.

After initial resistance from Engineering, Duntov's cam was delivered to the Proving Ground, where it earned lasting notoriety as the "Duntov cam" by helping the car blast off to a record 163 miles per hour, an astounding figure in 1955. That same engine was later installed in another famous Corvette, 6901, which set a new record at Daytona of 150.583 mph.

Sales

At Dana Mecum's Original Spring Classic Auction, EX87 sold for \$318,000 USD. It was described:

"Smokey Yunick passed away in 2001. His widow called Smokey's old friend Steve Tate to come to Daytona, saying that she had "some stuff around the shop" and he should see if there was anything he wanted. That was when Steve discovered an engine marked "Record Run"- the very engine Smokey had installed in EX87/5951 46 years earlier.

After an extensive search Tate discovered the car itself, and purchased it along with its original Chevrolet experimental log book. Working in concert with a small cadre of close friends, Tate then began an enormous year-long restoration project, returning the record-setting engine to its first home and bringing the car back to its original configuration as Zora's famous test bed and the world's first high-performance Corvette. Upon its completion EX87/5951 was featured at the 2003 Bloomington Gold Corvette show.

An incredible piece of Corvette history, EX87/5951 is the forebear of all the great Corvettes that have followed in its path.

A Quest for Corvettes Just as the Factory Built Them

Thank to Gary Cowans



Donald Pulver's Corvette collection reflects his love of the clean lines of the 1956-57 models, whose design, he says, ranks as art

TWO weeks ago, Donald Pulver and Dick Robinson were chatting at Mr. Robinson's auto shop, which occupies an unremarkable grey warehouse in this northern suburb of Philadelphia. The topic was Corvettes.

Mr. Robinson, a slight man with blue eyes and a healthy tan, was wearing jeans and a blue plaid shirt. The business card of Richard Robinsons Restorations says that the shop's specialty is 1956-62 Chevrolet Corvettes, a statement confirmed by the covering of sun-faded photographs on the high walls.

Mr. Pulver, a big, gentle-mannered man in his 70s with a wisp of white hair, owns the Oliver Tyrone Pulver Corporation, a real estate firm that develops high-rise office buildings. He wore a white shirt, black pants and black oxford shoes.

The men were standing by one of Mr. Pulver's Corvettes, a 1963 Sting Ray coupe that had come in to correct a malfunctioning fuel-injection unit and for some attention to its power brakes.



But otherwise, the car was in good shape. More important, Mr. Pulver said, it was in factory-original condition.

“You won’t find one better,” Mr. Robinson said. “That’s a completely original interior. It’s really difficult to find one with the original carpet and seat covers because most of that stuff deteriorates over the years.”

Mr. Pulver smiled.

“Headlights work, Dick?” he asked. The pop-up headlights introduced on this model can be troublesome.

Mr. Robinson thought for a second. “One is a little slower than the other one,” he said, squinting for effect. “But they both work. They just need to be cleaned up.”

Beyond its being an unrestored example of the desirable split-window ‘63 coupe, this car had been ordered new with the Z06 option, a package that included the 360-horsepower engine, a stiffer suspension and lighter, faster-acting brakes. Mr. Pulver bought the car in 1974 at Yenko Chevrolet, a dealership in the Pittsburgh area famous for its high-performance modifications.

“When you drive it, it’s like a rock,” Mr. Pulver said. “That’s for cornering on the racetrack. And then it’s extremely powerful. It’s sort of like an animal. There’s lot of vibration.”

He once drove it 300 miles from Pittsburgh to the Philadelphia area. “It’s really an experience,” he said. “The rear-end ratio makes the engine run about 4,000 r.p.m. at 65 miles per hour, so it’s really cranking. It isn’t that great for trips. It really is a race car.”

Chevy built only 199 Corvettes with the Z06 option in ‘63, which makes them downright rare. Mr. Pulver estimates the value of his car at \$250,000 to \$300,000. He bought it for about \$3,750.

His investments were not always so shrewd. In the early 1970s, he owned a different Z06, one known among Corvette cognoscenti as the Gulf One race car that had competed in the 12 Hours of Sebring. He bought it for about the same price as his current Z06 and sold it in 1991 for \$100,000, he said, to pay property taxes and insurance.

The next owner restored the car to its as-raced condition, Mr. Pulver said, and sold it at auction in Florida in 2009 for \$1.1 million.

“That was tough to sell,” Mr. Pulver said. “I really needed the money.”

The Z06 in Mr. Robinson’s shop, one of two Corvettes Mr. Pulver had there for work, represented only a small sample of his collection of 28 Corvettes — mostly models from 1956, 1957 and 1963 that he bought in 1973-80 for about the same amount he had spent on the Z06.

But buying Corvettes was never about the money. “I’m a lover of art,” he said. “And I say that these car designs were art.”

When Mr. Pulver was a boy in Wayne, Pa., he built model houses out of balsa wood and furnished them; when he was older he considered becoming an architect. Eventually he found his calling in real estate development, which he says he carries out with the same discerning eye that he casts on vintage ’Vettes. (and George Nakashima furniture, another passion).

Referring to the Corvette designs he likes best, the ’56-’57 and ’63, he said: “I contend that these two designs are two of the top 10 designs in the United States for cars ever. That’s my statement and I’ll stand by it.”

Mr. Pulver bought his first Corvette in the early 1970s, after being “infected,” as he puts it, by business partners who owned early examples.

His first one was terrible.

“The plan was all out of whack,” he said, referring to the car’s bent chassis. “And I had to look at that all the time. So I said, ‘I got to get a better one.’ Once you have a straight car you’ve got to have all straight cars.”

Mr. Robinson elaborated: “Ninety-five percent of these cars fell into the hands of kids in their travels through life. They all whaled the daylights out of them, hit things and blew up things.”

The cars were not expensive, and he continued buying. He hired car finders and traded up for cars in better condition. He estimates that he has bought and sold 50 more cars than he has now.

The challenge was finding cars in original condition. “It’s like antique furniture,” he said. “The cars have a certain patina.”

He stopped collecting Corvettes in the 1980s — though he still buys other models, including three 1996 Chevrolet Impala SS sedans — because original cars became so hard to find.

“By that point, people started to restore them,” he said. “Once a car is restored, I don’t want to hear about it.”

He and Mr. Robinson stepped into the body shop where a black 1957 model of his sat in the spray booth. Like the other two-seaters in the collection, the black car sat undriven for years.

“I work a lot,” he said. “Unfortunately in my priorities, my cars don’t have a very high position.” He looked down to the floor.

“Don’s very modest,” Mr. Robinson said.

“He owns some of the finest original ’56 and ’57 Corvettes in the country. I mean, original stuff. He bought them at a time when you could find California cars like this one, or the copper one, or the Cascade Green car that came out of California in the ’70s that were just untouched.”

The original paint is important, Mr. Robinson said. “You can’t duplicate them today because they were originally done in nitrocellulose lacquer,” he said. “And constituents that those paints were made from are no longer available.

“It’s very, very difficult. I won’t say it’s impossible, but it’s virtually impossible.”

Mr. Pulver smiled. “Did I tell you that I’ve got about 40 gallons of that stuff sitting over at my house?” he said.

“It’s still good,” Mr. Robinson quickly confirmed. “Fortunately, lacquer doesn’t have a shelf life.”

When his Corvettes are not in Mr. Robinson’s shop, Mr. Pulver stores them in garages around the Philadelphia area. Seven are in single-car garages in a condominium complex “to diversify risk,” he said.

Among the cars at the condo complex are his second-ever Corvette, a 1957 model with an automatic transmission (“It’s a slush box,” he said), another ’57 model that was drag raced by a previous owner (complete with speed parts stickers under the hood) and a white 1963 roadster — the only car at the complex without cobwebs on the tires.

He said that one gets the most use. He drives it every year in a parade.

“I load my seven grandchildren in the car,” he said and laughed. “Two of them are 16 years old, so they’re not all little kids.”

GM Builds 100-Millionth Small Block Engine

Thank to Gary Cowans

100
MILLIONTH
SMALL BLOCK



WIXOM, Mich. – General Motors today will build its 100-millionth small-block engine –

56 years after the first production small block – representing an engineering legacy that continues to deliver greater performance and efficiency through advanced technology.

Chevrolet introduced the small-block in 1955 and the production milestone comes in the same month the brand marked its 100th anniversary. The small-block engine has been used in GM vehicles around the world and is currently found in global Chevrolet, GMC and Cadillac vehicles, as well as Vauxhall in the United Kingdom and Holden in Australia.

“The small block is the engine that brought high-performance to the people,” said David Cole, founder and emeritus chairman of Center for Automotive Research – and whose father, the late Ed Cole, was the chief engineer at Chevrolet and oversaw development of the original small block engine. “There is an elegant simplicity in its design that made it instantly great when new and enables it to thrive almost six decades later.”

The milestone engine is a 638-horsepower supercharged LS9 small block – the power behind the 205-mph Corvette ZR1 – which is hand-built at GM’s Performance Build Center, northwest of Detroit. It represents the fourth generation of the small block and is the most powerful engine ever built by GM for a regular-production car. GM will preserve the engine as part of its historical collection.

The small block has been adapted in almost innumerable ways throughout the auto industry and beyond. Updated versions of the original Gen I engine are still in production for marine and industrial applications, while “crate engine” versions offered by Chevrolet Performance are used by thousands of enthusiasts every year to build hot rods. The 4.3L V-6 used in some Chevrolet and GMC full-size trucks and vans are based on the small-block, too, but with two fewer cylinders. All of these versions contribute to the small block’s 100-million production milestone.

“This tremendous achievement celebrates an engineering triumph that has reached around the globe and created an industrial icon,” said Sam Winegarden, executive director and group global functional leader - Engine Engineering. “And while the small-block’s enduring design has proven adaptable to meet performance, emissions and refinement challenges over the years, it has more importantly delivered them with greater efficiency.”

Current small blocks engines feature all-aluminium cylinder block and heads in car and many truck applications to help save weight and contribute to greater fuel economy. Many applications feature fuel-saving technologies such as Active Fuel Management – which shuts down four cylinders in certain light-load driving

conditions – and camshaft phasing, which continuously alters valve timing to optimize performance, efficiency and emissions.

The 430-horsepower (476 kW) LS3 version of the Gen-IV small-block helps the 2012 Corvette accelerate from 0 to 60 mph in about four seconds, run the quarter-mile in just over 12 seconds and achieve a top speed of more than 180 mph – all while achieving EPA-estimated highway fuel economy of 26 mpg. That compares favourably against many sports and performance cars:

- The 2012 Audi R8 is EPA-rated at 21 mpg on the highway with a V-8 engine
- The 2012 BMW 650i coupe is EPA-rated at 23 mpg on the highway with a V-8 engine
- The 2012 Nissan GT-R is EP-rated at 23 mpg on the highway with a turbo V-6 engine.

It also compares favourably against many vehicles known more for soccer practice drop-offs – and fuel economy – than quick lap times on a road course:

- The 2012 Toyota Sienna minivan is EPA-rated at 24 mpg with a four-cylinder engine
- The 2012 Subaru Legacy sedan is EPA-rated at 25 mpg with a flat-6 engine
- The 2012 Nissan Maxima sedan is EPA-rated at 26 mpg with a V-6 engine.

“The small-block engine delivers guilt-free performance,” said Winegarden. “It is the quintessential V-8 engine and a living legend that is more relevant than ever.” GM also announced Tuesday that the fifth-generation small-block under development will feature a new direct-injection combustion system that will help enhance efficiency over the current-generation engine.

“The small-block architecture has continued to prove its relevance in a fast-evolving industry and the fifth-generation engine will build on the performance legacy with a significant advance in efficiency,” said Winegarden.

GM is investing more than \$1 billion in manufacturing facilities associated with producing new small-block engines, resulting in 1,711 jobs that have been created or retained. The Gen V engine is expected in the near future and is guaranteed to have 4.4-inch bore centers – the center-to-center distance between cylinders that has been part of the small-block’s architecture from the beginning.

In the beginning

GM didn’t invent the V-8 engine, but interpreted it in a way that made performance accessible to millions of new customers. It got its start in the years following World War II, after Chief Engineer Ed Cole transferred to Chevrolet from Cadillac, where he oversaw the development of its premium V-8 engine.

Cole's team retained the basic overhead valve design that was a staple of Chevrolet's inline-six engine – affectionately called the Stovebolt. It was seen as one of the Chevrolet car line's selling points, reinforcing a message of simplicity and reliability. Cole challenged his engineers to tighten the new engine package to make it more compact, less costly and easier to manufacture.

Upon its debut in the 1955 Chevy line-up, the new V-8 engine was physically smaller, 50 pounds lighter and more powerful than the Stovebolt six. It was not only a better engine for Chevrolet cars, it represented a better way of building engines, with a minimalist design that took advantage of streamlined production techniques.

After only two years on the market, the small-block began a steady march upward in displacement, power and technological advancement. In 1957, a version equipped with mechanical fuel injection was introduced, dubbed Ramjet. The only other high-volume manufacturer to offer fuel injection at the time was Mercedes-Benz.

Mechanical fuel injection was discontinued in the mid-Sixties, but the small-block debuted electronically controlled fuel injection in the 1980s and established a benchmark with the 1985 launch of Tuned Port Injection. This electronically controlled port fuel injection system was advanced in its day and its basic design is still used on most passenger cars and light-duty trucks more than 25 years later.

The small-block's 4.4-inch bore centers – the distance from the center of one cylinder to the next – would come to symbolize the compact, balanced performance of the small-block. It was the dimension around which the Gen III small-block was designed in 1997. In 2011, the small-block is in its fourth generation, powering Chevrolet's full-size trucks, SUVs and vans, midsize trucks and the Camaro and Corvette performance cars.

The first 4.3L (265 cu. in.) engine in 1955 produced up to 195 hp with an optional four-barrel carburetor. Today, the LS9 6.2L (376 cu. in.) supercharged small-block in the Corvette ZR1 is rated at 638 hp (476 kW), making it the most powerful engine ever installed in a regular-production Chevrolet or GM vehicle.

General Motors Co. (NYSE:GM, TSX: GMM) and its partners produce vehicles in 30 countries, and the company has leadership positions in the world's largest and fastest-growing automotive markets. GM's brands include Chevrolet and Cadillac, as well as Baojun, Buick, GMC, Holden, Isuzu, Jiefang, Opel, Vauxhall and Wuling. More information on the company and its subsidiaries, including OnStar, a global leader in vehicle safety, security and information services, can be found at <http://www.gm.com>.

Rare 1960 GM Film Documents Corvette's First Visit to LeMans



In celebration of the 50th Anniversary of Corvette's first visit to the 24 Hours of Le Mans, GM has opened up the media archives and is showing this 1960 documentary which captures Corvette's first class win at the historic sports car race. Narrated by Dr. Dick Thompson, aka "The Flying Dentist", the 35-minute film follows the three Briggs Cunningham Corvettes and the #4 Camoradi Corvette from arrival in France to the post-race celebration

<http://www.corvetteblogger.com/2010/05/31/video-rare-1960-gm-film-documents-corvettes-first-visit-to-le-mans/>

Folk's if ever there was a "corvette" web site to visit, the link above will take you there. Try and put aside 35 minutes of your time and watch this great little piece of corvette history.

Editors Report – Lon LeMaster

Welcome to the NCRS Australia February to May 2012 newsletter.

Well, if you have gotten this far in the Newsletter, you have at least hopefully read a few really fine articles sent in by our members. You guys make me look good because it just becomes an exercise of cut and paste and a bit of formatting and away we go. Thank you all and keep the suggestions coming in.

I would like to encourage everyone to submit articles, photos and information that would be relevant to our members to be included in this newsletter. Please forward information to Lon LeMaster lemaster@bigpond.net.au.

Com'on guys, send me some photos of your cars, kids, restorations and events you have been attending.

Next: The NCRS video mentioned by Murray that was shot at the Sydney Rooty Hill Chapter Meet. The video is 99.9% finished with post production. We would like for this video to be used world-wide, so we have sent copies to NCRS US, for their take on the “almost finished” product. After their feedback, we will finalize the production and the end product will hopefully be made available to existing and potential new NCRS member’s world-wide. If all goes to plan, this DVD will show the US and the rest of the NCRS world, the support that our Australian Chapter has toward this great organization. Fingers crossed folks, in the next issue we will have some good news about this project.

The link I have in the page above. Click on it and watch it. It’s worth it.....

“Rare 1960 GM Film Documents Corvette’s First Visit to LeMans”

Readers please take note of our sponsors at the end of this issue. These folks with their support help to keep our club alive. Let’s show them our appreciation by supporting them as much as possible when we can. If you are planning any future travel, be sure to give Debra Mavin from TravelManagers a call.

The NCRS Clothing and accessories on the page below, if you don’t have one, buy one, like every non-profit chapter, we could use the extra dosh. PLEASE

Lon LeMaster
NCRS Australia Member # Duex
Editor at Small

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www.bloomingtongold.com

Chevy Vettefest

www.chevyvettefest.net

NCRS AUSTRALIA INC. MEMBERSHIP RENEWAL

Hi Everyone,

There are still some of our members who have not yet paid their renewals. I am not going to chase them, if they wish to remain members please renew your membership. It was due in January this year, but we still have not received some payments.

At the AGM it was decided to maintain the present membership of \$35.00 as it has been since we started our Chapter in Australia. The Chapter would appreciate your assistance with this renewal by paying it ASAP and also fill out the attached membership form below with your information so we can check that our records are all correct.

There will be no membership cards sent out this time as the last card you received is good for the next few years.

We will send you a receipt of your payment. Please don't forget if you have a BUDDY please pay their membership with yours at the same time. I will inform your BUDDY that you have paid their membership, and to make sure they have paid your membership in there Chapter in USA.

There are 2 ways to pay this membership

1. Post a Cheque or Money Order made out to NCRS Australia Inc. to our postal address: P.O. Box 207 Kurmond NSW 2757
2. Direct bank transfer to our account: NCRS Australia Inc. BSB: 062595 Acc#10245414

We are putting a group together to go on the Road tour from Denver C.O starting June 24th to the National Convention in San Diego CA from June 30th to 4th July 2012. If you are interested in coming along with us please contact me for the information

Please fill in the form and pay for your membership ASAP. Great talking to you.

Murray Forman
President NCRS Australia Inc.



**NATIONAL CORVETTE RESTORER'S SOCIETY
 AUSTRALIA INC. ARBM 134481208
 P.O BOX 207 Kurmond 2757 NSW
WWW.NCRS.COM.AU**

APPLICATION FOR MEMBERSHIP: _____ U.S NCRS Membership No: _____

Surname: _____ First Name: _____ Date of Birth: _____

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H/ Phone: _____ W/ Phone: _____ M/ Phone: _____

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LIST OF CORVETTE VEHICAL OWNED (for publication in the Members Directory)

(If insufficient space – please attach a further, separate listing). Please use the following code to denote condition: **R** = Restored **UR** = UN Restoration **EO** = Excellent Original **GO** = Good Original **PO** = Poor Original **LH** = Left hand Drive

YEAR	BODY STYLE	REG No.	LAST REG. No.	COLOUR	CONDITION/ STEERING	VIN ID PLATE
	Coupe/ Roadster	if current	if known		as per above code	
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

I wish to become a member of NCRS Australia Inc. I agree to be bound by the current rules.

*I have NO OBJECTION to the above details being included in the Members Directory circulated to all financial members.

*I OBJECT to the above details being included in the Members Directory which will be circulated to all current financial members. (*Please delete whichever4 in NOT applicable).

I agree that I will not use the information contained in the Members Directory for any purpose other than to contact another member to discuss matters of mutual interest. I will not divulge the content of the Members Directory to any other persons or corporate entity.

Signature: _____

Date: _____

I enclose herewith: \$AUD \$35.00. Please send Personal Cheque, Bank Cheque or Money Order. Make Cheque or Money Order payable to **NCRS Australia Inc.**

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