

2019

Corvette

GAZETTE



OCTOBER



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## CONTACTS AND CLUB INFORMATION

### Correspondence

Corvettes of Melbourne Inc  
P.O Box 8052  
Camberwell North 3124  
Victoria

### Club Meeting

Every 2nd Thursday of the month at 8pm (except January)  
Tower Hotel, 686 Burwood Road, Hawthore East  
Pre Meeting Dinner/Drinks at 7:00pm  
Members are requested to wear their nametags for the benefit  
of visitors.

### Membership Fees

Joining fee \$20 (1 time fee)

Annual Single membership Including access to an electronic  
copy of the monthly club magazine, 'The Gazette'. \$80.00 per  
year

Annual Family membership Including access to an electronic  
copy of the monthly club magazine, 'The Gazette'. \$100.00 per  
year

All Membership subscriptions are due for renewal in  
September each year

### MEMBERSHIP OPTIONS

Annual Subscription 'The Gazette' hardcopy:

Opt-In subscription to receive a printed copy of the monthly  
club magazine mailed to your address,  
\$50.00

### Additional Member Name Tag(s)

Your initial Joining Fee includes personalised name tags to each  
single member and two family members. Additional name tags  
are available for \$10.00 per tag.

### Annual Club Permit Scheme Fee:

Opt-in administration fee applicable only to members who  
participate in the CPS scheme through the CoM.  
NB: the existing 'CPS Year In Advance' fee payment policy will  
be retained unchanged.

Club Permit Scheme is available through Corvettes of Melbourne  
to authorised vehicles. Enquiries can be made directly to the club  
at CPS@corvettesofmelbourne.com . Members applying for the  
Corvettes of Melbourne Club Plate Scheme must request a copy  
of the Club Plate Scheme Policy and abide by all conditions as  
listed. Note fees are applicable for all club plate scheme vehicles,  
as set out in the club permit scheme policy.

Make cheques out to:  
**"Corvettes of Melbourne"**  
P.O Box 8052  
Camberwell North 3124

Pay directly into our C.O.M Account  
BSB:083 323 Acc: 608852877  
Use your name as a reference

### President

Tony Asquith  
0418 311 833  
president@corvettesofmelbourne.com

### Vice-President

Garth Bradbury  
0411 131 294  
vicepresident@corvettesofmelbourne.com

### Secretary & Public Officer

Robert Jordan  
0487778354  
secretary@corvettesofmelbourne.com

### Treasurer

Joe Younane  
0418 478 814  
treasurer@corvettesofmelbourne.com

### Membership Officer

Brendan Greene  
0419 88 1500  
memberships@corvettesofmelbourne.com

### Committee at Large

Peter Whiston (LM)  
0418 677 371  
Greg Webster  
0434051140

### Events Coordinators

Adrian Villante  
0419 528 112  
George Arhontogeorgi  
0407 527 477  
Tony Asquith  
0418 311 833  
Dean Cooper  
0419 511 276  
events@corvettesofmelbourne.com

### Archivist

Mark Collins  
0407 800 154  
archives@corvettesofmelbourne.com

### Merchandise

Tania Cassidy  
0402 469 478  
merchandise@corvettesofmelbourne.com

### Newsletter Editor

Graham George  
0433 212 272  
gazette@corvettesofmelbourne.com

### Webmaster

Lloyd Perrin  
0409 556 588  
webmaster@corvettesofmelbourne.com

Email

webmaster@corvettesofmelbourne.com

Website

www.corvettesofmelbourne.com

Facebook

www.facebook.com/corvettesofmelbourne

The purpose of Corvettes of Melbourne Incorporated is to provide  
a family friendly and inclusive environment that is dedicated to the  
enjoyment and appreciation of the Chevrolet Corvette sports car.  
A copy of the Model Rules that have been adopted by Corvettes of  
Melbourne as our club's standing rules can be found at: [https://  
www.consumer.vic.gov.au/library/forms/clubs-and-not-for-profits/  
incorporated-associations/model-rules-for-an-incorporated-association.  
doc](https://www.consumer.vic.gov.au/library/forms/clubs-and-not-for-profits/incorporated-associations/model-rules-for-an-incorporated-association.doc)



## PRESIDENT REPORT

Hi everyone,

If you look at my picture to the right of this report you will see my eldest grand child Joshua with his Corvettes of Melbourne jacket on, he loves this jacket and wears it everywhere. Mind you, I took my jacket off straight after the photo as I was too hot!

Everyone will have received the email version of the magazine as we promised. I think it is amazing and it is a direct copy of the printed magazine. Well done to the magazine team and anyone else who was involved in getting this on-line edition published.

We had a great turn out to the Toolangi Tavern run on Sunday 22 September 2019, with 15 Corvettes and 29 people. The Tavern provided great service and food, well done to them and to the events team for organising this great day.

We had one HOON that left the Tavern with a screeching of tyres, you will never guess who, one of our founding members, Peter Whiston in his new C7. What a show off! I think he would say just warming the tyres, GOOD ONE PETER! We had a fabulous raffle on the day raising over \$160.

We had a committee meeting on 26 September 2019 and the committee voted and decided on the Christmas party food arrangement, which will be different from previous years and will cater for everyone's food liking.

The Christmas party will be held on Sunday 1 December 2019, so keep this date free. All details will be revealed in due course.

Our next event is the STINGRAY run on 5 and 6 of October 2019, we will be heading up to Shepparton on the Saturday and then on to Euroa on the Sunday for the car show, I know by the time you receive this magazine the event will be over.

We have a great event month of events for October, these events are published with further information in the magazine. We hope to see everyone at at least one of these events.

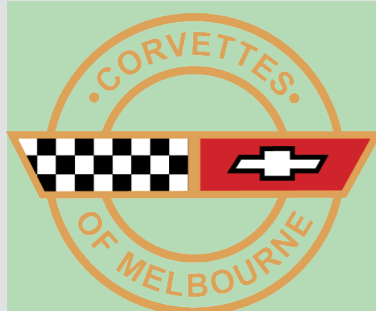
Our next monthly meeting will be 10 October 2019 at the Tower Hotel Hawthorn.

Only 12 weeks to Christmas so girls start shopping.

Cheers for now Tony Asquith, alias Mr President.



**If you need to replace a missing nametag or would like a spare one, text or email gringo via 0419 88 1500 or gringo350@icloud.com**



## Corvettes of Melbourne

### Thursday 14th November

TOWER HOTEL HAWTHORN

Starts at 8pm or get there at

7pm for some dinner, drinks and a chat

# HAPPY BIRTHDAY

*All the best to our members who are having a special month*

## October

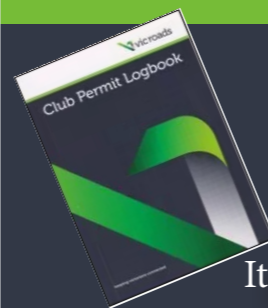
Gael Amiguet  
Julia Anderson  
Christine Bradbury  
Lisa Garcia  
Chase Whiston  
Maya Whiston

Mark Collins  
Rod Glanville  
Peter Kerkvliet  
Grant Lilley  
Greg Webster  
Daniel Zadnik

*Have we missed someone's Birthday ?!*

*Or are you having a Special one (a big 'O') ?*

*Let Brendan (gringo) know and we'll update the list.*



CLUB PERMIT  
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### Notice about membership:

It is important that your membership is current during the time of you participate in the CPS.

There is an overlap between when club membership subscriptions fall due and when your CPS will expire. To overcome this the Committee has decided that members on the CPS will pay a once off extra annual membership payment to ensure they are members of the club during the time they are on the CPS. Should you leave the club or no longer partake in the CPS a refund will be made to you.

Officers who can sign off on Permit

applications and renewals:  
Dan Butters 0407 726 773  
Peter Whiston 0418 677 371  
Joe Younane 0418 478 814

People who can sign Vehicle Eligibility and Standards Declarations (Scrutineers):

Nic Bolis 0417 500 198  
Dan Butters 0407 726 773  
Lloyd Perrin 0409 556 588  
Peter Whiston 0418 677 371  
Joe Younane 0418 478 814



## Minutes of Meeting

### Corvettes of Melbourne Inc. No. A0023933M

Regular Monthly Meeting

Date: 12 September 2019 Tower Hotel; Hawthorn Meeting Commenced: 8:06pm

Chair: Tony Asquith, President

#### Welcome:

#### Apologies:

Lloyd Perrin, Neil White, Dean Cooper, Christine Grinberg, Dan Butters, Mark and Betty Andre, Robert Jordan

**Minutes of meeting:** 8 August 2019

Moved that minutes of last meeting be accepted:

**Proposer:** Cheryl Asquith **Seconded:** Glenn Pellegrino

#### **Reports:**

##### **Treasurer's Report**

Presented by Joe Younane, Treasurer

The Treasurer's report and current financial position, including forthcoming obligations, was tabled and discussed in detail.

Moved that the treasurer's report as presented be accepted:

**Proposer:** Tania Cassidy **Seconded:** Dave Martin

##### **Secretaries Report**

Regular magazines were received from NSW and Chev Car Club. No other matters.

#### **Events Update:**

##### **18 July – Fat Bob's Bar & Grill**

- Adrian Villante reported this event was successful on all fronts, 17 cars and 30 plus members and that the venue served plenty of good quality food. See Septembers Gazette for details.

##### **22 September – Toolangi Tavern**

- Meet at the Manhattan Hotel 10:30am for an 11:00am depart

##### **5-6 October – Shepparton Stingray Run**

Central Victoria Corvette owners have worked hard to make this 6<sup>th</sup> Run a great success.

- 5 October overnight in Shepparton after a big day of events.
  - Meet at BP Wallan on the Hume Fwy at 9:30
  - Stay at Park Lake Hotel
  - 70's themed dinner
- 6 October – Euroa Car Show
- Look inside the Gazette for more

##### **19 October – Saturday night at the Toy Box** from 5:00pm.

- Music and fun. More details in the Gazette and by email.

##### **27 October – Berwick Mens Shed:** Akoona Park, Princes Hwy Beaconsfield from 8:00am

- This is the 3<sup>rd</sup> event of this type and proves more popular each year. More details from Nic Bolis or read inside the Gazette.

##### **5 April 2020 – Lang Lang Proving Ground Cruise**

- Do not miss this. More details will appear in the Gazette and on CoM Chat as they come to Gringo.

##### **Christmas Party in December**

- To be discussed at next Committee Meeting.

**Dyno day** - Details to be sent by email.

##### **2022 National Corvette Convention**

- Yes, thinking has commenced and planning will begin soon. Volunteers will be wanted for the Convention Committee.

**Merchandise Update** – Plenty still available, see Tania

Meeting Closed: 8:50pm.

Next meeting: 10 October 2019 at the Tower Hotel, Hawthorn. Dinner from 7:00pm, Meeting commences 8:00pm.

Minutes by: Garth Bradbury, Vice President.



# Notice to all Members

Club Fees must be paid by Final Due Date 31st October 2019 (No Further Extention will be granted)

If you have not paid yet please make your payment immediately.

**Pay directly into our C.O.M Account**

**BSB:083 323 Acc: 608852877**

*Use your name as a reference*

or contact **Joe Younane 0418 478 814**

or make payment at **October Meeting**

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**If you do not make your payment by 31st October your membership will lapse and renewal fee may apply\***  
**If you wish to terminate your membership we would appreciate a text to Brendan**



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Akoonah Park Mens Shed Inc. accepts no responsibility for any vehicles attending the show

## 32ND CORVETTE NATIONALS CORVETTE ENCOUNTER



2020 SOUTH AUSTRALIA  
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10TH APRIL TO 13TH APRIL 2020

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Register before 31st December for early bird draw!

## ACCOMMODATION ALERT

**We all lead busy lives and, as a Committee, we understand that the 32nd Nationals in South Australia is over six months away but accommodation is going fast. If you would like accommodation at McCracken Country Club, we are firmly encouraging entrants to lock in their accommodation as soon as possible in order not to be disappointed.**

**MCCRACKEN COUNTRY CLUB  
CONTACT IS 08 85510200.**

# Toolangi Corvette Cruise

Corvettes of Melbourne Toolangi Corvette Cruise - Sunday 22/09/2019 - A personal Perspective.

The day of our Corvette cruise to the Toolangi Tavern dawned as a typical Melbourne Spring morning, sunny breaks in amongst the clouds with a cool breeze but thankfully no rain forecast, perfect day for a cruise. Woke up late so there was just time for breakfast and a quick coffee at our local before completing our pre-flight checks, the usual thing top up the oil and some air in the tyres and ready to go. There was plenty of fuel on board for the return journey so it was off to our rendezvous point at the Manhattan Hotel, in Ringwood.

There were about 10 Corvette crews in the carpark when Meredith and I arrived including the club's newest member Andrew, with his recently purchased 1966 327, 300 HP coupe in immaculate mosport green. A fantastic looking car and the centre of everyone's attention until Neil and Lloyd called us to attention with instructions on the route for our cruise to Toolangi. So 12 Vettes, C2 ranging to C7s, set off with Neil leading the way and Lloyd bringing up the rear while the CoM western chapter was setting out from Essendon DFO at their own pace.

We had a fantastic, if interrupted, red light stopping, drive to Lilydale; there we regrouped then headed in full formation off to Coldstream, up the Melba Highway and onto the Yarra Glen bypass to Dixons Creek, turning right onto the Healesville-Kinglake Road to the Tavern. Thanks to Neil we were able to park all 15 or so Vettes in a row which provided a very impressive display next to the Tavern. Our automotive display drew a lot of interest from the locals and even the official media photographer who was supposed to be covering the VicRally car rally that was underway in the Toolangi State Forest nearby!

We had 30 to 35 members for lunch, a great turnout. I thought the menu options and food were first class and the venue is great, set in the rolling hills of Toolangi. Everyone enjoyed themselves but I noted we are a noisy bunch, not sure what any locals who might have dropped by for a quiet counter lunch would have made of us? But who cares right? And gee they really seemed to love the cars.

GG ran the club raffle, tickets were 3 for \$5 or 8 for \$10 but Meredith and I could only raise \$2.80 in cash between us so we got 2 tickets. But amazingly that was enough for us to win first prize! The raffle raised about \$160 for the club, which was a great result.

Soon it was time to go and collect my first prize, a mechanic's creeper trolley measuring 1.03 by 0.5 m which will come in very handy but it proved problematic when you have to shoehorn it into the back of a C3! It did cross my mind while Meredith and I were wrestling with the trolley that this might be the club raffle sub committee's idea of a practical joke. But no not true. Who knows there may be potential for offering prizes you can't fit in a Vette!

Now I will not name names but a certain dark coloured C7 left while we were loading the vette and shall we say it woke up the sleepy hamlet big time! I can only assume that MYVETTE's foot slipped accidentally onto the accelerator, instead of the break, twice while cruising through the hamlet or did they join the car rally?

Great day was had by all, thanks to Neil, Lloyd, Adrian, Dean et al. for yet another great club event.  
Cheers  
Bernie & Meredith







September saw a big contingent of Vettes cruise to the Toolangi Tavern, located just over an hour from Melbourne's CBD, and a scenic 15 minute drive from Yarra Glen & Healesville.

The weather started off pretty spectacular with sunny blue skies, which quickly turned cool and overcast with rain threatening. Fortunately the rain held off until later in the evening making it perfect cruising weather, particularly for those notoriously hot C3s.

There were two meeting points. One at the Manhattan Hotel car park in Ringwood and the other at the Essendon DFO car park.

Fourteen Vettes took off from the Manhattan Hotel and travelled along Canterbury Road, onto Swansea Road through Montrose, along Maroondah Highway through Lilydale, to the magnificent Melba Highway (named after a dessert with peaches), and the Kinglake - Healesville Road to Myers Creek Road Toolangi (the home of Australia's greatest poet C.J. DENNIS). And we did it all without a GPS thanks to our trusty rally leader Neil White.

The crew from Essendon travelled in three cars through Kangaroo Ground, to Yarra Glen and then North to Toolangi where they arrived shortly after the first group. In total there were 17 cars and over 30 members. Big turn out! Well done to the organisers.

For those who were unable to make it, the Toolangi Tavern is set on 4 hectares surrounded by the tall trees of the Toolangi State Forest. With Healesville in one direction, and Kinglake in the other, the drive was as beautiful as the destination. The Tavern is a family-run business headed by Michael Pearce (formerly of the Healesville Hotel and Stokehouse). The venue was warm and the menu contained fresh, local, honest meals with pub classics. I thoroughly enjoyed my chicken parmigiana which I washed down with a glass of local red.

The extensive off road car parking made it perfect for parking all the cars which was a sight to behold as many of you would have seen from the Facebook pics. Thanks Adrian Villanti. We also made it on the Toolangi Tavern Web Page.

For me the most memorable moments were, catching up with friends I haven't I seen for a while; hearing the thunder of Neil Pimlett's 69 Big Block as he kicked it over; getting caught at the lights and losing sight of the main group and taking off like a bat out of hell with Lloyd Perrin close behind me as we caught up; the picturesque drive to the venue; great company food and wine; Lloyd Perrin riding the pony (or was it a Mustang?); Lloyd Perrin paying for his meal; and the blissful and solitude drive home, just me and my Vette. What more could you want? Hope you all had memorable moments too.

John Luppino



# *Miss* **OCTOBER**





Tania and GG will be putting the band back together from 4pm bring a plate and what you want to drink.

If you play an instrument bring it along for a jam with "The Vetterans".  
Players please contact Tania via email for song list [taniacassidy@hotmail.com](mailto:taniacassidy@hotmail.com)



# Carls American Garage

8 Duiker Ct, Langwarrin VIC 3910



# BBQ

## NOVEMBER 10TH



Meet at Bp servo cnr Thompson and Western Port Hwy at 11.15 am for a 11.40 departure

# MEMBERS RIDE



I am Peter Whiston, one of the founding Members of COM some 30 years ago, ticket holder #1. I was asked to do a write up on my C7 zo6.for our mag, I am passionate about the Corvette brand & have continually owned a Corvette since 1977. The cars have evolved over that time & I find this c7 to be outstanding in the way it rides, it's features & the power.

The journey with my C7 started back in 2018 when my son Kane told me about the car a dealer he uses in the US had. A ,2017 Grey, ZO6,Auto,with black trim. Performance data recorder, which is a step up from a dash cam that records Revs, gear, speed, etc & can be played back as a video, & Carbon fiber roof panel. The ZO6 option includes, Larger brakes. Upgraded trim level. Bigger wheels & tyres Selective ride control (which alters your shocker settings.) Wider body. Aerodynamic kit.

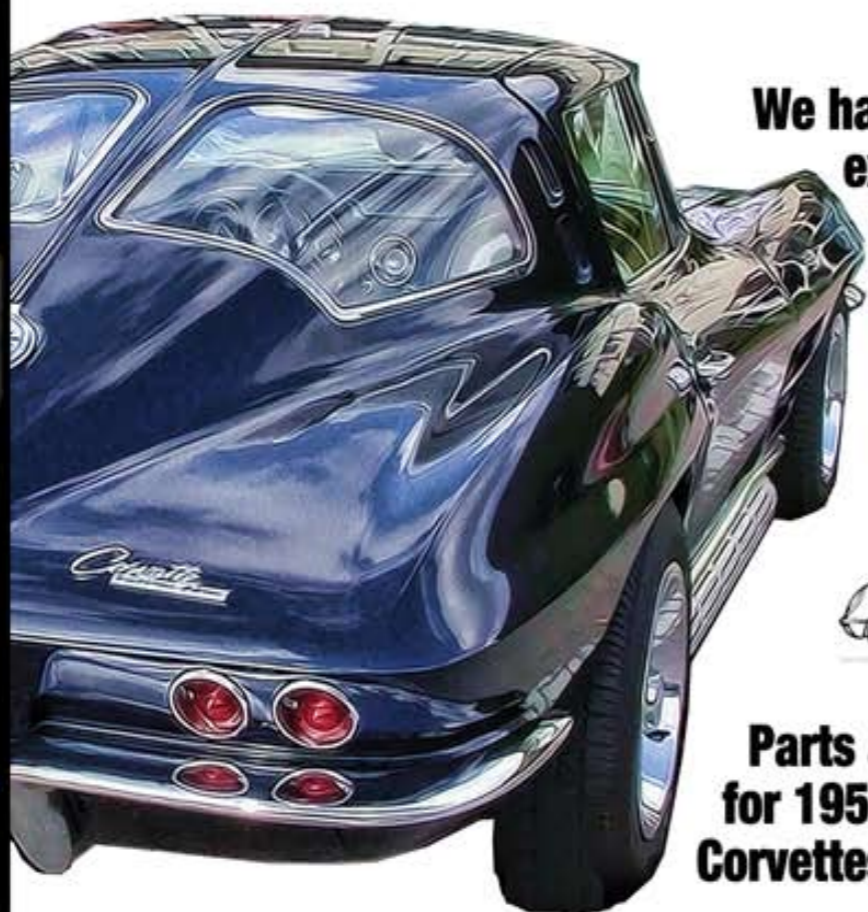
Supercharger which helps increase the horsepower to 650. The car was freighted out of California to Melbourne & the import approval organized by Corvette Clinic. Who also performed the Right Hand Drive Conversion. My preferred vehicle combination was Grey with Red trim .The Dash, door panels, console, & other panels have to be re covered during the Conversion process so it made sense to change the colour to what I wanted at that time. I only got the car registered a couple of days before the Toolangi Tavern lunch run so I haven't done a lot of Ks at this time, however IAm loving the way it drives, no harsh suspension, & the road feel is exactly what you should expect of the brand. Already I know this is probably the Nicest & most refined Vette I have owned I still enjoyed all my previous cars, but you can tell how time & development has improved these cars. It doesn't matter what year Vette you have they are still fun to drive, (it's a shame we have speed cameras.) I can't wait to cruise to Sheparton & Euroa for the Corvette weekend in October.

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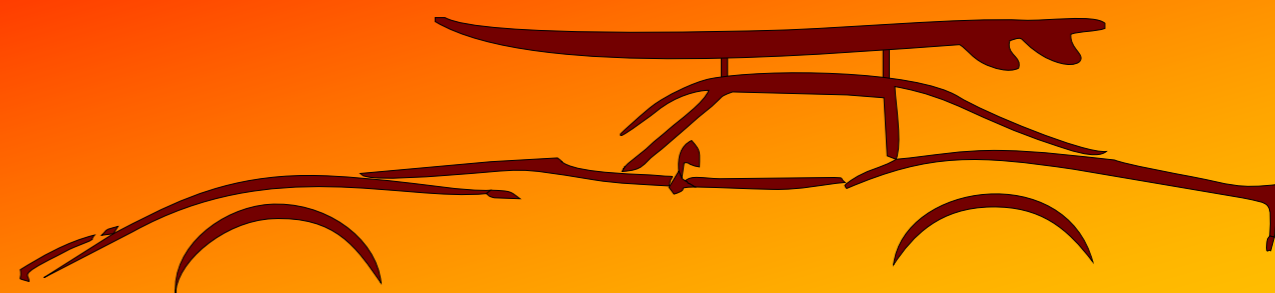
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*2nd Annual*

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**Coastal Cruise, BBQ Lunch, Corvette Charity Cabaret, plus Torquay Rotary Club Car Show**

**Write the date down, and make sure you keep the weekend clear for this annual Corvette Event**

**Detailed information to follow soon**

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Surfcoast Corvettes, Inc



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## TOY CARS

Oh no, a pink '57 corvette ?  
Yes, and I bet Mary Kay had  
one in her garage !  
From Welly die casting p/l.  
About \$15.

DAVE THE RAVE

## MONTHLY LAUGH

What's the difference between a good  
burger and a shooting star ?  
The burger is very meaty but the other is a  
little meteor.

David Attenborough tells us how you can  
tell the difference between an alligator and a  
crocodile.  
One will see you later, and the other in a  
while.

My grandfather always said "As one door  
closes, another one opens"....  
Lovely man. Terrible cabinet maker.

I was drinking a Jack and coke when the waitress  
yelled "Does anyone know CPR?".  
I yelled "I know the entire Alphabet" and we all  
laughed and laughed. Except, one guy....

HA HA  
HA HA !



# Corvette Chronicles: The Corvette's Introduction In 1953

Have you noticed how new car introductions seemed to have lost their luster over the past few decades? With the recent introduction of the next-generation Corvette aside, it seems manufacturers aren't really excited about introducing the latest creation to the world at large. That wasn't the case in 1953 when the Corvette was first introduced. Back then, it was obvious the excitement was shared on both sides of the velvet rope.

Back in the '50s and '60s, dealerships would whitewash their windows to keep prying eyes from prematurely

as the "Motorama" — a title that was first used for the 1953 event — these expositions would travel around the nation, giving the world its first glimpse at the cars that would move them into tomorrow.

## A Star Is Born

When Chevrolet sought to show its sports car to the world, it did it in grand fashion at the General Motors Motorama held at New York City's Waldorf Astoria hotel on Jan. 17, 1953. Production began a frantic six-months later.

The cars were destined to be an

American flag in the mix. The faux pas was realized just hours before the car's debut, and a different emblem featuring two different crossed-flags — one wearing a Chevrolet Bow Tie emblem and the other, a French fleur-de-lis symbol — was flown-in to replace the illegal logo. The original logo has survived the ages and now resides at the National Corvette Museum.

Once the curtains were pulled back, the world was all too happy to take in Chevrolet's latest creation. The Corvette's first showing proved to be an overwhelming success. The world



seeing the newest offerings. It was a great way to build anticipation, as well as get potential customers across the dealership's thresholds. In a world where information didn't travel at the speed of light, enthusiasts had plenty of time to pour over a new car's surface and see what was new. With today's cell phones and the Internet, automakers have given up on soapstone and whitewash, favoring spy photos and information leaks to whet the buyer's appetites.

In 1949, GM created its own venue for highlighting its newest offerings to the buying public. What became known

American answer to the small, nimble European sports cars many G.I.s experienced while visiting Europe on Uncle Sam's payroll. In an attempt to make Corvette unmistakably American, Chevrolet devised a unique emblem for its new sports car, featuring an American flag crossing a checkered flag.

There was only one problem. Just a decade earlier, folks in the white, domed building passed the National Flag Code, which made it illegal for the flag to be used for advertising purposes. There was no way Chevy would be able to trademark the crossed flags with an

seemed to flow through the turnstiles, and the word "Corvette" was now a permanent part of their vocabulary. What began as a simple question to gauge the public's interest in an American two-seater raised the larger concern of how Chevrolet was going to satiate the buyer's apparent hunger.

The first complete Corvettes rolled out of Chevrolet's converted Customer Delivery Garage off of Van Slyke Road in Flint, Michigan, on June 30, 1953. Each one of the cars was hand-assembled on the assembly line, and only 300 Corvettes were made for the 1953 model year — all Polo White with red interiors and black convertible tops. The first 1953 Corvette took three, 16-hour days to assemble, but production eventually ramped up with three cars rolling off the line each day.



## A Bigger Inspiration

Corvette's impact on society from its first showing in New York goes far deeper than merely stoking the appetites of American drivers. Among those power-hungry people was a Belgian-born American engineer by the name of Zora Arkus-Duntov.

Zora managed to bootleg more things through Chevrolet than any other engineer I've ever known. — Ed Cole, Chevrolet Chief Engineer

Zora was both enamored and underwhelmed with the new sports car. He couldn't take his eyes off of the sexy lines of this new design, but he also couldn't believe his eyes. How could Chevrolet infuse this car with the Blue Flame six-cylinder engine?

From his prior experience, Zora was quite familiar with performance driving, having learned from the likes of Sidney Allard in the development of the Allard J2 race car. He penned a letter to Ed Cole, who was Chief Engineer at Chevrolet at the time and suggested several improvements. He also stated, "It would be a pleasure to work on such a beautiful car." Zora was hired at Chevrolet shortly thereafter.

Corvette's biggest fan was now working on the inside, but not always with company approval. Ed Cole reportedly



once stated, "Zora managed to bootleg more things through Chevrolet than any other engineer I've ever known." His ability to get things done under the radar is still legendary within the halls of GM.

Zora was able to somehow keep Corvette alive

thanks to Chevrolet's new V8 engine and Corvette's four-speed transmission. Fuel injection soon followed, along with various other performance concoctions that were either deemed too costly or too



far ahead of their time.

Zora continued being Chevrolet's ace-in-the-hole on race day. His conviction that racing improves the breed stood true and kept Chevy in the race with other manufacturers through the muscle-car years. He continually butted heads with bean counters and upper management whenever his endeavors would come to light.

Even then, Zora continued to read the rule-book from the back-side of every page. In the midst of the 1957 Automobile Manufacturer's Association (AMA) ban, when upper management doubled-down, withdrawing all financial support for racing in 1963, Zora was putting the finishing touches on what would become the Grand Sport Corvette. Intending to build at least 125 cars to meet homologation rules — and known as "lightweights" — these cars were race-bred track monsters. While corporate managers were expecting a still-birth of the car, Zora was busy ferreting parts and complete cars throughout GM's vast facilities to select racers. Only five cars were ever built, and they enjoy extreme rarity and collectability. They also stand as a testament to Zora's ability to get things done — no matter what.

## Ahead Of His Time

One thing Zora never saw to completion was convincing GM of the benefits surrounding a

until it could sustain itself,

mid-engine Corvette. He made several attempts — some of which were quite stunning in appearance — while others were exercises in a proof-of-concept. Until his retirement in 1975, Zora kept chipping away at the front-engine ceiling, but never felt the warmth from the sun that rose on the other side.



One of the traits of a true visionary is they are typically so far ahead of those around them, it usually takes time for everyone else to catch up. In Zora's case for the mid-engine Corvette, he was so far ahead that it took several generations before the idea could be realized. We are just now seeing the bloom of those seeds that were carefully planted by Zora's hand.

The recent reveal of the next-generation C8 Corvette took the Internet by storm. Rather than clogging halls in various events around the nation, the mid-engine reveal pushed the limits of the Internet itself. The reveal set records for viewership and captured the gaze of millions, who were eager to see the new car for the first time.

We can't help but wonder who might be looking upon this latest iteration of Corvette with the same passion and thought that Zora possessed. Not content with where we currently are, but thinking forward, REALLY far forward and asking themselves, "What if?"

By ANDY BOLIG  
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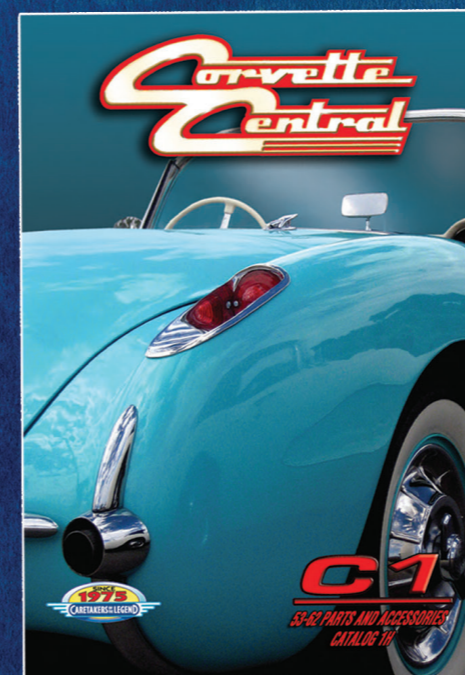
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