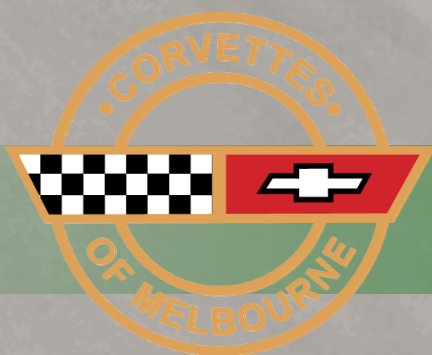


2020

Corvette

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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

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0418 311 833
president@corvettesofmelbourne.com

Vice-President

Garth Bradbury
0411 131 294
vicepresident@corvettesofmelbourne.com

Secretary & Public Officer

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secretary@corvettesofmelbourne.com

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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,

Welcome to the turn of century 2020 and now to February (already!).

I hope you all had a wonderful Christmas and New Year. Our Corvette Christmas party was great and how fabulous that Dave Martin could make an appearance in his wheelchair, he was there for approximately two hours before the taxi came to pick him up to take him home. Dave was in great spirits and clearly enjoyed the day out.

This was the last time we saw Dave as he passed away approximately two weeks later. There were approximately 14 people from the Club that attended the funeral which was held on Friday 3 January 2020. It was a very sad day but a very moving and such an appropriate service, Dave would have been proud. Best wishes Dave, Rest In Peace!

On 1 January 2020, we had the car show at Mornington which unknown to us had been turned into a Chrome Bumper event, so Ian Hill and myself were not allowed in, we parked on the side. Anyway, after spending a few hours there we went for lunch at Dan and Christine Butters, a great day was had by everyone. Thank you Dan and Christine.

Cruizin The Surfcoast will already have been run by the time this magazine is printed, I hope we have a good

number of people from our Club attending. This is such a fabulous event, you are missing out if you do not attend.

We will have a great events calendar this year for all members, so please try to attend where possible, we hope to see you at different events throughout the year.

I hope you enjoy the photo attached - Cheryl and myself took a cruise to the South Pacific Islands and clearly I was relaxed !

Cheers Tony Asquith, alias Mr President.



HAPPY BIRTHDAY

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

January

Tania Cassidy
Shirley Greene
Rhonda Kirkvliet
Mark Andre
Colin Elsey
Tom Sarros
Harry Turner
Harlan Whiston

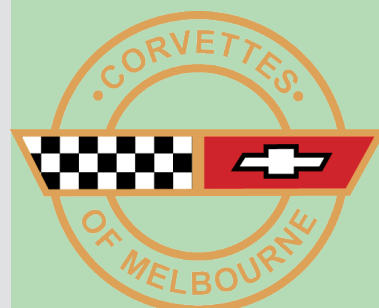
February

Esther Davis
Koslyn Chessells
Sophie Loreen
Jenny Bolis
Andrew Brown
Graham George
David Clark
Dean Laidlaw
Kylie Spiden
Neil White

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.



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 12th March

TOWER HOTEL HAWTHORN

Starts at 8pm or get there at

7pm for some dinner, drinks and a chat



CLUB PERMIT
NUMBER PLATE SCHEME AVAILABLE
VICTORIA

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: 12th December 2019 Tower Hotel, Hawthorn Meeting Commenced: 8.14pm

Chair: Tony Asquith, President

Welcome

Apologies: Nick Bolis, Glen & Cathy Pellegrino, Dean Cooper, Craig & Vicky O'Donohue, Lloyd Perrin.

No new members.

Minutes of meeting: 12th November 2019

Moved that minutes of last meeting be accepted:

Proposer: Tania Cassidy **Seconded:** Gringo

Reports:

Treasurers Report

Treasurers Report presented by Joe Younane. Summary of the report is as follows:

- Raffle raised \$139
- Movember auction raised \$250, club agreed to top up to \$500
- November closing balance \$17,648

Moved that the Treasurers report as presented be accepted:

Proposer: Garth Bradbury **Seconded:** Dan Butlers

Secretaries Report

Thanked the Hotel's for hosting a fabulous Christmas party on behalf of all members that attended the Christmas party.

Magazines received included:

- NSW Corvettes
- Chev Car Club of Victoria

These were the final hard copies to be received as both clubs will produce electronic copies.

Moved that the Secretaries report as presented be accepted:

Proposer: Webby

Seconded: Katherine Younane

Events Update

Dyno Day

A good day was had by those that attended, three cars were put up on the Dyno, Gringo, Tony and Michael.



2020 Events

1st January The annual Mornington run. Meet at Bunnings at 8.00am for 8.30am depart.

8/9 February Cruise Surf Coast

Meet at Geelong on Saturday.

Sunday Torquay Rotary Car show, approximately 8.00am.

Merchandise Update

Have caps/bennies /scarfs and stubby holders for sale.

General Business

Eddie thanked those of the members that attended the Christmas party. Special thanks to Tania/Gringo and Angry for playing the music which we all enjoyed!!

There are no outstanding memberships.

Robert raised the question about filling out the car log books. You must fill out your logbook with dates and details and remember to sign the logbook entry before you leave on your trip.

Nationals 2020, 10 -13th April. 32nd Corvette Nationals

Pay before the end of December and you will go into the draw for accommodation to be paid for.

The committee will look at forming a Working party to commence work on the **Victorian 2022 Nationals**. Helpers are required.

Robert raised the question about filling out the car log books. You must fill out your logbook with dates and details and remember to sign the logbook entry before you leave on your trip.

Christine Grinbery raised the issue of adhering to "Convey rules" which will be included in the next magazine.

Action: Generate a list of all members mobile numbers and distribute to each member.

It was brought to the club's attention by GG, that the NSW Corvette Club is struggling as a club, 34 members attended the NSW Christmas party, whereas 65 members attended our Christmas party.

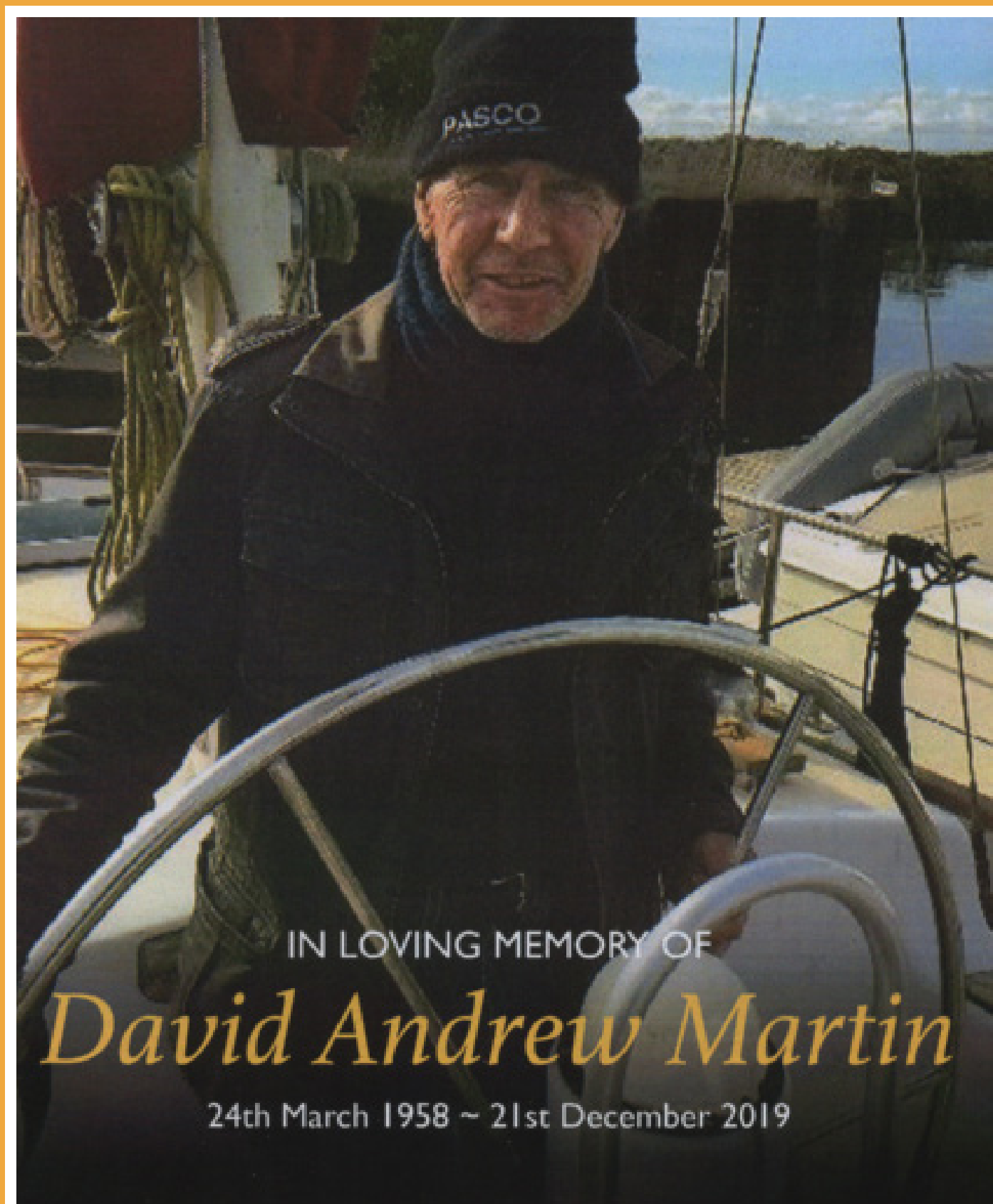
Mark informed the meeting that clubs around Australia should come together for the Nationals to try and attract National sponsors.

Rob Connell (South Australia) is setting up a website. Also talking about that judging rules are consistent.

Meeting closed at 9.00pm.

Next meeting: 13th February 2020 at the Tower Hotel, Hawthorn. Dinner from 7.00pm, meeting commences at 8.00pm.

Minutes by Robert Jordan, Secretary



Our friend Dave Martin,

Edward and I met Dave roughly about ten years ago at a Corvette's of Melbourne dinner; he had an interesting large collection of Matchbox cars, car memorabilia and loved the mateship of the Club. Dave loved his cars and had a lifelong love affair with his C3 "Pace Car" Corvette, after seeing a picture of the same one when a young man starting out.

Dave was a complex character, a well read, intelligent, interesting man that had travelled and sailed the world,

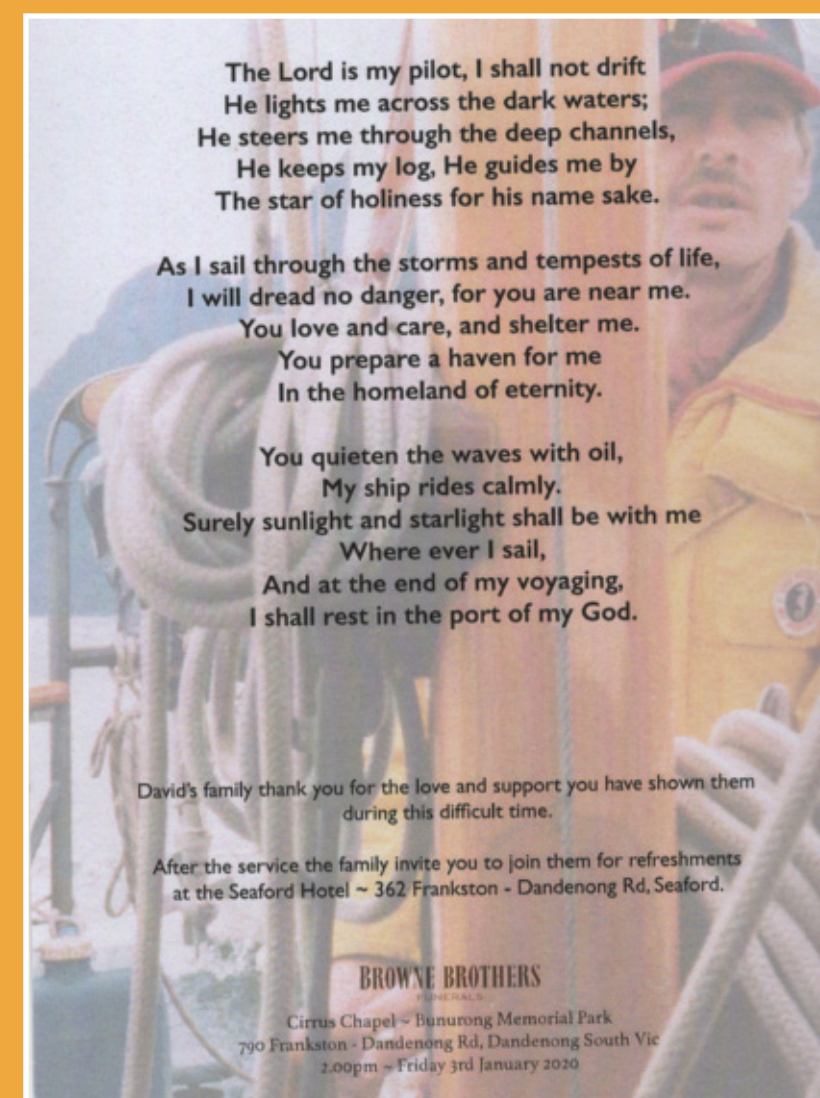
a bit of a scallywag, there was a bit of the "Aussie larrikin", a little irreverence that was part of his amkeup. I thought of him as "the pirate with a parrot."

Dave had a standing invitation to "drop in anytime" for a cuppa and a slice of homemade fruit cake also to pick up some homemade Relish and Chutney for "sangers" on the boat.... The parrot came to sometimes, sitting on his shoulder. Dave's parrot liked travelling in the car with Dave and loved life on his boat, moored at Hastings, not far from our home; the bond between the two of them was beautiful to see. Conversation, ranged from the state of the world to the boat electronics, Dave was working on, he and Eddy would talk "cars" swapping advice on various solutions to minor problems to do with motors etc. Dave and I would talk "gardens", his experience travelling and sailing, life in general, books we'd read. Dave loved the gardens and the birds.

One day, looking at some propagating I was doing, plants to be sold through the Mornington Garden Club, proceeds to the Rosebud Specialist College for children with special needs, Dave was so impressed with the idea, he would bring me branches cut from a particularly good Fig Tree where he was living, some Loquat seeds from the tree in his yard. There are now some very good fig and Loquat trees growing on the Mornington Peninsula courtesy of Dave.

Dave's ambition once he had his "boat" shipshape the way he wanted was to retire and sail the seas, unfortunately he never got to realise the ambition, but I like to think of him out there somewhere sailing into the wind with his parrot and a smile on his face, heading to a safe harbour. We will miss him dropping in.

Christine



ST ANDREWS BEACH BREWERY

SUNDAY MARCH 22ND

Cruise/ Lunch at St Andrews Beach Brewery. Times to be confirmed for where to meet for a cruise down there.
Lunch reservation for 12:30pm.

Please let us know if you can make it by contacting either, Dean 0419 511 276, Adrian Villanti 0419 528 112, George Arhontogeorge 0407 527 477 or Lloyd Perrin 0409 556 588.



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Let's go there

5TH-8TH MARCH 2020

COMMODORE
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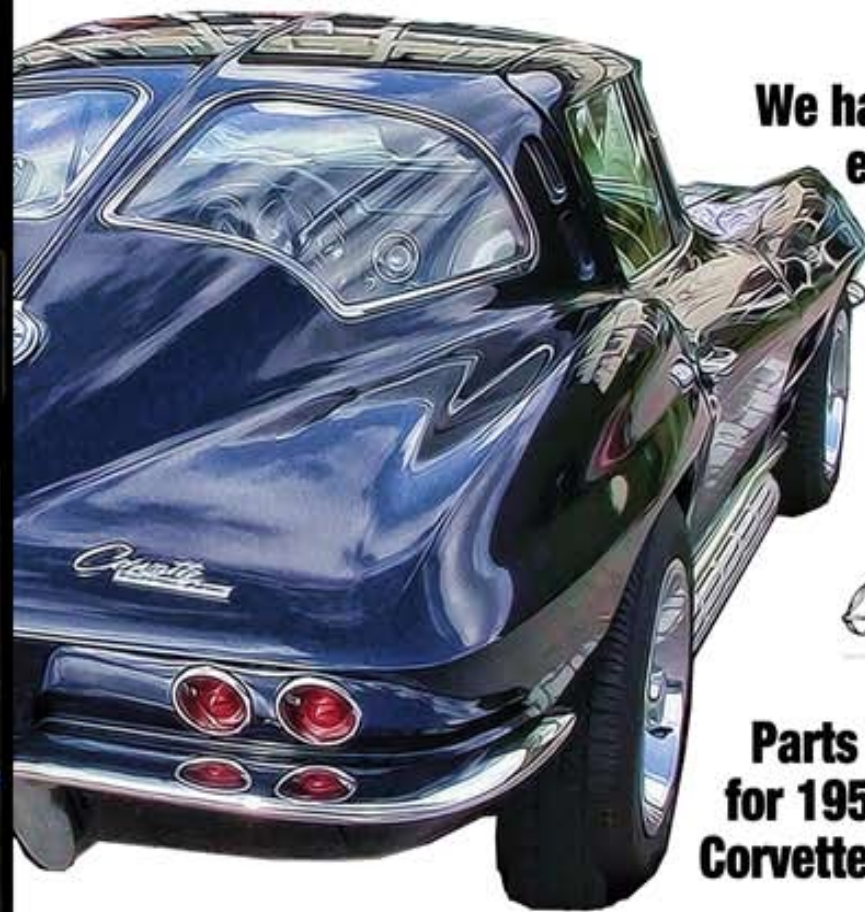
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MORNINGTON CAR SHOW

Some photos of the car show at Mornington on the 1st of January.

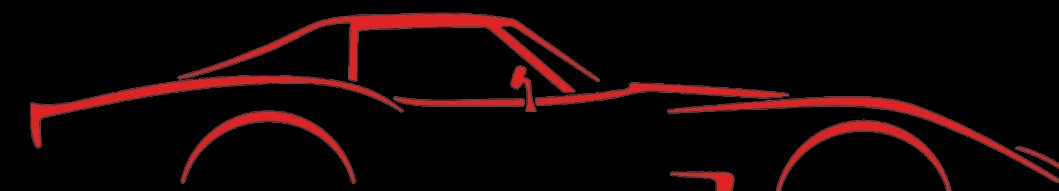
Note the 2 photos of Ian Hill and his red C5 and my C6 were parked outside of the car show due to the fact the show organisers changed it to a chrome bumper show.

We were not happy JAN . Cheers Tony .





32ND CORVETTE NATIONALS CORVETTE ENCOUNTER



2020 SOUTH AUSTRALIA
ENCOUNTER BAY, VICTOR HARBOR
10TH APRIL TO 13TH APRIL 2020

<http://2020nationals.corvetteclubofsouthaustralia.com.au/>

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CORVETTE ENCOUNTER 2020

THE 32nd AUSTRALIAN CORVETTE NATIONALS - EASTER
2020

The CORVETTE CLUB OF SOUTH AUSTRALIA invites you to
the 32nd Australian Corvette Nationals.

Located at Victor Harbour on the South Australian Fleurieu Peninsula, just one hour south of Adelaide. "Victor" as it is affectionately known locally, is a vibrant coastal town surrounded by rolling hills and stunning countryside.

We've based the event at the McCracken Country Club. Overlooking the 18 Hole Championship Golf Course, McCracken has an array of different accommodation choices, onsite bottle shop and great convention facilities. It has it all.

The only thing missing ... is YOU and your CORVETTE! This is where you come into it. Come and experience the fun, the friendships and the party. We have a big named Corvette identity coming all the way from the States. A number of Kiwi Corvette friends are on their way. Amazing Corvette project cars and their builders on hand to chat with. There will be the Show and Shine in town and an awesome Supa Cruise throughout the Peninsula. All not to be missed. Then there's the food, food and more food.

Get all the booking details on the Corvette Club of South Australia website and hopefully we'll see you there.

As we say "Better to participate then to spectate" 😊

CORVETTE ENCOUNTER



2020 SOUTH AUSTRALIA

Miss FEBRUARY



C3 Tech Tips



C3 Fibreglass Repair

A quick example of a fiberglass repair with polyester resin. The resin I use requires about 2% of catalyst and gives you about 20 minutes of working time. I needed to fix a broken sill cover on a 68 corvette.

The original problem ...



Grind away to create a wide chamfer



I used a bit of plastic as a backing...



Use about 5 layers of fibreglass



Remove backing...



The fine print...ALL CARE BUT NO RESPONSIBILITY!
I'm just a hobbyist like many of us. Happy to share what I've picked up along the way. These tech tips are meant to be informative but I am not infallible. If you are not sure about anything, get professional advice. If DIY make sure you have the right tools and expertise to avoid damage to your car or yourself. Cheers, Joe

Grind and sand...



and apply body filler



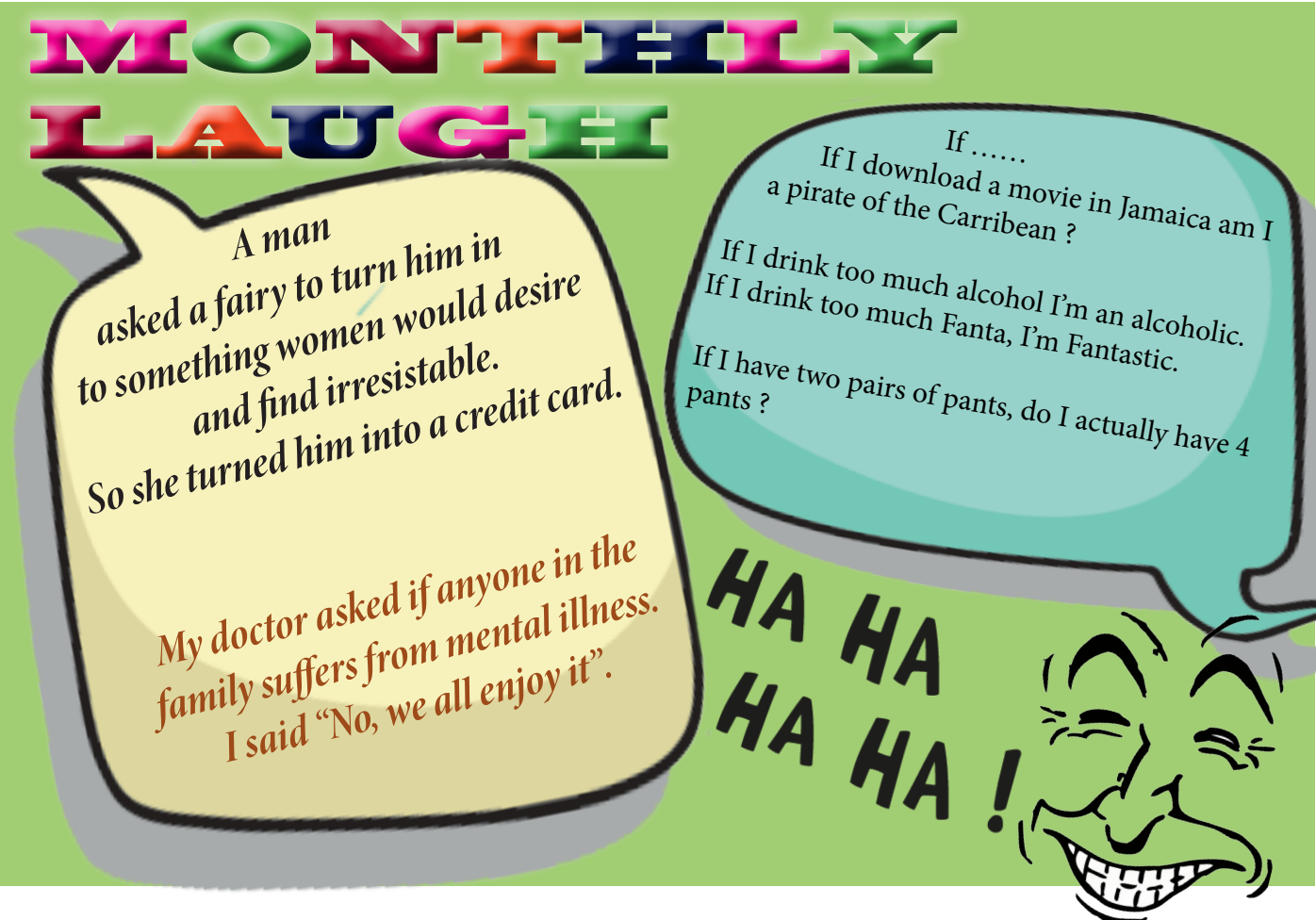
Final sanding ...



followed by a quick coat of paint



Can all be done in a few hours allowing time for resin to fully set. You can speed things up by putting parts in the sun to warm them up and hasten the curing process.





I have attended a couple of pop up events in the last few weeks including Coffee and Donuts in Bulleen which was fun and I caught up with fellow COM member George Arhontogeorge with his red C4. There were lots of great cars including a beautiful black C1. There were 3 C4's and mine was the only C3. The other pop up event was Coffee and cars up at Mt Evelyn which was a fund raiser for the CFA. There were some wonderful cars including a beautiful red and white C1. The interior was absolutely stunning. The weather was perfect both times and I really enjoyed driving my car to the events and checking out all the amazing cars.

Dean

COFFEE
'N' CARS
MOUNT
EVELYN

Rymouth Dale Photos

2020 Corvette Production Officially Starts But Time May Be Limited



Between various build obstacles and the UAW strike, getting the next generation Corvette out the door of the Corvette Assembly Plant and into dealer's showrooms has been very much like birthing a 3,600-pound baby. After being held up for various reasons, Chevrolet officially let the world know that the first 2020 Corvettes have begun flowing out the door of the assembly plant in Bowling Green, Kentucky.

The simple announcement contained these few words: "Regular production of the 2020 Chevrolet Corvette Stingray coupe begins February 3, 2020, at General Motors Bowling Green Assembly in Bowling Green, Kentucky. Initial vehicle shipments to dealers are expected to begin in late February or early March. (Photo by Miranda Pederson for General Motors)"

A photo of a black C8 toward the end of the assembly line was included in the announcement, which had several folks wondering if it was Rick Hendrick's three-million-dollar ride and a few surmising that it was their car instead. Either way, cars are beginning to come together.

Welcome To 2021?

As Chevrolet's announcement states, we should start seeing C8s on dealers' lots around the end of the month. That's good news. For those who desperately want the first-year production C8, YouTuber Chevy Dude offers advice that those can't get their order in before April may wind up with a 2021 Corvette instead. Chevy Dude explains in this video due to the various production issues Chevrolet is probably going to drawback allocations for 2020 Corvettes.

According to "The Dude", the final consensus month for 2020 Corvette (the final month that dealers can submit orders) will be April 2020. He suggests that if you have a deposit waiting, you should do your best to get your car ordered before the cut-off date. Anything submitted after April will go toward 2021 production, which he states will begin the first Monday of September 2020.

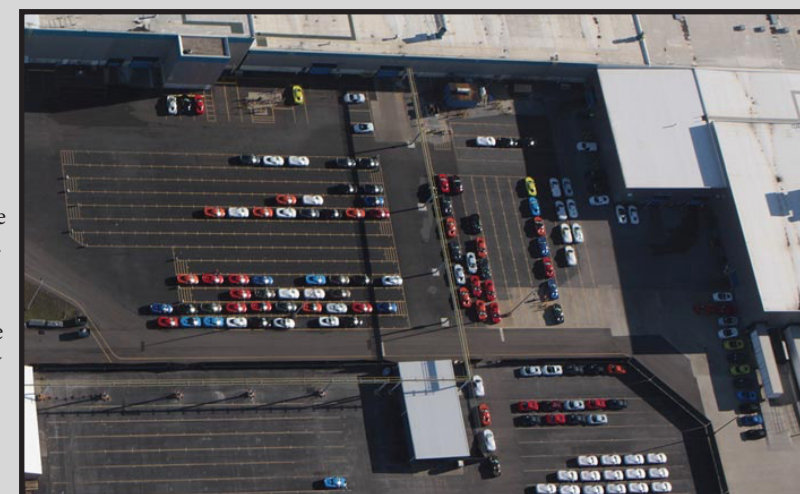
Early Start, Early End?

There could certainly be worse information than to find out your brand-new C8 Corvette will be the second year of production instead of the first. Although, the initial bomb-drop price of "Under \$60,000" isn't guaranteed for the second year of production. Chevy Dude allows for this, but also states that price increases year-to-year aren't

uncommon with Corvette, but typically are not drastic in nature. Besides, you may be able to get all the neat ground effects beyond what comes on the base model from the factory.

On another note, Corvette Blogger posted some aerial photos from overhead the Corvette Assembly Plant that showed a large assortment of wrapped, and un-wrapped C8s sitting in the staging areas outside the plant. We've all known that the plant has produced C8s. I mean, how else would we have seen the car at the initial reveal and the convertible reveal? How many of those initial cars were built? GM knows.

So, why are there so many cars sitting outside the plant and wearing wrapping for shipping in a photo that was taken a day before the official start of production? Are these from Chevrolet's captured fleet vehicles or did production get a head start? Can someone stop by Rick Hendrick's place and see if he's already received VIN #001?



Whether you're waiting for notification that your car is now coming together on the assembly line or simply enamored with the whole birthing process of the best Vette yet, seeing production cars coming off the line is a welcome sight. We're glad to see them finally getting into the hands of the enthusiasts who have waited so long for this day. We only wish that Zora could have been here to see it all happen.

By ANDY BOLIG
www.lsxmag.com

Just The Basics: Charlie Hill's Sinister C5 Corvette Coupe

As car lovers, the last thing we want is to have a vehicle that is considered basic. In fact, keeping your vehicle from being normal is a multi-billion dollar industry full of custom tires, wheels, body kits, and color-shifting paints. A plain red Camaro next to an identical one parked in the mall parking lot is equivalent to girls wearing the same dress to prom. It's a disaster that no car owner wants in their life. But a basic car is exactly what Charlie Hill, the owner of LSXperts, was in search of.



As a kid, Charlie and his father had a few automotive projects, including a 1976 Chevrolet C10 that the two tinkered with occasionally. However, their real interest was in dirt bike racing and not automobiles. Unfortunately, after all of the wrecks and incidents associated with the sport, Charlie decided he had enough. His body had taken a beating not only from racing but also from having the additional hardware installed to fix his bones.

Soon after his two-wheeled racing retirement, Charlie picked up an LS-powered fourth-gen Camaro. At the time, he didn't know what an LS

engine was, but he did realize the potential the car had because it was much faster than his friends' LT-power F-bodies. One thing led to another, and before he knew it, Charlie met Ron Mowen from Vengeance Racing (VR). After a while, Vengeance offered Charlie a job and he worked for VR for almost eight years before deciding to chase his dream of owning a shop.

LSxports opened up in 2013, and while the shop has seven employees now, it didn't start that way. Charlie explains, "I began LSxports with \$300 and a single bay. A friend of mine opened up one bay for me in his golf cart shop, and the plan was to piddle around with cars and work full time on golf carts. Within two weeks of being there, I didn't touch a golf cart. After I had 20 cars lined up outside, I knew I had to do something different." Charlie then moved into a 4,000 square foot shop for a while. Now the company is in a 5,000 square foot facility in Ball Ground, Georgia with Pro Line Racing and FuelTech right next to them, with plans of building a larger shop.

I wanted a basic-ass C5 that would rip. – Charlie Hil



As Charlie's business began to take off, he decided it was time for a race car. When he started looking for a Corvette to build, he wanted it to be basic — he didn't want a Z06 or the ever-popular fixed-roof coupe (FRC). Charlie found a stock C5 Corvette to start with. Charlie said, "I wanted a basic-ass C5 that would rip." While it might have started out basic, this Corvette is far from that now.

Charlie initially planned on setting the car up for drag racing, but the first agenda with the C5 was to race 1/2-mile. Aerodynamics play a big part in this type of racing, and the C5 coupe is a strong candidate for this type of competition. Charlie said, "It's not a secret that the coupe is more aerodynamic than the more desired fixed-roof coupe. In my opinion, for high-speed aerodynamics, you can't beat

the C5 coupe." While all of these qualities played a role in choosing the perfect car, Charlie and his crew didn't want to dismember a Corvette Z06 for their racing venture. Charlie explains, "We all love the Z06, and while we did consider looking for one, it came down to aerodynamics and the ease of adding a roll cage. The FRCs are tough to cage, kind of like the Dodge Viper. You can't get in the car and effectively do much of anything. With the hatch, it gave us room to crawl in and do what we needed to do and not fight the little trunk."

Charlie picked up the car just a few years back, in 2016. A local friend of his named Roy Cantrell had a running 1999 C5 Corvette for sale. Even though Charlie wasn't looking for a working Corvette, the price

was right, and he bought the car for the purchase price of a reasonable \$10,000. After getting the C5 to the shop, Charlie started dismantling it. He sold the engine and transmission along with a few other items that were not required for the build. He posted the items for sale and made enough off of the spare parts to recoup his initial investment.



It took the crew a mere six months of working on the car to get it race-ready for the first event. The engine combination for the first outing was a Brian Tooley Racing (BTR) 388 cubic-inch hydraulic roller engine with 76/75 turbos on gasoline. This setup set the 1/2-mile world record the very first time at a 1/2-mile race. Charlie explains, "We had raced with a similar C5 Z06 for the last three years, so we were able to implement tons of data. Our new combination had a similar engine, converter, transmission, and gear ratio...the difference now was the combination was in a lighter, aerodynamic, with a little more power." The blue C5 Corvette coupe managed 229 mph at Slipstream Racing's 1/2-mile shootout in 2017.

Charlie's intent was never to stick with 1/2-mile racing, though. After setting the record, he was done with this type of event and ready to get serious at the drag strip. Charlie said, "When we went 229 in the ½-mile, the windows tried to come out, and the hood tried to blow off. At that point, I was thinking 'the hell with that.' We have a few customers that race the 1/2-mile races and go 200, 210, and even 220 mph and love it...I just don't like being in the middle of nowhere on a runway with no walls. If you get off the track into soft dirt, you're going to roll. At those kinds of speeds, there's not going to be anything left of you or the car. There is nothing lucrative about it for me. We've shown what we're capable of, and I'm good with that."

This car was fast, and we were all blown away. It still had a radiator, independent rear suspension, and was running C-16 race fuel. – Charlie Hill



With the 1/2-mile racing out of the team's system, Charlie decided to change



out the gears in the C5 and hit the drag strip. The guys went to three events in a row and ended up winning all of them. According to Charlie, at that point in time, the guys weren't really even trying. They were all surprised at how well the C5 was working. Charlie said, "This car was fast, and we were all blown away. It still had a radiator, independent rear suspension, and was running VP C-16 race fuel." After winning the three races back-to-back and taking home some money, Charlie decided it was time to sharpen his pencil and get the Corvette to the next level.

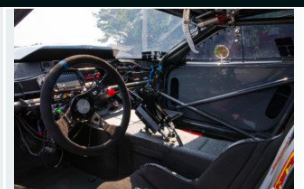
The next phase for the C5 took a serious turn. The car was transformed from a dual-purpose machine to a bonafide ¼-mile track killer. The small 388-inch engine was removed and replaced with a new 440 cubic-inch LS mill from Thompson Motorsports. Since the C5 was going for max effort, the gasoline setup was scrapped for M1 alcohol, and a new fuel system found its way in the coupe. A 118mm Precision Turbo was selected so the team could run in both Limited Drag Radial (LDR) and LSX Drag Radial classes. Other modifications included radiator removal and a new hot side for the turbo. The guys decided to leave the independent rear suspension in the car,...well, until they tried to dyno the car and broke the torque tube. After fighting with the torque tube for a few races, they were done with that setup. A local shop owned by Scotty Seals, Pro Chassis Fab, took possession of the car and installed a solid rear axle. Scotty installed a 9.5-inch pro gear with 3.5-inch axles tubes and a "gangster" 4-link suspension system under the C5. Scotty managed to fit all of these heavy-duty components in the Corvette without needing to back-half it. Charlie says that the Corvette's factory IRS could be bolted back in if so desired.

To lighten the C5 up a little more, Charlie added a seamless front bumper with a turbo inlet. The hood also needed to be addressed due to some holes that were no longer used. Widebody fenders were also purchased to replace the factory fenders with holes for the exhaust. A pair of lightweight VFN doors were bolted to what was left of the factory C5. Ultimately, all of these changes meant the car needed to go back to paint.

The now black and blue Corvette was dropped off at Keziah Collision for a color match, but the car needed to be completely repainted. Charlie decided instead of the factory blue that he wanted a more sinister look for the C5. Nardo Grey was the color of choice, and soon the lightweight Corvette had a menacing appearance, far from basic.



In 2018 the C5 recieved its name. Charlie's father, Ben Hill, was a massive fan of Stevie Ray Vaughn. Unfortunately, Ben passed away in October 2018 after a three year battle with cancer. The C5 Corvette received the name VooDoo Child from Vaughn's rendition of the Jimi Hendrix hit song in his honor, and a mural was painted on the roof.





While the car’s attitude on the outside is somewhat subdued, pop the hood and it’s ready for a car show. Charlie spent a lot of attention on the engine, making sure the beast would turn the heads of any enthusiast walking by the C5. “Since the car had a more sinister look, we made everything under the hood look like it was from a chrome factory,” says Charlie.

Even though this combination has been 4.50 at 162 mph with a 1.11 60-foot in the 1/8-mile, Charlie is switching the car up to go even quicker. Instead of a single turbo, the guys have already outfitted the Corvette with a set of twins.

Engine:

Thompson MotorSports
440 Cubic-Inch LS Engine
4.00-inch stroke 4.185-inch bore
Dart Pro-Billet Crank
GRP Aluminum Rods
Diamond Pistons
10.5:1 Compression
Custom Solid Roller Cam Motion Cam
Brodix BR7 Heads
T&D Machine Rockers
Aviaid Dry Sump
Driveline:

RPM Transmission SuperGlide
FTI Performance Bolt-Together Torque Convertor
Strange Engineering Brakes
M&M Transmission Shifter
Menscer Motorsports Shocks
Fuel Management:

Fuel Injector Connection Billet Atomizer Injectors
FuelTech Engine Management
Waterman Racing Components Fuel System
Body:

S&W Roll Cage
Optic Armor Windows
VFN Fiberglass Doors
Tires And Wheels:

Race Star Pro Forged Wheels
Mickey Thompson Tires 275/60/15s

What started off life as a mundane stock C5 Corvette has quickly evolved into a unique masterpiece. We know this car is only going to get quicker and faster, as Charlie’s drive and determination has proven throughout his drag racing journey. That, and he may have shared some secret information with us. One thing’s for sure, VooDoo Child will never be considered basic again.
www.lsxmag.com
By BRIAN HAVINS



Convoy Rules stolen from Corvettes of Geelong with a few alterations

Driving in a convoy is a fun way to travel amongst your fellow Corvette enthusiasts.

Having a good time and pulling off a successful and safe drive involves some common sense behaviour and driving etiquette as summarised below.

Prepare your car – Full of fuel.

All vehicles must be legally registered and roadworthy or applicable permits in place. Bald tyres, smokey exhausts etc. sets a bad image to both the public and police. Ensure your vehicle has enough fuel, oil & water well before the run, and is mechanically able to complete the journey – otherwise you may inconvenience the entire group. If your car uses excessive fuel, let the trip organiser know so a fuel stop can be planned.

Prepare yourself – Arrive well before departure time.

Arrive well before departure time. This allows Trip Organiser to brief the group prior to departure time. Bring a mobile phone. Obey laws of mobile phone use whilst driving.

Make a toilet stop if necessary before you leave home. For longer drives, toilet stops will be planned.

Stay aware of vehicle BEHIND you – ESPECIALLY before making a turn.

With a diverse group of cars and participants, some people may think the convoy is travelling too slowly whilst other may think it is travelling too fast. People get discouraged or upset at loosing the group. You are responsible for taking note of the vehicle BEHIND you and keeping that vehicle in view. Should that vehicle lag behind at any stage, then wait safely at any turnoff until they catch up and acknowledge the turn. Do not pass the lead car unless otherwise directed or in an emergency. The lead car has been given the responsibility to set the pace and to help ensure that everyone arrives at the destination in one group. Stay in the same lane as the lead car. Avoid driving side by side or following too close.

In case of problems – Help people in trouble

Notify the lead car of any problems via mobile phone during the run. Obey laws of mobile phone use whilst driving. Travelling on convoy is supposed to be fun. If a fellow vetter is having car problems, help them. Nobody wants to be left behind, especially in convoy.

Take it easy – Drive Responsibly & Enjoy Yourself.

When in a convoy, we are on display to the public and it is expected that all participants are courteous to all traffic and pedestrians. Doing burnouts or other similar displays is bad for the whole group. Sometimes things don’t go to plan, people get lost, or traffic throws us off schedule, so it is important to stay focused and be able to relax if things don’t go to plan, Drive safely and responsibly and enjoy driving amongst your fellow Corvette enthusiasts. Make it a fun day for everyone involved.

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Black



2. BEANIE \$12

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Black



3.HAT \$12

Colour: Black



4.Jacket \$65

Colour: Black/Red
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weather with BizTech
outerwear.

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membrane keeps wind and
rain out whilst allowing
airflow for superior comfort.

5. Hoodie \$45

Colour:
Gunmetal
Zip up Hoodie
Jumper



6.Polo \$30

Colour: Red/Black/white
Podium Cool fibre is especially designed to
absorb body perspiration into the fabric and
to move the moisture to the surface fabric
where it is evaporated leaving the wearer
fresh and cool.
UPF 25



7. Hoodie \$45

Colour: Red
Zip up Hoodie
Jumper

8.Moto Shirt \$45

Colour:
Red/Black



9.Short Sleeved Shirt \$35

Colour: Black

10.Long Sleeved Shirt \$35



11.V Neck Tshirt \$25

Colour:
Gunmetal

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