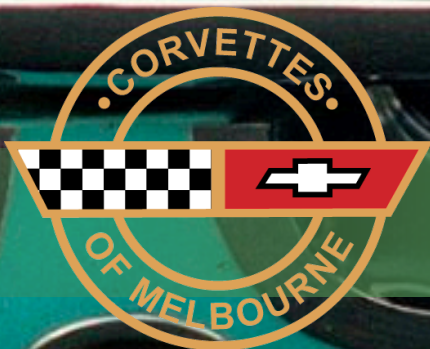


2021

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

Robert Jordan
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secretary@corvettesofmelbourne.com

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treasurer@corvettesofmelbourne.com

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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>



PRESIDENT REPORT

Hi everyone,

Welcome to 2021.

We had our first event for the year on Sunday the 31st of January which was organised by the events team headed by Dean, this was held at St Andrews Brewery at Fingal and was a great success.

We had a great turn out with 45 happy people attending which included four new club members, some members attending with partners, 19 Corvettes and various other vehicles. Perfect weather, great food and company. It was a fabulous afternoon enjoyed by everyone. I am sure there will be heaps of photos in the magazine.

The events team have events organised for February and March, we look forward for these events.

As most of you would know the Canberra Nationals to be held at Easter 2021 have been called off this year and with the blessing of the Sydney Corvette Club, we will now be hosting the Nationals in 2023 with Sydney moving to 2024. Watch out for more information here.

Our next general meeting will be on 8th April 2021, upstairs in the private room at the Tower Hotel in Hawthorn East.



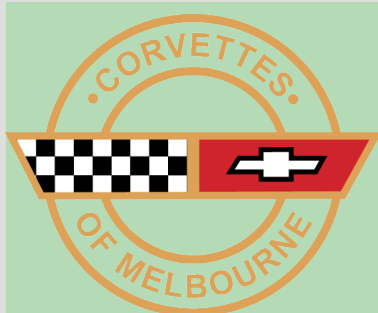
We look forward to seeing you there for dinner before we commence the meeting at 8pm.

Stay safe, stay well and stay in touch with each other.

Best wishes to everyone and stay safe, Tony, 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 April 8th

TOWER HOTEL HAWTHORN

Starts at 8pm or get there at

7pm for some dinner, drinks and a chat

Minutes of Meeting
Corvettes of Melbourne Inc. No. A0023933M
Regular Monthly Meeting

Date: 11th February 2021 Tower Hotel, Hawthorn

Meeting Commenced: 8.10pm

Chair: Tony Asquith, President

Welcome

Apologies: Dan Butters, Graham George, Tanya Cassidy, Nick Bolis, Lloyd Perrin, Betty Andre, Dean Cooper, George Kapgas

New Members: Anton Barker, Kydin Barker

Proposer: Garth Bradbury Seconded: Richard Jordan

Moved that minutes of last meeting be accepted:

Proposer: Garth Bradbury Seconded: Michael

Reports:

Treasurers Report

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

- 1st February 2021 started with approximately \$24k in the bank.
- Incoming payments: '\$250 Magazine \$350.
- Expenses were ~\$650.
- Closing balance ~\$24,075

In February, the club must pay Club insurance of ~\$1800.

Moved that the Treasurers report as presented be accepted:

Proposer: Daniel Raduik Seconded: Garth Bradbury

Secretaries Report

A letter was received from the Loddon Shire Tourism section informing COM that the Loddon Visitor Information center specializes in the running of group tours. Tours range from 5 days 4 nights to 3 days 2 nights.

Moved that the Secretaries report as presented be accepted:

Proposer: Dan Butters Seconded: Joe Younane

Event Updates

The St. Andrews was a great day. Eighteen cars turned up. The event was held at the brewery. A late lunch was enjoyed by all at around 3.00pm. Photography of the event was great.

Adrian advised the meeting about the Pt. Arlington event held at the Grand Hotel on the 21/02/21. Arrive 11.30am. Meet at Little River at 10.30am.

Panton Hill run is to be held on the 28th March. Details to follow. On the same weekend as the Panton Hill run the South Australians have organized a run to meet the Vics. It is proposed to meet at Mildura on Friday 26th, meet & greet.

On Saturday, a 2-hour cruise on a Paddle steamer has been organized, followed by a cruise to Trentham Estate Winery. Dinner will be held at the 1909 restaurant.

On the Sunday, there is a cruise to Wentworth to visit the jail, this will be followed by a visit to the Holden museum. Dinner will be a BBQ on the Murray river. Monday morning is a breakfast /goodbye.

There are four rooms available.

Club Rego

Garth explained the process of Club rego renewal.

Members need to set up "My Account". Note this account is for our "normally registered vehicles.

Members must then call Vic Roads to have their Club registered cars placed on their account. The registration form must be signed by "club" President or Treasure or Secretary. The member must then upload the form for payment approval. Once approved, payment is required. Vic Roads will then send a rego sticker and logbook by post.

General Business

Adrian asked members that if they had any new suggestions for a club run venue to please advise either Adrian/Dean or George.

Tony asked members if they were interested in a Come & Try Day. The HSV club are running the event. \$175/head.

Victorian Nationals

The Victorian Nationals have been moved back to 2023. The Committee is going to visit Ballarat and check the proposed venue. Looking at holding the Nationals being held on the 24th March 2023.

Meeting closed at 8.55pm

Minutes by Robert Jordan, Secretary

Minutes of Meeting
Corvettes of Melbourne Inc. No. A0023933M
Regular Monthly Meeting

Date: 11th March 2021 Tower Hotel, Hawthorn Meeting Commenced: 8.15pm

Chair: Tony Asquith, President

Welcome

Apologies: Barry Bennett, Graham George, Tanya Cassidy, Nick Bolis, Lloyd Perrin, Ian Hill, Greg Webster, Glen & Catherine Kalabreno, Craig & Vicki, Dean Cooper, Dan & Christine Butters.

Proposer: Christine Bradbury Seconded: Eddy Hetel

Moved that minutes of last meeting be accepted:

Proposer: Garth Bradbury Seconded: Richard Jordan

Reports:

Treasurers Report

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

- 1st March 2021 started with approximately \$24k in the bank.
- Incoming payments, Receipts (new member), Merchandise sales and magazine ~ ` \$700.
- Expenses were \$1800 Insurance /Public Liability/ Movember \$300
- Closing balance ~\$22,700

Moved that the Treasurers report as presented be accepted:

Proposer: Christine Bradbury Seconded: Gringo

Secretaries Report

Received a copy of the February edition of the NSW Corvettes magazine.

Event Updates

Adrian

Panton Hill run is to be held on the 28th March. Have booked for 40 people.

The booking of some functions requires a deposit, which the Club will pay if it is a refundable deposit as per the T&C's at the time the deposit is made.

Adrian explained that an event has been organized at the Australian National Aviation Airport at Moorabbin airport on the 18th April at 10.00am, followed by lunch at approximately 12.30pm potentially at the Braeside Brewing Company. (Lunch venue to be confirmed).

Pt. Arlington was a very enjoyable run, and a good day was had by all. Nineteen cars attended, approximately 38 people. (There were approximately 150 bikes at the Little River meeting point).

General Business

National Chevrolet Festival

44th National Chevrolet Festival will be held between the 22nd to the 25th October 2021 at Yarrawonga It is essentially a Vic Vettes show with National support.

Magazine

Have 21 people signed up who want the magazine. Twenty-five copies will be printed.

Lang Lang

The history of Lang Lang (Slide show has been offered to the club by two ex GM employees). We should take this offer up as a club within the next couple of months if interested.

Victorian Nationals

The Victorian Nationals have been moved back to 2023. The Committee visited Ballarat to look at the facilities offered at the proposed venue

Meeting closed at 8.57pm

Minutes by Robert Jordan, Secretary

HAPPY BIRTHDAY

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

March & April

Cheryl Asquith
Linda Broughton
Susan Morley
Debbie O'Leary
Sue Somerton
Katherine Younane
Nick Bolis
Joe Calleja
Francesco D'Amore
John Dunne
Bill Klusco

David Martin
Robert Morley
Shane Nicholls
Chris Pegg
Joe Younane

Joy Greenshields
Kersten Vogel
Angelique Zadnik
Elouise Dixon
Thaess White
Dave Bolt
Garth Bradbury
John Chesser
Bernie Davis
Paul Desmond
Paul Dunienville
Brendan 'gringo' Greene

Leigh Glassborow
Stephen Grove
Eddie Hetel
Leonard Kingston
Dean Whitmore

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
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



ST ANDREWS BREW



It was a fantastic day at the St Andrew's Brewery on Sunday the 31st January.

We had 45 people attend, including Glen and Kathy down from Gisborne Sth and Geoff Biggs all the way from Shepparton. Geoff said it has been about 3 years since he has done a run with us because of some health issues. Great to see him looking well and driving his Corvette down south again.

We had 2 groups of cars head to the BP Baxter, and then 19 cars headed down to the venue, and a couple of people made their own way as well. We got all the cars parked together at the venue, and it was a fantastic sight!

So good to see those beautiful cars being used and not sitting in their garages. The weather was perfect on the day and the venue was excellent! There were lots of people all around enjoying their Sunday.

We sat in some converted stables and the vibe was great! Everyone was so pleased to be all together again. Our 1st official club run for about 10 months. (I had booked the venue for March 2020 and we had to cancel because of Covid.) There were plenty of choices of beers and food on the menu, and the burger I had was very nice.

After finishing the food, Tony spoke about some club issues and I talked on behalf of the events team(Adrian and George). After the speeches, we all went down to the cars to chat some more, and Tania sold quite a few COM clothing items. Overall, we had an excellent day catching up and sharing a meal together.

Thank you to all the members who attended. It was also great to see and meet some new members today as well.

Dean

BREWERY









MEMBERS STORIES

**“As I got out,
There was
smoke and
flames coming
out through the
wheel slots.”**

I was looking forward to nice drive in the Yarra Valley in Dec 2020, and as soon as I started driving, the car felt under-powered, and was pulling to the left. As I had been driving my Mercedes AMG around that week , I thought that lack of power was just the change of cars , however, I couldn't work out why it was pulling to the left?

(2 weeks prior, the car ran beautifully up to the Maroondah Dam for a COM lunch.)

So, I drove about 5 k's and when I got to an intersection and I had to brake, I found the brake pedal was really spongy and the pedal went almost to the floor.

I saw a car park just around the corner, and stopped the car using my hand-brake.

As I got out, There was smoke and flames coming out through the wheel slots.

I immediately grabbed my fire extinguisher, and sprayed through the slots.





The extinguisher lasted literally 2-3 seconds and that was it.

At that point I was panicking as the car was still on fire.

Miraculously, I had actually parked in front of the Woori Yallock Primary school and some adults were about 20 ft away.

They saw me in distress and the flames still happening and they jumped into action and went and got a big fire extinguisher.

After a full size extinguisher was expelled, the fire still wasn't out, and the guy asked me to turn the wheel to expose the area behind the wheel better.

The water helped actually put the flames out and the Fire brigade was called to just make sure it was completely out.

The car was put on a flat tray truck and taken down to Lilydale to the mechanics.

So, the left front callipers seized and didn't release.

The assessor from Shannon's checked out the car and I have been paid out just under \$2,500.00.

Luckily, the panel, the wheel and the tyre was not damaged.

At the time of writing this, the car is still at the mechanics getting fixed up. I am certainly looking forward to getting my car back and able to go on some cruises again.

Dean

Ps I went up to the school the next day with some bottles of wine and some thank you cards!

ARE YOU GETTING THE MESSAGE

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(Financial Members Only Private Facebook Forum)

CoM Public Facebook Page

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SMS Event Updates

If the answer is NO, and you'd like it to be YES... Or if you think you have already applied, but you're not getting updates...

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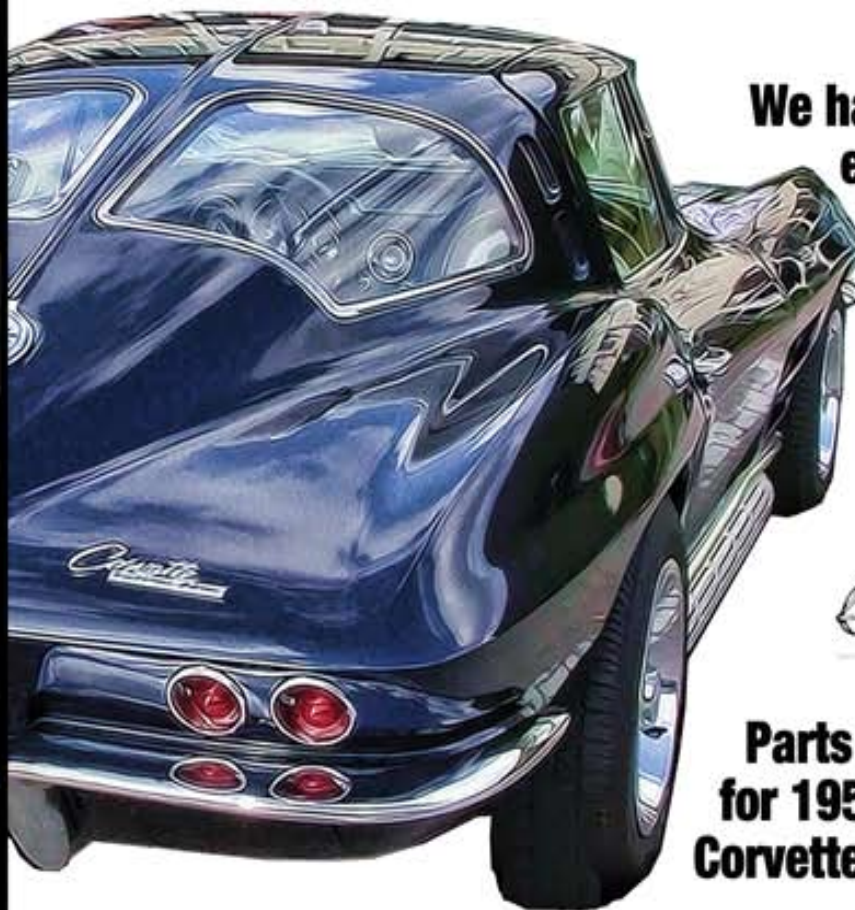
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Miss
APRIL





*“C4 1989
Dark Red
Metallic
Convertible”*

What is your first name?

Paul (Wiggo)

Your partner?

Lisa

When did you join C.O.M?

September 2020

Tell us a little about your car?

I have a C4 1989 Dark Red Metallic Convertible. It is a numbers matching Auto with the L98 engine, saddle trim & all original in A1 condition with 30,000 miles on her.

Why did you buy a Corvette?

I've always liked them. Personally I love the C2 but sadly they are out of reach for me. Maybe one day! I had just recently agreed to terms on a beautiful '69' C3 Convertible which fell through, when my C4 popped up. Lisa liked the look of it more than the earlier models & it was a cheaper option into a Vette. (Happy wife, happy life)





I brought it from an older fella in Sydney sight unseen. (A bit of a story here)

I had been watching the car for a while, wanting to do something, contemplating, trying to get Lisa on-board with the idea (As I had bought an "S" series Valiant a few years before WITHOUT prior consultation, which didn't go down well to be honest) of C4 Corvette ownership. She liked the more modern style over the older generation, & that suggestion was enough for me to proceed.

The car was in Sydney & I arranged a weekend away to go and inspect it, however just before I jumped on the plane, the owner rang & said his elderly wife had been rushed to hospital & he could not keep the appointment as he had to deal with that as his only priority, which was fair enough. We still went to Sydney & despite numerous efforts to arrange an inspection while there, we flew home without seeing the car, which was hugely disappointing.

When I got home, I decided to basically forget about it, considering the circumstances, as I did not want to put old Henry under any undo stress while he was dealing with his situation, however the car remained advertised so I just kept an eye on it, still wanting to do something. Henry ended up ringing me about 3 - 4 weeks later asking if I was still keen. I said I was but could not get back to Sydney for an inspection which was an issue for me. We ended up having a very frank discussion & he gave me his absolute assurances as to the cars condition & any issues he was aware of. We did the deal over the phone, & I flew up 3 weeks later with my young fella to pick it up (& see it for the first time). The car was as he told me. It had 28,000 miles on the clock & was immaculate.

I drove it about 5k's to the nearest servo for a fresh tank of juice & a local fella pulls in next to me & starts ogling & chatting about the car. He loved it & made me an offer to buy it on the spot. Although very tempted to take a handy profit & fly home, I explained to him that I had JUST picked it up & it was not for sale right now. He gave me his business card & said to call him when I decided to sell.

Despite the temptation of a quick deal, we drove it home over 600 miles that day as planned & I fell in love. It never missed a beat!

What do you enjoy most about being a Corvette owner?

The feeling you get when you fire it up, drop the roof on a nice sunny day & head out for the day with the missus. That's just not something we'd do in my old VY Commodore. Best investment I've ever made. I tell people it's like driving a full size legal go-kart. The handling is unlike anything I have experienced before. It just holds the road so well for an 'OLD' car.... We are now 'Corvette People'!

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Chevrolet Corvette Stingray 2021 Review

Chevy's all-new C8 Corvette embraces wholesale changes that boost its capabilities to Euro super-car-rivalling levels



The Chevrolet Corvette has until now stuck to a familiar recipe: big-cubic-inch engine up front (initially a straight six, and a V8 from 1955 onwards) and the cabin set well back from the front axle. All that goes out the window with the C8, which has gone down the mid-engined route to elevate its dynamics to an entirely new dimension. The new model's looks are polarising, but Chev execs say the 'Vette is now the car they had always envisioned.

Pinning it down

The 2021 Chevrolet Corvette Stingray coupe is due to land in Australia late this year as part of a renewed muscle car onslaught from General Motors Special Vehicles (GMSV), the new factory operation that has emerged from the ashes of Holden and can be seen as a reinvented version of HSV.

It's believed the C8 Corvette will be priced from close to \$140,000 (plus on-road costs) locally, with no more than 200 cars per year earmarked for our market.

It's likely Oz-spec cars will be equipped with the Z51 Performance Package, which includes goodies such as firmer suspension, enhanced cooling, stickier Michelin Pilot Sport 4S tyres (245/35ZR19 at the front and 305/30ZR20 at the rear), an electronic limited-slip diff, bigger brakes, a shorter 5.17:1 final-drive ratio and a sports exhaust that boosts outputs of the 6.2-litre LT2 V8 to 369kW and 637Nm.

The Z51 package also throws in an aero kit comprising a front splitter, multiplane rear spoiler and V-shaped deflectors under the nose to direct air around the front tyres. Chevrolet claims the aero addenda provides more than 180kg of downforce, although the manufacturer hasn't specified at what speed this is the case.



FE4 Magnetic Ride Control adaptive dampers are optional, as is Performance Traction Control for better racetrack performance.

The only transmission that's offered in the C8 is a brand-new eight-speed Tremec dual-clutch gearbox, so H-pattern junkies will need to look elsewhere.

A fully digitised dash is standard in even the base 1LT model, and so is an 8.0-inch infotainment touch-screen that's equipped with sat-nav in 2LT and 3LT spec levels.

A rear-vision camera is standard, while a front camera with kerb view is added as part of the 2LT and 3LT spec level, along with head-up display.

Moving with the times

Apart from embracing its new mid-engined format, the C8 Chevrolet Corvette has also moved the game on substantially in terms of its safety kit and mod-cons quota.

Rearward visibility isn't a strong suit as a consequence of that big V8 slung out the back, so it's just as well the rear camera is supplement-



ed by rear cross traffic alert, which uses short-range radar to detect whether there are cars approaching from the left or right as you reverse out of a nose-to-kerb parking spot.

There's also side blind zone assist – GM's moniker for lane change warning – which alerts you via a flashing orange light on the outside of the wing mirrors if there's already a car in your blind spot when you're changing lanes.

Also new is the front kerb view camera that helps you avoid scraping the splitter as you nose into a parking spot. As per the rear-view camera, it obviously only works at low speeds.

The conventional overhead mirror can be flipped and substituted by a rear camera mirror that displays a live feed captured by a rearward-facing HD camera that's mounted on the roof of the car, providing a wider view that's unobstructed by the rear buttresses.

Other than this, there's the usual quota of parking sensors, front and side airbags, stability control and traction control.

Thunderbolt and lightning

There will doubtless be thunderous Z06 and ZR1 versions of the C8 Chevrolet Corvette in due course, but even the standard Stingray is generously endowed in the powertrain department.

The 6.2-litre LT2 V8 is an updated version of the familiar LT1 pushrod V8 and features tech we've come to expect, such as direct injection and cylinder deactivation to boost fuel economy.

That said, the LT2 gains a more aggressive camshaft, as well as freer-flowing exhaust and intake manifolds that combine to bump up power by 22kW over the LT1.

However, the real tech highlight with the LT2 is a brand-new dry-sump lubrication system that ensures the engine has a constant supply of oil pressure, even during sustained 1.0G cornering. The reservoir is bolted to the front of the engine, between it and the firewall.

The performance stats for the C8 are eye-watering for a circa-\$140K offering, with 0-100km/h flashing past in 3.1sec and a v-max of 312km/h if you have access to a disused runway or racetrack with a particularly long straight.

The sports exhaust that comes standard with the Z51 package also delivers a rousing bellow when you extend the engine past 4000rpm.

The brand-new eight-speed dual-clutch transmission is a far more sophisticated unit than the GM 8L90 torque-converter auto fitted to the C7, slashing shift times, as well as instilling a much more connected feel when activated via the paddle shifters.

There's no conventional manual 'box on offer, but the dual-clutch unit is so fast and responsive that you're unlikely to feel short-changed, even if you like having three pedals.

Where the magic happens

The real magic with the 2021 Chevrolet Corvette Stingray happens when you slide into the low-slung seat and fire up that V8.

It may have moved aft of the cabin, but the 6.2-litre LT2 V8 still sounds every bit as good as any of its predecessors, especially when you bury the throttle and get it bellowing at full song.

The eight-speed dual-clutch transmission is also quick and seamless, especially when you're pressing on, and the alloy paddles are pleasingly tactile.

Our test car had all the fruit, including the Z51 Performance Package and FE4 Magnetic Ride Control dampers, whose firmness can be adjusted by selecting either Tour, Sport or Track mode via a rotary knob on the centre console.



What all these ingredients add up to is an absolutely cracking driver's car that delivers far more than expected.

Our preliminary test was conducted in the United Arab Emirates, and the Hajar Mountains – just over an hour out of Dubai – seemed the ideal real-world test lab for the C8. The roads here are winding and occasionally patchy, so the full repertoire of a chassis' capabilities is exposed.

Having dialled into the car after covering about 100km, it became clear there's eye-opening levels of grip to tap into and great balance in the chassis.

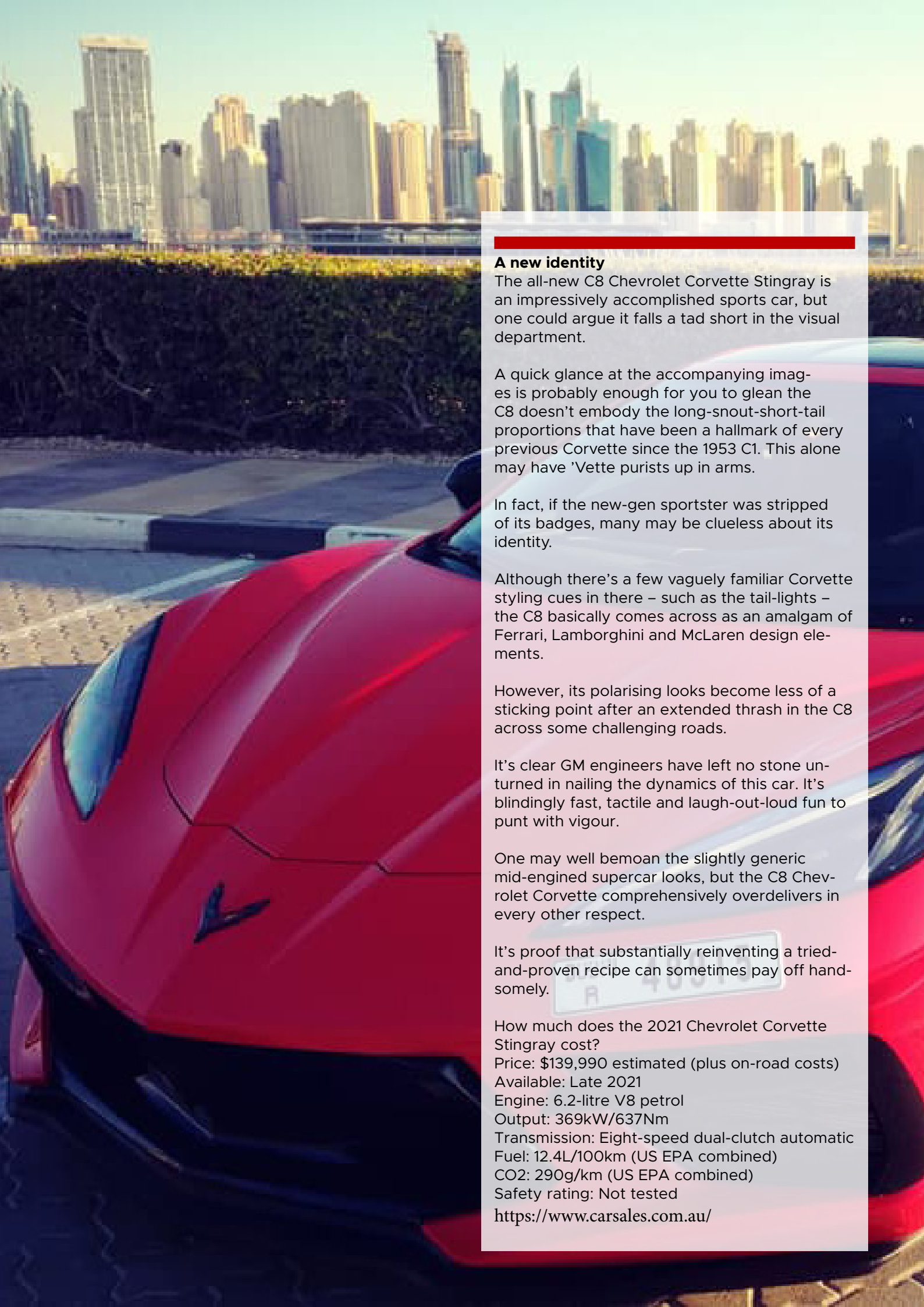
The slightly odd hexagonal-shaped steering wheel relays plenty of feedback to your fingertips, encouraging you to really lean on the car and get it dancing on its tiptoes.

The C8 is easy to accurately place on narrow roads as you can sight the front fenders from the driver's seat thanks to their pronounced upward bulge. This isn't the case with most mid-engined supercars as your view of the vehicle ends at the base of the windscreen.

Slightly on the minus side, ingress/egress is more challenging than in past Corvettes, and the length of the doors means you need ample room to open them to a reasonable angle.

So, make sure you avoid parking spots where another car might slot in close to you.

Luggage space is quoted at 356.8 litres, which sounds okay on paper, but a set of golf clubs and some soft luggage is pretty much the limit in terms of how much you can stash in the front and rear storage compartments.

A red Chevrolet Corvette Stingray is shown from a front-three-quarter view, parked on a paved surface. In the background, a dense city skyline with various skyscrapers is visible under a clear sky. The car's sleek, aerodynamic design is highlighted by the lighting.

A new identity

The all-new C8 Chevrolet Corvette Stingray is an impressively accomplished sports car, but one could argue it falls a tad short in the visual department.

A quick glance at the accompanying images is probably enough for you to glean the C8 doesn't embody the long-snout-short-tail proportions that have been a hallmark of every previous Corvette since the 1953 C1. This alone may have 'Vette purists up in arms.

In fact, if the new-gen sportster was stripped of its badges, many may be clueless about its identity.

Although there's a few vaguely familiar Corvette styling cues in there – such as the tail-lights – the C8 basically comes across as an amalgam of Ferrari, Lamborghini and McLaren design elements.

However, its polarising looks become less of a sticking point after an extended thrash in the C8 across some challenging roads.

It's clear GM engineers have left no stone unturned in nailing the dynamics of this car. It's blindingly fast, tactile and laugh-out-loud fun to punt with vigour.

One may well bemoan the slightly generic mid-engined supercar looks, but the C8 Chevrolet Corvette comprehensively overdelivers in every other respect.

It's proof that substantially reinventing a tried-and-proven recipe can sometimes pay off handsomely.

How much does the 2021 Chevrolet Corvette Stingray cost?

Price: \$139,990 estimated (plus on-road costs)

Available: Late 2021

Engine: 6.2-litre V8 petrol

Output: 369kW/637Nm

Transmission: Eight-speed dual-clutch automatic

Fuel: 12.4L/100km (US EPA combined)

CO2: 290g/km (US EPA combined)

Safety rating: Not tested

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1.SCARF \$20

Colour:
Black



2. BEANIE \$12

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Black



3.HAT \$12

Colour: Black



4.Jacket \$65

Colour: Black/Red
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5. Hoodie \$45

Colour:
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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:
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plate is not included as I will
keep it for my grandson.
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Bill 03 9807 9734



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78-82 Coupe \$90

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\$2000 or offer for a cage that cost
him over \$6k. It is a bolt-in full
cage that requires some welding of
brackets to frame.

(The Little Old Lady
from Pasadena does
not come with the
cage!)



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