

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 by 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 \$15.00 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

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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>



PRESIDENT REPORT - AGM

Hi everyone,

Well in the last month we had the AGM as you would have seen in the last Magazine. Thank you to those members who attended by zoom. One change was Joe taking over as the Newsletter Editor. Joe would appreciate help from everyone for content to put into future magazines. Joe is also still the Treasurer. Thank you to Joe for stepping up and taking on the two positions.

I would also like to thank Teagan George and Graham George for all their efforts in producing all the previous Magazines, which would go back many years, they certainly took the Magazine to new heights.

Another change to the Committee is Darren Pelacchi who is taken over Webmaster. I would like to thank the previous Webmaster Lloyd Perrin for his efforts over the previous years as Webmaster.

As for future events this year, we currently have the Blampied Lunch Run on Sunday 14 November 2021. All going well we are hoping this event will go ahead,

nothing promised depending on Sgt Dan. It would be great for as many members to attend if we can proceed.

The Corvette Nationals in Canberra is (fingers crossed) on next year at Easter from Friday 15 April to Monday 18 April 2022, the day we all leave to go home. Remember you will need to register to attend this event, there was some information in the last magazine about the event, you will see in this Magazine information for registration, including an entry form and accommodation details. If you would like to come to Canberra with some members from the club, we are staying at Gundagai, on the way up I have pre booked 14 rooms. Let me know if you would like a room.

At this time, I do not think we will be having our October meeting at the Tower Hotel, if things change an email will be sent out.

That's it from me, keep your Corvettes clean and ready to roll when we can.

Cheers Tony.



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 November 11th Restrictions Permitting

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

Julia Anderson
Christine Bradbury
Lisa Garcia
Chase Whiston
Maya Whiston
Mark Collins

Paul Crisafulli
Rod Glanville
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.

UPDATED !

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:
Garth Bradbury 0411 131 294
Joe Younane 0418 478 814
Robert Jordan 0487 778 354
Dan Butters 0407 726 773

People who can sign Vehicle Eligibility
and Standards Declarations (Scrutineers):
Peter Whiston 0418 677 371
Garth Bradbury 0411 131 294
Joe Younane 0418 478 814
Dan Butters 0407 726 773

Our Club Permit Scheme - from Garth Bradbury

VicRoad's Club Permit Scheme (CPS) has been around for many years now and Corvettes of Melbourne has been a participant for nearly 10 years. So after all this time here are some updates and refreshers about CPS.

The CPS is not a partial or full registration entitlement, it is a permit that enables owners/drivers of classic cars to use them under prescribed circumstances. It saves us almost 70% of the cost of normal registration and is here to help us so please do not abuse this privilege.

From the Club's perspective we have three principal roles:

- 1: endorsement of existing CPS renewals,
- 2: endorsement of new applications for CPS, and
- 3: recording details of permit holders and details and photos of cars on CPS. Permit holders must financial club members and their cars road compliant (both are VicRoads requirements).

Renewal of CPS is reasonably straight forward. You present your renewal to one of the approvers listed on the previous page who will check your financial status and the condition of your car. Mostly your car will be known to the person signing the form from club runs or functions where cars are present. So please don't be put out if we ask for a photo or two if we haven't seen your car for a while. VicRoads relies on our observations to be sure your car has not been overly modified or made non-compliant for the road. We will also understand if your car is in bits being restored or repaired.

Things are a little more tricky for new CPS applications. Firstly, VASS certificates, if your car has previously been registered in Australia or was built before 1 January 1969 and largely unmodified, you do not need a VASS certificate. All other cars do. See the handy flowchart on the next page.

A VASS certificate declares your car complies with the Australian Design Rules applicable the year your car was built. A registered Vehicle Engineer will advise on what compliance works are needed and will issue a certificate after the work been carried by qualified mechanics or engineers.

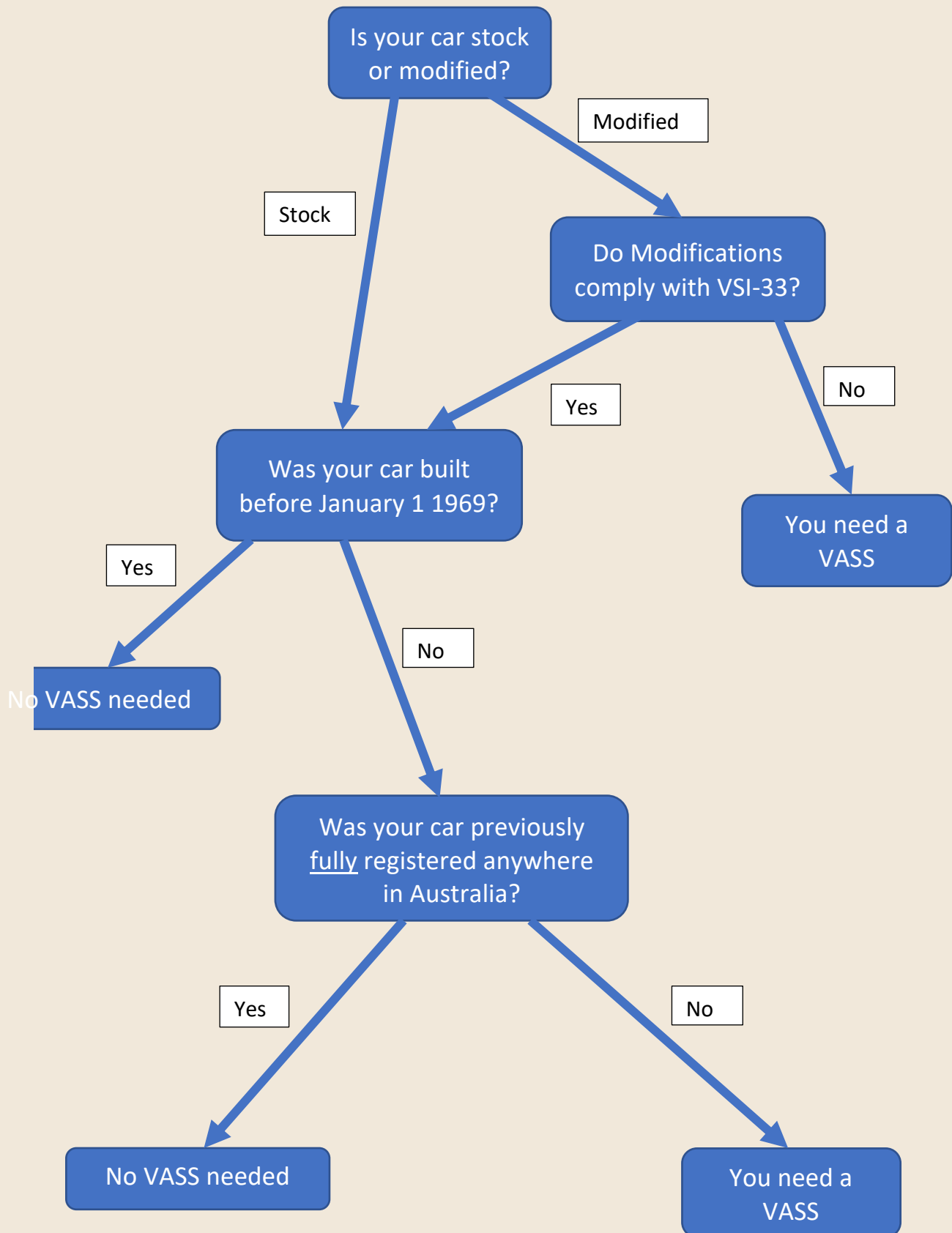
Once you have your VASS certificate you will need to move quickly to get a RWC, as a VASS only has a life of 28 days.

The RWC, VASS and VicRoads CPS application forms need to be presented to Club members below for CPS endorsement. We will also need to see and photograph the car for our records. CPS application forms are downloaded from VicRoads at vicroads.vic.gov.au then scroll through registration/limited use permits/club permit scheme/get a club permit/renew or extend a club permit.

It is strongly recommended you familiarise yourself with all VicRoads information in the Club Permit Scheme section. It might save you a fine and loss of demerit points if you breach the requirements set down by VicRoads. It also explains why at times the club needs to go to the extent it does to meet VicRoads administrative demands on participant Car Clubs.

VicRoads requires owners of cars under CPS financial club members at all times. This creates an overlap between when club subscriptions fall due and when your CPS expires. To avoid this, members pay an additional, once only, years club subscription when signing up for CPS. This is refunded pro rata should the member leave the club or no longer partake in CPS.

Do I need to get a VASS* Approval Certificate to apply for a VicRoads Club Permit?



* Vehicle Assessment Signatory Scheme

Vehicle Standards Information 33

June 2021

This information sheet supersedes all previous copies of VSI 33.

Guidelines for modifications to vehicles operated under Victoria's Club Permit Scheme

This Vehicle Standards Information sheet provides guidelines to ensure the safety and compliance of modified vehicles operated under Victoria's Club Permit Scheme (CPS).

These guidelines describe modifications that are permitted without VASS certification.

Scope

These guidelines apply to all motor vehicles (other than street rods) operated under, or applying to be operated under, the CPS as established by Chapter 3, Part 3.4 of the *Road Safety (Vehicles) Interim Regulations 2020*.

Only the more common modifications are addressed. Where indicated, and in the case of modifications not included in these guidelines, the requirements of Vehicle Standards Information (VSI) 8 – *Guide to Modifications for Motor Vehicles*, will apply to club permit vehicles.

A street rod means a vehicle that has been modified for safe road use and that:

- has a body and frame that were built before 1949; or
- is a replica of a vehicle the body and frame of which were built before 1949.

A street rod can be distinguished from other pre-1949 modified vehicles by virtue of it:

- looking like a traditional Hot Rod style of vehicle
- having been built and certified in accordance with the *National Guidelines for the Construction and Modification of Street Rods in Australia* as published on the Commonwealth Department of Infrastructure, Regional Development and Cities (DITRDC) website
- having been authorised by the Australian Street Rod Federation.

Vehicle age categories

General

For the purposes of these guidelines club permit vehicles are divided into three categories based on their date of manufacture:

- built before 1949
- built after 1948 and before 1969
- built after 1968.

Carry-over provisions

For the purposes of these modified vehicle guidelines, a vehicle model that was first released for public sale before 1949 that continued in production essentially unchanged beyond 1948 may be treated as if it were a pre-1949 model until completion of the model run by the original vehicle manufacturer.

However, a vehicle model first released before 1969 that continues essentially unchanged beyond 1968 may only be treated as if it were a pre-1969 model if all of the following criteria are met:

- evidence, in the form of an Australian compliance plate, previous registration history or a Vehicle Assessment Signatory Scheme (VASS) Approval Certificate, of the vehicle's compliance with any applicable Australian Design Rules (ADRs) has been supplied; and
- if any modification carried out on the vehicle does not affect, or have the potential to affect, compliance with any applicable ADR; and
- the vehicle was manufactured before 1973.

Guidelines

General

For a modification to be acceptable the vehicle must continue to comply with the applicable standards for registration. Victoria's Standards for Registration are set out in Schedule 2 of the *Road Safety (Vehicles) Interim Regulations 2020*.

Further, the modification must not adversely affect the vehicle's structural integrity, its handling characteristics for safe use on the road, exhaust emissions or evaporative emissions as applicable.

The modifications set out below may be considered approved modifications provided they have been carried out in accordance with the specified guidelines. Modifications not mentioned, or not otherwise addressed by VSI 8 *Guide to Modifications for Motor Vehicles*, or that exceed any stipulated limits are deemed assessable modifications and will require certification by a VASS Signatory. In particular, it should be noted that the *Approved Modifications* listed in VSI 8 apply to all vehicles.

Where a modification involves fabrication or welding, all such work must be carried out in a professional manner. Any structural welding must be carried out by a competent person and be carried out with correct joint design with proper consideration given to parent metal type and gauge, and to the selection of the welding process.

Terminology

VASS Approval Certificate

A VASS Approval Certificate is a certificate issued by a VASS Signatory accepted as evidence that a vehicle meets the standards for registration, that any modifications comply with relevant published guidelines and have not adversely affected the vehicle's structural integrity, handling characteristics, exhaust emissions or evaporative emissions. As such a VASS Approval Certificate forms part of the documentation required to unconditionally register a modified vehicle.

Era

The term "of the era" in relation to equipment such as engines, transmissions, drive axles etc means:

- for a vehicle built before 1949 – any such equipment typically fitted to vehicles designed and manufactured before 1949 but includes essentially identical equipment manufactured after 1948 that utilises technology and materials that were in general use before 1949
- for a vehicle built before 1969 – any such equipment typically fitted to vehicles designed and manufactured before 1969 but includes essentially identical equipment manufactured after 1968 that utilises technology and materials that were in general use before 1969.

Significant power increase

The term "significant power increase" in relation to replacement engines is based upon a comparison of manufacturer's published maximum net power figures and means the greater of a 30kW power increase and:

- for engines up to 2000 cc – a 40% increase in power
- for engines from 2001 cc to 3500 cc – a 30% increase in power

- for engines over 3500 cc – a 20% increase in power.

In the case of modified engines, the above figures can only be applied when the modified engine's maximum net power is known or can be estimated. The fitting of alternative carburettor(s), extractors or an alternative ignition system may result in some power increase, but an increase resulting from these modifications on their own would usually not be considered significant.

However, when combined with higher compression ratio, a modified cylinder head, larger valves, performance camshaft etc, they would be very likely to result in a significant power increase. Similarly, fitting forced air induction to a V8 engine would be considered to result in a significant power increase.

Vehicles built before 1969 may be fitted with a supercharger with no more than 5 psi boost to an engine.

If in any doubt, a VASS Signatory should be consulted.

Previous modifications

An existing CPS vehicle that has, at some time in the past, undergone a modification that is an assessable modification according to these guidelines, does not have to be re-certified to retain its permit provided:

- evidence of Australian registration history in its current modified condition can be supplied; or
- evidence in the form of a VASS Approval Certificate (or interstate equivalent or an engineering assessment report issued under Victoria's earlier Recognised Engineering Signatory Scheme) relating to the modification, can be supplied; and
- the vehicle has not been subjected to further assessable modification.

Imported vehicles

An imported vehicle, for which admission to CPS is being sought, must have Australian registration history or a copy of the Vehicle Import Approval issued by issued by DITRDC.

An imported vehicle without registration history that was built after 1968 requires a VASS Approval Certificate demonstrating compliance with any applicable ADRs.

An imported vehicle without registration history that was imported under the Specialist and Enthusiast Vehicle Scheme (SEVS) requires RAWS import certification.

An imported vehicle that has undergone an assessable modification that has not been previously registered in its modified condition in Australia must be issued with a VASS Approval Certificate. Refer to VSI 3 *Conditions for Registration of Imported Vehicles in Victoria* for further information.

Left hand drive vehicles

For left hand drive vehicles, refer to the requirements outlined in VSI 18 *Left Hand Drive Vehicles & Vehicles Converted to Right Hand Drive*

Engines

Note

Fitting a replacement engine can increase axle loads. It is the owner's responsibility to ensure that the load capacity of an axle is not exceeded. If the load capacity of an axle cannot be determined any increase in the mass supported by that axle must be limited to 10%.

Replacement engines

Vehicles built before 1949

Pre 1949 vehicles fitted with engines almost universally require some changes to the mounts. Any unmodified engine of the era may be fitted provided that:

- it can be accommodated in the space originally provided for the engine without structural modification (save for engine mount bracketry)
- the mass supported by an axle of the vehicle does not exceed its rated load carrying capacity
- if the mass supported by an axle is increased by more than ten percent, it can be demonstrated that brake balance and effectiveness has not been adversely affected.

Vehicles built after 1948 and before 1969

Any unmodified engine offered as an option by the vehicle manufacturer for that model may be fitted. Any additional equipment fitted to the vehicle as standard equipment by the manufacturer with that engine option must also be fitted.

Any unmodified engine of the era that is of the same configuration and that does not result in a significant power increase over that of the original (or of that of any optional engine offered by the vehicle manufacturer for that model) may be fitted provided:

- it can be accommodated in the space originally provided for the engine without structural modification (save for engine mount bracketry)
- the mass supported by an axle of the vehicle does not exceed its rated capacity
- where the mass supported by an axle is increased by more than 10% it can be demonstrated that brake balance and effectiveness has not been adversely affected.

Vehicles built after 1968

VSI 8 requirements apply.

Modified engines

Vehicles built before 1949

Minor modifications such as fitting alternative carburettor(s) or ignition systems etc. are permitted. Generally, modifications typical of the era are permitted. However, modifications resulting in a significant power increase and that involve the use of more modern (i.e. after 1948) components or technology will require VASS certification.

Vehicles built after 1948 and before 1969

Modifications such as fitting extractors, alternative inlet manifolds, alternative carburettor(s) or ignition systems etc are permitted. Generally, modifications typical of the era are permitted. However, modifications resulting in a significant power increase will require certification.

Vehicles built after 1968

VSI 8 requirements apply.

Transmission and final drive

Vehicles built before 1949

Any transmission, differential, or drive axle (including brakes) of the era may be fitted provided that:

- there are no structural alterations to the vehicle
- the item comes from a vehicle of equivalent mass and power
- in the case of axles, fitment uses the vehicle's original pick-up points for suspension etc.
- axle flanges, drums or hubs are not re-drilled for alternative wheel mounting
- if the brakes from another vehicle are included as part of the modification it can be shown that the effectiveness and balance of the vehicle's braking has not been adversely affected.

For the purposes of these requirements the fabrication of a tailored transmission cross-member is not considered a structural alteration.

Vehicles built before 1969 (including pre-1949 vehicles)

Any transmission or differential of the era may be fitted provided that:

- there are no structural alterations to the vehicle
- the item is adequate for the mass and power of the vehicle
- axle flanges, drums, rotors or hubs are not re-drilled for an alternative stud pattern; and if the brakes from another vehicle are included as part of the modification, it can be shown that the effectiveness and balance of the vehicle's braking system has not been adversely affected.

For the purposes of these requirements the fabrication of a tailored transmission cross-member is not considered a structural alteration so long as it bolts up to the same location as the factory crossmember.

Replacement live axles that were not offered as an option for the vehicle must not be fitted unless approved by a VASS Signatory.

Vehicles built after 1968

VSI 8 requirements apply.

Bodywork changes

Vehicles built before 1969

(including pre-1949 vehicles)

For vehicles based upon a separate chassis, bodywork changes typical of the era are permitted without certification, so long as the vehicle's general appearance is in accord with vehicles of that type with a similar date of manufacture, and that any replacement bodywork meets the VSI 29 *Drivers Field of View Requirements* for vision, and does not present any additional hazard to pedestrians or other road users. Different materials may be used.

Vehicles built after 1968

VSI 8 requirements apply.

Brakes

Vehicles built before 1949

Modifications may be made to mechanical drum braking systems to improve efficiency such as:

- changing the method of operation
- changing the coupling of actuation controls
- the use of alternative materials
- the fitting of proprietary brake kits or components from other vehicles of similar or greater mass
- fitting of an alternative solid front axle, including brakes, from a vehicle of similar mass and track dimension and utilizing the original vehicle's suspension pick-up points.

All components must be of a design and materials of the era and that the applicable braking performance standards required by the standards for registration can be met.

It is strongly recommended that you seek advice from a VASS Signatory prior to commencing work on your vehicle's braking system.

Vehicles built after 1948 and before 1969

Any braking system offered as an option by the vehicle manufacturer may be fitted provided it is fitted in its entirety. Similarly, a braking system offered by the same manufacturer for a later model vehicle of equal or greater mass may be fitted provided it is fitted in its entirety and provided its fitment does not involve any cutting, drilling or welding of any brake, hub, suspension or steering component.

Commercially available hydraulic brake upgrade kits may also be fitted provided:

- the replacement braking system meets the provisions of the General Requirements section of Code LG of Vehicle Standards Bulletin 14
- the kit has been manufactured by an entity that is subject to laws governing product liability
- the kit has been marketed as suitable for a particular make/model/year of vehicle
- comprehensive fitting instructions are provided
- the kit is fitted in accordance with the instructions provided
- fitting the kit does not involve drilling, cutting or welding of any brake, hub, suspension or steering component.

Vehicles built after 1968

VSI 8 requirements apply.

Fuel systems

Relocation of fuel tank

Vehicles built before 1949

An original equipment or replacement fuel tank may be relocated on the vehicle provided:

- the tank is securely mounted
- the filler is located on the outside of the vehicle
- the tank is located so that it cannot be contacted by the road surface in the event of a flat tyre
- that if the tank is within 75 mm of an exhaust pipe, suitable heat shielding is provided
- any apertures created to allow for the installation of the fuel tank are suitably sealed to prevent the entry of exhaust or petrol fumes into the cabin of the vehicle
- any replaced or extended fuel lines comply with the relevant provisions of VSI 8
- that fuel tank venting is considered to ensure that the tank does not pressurise due to replacement items such as fuel filler caps, which are not designed to be vented.

For any other fuel system modification, VSI 8 requirements apply.

Vehicles built after 1948

VSI 8 requirements apply.

Wheels and tyres

Vehicles built before 1949

Having regard to the fact that not all original equipment tyre sizes are currently available, alternative rims may be fitted provided:

- they are of a form of construction and made of material(s) typical of rims fitted to vehicles of the era
- any reduction in rim diameter is limited to the next smallest size for which suitable tyres may be obtained or to a size originally fitted to a vehicle of the same period and type
- the rims provide adequate clearance around suspension, steering and brake components.

Tyre section width may be increased by up to 30% above that of the original equipment tyre or the most narrow available tyre width where no option exists within 30% width of OEM fitment. Tyre aspect ratio must be at least 70%. Rim width may be increased to any of the rim widths listed in the Tyre and Rim Association of Australia Manual as suitable for the chosen tyre size provided the tyre and rim combination does not foul any part of the body suspension, steering or brake components at any position of suspension travel or steering movement, and, when in the straight ahead position, the guard or bodywork of the vehicle covers the full section width of the tyre.

Note

Where a tyre size is not listed in the above referenced Manual, rim width increase should be limited to 25% above the vehicle's original rim width.

Adequate ground clearance must be maintained.

Vehicles manufactured after 1948

VSI 8 requirements apply.

Steering

Vehicles built before 1969

(includes pre 1949 vehicles)

A change to steering mechanism type (e.g. a change from worm and sector to rack and pinion) must be VASS certified. However, alternative similar steering components sourced from, or intended for, a vehicle of equal or greater mass than that of the subject vehicle may be used, provided the original equipment manufacturer's (OEM) pick-up points are utilised, and that any tie-rod or drag link end tapered joint has a taper that matches that of the component to which it is attached. Original steering geometry must be preserved (linkage lengths, pitman arm lengths, steering arm lengths etc).

Conversions from left hand drive to right hand drive will require VASS certification unless they are to a vehicle which was originally manufactured with provision of mounting points and OEM parts to facilitate manufacture in either configuration and such mounting points and appropriate OEM components are used.

Vehicles built after 1968

VSI 8 requirements apply.

Roll bars and roll cages

A vehicle for which admission to the CPS is being sought that is fitted with a roll bar or roll cage, will require (unless evidence of prior certification can be provided) either:

- for competition roll cages, approval obtained from Motorsport Australia. All roll bar padding must comply with the requirements outlined in Section LK of Vehicle Standards Bulletin 14
- VASS Approval complying with VSI 8 requirements.

The above requirements also apply to an existing CPS vehicle that is to be modified by fitting a roll bar or roll cage.

For further information

Further information is available on the VicRoads website:

vicroads.vic.gov.au or by calling VicRoads on **13 11 71** (TTY **13 36 77**, Speak and Listen **1300 555 727**).

Blampied Lunch Run

Sunday November 14



*We will work
out the meeting
points etc.
when we get
closer. It is a
12.30 booking.*



Introducing Corvettes Australia's website -
the online home of our incorporated clubs in
each state. Check it out!



<https://corvettesaustralia.com>



"I was going to pick you up in my
Corvette, but since it might rain I didn't
want it to get dirty."



Dean's '80 - 355hp ZZ4



From the Editor,

Many thanks to Graham & Teagan for their tireless efforts over many years to produce our Gazette!

I'm looking forward to stepping in to this new role. A call out to all members to send their interesting stories and Corvette photos to me for publishing.

Show us your COVID projects!

*Cheers,
Joe*

gazette@corvettesofmelbourne.com





Miss
OCTOBER



CUSTOM PLATES



Slimline Plates now available for Club Permit vehicles

Victoria's Club Permit plates are now available for you to purchase in slimline. The new slimline plates can be purchased as either new Club Permit number or replacement plates for existing Club Permit vehicles.

Plate Type	Available At	Price
Slimline plates (new issue Club Permit Number only)	Customer Service Centres	\$185
Pair of slimline replacement plates (existing permit number)	Online only - myVicRoads account	\$185
Single slimline replacement plate	Online Only - myVicRoads account	\$125



C3 Fresh Air Door Vent Seals

On our C3's there are fresh air door vents on both sides behind the kick panels. Each of these has a foam rubber seal that perishes and stops the doors from sealing properly.

If you plan to be redoing interior, it's a good idea to repair these.



This is what a typical set of doors looks like. You'll need to drill out all of the rivets, separate the sides and scrape out the old seal.

The new seals are available from most of the vendors and come with rivets. I don't use their rivets, I use standard 1/8" pop rivets.



Spray the doors with some satin black aerosol paint first, then rivet the sides together, sandwiching the foam.

Re-install and they should seal like new!

Happy Vetting!

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



THE CORVETTES OF CANBERRA CLUB
INVITES ALL CORVETTE ENTHUSIASTS TO JOIN US FOR
CORVETTE FANS RENEW IN '22!

AND WELCOME THE NEXT GENERATION CORVETTE C8



CORVETTE NATIONALS 2022

15-18 APRIL 2022

CANBERRA

AUSTRALIAN CAPITAL TERRITORY, AUSTRALIA



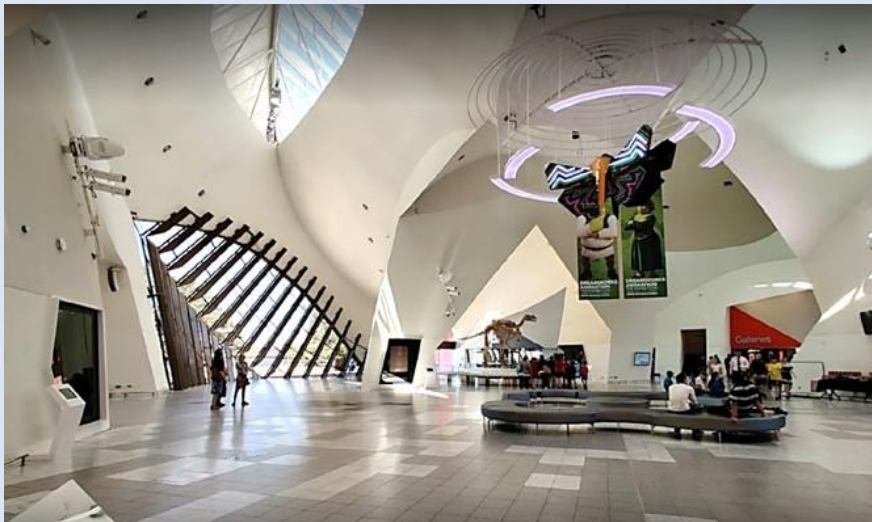


ABOUT THE 2022 EVENT

The Corvette Nationals is back in 2022! After two years of postponements we look forward to the celebrations over the 2022 Easter long weekend as we catch-up with Vette enthusiasts from around the country for a long weekend of relaxation and entertainment – and surprises – as we celebrate our favourite sportscar.

It is a time to consider the rich Vette history from the iconic early models through the high performance models to welcoming the mid-engine C8!

We have a full weekend of activities planned! Show ‘n’ Shine, cruise and social events with interesting locations and venues.



The National Museum of Australia is the venue for our Gala Presentation Dinner on the Saturday evening. It is an impressive venue with a great location by Lake Burley Griffin with expansive views of the city.

The Pavilion Hotel is the venue for the Nationals – with a Club Room for Vette mags, videos, conversation and gossip. It is well-located on one of the main access roads in the city and an opportunity to ride the city’s new light-rail into the city centre for its trendy shops and restaurant precincts.



Corvette Nationals 2022

Canberra 15 April – 18 April 2022

Entry Form

ENTRANT DETAILS												
First Name				Surname								
Postal Address						State			Postcode			
Phone				Mobile			Email					
Member of which Club												
Special needs or Dietary Requirements												
Bringing your Vette (Yes/No)				How many			Trailer (Yes/No)					
ADDITIONAL PERSON												
First Name				Surname								
Postal Address						State			Postcode			
Special needs or Dietary Requirements												
Phone				Mobile			Email					
CORVETTE DETAILS (1)												
Type (Coupe, Roadster)				Year		Color						
Registration Number						Is your Vette to be judged (yes/no)						
Category (please tick)		Original (0-3 Modifications)			Personal (4-8 Modifications)			Modified (9 or more Modifications)				
CORVETTE DETAILS (2)												
Type (Coupe, Roadster)				Year		Color						
Registration Number						Is your Vette to be judged (yes/no)						
Category (please tick)		Original (0-3 Modifications)			Personal (4-8 Modifications)			Modified (9 or more Modifications)				
ACTIVITIES & MERCHANDISE												
Sunday Activity		Run to Cooma			Yes/No		How Many?					
Entrant's National Shirt – Tick size (included in entry fee)				Men's	S	M	L	XL	XXL	3XL	4XL	
Additional National Shirt – Tick size and quantities below				Men's	S	M	L	XL	XXL	3XL	4XL	
Entrant's National Shirt – Tick size (included in entry fee)				Ladies	S	M	L	XL	XXL	3XL	4XL	
Additional National Shirt – Tick size and quantities below				Ladies	S	M	L	XL	XXL	3XL	4XL	
ENTRY FEES & CHARGES <small>(Please note: only one entrant bag per entry)</small>												
Please submit Entry Forms by 28 February 2022 – Entrant Bag and National Shirts not guaranteed after this date												
Payment by Direct Deposit BSB: 032-724 ACC No: 285 773 Use Surname and Rego as reference Returns and Enquiries Michelle Fraser – Registrations Secretary 33rd National Corvette Convention PO Box 6157, Q'byn East, NSW 2620 Email: lyndonandmichelle@hotmail.com Ph: 0412 011 988				Entrant		Price		Quantity		Total \$		
				Additional Person		\$350						
				Extra Nationals Shirt		\$300						
				Extra Port		\$55						
						TBA						
										Total Payment		

Accommodation for Corvette Nationals 2022, Canberra, 15-18 April 2022

Pavilion on Northbourne

242 Northbourne Ave, Dickson, ACT 2602

The hotel for the 2022 Nationals is the [Pavillion on Northbourne](https://www.pavilioncanberra.com.au),
<https://www.pavilioncanberra.com.au> and (02) 6247 6888

For a reservation, call (02) 6247 6888 or 1800 828 000 and quote the reservation code GF3861 for the Corvette Nationals 2022 rate.

- This is for a standard room with a flexible rate for payment on arrival, and can be cancelled beforehand at no charge
- Buffet breakfast is \$20 per person and a 20% discount, which can be booked on arrival

The hotel is well-located – *with a Club Room for Vette mags, videos, conversation and gossip. It is well-located on one of the main access roads in the city and an opportunity to ride the city's new light-rail into the city centre for its trendy shops and restaurant precincts.*

Regards,

Terry Ruse

President

Corvettes of Canberra

terryruse47@gmail.com and 0418 430 484



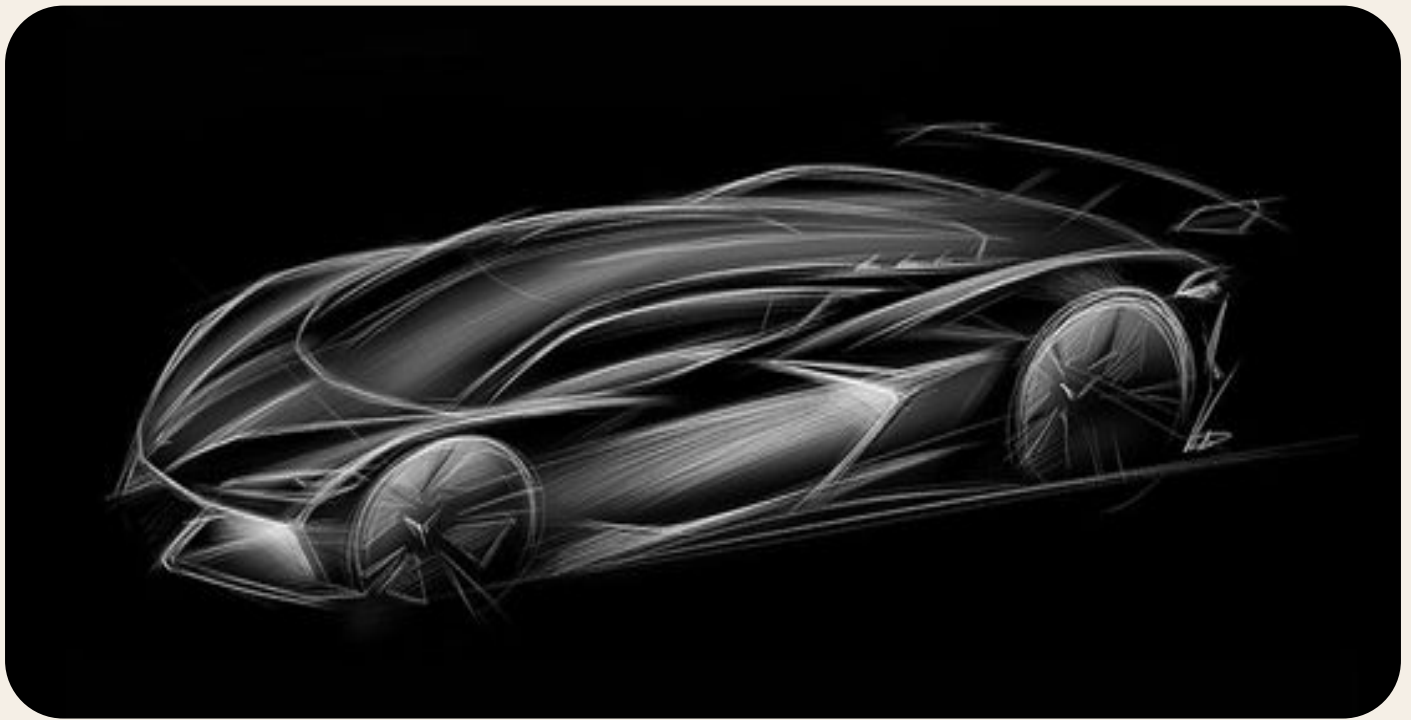
CORVETTE C8 Z06 REVEALED - by Mark Andre

This month, GM shared an Instagram photo of the upcoming Z06 model C8 Corvette. Unlike GM's normal "slow reveal" of various bits of the car's body shape and features, without putting the whole picture together, they have on this occasion jumped right in and released a front quarter shot of the complete car.



What they have released is an uncamouflaged "teaser" shot of the Z06, the model that will be fully revealed on the 26th October, only a few weeks away. The released photograph is clearly of the "base" model Z06, as the car appears without the massive rear wing we have seen in many of the spy photos. It is also missing the front splitter with dive planes, and the lightweight wheels we have regularly seen on some of the camouflaged test cars. Even the colour of the car in the shot is very subtle, showing the tasteful Silver Flare Metallic, rather than one of the more "in-your-face" colours available. GM is obviously holding back on the image of a C8 fitted with the track-focussed, more extreme looks of the optional Z07 pack. In this way the released photo is still a "teaser".

The biggest feature of the Z06 we can see in the photo is the size and shape of the side air intakes. The trim on the air intake is a sideways "Y" shape, as opposed to the curved "boomerang" shape of the Stingray. The



GM provided two other photos in the Instagram teaser, including an early concept sketch and a test car, wearing its camouflage, equipped with the black 5-spoke wheels and giant rear wing. They also supplied a short promotional video to ramp up excitement on the upcoming reveal. The video is more in keeping with the vibrating images, flashing numbers, engine scream and a focus on the full reveal date, as they have used to promote C8 events in the past.

Although there have been trademark filings in Australia for the Z06 name, there has been no mention of a RHD version of the car for our local market. GMSV has apparently stated that RHD has not been confirmed as part of the Z06 program. This may simply mean it has not been confirmed YET. However, as the full reveal doesn't take place until 26th October, we can hope that the confirmation might come at this event.

As we would expect that the different parts that make up the Z06, compared to the Stingray version, would not need to be RHD specific, it's hard to see why the Z06



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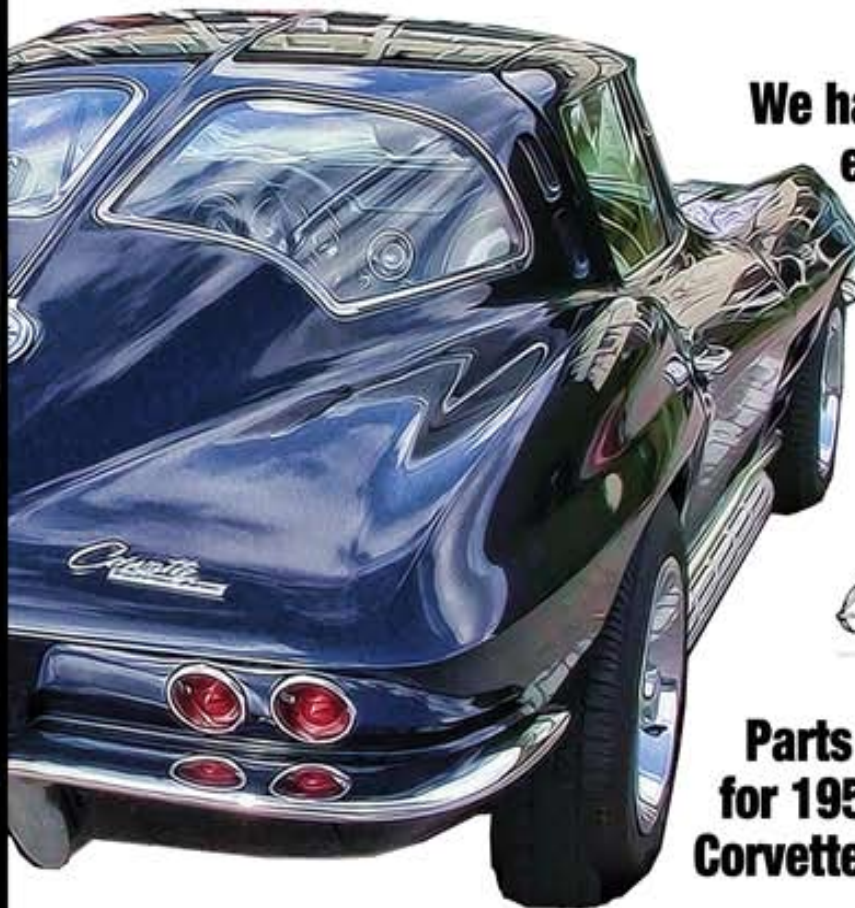
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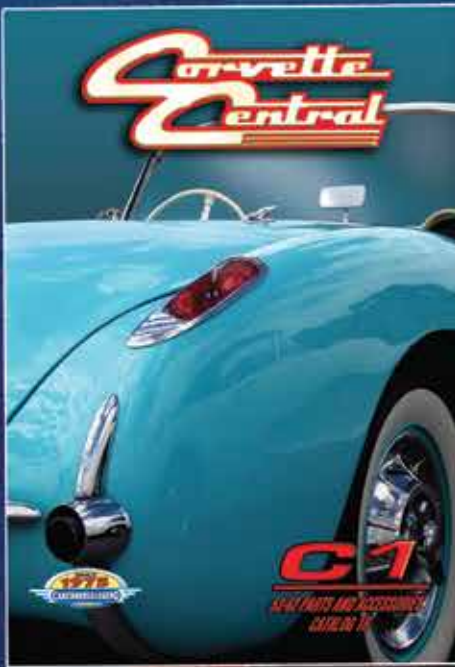


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