

Corvette

GAZETTE



November



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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

President

Tony Asquith
0418 311 833
president@corvettesofmelbourne.com

Vice-President

Garth Bradbury
0411 131 294
vicepresident@corvettesofmelbourne.com

Secretary & Public Officer

Robert Jordan
0487778354
secretary@corvettesofmelbourne.com

Treasurer

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0418 478 814
treasurer@corvettesofmelbourne.com

Membership Officer

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memberships@corvettesofmelbourne.com

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Greg Webster
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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

Hi everyone,

It was a balmy 29 degrees in Mt Eliza on Saturday 6 November 2021, hopefully that continues.

It is great news that we are able to have our monthly meeting at the Tower Hill Hotel on Thursday 11 November 2021, from 7pm for dinner, with the meeting commencing at 8pm.

Anyone attending must be double vaccinated and will need to adhere to QR code sign ins at the Hotel, this is not an option. We hope to see as many members there as possible.

Please note that due to new conditions at the Tower Hotel, we will be based downstairs for all meetings, as there is a \$200 booking fee for the room upstairs.

Christmas Party Update - we will be holding a Christmas party on Sunday 5 December 2021 from 12pm, at Glenn & Kathy's property in Gisborne South.

**Still Under Wraps
But Hoping to Come
Out Soon !!**

Further details will be available shortly but we need confirmation of numbers attending (including adults and children) by 19 November 2021, noting all attendees must be double vaccinated and late RSVP's may not be accepted due to catering requirements. Please send all RSVP's to events - **events@corvettesofmelbourne.com** and please reach out if you have any questions.

Further details about this event, including meeting places for a drive to Glenn & Kathy's estate will be available shortly.

Stay safe, stay well, stay home, love your Corvette in the garage and most importantly, stay in touch with each other for support.

Cheers, Tony Asquith (alias Mr President)



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



Corvettes of Melbourne

Thursday November 11th

Restrictions - QR code and Double Vaxxed!!

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

November

Rebecca Brown
Carmen Cefai
Christine Grinburg
Beth Luppino
Rizael Zervos
Damien Binding
Frank Breekveldt

Dan Butters
Sab La Bruna
Stuart Mylne
Joel Newman
Michael Newman
Glenn Pellegrino
Ben Perelberg
Adrian Villanti

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

Daniel's 1969

Whilst I have been a member of COM for 7 years, this is my first article on my C3 Corvette.

To set the scene when I started looking for my first classic car about 10 years ago with no real preference on make or model. I got chatting at work with our young and attractive receptionist Jenny. Jenny mentioned her partner Nicholas Bollis had brought in numerous cars from the USA which were primarily Corvettes.

From there I had a chat to Nicholas and he sold me on all the benefits of owning a Corvette and of course joining Corvettes of Melbourne.

After a bit of window shopping, Nicholas brought my attention to a 1969 C3 being sold out of SA. I was not able to view the car in person, however, through, Nicholas contacts he had someone check it out and it was said to be in good condition.



So the journey began. I had roadworthy undertaken by a good mechanic in Tullamarine and can still recall driving the car home on that first night having never driven a LHD in Australia. It was quite an experience in peak hour traffic.

My wife Angelique was aware I had been looking at cars, but she was interstate on work when the purchase was made. I figured it was easier to beg for forgiveness than ask for permission.

My three sons were all in on the purchase as they were also keen on Corvettes.

The secret was blown when we were driving down the freeway and my wife commented on a classic Mustang driving past. My sons started laughing that she had made this comment as she is definitely not a car person. She realised something was up and it was time to come clean on the Corvette purchase.

I certainly got the frosty treatment for a while, but over time she has come to appreciate Corvette's but still asks why I didn't buy a C1 which would be her preference.

The car was in good condition but required some attention. It is not a matching numbers car, however, it came with the original matching numbers engine block that could be rebuilt at a future date.

An interesting fact is the radiator fan cover is signed by Dave McLellan who was the chief engineer overseeing Corvettes from 1975 to 1992.

The biggest issue was driving in summer. After about 20 minutes of driving, when the car slowed in traffic it would stall and there would be little control over the car which caused a few close calls.

I was introduced to our treasurer Joe who's the alleged guru on all things C3. Joe kindly agreed to view the car and give it the once over.

Joe was (and still is) very patient in explaining the workings of the C3. Joe compiled a list of the items that were required to bring the car back up to speed.

From a mechanical viewpoint, Joe rebuilt the carburettor and distributor which fixed the stalling issue. He is also replaced the front control arm bushes, heater core and the clock which required removing the centre gauge cluster.



Joe assisted in replacing door trims and I had the seats recovered. The original radio remains, however the actual unit behind it has been replaced giving you the modern benefits whilst retaining the vintage look.

I recently replaced the tires on the car as the old ones were 12 years old and the rubber was hard as nails. It has made a significant difference to the ride of the car.

More importantly, Angelique drove the car for the first time. When I asked her to pull into our driveway she kept going and said she wanted to keep driving so that is a positive sign.

I have certainly gained an even greater appreciation of Corvettes since being a member of Corvettes of Melbourne and would like to sincerely thank all members for their friendship and willingness to help you on any matter big or small.

Cheers Daniel & Angelique.



Rod's Blown C5



I have always loved the look of the C5 2000 model Chevrolet Corvette convertible coupe and as of a few weeks ago have had the opportunity to find & acquire this absolutely awesome beast.

Nasa blue with a 5.7 litre V8 with a AA Vortex Super Charger V3 which makes 8 lb boost & made 480 horsepower on the dyno. It's a 6 speed manual Trevi gear box with a Manteca's twin plate clutch & a Corsa exhaust system with Cloyes wheels to finish it off.

I believe it came to Australia with original American owners getting it converted to RHD by The Corvette Clinic and then the guy I purchased it off had it for about 11 years until I got it.

Cheers, Rod



Matt's Journey!

This is a story of Tracey and I's journey to finding and importing a C3 Corvette from the States. I have been a avid car fan from day one.

Starting with my father who owned one of the first Toyota Supra's in the country then onto a Turbo Supra, to my older brother owning various hot cars including a menacing black HJ Statesman then into a black HJ GTS Monaro. My first car was a ZZZ Gemini, then a TC Gemini Coupe with a Weber equipped bridgeported 13B rotary, with full cage, race harness, lsd diff etc. which I still own today 33 years later. I've had various other cars, most notable a Concourse winning Walkingshaw Group A Commodore. I have also been around ski race boats my adult life.

My partner Tracey and I have been influenced by friends who own hot rods and classic American cars to buy something and join them on club days, overnight runs and just the slub social community and getting out and about for lunch dates ourselves.

I have always liked the Camaro but have found the prices a bit hard to fathom of late and realistically and bit out of reach, hence the search began for a C3 Corvette and with the budget set by the Boss was more umm workable? After looking through various club classifieds and online classifieds I thought I would look further afield – Import my own Corvette I thought? I was lucky enough to come across Joe's name that had been connected with a car for sale in Victoria.

Fortunately for me and unfortunately for Joe my questions started rolling with constant calls with novice questions like, where to source cars? Does he know of any for sale? What to look out for? How much to pay? Who does the importing? How long doe it take? And who has done it before that may offer assistance? This is where Nick comes into my contact list and again unfortunately for Nick he too was bombarded with the above questions.

I was lucky enough to find a collector in the US that had a associate who had a fully documented, matching numbers Mulsanne Blue 1970 car that was factory optioned with, 350/350HP, 4 Speed, PB, PS, A/C, Rear window Defroster, Custom Leather Interior, AM/FM Radio, Performance Posi-Traction Axle, Alarm, 33,xxx Mile car that he MIGHT sell for the right money.

After combing the Classifieds, Corvette Forum site and comparing what was on offer against what I had found the decision to purchase was quickly made especially once word had spread that the car was maybe for sale, and that other parties were now interested?? Funny how word spreads when something that was not for sale leaks out and everyone wants it.

Countless calls were made to Joe and Nick to get there opinion on the provided Pictures of the Overall Condition, Birdcage, Underside, Body Mounts and Documentation to reassure myself I was buying a solid car. The first issue was transferring the money to the sellers bank account, sometime Mid April. Westpac transferred the money without putting the Receivers Account number on the Transfer, The Sellers Bank received the money without a Nominated Account to allocate it too. Once that money was recovered, Tracey and I sent \$10 to open a connection to the sellers personal account, once received we sent the rest ourselves through our home banking.

The second issue was trying to find a shipper to transport the car 2000 miles to LA, or more to the point the Import Company was trying to cut costs and the car sat at the seller's for a month after payment was made. Once received by the import company at their premises in LA, the car failed asbestos testing due to asbestos found in the brake pads, which we all know is a NO GO with Australian Customs, another two weeks went by until the pads were removed, additional \$200 and the car was cleared for containerising.

The boat left LA on the 4th July, and as you do we tracked the ship, which to us was the slowest moving boat on the planet, or that was maybe because it was heading in a northerly direction and not across as expected, upon further investigations it was found that it was heading for Taiwan!! The Boat docked in Taiwan and the container was transferred to another boat before sailing to Melbourne on the ??? or by this stage it was a complete blur as the import company could not provide a date or answers as to why the boat was drifting between Taiwan and China??

The Boat eventually docked on the 19th August with the container being unloaded and trucked to CFS where it was to be cleared by Customs. Headache number 135 started with the car sitting at CFS for 10 days without any word from the importer on when the car would be inspected for Customs Clearance.

31st August notified of failed inspection, rebooked for cleaning and re inspection then cleared on Friday 3rd September.

Upon pick up of the car on Monday 6th September it was found to be water logged, CFS had left the car outside after Customs Inspection and left the windows down with Melbourne receiving 50mm of rain over the weekend.

Insurance notified of impending claim, claim made for \$880 to remove carpet/console, dry out and refit, Claim knocked back because of 3% Excess, (Taken further, result unknown at time of writing)

7 months from purchase, 5 delays in shipping, bill after bill, damage caused by negligent, uncaring staff at CFS, and an import company that did not provide updates unless requested and also insurance coverage with no previous paperwork provided that is now an issue. Various VASS engineers quoting outrageous prices for certification to finally driving 300 kilometers on its very first outing with myself behind the wheel :-)

Up until that day I had never driven a left hand car, let alone on flooded roads in storm-like conditions.

All this would not have been possible without the help of Joe and Nick. Their time to listen and valuable information when asked was a huge help and will be repaid some day if possible.

Tracey and I hope to attend with our Corvette Dubbed "E" to upcoming Show and Club days once we can all get together.

Kind Regards Matt



Blampied Lunch Run

Sunday November 14



We will meet at Todd Rd service centre outbound around 10.30 am to depart at 11.am sharp. Convoy to Blampied. Lunch around 12.30 pm. Due to density limits, we are only allowed to have 35 members attend.

If you are interested, contact Dean Cooper on 0419511276 Let us know.

The venue has stated that we all must be double vaxxed and do the QR code or produce a hard copy . If you are going to produce a hard copy , you will also need to produce your license to check off your address etc .

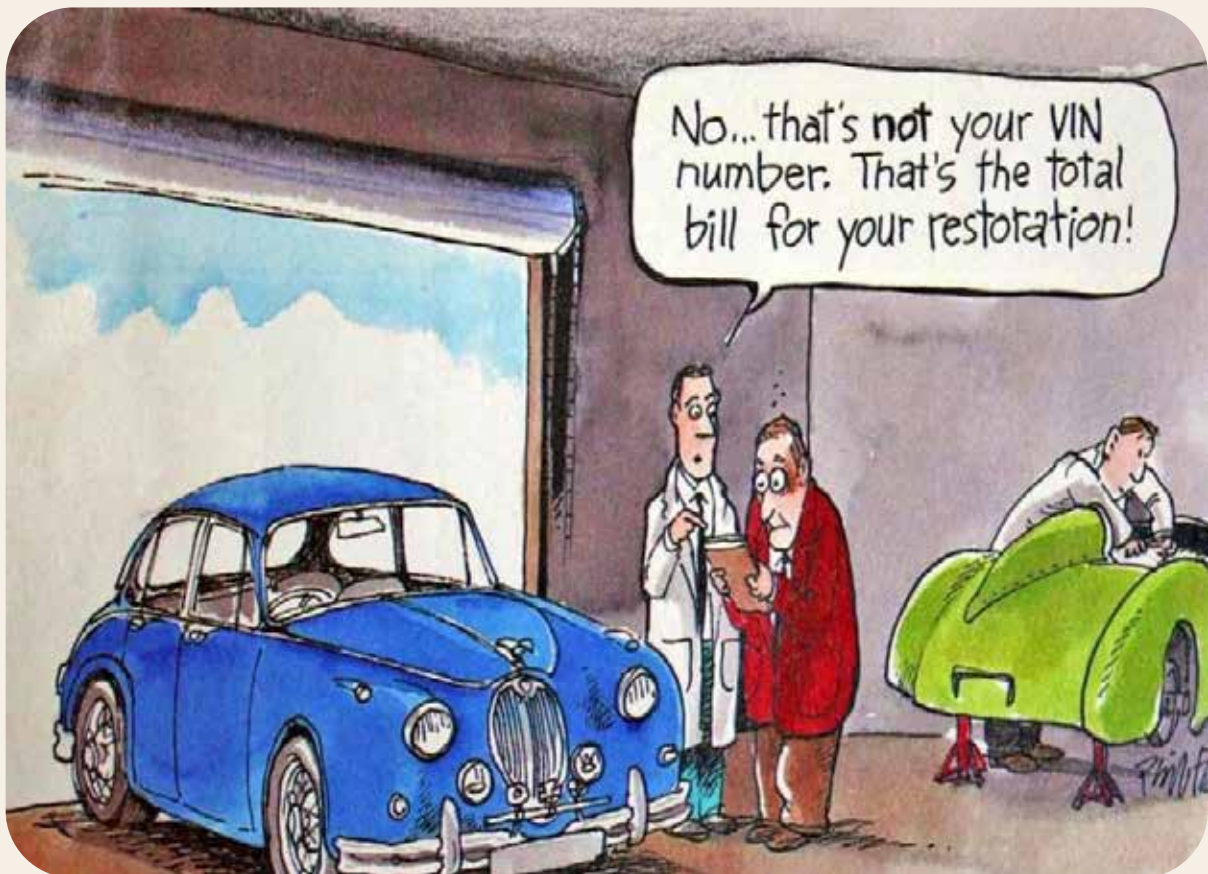
Depending on what time we finish up for lunch, we may be able to visit some gardens just down the road? Will play it by ear.



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



<https://corvettesaustralia.com>



Balnarring Run - George

We had a great afternoon cruise to Balnarring with the guys from Corvettes of Melbourne. We had had lunch at the bakery and a good afternoon was had by all. It was our "After-COVID" cruise!



From the Editor,

Thank you to all the contributors with stories for this month's Gazette!

A call out to all members to send their interesting stories and Corvette photos to me for publishing.

Get your Corvette's best pictures to me, I'm looking for more centrefolds!

*Cheers,
Joe*

gazette@corvettesofmelbourne.com





Miss

NOVEMBER



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

Corvette Club of South Australia, Inc



CORVETTES

ROCK THE BAY



Sunday, 13th February 2022
WIGLEY RESERVE, GLENELG, SA

This is one of the biggest “Corvette Only” car shows going, probably second only to the Nationals. It normally clashes with our “Cruizin’ the Surfcoast”.

So, with the Torquay Car Show and hence Cruizin’ the Surfcoast cancelled for 2022, this is our best chance to head to Adelaide and take a look at this big show. Our SA buddies will provide help with bookings, etc and may even party with us!

We’re putting together a list of Vics interested in driving over, staying somewhere like Mount Gambier on the way with drinks & dinner, then booking close to Glenelg for the Saturday and Sunday nights.

WHO’S INTERESTED IN COMING?

For more information, call Tony Asquith on 0418 311 833



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



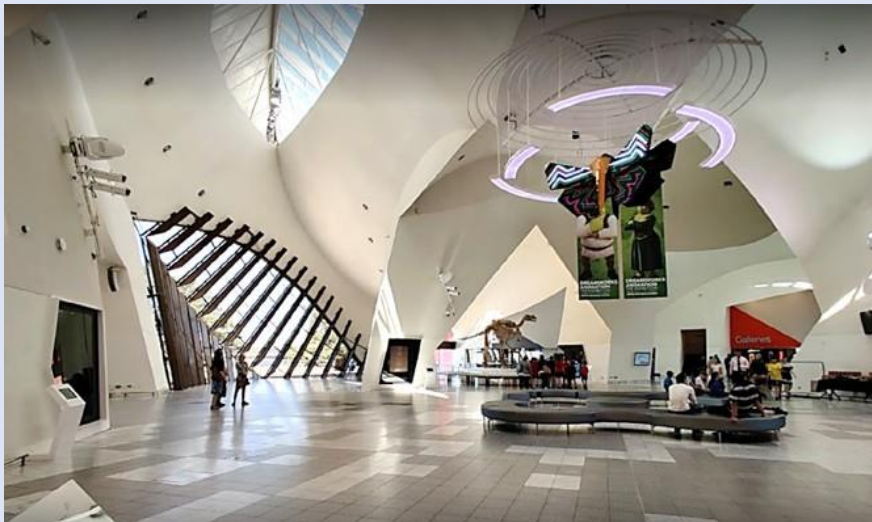


ABOUT THE 2022 EVENT

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		\$55						
				Extra Port		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



The Official 2023 Z06 Reveal - by Mark Andre

By now, most of you will realise the big C8 Z06 Reveal has taken place. And what a machine it is. After being blown away by the fabulous C8 Stingray, the Z06 has taken it to a whole new level. The look of the car and its magnificent hi-tech engine with the best exhaust howl of all time, kind of takes the gloss off the plain-Jane Stingray model. Well, it did for a few days – but I’ve decided I still like the Stingray just fine, considering the price the Z06 will likely bring. The pricing of the Z06 was omitted from the presentation and it isn’t expected to be released until sometime into the new year.

But let’s get to the Reveal Event, which was presented in the form of a very well-produced (read ‘expensive’) 30-minute video, followed by a panel discussion. We were firstly reminded the Z06 option first appeared in 1963, but then it was a “secret” option, only known and available to the chosen few. The Corvette Black Book lists it as “Z06: Special Performance Equipment”. The Z06 option then disappeared until the C5 generation, making its reappearance in the 2001 model year as a ‘hardtop’ only. Since then, it has become almost a brand of its own. It is positioned as Corvette’s most track-oriented model. We all knew the C8 Z06 was to be powered by a flat-plane crank, quad-cam, 4-valve, naturally aspirated engine. But we didn’t know the horsepower would exceed that of the supercharged C7 Z06 engine. Power for the all-new C8 Z06 was announced as 670 horsepower (500 KW). In fact, it has grabbed the impressive title of the most powerful naturally aspirated V8 engine ever in a production car.

The engine, designated as an LT6, is a low volume, hand-built precision unit with tolerances that are “race car tight”. We saw the ultra-lightweight slipper-style forged pistons used in the engine, and the



forged titanium connecting rods that tie them to the flat-plan crankshaft. We were also told the engine employs a mechanical valvetrain (no hydraulics involved) with clearances that need no adjustment for the lifetime of the engine – unbelievable! All this good gear is needed to allow the engine to spin the tach needle to a redline of 8,600 rpm, achieving its 670 horsepower near the top of this rpm range.

The fabulous exhaust scream that we have often heard on the spy videos, enabled by the unique firing sequence dictated by the flat-plane crank, has not come by chance. We learned GM have a “sound lab” with rear wheel dyno with the sole purpose of developing the right exhaust sound for its cars. In the early Z06 prototypes, the exhaust sounded great outside the car, but was too quiet for the driver inside the car. This led the engineers to do a total tear-up on the exhaust system.



“We reshaped the tips like a reverse megaphone, so when the sound comes out it actually reflects off parabolic surfaces and that projects sound forward to the driver’s ear sounds great on the outside, sounds great on the inside, and we wanted it to be real” Corvette Executive Chief Engineer, Tadje Juechter, said. “The flat-plane crank is a symphony” – Mark Reuss. President General Motors, added.

In discussing the changes to the Corvette body for the Z06, Reuss revealed the designers changed everything except the doors, roof and hatch, creating the wide-body version of the C8. The Z06 is fitted with larger diameter wheels; 20 inch on the front, 21 inch on the rear, with correspondingly larger tyres.

If you buy a Z06, you’ll get to choose from a wide range of options. The Z06 Online Visualizer allows you to configure your own bespoke Z06 and we are told there are some 11,000 combinations you can put together. As with the previous C7 Z06, a Z07 performance package is offered, including ceramic brakes, carbon fibre ground effects, large carbon fibre wing and optional carbon fibre wheels (which are made right here in Geelong, Vic).

At the end of the video, Mark Reuss insisted that “We are only just getting started. The project is, like, going to the moon”. He also added “Z06 is just another chapter in a very long book”.

I’m very excited by the reveal of the Z06, but like Mark Reuss said, there is plenty more yet to come. I just know we will be overwhelmed again by the even more powerful C8 versions in the future, particularly the much anticipated “Zora” variant.

But the all-new Z06 already outshines the European supercars with its speed and performance at a fraction of their price, but over and above that, it overshadows them with its luxury appointments and high-tech driver features.



ARE YOU GETTING THE MESSAGE

CoM Chat
(Financial Members Only Private Facebook Forum)

CoM Public Facebook Page

Corvette Gazette Newsletter

Events Notification Emails

General Announcement Emails

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...

Drop an email to webmaster@corvettesofmelbourne.com

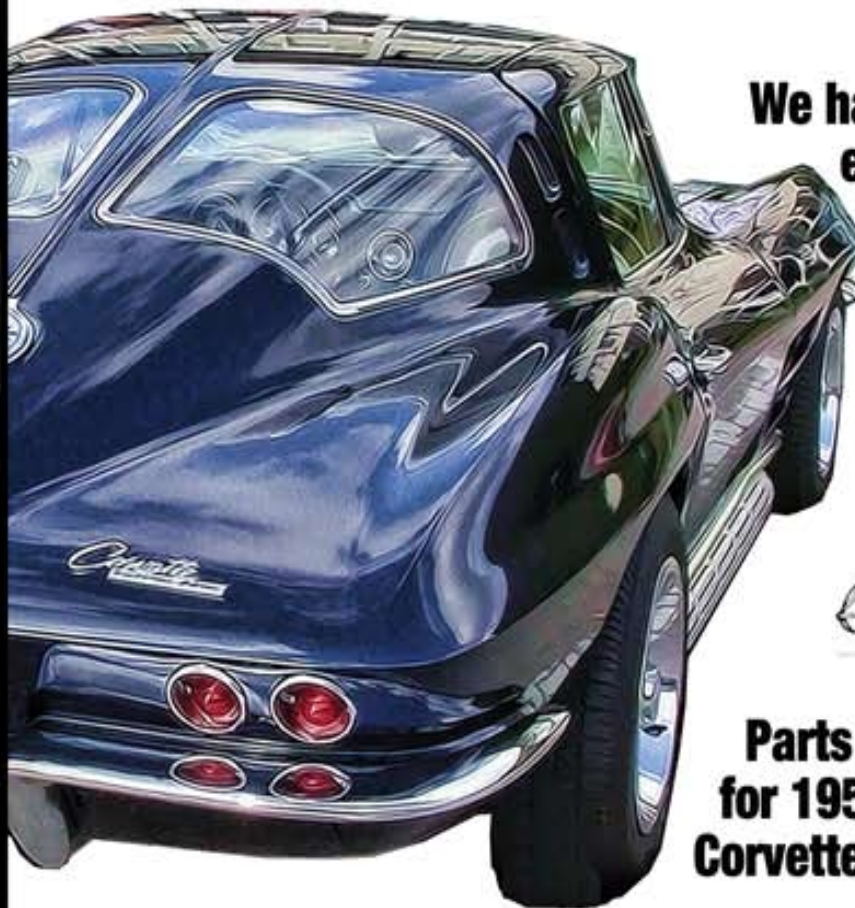
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Keenparts.com

Skype us at keenparts



6048 State Route 128 • Cleves • OH • 45002

info@keenparts.com

CLUB MERCHANDISE



1.SCARF \$20

Colour:
Black



2. BEANIE \$12

Available in Red and
Black



3.HAT \$12

Colour: Black



4.Jacket \$65

Colour: Black/Red
Be prepared for unpredictable
weather with BizTech
outerwear.

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Colour:
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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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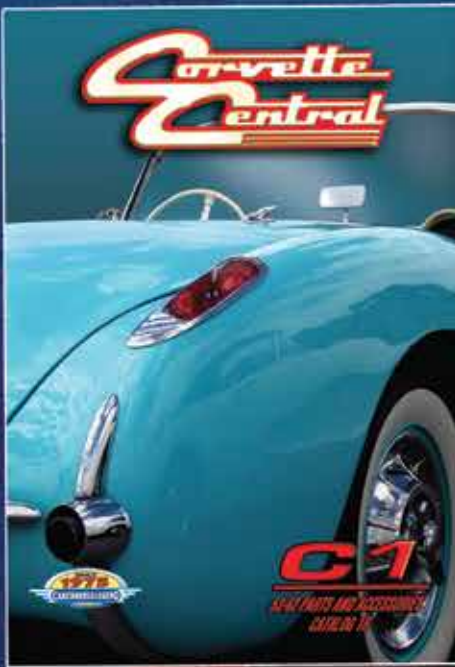


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