



Corvette

GAZETTE

2023



February



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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

Cover Photo

A classic photo taken at Lang Lang's circular track during the 2004 National Corvette Convention!

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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,

Hoping everyone had a good Christmas and New Year. Welcome to 2022, let's see what challenges this year brings.

Firstly, I would like to take this time to reach out to Gayle and her family on the sad passing of Peter Whiston. Our thoughts and prayers are with everyone at such a very sad time.

We will be compiling a special edition of the Gazette magazine for the March special edition. This will be a tribute to Peter Whiston. If you have any photos, stories, articles etc, please send them to Joe. We would appreciate as many contributions as possible.

Other news - unfortunately, the Canberra Nationals have been cancelled indefinitely, refunds will be sent out. The next Nationals will be ours at Ballarat in 2023. More news will be available about this in the coming months.

At this time, the trip to South Australia on 11 February 2022, is still likely to go ahead. If there are any changes, these will be communicated to those people making the trip. Fingers and toes are crossed.

The events team are working on putting together a number of events for the year, details will be provided shortly. If anyone has any ideas, please let the events team know.

Welcome to our new members:
Paul Gunovich - Paul has purchased a car from Nick Bolis, a black 1995 Chev Corvette

David Sita - David has a red 1995 Corvette ZR1

We look forward to welcoming both Paul and David to our Corvette family.

As I write this, we are holidaying in Port Campbell. On Thursday it was 32 degrees here, we checked into our motel to find the air-conditioning not working, the power went out, one restaurant was open and had a generator which kept going out. Today we woke up to no power followed by severe thunderstorms, a complete change of weather and now the heater does not work. At least we are having a holiday!

The next club meeting will be held on Thursday 10 February 2022, details will follow by email and COM Chat.

Stay safe, stay well, stay home and 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



Next Meetings

Thursday February 10 and March 10

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

January & February

Tania Cassidy
Shirley Greene
Anya Polmear
Mark Andre
Gerry Droog
Colin Elsey
Mat Polmear
Tom Sarros
David Sita
Harry Turner
Harlan Whiston

Esther Davis
Koslyn Chessells
Sophie Loreen
Jenny Bolis
Kat Valentine
Lisa Wiggins
Andrew Brown
David Clark
Graham George
Ben Jarred
Dean Laidlaw
William Luke
Kylie Spiden
Neil White
Stephen Younane

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):

Garth Bradbury 0411 131 294
Joe Younane 0418 478 814
Dan Butters 0407 726 773

Minutes of Meeting

Corvettes of Melbourne Inc. No. A0023933M

Regular Monthly Meeting

Date: 9th December 2021 Tower Hotel, Hawthorn Meeting Commenced: 8.00pm

Chair: Tony Asquith, President

Welcome

The President welcomed all to the last meeting of 2021.

Apologies:

Dean Cooper, Adrian Vilante, Craig & Vicki O'Donohue, George Arhontogeorge, Brendan Greene, Graham George and Tania Cassidy

New members.

None.

Proposer: Garth Bradbury Seconded: Glen Pellegrino

Moved that Minutes of last meeting be accepted:

Proposer: Dan Butters Seconded: Richard Jordan

Reports: Treasurers Report

Treasurers Report was presented by Joe Younane. Report covers from the 1st November to the 30th November 2021. Summary of the report is as follows:

• Opening Balance	£32,000
• Membership	£750
• Raffle	£125
• Payments Newsletter	£260
• Refunds	£240
• Christmas Party Catering	£1,150
• Closing Balance	£33,600

Proposer: Mark Collins Merchandise

Seconded: Glen Pellegrino

Currently, all the Club Merchandise is with Joe Younane. Joe has a list of what merchandise the club owns, including quantities and sizes. Joe asked the members present at the meeting who could look after the Merchandise ongoing sales and ordering. Ordering is done by either Joe, GG & Tania.

ACTION: Please advise Joe at the next meeting if you can look after the merchandise.

Secretary's Report

No magazines were received from NSW Corvettes.

The secretary thanked Glen & Kathy for hosting the club at their beautiful property in Gisborne South.

Thanks, was also given to Tony & Cheryl, Joe & Katherine for all their hard work.

Event Update

Tony asked who was going to go to the South Australian event in February 2022. Departing on the 11th February, staying the evening at Nhill and then driving to Glenelg on Saturday 12th.

The Corvette show is on the 13 February.

Canberra Nationals 2022

The Nationals will be held between the 15th to 18th April 2022. Tony is booking accommodation at Gundagai.

Tony has sixteen rooms booked. Need to let Tony know if you need a room on the Thursday. Those members going to The Nationals will also need to book their accommodation in Canberra.

General Business

GMSV planned a C8 release day to inspect the new model, invitations were sent to all members. Event to be held on Monday 13th December.

Meeting closed at 8.30pm

Next meeting: 10th January 2022.

Minutes by Robert Jordan, Secretary

Christmas Party at Glenn & Kathy's





Christmas Party at Glenn & Kathy's





Plastics ain't Plastics Sol.

In 1954, the Chevrolet Corvette became the first production automobile with a moulded fiberglass reinforced body after Robert Morrison, founder of MFG, (Moulded Fibre Glass) convinced General Motors that reinforced plastic had a use in the automotive industry.

Morrison had come to Detroit to discuss what MFG could do to support GM, but the purchasing folks he was to meet with were too engaged in discussions about steel body components to see him. As he departed, the elevator opened to reveal Purchasing Director Elmer Gormesen, who informed him that the decision to make the car of steel had been rendered. GM anticipated demand of 10,000 units, and no sufficient fiberglass capacity existed. Morrison assured Gormesen that MFG and Owens Corning could come through on the production.

The following day Morrison returned home to Ashtabula, OH to learn the news that GM had made a turnabout decision to go with fibre glass!

When Chevrolet gave the project the green light, Morrison initiated all the financing, production facilities, engineering support, tooling and production personnel to make it happen. He partnered with automotive engineers and material suppliers to resolve concerns about a production site, equipment and scheduling.

As the cooperative process developed, the basement of Morrison's home became an impromptu design centre for the Corvette fiberglass parts. MFG employees and GM's engineers worked side by side on a ping-pong table.

Each generation saw improvements in technology and the fibreglass panels became stronger lighter and are of high quality.



C4 Corvette - Nick

The C4 marked an important new stage in the evolution of the Corvette; it had a different chassis than the C3, and its body panels and bumpers were made of moulded plastics instead of fiberglass. It also had a more streamlined styling.

Unlike the body-on-frame construction of earlier Corvettes, the C4 was built with a uniframe. Not to be confused with a unibody assembly, in which the exterior body panels are structural members, the uniframe combines critical elements of the car, such as the windshield frame, into one welded unit.

Whilst your friends may ask. "Is your Corvette made out of Fibre Glass"? And if you own a C4 or newer model, you can tell them that your car is made of Sheet Moulded Composite Material.

To discover more, go to youtube and search Corvette Minute Body Material and Technology.

<https://www.youtube.com/watch?v=Xp5gQF4PKpg>

I found the Clip very informative and helped me get my head around the fact that not all Fibre Glass is Fibre Glass and not all Plastics are Plastics. Nick

Different to earlier models where the body was mounted onto a steel Chassis, the C4's has Fibre Glass Panels bonded into the uniframe to create a very rigid, light and strong body.



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.

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

5. Hoodie \$45

Colour:
Gunmetal
Zip up Hoodie
Jumper



6.Polo \$30



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



Colour: Black

Stubby Holder \$5



**7.
Hoodie
\$45**

Colour: Red
Zip up Hoodie
Jumper

**8.Moto
Shirt
\$45**

Colour:
Red/Black



**9.Short
Sleeved
Shirt
\$35**

Colour: Black

**10.Long
Sleeved
Shirt
\$35**



**11.V Neck
Tshirt
\$25**

Colour:
Gunmetal

**To Order Your Club Merchandise
Contact Tania 0402 469 478**

PROFITS FROM MERCHANDISE GO BACK INTO YOUR CLUB!

Seen At 2004 Nationals

Miss
FEBRUARY



Custom Car Covers - George



**Hi everyone ,we are
a family business
we make custom
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message me on
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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. They expect 100 Corvettes. We are putting together a group of Vics to travel to Adelaide to take part in the event.

HERE'S THE PLAN

- ☆ Groups depart Melbourne & Geelong, Friday morning, 11 Feb. around 9:30 am
- ☆ Travel to Ararat (2h32m) where we meet up for lunch together about 12:30 pm
- ☆ Continue on to Nhill (1h55m), where we stay Friday night
- ☆ Depart Nhill about 9:30 am and travel to Coonapyn (2h7m), stop for lunch
- ☆ Drive on to Glenelg (2h3m) and check into Ensenada Inn, Saturday afternoon
- ☆ Free afternoon (we are staying 4 min walk to beach)
- ☆ Evening BBQ for everyone at AJ & Julie's place Saturday night
- ☆ Sunday morning, take our cars up to Wigley Reserve show (5 mins)
- ☆ Sunday spent at Corvettes Rock the Bay, 10 am until 3 pm
- ☆ Aftershow party at the McBride's home (Peter is the show organiser)
- ☆ Head back home on Monday

HOW DO I JOIN IN?

- ☐ We are planning to stay at the Ensenada Motor Inn, Glenelg
- ☐ Rooms are \$189/night less discount (this is holiday season)
- ☐ Call Tony to get your name on a room at the Ensenada - ASAP!
- ☐ We will soon book in Nhill for Friday night - we'll let you know

To book, or 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.

Cancelled



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.

C8 interest - by Mark Andre



GM WARNS US DEALERS ON PRICING

Steve Carlisle, the President of GM North America, has warned dealers they will lose vehicle allocations if they persist with charging customers prices that are well over the Manufacturer's Suggested Retail Price (MSRP) for their products, particularly the C8 Corvette.

A number of dealers have been applying a "Market Adjustment Fee" over and above the MSRP. The situation is becoming even more acute with the pending introduction of the highly desirable Z06 model with rumours a US\$50,000 adjustment will be common for the Z06.

Adjustments as high as \$200,000 have even been predicted. But it is not only the Corvette C8 that GM is worried about, with a similar situation expected on release of other new models such as the Silverado EV, The GMC Hummer EV and the Cadillac LYRIC. Media news outlet the Corvette Blogger

has obtained a copy of the correspondence sent out by Steve Carlisle in which he points out that a small number of dealers are engaging in practices that do not reflect favourably on the GM brands and the dealerships themselves.

"Specifically, it has come to our attention that some dealerships have attempted to demand money above and beyond the reservation amounts set in GM's program rules and/or have requested customers to pay sums far in excess of MSRP in order to purchase or lease a vehicle", Carlisle stated.

He then added:

"First, I want to remind you that GM dealers are obligated to ethically and lawfully sell GM Products, as stated in Article 5 of the Dealer Sales and Service Agreement:

'Dealer agrees to effectively, ethically and lawfully sell and promote the purchase, lease and use of Products by consumers...'"

This same issue is present with a number of General Motors Specialty Vehicles (GMSV) dealers in Australia. Research by Joshua Dowling of media publication "Drive.com" has revealed that many GMSV dealers are using the Corvette C8 as a cash-cow to make handsome profits by charging exorbitant amounts for the so called "Dealer Delivery Fee".

The dealer delivery fee is supposed to pay the dealer's costs for work done to prepare a car for the customer, prior to handover. This is typically a pre-delivery wash & clean, fitting the number plates, filling the car with fuel and even fitting those annoying paper floor mats. The real value of this work is

a couple of hundred dollars, but the dealer's normal charge for mainstream cars varies from \$1,000 to \$2,500. Obviously, the majority of this charge represents extra profit for the dealer on the sale.



With the arrival of the much-in-demand Corvette C8, the local GMSV dealers are copying their US counterparts by adding extra profit, using the dealer delivery fee to add \$10,000, \$20,000 or even more to the on-road price of the car. The most disturbing issue associated with this practice is that some dealers have quoted a price for the car, waiting until the last minute to tell the customer they must pay an exorbitant delivery fee. Buyers who choose to pass on the deal are then forced to switch to another dealer, finding themselves at the end of a very long queue.

Joshua Dowling has stated he has received inside information that the built-in dealer profit for the C8 Corvette Stingray is \$14,000, with the delivery fee adding additional profit on the sale. But my own information is that the dealer profit is closer to \$8,000, with the dealers being told a suitable delivery fee would be \$6,000. This would make up the \$14,000 profit per car that Dowling has been told. Dealers demanding a \$20,000 delivery fee would obviously increase their profit to \$28,000. As Dowling has commented, this would be equivalent to selling about 28 Barinas a few years ago.

Dowling has been told by some Corvette customers they have been quoted between \$30,000 and \$40,000 for the delivery fee, although he has only been able to substantiate the highest amount of \$25,000 for the delivery fee. Personally, I have come across several dealers charging \$6,000 and one dealer charging \$20,000. I have also been informed by other buyers they have paid somewhere between these two amounts. Making matters even worse, the dealer delivery fee is subject to Luxury Car Tax and Stamp Duty. This means the \$6,000 fee turns into \$8,698 and the \$20,000 fee turns into \$28,994 when the government charges are added. GMSV would obviously have the same opinion of dealer behaviour as their counterparts in the US, but with some knowledge of the local Australian consumer laws, I believe it would be very hard for GMSV to force any change in behaviour.

What will happen in the future? You would normally expect that in time the demand would be satisfied, and the pricing would become more competitive. Unfortunately, my information is that there are hundreds of eager buyers in Australia and it may take years for the waiting lists to dwindle. For now, it seems the more you are willing to pay, the sooner you will get your C8.



Asbestos awareness for the automotive industry and historic vehicle enthusiasts



This guide provides information about where you might find asbestos in vehicles, the laws that relate to asbestos management and removal, and how to protect yourself and others from exposure to harmful asbestos fibres.

Asbestos in vehicles

Asbestos was commonly used in machinery parts for many years because it allowed these parts to operate under high friction, pressure and heat. Australian vehicle manufacturers stopped using asbestos in their new vehicles in the late 1980s and early 1990s. However, asbestos-containing parts were still often used during routine servicing and repairs until asbestos was banned in Australia in 2003.



Asbestos parts can still be found in cars manufactured in countries where asbestos is not yet banned, as well as in classic, vintage, heritage and other historic vehicles. These products sometimes enter Australia unlawfully.

Automotive technicians, mechanics and others who repair vehicles, including historic vehicles, may come into contact with asbestos at some stage.

In this guide, classic, vintage, heritage and all other historic vehicles are referred to as historic vehicles. This includes cars, motorcycles, buses, trucks, agricultural vehicles, tractors, cranes, excavators and other special purpose vehicles.



Asbestos causes cancer

Inhaling asbestos fibres is associated with fatal diseases including asbestosis, lung cancer and mesothelioma. All these asbestos-related diseases contribute to approximately 4000 deaths in Australia each year.



You don't need a lot of exposure to asbestos fibres to develop a fatal disease later in life.

If you are not trained in the safe handling of asbestos – don't touch it!

Asbestos awareness

Where can you find asbestos?

Asbestos-containing parts in Australian vehicles manufactured before 2003 that are still regularly used would have now been replaced through routine servicing.

However, asbestos parts can still be found in:

- older vehicles that may not have undergone regular servicing or parts replacement
- historic vehicles that still retain, or have been maintained using, original equipment manufacturer (OEM) parts
- used OEM parts sourced from vehicle wreckers or previous owners
- imported older vehicles from countries where asbestos is not yet banned.

Historically, asbestos was used in a number of areas including:

- brake pads and linings
- clutch plates and housings
- seals
- gaskets
- pipe wrap insulation (lagging)
- insulation to exhaust systems (flat & rope)
- firewalls
- plastic asbestos parts (seat bases, battery holders).
- Bituminous coatings underbody or soundproofing (interior floor pan, rear parcel shelf, boot, under bonnet and wheel arches).





Asbestos in imported cars

Asbestos use is still allowed in many countries around the world. Even in some countries where asbestos is banned, small amounts may be permitted. This means that goods manufactured outside Australia may contain asbestos or be labelled as 'asbestos free' while still containing low levels of asbestos.

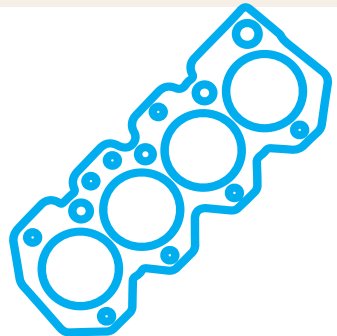
These products are prohibited from entering Australia, as there is a complete ban on all forms of asbestos, with no tolerable levels here.

It is the responsibility of the importer to ensure that the vehicle they are importing does not contain asbestos.

There are ways of managing the risk of asbestos if you wish to import a historic vehicle. This may involve, for example, having certain parts replaced or removed before you import the vehicle. For more information, refer to the Australian Border Force's guidance on managing asbestos risk when importing motor vehicles.

Asbestos in imported after-market parts

Automotive parts, such as gaskets and brakes, are still manufactured with asbestos in some countries, including China, and marketed globally. Importing these parts should be avoided unless nil asbestos content can be proven. 'Asbestos free' does not always mean no asbestos.



Even when purchasing automotive parts from suppliers in countries with asbestos bans, find out if these suppliers might be:

- shipping parts to Australia which have been manufactured in countries that allow asbestos
- assembling components that contain parts from different countries and marketing them with no indication of the country of origin.

If you are intending to buy online, know where the goods are coming from and what materials they are made with. Website businesses can be Australian based, but may send your order direct to an overseas supplier. If the goods are addressed to you, then you are the responsible importer.

Look for synthetic asbestos-substitute ingredients such as flexible graphite, aramid pulp or polytetrafluoroethylene (PTFE). Be wary of general raw material descriptions such as 'mineral fibres' or 'other materials'.

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

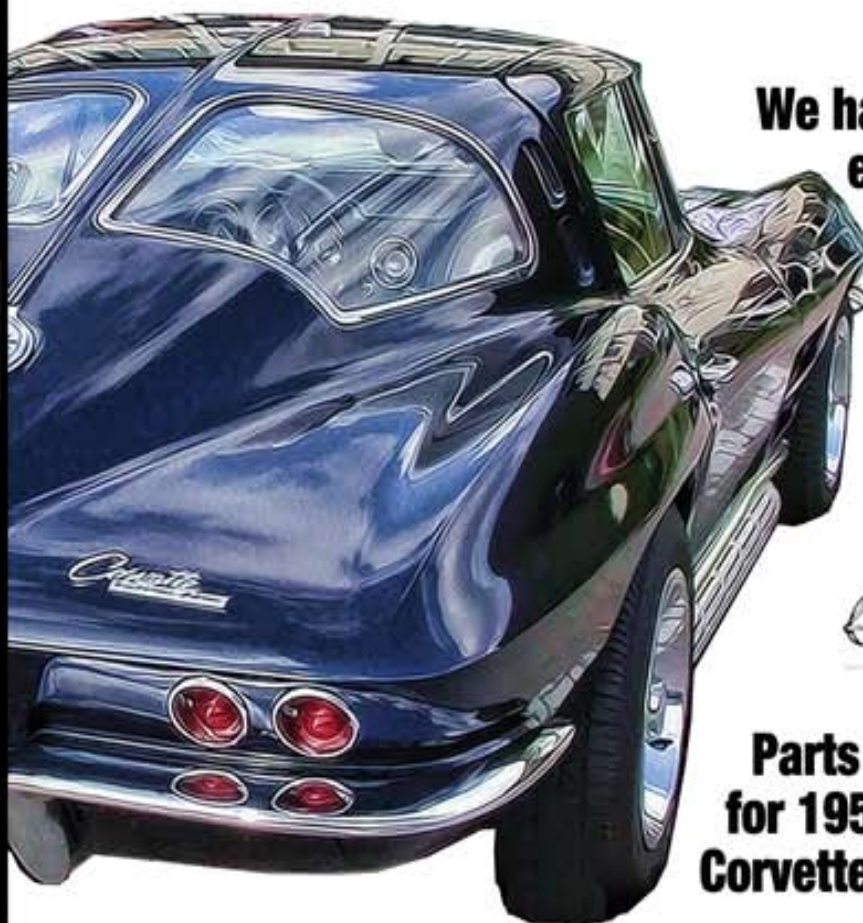
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This Chevy drives PERFECT. The exterior and interior are virtually "like new".

*** THERE IS LITTLE TO NOTHING TO FAULT ***

LIVE IN STYLE and POWER with MUSCLE to SPARE with this BUDGET, COLLECTABLE ... This one is not going down in value! This is one of the last C4 Corvettes built in series.

AFFORDABLE Clean Corvette to enjoy here in our beautiful country with the roof down on a sunny day. Just a great touring

Car has Original Owners Manual, 2 Keys, and fob for the alarm and the keyless entry..

ANY TEST WELCOME \$36900.

Nick 0417 500 198

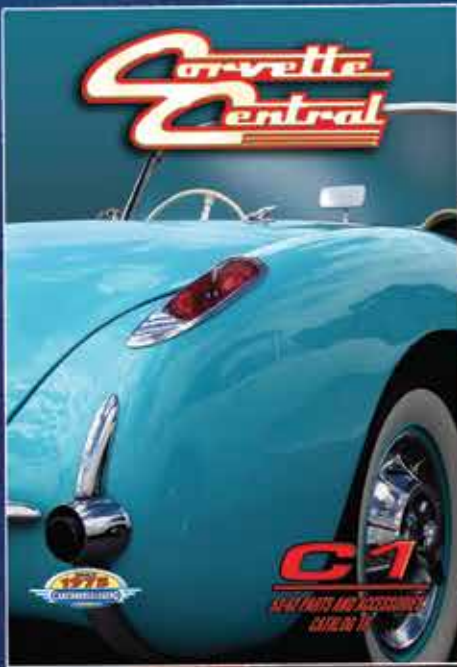


Custom slimline plates perfect for your ragtop C3. Unused \$1000 neg. Contact Phil on 0448 466 508



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NEW C7

Right Hand Drive!

CORVETTE



See our website for all our
new Corvette & Camaro images & info



Corvette C7 Right Hand Drive



Corvette C7



Camaro SS

WE'VE DONE IT!

Corvette C7 Right Hand Drive Conversion

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