

# Corvette

## GAZETTE

2023



April





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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](mailto: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

*Adelaide - February 2022 - Vette lineup by generation C1-C7*

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*Facebook*

[www.facebook.com/corvettesofmelbourne](https://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

I hope everyone is okay and doing well.

Last month I mentioned in my report that 10 Corvettes from Victoria drove to Glenelg in South Australia for a charity car show, hopefully there are some more photos in this edition of the event, we had a great four days.

I again would like to thank everyone who attended the Peter Whiston memorial.

As a tribute to Peter who started this great Corvettes of Melbourne Club, I would like to hear from members about any ideas that we could have as an annual tribute to Peter.

I will leave this for the members to get back to me, hopefully.

As I mentioned at the last club meeting, I would like to organise a guest speaker to attend some of our club meetings, I had a group that were going to attend our club meeting but due to COVID that was not possible. Hopefully in the near future that will happen. Very happy to hear of any leads.

If anyone knows of any business that would like to give a spiel on their business that would suit car enthusiasts, that would be great also.

Examples would be the car alarm or radio supply and install people, car detailing, Autobarn etc., I have tried their head office but they never responded after numerous attempts.

Our next event is on Sunday 3 April 2022 for a drive and then lunch at the Peppercorn Hotel in Yea, I know the event will have come and gone by the time you receive this magazine. At the moment, I do not have any other information about future events. I am sure the events team will have something for us to enjoy for the next month etc.

Our next meeting is on Thursday 14 April 2022, at the Tower Hotel.

Cheers see you there 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](mailto:gringo350@icloud.com)**



## Next Meetings

### Thursday April 14 and May 14

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

## April

Joy Greenshields  
Kersten Vogel  
Angelique Zadnik  
Thaess White  
Dave Bolt  
Garth Bradbury  
John Chesser  
Bernie Davis  
Paul Desmond  
Paul Dunienville

Brendan 'gringo' Greene  
Stephen Grove  
Eddie Hetel  
Richard Jordan  
Leonard Kingston  
Andrew Leonard  
Dean Whitmore

Have we missed someone's Birthday ?!  
Or are you having a Special one (a big 'O' ) ?  
Let Brendan (gringo) know and we'll update the list.

## 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: 10th March 2022 Tower Hotel, Hawthorn Meeting Commenced: 8.10pm**

**Chair: Tony Asquith, President**

### **Welcome**

**The President welcomed all to the March meeting of 2022.**

**Apologies: Dean Cooper, Colin Somerton, Dan & Christine Butters, Daryl Verdon, Michael & Mary Brand, Mark Andre, and Tania Cassidy**

**New members.**

**None.**

**The club welcomed two long-time members : Scott Morden & Andrew Farkas. Scott has a 1966 427 ZR1 Corvette and Andrew is restoring a 1964 Corvette.**

**Proposer: Nick Bolis Seconded: Kathy**

**Robert Jordan thanked Garth for writing the February minutes in his absence.**

**Moved that Minutes of last meeting be accepted:**

**Proposer: Joe Younane Seconded: Chris Bradbury**

### **Reports: Treasurer's Report**

**Joe Younane presented the Treasurer's Report. Report covers from the 1st February to the 28th February. Summary of the report is as follows:**

- **Opening Balance \$25,900**
- **Payments Newsletter & Printing \$273**
- **CPS Refunds \$60**
- **Newspaper Production \$30**
- **Consumer Affairs \$60**
- **Adelaide Club Host catering support \$147**
- **Closing Balance \$29,496**

**Proposer: Webby Seconded: Graham George**

### **Secretary's Report**

### **Event Update**

**Tony advised that no one from the club visited the Colac show.**



## **South Australia Trip 2022**

Tony, Joe, Craig and Glenn and some partners attended the SA function. First stop was Nhill, arrived in Adelaide (Glenelg) on the Saturday, the Show & Shine was held on Sunday, and all returned safely on the Monday.

## **Peter Whiston's Memorial**

On Sunday 6th March, a memorial service was held for the COM founding member. The memorial was well attended by the club, and a number of interstate Corvette owners also came along.

Gayle Whiston sent the club an email of kind words and thanks. Email to be placed in the Corvette Gazette.

GG and Webby delivered tributes to Peter on the day, which were delivered from their hearts and were very moving.

There have been a few suggestions to honor Peter such as a trophy to be awarded at conventions. (National). Should also look at a trophy at the Club level.

## **Yea Lunch**

The next club event will be held on April 3rd at the Peppercorn hotel. Cost is \$35/head.

## **Merchandise**

The club is still looking for a member who would look after the Merchandise including the sales and ordering. Ordering is done by either Joe, GG & Tania.

**ACTION:** Please advise Joe at the next meeting if you can assist with the merchandise.

## **General Business**

Cheryl proposed that the "girls" should have a weekend away. "Girls" to organize.

Webby – Colin Elliot passed away last year, his partner Allan contacted Webby and advised him that the time was right to sell Colin's 2004, Z06 Corvette, price range is \$60 to \$75,000. Sixty-six thousand km.

Robert Jordan asked members to consider nominating themselves for the club's next committee. Committee is up for re election at the next AGM.

Tony advised the club that he has been trying to get some guest speakers. Tony asked members to consider who could come to speak to us, say 2 to 3 times per year. Please submit your ideas to Tony.

Meeting closed at 8.55pm.

Next meeting: 14th April 2022.

Minutes by Robert Jordan, Secretary



# Corvettes Rock The Bay



The 2022 Corvettes Rock the Bay car show presented by the Corvette Club of South Australia was surely the biggest Corvette gathering in Australia for several years. With the influx of 10 Victorian Club cars, the official total of cars on display numbered 98, falling just short of the magic 100 Corvettes hoped for.

Over and above the Victorians who belonged to several different clubs, there were another three Victorian visitors at the event who also brought along a big Black Silverado 2500 towing a Black car trailer.





# Glenelg SA – Mark Andre

Yes, this was the GMSV team who brought along, in that big black trailer, their Rapid Blue 3LT C8 Coupe. This added an extra level of interest to the car show with the GMSV folks kept busy all day answering questions and allowing the lucky ones a photo opportunity sitting in the driver's seat of Chevy's finest.

A beautiful summer's day ensued the next day for the big show. The quality of the Corvettes attending was of a high level. Every year it seems the Corvette population of Australia attains a new level of quality as owners attempt to keep up with the quality of the cars around them.



The location of the show in the extremely popular holiday destination of Glenelg guaranteed a big crowd of people would attend. The extremely well organised event featured a line-up of Corvettes from every generation so those new to the marque could visualise the design progression from the C1 to the C7. At the other end of Wigley Reserve the admirers could take in the very latest in Corvettes – the C8. With the first C8s just now being delivered to their owners, these eight generation Corvettes are very rare to see on our roads.

But the festivities had begun the night before when the CCSA put on a dinner at the Watermark Hotel, right next door to Wigley Reserve, Glenelg, the site of the big Sunday Car Show. The Victorians were happy enough to have a place to eat together on Saturday night and to meet up with some of their friends from the SA club, but they didn't expect to be looked after in the manner they were. After to being treated to a warm welcome by CCSA President Rob McConnell they found they were dining as guests of the SA club, as well as receiving a gift in the form of a bottle of Nationals Port. GMSV played their part by gifting all in attendance with merchandise packs.



# Corvettes Rock The Bay



The appearance by the GMSV Corvette was enhanced by the arrival of a full-blown racing C8, the Phenix Corvette C8, brought along by long time racing identity and successful Adelaide businessman, Malcolm Ramsay. Ramsay's team woke up the crowd several times by firing up the 6.2 litre LT2 with its open exhaust system.





# Glenelg SA – Mark Andre

The day ended with the presentation of the trophies for the cars voted the best at the show. For those interested the winners will be announced on the CCSA website.



Corvette owners from the Corvette Clubs of both South Australia and Victoria have built a warm friendship over the last few years, travelling together to the Gold Coast Nationals in 2019 and then meeting up in Mildura last year for the "Meet the Vics" weekend. This latest catch-up has helped cement the relationship even further. The Vics were extremely impressed with the running of Corvettes Rock the Bay by Event Organiser Peter McBride and his team, and can't thank CCSA President, Rob McConnell, and his club for their hospitality over the weekend.



# Glenelg Photos





# Glenelg Photos





# Glenelg Photos



# Custom Car Covers - George

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# Corvettes Rock The Bay. A 'REAL'



The S.A., Rock The Bay Event was a fantastic weekend and all thanks to Mark Andre for getting us there and, to the exceptional hospitality extended to us over the entire weekend by the Corvette Club of S.A..

The '59 Vette hadn't been out for some time on a decent drive so a trip to Adelaide was a great way to stretch its legs. I have always said... with these old cars (63 years of age now!) if you don't drive them, they will have problems. Covid had undoubtedly infected the 'old girl' with 2 breakdowns and 1 breakage on route which was a little disappointing but really not totally unexpected with an older vehicle travelling some 1,600 Km's and on some pretty ordinary roads on the way. At least I finally got to use my RACV Road Side Assistance after some 11 years of ownership/membership.

I left a day earlier than the main crew knowing the Vette hadn't had a decent run and I really did not want to hold up anyone else driving those later model, air-conditioned, quiet, fuel efficient luxury vehicles on the trip. (Well, that may exclude Glen & Kathy - Noisy & Thirsty, including the car, Joe with 502 cubes but spoilt with a lazy 5 speed, Mark & Betty ZERO mpg on the trailer and, Tony & Cheryl with full-on modern luxury comforts aside from a stagnant odour of Cheryl's lunch on the front dash and carpet coming home. Can you just picture Tony telling/yelling at Cheryl to keep it down with the sole selfish intent of only protecting the Grand Sport!!!)

## ***A few snippets of driving a 'REAL' Corvette to Adelaide..***

Averaged some 23 litres per 100k and I reckon about 100db of pure driving pleasure at 110km p/h.

The Tacho displays 4,100 rpm at 100 km p/h! (I think more like 3,100 rpm but still revvy)



***Breakdown No. 1***

Breakdown No. 1 – Without any indication and only 69 km's, the battery died at its first fill in Rockbank that I call a 'Covid layup issue'. RACV arrived in just 10 minutes, generator tested all OK, Battery Stuffed, so drove to Ballarat afraid to stop until I got to the first Battery shop. Lucky I left a day earlier and the Ballarat stop was planned anyway.

Met the main group outside Ararat on the Friday and enjoyed a very good 'bonding' stop overnight in Nhill with the COM & Surf Coast members.

# Corvette driving experience

The car drove really well the next day to Adelaide even allowing for some 'roof down time' and, surprisingly, did not suffer at all in the very heavy stop/start traffic heading into Glenelg. It was a privilege to have the car included in the C1 generation display on the Sunday where the other displayed C1 (1954) and the '59 attracted quite a high level of attention where it is genuinely humbling to see other people enjoy these older cars on display as much as the owners!



During the show & shine event, I noticed the '59 had broken a front shocker mount (quite weak on this Corvette era) that had to be a result of the very poor roads after Horsham to the border and I was not looking to the bouncy ride home as a result.

Breakdown No.2 – Got to Taillem Bend for an early breakfast on the Monday morning where the car started to over fuel. The issue became increasingly worse on the trip home and despite my best efforts to get to Ballarat... it died at Stawell. My second call to RACV and a tow back to Horsham was the result where a really great bunch of guys in a local repair shop experienced in repairing V8 speedboats had no problem in prioritising the Vette and quickly fixing and resetting the dual Carter Carb set up first thing in the morning. It was an issue with the primary carby needle and seat retaining nut coming loose. RACV even footed my accommodation bill which was a bonus before driving home without further issue on the Tuesday.

Worst things with Breakdown No. 2....

- a) Glen said earlier 'Why you don't piss of those dual carbs and put on a modern reliable single carby'... How dare he!!
- b) The Horsham repair guys said.. 'Why you don't piss of those dual carbs and put on a modern reliable single carby'... WTF!!!
- c) Mark Andre didn't even notice a shiny 1959 Corvette on the back of a tray truck going in the opposite direction back to Horsham... Unbelievable!!!
- d) Both Tony & Glen passed me just before I broke down and impolitely gestured about the strong smell of unburnt fuel as they happily continued on. (They did offer to help but there was nothing they could do.)

In summary... Would I do it again... Of course, any day and a fantastic weekend!!! This is all part of the enjoyment of owning a 'REAL' corvette. This car has now been to Adelaide twice, Canberra, Sydney and Albury to name a few with very few issues indeed for a car of its age. A weekend enjoyed with a great bunch of people, a great road trip and a great event that I would strongly encourage everyone to consider to join such future events..

Love the Vette!

Craig O'Donohue





# Miss APRIL

(... the Corvette ☺)







# Peter Whiston - Memorial





# Peter Whiston - Memorial





# Peter Whiston - Memorial





# Peter Whiston - Memorial





# Knox Show and Shine – Dean



I attended the Knox Show and Shine on Tuesday 8<sup>th</sup> Feb and it turned out to be very busy with lots of amazing cars of all makes and models. I enjoyed driving my Corvette there as the weather was sunny and about 30 degC.

It was great to see other members George with his C4, Andrew Brown with his immaculate C2 and 'Angry' Anderson and partner Kim just came straight from work in the work car.

I have been to this show and shine many times over the years, however it must be at least 18 months since it has been able to proceed. It was awesome being back, and there were plenty of quality cars there. The event is put on by the local Rotary club and the volunteers did a great job. The snags on the BBQ went down very well!!





# Knox Show and Shine – Dean



There was also a C3 there that wasn't from the club. There was a fantastic 3 wheeled Morgan there with beautiful tan leather. What an odd car they are!!! There were plenty of old Holdens and Valiants etc.

Overall, there was a great vibe and everyone was so pleased to be back enjoying their cars and admiring other peoples cars too.

Dean





# C8 Feature



## AUSTRALIAN MEDIA REVIEWS C8 - Mark

The Australian Motoring press have been given access to the C8 Corvette courtesy of GMSV. This seems to have confused them somewhat as they are reporting the C8 is finally available in Australia. Sorry guys, it's been available for nearly three months! One of the journos even says, in a YouTube video that is dated March 29, that there are only three C8s in the country. According to VFACTS, the official number of Corvettes sold in Australia numbered 45 at the beginning of March!

Be that as it may, publications Carsales, Drive, and Motor/Whichcar have put forward their reviews of the C8 in both written and YouTube reports. While a few aspects of the C8 have been frowned upon, there is a general consensus the C8 is a fabulous car to drive both slogging around in the city and at full cry on the open or winding roads, comfortably handling both smooth and harsh road surfaces.

### CARSALES:

Journalist Bruce Newton did both the written and video reports on the C8. After explaining all the specifications and features of the car, Newton firstly pointed out the lack of several safety features on the car, particularly noting the absence of Autonomous Emergency Braking and Adaptive Cruise Control. He obviously doesn't follow the C8 story as closely as I do (not many do!) or he would realise the early prototype C8s did have these features, but they were very consciously omitted due to the opinion of the development team that these features were too obtrusive and detracted from the driving experience. Whether these safety features should be added regardless could be debated. They certainly weren't omitted for cost reasons.

Newton rates the car highly on its drivability, not being a "quad-cam screamer that requires massive revs or continuous gear changes from the Tremec DCT to deliver its best". He credits it with being the most "liveable" supercar around. Although he enjoys the sound of the exhaust, he would prefer it to have a "crackle" when on the overrun – presumably similar to the VF V8 Commodore's "crackle and pop" engineered into its bi-modal exhaust. I admit I very much liked that feature myself! He describes the car as sitting flat, gripping like glue and with braking performance that often saw him over-braking before a corner.

He found the car was surprisingly good for ingress and egress, with plenty of space inside, particularly regarding headroom. He found good seat travel and available backrest angle. He did find the car to be very noisy with the roof panel removed, and still not the quietest car with roof on.





He noted tyre noise on course surfaces, which often proves to be a problem with tyres that are not chosen or designed specifically for Australia's coarse-chip bitumen roads. Newton found the worst feature of the car was its lack of visibility in the rear three-quarter view. He agreed that the camera and sensors helped, but vision was still limited.

Newton also hosted the YouTube production for CARSALES and gave basically the same report. In summary, he found the car, although not cheap, offered incredible value for money. His closing quote was - "It's a great car and one 228 Australians are going to get a lot of enjoyment from. I gotta admit, I'm jealous."

#### **DRIVE:**

The written article and YouTube video for DRIVE were both presented by Trent Nikolic. The presentations were very similar. His test trip in the C8 reinforced how popular the design of the car was with the general public. Nikolic mentioned several times that whenever they stopped for more than five minutes, they were surrounded by people who wanted to check-out the car. The onlookers variously told the test team how great the car looked, how it looked like a Ferrari, or that it looked better than a Ferrari. At one stage, an Italian man with his son pulled up in a Ferrari 360 and proceeded to tell the crew that this was how the new Ferrari should have looked.

After going through the specifications of the C8, Nikolic started his drive evaluation by saying the worst feature of the car was the row of switches running along the ridge that divided the driver's compartment from the passenger compartment. He is not alone with this view, as GM's Vice President of Global Design, Aussie Mike Simcoe, has been reported as sharing this view. Don't be surprised if this design aspect changes in the first facelift.

Nikolic also reiterated the previous tester's opinion that the ingress/egress for the C8 was good and found it easy to find a good seating posture. He also mentioned the visibility being good aside from the rear three-quarter view but felt the camera compensated for that. Like Bruce Newton, he found the car to be surprisingly roomy inside and he felt the car was useable enough to be employed as a daily driver.

On the road he described the car as well-behaved driving around town, but "enthusiastic and performance-focussed out on the open road." He reported "the V8 revs smooth, hard and cleanly – asking for more revs and loving the work." He described the ride as beautifully balanced, with excellent ride quality, and its ability to absorb rubbish surfaces as exceptional.



In his summary he answered his own question as to whether you should buy the C8 with an “emphatic yes!” He stated - “I’d happily park a Corvette in a sea of European supercars without fear or favour.”

### **WHICH CAR/MOTOR:**

The duties of producing the written article and the YouTube video were split between Cameron Kirby, who wrote the article while Daniel Gardiner hosted the video.

Before summarising the MOTOR report (part of Wheels Media and also publishing under the WHICH CAR banner) I feel I should mention that this group recently voted for the MOTOR Performance Car of the Year award. The judging panel voted the Corvette C8 into fifth place for this award. Voted above the C8 were the Porsche 992 GT3, the Lamborghini Huracan Evo, the BMW M3, and the Porsche Boxster. I won’t make further comment on this, except for a couple of brief points.

Firstly, it is interesting to know that a Porsche has won this award 7 of the last 10 years. Secondly, back in 2020 the Corvette C8 came up against the Huracan in the US Road & Track Performance Car of the Year award. The C8 won the award, while the Lambo finished in 10th place. It may be too easy to say, but I tend to think there is some bias involved in such awards. I feel that in Australia it would take a brave journo to rate an American car above the almighty Porsche or other European cars for that matter. Let’s see how they evaluate the Z06.

Having said that, Cameron Kirby, the journalist who wrote the article on the C8 for MOTOR, did rate the Corvette third in the PCOTY award. As you will see below, he liked the car very much, but disliked some aspects of the car that weren’t reported by any of the other reviewers.

Kirby was impressed with the very tractable engine and its advanced DCT transmission. He was impressed with the visibility, not mentioning the rear three-quarter view issue as other reviewers had. He describes the C8 as “a car that was designed to be driven and driven hard.” He also rates the ride quality as “... impressive, with the magnetic shocks doing a wonderful job of both body control and bump-management.”

However, on the negative side, Kirby admits he doesn’t like the design and rates it as “divisive”. He criticises the interior fit & finish, [a claim I have never heard before], and he feels that the driver’s seat is too high making it hard to find a comfortable seating position. [I must point out here that the GMSV





Rapid Blue car that Kirby was driving is fitted with “Competition Seats” which I found to be relatively uncomfortable when I sat in that particular car.] He also criticises the “partition” between the driver and passenger compartments, leaving the passenger in what he feels is a “cramped space.”

Finally, he criticises the steering as lacking feel and falling short on turn-in, requiring trail braking into a corner to get the best corner entry. [Note: this technique departs from the common practice of only braking in a straight line, instead holding the brakes during the initial turn-in, easing off as the turn-in is made]. He does add that once turn-in is accomplished, the C8 rotates “with grace mid-corner and finding traction with ease at exit.” Interestingly, his team was only able to record a best effort of 3.63 seconds 0-100 km/h, while the team at CARSALES reported they reeled off a 3.2 second time “without stress”.

He summarises – “The C8 Corvette is unlike its European rivals, dripping in character... There is nuance to its dynamic ability and genuine attention given to its engineering.”

### **MOTOR – YouTube video:**

Daniel Gardiner presented the YouTube C8 video for MOTOR. Along with his fellow MOTOR journalist, he disliked the design of the car, contrasting Trent Nikolic’s previously mentioned experience with the public on his test trip. He seemed to have mixed feelings about the interior, calling the cabin radical and saying it doesn’t entirely work for him. He calls the cabin “segregated” and doesn’t like the row of switches that divides the cabin. However, he does applaud GM for doing what they have done, throwing tradition out the window. He titillatingly calls the car “As American as Deep-fried Elvis.”

Gardiner is very impressed with the engine and loves the engine sound inside the car. He is very impressed with the transmission and the way it shifts. He describes the suspension, thanks to the mid-engine as having “endless grip” and unlike his colleague, describes the steering as “beautifully positive”. He rates the ride as seriously good, not only for this class of car, but for any class of car – “Absolutely brilliant.” He rates the braking as wonderful; it works so well. He states that “Honestly, it deserves the title of supercar. What this thing can do is well worthy of pedigree stature.”

In summary, although there are some reservations on a few aspects of the Corvette C8, the reviews are overall extremely positive. The reviewers’ collective positive assessments on the C8 driving experience certainly make me very excited at the thought of driving the C8 myself one day – whenever that may be.





# 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

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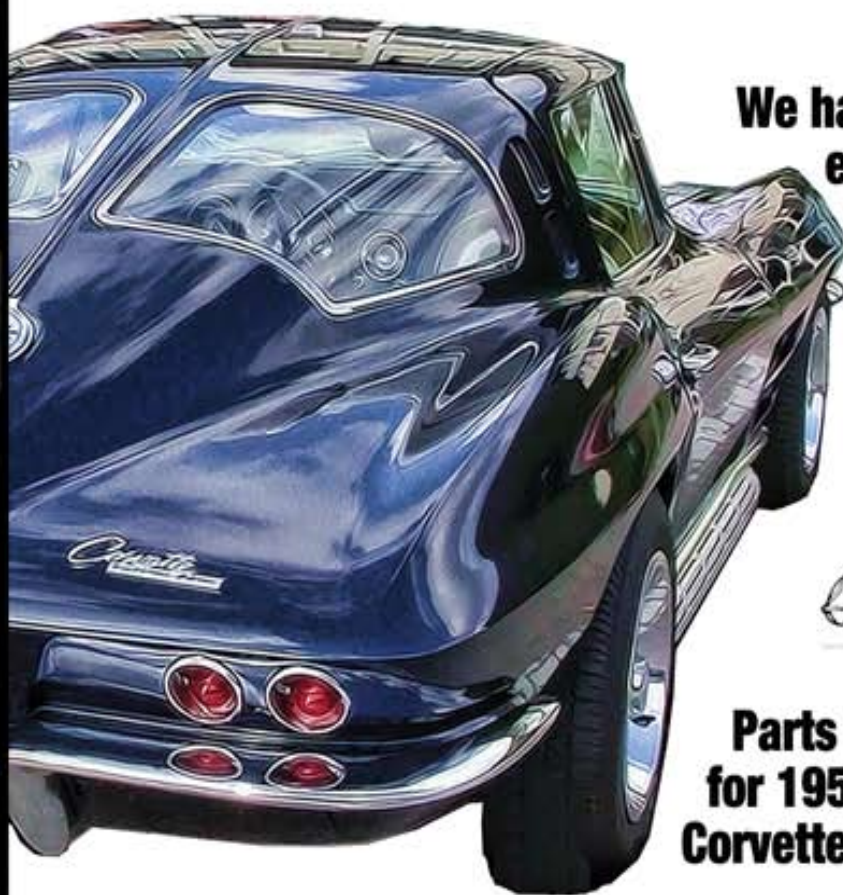
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## Notice:

Keep an eye on CoM Chat and your email for details of a possible run in early May. This will probably be before our next Gazette and meeting.



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Corvette C7



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