

Save the Date

Upcoming Events

Thursday 9th October 2025 Club Meeting – Tower Hotel, 686 Burwood Road, Hawthorn East. Pre-Meeting Dinner/Drinks at 7 pm Meeting commences at 8 pm

Friday 24th -Sunday 26th October 2025 Stingray Run – Rusty Springs Avenel Victoria. Refer Gazette for details.

Sunday 2nd November 2025 - Point Nepean Heritage Motor Show 8.00am -2pm - Point Nepean Quarantine Station Portsea https://pointnepeanmotorshow.com.au Refer Gazette / COM Chat for details.

Thursday 13th November 2025 Club Meeting – Tower Hotel, 686 Burwood Road, Hawthorn East. Pre-Meeting Dinner/Drinks at 7 pm Meeting commences at 8 pm

Tuesday 25th November 2025 - Chris' Coffee and Cake, Rivers of Yarrambat at 11.30am. Shop 1a/28 Kurrak Rd, Yarrambat VIC 3091

Sunday 7th December 2025 - Club Christmas Party - Heritage Golf Club, & Country Club, Chirnside Park, Further details to come





Rusty Springs





Rivers of Yarrambat

Heritage Golf Club and Coutry Club

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, Hawthorn 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

Annual Family membership Including access to an electronic copy of the monthly club magazine, 'The Gazette'. \$100.00 per

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, \$85.00

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 - 004 Acc: 767880859 Use your name as a reference

Front Cover Corvettes at Hidden Valley

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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.

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President's Report



Hi everyone,

Welcome to October and daylight savings.

The weather is getting a lot better from now on, at least let's hope so.

Our AGM has been and gone for another year. I would like to thank everyone that put their hand up for another year on the committee and for all the work they have done in the past year.

I would like to welcome Garth Bradbury as our Vice President. Also, to take the lead on events this year, Michelle Weir, with other members of the events team being Kerrin Taylor and Daniel Zadnick. Thank you for stepping up.

Yes, I am still your President and look forward to another fabulous year.

We had a good day at our last outing on Sunday 21 August 2025 with a drive to The Grove Bar & Bistro at Hidden Valley in Wallan. The company and food were great, the weather, well raining on and off and getting there was challenging if you came from the east due to the ring road being closed. Anyway, all good.

At our October meeting, we will have a representative from GMSV, not sure who it will be at the moment but they will provide us (hopefully) with an update of upcoming models and the future of Corvettes. I hope everyone can make an effort to attend, whether you come for dinner or not.

Later in the month, we have the annual Stingray run. See the details in the magazine.

I am not sure at this time whether there will be another run for those members not going to the Stingray run. More information will be available in the magazine.

I am looking at possibly doing a calendar for next year 2026. I would like to get some feedback as to whether I bother before taking this forward. I would need at least 12 members interested with some good quality photos of their Corvette. If anyone is interested, please let me know by the end of October.

Okay see you at our next club meeting!

Cheers, Tony (alias Mr President)



If you need to replace a missing nametag or would like a spare one,

text or email gringo via 0419 88 1500 or gringo350@icloud.



Next Meetings

Thursday 9th October Thursday 13th November

TOWER HOTEL HAWTHORN

Starts at 8pm or get there at 7pm for some dinner, drinks and a

chat



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

October

ZOE Surface Surface Sixthday 21

Christine Bradbury
Eliza Britten
Helen Cumming
Lisa Garcia
Mark Collins
Dean Giakoumakis
Rod Glanville
Ian Hacon
Craig O'Donohue
Kevin O'Rourke
Tony Pool
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.

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 Dan Butters 0407 726 773 Michael Brand 0425 864 359

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 Glenn Pellegrino 0418 398 365



Corvettes of Melbourne Inc No A0023933M

Minutes of General Meeting 11th September 2025, Tower Hotel, Hawthorn.

Meeting Commenced: 8.02 pm

Chair: Tony Asquith, President

Welcome

The president welcomed all to the September 2025 meeting.

New Members: Michael Hehir, 1998 Silver C5 Coupe.

Jeff Sutherland 1995 red C4 Coupe, Sam Cataldo 1970 blue C3

Attendance: 45

Apologies: Brendan & Shirley Greene, Colin Theodore, Craig& Vicki O'Donohue, Darrell Verdon, Gary Fawcus, George Arhontogeorge, John Bligh, Neil White,

Scott Morden, Nick Bolis, Mark Collins, Andrew& Shweta Leonard, Chris Bevan, Kerrianne Taylor, Greg Webster.

Moved apologies be accepted: Proposer; Michelle Weir

Seconded: Glenn Pellegrino

Minutes of the last Meeting were tabled.

Moved that the minutes be accepted, Proposer; Graham George

Seconded; Dan Butters

Reports:

Treasurers report

Joe Younane presented the Treasurers report. The report covers the month of August 2025.

A copy of this month's report is available to members by request.

Moved that the Treasurers report be accepted: Proposer; Graham George

Seconded; Kathy Bergin

Secretary's report

Correspondence: Online magazine, Queensland Corvette Club August. NSW Corvette Club magazine mailed to all Parkes Nationals attendees.

Thank you to Brendan Greene for filling in as secretary while I was travelling.

Moved that the Secretaries report be accepted: Proposer; Wayne Jackson

Seconded: Garth Bradbury

Merchandise Kathy brought merchandise to meeting for purchase.

Events: Fox Car Museum, Mandy spoke about the event which included a guided tour of the museum, lunch in Port Melbourne.

Wednesday 17th Sept Coffee run to Kuranga Nursery, Mt Evelyn

Guest Speaker at October Meeting, Tony has organised GMSV rep Robert will attend with a C8 Corvette to promote corvettes in the future. Members are encouraged to attend.

Stingray Run in October, Mike Hehir outlined the event and invited members that are not booked for the event to join the event on the Saturday for a drive and lunch at Tolmie Hotel

Club Run Sunday 21st September: **The Grove, Hidden Valley**, meeting points to be arranged.

QLD Nationals, SA Club would like to know if they can join us in a convoy to Noosa. This stimulated discussion about route selection, travel time, numbers travelling to Noosa.

General Business:

Tony asking if Club Members are interested in doing a COM Calendar.

Chris Tucker suggested the Club could start its own spare parts register.

Joe discussed that the Club now has an obligation to submit a tax return due to changes in legislation for not-for- profit clubs.

Meeting closed: 8.44 pm

Next meeting: 9th October 2025

Minutes by Michael Brand, Secretary





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Adam: 0450058165

September Meeting Photos













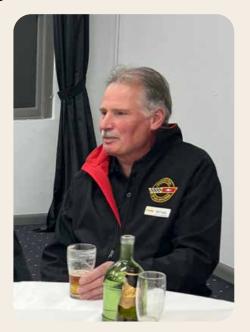




September Meeting Photos

















Corvette Z06 Demand Slows While Inventory Piles Up on Dealer

Lots - Eduardo Zepeda Corvette 2 months ago



Not long ago, getting your hands on a <u>C8 Corvette</u> Z06 meant jumping through hoops, waitlists, markups, and dealer games. It was the car everyone wanted: a naturally aspirated screamer with a Ferrari- like howl and serious track chops. But fast-forward to mid-2025, and things have taken a

strange turn. Dealers across the country are sitting on unsold Z06s. Lots of them.

According to Chevrolet's live dealership inventory tracker, nearly half of the C8 Corvettes sitting on dealer lots right now are Z06s, almost as many as the Stingray and the E-Ray combined. For a car

once treated like gold, it's a surprising shift, and it raises a question: What's keeping them from selling?

From Wild Demand to Slowing Sales



Credit: Cars & Bids

When the C8 Stingray dropped in 2020, fans knew a higher-performance version wouldn't be

far behind. Enter the Z06 in 2023, bringing a high-revving flat-plane crank V8 and serious engineering cred. It wasn't just quick. It changed what people expected from a Corvette, and buyers lined up

to get one. So how did we end up with so many sitting around?

Let's look at the numbers. Chevy's live dealership inventory tracker currently shows more than 1,800 Z06s in stock across the U.S. (roughly 48% of the Corvettes in inventory)—by far the largest chunk of available Corvettes. MacMulkin, the top-selling Corvette dealer, has over 100 Z06s in inventory. Ciocca and Bomnin also have dozens each. And now, dealers are starting to cut prices, which is always a sign that demand has cooled.

Corvette Z06 Demand Slows While Inventory Piles Up on Dealer

Lots - Why Z06s Are Sticking Around



Credit: Autoevolution

There's no single reason the 2025 Corvette Z06 inventory is ballooning; it's more like a bunch of factors piling up at once. First, the price. A Z06 might start just over \$112,000, but most of the ones on lots aren't stripped-down models. Dealers stocked up on heavily optioned 2LZ and 3LZ trims, many pushing \$140K to \$160K. That's a big ask in a market where buyers are pulling back.

Second, the <u>E-Ray</u> is undercutting it. It's not as loud or as raw, but it's still blisteringly quick and about \$10,000 cheaper. Plus, it's all-wheel drive and hybrid, which makes it more usable for daily driving or in rougher climates. For a lot of folks, that tradeoff makes sense.

Third, the spotlight is now on the newly launched ZR1 and the upcoming 2026 ZR1X, two high-performance heavy hitters that just <u>dethroned the Ford Mustang GTD</u> as the fastest American cars ever to lap the Nürburgring. The ZR1 brings 1,064 horsepower from a twin-turbocharged version of the Z06's V8, while the ZR1X takes things further with a 1,250-horsepower hybrid setup using the E-Ray's front-axle drive. While the Nürburgring achievement just happened, buzz around both models has been building for months, and many buyers have likely been holding off on the Z06 in anticipation of Corvette's next evolution.

Now, some die-hard fans will argue that the ZR1 was always the most anticipated C8. And sure, it's the halo car. But when the Z06 launched, it was the first real step up from the base Stingray. It brought race-car tech, a one-of-a-kind engine, and tons of excitement. At the time, it was the one everyone was talking about, and for good reason.

Dealers Are Feeling the Squeeze



Credit: Reddit

This isn't just a curiosity; it's a real problem for dealers. Holding onto expensive inventory like the Z06 eats into their bottom line. Floorplan financing (basically a loan to stock vehicles) hits harder when the cars in question cost twice as much as a base Stingray.

Corvette Z06 Demand Slows While Inventory Piles Up on Dealer Lots

What makes the timing worse is what's coming in 2026. Chevy is expected to roll out a refreshed interior for the Corvette, a bigger update than anything we saw between 2024 and 2025. That's already causing some buyers to hit pause and wait it out.

And it's not like overall Corvette sales are on fire right now either. In Q2 of this year, Chevy delivered just 5,801 Corvettes—a 38% drop compared to the same time in 2024. So even with discounts on the table, moving units isn't getting any easier.

A Supercar Buyer's Market

It's a weird place to be: the same car people once paid \$30K over sticker for is now sitting quietly on showroom floors, hoping for a buyer.

But that's exactly what's happening. <u>The Corvette Z06</u> is still a phenomenal machine, arguably one of the most exciting Corvettes ever built. The issue isn't the car. It's the timing, the price, the competition, and the simple fact that buyers now have options.

For anyone who's been holding out, this could be the moment. The deals are starting to show up, both new and certified pre-owned. The hype might've cooled off, but the performance hasn't gone anywhere. And if you're a dealer? You're probably just hoping GM throws in some factory incentives soon, because right now, moving a Z06 isn't as easy as it used to be.

The 2025 Corvette Z06: A Street-Legal Rocket



This isn't just any Corvette—it's the Z06, which means it was bred on the track and unleashed on the streets.

The 2025 Corvette Z06 is a masterpiece of American engineering—blurring the line between street car and supercar. As the track-focused sibling of the C8 Corvette Stingray, the Z06 takes performance to the next level with a naturally aspirated 5.5-liter flat-plane crank V8, dubbed the LT6. Its mid-engine layout, lightning-quick dual-clutch transmission, and aerodynamic enhancements give it a razor-sharp driving experience. It features wider bodywork, track-tuned suspension, and optional Z07 performance package, which adds carbon-ceramic brakes and aggressive aero components.

The Z06 isn't just fast—it's exotic. From its exotic-sounding exhaust note to its sculpted design and tech-loaded cockpit, this Corvette is redefining what it means to be an American performance car.

Whether it's carving corners on a race track or turning heads on the street, the 2025 Z06 is built to thrill.

Chris' Coffee and Cake







Kuranga Native Nursery in Mt Evelyn was a perfect location for our Coffee and Cake Catch up. Set among huge forest trees and manicured gardens, the restaurant offered great food and coffee. Gift and book offerings were extensive, and the mushroom books were very well thumbed through. Thanks to Chris for organising the venue.



















Hidden Valley Run





Just a 45 minute drive from Melbourne is the beautiful Hidden Valley Resort, our destination for a Sunday Lunch.

Hidden Valley Resort was developed on the former country estate of Robert Holmes a Court, who used the vast acres as a horse stud, and training centre of his many polo ponies until around 2017, when the property was purchased and developed to its current glory.

A few of our crew were unable to attend on the day, and were late withdrawals, as they fell victim to the flu, and other pressing commitments.

We all met up at Bunker Hill on the Hume highway at Kalkallo, and headed up to the venue in convoy. We had just under 30 members attend, and the venue, and food were excellent. As always, we all had a great time, and thanks as usual, to Daniel and Michelle for arranging the day.









Hidden Valley Run

















PRESIDENT'S REPORT AGM 2025

Welcome to the 2025 Corvettes of Melbourne Annual General Meeting.

In relation to events for the year, every event was special in its own way. I would like to thank the events team, Daniel & Michelle, for organising our club events.

Railway Hotel, Castlemaine

Events held:

22 September 2024

	22 Ochtember 2024	Railway Hotel, Gastiernaine
•	4 to 7 October 2024	National Chev Festival, Lakes Entrance
•	25 to 27 October 2024	Rusty Springs Stingray Run
•	3 November 2024	Point Nepean Heritage Motor Show
•	15 to 18 November 2024	Meet the Vics, Hahndorf Discovery Park, SA
•	1 December 2024	Corvette of Melbourne Christmas Lunch
•	16 February 2025	Doncaster Bowling Club
•	28 to 30 March 2025	National Corvette Convention, Parkes, NSW
•	12 April 2025	Ladies High Tea, National Gallery of Victora
•	20 April 2025	Flinders Motoring Heritage
•	27 April 2025	Werribee Cars & Cars
•	18 May 2025	Rochford Winery, Yarra Valley
•	22 June 2025	Historic Stamford Park Homestead, Rowville
•	20 July 2025	Blairgowrie Yacht Club
•	23 August 2025	Fox Car Collection, Docklands

We have also had a number of events that our club has been invited to and a lot of members have attended and supported these events.

PRESIDENT'S REPORT AGM 2025

New members since the last AGM:

•	Ray & Livinia Natoli	12 September 2024
•	Jordy & Jennifer Bridge	11 December 2024
•	Luke Preston	16 December 2024
•	Juris Rubenis	17 January 2025
•	Anthony Rentzis	3 February 2025
•	Gary Fawcus	5 February 2025
•	David, Amanda &	
	Harrison Szymczak	30 June 2025
•	Jeff Sutherland	11 July 2025
•	Michael & Kerry Hehir	5 August 2025
•	Sam Cataldo	25 August 2025

Welcome all. For those new members that we have not yet met, we look forward to meeting you and checking out your Corvettes in the near future.

I would like to thank all committee members for their support throughout this year.

I would also like to say thank you to all members of our Club. This has been a great year for everyone. Stay safe, stay well, stay strong, support each other and love your car.

I would also like to thank our sponsors for their support by advertising in our magazine.

I have enjoyed this year acting as your President and thank you for your support and guidance over this time.

Cheers Tony



Election of new Executive and Officers:

The following were the election results in order that they were held. All were proposed and nominated and were unopposed:

President Tony Asquith
Vice President Garth Bradbury
Secretary Michael Brand
Treasurer Joe Younane
Membership Officer Brendan Greene

• Event Coordinators Michelle Weir, Daniel Zadnik, Kerrian Taylor

Archivist Mark CollinsMagazine Editor Paula Porter

Magazine Editor
 Merchandise
 Webmaster
 Paula Porter
 Kathy Bergin
 Michelle Weir

• General Committee Greg Webster (Life member)



By Joe Kucinski - August 6, 2025

Base models don't get as much love as top trims, and that's a shame (most of the time). Here are the five BEST and five WORST Corvette base models of all time!





#5 Worst - 1953 Corvette

Sorry, folks, but we have to put the 1953 Corvette on the list. It is historic and good-looking, but as a Corvette that you want to drive, it leaves a lot to be desired. It was expensive when new and came with a 6-cylinder engine making 150 horsepower. And that power was controlled by a 2-speed automatic transmission. The car did not sell well, and the **entire Corvette program was nearly killed** after just a couple of years.

These are great collectibles, but not great sports cars.



#5 Best - 2001 C5 Corvette

The C5 Corvette was a complete redesign from the ground up. It turned the Corvette into a legitimate performance car that could take on the best in the world. And in 2001, the C5 got a bit better. The Z06 got all the press but the base car was tweaked as well. The LS1 engine got a slight power boost thanks to the intake and exhaust manifolds from the LS6. For Corvettes with a manual transmission the LS1 made 350 horsepower and 375 pound-feet of torque. These cars were significantly quicker than the 2000 model year versions. And the LS1 was more fuel efficient to boot. These are fantastic base Corvettes and a real steal on the used market today.



#4 Worst - 1984 Corvette

The C4 Corvette is not a bad generation by any means, but it does get a fair share of criticism. As the years went on, the C4 got stronger and better in every way. But the 1984 Corvette was not the best.

First of all, the entire generation was delayed, which caused the 1983 model year to be skipped (even though production resumed in the 1983 calendar year). Next, the 1984 cars featured engines with Cross-Fire injection, which GM quickly ditched the next year. And those engines were not especially powerful, making just 205 horsepower. And the <u>4+3 overdrive manual transmission was not exactly loved</u>. This all adds up to an underwhelming base Corvette.



#4 Best - 2019 C7 Corvette

Any C7 Corvette Stingray is one of the best, but we chose the 2019 edition as it was the very last of the breed. To some people, these were the last "real" Corvettes. The engine was in the front and a manual transmission was still an option. The base LT1 engine makes an impressive 460 horsepower with the optional performance exhaust. These cars can hit 60 mph in less than 4 seconds. They were fast when they first came out and are still fast today. In some ways they are even more enjoyable than the quicker C8 cars that have performance levels that can't be approached on the street.



#3 Worst – 1982 Collector Edition Corvette - This one blurs the lines between a base model and a higher-end model, and unfortunately, it is one of the worst of both. On the glass is half full side, the car was attractive with the silver-beige paint scheme. It also introduced the rear glass window hatch. On the glass is half-empty side, this was still a base car underneath. In 1982, there were no optional drivetrain choices. You got a 200 horsepower V8 mated to a 4-speed automatic transmission. And the Collector Edition car was nearly 40 percent more expensive than the regular car. For some nice paint and a sleek glass hatch. It is an underwhelming base car and an underwhelming special edition car at the same time. At least compared to Corvette standards.



#3 Best - 2008 C6 Corvette

A new Corvette in 2008 had a base price of just under \$46K. And for that you got the wonderful 6.2L LS3 engine making 430 horsepower and 424 pound-feet of torque. Ordering the Dual Mode Exhaust System came with a small bump for each figure. This is one of the best engines ever put in a Corvette. And it gave even the base Corvette some really solid performance figures. Less than 5 seconds to 60 mph is properly quick, even today. This is a terrific base Corvette.



#2 Worst – 1975 Corvette Coupe In 1975, the convertible body style

was gone. The big block engines were gone. The base 350 V8 was rated at a paltry 165 horsepower, down from 190 horsepower the year before. It was not a good year for Corvette fans. The L82-powered Corvette made just 205 horsepower, but it was at least respectable. The base 1975 Corvette was one of the worst ever.



#2 Best – 2020 – 2026 C8 Stingray – We can't go back in time and buy a new 1963 Corvette for \$4,000, but we can do the next best thing and buy a new C8 Stingray. Or even better, save some cash and buy a 2020 version. We are living in the golden era of Corvette performance. A base C8 hits 60 mph in around 3 seconds and tops out at close to 200 mph. That is absurd performance for a base car. And it is not just about straight-line speed either. The C8 Stingray can handle. This is a remarkable car and one of the best base Corvettes ever.



#1 Worst - 1980 California Corvette - Imagine this for a moment. It's

1980 and you live in California. The weather is perfect (save for the smog). And the landscapes are beautiful (save for the smog). So you run out to buy a Corvette to help you enjoy it all even more. **Bad news.** GM couldn't certify the 350 V8 under the California emissions standards. So, the only engine you can get is the 180-horsepower 305 V8. And that engine could only be paired with an automatic transmission. Bummer. But hey, the car still looks the business! (And to be clear, we respect and admire all Corvettes, even the underpowered examples.) If you drive one today, almost no one will be able to tell as you pass them that you have the weak California Corvette. And you can buy these cheap and then LS swap it with a **50-state legal Chevy Performance E-ROD Connect & Cruise system**.

That's the advice I would give the **CorvetteForum** member who owns this gorgeous example.



#1 Best - 1963 Coupe - This is almost too good to be true.

But in 1963, the base Corvette was the iconic split window coupe. Of course, no one realized at the time that this would be one of the most recognizable and beloved Corvettes of all time. But we know that is the case today. So, even a base 1963 with the 250-horsepower 327 V8 is a legend. Drive one of these today and we promise you will not be disappointed that you are driving "just" a base Corvette.

Corvettes Of Melbourne

nc No A0023933M



My Vette

Have your car featured in our Gazette as Car Of The Month

What's your first name ?
Your Partner ?
When did you join CoM ?
Tell us a little about your car (Year, Coupe / Convertable, engine):
Why did you buy a Corvette or what do you enjoy about being a Corvette Owner?
What are your thoughts on The Club ?
Please email this and a couple of photos to: gazette@corvettesofmelbourne.com

Thanks a lot, we look forward to seeing your car in the Gazette!





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the wearer fresh and cool.



Colour: Black

Stubby Holder \$5

6.Polo \$30

Colour: Black





7. Puffer \$60

Colour: Black Zip up Puffer vest

8.Moto Shirt \$45

Colour: Red/Black





CORVETTES I



9.Short Sleeved Shirt \$50

Colour: Black





10. Round Neck Tshirt \$25

Colour: Black

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PROFITS FROM MERCHANDISE GO BACK INTO YOUR CLUB!



Hosted by NSW Corvette Car Club

28th March 2025 — 31st March



Corvette National Convention

www.qldcorvetteclub.com.au

"Message from Chev Car Club "...

Korey from Paragon Performance is coming to Australia for a flying visit.

He will be in Melbourne on the 17th December and is keen to catch up with Australian Corvette owners.

He has been with Paragon Performance since he was 21 and is the Operations Manager. Currently driving a Procharged Eray, he has been a guest on Rick Conti, HPO, Brink of Speed and other YT channels.

We could meet at Chev Car Club in Morabbin (licensed premises) and order pizza...

Is there any interest?"



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