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CAR CLUB (INC)

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Issue 32 Winter 2022



**Collection of Indy 500 Corvette Pace
Cars Sells for \$1.375 Million
at Mecum Indianapolis**

Photo Credit: Mecum Auctions



Committee

President Darryl Lockhart

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Secretary Vacant

Treasurer Glen Shreeve

Social Director Natalie Tchorzewski

Membership Kevin Donetta

Webmaster Richard Webb

Magazine Editor Vacant

CMC Delegate Ron Flood

Life Members Ron Flood, Tony Katavatis, Colin Morris, Darryl Lockhart, Greg Walker

Welcome to Corvettes of WA Inc.

Corvettes Of WA Inc. is dedicated to the enjoyment and appreciation of America's finest sports car the Chevrolet Corvette. The Club is based in Perth, WA (Western Australia), Australia and has an active and enthusiastic membership. New members are always welcome and visitors to our website are encouraged to browse and learn a little more about Corvettes "down under".

Meetings

Club meetings are held bi-monthly at the Bassendean Bowling Club (Entrance via Hamilton Street) commencing at 7.00 p.m.

Please check the club website for meeting dates.

Correspondence

Please address all correspondence to: The Secretary

Corvettes of W.A. Car Club Inc.

PO Box 555, Cloverdale Western Australia 6985

Website

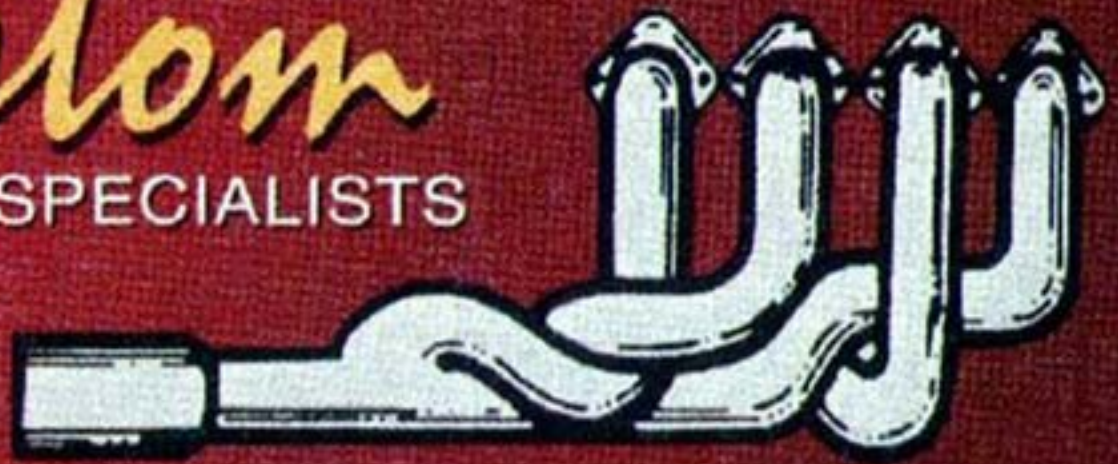
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Presidents Report



Following our last General Meeting in April, it was determined that our next General Meeting/ Annual General Meeting will be held in July.

Whilst I recently sent out a plea to all members to consider taking a participative role on our committee, I think it again worthwhile to ask all members to consider taking a role at the upcoming AGM.

As you are all well aware the 2021/22 committee endured some challenges and turmoil as a result of a number of varying issues that arose.

After taking an interim role as President, I am comfortable that all these matters are now behind us and we can now move forward.

We can only move into greener pastures with fresh thoughts, initiatives and ideas.

There are currently three "Life Members" who are still actively involved on committee simply due to the fact that other members are yet to contribute to the club through involvement on committee. Please consider stepping up.

It was great to see a healthy turnout by club members at the recent Curtin Car Show. Well done to all who were able to make it.

Perth premier car show at Ascot was recently held on May 1st. Not only do we retain a premier display location but we continue to put on a great display of Corvettes with in excess of 22 cars in attendance including a 2022 C8 Corvette for the very first time.

Our Social Committee have continued to do great work and some exploratory work is currently been undertaken on the viability of a four day cruise to Esperance via Hyden. More on that one to come shortly.

Our club continues to have in excess of 135 members and a healthy bank balance. With the marketing of the RHD C8 Corvette I believe our club will continue to grow and we have exciting times ahead.

Darryl Lockhart

President

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PERTH SHANNONS CAR SHOW



Corvettes of WA put on a spectacular display for the 2022 Perth Car Show at Ascot Racecourse on Sunday 1st May 2022.

Whether it was the \$100 fuel raffle door prize for our members or the weather itself that brought out such a large number of cars I'm not sure, but an impressive turnout it was.

With over 30 club cars and a further 10 or so from our NCRS neighbours, it provided a great sight.

Topping it off was the first appearance of two C8 Corvettes. New members in Claude and Sonya Marais had their beautiful Coupe mounted centre stage and it attracted a great amount of interest from spectators.

The lucky winner of the \$100 fuel voucher, drawn by using Ron Flood's ping pong balls was Natalie Tchorzewski. Well done Nat!.

During the day, the club was also fortunate enough to welcome two new members who signed up on the day. Rumour now has it that one day in the distant future, the club will see a C8 Z06. Exciting stuff.

Many thanks to all those who assisted in setting up and tearing down our gear. Any club is only as good as its members and supporters.

A great day and one to remember.



Claude and Sonya's beautiful C8



PERTH SHANNONS CAR SHOW SPECTACULAR



Collection of Indy 500 Corvette Pace Cars Sells for \$1.375 Million at Mecum

A collection of 18 Indy 500 Pace Cars and Festival Cars ranging from the first 1978 Corvette to pace the Greatest Spectacle in Racing to last year's 2022 Corvette Stingray were offered during Dana Mecum's Annual Spring Sale in Indianapolis. The highly focused collection was assembled by an Indiana physician named Dr. Richard Foster over his lifetime and it was offered as a single lot at the 35th Annual Spring Classic. When it was all said and done, the 18 Corvettes sold for \$1.375 Million!

The Indiana doctor says he began collecting the Indy 500 Pace Cars as a way to mark each Indy 500 he's personally attended. "I've always been in love with that race," he said. "I have many great memories of being there and seeing so many tremendous cars and drivers."



Dr. Foster's collection of Indy 500 Pace Cars and Festival Cars were mostly replicas, but among the more interesting in the lot included a 2005 Corvette that was one of the eight official pace cars for the race and the 2006 Corvette Z06 was one of six official pace cars of the Indianapolis 500. A 2004 model wearing the Pace Car Livery was also used as a Parade Car for the race. The

collection featured eight IMS-authorized replicas and six Corvette Pace Car Editions, four of which have earned honors from Bloomington Gold and the NCRS.

One of the center points of any Indy 500 Corvette collection is the first Corvette to pace the Indianapolis 500. The Black/Silver 1978 Corvette Indy 500 Replica is number 2091 and has just 50 miles on the odometer since new and was Bloomington Gold Benchmark Certified.

The next Corvette to pace the 500 was the 1986 Corvette Convertible. This Yellow example matches the same color of the car used in the race and it's a MCACN Triple Diamond Recipient with 17,342 miles on the clock.

Perhaps one of the most famous of the replica Indy 500 Pace Cars offered to the public was the outrageous 1998 Corvette Convertible in Radar Blue with Yellow wheels and seats. Dr. Foster purchased this 1998 Corvette Pace Car new and today it has just 17 miles.

The final Corvette in the collection is a bare 2022 Corvette that is still waiting to be customized with authorized replica decals. That car will be completed and sent to the buyer of Dr. Foster's collection.



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Service Your Holden And You Could Win a Corvette Stingray

General Motors' decision to shut down the Holden brand in Australia and New Zealand in 2020 has had an unexpected effect on Holden service centers that remain in operation.

Drive.com reports that it's heard from dealers complaining that their Holden service and parts businesses have "collapsed" because customers don't know they're still open and instead are using independent shops to work on their Holdens.



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A smiling man with short dark hair, wearing a black polo shirt with the Holden logo, stands against a red background. Small text above him reads: "Direct eligibility criteria & terms apply see holden.com.au Click here to view full T&Cs ends 30/9/22".

In an attempt to lure those million-plus Holden vehicles back for service, GM is using one of the oldest tactics in the book – a contest offering as its prize a new mid-engine Corvette Stingray valued at \$200,000!

"To be eligible to enter the Dream Machine competition, entrants must complete a logbook or 'essentials' service at a GM-certified service outlet, or be a GM trade parts member who purchases Holden Genuine or ACDelco parts," Paul Rietveld, the director of aftersales at GM Australia and New Zealand, said in a media statement.

"With more than one million Holden vehicles still on the road, we're taking this opportunity to remind all Holden owners that the best place to maintain their Holden is at one of 200-plus certified service centres in Australia and New Zealand."

The Dream Machine contest opens on March 1 and runs through Nov. 30 – with the winner of a new Stingray to be drawn on Dec. 28.

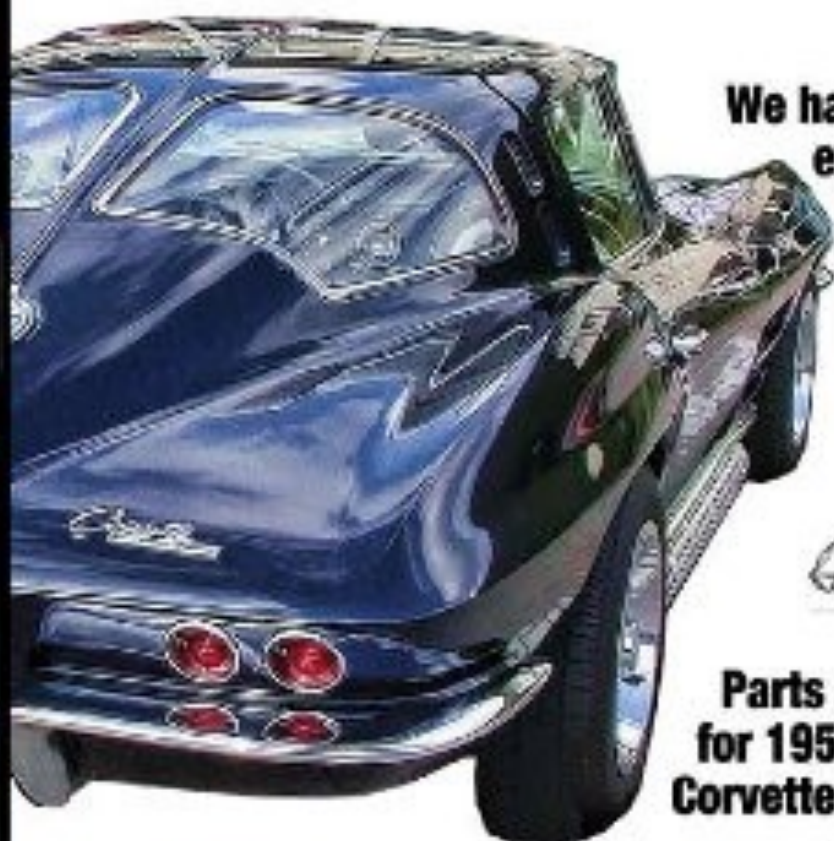
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Right Hand Drive 2022 Corvette Receives a Proper Aussie Review



Photo Credit: carsales.com.au

After years of waiting, a very few of our fellow enthusiasts in Australia are finally beginning to enjoy the thrills of owning a new mid-engine Corvette Stingray.

After spending some time behind the wheel of a Rapid Blue coupe, Bruce Newton of carsales.com.au recently offered up a nice appraisal of the 2022 Corvette in this nine-minute video posted on YouTube.

“Has it been worth the wait?” he asks rhetorically. “Damn right it has, and let me tell you why.”

While the minimum \$160,500 price tag (plus on-road costs) for a 3LT may seem quite a bit high to Americans used to paying about half that, Newton points out that’s still just a fraction of what other supercars like McLarens, Lambos, and Ferraris cost in “The Land Down Under.”

“So supercar looks and performance claims – 0-100km/h in 3.1 seconds and a 312km/h top speed courtesy of its 6.2-litre V8 engine and eight-speed dual-clutch transmission – but not a supercar price,” he says of the Corvette.



And best of all, particularly to Australians, is the fact that the car leaves the Bowling Green factory already in right-hand drive fashion for the first time ever, eliminating local conversions as in the past.

While Newton is a little upset that there's an "obvious shortage" of driver assist systems that are common in Australia, he does point out "when it comes to the 2022 Chevrolet Corvette we are really only concerned with one thing, aren't we? The driving."

"And that, ladies and gentlemen, is a big thumbs up," he says. "Once you get used to how easy it all is..."

Where the C8 can catch you, Newton points out, "is how frenetic it isn't. The engine is not a quad-cam screamer that requires massive revs or continuous gear changes from the snappy Tremec DCT to deliver its best."

He says driving the new Stingray requires a change in the thought process – "stop driving it as it looks like it should be driven, and drive it as it is intended to be driven."



"For instance," he says, "I developed the habit of short-shifting from third to fourth out of a corner so I could drop back to third and gain some engine braking for the next turn. The alternative was revving hard up the straight and then simply braking for the turn. Dropping to second simply produced an uncomfortable amount of revs."



Newton labels the C8 as "the most liveable supercar going around," starting with the cabin that offers easy entry and exit – "higher up than a Porsche 911 and without the low section you have to step over in a McLaren – and generous headroom."

Overall, he praises the new Stingray as "a genuine mid-engined supercar with a scintillating and versatile performance at a price that isn't cheap, but is an incredible value."

It is, he concludes, "a great car and one 228 Australians are going to get a lot of enjoyment from."



Social Report

On Sunday 3rd April we attended the Curtain FM Car Show at that Trinity Playing Fields in Waterford. It was a great show and we had 13 cars on display.



For our midweek run on Wednesday 6th April we went down to Ravenswood Tavern. It was a perfect day for it and we had 16 people and 11 cars in attendance.

We had an Autokhana planned for Sunday 10th April with 10 cars on list but unfortunately it was cancelled due to the forecast of a 90% chance of rain.



On Sunday 24th April we went for a cruise to Noble Falls Tavern with a big turnout of 25 people for lunch and 16 cars at meeting point. Great day, great food and great company.



The big one was on Sunday 1st May with the annual Classic Car Show at Ascot Racecourse. Corvettes of WA have the prime position right inside the entry gates and we did not disappoint with 31 cars on display ranging from C1 to C8. Thanks to all the members who came along. We had plenty of interest and signed up 2 new members on the day.

Wednesday 4th May saw a cruise up to Chidlow Tavern with 7 people / 5 cars.

The cruise planned for Sunday 15th May to Avocados was cancelled due to the weather forecast and it has been rescheduled to Sunday 19th June.

Coming up we have –

Wednesday 1st June - King Road Brewery

Sunday 19th June - Avocados

Wednesday 6th July – Wednesday Cruise

Sunday 17th July - Our Christmas in July function will be held at Hillarys Yacht Club. Details will be sent out very soon so please save the date and keep an eye on your emails.

Tuesday 19th July - AGM

Christmas in JULY



This years Christmas in July function will be held at Hillarys Yacht Club

Venue: Hillarys Yacht Club

Time: 12pm - 4pm.

We will be enjoying a delicious festive buffet lunch with great views, secure on site parking and a cash bar.

There will be a Silent Auction, Hamper Raffle and lots of other entertainment.

Please get in touch with Natalie to RSVP



Christmas in July

Sunday 17th July

Hillarys Yacht Club

BUFFET \$50pp

12-4pm

RSVP: to Natalie Social Director



From the bakery

Basket of char-grilled Turkish bread,

freshly baked bread

rolls and grissini NF, VN, LF

Assorted dips, olive oil and dukkha

Soup

Potato, leek, and bacon GF, NF

Cold selection

Selection of sliced continental meats – Smoked ham,

marinated vegetables with pickles GF, NF, V

prosciutto and mild salami GF, NF, LF

Antipasto selection – mixed olives, Danish feta, grilled

Salads

Penne pasta, semi-dried tomato, chargrilled corn, kalamata

olives, salsa verde mayonnaise GF, LF, V, NF

Asian slaw, candied peanut, chilli and lime dressing GF, LF, VN

Greek salad; tomato, cucumber, capsicums, red onion, Danish feta, olives

with herb red wine vinaigrette GF, NF, V

Hot buffet

Sage roasted turkey breast and honey glazed champagne ham, pan

gravy and cranberry sauce LF, NF, GFO

Chipolata sausages and traditional sage stuffing

Slow cook salmon fillets, tomato butter and basil GF, NF

Sweet potato, chickpea, coconut and spinach curry GF, NF, LF, VN

Basmati rice GF, VN, NF, LF

Roast gourmet potatoes, rosemary,

and sea salt VN, GF, NF, LF

Steamed seasonal vegetables with extra

virgin olive oil GF, NF, LF, VN

Something Sweet

Christmas pudding, brandy anglaise V

Chef selection of tarts, cakes, pastries

and sweet treats

Events



- June 1 Midweek Cruise to King Road Brewery
- June 5 Classic Cars & Coffee
- June 19 Sunday Cruise Avocardos Restaurant
- July 3 Classic Cars & Coffee
- July 6 Midweek Cruise
- July 17 Christmas in July at Hillarys Yacht Club
- August 7 Classic Cars & Coffee
- August Midweek Cruise
- August Sunday Cruise



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How Chevrolet Created the Most Powerful Naturally Aspirated V-8 Ever

The new C8 Corvette Z06 is powered by a flat-plane 670-hp monster called the LT6. Here's how the Corvette team made it.

Four basic engines in various forms have powered the Chevrolet Corvette across its nearly 70-year history. This is the fifth, and by far the most radical, the LT6. Or, as it's called internally, the Gemini.

Corvette engineers designed this entirely new engine for the C8 Z06, a 5.5-liter naturally aspirated, twin-overhead-cam V-8, notably equipped with a flat-plane crankshaft. SAE-certified power and torque figures ring in at 670 hp at 8400 rpm and 460 lb-ft of torque at 6300 rpm, making this the most powerful naturally aspirated V-8 ever to thunder across a showroom floor.



The easy route would've been to endow the Z06 with a blown small-block, but after some "discussions" with management, approval was given to do something different. In a private preview of the Z06 at GM's design center, Corvette chief engineer Tadge Juechter told *Road & Track* there were a few reasons he pushed for this V-8. The first is practical—a supercharged small-block wouldn't leave space for the convertible's folding metal top. The second is that he wanted to recapture the spirit of previous Z06s, especially the C6, which was defined by its 7.0-liter naturally aspirated LS7 V-8. (The C7 Z06 had a supercharged small-block, breaking tradition.)

"For a lot of our customers, they pine for the old LS7, the seven-liter that spun to 7000 rpm. They love that," Juechter said. "It was more like a bespoke engine, it had the perfect metering of power, naturally aspirated, it had instant response. And people liked the C7 Z06, it had a ton of power, but they also liked that driving experience. A lot of people said, 'Why can't you do naturally aspirated?' Well, nobody's ever done a 650-horsepower naturally aspirated V-8, it's considered impossible, but there it is."



One of the Corvette team's inspirations, the Ferrari F136 F V-8, as seen in a 458 Speciale. FERRARI

The bore centers are the same as the small-block, as the engine has to fit within the same space as the Corvette Stingray's LT2, but that's it. This is an entirely new unit and shares no major components with other GM products. The engine breathes through intakes in the car's rear fenders that sit just above heat exchangers for the engine on the left side and transmission on the right. That air is directed to an airbox that sits above the transmission then into twin 87-mm throttle bodies ahead of an intake manifold that looks quite a bit like a Ferrari 458's.

Engineers don't shy away from the comparison. Dustin Gardner, assistant chief engineer for the small-block, told *R&T* that the stated goal for this new Z06 was to beat the Ferrari 458. It may seem odd to benchmark a 12-year-old car, but the 458 is arguably still the high watermark for Ferrari's mid-engine V-8 cars.

There are four intake trumpets in each plenum, one per cylinder, with valves to connect each plenum. These tuning valves open and close depending on engine speed to help accelerate the air in the intake. This gives the engine tractability at low rpm and enough air to breathe as you get closer to its 8600-rpm redline.



Beyond simply being the first four-valve Corvette since the C4 ZR-1, the valvetrain has a number of novel features. Intake valves are made from titanium and exhaust valves are sodium filled, and notably, their dual-coil springs—used to reduce vibrations—are actuated by roller finger followers rather than traditional bucket-and-shim tappets. For a more thorough explanation of finger followers, read Kevin Cameron's [column over at Cycle World](#), but know that this system is much lighter than a traditional tappet system, much more durable, and reduces the potential for valve float. They're typical in sport bikes, but the only other road-car engines to use finger followers are Porsche's 4.0-liter 911 GT3 flat-six and the Ferrari 812 Competizione's 6.5-liter V-12. A robot custom-selects shims for each engine, and as the valvetrain is totally rigid, it's set for life. No adjustment necessary. Gardner also told us that this valvetrain is theoretically good for beyond 8600 rpm.

Juechter jokingly calls the LT6 "the big-block of flat-plane crank V-8s," as 5.5-liters is huge for a flat-plane V-8. The old Shelby GT350's Voodoo V-8 measured in at 5.2 liters—and revved to 8250 rpm—and Ferrari never went bigger than 4.5 liters with its V-8s. "You go to 104.25-mm bore, you're getting up into LS7 bore territory. That's about as big as you can go," Gardner said. "And at the engine speeds and everything we're at, 80 mm was just the sweet spot for stroke. And as we process that through balance architecture, that was giving us predictions of where we would end up that we were happy with."



"We were trying to go, frankly, as big as we could because flat-plane crank naturally aspirated engines, they like to spin up. But we didn't want it to be anemic driving around town," Gardner added. "So we were trying to get as much displacement in there as we could, still enabling the top end. And so you still had some decent responsiveness down low, where you spend 90 percent of the time on the road."

Of course, getting relatively large pistons to spin to such high speeds meant that much attention had to be paid to keeping weight down. Gardner describes the forged aluminum pistons as "a work of art," and naturally, there are forged titanium rods, too.

The big problem with any flat-plane V-8—and the reason that the more traditional cross-plane V-8 was created—is vibration. And that posed a big challenge to the Corvette team. "The shaking forces on this engine are crazy," Juechter said. "It's the largest displacement flat-plane crank engine that's ever been done. And the bigger the engine, the more the shaking forces, then integrating that into the rest of the vehicle, it's quite an engineering challenge. I think everybody who's done a flat-plane crank talks about it. The engine shakes everything around it apart."



Juechter even said that early prototypes were so violent, oil filters were spinning off during testing. "It was like there were ghosts in the machine," he recalled. Thankfully, the team figured everything out and took a number of measures, including strengthening the gearbox casing, to deal with vibrations.

The black plastic piece on the side is the oil tank. Also note the four-two-one exhaust headers. CHEVROLET

The Corvette team is also quite proud of the oiling system in the LT6. As with the C8 Stingray's LT2, the LT6 is dry-sumped, but with a slightly larger 8-quart tank and six-stage scavenge pump. Four of those stages pull from the crankcase, which helps reduce parasitic losses from having too much oil. "Think about running in water versus running on land," Juechter said. "Which way are you faster?" The other two scavenge stages pull from the heads and the front of the engine, and Gardner says the system is so effective that at any given time, 80 percent of the LT6's oil is in the sump.

As a flat-plane crank is, essentially, two four-cylinders sharing a common crank, the exhaust sound is quite unique. Juechter said that the team spent around a year developing the aural signature of the LT6. "We'd originally planned to carry over or just retune the Stingray exhaust," he said. "But with the flat-plane crank engine, the results were okay, but they weren't as good as we were hoping." Part of the sound comes from a four-into-two-into-one exhaust manifold, but much attention was paid to the exhaust tips themselves. The Corvette's signature central exhaust returns, but for the first time, the chrome tips you see at the rear of the car aren't directly attached to the exhaust pipes. Juechter is at pains to point out they're not "fake," though.



They're shaped like trumpets, with the bells facing the front of the car. "What that surface does is it actually reflects some of the exhaust sound forward," Juechter said. "So the sound comes out of the pipe, expands, bounces off that little parabolic surface, and reflects forward so the driver can hear it. Because these tips are so far rearward, and we've got a lot of insulation between the engine and the driver to get the bad noise out, we wanted to hear more of that music, and so that was actually a technical solution to do that." From what we've heard thus far, the results speak for themselves, recalling the glorious sounds of Ferraris like the F355 and 458.

Automakers love to talk about the link between motorsports and road cars, but the link is often tenuous. With the LT6, it's not, as the Corvette C8.R has run a version of this engine for two years now, giving the road-car team valuable data. Since the C8.R is restricted by balance of performance, which limits horsepower to around 500, the racing LT6.R uses a slightly smaller crankshaft and has a redline set around 7000. The oiling system is very similar to the road car's, though, and so is the finger follower valvetrain. Really, the biggest difference between the LT6 and the LT6.R is the block. In the race car, the engine is mounted lower, but the top ends of the two engines remain very similar.

Juechter said that the C8.R almost ended up with the 5.5-liter small-block that powered the C6.R and C7.R to many victories, but for the sake of road-car development, it was worth going for the LT6. Even though it let the world know that the Corvette would get a flat-plane V-8 two years before the Z06 debuted. But this should mean that the LT6 has the reliability and durability we've come to expect from Corvette engines, despite being so radically different from a conventional small-block.

The LT6 comes at an interesting time for the internal-combustion engine, as the industry shifts toward electrification. GM is no exception, with plans to invest \$35 billion between 2020 and 2025 into EV development and production. We asked Juechter if the driving force behind the LT6 was the fact that this was the last chance to develop something like this.

"It's more in hindsight," he said. "I mean, the world has changed so much since we started on this. We didn't think it would be the end of the line, but now the way that everything is going to charged engines, EVs, and everything, I suspect now, looking at where we are right now, it probably will be."

So what we're looking at here is, possibly, the most powerful naturally aspirated V-8 to ever exist. If the LT6 is the end, it's one hell of a way to go.

Website



We are always looking for Club Members to have their Cars added to the Website.

Please send Images and Vehicle details to our Webmaster via email webmaster@corvettesofwa.com

Just one example below

Wes H

1987 Corvette Coupe



Features

Year: 1987

Model: C4

Body Style: The car is a 1987 but has a 91 body on it

Engine: 350 TPI

Transmission: Auto

Exterior: Red

Interior: Black

Corvette Details

My car is the C4 with registration BADC4

The car is a 1987 but has a 91 body on it.

The bodywork and paint were done by Southern Restoration and Custom in Busselton several years prior to me purchasing the vehicle in 2017.

It runs the standard 350 TPI engine and automatic transmission.

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BALLARAT 2023

March 24th - 27th 2023

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2023 Gold Rush Nationals



Source: City of Ballarat

Corvettes of Melbourne, Vic Vettes and Surfcoast Corvettes will host the first Corvette Nationals since Queensland in 2019, due to the enduring Covid 19 pandemic. It is important that we recognise and thank the South Australian and Canberra Clubs for their ongoing efforts attempting to hold the Nationals in the face of insurmountable odds.

Taking place in historic Ballarat, the **2023 Gold Rush Corvette Nationals** will run from **24-27 March**. This event has been moved away from Easter to avoid congestion and make our event more affordable for attendees.

All rooms have been secured at **Mercure Ballarat Hotel and Convention Centre**, which will transform into the Corvette HQ during the event. The campus-style facility means your cherished Corvettes can be parked immediately adjacent to, or in close proximity to your room, with additional security provided. The good news is we've been able to negotiate a fantastic rate for these Nationals so we advise you to get your bookings in early – otherwise, overflow accommodation will be available at a nearby hotel.

Spruce up your Corvettes, pack your favourite convention- and nationals- themed shirts, dig out your club regalia, pack your gold dancing shoes for the Gala dinner, and make your way to Ballarat for fun with the Corvette family. We look forward to seeing many familiar faces and to meeting the growing number of new enthusiasts.

2023 Gold Rush Corvette Nationals
Friday 24 March until Monday 27 March
Mercure Ballarat Hotel and Convention Centre



Source: City of Ballarat



Source: City of Ballarat



Source: City of Ballarat



Mercure Ballarat - Hotel & Convention Centre

**613 Main Road, Golden Point
VIC 3350**

(03) 5327 1200

Source: Hotels.com

What will the 2023 Nationals offer?

The Nationals will be held in and around Ballarat, Victoria's third largest city. During the 1800s, Ballarat was the epicentre of Australia's first gold rush, spawning the Eureka stockade as well as a rich history, culture, and well-preserved colonial-era heritage. That's why we're calling this event the **2023 Gold Rush Corvette Nationals** – we'll also take the opportunity to profile and feature the new **Corvette C8**.

The Program

Friday 24 March 2023

On Friday, book into the event, receive your gift bag, and mingle at the traditional **Meet and Greet** to follow that night.

The National Presidents' meeting will take place at 4pm.

Saturday 25 March 2023

A **Show 'n' Shine** will be held at scenic Lake Wendouree.

On Saturday night, we'll venture over to **Sovereign Hill** for a unique gold rush experience and to take a closer look into history of the era. Substantial finger food will be provided and drinks will be available to purchase from the bar.

Sunday 26 March 2023

On Sunday, we'll take a **picturesque cruise** through the local gold country and surrounding country towns, enjoying lunch together and some **Show 'n' Shine awards** presentations before returning to the Mercure Hotel.

Upon arrival back at the hotel, there will be time to relax and have a drink with old and new friends.

The **gold-themed gala dinner** will be held on Sunday night at the Mercure Hotel. There will be plenty of music, so glam up in your finest attire, dress to impress, and wear your best gold dancing shoes. Here, there will be additional presentations as well as auctions and raffles.

Monday 27 March 2023

Time to pack your Corvettes, say **farewell**, and make the safe journey home.

[Link to Brochure](#)

CLUB MERCHANDISE



Mens Jackets \$100.00



Mens SS Shirt \$45.00



Mens Polo \$35.00



To purchase Club Merchandise you must be a member of COWA.



Sun Hat \$30.00

Stubbie Holders



Contact the Social Director with your Order requirements

Size Charts can be sent to you if you wish or try on a sample at our next General Meeting

Baseball Cap \$20.00



Ladies SS Shirt \$45.00



Ladies Jackets \$100.00



Ladies Polo \$35.00



Classifieds



Personalized Plates, "LIVETTEUP".



Seller's Notes

As I have sold my C6 to an interstate buyer, I no longer have a need for my personalized plates, "LIVETTEUP". If you are interested in purchasing, please give me a call.

Warren: 0418989455

1986 C4 Corvette Coupe



Seller's Notes

1986 C4 Corvette 350 Auto. Always garaged, serviced regularly. Comes with overdrive, transmission cooler, factory body kit and performance exhaust. Very good condition for a classic. Much loved Sunday car – Reluctant sale. Club plates. Worth over 35k. Priced to sell. \$29,000. Open to negotiation.

Call Shaun on: 0412306004

Email: shaun.fenn26@gmail.com



1976 C3 Corvette Coupe



Seller's Notes

The 1976 Chevrolet Corvette Stingray is truly exceptional, original condition. Been in our family from new, always garage kept with cover. She has won numerous car shows. Included in the sell, car show board, car cover and personalized platers. Nothing needs to be done to her just drive and enjoy like we did. Ideal car for a collector.

All matching number C3-L34

Left hand drive

350 eng

Color: Orange Flame (original paint)

3 speed Automatic Transmission

Gymkhana suspension

61000 miles

A/C

Targa Top with bags for storage

Rear chrome

Original owners manual

Registered til 12Aug 2022

This prize winning Corvette is priced to sell...

\$65000.00 NEG

Contact Shane or Diane: dwygle@live.com





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- Limited Use & Club Plate cover
- Laid up cover
- One excess free windscreen claim per year
- Total Loss Salvage options
- Home Contents Insurance including \$10,000 enthusiast cover for your collectables & tools
- Towing & storage costs as a result of loss or damage
- Pay by the month premiums at no extra cost

Call Shannons on **13 46 46** for a quote on your **special car**, **daily drive**, **bike** or **your home**, and speak with a genuine enthusiast.



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Info

Business Profiles:

Profile on Advertiser's business:

Full page \$100/issue

Half page \$50/issue

Corporate Advertising Rates:

Business Card Adverts \$100pa

Half Page Adverts \$180pa

Full Page Adverts \$300pa

Inside Front Cover \$400pa

Inside Rear Cover \$400pa

Rear Cover \$400pa

Members Classifieds:

Classified "For Sale", "Wanted", "Swap" or "Free" ads are at no charge to club members. Deadlines for submission will be 3 weeks prior to publication dates as listed in the information page. Ads will run for the edition they are submitted for. If a member wishes an ad to be run again in the following edition the editor must be notified prior to the deadline for that issue.

All enquiries regarding advertising or profiles should be made to : editor@corvettesofwa.com.au

Submissions should be made in PDF, Word or RTF format with photographs in PDF, JPEG or PNG format. Image sizes are not critical as we will resize as required but try to compress them to around 300k max. for ease of emailing.

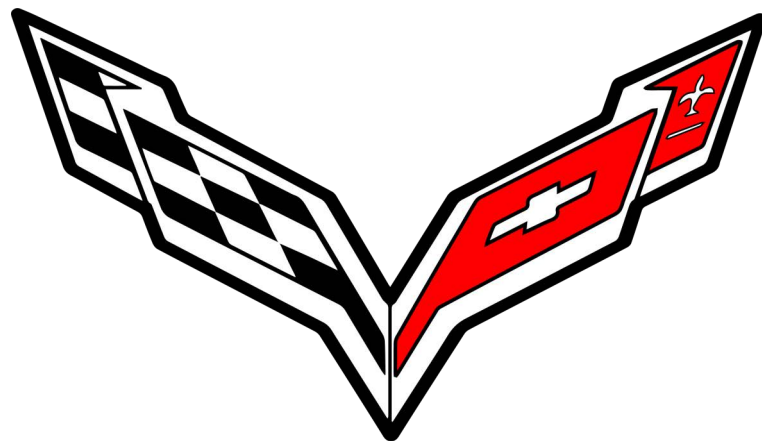
Please note that all classifieds are in Australian Dollars (AUD) unless specified otherwise.

All advertising material is accepted on the understanding that it does not contravene the Trade Practices Act.

No responsibility is accepted by Corvettes of WA Inc. for statements made or the failure of any product or service to give satisfaction. Inclusion of an advertisement shall not be construed as an endorsement by Corvettes of WA Inc.

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CORVETTES
WESTERN AUSTRALIA
CAR CLUB (INC)