

WEST COAST **Vette** Torque



CORVETTES
WESTERN AUSTRALIA
CAR CLUB (INC)

www.corvettesofwa.com

Issue 30 Summer 2021



A Dream Come True





At **CorvetteCentral.com**, we've been a leading manufacturer and distributor of Corvette parts and a family-owned business for over 40 years. Whatever generation of Vette, make it uniquely yours at your one-stop-shop for all parts.

Visit us online for all the latest and greatest in Corvette parts and accessories, from the first V8 to C8, only Corvette Central has it all.



FAMILY OWNED & OPERATED FOR OVER 40 YEARS

Committee

President	Darryl Lockhart
Vice President	Greg Walker
Treasurer	Glen Shreeve
Secretary	John Neskudla
Web Master	Richard Webb
Membership Delegate	Kevin Donetta
CMC Delegate	Ron Flood
Social Director	Natalie Tchorzewski
Social Committee	Disbanded
Magazine Editor	Doug Connell

Life Members

Tony Katavatis
Colin Morris
Darryl Lockhart
Greg Walker
Ron Flood

Welcome to Corvettes of W.A. Inc.

Corvettes of W.A. Inc. is dedicated to the enjoyment and appreciation of America's finest sports car, the Chevrolet Corvette. The club is based in Perth, Western Australia and has an active and enthusiastic membership. New members are always welcome and visitors to our website are able to browse and learn a bit more about Corvettes "down under"

Meetings

Club meetings are bi-monthly and held at the Bassendean Bowling Club. (Entrance via Hamilton St) Commencing at 7.00pm.
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 535. Cloverdale,
Western Australia 6985.

Website

www.corvettesofwa.com



Contents

- 3 Committee
- 5 President's Report
- 6 Social Report
- 8 C4 Corvettes
- 18 Callaway Corvettes
- 21 Corvette Sledgehammer
- 26 Member Submitted Article
- 33 Word Hunt Puzzle
- 34 Member subitted Article
- 35 Kudos Page
- 38 Centrefold Commentator
- 39 Where is this?
- 40 Corvette Cafe
- 42 Answer Section
- 43 Adelaide to Canberra 2022
- 44 Club Apparel
- 50 Side Pipe Notes

Did you know :

Perth was nearly the capital city of a country: Western Australians voted in 1933 to become separate from the rest of Australia, but the process was stopped.

The space between your eyebrows is called a glabella



Cover Photos



Pete and Wendy's '71

1971 big block coupe, matching numbers 454, 4 speed with 3.08 positraction rear.

WA reg CRZIN.

Childhood dream came true

Presidential Report

Well yet another year has flown by and Christmas is upon us yet again.

What a great year of 'vette runs and fun we have had thanks to Social Director Nat who has put together a most enjoyable series of lunches, cruises and the like. In particular, this year's country weekend away was turned into a five day cruise to Albany, Walpole, Pemberton and home. A storyline and photo's can be found in this edition. The extended run certainly made it a relaxed and comfortable run, with the exception of course of the road wounded, in yours truly doing a windscreen, Vice Greg finding some electrical gremlins that are yet to be resolved and some heater hose issues for Mick D.

We recently saw Andy Weatherburn put together our first autokhana event conducted for many years at our "new secret location". Some 17 odd "vettes" turned up to have a gentle learning day for most of the competitors. In years gone by these events were huge in fun and financial earnings for our club. It will be great if we can develop these events into a "summer series" with even greater member participation, BBQ to finish off etc. A date is yet to be set in January for our next event, so keep a close watch out for that one. Our recent Xmas luncheon went of well with a large number of members and corvettes making the day. Yet again "Lucky Lotto Frank" cleaned

up in the raffle stakes. When asked how he does it he replied investment!.

As most are now aware your club had some committee changes take place in recent time, with the resignations of Andy W as President and Matt A as Vice President. As a result, life members Greg and I have stepped in to fill the roles until the next AGM.

I would like to again thank both Andy and Matt for their respective contributions to the committee and club.

Finally, on behalf of your committee, I would like to take this opportunity to wish each and every one and your families a Merry Christmas and Happy New Year.

Vette safe!

Darryl
President



Social Report

Hi Everyone,

We have had quite a lot on the social calendar in the last few months.

On Saturday October 2nd we held our annual hoist day and swap meet at Andy's workshop in Warwick. The club put on a bbq for the members that attended and everyone had the opportunity to get their Corvettes up on the hoist and to pick up some bits and pieces at the swap meet.

Our October midweek run saw us heading up to The Cola Café and Museum in Toodyay. The museum features a unique collection of over 6000 pieces of Coca Cola merchandise collected over a 45 year period. Some of us went for a wander down the Main Street after lunch to check out Toodyay famous Christmas store which is also well worth a visit.

On Sunday 10th October we held our first Autokhana which was great fun. Check out the members section of the website for videos from the day and keep an eye on your emails for details of the next Autokhana which will be coming up soon.

October 22nd to 26th saw 37 of us in 19 Corvettes and 1 Merc cruise south for a 4 night road trip. We enjoyed 2 nights in Albany, 1 night in Walpole and 1 night in Pemberton.

We met in Armadale on the Friday and headed down to Albany, stopping in Kojanup for lunch. We enjoyed carpark drinks before heading to Rustlers Steakhouse for dinner. On Saturday we went to the National Anzac Centre then explored Albany. Sunday we departed Albany for Walpole stopping at the The Valley of the Giants Treetop Walk for some yummy sandwiches and cakes for lunch. Some of us went and did the Treetop Walk which reaches a height of 40m above the forest floor. Special mention goes to Wez who conquered his fears and even bought the t-shirt to prove it! From there we went to our accommodation in Walpole followed by carpark drinks and a bbq dinner. Monday morning saw us go on a



different kind of cruise. We boarded the boat for our WOW Wilderness Eco Cruise which was definitely a highlight of the trip. Gary's knowledge, enthusiasm and wit was fantastic and the Lemon Tingle cake for morning tea was a huge hit resulting in multiple requests for the recipe. We then headed to Pemberton and enjoyed dinner at the pub. On Tuesday we headed for home via Brunswick Bakery for lunch.

Wednesday November 3rd we visited King Road Brewery in Oldbury which was a very popular spot and one I'm sure we will return to.

Sunday 21st November was our Christmas party at Mulberry Estate. We had a record 88 people in attendance and 40 Corvettes on display out on the lawn. The food was delicious and special thanks to Ron for again organising the quiz for our entertainment.

Wednesday 1st December we headed north to The Pickled Herring in Two Rocks. It was great to have a couple of our newer members out on their first club run with us.

Thanks to everyone that has come along and been involved with our social events and cruises this year. I have really enjoyed arranging them. I've got lots of ideas in the pipeline for 2022 and if anyone has any suggestions of places to visit or great drives to do then please let me know. Wishing you all a safe and happy Christmas and I look forward to seeing you all in the New Year.

Regards,
Natalie

7 Which vehicle must give way?



- ☐ Vehicle X.
- ☐ Vehicle Y.
- ☐ Neither vehicle has to give way.

5 What does the continuous white line dividing the lanes mean?



- ☐ You are allowed to change lanes if you are turning right.
- ☐ You are not allowed to change lanes.
- ☐ You are allowed to change lanes if you are turning left.

22 What should you do when a driver is indicating to overtake you?

- ☐ Speed up if you are travelling under the speed limit.
- ☐ Move as far to the left as possible and do not increase your speed.
- ☐ Signal the driver to remain behind you if you think he or she is travelling too fast.

1 Which of the following statements is correct?

- ☐ Sudden braking can cause your vehicle to skid.
- ☐ Braking severely will always stop your vehicle the fastest.
- ☐ If you have good tyres your vehicle will not skid.

The C4 Corvette

C4 Corvette - Facts, and History



The Corvette C4 is the fourth generation of the iconic sports car from Chevrolet, produced from 1984 to 1996. The car was designed by Dave McLellan, who had replaced Zora Arkus-Duntov as Chevrolet's chief designer in 1975.

The C4 marked an important new stage in the evolution of the Corvette; it had a different chassis than the C3, and its body panels and bumpers were made of molding plastics instead of fiberglass. It also had a more streamlined style and it reintroduced the convertible after an 11-year hiatus.

The Corvette C4 was a major step toward the look and feel of modern models.

Departing From the Stingray Design

The Corvette C3 that the C4 replaced was based on the Mako Shark II concept car, itself inspired by the sleek body and long snout of the shortfin mako shark. It featured a highly stylized design with a sporty, swooping front and "sugar scoop" roof treatment.

By contrast, the C4 had tighter, more understated proportions and downplayed its sports car lineage. In departing from the classic "Stingray" design of Vettes from the 1960s, the C4 embraced a more futuristic sensibility.

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

The C4 also replaced the coil springs in the C3's front suspension with a much lighter transverse fiberglass mono-leaf spring. Finally, instead of the T-tops of its predecessors, the C4 features targa tops

The Release of the C4 Corvette.



From 1963 until 1984, the year in which the C4 came out, the Corvette's design had remained largely unchanged. The C3 had even inherited the same chassis and suspension design as its predecessor. Despite a year-long delay due to quality issues, the C4's overhaul of the Corvette was a financial success, with sales figures for this line of cars doubling after the C4's release. A total of 51,547 C4 Vettes were sold in 1984 for around \$21,800 each.

Buyers appreciated the car's modern amenities, such as the instrument cluster with a digital LCD and the 16-inch 50-series Goodyear Gatorback tires.

The 1984 model also featured the small-block L83 V8 engine from the 1982 Corvette, which includes the short-lived throttle-body Cross-Fire fuel injection. It put out 205 horsepower and 290 foot-pounds of torque.

Due to a lack of support for the fuel injection, some modern car collectors are critical of the 1984 Corvette. However, 1984 C4s are some of the most affordable collectibles on the market, with some well-maintained units selling for as low as \$6,000, as of 2019.

C4 Corvette Production History

1984: 51,547 Built

The 205 horsepower engine used in the first C4 was a holdover from the C3 generation. Called “Cross Fire Injection”, it was really more of a carburetor system than fuel injection and was only used the first model year. It wasn't a bad engine though, cranking out 0-60 times of 6.7 seconds when coupled with the 4 speed manual transmission.

The cars equipped with the Z51 handling option were routinely turning in an astonishing 0.95g lateral acceleration on the skid pad. Even the base suspension provided 0.90g on the pad and initial acceptance was strong with half of the orders specifying the Z51 package.

The problem with all this was 80% of the people who bought the performance package thought the ride was far too stiff and wished they had bought the base handling package instead—a fact that Chevy took note of and reacted to with the 1985 model.

Still, with Foreigner's “I want to know what love is” pouring out of the spectacular Bose sound system, the C4's launch was made in grand style with even the European motoring press looking at it straight on instead of down their noses.



Now, several decades later, the 1984 C4 represents the least expensive way to become the owner of a Corvette. With so many manufactured, relatively decent cars can be found for under \$5,000. And although they will most likely never be collector's cars, they wear the Corvette name badge and for that reason alone are worth considering if you're on a budget.

1985: 39,727 Built

There were two major changes in 1985. First, Chevy toned the ride harshness way down, ending up with a Z51 package that was much less harsh than even the 1984 base package. The effect on the all-important skid pad was measurable but not a source for concern. With the base package coming in at .88g and the Z51 package generating .90g, the performance still was far better than anything offered by non-exotic motorcars. The complaints about ride quality disappeared from the press and more importantly from Chevy's surveys much to GM's relief.

The second major change was the move to a true fuel injection system. Called "Tuned Port Injection" (TPI), the most noticeable result was a 25 horsepower increase from 205 to 230 (SAE net) and a seat-of-the-pants gain in torque from 290 ft-lbs @ 2,800 RPM to 330 ft-lbs at a slightly higher 3200 RPM



These changes could be measured as well as felt with the 1985 Corvette galloping from 0-60 in 5.7 seconds, a full second faster than its older sibling. Yet the same car was exceeding 150 MPH in an all-out speed dash! Pretty amazing stuff since it turned in both those numbers without any changes to the drive train, suspension or aerodynamics.

1986: 35,109 Built

The Indianapolis 500 featured the Corvette as the pace car in 1986 and Chevy used the "Greatest Spectacle in Racing" to introduce the first Corvette convertible since the 1975 C3 model. Of the total 35,109 1986 Corvettes built, 7,315 were convertibles.

For the extra money, the new owners got a stiffened uni-frame with an integral "X" cross member. Top down excitement was back and a new, tighter, better-built Corvette convertible was providing wind-in-the-hair experiences for another generation of enthusiasts.

In addition to the return of the roadster, the 1986 model added Bosch ABS II anti-skid brakes yielding a significant safety improvement.

When the plant started making the convertible, both models had changes made to the L98 engine. The cast iron heads were replaced with aluminum versions resulting in 5 more horsepower (235 SAE) although the torque numbers stayed the same. Prior to that mid-year change, the horsepower was the same as the 1985 model.

1987: 30,632 Built

In 1987, roller lifters were added to the L98 engine and another suspension option—The Z52 Sports Handling Package—was added making the 1987 an improved Corvette yet again.

The brochure that year provided an excellent primer on what it took to create and then improve the C4, detailing the suspension changes available in the Z52 RPO and also, explaining how Chevy tuned the L98 engine initially and then improved it. With the addition of the low friction, roller valve lifters, the power went up again, this time to 240 horsepower but the torque jumped all the way to 345 ft-lb.

0-60 acceleration was pegged at 5.6 seconds and the skid pad numbers came in at .91g. Readers looking for a bargain C4 would do well to consider the 1987 due to the improvements.

1988: 22,789 Built

1988 was the year for front suspension improvements and robust brakes. Taking an already great suspension, engineers re-designed the front portion to achieve zero scrub radius and reduced the “fight” that was present in the earlier models from brake torque and road induced steering inputs.

Drivers comparing the 1987 to the 1988 would notice how the latter car stayed pointed straight ahead in spite of uneven road surfaces and the occasional pothole plus there was less effort required to point it in any direction.

As for the brakes, 1988 saw the addition of dual piston front brakes and a newly designed emergency brake that used the existing brake pads instead of the separate drum arrangement present on the earlier C4 models.

Changes like these were the direct result of racetrack experience. Racing against the likes of Porsche 944 turbos, Corvettes won every SCCA (Sports Car Club of America) Pro Showroom Stock Series race from 1985 through 1987. They were so dominant that a separate series, (the Corvette Challenge) was the only game in town in 1988 and 1989.

It seems that the vaunted European motorcars could handle a short race but when the duration went over a few hours, one by one they failed leaving only the Corvette to finish—still running strong.

1988 also saw the start of a unique customer support innovation called the Corvette Action Team. Team members Gordon Killebrew, Jerry Watts, Sonny Kilgo, Danny Hawkins and Harold White provided technical information directly to the customers. Ed O’Keefe ran the show and until 1996, 200 people a day called the 800 number with questions and got answers from people in Bowling Green who knew the car inside out.

1989: 26,412 Built

Horsepower went up another 5 in 1989 to 245 SAE net, compliments of a less restrictive exhaust system.

Because the resulting exhaust note was slightly harsher, GM opted to not put the exhaust on the convertible. And on the coupe, it was only available if you also purchased the 3.07 axle ratio. 17-inch tires were standard for all models. The new wheel design is considered by many to be the best ever offered on the C4.

1989 also saw the introduction of a new, 6 speed transmission. Before 1989, the only manual transmission was the much-maligned Doug Nash 4+3 gearbox. The thing is the 4+3 is not a bad transmission for street use. Racing? Not so much.

Like the automatic transmission, it had been subjected to unnerving spike tests where the engine was wound up tight and the power dumped all at once to try and make the gearbox fail. The part that failed was examined and improvements made to avoid that particular failure mode.

At the track though, the 4+3 boxes were prone to blow up in spite of spike tests and that was considered bad form for a performance automobile.

The racing problems might have been enough to drive Chevy to drop the new German ZF six speed transmissions in the 1989 model but the real reason was something called the ZR-1 that was supposed to make its appearance that year.

Although public availability was delayed until 1990, small quantities of ZR-1s were constructed in 1989. Used as development vehicles, these rare automobiles found their way into the hands of the automotive press and even did a tour of Europe shortly before the introduction of the 1990 model year.

1989 was the last year for the hated “arcade” dashboard. Many however did not hate the dash and considered the replacement to be far worse. But by the end of the ‘80s, its time was past though and with the new decade, many changes were in store for the C4.

1990: 20,597 Built (L98), 3049 (ZR-1), Total 23,646

A further refinement to the venerable L98 found still another 5 hidden horsepower yielding a SAE net of 250 with the same 345 ft-lb of torque generated by the 1988-1989 versions.

The long anticipated interior redesign also occurred that year but the reviews were not quite what Chevy had hoped.

A sweeping cockpit divider separated the passenger from the driver and many thought it added a claustrophobic aspect to the car. Also, the mixed grouping of analog and digital gauges offered the best—or worst—of both worlds depending on ones perspective.

Ironically, the 2014 C7 interior bears a passing resemblance to the 1990 C4 interior (although GM denies any intent to design a retro look into the C7).

But tunes came rolling out of a new GM-Bose radio, an improved version of the original breathtaking system, and those songs included Sinéad O’Connor’s 1990 hit “Nothing compares 2-U”, a fitting theme

song for the main event of the automotive year: the introduction of the wondrous ZR-1.

The ZR-1's Conception

It would be neat if the story of the ZR-1 began along the lines of: "GM master strategist Joe Gofast had a vision for an all-new, giant killer of a sports car and...". A nice story but that isn't the way it happened.

In 1985, Chevy management contacted Lotus managing director Tony Rudd and asked for a little advice on a small project. GM didn't own Lotus in those days but the General's engineering group was impressed with the UK Company and wanted to embark on a joint project to design a new set of cylinder heads for their franchise player, the small block 350 CID engine.

Rudd "did his sums" and told GM that an entirely different approach was needed—a new engine—and offered to design one if they liked. So, a better performing cylinder head project turned into a full-on engine project that eventually led to a 32 valve, 405 horsepower screamer. And that engine powered the famous ZR-1 Corvette.

GM and Lotus worked closely on the development of what would become the LT-5 engine and although it was a 350 CID engine with the same 90 degree, 4.4 bore of the standard L98, nothing else was the same.

The engine was mostly aluminum, even the block, with 4 overhead cams and 32 valves. It was a racing engine but extremely well mannered.

Below 3,000 RPM, it ran on half of the available cylinder ports and just sailed along, producing 250 horsepower and sipping fuel—Clark Kent in horn rims.

Put your foot in it though and all 32 valves came into play with a ferocity that can't be described with words. Think telephone booths, a cape and set of tights with a big "S" on the chest. You could touch the floorboard with the accelerator pedal and 4.5 seconds later you were traveling 60 MPH.

In 1990 a ZR-1 ran for 24 hours straight, at an average speed of 175.843 MPH, establishing a new speed and endurance record under the watchful eye of the Federation Internationale de l'Automobile (FIA). The car required no maintenance during the period, an absolutely virtuoso performance not likely duplicated anytime soon.

GM hated the slogan "King of the Hill" though. They preferred "Snake Charmer", a put-down reference to Chrysler Corporation's all out race car. But King of the Hill describes the car better than any advertising hype dreamed up by GM and it stuck.

It enjoyed a 6-year run from 1990 through 1995 with production dwindling to 448 built each of the last three years it was made.

Both a docile pet and a fierce protector of its owner's ego, we may not see its likes again – as much because of its break-through design as its actual performance.

1991: 18,595 Built (L98), 2,044 (ZR-1), Total 20,639

For 1991, the emphasis was on the exterior appearance. Gone was the black trim strip along the area where the body-bonding seam would have been, replaced by color matched, flush trim. Gone also were

the round taillights, overtaken by square lights for the base model—albeit rounded a bit at the corners, ala ZR-1. The vertical fender gills became horizontal fender gills, their number increased from 2 to 4 and a new wheel design made its appearance.

A redesigned front fascia completed the makeover with wraparound cornering and parking lights. The result was a more rounded look to the body—just the slightest view ahead to the C5.

In 1991, the Z-51 suspension package disappeared from the option list, replaced by option Z-07. The Z-07 package was an adjustable suspension using all heavy-duty parts and the settings went from harsh to incredibly harsh. It was definitely an enthusiast's package.

Over in ZR-1 land, the days of speculators running the price up to over \$100,000 were long gone. Production dropped to 2,044 units, an indication of the true marketplace for top of the line, high performance automobiles. Or, perhaps just an indication of how many people would pay an additional \$31,683 to cut 1 second off their 0-60 time.

1991 did not see any massaging of the L98 engine. It remained at 250/345 in the horsepower/torque department. There was a good reason. After 7 years the L98 was about to slip into history.

1992: 19,955 Built (L98), 502 (ZR-1), Total 20,457

Chevy had included a cassette tape with each Corvette for many years. Actually there were two tapes, one explaining the features of the car and another with a sampler of up-tempo songs designed to enhance the free spirit appeal of the car. But in 1992, Chevy really got into it.

CD players were now available in the optional radio package and owners found a CD entitled 'Songs of the Sea' in the center divider when they took delivery.

They popped the CD in the slot and "Surfin' Safari", "Sea Cruise" or "Sea of Love" sprang from the Bose speakers. If their musical tastes ran to the classics, they could punch the next button and listen to "Water Music" or "La Mer".

The reason for this emphasis on the sea was GM's decision to sponsor the America3 racing yacht in the America's Cup race. Corvette devoted 10 pages in the '92 dealer brochure to the tie in between two speedsters including a suitable-for-framing picture of America3 under full sail—a sail with the Corvette name and logo prominently displayed. Otherwise, one milestone and two major changes occurred in 1992.

The milestone came when the 1,000,000th Corvette rolled off the Bowling Green assembly line. Eventually the car found its way to the Corvette Museum—a monument to a 39-year American love affair with an automobile.

The changes involved the suspension and the base engine. One went well, the other didn't.

Automatic Slip Regulation (ASR) was another Bosch invention, (Bosch made the ABS-II anti-lock brakes as well), and it was designed to keep the rear end from catching the front end during aggressive driving episodes. Basically, the device had sensors that picked up on an impending loss of directional stability.

When its computer determined a problem was about to occur, commands were issued to retard the spark,

relax the throttle and brake as required using the capabilities of the ABS-II system.

ASR was not an option but rather a standard feature, just like ABS, although an off switch was provided for those drivers who were scandalized at the prospect of having racing decisions made by a few pieces of silicon.

In the engine department, Chevy engineers reworked the 350 CID block and found several ponies wandering around. Enough horses were corralled to total 300 at 5,000 RPM.

The downside was that the torque dropped to 330 ft-lbs (from 345) as a result of induction runner redesigns and the torque peak occurred at 4,000 RPM instead of 3,200 RPM as was the case with the L98.

Be that as it may, the problem with the new LT1 wasn't the loss of 15 ft-lbs of torque. The real problem was one group of Chevy engineers didn't talk to another group and the result was a problem child called the "Opti-Spark" distributor.

Aside from the name—it sounded as if it belonged in a Woody Allen movie—the new distributor had a habit of getting wet and suffering a lingering death.

The basic idea was a good one: a rotating disk interrupted a light beam to precisely control the firing of the spark plugs.

Unfortunately, the device was mounted on the front of the engine where it could attract and hold moisture. Originally, the engineers had provided a small hole for the moisture to escape. But another group of engineers thought the hole could ingest water from the pavement due to its location so they took steps to eliminate that peril.

Result: condensation moisture in the distributor and a car that would not run or, if it did run, it backfired incessantly.

Chevy recalled every 1992 Corvette and put things back the way they were supposed to be but the problem with condensation persisted until engineers added a vacuum system to constantly pull moisture from the device a few years later. Still, with the creation of the new engine, top speed did go up and 0-60 time did come down: a reason to again question why you would pay an extra \$31,683 for a ZR-1.

1993: 21,142 Built (LT1), 448 (ZR-1), Total 21,590

With the exception of 1963, Chevrolet has never celebrated a Corvette anniversary decade properly. In 1963, the ground-breaking Stingray was introduced and many enthusiasts feel it was the high water mark for Corvette innovation. From that 10th anniversary, things have gone downhill celebration-wise.

In 1973, Chevy changed the hood, put in some additional sound-proofing and that was pretty much it. 1983 was a debacle: not only was there no new model or special edition Corvette, there was no 1983 Corvette at all; a Chevy mistake that many enthusiasts have still not forgiven.

The C5 was supposed to be introduced in 1993 but slipped to 1997; the C6 introduction slipped to 2004 and the C7 appeared in 2014, not 2013. Anniversaries are not a Corvette strong point.

With the C5 slippage, Chevy decided to doll up the 1993 C4 and call it the anniversary edition.

For \$1,455.00, the buyer got a Ruby Red metallic exterior; Ruby Red leather sports seats with a special

40th anniversary logo on the headrests, power driver seat, special wheel trim and equally special body emblems. 6,749 versions of the anniversary edition were sold so it is somewhat unique but not rare.

The LT1's torque was increased to 340 ft-lbs but otherwise there was little difference between the base 1992 and base 1993 models. And ZR-1 sales dropped to 448 where they would remain until 1995, the last year for the option.

1994: 22,882 Built (LT1), 448 (ZR-1), Total 23,330

For 1994, Chevy opened the cockpit up again, eliminating the driver/passenger divider trim piece that some thought contributed to a feeling of claustrophobia. The bad news was the disappearance of the glove box, replaced by a passenger side air bag. This wonderful device exploded towards the passenger's face at 200 mph, rendering them temporarily deaf and possibly sightless. Once in a while it saved the life of those too stupid to fasten their seat belts.

The engine and automatic transmission gained a new computer controller in 1994 but the LT1 engine remained unchanged, as did the suspension. Extended mobility tires (EMT) were introduced allowing the driver to continue on up to 200 miles with a flat tire, an innovation that would result in the total elimination of the spare tire when the C5 was introduced in 1997.

448 ZR-1 automobiles were constructed and Chevrolet finally called it the "King of the Hill" in the '94 dealer brochure; something that probably made management physically ill given how they felt about the slogan.

1995: 20,294 Built (LT1), 448 (ZR-1), Total 20,742

Someone in Chevy marketing loves Yellow Corvettes. When the unsuspecting Corvette prospect pulled the 1995 dealer's brochure out of its black envelope, they probably reached for their sunglasses and a tube of number 2,000,000 sun block. The brochure's bright yellow cover certainly got your attention.

Once opened, the brochure proclaimed what everyone knew: The ZR-1 was history after one last hurrah. A last year of production, 448 cars, and C4 RPO ZR-1 achieved a status unique in automotive history. Never before had there been an automobile with so much power, such wonderful handling and yet so docile a demeanor in everyday driving activities.

It was quite a run. 6,939 production ZR-1s built plus another 100 or so prototypes and nearly 90 1989 models that fit somewhere between the prototypes and the regular production offerings.

Still, live by technology, die by technology. The plain fact was the LT1 was almost as powerful without a price tag that doubled the cost of the car. Excellence has its place but the marketplace is driven by 'good enough' so the time had come for the ZR-1 to pass from the scene. The king was dead. Long live the king.

The 1995 Corvette offered two interior options: basic and sports package. Basic was basic, pretty much the same as the 1994 car but the sports version was in some respects a look ahead to the Z-06 option on the C5. Two tone, aggressive, and not for the faint hearted, it captured your attention. You either loved or hated the design and enough people loved it that it remained on the option list for the 1996 model as well.

The ABS brakes got an upgrade in 1995 to the Bosch series V version. Stops with 1.0g deceleration were

possible and great braking became superb. Otherwise, 1995 was the year to catch one's breath. A pause before the last of the C4 breed made its appearance and a time to reflect on where the Corvette had been and where it was going.

1996: 20,536 Built (LT1), 1000 (Grand Sport), Total 21,536

Do yourself a favor. Beg, borrow or buy a 1996 dealer brochure and turn to page 12. Fold it out and there is the very best Corvette image ever created. A Sebring Silver C4 convertible is shown posed on what appears to be a wet road but then you notice that the reflection looks strange and suddenly it dawns on you that the reflection is the legendary 1959 Sting Ray racer.

Stunningly beautiful, it's a wonderful picture of two classic cars rendered with uncommon grace, a fitting way for the C4 to end its days in the sun.

Chevy built 5,412 Sebring Silver collector's edition Corvettes in 1996. They were coupes and convertibles, equipped in many different ways but the color, badging and seat headrests proclaimed them to be the last of the C4 model and therefore a collector car.

Not content to just spray silver paint on a few thousand cars, Chevy also offered a special engine for the '96 Corvette. Called the LT4, it was available only in 1996 offering 330 horsepower and 340 ft-lbs of torque. Costing \$1450, it was an option that many people wanted and was standard equipment on the 1000 Grand Sport models that became the real collector's edition 1996 C4 motorcar.

With its distinctive dark blue color, white longitudinal stripes and red fender slashes, the Grand Sport is much desired by those who buy cars and wait for the appreciation to set in.

Regardless, a Grand Sport is beautiful to drive or sit and admire – a fitting memorial to the C4 Corvette, the model that became America's Sports Car.

1984: 51,547 Built

1985: 39,727 Built

1986: 35,109 Built

1987: 30,632 Built

1988: 22,789 Built

1989: 26,412 Built

1990: 20,597 Built (L98), 3049 (ZR-1), Total 23,646

1991: 18,595 Built (L98), 2,044 (ZR-1), Total 20,639

1992: 19,955 Built (L98), 502 (ZR-1), Total 20,457

Then there is the Callaway Corvette



Callaway Cars Inc.

Is an American specialty vehicle manufacturer and engineering company that designs, develops and manufactures high performance product packages for cars, pickup trucks and SUVs. They specialize in Corvettes and GM vehicles. New GM vehicles are delivered to Callaway facilities where these special packages and components are installed. Then the vehicles are delivered to GM new car dealers where they are sold to retail customers, branded as Callaway.

History

In 1973, Reeves Callaway, not in a financial position to be able to start his dream of embarking on a racing career, did what many aspiring [1] drivers do—Callaway went to work as a driving instructor for Bob Bondurant's racing school.[1]

While using the newly launched BMW 320i as a school car, he became familiar with its intricacies and deficiencies, he later took hold of one of its cars to his garage in Old Lyme with the intention of tuning for more power.[1]

As a result, Callaway constructed and installed his first prototype turbocharger system and offered Car and Driver journalist Don Sherman the opportunity to drive the car resulting in a one-page article, giving the modified car great acclaim.[1] Realising its commercial potential, Callaway told Sherman that he could make turbocharger kits available to the BMW community despite not having the necessary equipment to manufacture the components including a drill press.[1] As business began to arrive, Callaway formed Callaway Cars, Inc in 1977.[1]

Over the years, Callaway developed turbocharger kits for BMW, Volkswagen, Porsche, Audi and Mercedes-Benz. He also developed the HH IndyCar V8 engine and later a twin turbo kit for the Alfa Romeo GTV6. The company would become famous in 1987 when they developed a twin turbo kit for the Corvette. Built under Regular Production Option (RPO) B2K, the Callaway Twin Turbo Corvette was available through Chevrolet dealers as a factory option. Callaway sold 510 of them over a period of five years.[2]

Callaway was also commissioned by Aston Martin to design new cylinder heads for the Aston Martin Virage 5.3L V8 engine, which led to managing the engine program for its AMR1 Group C racer.[1]

Callaway Cars headquarters is in Old Lyme, Connecticut with West Coast facilities in Temecula, California, and European facilities in Leingarten, Germany. Its current projects are the Corvette Z06-based Callaway Corvette SC757, Stingray-based Callaway Corvette SC627

Supernatural 450 Grand Sport based on the Chevrolet Corvette C4.

The special edition Callaway Twin Turbo Corvette was available from 1987 to 1991 as Regular Production Option (RPO) B2K and could be ordered from select dealers in the US. Corvette orders with the B2K option selected were shipped to Callaway Cars in Old Lyme, Connecticut, for the Twin Turbo conversion directly from the Bowling Green assembly plant.

Once converted and tested, the Callaway Corvettes were then shipped to their ordering dealers for final delivery to their respective owners. Dealer repairs of the

Callaway Twin Turbo Corvettes were covered by the standard GM 12 mo./12,000 mile warranty, with Callaway Cars, Inc. reimbursing dealers for time and materials on repairs to the added components. This was the only time where GM has allowed a factory orderable non-GM performance enhancement on the Corvette.

The ultimate Callaway Twin Turbo Corvette is known as the Sledgehammer Corvette. Until 1999, the Callaway Sledgehammer Corvette held the World Street Legal speed record of 254.76 mph (410.00 km/h). It is an emissions compliant, street legal vehicle, with all the creature comforts like Air Conditioning, Radio, etc. that customer would find in any production street Corvette. Built using production chassis 1988-051, it achieved its World Record Title in November 1988 at the Ohio Transportation Research Center (TRC). In addition to Callaway's engine performance improvements, the Sledgehammer Corvette used modified body panels to reduce drag and improve stability.

This body modification, known as the Callaway AeroBody was designed by Automotive Designer Paul Deutschman. The Callaway AeroBody was later available as an appearance enhancement option for Callaway Corvettes beginning in the 1989 model-year.

On the performance side, the 1987 production version of the Callaway Twin Turbo, B2K option provided 345 hp (257 kW) and 465 lb ft (630 N m) of torque, with a top speed of 178 mph (286 km/h), at a price of just over \$50K. In those days, this brought the Callaway Corvette into the performance category of Ferrari and Lamborghini which cost in the range of \$100-\$175K. According to National Corvette Museum records, 188 Corvettes were built that model year, with the Callaway Twin Turbo (B2K) option on 167 cars.

As a footnote to 1987 production, one 1986 Callaway Twin Turbo Corvette was built at the very start of production. This sole 1986 Callaway Corvette, was built using one of the (fifty) Malcolm Konner Commemorative Edition Corvette Coupes (RPO Code 4001ZA) built that year and counted under 1986 Callaway Corvette production.

For 1988, Callaway increased the stock performance of the Twin Turbo Corvette to yield 382 hp (285 kW) and 562 lb ft (762 N m) of torque. That year, 125 Callaway Twin Turbo Corvettes were built, with 105 ordered with the RPO B2K option.

The 1989 Callaway Twin Turbo option provided the same power output as the 1988. However, after the World Record run of the Callaway Sledgehammer, the AeroBody became an option for the Callaway Twin Turbo Corvette. A total of 51 (B2K) Callaway Twin Turbo Corvettes were ordered that year with a total of 68 cars produced.

In 1990, GM finally introduced their ZR-1 Corvette which obtained similar performance characteristics as the 1989 Callaway Twin-Turbo option. Although power was up to 390 hp (291 kW) and 562 lb ft (762

Nm) of torque, 1990 saw the lowest number of (B2K) Callaway Twin Turbo Corvettes ordered with 59 with only 58 actually built.

To counter the ZR-1, for the 1991 model year, Callaway was able to bring up the output of the B2K option up to 403 hp (301 kW) and 582 lb · ft (789 N · m) of torque. 1991 would be the last year of the L98 engine which was the base engine of the Callaway Twin Turbo Corvette. There were 62 ordered in this last year of Twin Turbo production. In total 497 (B2K) Callaway Twin Turbo Corvettes were ordered through the normal sales channels. However, before the Callaway Twin Turbo option went away, Callaway and Deutschman went to work to provide yet a more powerful and stunning car, the Callaway Speedster. A small amount of the final twin turbo cars and the Speedsters (10 Series 1 Speedsters w/ L98 Twin Turbo) were designated 500 Series Callaway Twin Turbo Corvettes. These unique cars came with OZ Racing wheels and Bridgestone Potenza tires, a "500 Series" dash plaque, "500 Series" intercooler badge, special car bra, car cover and floor mats.

Regarding the "production" of the **Callaway Sledgehammer**, Reeves Callaway used a production Callaway Twin Turbo Corvette, 1988–051, to be precise. The car was, in fact, a production car, with all options found in other Corvettes the same model-year.

Then there is the C4 Corvette Sledgehammer

Is this door opening from the inside or outside?



Sledgehammer: When Callaway Built a 255-mph C4 Corvette, the World Took Notice

May 12, 2021

By Grace Houghton / Hagerty.com

In the year of our Lord 2021, the recipe of strapping two turbochargers onto a Corvette and hunting for 200+ mph is a familiar one. You don't even need to sniff out a speed shop; you can buy a stock C6 or C7 ZR-1 and, once you find a helmet and a legal venue, have everything you need. Back in the late '80s, however, when the most powerful Corvette Chevrolet made was the 240-hp C4, such supercar-worthy pretensions simply didn't belong to America's sports car. That is until Callaway decided it wanted a place in the record books.

Founded in 1978, the Callaway speed shop was an old hand at streetable, forced-induction performance by the time the C4 debuted in '83. Chevrolet recognized its experience, and, when Callaway developed a twin-turbo package for the fourth-gen Vette, bestowed upon the kit three hallowed letters and an alphanumeric: RPO B2K. Customers could order a 1987-or-later Vette with 150 additional horsepower straight from the factory and enjoy Chevrolet's original year-long new-car warranty.

Once Callaway got a taste for forced-induction Chevy performance, there was no looking back. Enter the Sledgehammer, an 880-hp monster that would earn the title of fastest street-legal Corvette in 1988 and retain the crown for eleven years. #51 is the one-off, 255-mph king of Callaway, and it was up for sale right now on Bring a Trailer. The bidding did not reach the reserve and was passed in at US\$500,000



If you're not familiar with the Sledgehammer, you may find it a bit underwhelming, at first glance. Streetability was a critical component of the build, for Callaway, and—unless you look under the hood—the Sledgehammer wears its brutality in an understated fashion. Keen eyes will spot the non-factory brake ducts integrated into the Callaway-built AeroBody exterior, the roll cage, and the center-exit quad exhaust (our favorite feature). The interior is a similar story: the racing harnesses, supercharger gauge, and Callaway badging are the only cues that you're sitting in a 255-mph monster. Compared to today's 200-mph candidates, even the 275-width Goodyears seem modest.



Pop the hood, and all illusions of modesty vanish. Stuffed between the front wheels is a blueprinted, dry-sump, 5.7-liter Chevrolet Performance “Bow-Tie” four-bolt-main small-block topped with Brodix aluminum heads and fortified with a Cosworth crankshaft, forged Mahle pistons, and forged connecting rods. Two Turbonetics TO4B turbochargers force-feed the engine up to 22 psi of boost, and it exhales through 321-stainless-steel headers and a quad exhaust fitted with four SuperTrapp diffuser disc mufflers. Not a single emissions control is present.





The combination made 880 hp at 6250 rpm and 772 lb-ft of twist at 5250 rpm. Callaway's monster Vette made nearly double the power of the Lamborghini Countach (420) or the Porsche 959 (450). In 1988, this was insanity.

A ZF six-speed manual—not the Doug Nash 'box used in the record run—sends power to a 3.54 rear end, and Dymag one-piece magnesium wheels clad in 275/40 Goodyears put all 880 hp to the pavement. (Bring a Trailer is careful to specify that these are not the bespoke, 300-mph-rated shoes Goodyear designed for the top-speed attempt.) Dual-piston calipers clamp 13-inch ventilated rotors in the front and 11.5-inchers in the rear.

The Sledgehammer proved its mettle by shuttling John Lingenfelter from Old Lyme, Connecticut to the 7.5-mile oval at Transportation Research Center in East Liberty, Ohio—a trek of nearly 700 miles—before, on October 26, 1988, laying down its record-setting top-speed of 254.76 mph with him behind the wheel.

The world took notice. Hot Rod lavished the Sledgehammer Corvette in praise, voting Callaway's twin-turbo engine among the best motors of '89 and the whole car into its top-ten list of '80s decade. Road and Track called it a "twin-turbo Lambo-baiter in plainclothes." In recent years, the Sledgehammer's mystique is only increasing: in 2013, it was inducted into the Bloomington Gold Great Hall.

"It is maybe the most famous C4 Corvette of them all and certainly the most famous Callaway," says Hagerty's senior auction editor Andrew Newton. "It's a one-off, and its top speed rivals seven-figure supercars even 30+ years after it was built."



~ Spike Milligan...
The best cure for Sea Sickness, is to
sit under a tree.



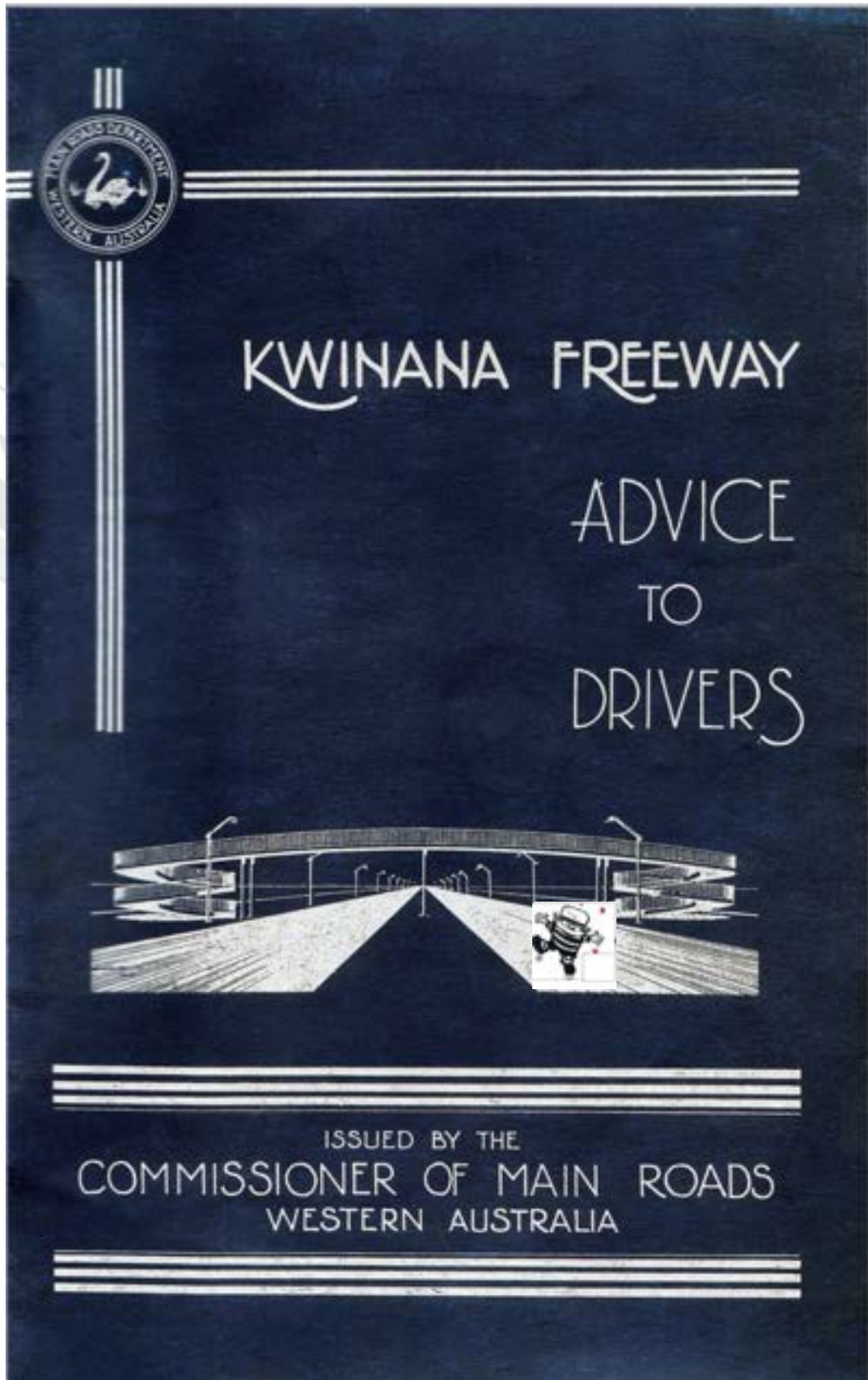
This beast came to auction at Barrett-Jackson's 2004 Scottsdale sale, where it sold for \$221,400 only to resurface ten years later with a \$600,000 no-sale at Mecum's 2014 Kissimmee event. Needless to say, the Sledgehammer has lived a pampered life since its history-altering performance; it showed only 2120 miles in 2014, and Bring a Trailer notes only 2K today. What might it go for? It's anyone's guess. As of this writing, the auction has been live for less than a day, and bidding has already skyrocketed to \$425,476. Eventually passed in at over US\$500,000

Its days of on-asphalt anger may be over, but this silver bullet is still capturing well-deserved attention



Member Submitted Articles

From 1959 !!!



KWINANA FREEWAY

The Freeway is that portion of the controlled-access road lying between the point at which the South Perth Esplanade On-ramp meets it and the junction with Canning Highway immediately north of Canning Bridge.

GENERAL

1. Do NOT use the Freeway if your vehicle cannot maintain a speed of 45-50 m.p.h., or if it is likely to break down.

2. Do NOT use the Freeway if fast driving is uncomfortable to you, or if you lack confidence to drive in conditions where average speeds will be high. It is an offence for learner-drivers to use the Freeway.

3. Do NOT drive on the Freeway if your faculties are impaired in any way whatsoever. Even small quantities of alcohol or drugs may affect your judgment sufficiently to cause an accident.

4. The following types of traffic are PROHIBITED FROM USING THE FREEWAY:—

Pedestrians.

Cycles.

Motor vehicles (*i.e.*, motor cycles and scooters included) of less than 250 c.c. (nominal) engine capacity.

Learner-drivers.

Agricultural or power machines.

Overweight, overlength or overwidth vehicles (except by permission of the Police Department).

Animals.

5. The special footbridges over the Freeway are provided for pedestrian use only. Cycles and motor vehicles are not permitted on them.

ENTERING THE FREEWAY

6. On the approaches to the Bridge and Freeway (in particular the loops at the Perth end), watch for direction signs so as to avoid joining the wrong carriageway.

7. At some approaches associated with the loops at the Perth end of the Bridge, certain access roads are provided with a GIVE WAY sign at an intersection or junction. The normal right-of-way rule DOES NOT APPLY in such circumstances, and vehicles approaching such a sign must yield right of way to traffic approaching from any other direction.

8. On the Point Lewis traffic rotary and elsewhere on the approach road system of the Bridge and Freeway, where vehicles must make a "weaving" manoeuvre in order to correctly join their desired one-way carriageways, it is essential that drivers exercise consideration and courtesy so that the full capacity of these facilities can be attained.

The diagram on "weaving sections" indicates the usage of these facilities necessary to maintain free movement of traffic without serious stoppages and confusion. The responsibility of maintaining this freedom of movement at all times lies with the drivers themselves.

When a vehicle has to stop at the entry to a "weaving section" the usefulness and capacity of the facility is destroyed. The main object when using a "weaving section" is not to stop but to proceed cautiously, slowing down if necessary, so as to allow a vehicle from another carriageway which has entered the section slightly ahead of your own to pass obliquely in front of your vehicle, irrespective of whether it is on your left or your right.

9. When joining the freeway at an intermediate access point, watch for a safe, acceptable gap between vehicles in the nearest traffic lane and increase your speed in the acceleration lane to the speed of the traffic in this Freeway lane before joining it. To assist in

carrying out this manoeuvre, all acceleration lanes will be given a distinctive coloured surface to differentiate them from the main carriageway of the Freeway.

10. GIVE WAY TO TRAFFIC ALREADY ON THE FREEWAY.

ON THE FREEWAY

Speeds

11. The MAXIMUM SPEED LIMIT applying to all vehicles on the Freeway is 50 m.p.h.

12. There is no specific minimum speed limit, but no person will be allowed to drive at such a slow speed as to impede normal traffic movement.

13. The law relating to careless, reckless and dangerous driving still applies.

Lane Discipline

14. Always try to KEEP TO THE LEFT-HAND LANE, except when overtaking.

15. After entering the left-hand traffic lane of the Freeway, stay in it long enough to accustom yourself to the speed of vehicles in that lane before attempting to move out into the faster right-hand lane to overtake.

16. Always KEEP WITHIN ANY ONE TRAFFIC LANE. DO NOT STRADDLE LANE MARKINGS. Before attempting to change lanes, make sure it is safe to do so. This is particularly important at the higher speeds you will encounter on the Freeway. DO NOT WANDER FROM LANE TO LANE.

17. DO NOT DRIVE TOO CLOSE TO THE VEHICLE AHEAD OF YOU IN YOUR LANE. Allow at least one vehicle length between your vehicle and the one ahead for every 10 m.p.h. of your speed and more at night or in rain.

Overtaking

18. OVERTAKE ONLY ON THE RIGHT. Right-hand lanes will be free from slower moving vehicles and others decelerating to leave the Freeway. DO NOT OVERTAKE ON THE LEFT.

19. Before pulling out to your right into a traffic lane carrying faster-moving traffic, watch out and GIVE WAY TO TRAFFIC IN THE LANE TO YOUR RIGHT. USE YOUR DRIVING MIRROR to make sure that the lane you intend to join is clear for a long distance behind. Bear in mind that an overtaking vehicle may be travelling much faster than you are. GIVE A CLEAR SIGNAL of your intention WELL BEFORE YOU CHANGE from one lane to another.

20. After overtaking, move over as soon as practicable to the left-hand lane, but DO NOT PULL IN SHARPLY IN FRONT OF THE VEHICLE YOU HAVE OVERTAKEN.

21. If you find that you have unintentionally entered the Freeway because you have chosen the wrong carriageway at the Perth end of the approach road system, continue along the Freeway to the nearest exit point. IT IS AN OFFENCE to STOP, REVERSE OR TURN IN THE CARRIAGEWAY OR CROSS THE MEDIAN STRIP.

Parking or Stopping

22. It is an offence to park on—
the Freeway carriageway;
the approach road system and exit roads;
the median strip of the Freeway;
the consolidated, turfed shoulders adjacent to the Freeway carriageway;
the verges adjacent to the approach road system and exit roads.

There are no parking facilities on the Freeway itself, but special parking areas are provided off the carriageway on both the Perth and the South Perth approach road system to the Bridge (see attached diagram). These will be adequately signed and road-marked.

23. It is an offence to stop on the carriageway of the Freeway except when unavoidable, to prevent collision, in obedience to emergency traffic signs, or when ordered or signalled by the police.

24. In the event of an emergency or breakdown on the Freeway, YOU MUST PULL OFF (or move the vehicle off) the carriageway onto the consolidated, turfed shoulder ON THE LEFT. If possible, before you stop, give a signal as you decelerate and drive completely on to the consolidated, turfed shoulder.

25. You must NOT walk along the carriageways of the Freeway under any circumstances. In the case of an emergency, such as mechanical breakdown, you may, after moving the vehicle on to the consolidated turfed shoulder, cross the carriageway. In such cases the carriageway may be crossed ONLY AT RIGHT ANGLES, after ensuring that it is safe to do so.

Take special care to keep children off the carriageway when you stop in an emergency. If you have an animal with you, it should either be kept in the vehicle or held on a lead.

Alertness

26. Always try to concentrate fully on your driving whilst on the Freeway and be prepared for any emergency. For example, a knot of vehicles in the distance may mean an accident has occurred, so reduce speed immediately and steadily so that vehicles following can avoid running into the rear of your vehicle.

LEAVING THE FREEWAY

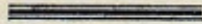
27. If you are not travelling to the end of the Freeway, watch for direction signs warning you of your point of exit so that you are not overcarried.

28. To leave the Freeway at one of the intermediate exit points, get into the left-hand lane in adequate time, remain in it, and give a slowing down signal before you reach the exit road. Use flashing indicators or trafficators as for a left-turn, if your vehicle is equipped with them, since hand signals alone may not be easily seen at the higher operating speeds associated with freeways.

29. Reduce speed as necessary IN the deceleration lane on the approach to the exit road and NOT on the Freeway itself. For convenience, all deceleration lanes will (as for acceleration lanes) be given a distinctive coloured surface to differentiate them from the main carriageway of the freeway.

30. If you miss your intermediate exit point, do not slow down or falter, but continue along the Freeway until the next exit.

31. When you leave the Freeway, remember to adapt your driving to the different conditions of the ordinary road system.



Word Hunt

51 hidden words How many can you locate?

N	D	C	V	O	A	R	F	P	P	D	S	J	Q	I	E	P	R	E	S	E	N	T	S
P	U	I	Y	Q	A	H	H	T	S	T	N	E	M	A	N	R	O	M	O	G	W	U	D
Y	J	F	Y	T	U	M	E	R	R	Y	C	H	R	I	S	T	M	A	S	T	R	E	E
B	L	O	S	V	T	K	I	D	S	J	V	C	K	O	D	S	T	H	G	I	L	V	X
H	G	I	Y	M	H	O	L	L	Y	X	M	Y	L	E	N	E	R	G	Y	N	B	D	P
A	C	J	M	F	Y	S	N	O	W	M	A	N	I	H	N	O	R	T	H	P	O	L	E
N	C	X	H	A	U	B	J	S	W	Y	S	U	M	Y	A	T	C	P	X	D	W	T	B
Y	C	T	I	D	F	L	S	E	L	I	M	S	S	D	T	I	Q	G	N	A	K	E	Q
E	H	F	I	R	E	P	L	A	C	E	E	V	N	G	H	R	N	R	E	E	P	S	B
N	R	N	E	W	Y	E	A	R	S	P	O	B	A	R	G	I	O	G	W	R	R	U	G
M	I	G	I	F	T	S	M	E	I	J	T	H	S	E	I	P	I	Z	Y	B	T	A	N
I	S	R	H	E	E	J	V	D	N	V	E	O	E	E	E	S	T	M	E	R	Z	L	I
H	T	W	C	L	B	I	D	F	G	I	L	L	I	T	L	X	A	S	A	E	B	C	X
C	M	C	V	D	E	Y	D	E	I	T	T	I	K	I	S	V	R	G	R	G	E	A	A
X	A	E	K	L	O	E	T	B	N	V	S	D	O	N	H	P	O	N	S	N	C	T	L
R	S	F	E	U	T	C	X	R	G	G	I	A	O	G	S	W	C	I	E	I	A	N	E
I	E	B	H	I	E	D	I	J	A	J	M	Y	C	S	M	Z	E	K	V	G	E	A	R
V	V	N	C	O	M	Y	H	A	P	P	I	N	E	S	S	M	D	C	E	Q	P	S	Q
I	E	X	O	Q	B	A	Z	D	Q	B	W	O	N	S	R	U	D	O	L	P	H	Y	S
G	E	F	J	E	W	R	E	A	T	H	D	R	A	C	S	A	M	T	S	I	R	H	C
J	U	H	J	X	L	E	S	C	R	I	A	M	O	A	K	T	Z	S	H	O	M	A	J
P	H	A	D	C	A	R	O	L	T	I	Y	V	N	M	O	Y	J	Z	L	W	M	F	L
L	L	A	U	G	H	T	E	R	S	F	M	T	S	Y	M	L	O	V	E	J	Z	H	U
I	S	A	M	T	S	I	R	H	C	M	A	H	S	R	E	I	N	D	E	E	R	S	Y

51 words
May be more

Member Submitted Articles

TORNADO HITS CORVETTE ASSEMBLY PLANT

Mark Andre
December 12, 2021

Reports have appeared on the news here in Australia that a devastating series of tornados hit Kentucky on December 11 with up to 100 people killed. More than 56,000 people have been left without power in over a dozen counties



throughout the state of Kentucky. Hardest hit was the city of Mayfield in Western Kentucky, which is some 160 miles by road from Bowling Green, home of the Corvette Assembly Plant and the National Corvette Museum. Our thoughts immediately shifted to the fate of the Corvette Assembly plant.

One of the tornados did indeed hit the city of Bowling Green damaging many homes. Reports, including videos, have shown a fire outbreak at the Corvette Assembly Plant. It was widely reported the fire was burning on the roof of the plant. Publication Corvette Blogger tells us the plant's Communication Manager, Rachel Bagshaw, provided them with an official statement as of 5:00 pm ET on December 11. The statement confirms –



Over 120 New 2022 Corvette C8s Destroyed After Tornado Hits Bowling Green Factory

BY Brad Anderson | Posted on
December 17, 2021

Approximately 122 brand new Chevrolet Corvette Stingrays have been destroyed after a tornado hit the Bowling Green Assembly Plant last weekend.

It is reported that Chevrolet dealerships recently received word that

more than 120 Corvettes that were inside the factory at the time the tornado hit have been damaged beyond repair and will be scrapped. It is unclear exactly what damage they sustained but the Corvette Action Center reports that there was a fire at the plant caused by a ruptured fuel line. It is likely that even more Corvettes will be scrapped. Reports state that cars that were sitting outside the factory awaiting shipping are still being examined for damage and will not ship until a full damage assessment is completed. The owners of vehicles destroyed by the tornado will be contacted by their dealership and will need to resubmit their orders

Kudos Page

New

**Had some work done on your car?
Purchased anything car related?**

AND

Totally happy with the transaction?

Share the experience (*Only good experiences*)

Email it to: ***Editor.CorvettesOfWA@gmail.com***

Seat Belt Solutions

1/35 Colin Jamieson Dr, Welshpool WA 6106

My 3 point seatbelts Shoulder belts had issues. Contacted the people at Seatbelt Solutions. Did the drive to Welshpool. Owner looked at them .. One needed a new spring (he installed) other needed a new grommet. He supplied. All in all 100% result. Custom fits seatbelts into anything.

Submitted by Doug Connell.

Action Lock Service

8/30 Erindale Rd, Balcatta WA 6021

C4 door lock key made. Had no key to duplicate, Took the door lock to them, thay made a new set of keys which work both door locks perfectly.

Business or Person that deserves a compliment ?

Email details to:

editor@corvettesofwa.com

Vehicle licence concessions for seniors, veterans and pensioners

Vehicle must:	Rate	Conditions	Notes
<p>Be a car or bus with:</p> <ul style="list-style-type: none"> • An unloaded mass not exceeding 3,000 kg; or • A goods vehicle with an unloaded mass not exceeding 3,000 kg; or • A motor home (mobile caravan); or • A motorcycle; or a moped as defined in the Road Traffic (Authorisation to Drive) Regulations 2008. • Not be licensed to a business. • Not be the subject of a Fines Enforcement Sanction at the time of applying for the concession. 	<p>100% on vehicle licence fees and vehicle licence duty on the purchase of a vehicle.</p>	<p>Applicants for a concession must:</p> <ul style="list-style-type: none"> • Be the primary card holder. • Have one of the following: <p>Letter from Centrelink confirming you receive the maximum rate of pension and one of the following: - Centrelink Pension Card (Blind); or- Centrelink Disability Support Pension Card; or- Centrelink Pension Card (Carer). (See note 3 below).</p> <p>Letter from Veterans' Affairs certifying you have been assessed at 60 or more impairment points under the <i>Military Rehabilitation and Compensation Act 2004</i> or</p>	<p>Concession applies to only one vehicle at a time.</p> <p>Eligible customers may choose to transfer the concession to another eligible vehicle licensed in their name however the existing vehicle licensed with the concession must be restored to full rates before making application for a concession on another vehicle.</p> <p>If you already hold a vehicle licence concession, your future renewal reminders will be calculated and issued with the fee concession stated on the renewal notice.</p>

This was sent to me
A C3 Corvette has curb
weight of :
3,520 lb (1,597 kg)

PRO PAINT W.A.

B A Y S W A T E R

PRO PANEL & PAINT PTY LTD

Vince Romeo
Proprietor

Custom body and paint work, fibreglass body repairs, and full insurance work.

"For all your professional car body repairs and paint"



Tel: 9371 9500
Fax: 9272 5334
propaintwa@bigpond.com
 1/18-20 Drynan Street
 Bayswater WA 6053



BILL LEE AUTOMOTIVES
HDT Vehicle Centre W.A.

GM & Muscle Car Specialist



- Dyno Tuning
- Carburettor Specialist
- Programming - Delco
- Approved Emission Testing Centre
- Over 30yrs Experience

MRB 966



Bill Lee 9443 7741

D/L 8916

*Hey, bug on my back,
are you a mite?*

I mite be.

Stupidest pun I ever heard.

*What do you expect?
I just made it up
on the fly.*

Centrefold Commentator



The Envy of the Street

By B August

You don't need to be wealthy to buy a Corvette. In fact, as I understand it, five years ago, you could buy an old Vette for around the cost of a reasonable second-hand car.

I've been asked a few times why I don't drive the Corvette, or why I don't get one of my own. But I won't, even though I'm as fascinated and in love with the Corvette as anyone.

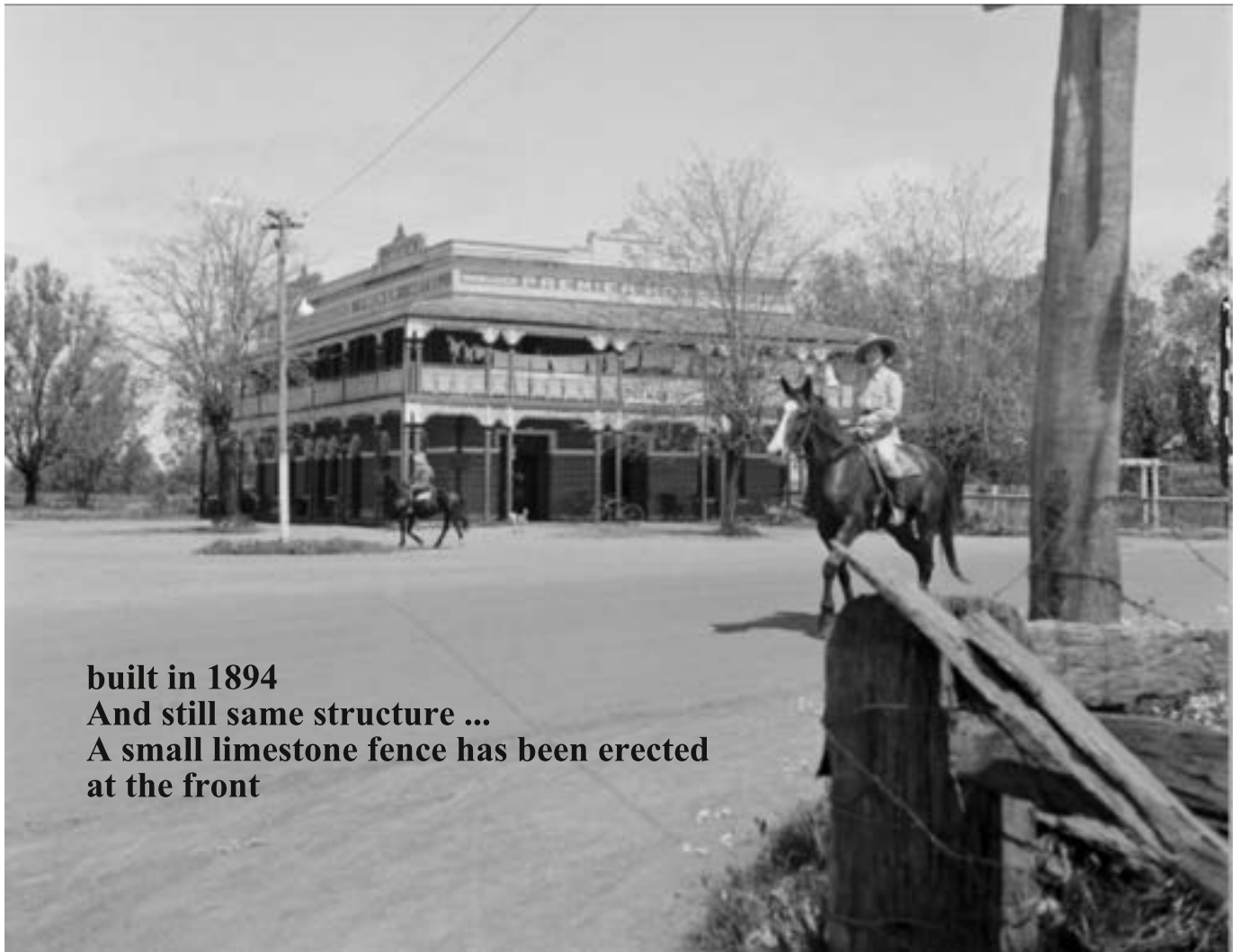
Sometimes we cruise along Cottesloe and Scarborough with the roof off, and I'll hear the odd 'wow', or 'rhubarb rhubarb Corvette', which makes me feel like a bit of a wanker in the passenger seat—in a good way of course. Last weekend a young dude in a 4WD pulled up alongside us at the traffic lights and serenaded us with an unexpected but cheerful 'up yours, Mate'. We waved back with a similarly jovial salute to the one-fingered Gods, and I wondered why a young guy who can afford a \$30,000.00 bum-bruise of a 4WD would be jealous of oldish couple in a Corvette? Why not simply go and fill up Mum and Dad's garage with Corvette of his own?

The answer lies within my premise. You don't need to be wealthy to have a Corvette. In fact, there's a grain of truth in one of those bumper stickers you might see on a 1983 Toyota Tarago: 'My other car is a [insert name of dream car]'. But, if you can own an 85" flat screen TV, a 4WD or a boat, then you too can have your very own Corvette. It might be an old rusty rattlebox, but a Corvette all the same. So, why not buy one? And, if I feel so special as a passenger, why don't I want one of my own, and why don't I want to drive it?

My first answer is 'I don't want to hurt it', and I find it interesting that I've attributed an emotion to the thing. According to a reliable source, you need to be a specialist mechanic, or you need to be prepared to spend a lot of money on repairs and maintenance of an old Corvette: every single part of it including the windscreen wipers. So, the Corvette is an ongoing cost, yes, but it's not just the money kind of expensive.

Most importantly, as I have said before, it's not just a car. As well as being a part of a community, the Corvette owners I know, respect the beauty and heritage of the motor vehicle in general. They have knowledge, love, and maturity. Anyone who owns a Corvette is devoted and provides a gift to all those rev-heads and pedestrians who get a free visit to a living museum. Each Corvette is its own work of art, and the owner is the curator. I'm a very proud passenger, but owning a Corvette is a personal commitment, and I don't have that in me.

**Where is this Hotel
Name it.**



**built in 1894
And still same structure ...
A small limestone fence has been erected
at the front**

Can you Name This Beach ?



Pepperoni Pizza Corvette

Is A Tasty Looking Car



Ingredients:

1 1971 C3 Corvette

.....



Corvette Summer Cocktail

Ingredients:



Coffee – make sure to use strong espresso coffee preferably brewed in a machine with plenty of froth! One kind of coffee to avoid for making this cocktail is instant coffee, it just won't taste like a true Espresso Martini without proper espresso.

Kahlua – this is a wonderful coffee and rum liqueur that tastes amazing it really gives this cocktail the best flavor.

Vodka – use your favorite vodka here it doesn't need to be expensive!

Simple syrup – this is used to sweeten the cocktail and mellow the flavors of the strong coffee and vodka. You can buy simple syrup in bottles or make it by bringing equal

Corvette Summer Cocktail

Instructions:

1. Brew the coffee then pour into a bowl to cool quickly.
2. Fill the cocktail shaker with ice then add the cooled coffee, vodka and simple syrup.
3. Then add the Kahula.
4. Shake the cocktail very hard in the cocktail shaker.
5. Strain the espresso martini into martini glasses.
6. Top with three coffee beans, serve.

Pro tips for making this recipe

Make sure to cool the coffee completely after brewing it or it'll melt the ice and you won't have a nice chilled cocktail.

To cool your coffee quickly you can put it in the freezer for a few minutes.

Make sure to shake the cocktail extra hard so you create that lovely foam on top.

When pouring the cocktail into your glass do it swiftly to ensure the foam ends up on top!

If you don't have bottled simple syrup you can make it by bringing equal amounts of sugar and water to boil until the sugar has dissolved. Turn it off the heat and leave it to cool completely before using.



Answer Section

Word Hunt Solution

COOKIES AND MILK	FIRE PLACE	NORTH POLE	ELVES	FAMILY
RUDOLPH	STAR	SLEIGH	SANTA CLAUSE	PARTY
CHIMNEY	TOYS	STOCKINGS	PEACE	NOEL
RELAXING	GREETINGS	BELEIVE	CAROL	WREATH
SPIRIT	SNOWMAN	SNOW	SMILES	SINGING
SANTA	REINDEERS	PRESENTS	ORNAMENTS	NEW YEARS EVE
NEW YEARS	MISTLETOE	MERRY CHRISTMAS	LOVE	LIGHTS
LAUGHTER	KIDS	JOYFUL	HOLLY	HOLIDAY
HAPPINESS	GINGERBREAD	GIFTS	FUN	EXCITED
ENERGY	DECORATION	CHRISTMAS TREE	CHRISTMAS EVE	CHRISTMAS CARD
CHRISTMAS				

Can you Name the Beach?

Greens Pool is a sandy white beach with boulders on the south coast of Western Australia between Denmark and Walpole. This sheltered area is part of William Bay National Park and has a sandy white beach ringed by large granite boulders that prevent the swell of the Southern Ocean reaching the shoreline

Hotel Revealed



The Premier Hotel in Pinjarra

The Premier Hotel Pinjarra is located on the banks of the picturesque Murray River, 87 km south of Perth and 21 km south east of Mandurah. The hotel is steeped in history and can be traced back as far as 1894.

The Premier Hotel was built in 1894 by a gentleman named

Edward McLarty. He bought the mail coach run between Perth, Bunbury and Vasse in 1888 from the then government. When the railway was opened in 1893, Edward auctioned off the mail coaches and subsequently built the Premier Hotel. Edward McLarty was the father of Sir Duncan Ross McLarty, a decorated war hero and former Premier of Western Australia from 1947 – 1953.



Corvette Nationals 2022-Canberra

Adelaide to Canberra Corvette Nationals 2022 Road Trip Proposal

For those of you who are considering making the road trip to the Corvette Nationals in Canberra at Easter next year here is a proposed schedule for you to consider in order to set time aside and travel as a group with your fellow club members. We may even pick up a few from interstate along the way.

The following attendance schedule on the way over with two overnight stops is the same we did in 2015 so it will be familiar to those who participated at that time.

The only change is arriving in Canberra on the Thursday instead of the Friday to give more time to socialize and prepare your Corvette for the full-on weekend of activities.

Tuesday 12th April. Adelaide to Hay. 560kms.

Wednesday 13th April. Hay to Gundagai. 353 kms

Thursday 14th April. Gundagai to Canberra. 162kms.

The return trip is a bit more leisurely coming back over the Snowy Mountains on the Alpine Way and Murray Valley Highway with the following proposed

Monday 18th April. Canberra to Jindabyne. 200kms.

Tuesday 19th April. Jindabyne to Beechworth. 282kms.

Wednesday 20th April. Beechworth to Bendigo. 250ks.

Thursday 21st April. Bendigo to Horsham. 214kms.

Friday 22nd April. Horsham to Adelaide. 427kms.

Although the distances are not long in most instances it will give time to have plenty of stop overs along the way to see the sights as well as spend a bit more time at destinations to look around.

As we have previously done Jenny and I are happy to make all the accommodation bookings for the group and you pay on check out the following morning.

Also, as we will require to do group bookings, it is important to have your expression of interest in to us by Saturday 15th January 2022 in order appropriate arrangements can be put in place

with the aim for all be in the same establishment. We will also need to know if you will be trailering your Corvette to make space at Motels.

Please contact us either at 0428 394 710 or dellter@adam.com.au.

Road trips to the Nationals are a great way to share time with other Corvette owners in our club with many great memories to share for years to come.

This is a proposal only at this stage so may change depending on accommodation availability and social circumstances closer to the event.

We look forward to receiving your expressions of interest and the opportunity to travel together.

John and Jenny.

NEW Club Apparel

Caps \$20



Stubby Holders \$6



Hats \$30

**Caps and hat
One size fits all**



Club Apparel

Mens Bondi Short Sleeve Shirt \$45

SIZES XS - 3XL, 5XL

FABRIC 65% Polyester, 35% Cotton Poplin

UPF rating - Excellent

FEATURES Twin chest pockets with stylish stitching and button detail
Twin back shoulder pleats

Curved hem - can be worn in or out

MEASUREMENTS

S306MS CLASSIC FIT	XS	S	M	L	XL	2XL	3XL	5XL
To Fit Neck (cm)	36	38	40	42	44	46	48	52
Garment ½ Chest (cm)	53	55	57	60	63	66	70	78



Ladies Plain Oasis 3/4 Sleeve Shirt \$45

SIZES 6 - 26

FABRIC BIZ COMFORTCOOL™ Performance Fabric

100% Yarn Wicked Breathable Polyester

UPF rating - Very Good

FEATURES Open neckline with slimline placket

Curved hem - can be worn in or out

MEASUREMENTS

LB3600 SEMI FITTED 6	8	10	12	14	16	18	20	22	24	26	
Garment ½ Chest (cm)	45.5	48	50	52.5	55	57.5	61	65	67.5	70	74



Mens Soft Shell Jacket \$100

SIZES S - 3XL, 5XL

FABRIC Outer: 100% Bonded Polyester

Lining: Polyester knit fabric bonded with Micro Fleece

FEATURES 2 Way front zip with movable sliders

Wind flap chin guard and stand up collar

Outer right chest zippered vertical pocket with metal puller and audio port access

Adjustable rubber cuff closures

2 Concealed zippered front pockets with metal pullers

MEASUREMENTS

J3880 MODERN FIT	S	M	L	XL	2XL	3XL	5XL
Garment ½ Chest (cm)	57	59	61	63	65	68.5	72



Ladies Soft Shell Jacket \$100

SIZES S - 2XL

FABRIC Outer: 100% Bonded Polyester

Lining: Polyester knit fabric bonded with Micro Fleece

FEATURES 2 Way front zip with movable sliders

Wind flap chin guard and stand up collar

Outer right chest zippered vertical pocket with metal puller and audio port access

Adjustable rubber cuff closures

2 Concealed zippered front pockets with metal pullers

MEASUREMENTS

J3825 MODERN FIT	S	M	L	XL	2XL
Garment ½ Chest (cm)	49	52.5	56	59.5	63



Mens Nitro Polo \$35

SIZES S - 3XL, 5XL

FABRIC 65% Polyester, 35% Cotton Pique Knit - low pill yarn

210 GSM

UPF rating - Excellent

FEATURES Contrast panel with piping

Knitted collar and cuff

Side splits with twill tape

Loose pocket included

MEASUREMENTS

P10112 MODERN FIT	S	M	L	XL	2XL	3XL	5XL
Garment ½ Chest (cm)	52	55	58	62	65	71	79



Ladies Nitro Polo \$35

SIZES 8 - 24

FABRIC 65% Polyester, 35% Cotton Pique Knit - low pill yarn

210 GSM

UPF rating - Excellent

FEATURES Contrast panel with piping

Knitted collar and cuff

Side splits with twill tape

MEASUREMENTS

P10122 MODERN FIT	8	10	12	14	16	18	20	22	24
Garment ½ Chest (cm)	46.5	49	51.5	54	56.5	59	62	65	68



What would you rather pay for ???

GRAVITY TOILET SYSTEM



DOWNSIDE

- Extensive below ground site works before installation
- Can not be moved or relocated
- Can not add to without major earthworks and labour time

**1000 PEOPLE
USE 27,000 LITRES
OF WATER A DAY**

VACUUM TOILET SYSTEM



UPSIDE

- ZERO below ground installation
- Can be moved or relocated any time to any location
- Add and subtract units as no earthworks are needed

**1000 PEOPLE
USE 4800 LITRES
OF WATER A DAY**



Save Time



Save Water



Saving money, time and water has never been so easy

T +61 8 9410 0166 F +61 8 9410 0155 E John@vacuumtoiletsaustralia.com.au

for more information visit www.vacuumtoiletsaustralia.com.au

KEEN PARTS

Request your Catalog today

www.keenparts.com or Skype us at Keenparts



Each catalog has hundreds of diagrams and photos to help you find your part fast.



We have an extensive inventory of original and reproduction parts



Parts and Accessories for 1953 - present Corvettes

Keenparts.com
Skype us at keenparts



6048 State Route 128 • Cleves • OH • 45002
info@keenparts.com



Info

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
Web Page Ads are free to club members	

Business Profiles:

Profile on Advertiser's business -
Full page \$100/issue
Half page \$50/issue

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 the editor at:
andypriest@westnet.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.

Club Disclaimer and Indemnity Statements

Corvette, Chev, Chevrolet, GM and Stingray are registered Trade Marks of General Motors. Advertisers, agents and copy contributors, Private or Commercial, upon and by lodging material with the Corvettes of WA Inc. car club for publication indemnifies the Corvettes of WA Inc. car club, its Office Bearers and Members against all liability claims or proceedings whatsoever arising from said publications, and without limiting, the generality of the foregoing, to indemnify each named in relation to defamation, slander of titles, breach of copyright, infringement of trademarks or names of publications titles, unfair competition or trade practices, royalties, violation of rights of privacy and WARRANTY that the material complies with relevant laws, regulations, and as to its authenticity, and that its publication will not give rise to any writs against or liabilities by Corvettes of WA Inc. car club at all and in particular, that nothing there-in is capable of being misleading or deceptive or otherwise in breach of Part V of the Trades Practices act 1984.

Side Pipe Notes



by not Duntov



The battles continue!

This all started a few months ago when I noticed a small green dribble on the lower left side of the radiator core in my '73 roadster. Hopes were high that it was nothing more than a small piece of gorilla snot flung up from the road on one of my journeys. Denying that it actually existed did not work to well and after a few weeks of lying in bed wondering if in the morning it would be gone (it never was), I decided to do something about it. That, as best I can figure, is when Pandora's box was opened and the genie of the green swamp leap out.

The story you are about to read is true, only the swear words have been omitted to protect the prudish (and me from a holiday cracking rocks for the governor). A new core was ordered and the radiator was removed by Joe and I. That was once (learn this part). With the new core inserted, we re-installed the bomb proof house of the green genie into the car. It leaked. Not too bad, just around the filler tube and was fixed without removing anything. It leaked for the second time around the top radiator hose pipe. Joe and I removed it for the second time (learnt this part too). Now, as you would imagine, Joe and I were becoming experts at shifting Pandora's house in and out of the car however, it was getting a tad long in the tooth and summer was nearly upon us (that is "summer" the weather pattern, not "Summer" the blond bombshell that works nights at the corner of Wellington and -ooopps!). After fixing this leak, we put the thing back into the car. It was a tad easier this time as most parts, now well rehearsed jumped into place on their own (spooky as shit as Joe said). It leaked. This time from the bottom radiator hose spigot.

By now Joe and I were wondering if there was not something nefarious (look it up lazy), living in the car or his workshop. After bringing in a catholic priest, a rabbi, a pastafarian (from the Church of the Flying Spaghetti monster) and a crazed hippie that convinced Joe and I we were the subject of a CIA plot and that when he stopped driving his taxi, he could help us, we had the

whole place and car exorcised to get rid of any spooky stuff and removed the radiator for the third time (learn this part too). Fixed and pressure tested we had a ball reinstalling it, it was becoming such fun. We even considered a "How To" video whereby we did the job in 45 minutes but backed off on that idea as we did not want millions of Corvette owners leaping to their deaths from buildings after failing to replicate a radiator swap in 45 minutes like those experts on "YougottabejokingTube".

I know that pussy's have nine lives and believe it

or not, I think PanbloodyDora has at least that many and more, you guessed it, it leaked!! 4th removal (learn that). Now I like Joe, he is a great guy, but when he started frothing at the mouth and gaw gawing in circles in his workshop, I got really spooked and quickly made a wooden cross and a sharpened stake just in case he came for my jugular. Obviously, it was time to spend more money than the paltry \$200 per "fix" I was spending. De-Witts (the radiator guys in the USA) had a replica HD Aluminium radiator for the car. Bought one, delivered but found I had ordered wrongly. Bought second one, delivered damaged, bought third one and Joe and I shotgunned it into the car yesterday. With PanbloodyDora howling at the moon in the iron cage I have cemented her into in my cellar, I will give it the big test, or die trying. Adios Amigos!



“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”



Shannons Insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer
- Agreed value
- Multi-Vehicle & Multi-Policy discounts
- 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.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

