



Corvette Club of South Australia Inc.

FEBRUARY 2014



26th NATIONAL CORVETTE CONVENTION BAROSSA VALLEY, SOUTH AUSTRALIA



Our clubs chance to shine on the national stage fast approaches , 2 months now stand between us and the National convention for 2014. In case you had missed it we are holding the event in the Barossa Valley a world renown wine region in our own back yard.

Congratulations to our early bird entrant winner Kevin Tresidder of New Lambton NSW.

Commencing on Friday 18th April and concluding on Monday 21st April we have a varied range of experiences for all Corvette enthusiasts. Being in our home state we implore all of our club members and enthusiast to attend. We have arranged a series of on and off road events, dinners and functions to suit all tastes.

We are pleased to announce that our special guest at the Saturday night dinner at the barrel hall at Wolf Blass Wines will be Mr Wolfgang Blass, AM, BVK . This is a once in a lifetime chance to say that you have dined with Wolf Blass at the winery he founded.



We have bottled the convention port which is available from committee members for \$20 or when you register for the Nationals you get one free !.

All Corvette enthusiasts welcome you do not need to be a club member to participate in these events



We're Excited are you ?



Our website: <http://www.corvetteclubofsa.com.au> Login: members Password: chev100

CORVETTES
at The Port

Todd Street

Port Adelaide

[Closed Road]

Sunday 9th February 2014

10.00am - 3.00pm

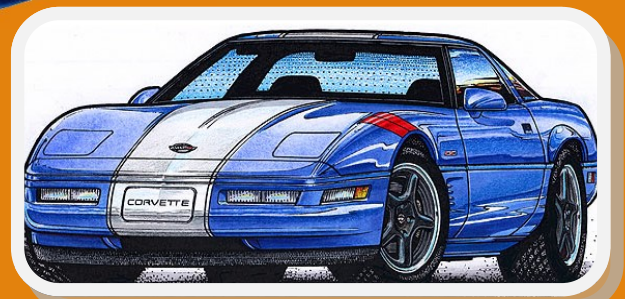
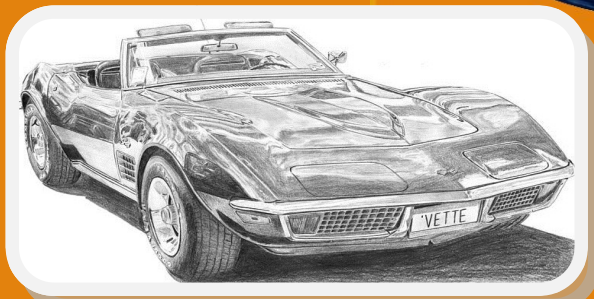
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MEETINGS HELD ON THE FIRST WEDNESDAY OF EVERY MONTH

SEATON RAMBLERS FOOTBALL CLUB, SOUTH PARADE, SEATON. AT 8:00PM

Sister clubs:

Corvettes West, Southern California—www.corvetteswest.com

Lone Star Corvette Club, Texas - www.lonestarcorvetteclub.com



About Us

Foundation Shine Inc is a newly formed fund raising organisation which has been established to create awareness and assist organisations that are dealing with the broad issues associated with mental health. The name deriving from the idea of helping people to overcome issues with the view to reach their full potential and to shine.

<http://www.foundationshine.org.au/>



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Be part of the committee & see where the real fun is to be had.

EDITOR REQUIRED

There is plenty of help on hand for this position.

Keep the club informed but **BEST** get the dirt on everyone.

HELP us to keep the club going forwards.



Remember A club is only as good as the members who participate

1 MONTH TO RETIREMENT

President : Rob McConnell	☎	0408 820 819
Vice Presidents:		
Catherine Neagle	☎	0418 828 354
Kathy Stanojevic	☎	0402 380 121
Secretary : John Randell	☎	0428 394 710
Treasurer : Peter McBride	☎	0417 857 153
Public Officer : Laurie Witts	☎	0418 855 226
Membership Officer :		
Daryl Drummond	☎	0415 257 878
Conditional Registrars (LHD Historic Rego):		
Arthur Hasse	☎	0414 299 439
...Mark Dixon	☎	0412 834 012
Club Historian : Gerry Brine	☎	0418 842 099
Events Co-ordinator :		
Dave Schrapel	☎	0413 621 972
Newsletter Editor :		
Neil Bailey	☎	0407726546
Email: nbailey1@dodo.com.au		
Fundraising :		
Lynda McBride	☎	0408085566
Merchandise Officer :		
Carol Butler	☎	0407 718 926
Web Master :		
Peter McBride	☎	0417 857 153
Email: robinhill67@gmail.com		

Emailing of Newsletters will reduce costs to the Corvette Club. For those members who are happy to receive their newsletter via email, which means you will get it quicker too, please send an email to neagg@jita.com.au

Memberships—due by 1st January every year

Membership Fees:	New	Renewal
Financial Member	\$85.00	\$80.00
Associate Member	\$20.00	\$20.00
Country Member	\$40.00	\$40.00

We want to keep you informed, but to do that, if you have had a change of address, please advise the Memberships Officer Daryl, to ensure you continue to receive copies of the newsletter and club events. **If you are making a payment by cheque or direct deposit please include your name and the reason for the payment. BSB: 105 900 Acct: 9543 73840**

Historic Rego A \$50.00 inspection fee is applicable each year of inspection. This **does not** include a log book if required.

Newsletter The Corvette Club of South Australia Incorporated and its committee, is not responsible for statements (excepting their own) which may appear in any publication of the Corvette Club of SA Inc. newsletter, nor for the integrity of individuals buying or selling goods or services. We welcome the contribution of newsletter articles from members. Contributions should be either neatly hand written or a printed copy, or in a file compatible with MS Word. Photocopies must be good quality in either colour or black and white.

Note: Contributions may be edited for reasons of space. The editor has the right of refusal to publish.

Corvette Club of SA—General Meeting held: 8/1/2014

Meeting Opened 8.10 pm

Present: As per attendance book

President welcomed all members back after the Christmas New Years break.

Apologies – Kathy Stanojevic, Hans & Val, Kevin Jarrett, Stewart Van Doorn, Helen Falconer, Dave & Karen Nitschke, Kerin Schubert, Vick & Sheila Olley and Peter Jellesma.

Minutes of Last General Meeting read true and correct: -

Moved: Laurie Witts Seconded: Neil Bailey

Treasurer's Report:

Balance start of 1 st December 2013	\$11,608.37
Cash & Cheques in	\$ 4,064.00
Cash & Cheques out	\$ 595.41
Closing balance 31 st December 2013	\$15,075.96

Any questions:- None.

Moved as true and correct :- Moved Jim Doran

Seconded Bob Butler

Secretary's Report:

Mail received

- 2nd February Victor Harbor Autojumble swap meet. Sellers \$15 buyers \$5.
 - 2nd February 2014 model T Swap Meet & Show and Shine Lockleys Primary School.
 - 5th & 6th April 2014. McLaren Vale Vintage and Classic Festival.
 - 12th -13th April - Wheels Alive Dealers Motor Show. Also English & European cars Saturday and Aust and American Muscle cars Sunday. More details
"www.wheelsalivedealersmotorshow.com"
 - Letter from the organizers of "Classic Driving Tours" of Queensland promoting their 2014 USA touring events.
 - Travelrite International Classic Automobile Tours to Europe, England and the Mediterranean through 2014.
- Lobethal Slot Car track promotion.

Newsletters received :- from other clubs available at the front desk for review. Any over 3 months old will be forwarded to Club Historian (Gerry Brine).

Historic Code of Practice:-

Further to the request, at the December meeting, for members to put forward their thoughts to the proposed changes to the Conditional Registration Scheme Dave Nitschke passed on the following. "Here are some of the thoughts from my fellow members at The Corvette Club of SA.

We agree and support the ideas which you already have on the table

To keep it simple the rules which apply to pre 49 street rods should apply

We believe the current historic scheme needs to be a rolling 30 year back period

Modifications to be approved by Engineer, Regency Park etc

Use a log book system as is done with the historic registration scheme now

Cars in remote locations of the state on both schemes should be exempt from 3 year inspections as it is difficult for some to get cars in for inspections and they sign statutory declarations as it is

To remove government fear of the daily driver being on this scheme & the subsequent loss of revenue applicant needs to have a daily driver registered in their name to qualify

New scheme must cover both RHD and LHD vehicles

I trust this feedback from my fellow members is of some benefit and I would like to have the opportunity to be involved at a future meeting you may plan to discuss this further".

Membership:

As at the end of 2013

Full members 154. Associates 39. Total 193.

At the start of 2014

Full members 84. Associates 15. Total 99 .

Merchandise: -

- Previous stock - 3 caps \$5each, 3 Ladies tops \$15each and Stubbie holders \$4each.

Carol showed the new range of apparel and advised the relevant prices.

Newsletter:-

- The hard copies will be distributed later this week due to the Christmas shut down of the printer. The printer has advised they will be ready to pick up tomorrow.

Newsletter editor will not be continuing as of the AGM so interested members to see him before then if interested.

Past Events:

8th December – Goolwa run organized by Helen & Breck.

21st December – AJ & Julie's Christmas dinner.

Future events As out lined by the Events Coordinator.

General Business:

Pete's Outback Cruise – 25th October to 2nd November 2014.

Visiting Broken Hill, Wentworth, Mildura and Swan Hill. See him for full details.

Rob has been contacted by a person wishing to sell a 73silver Stingray. See him for more info.

Web Master Nothing to report.

Membership Draw: \$30 this month.

Member number 49 drawn. Belonging to :- Andrew Broadbent of Laura. A cheque will be posted out. Next month's drawer will be back to the value of \$20.

Vettes in the Vines Corvette Convention.

- Rob advised individual event costs will be announced at the February General meeting.
- Members were encouraged to put forward their expressions of interest to be considered for the list of the many duties they can assist with in the lead up to and over the weekend of the convention.
- Neil Bailey announced that Mr Wolf Blass will be attending the Saturday night dinner and expressed interest to be involved in the Collingrove event trophy presentations.

The early entrant drawer was Kevin Tresidder of New Lambton NSW. Catherine will advise him.

Raffle draw.

The prize winners were – Larry, David & Maylin, Danny & Jenny with Bob Butler taking home the candles.

Supper Organized by Peter and Lynda McBride.

Reminder - That the General Meetings will be back on the first Wednesday of each month from now on.

C3 Wagon



I don't ever reproduce adverts for cars on any thing but our own site

but this is an exception. A vary rare vehicle which was recently offered by a dealer on E-bay. I have pictures and even plastic models of these but have never seen an actual vehicle. A Corvette C3 station wagon this one is based on a 1976 model and supposedly by Ecklers and John Greenwood, those points are beyond my knowledge but I do know that in the late 70's and early 80's a few Vettes were

given the extended wagon look. The Sports wagon was actually a conversion kit to transform the stock C3 Corvette into a station wagon, it is estimated that about 2 dozen were sold., these kits were the idea of John Greenwood. He took an earlier design from Chuck Miller and made it more aerodynamic, better looking and added a rear hatch for access to the cargo area. Production of the kits was done by American Custom Industries and Ecklers. Official Greenwood kits have a Greenwood logo which was etched into the rear glass and an emblem added to the B-pillar located behind driver and passenger windows.



http://www.ebay.com/itm/Chevrolet-Corvette-Greenwood-1976-corvette-sportswagon-greenwood-edition-only-24-every-made-/281210456573?forccrrptr=true&hash=item41797309fd&item=281210456573&pt=US_Cars_Trucks

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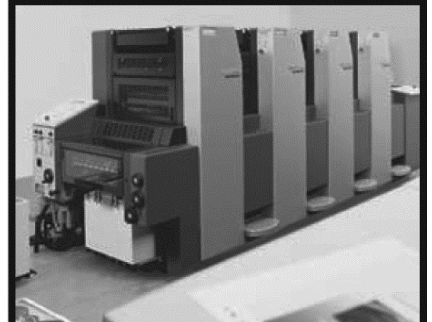
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C7 Convertible test drive

Today we're enjoying the drop top model on

CAR AND DRIVER



California State Route 74 as it twists up from Palm Springs into the mountains and to Idyllwild. The top is down, but we're quite comfortable despite cool weather. The interior features the same high-quality materials as in the coupe, and the car displays the same eager driving reflexes and tenacious grip. The electric steering speaks in hushed tones compared to, say, the systems fitted to Stuttgart's finest, but it is unwaveringly obedient and displays linear effort. The five-position Driver Mode Selector is present here, too, offering Weather, Eco, Tour, Sport, and Track modes that can alter up to 12 different parameters, including the steering, the available magnetic shocks, and stability control.

We have yet to strap our test gear to this new ragtop, but if you want a good idea of the numbers it will put down, look no further than our initial review

and comparison test involving the C7 Z51 manual coupe. Note the 0-to-60 times, the quarter-mile figures, the near 50/50 weight distribution, and the strong brakes. Then basically mark them down for the correlate convertible.

That's because, outside of their roofs, the coupe and convertible versions of the Stingray are essentially even-steven. With the vast majority of the cars' structure situated down low in the centre tunnel and the cast, extruded, and hydroformed aluminum frame members, there's little difference in rigidity. The new structure largely eliminates the sort of chassis flex that sullied the C6 convertible experience. The coupe offers open-air motoring, too, in the form of a lift-off targa panel, and even with that clamped in place, Chevy claims the difference in torsional stiffness between the body styles is "nominal." (Later interrogation of engineers revealed the difference to be 1 to 2 percent.)

The Corvette team says the convertible version again features a soft top—rather than adopting a folding hardtop—for three primary reasons: it's lighter, it eats up less space, and it adheres to the look and tradition of roofless Vettes past. The soft top assembly, supplied by Webasto, is claimed to add a scant 60 pounds to the curb weight and features both a glass rear window and a tri-layer fabric covering that incorporates sound insulation between the innermost and middle strata. Chevy tells us that it quantifies the convertible as even quieter than the coupe when each has its roof in place. You can open or close the top in 21 seconds and at speeds up to 30 mph; you may also lower the roof from outside via the key fob.

We tested Chevy's top-up noise claim on a highway portion of our route by rushing up next to an 18-wheeler to see how much racket filtered through. It wasn't a lot, the main sounds we heard being a small amount of road noise from below and to the rear. It helps that the trunk here is a separate cavity with a real bulkhead versus the coupe's open hatchback area. Traveling at speeds up to 70 mph with the top settled under the tonneau, there's little wind disturbance and occupants needn't speak up to be heard. Chevrolet doesn't yet offer a wind blocker accessory, but you don't really need one; air moving over the windshield header seems to flow directly overhead to the rear deck and on into your



wake. You can raise the side windows to settle things down even more; it would be tempting to see if you could light a match in the cockpit and keep it lit. Of course, there's more than enough fire burning within the thunderous LT1 V-8 up front. Pumping out 455 horsepower and 460 lb-ft (460 and 465 with the optional and sound-enhancing performance exhaust), the new-generation small-block backs up to your choice of a seven-speed manual or a six-speed, paddle-shiftable automatic. The former gearbox features a rev-match mode as it does in the coupe, but what we'd really like are somewhat better-defined shift gates. The hugely capable Stingray convertible is an excellent package at a bargain price, with stickers starting at \$56,995 and rising to about \$80,000. The Z51 performance package (additional cooling, dry-sump lubrication, an electronic limited-slip diff, and more) is on offer, as are carbon-fibre interior trim, the excellent competition seats, and myriad exterior add-ons. While returning from one loop in the Corvette, we pulled up next to a V-8-powered Jaguar F-Type. Pondering the beautiful Jag, which starts at \$93K, it occurred to us that if that car has a fundamental flaw, it's the very vehicle we were driving. We'll take one in Lime Rock Green.

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Annual General Meeting

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re you the person to help out. We do need a new editor treasurer. Think about it, its 2 times a month, both times a great times. Also we are looking for understudies or committee repers for mechanaise to help develop our already great range the editor with getting stores & info (think Carl Kent).



think about it Carefully, everybody has something to offer, come and speak to any committee member and find out about the position & give it a go. The reward in the end is all yours for being part of the best car club BAR NONE.

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- Wiper motors1968-82

Lawrence Kiyoshi (Larry) Shinoda (March 25, 1930 – November 13, 1997) was a noted automotive designer who was best known for his work on the Chevrolet Corvette and our arch rival the Ford Mustang.

Shinoda was born in Born in Los Angeles of Japanese parents, Larry took to drawing images of cars when he was a young boy using broken pencil stubs. During World War II, Larry and his family, along with thousands of other Japanese Americans, were interned at Manzanar in California. While humiliating, the experience allowed Larry to showcase the benefit of a positive attitude. He amazed others in the camp by designing an armchair out of some old crates that featured a reclining back.

Shinoda attended the Art Centre College of Design in Los Angeles

(before it moved to Pasadena) but was kicked out, and went to work first for Ford Motor Company in 1955, then briefly with Packard, then General Motors in late-1956. Working with GM design chief Bill Mitchell and Corvette chief engineer Zora Arkus-Duntov, he refined work on concept cars that eventually translated into the 1963 Corvette Sting Ray and the 1968 version, patterned after Shinoda's Mako Shark show car and earlier XP 819. He also participated in the 1965 redesign of the Chevrolet Corvair, giving that car its sleek "Coke bottle" shape.

In 1968 Henry Ford II hired former GM executive Bunkie Knudsen to be president of Ford. Knudsen recruited Shinoda to come to Ford in hopes of improving the styling and sales of Ford's line up. Shinoda's first project at Ford was a high-performance Mustang known as the Boss 302 Mustang. Reportedly Shinoda chose the name "Boss" as a homage to Knudsen. He led design for the Mustang models for 1970-1973 as well, but when Knudsen was fired from Ford late in 1969 Shinoda left as well.

Shinoda later opened an independent design firm and did work for GM, Ford, and aftermarket companies. In addition to its in-house team, he was one of three designers under contract with American Motors Corporation (AMC) to create and build clay models of a vehicle then known as XJC, which later became the Jeep ZJ (Jeep Grand Cherokee) after Chrysler's buyout of AMC in 1987.^[4]

Shinoda began to have kidney problems in 1996, yet continued to be an active designer.¹ Before the transplant took place he died in 1997 at his home in Bloomfield Hills, Michigan of heart failure at age 67. His daughter, Karen, formed Team Shinoda (now Shinoda Performance Vehicles) a tuner and performance parts company. designer Larry Shinoda has been closely associated with the Corvette Sting Ray, the stunning design that debuted in 1963. The Sting Ray literally set the world on its ear. Few American cars were so instantly recognizable, so clean, and so pure. For the first time in its history, the Corvette staked its own uniquely American ground instead of looking to sports car tradition and Europe for inspiration. Larry played a major role in the execution of that design-from the original Q Corvette to the 1963 Split Window.

Besides design, his other love was racing. He joined the crew for the John Zink Special at the 1956 Indianapolis 500. The Offenhauser powered Watson racer sported Shinoda-designed bodywork and a distinctive dark-pink-and white paint scheme. And, of course, it won that year driven by Pat Flaherty. In 1968, Shinoda followed then-Chevy General Manager Bunkie Knudsen to Ford, and there he designed the Boss 302 Mustang, perhaps the most graceful Mustang ever produced. Later he established his own design company and designed everything from Roger Penske's race trailers to the Goodyear Blimp. He also created a sleek aftermarket body treatment for the fourth-generation Corvette called Rick Mears Special Edition. He even designed motorhomes for Monaco Motor Coach. Larry succumbed to kidney problems in 1996 and was the subject of a massive fund-raising effort for a kidney transplant. Despite his handicap, he maintained a vigorous schedule. Sadly, he died November 13, 1997, at age 67 before the transplant could take place. His sister, Grace Nakamura, said, "Creative people take risks. They see things in new ways that the establishment doesn't agree with." Larry Shinoda will always be seen as a creative spark that helped define for the world what the Corvette is today



MONTH	DATE	ORGANISER	TIME	LOCATION	ADDRESS
Feb-14	1st	Neil Bailey Shane Boyle 0417.834.242	2pm - 10pm	Twilight car show	Freeling Oval
	2nd			Super Chevy Sunday	Gleneagles Oval Seaton
	5th	General Meeting	8pm	Seaton Ramblers FC	West Lakes
Show	9th	Laurie Witts	8am	Corvettes @ The Port	Pt Adelaide
Show	16th	H J's @ Everard Park	8:30	10am All American Day	Tilley Reserve Surrey Downs
		Mac Donald's TTP	9:30	10am All American Day	Tilley Reserve Surrey Downs
	19th	Committee	7:30	Hilton Hotel	Mile End
DINNER	21st	Laurie Witts	7:30	Federal Hotel	Semaphorre
Mar-14	5th	AGM		Seaton Ramblers FC	West Lakes
Run	10th				
Show	16th			Mid Murray car club	Cambrai Oval
	19th	Committee	7:30	Hilton Hotel	Mile End
DINNER	21st				
Apr-14	2nd	General Meeting		Seaton Ramblers FC	West Lakes
Run	6th				
	16th	Committee		Hilton Hotel	Mile End
Easter	18-21		Barossa Valley	Corvette Convention	

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The Big Nasty

The anticipated unveiling of the 2015 Z06, at the Detroit Motor Show has lived up to and beyond all expectations. A loud, bright yellow reputed 625 horsepower muscle car took centre stage and according to the American media has held the middle finger up to every other performance car on the market.

You can't help but notice the ZR-1 style carbon fibre hood and the very aggressive front splitters which are a close copy from the C7-R front end.

If you weren't in love with the new Stingray then the Z06 may just turn you on. GM's Mark Reuss christened it "the big nasty," the performance figures aren't in just yet but from all accounts this beast puts the current crop of ZR-1's in the rear view mirror. There are extra aero bits all over the car to help make the already aerodynamic Stingray work even better then there is a ZO-7 additional down force package. None of this aero work is subdued either. If you like flying under the radar, don't buy a Z06 since it has the stealth qualities of a 747 jumbo jet. Then there is the all new LT4 designated supercharged motor. The Z06 will have three trim levels with differing levels of aero packaging. From all accounts this Vette has the most down force not only of any car that GM has ever made but ever tested. The top trim will be the ZO-7 package, which is aimed squarely at the track day set, including carbon ceramic brakes. The new Z06 is also 60 percent stiffer than the last car, which means this one will be the first ever Z06 with a removable roof panel. There will be two transmission options. The new eight speed torque converter automatic with paddle shift and a 7 speed manual or as the yanks call it a stick shift. Which comes with a clutch pedal there's a blast from the past ! For a supercar. Calling the 2015 Corvette Z06 "the big nasty" and "the most capable Corvette ever", General Motors' president Mark Reuss could hardly contain himself when he unveiled Corvettes latest incarnation. The LT4 supercharged 6.2-litre V8 is the only motor on offer. With 8 to 9 pounds of boost from an Eaton supercharger, the direct-injection engine generates about 625 horsepower and 635 pound-feet of torque. Those numbers are not



final apparently Sitting alongside the ZO-6 was it's big brother the all new C7.R which is the first Corvette racer to feature direct injection.

The C7.R boasts more power, more precise throttle response and control, as well as better fuel economy. Despite its aerodynamic benefits, the low hood does little to accomodate the C7.R's hardware. For example, the radiator is tilted forward to fit into the snug space. There are sharp front splitters which will provide more front end down force. You can't miss the gigantic GT wing sitting on the back. Gone are the ducts to cool the transaxle and differential. The C7.R does not have the louvers over the rear haunches found on the Stingray either. And just to let the completion know whose in front there is a huge carbon fibre diffuser at the rear.

C7-R

The paint scheme is a little more subdued than I expected Jake has made his long awaited return featuring prominently on the hood. As we know though as the season goes on and we change venues the livery changes so just maybe the full Jake may return for Le Mans this year. The C7.R will debuet at the Rolex 24 Hours of Daytona on January 23.



Don't forget your camera. The outback is Beautiful.

in a lonely dark paddock somewhere

Red or Green

Bloody Emus Kick a man when he's down relaxing

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DATE	Planes Things to do Road to Drive Things to see Destinations *All road good time*	TIMES (approx)	KMS
25/10	Meet Bolivar 9AM Morning tea : Burra Lunch : Yunta Jimmy stop : Cockburn Destination : Broken Hill	Leave 9:30AM 9:00 - 9:30 11:00 - 11:30 1:00 - 2:00 3:30 - 4:00 5:00	160 160 150 50
26/10	Sculptures Silverton Mundi Mundi Plains		120 approx
27/10	Broken Hill attractions miners memorial Bell icecreamy Mario's Place Hotel Panorama Painting Art Galleries is: Pot Hart (if u want)		Walking (only joking)
28/10	Broken Hill - Wentworth Lunch : Wentworth Wentworth to Mildura	10:00 11:00 - 2:20?	270 30
29/10	Tourist trail through Wentworth check out sites your interested in, onto Trentham Winery (lunch)	10:00	150 approx
30/10	Paddle steamer cruise with a BBQ lunch (this is a option to be confirmed) or just the boat trip?		
31/10	Mildura to Swan Hill Pioneer Village.	10:00 - 12:30	201
1/11	Cruise to Lake Bega Catalina Flying Boat Museum WWII BBQ tea.		16
2/11	Swan Hill - Ouyen Lunch : Ouyen Ouyen to Adelaide	10:00 - 1:00 1:00 - 2:00 2:00 - 5:15	128 314

Our monthly dinner was organised for the 18th of January at the Seven Stars Hotel in Angas Street in the city. 13 members turned up for a brilliant meal and very good service, the company was great as usual. Unfortunately I had to drop out at the last moment and handed the reins over to the ever capable and willing Koala to steer the night. Still a good effort though considering we are still getting over the silly season !



Aviation Museum

organised our January run commencing at the Bakery at Holden Hill and running down to the South Australian Aviation Museum at Port Adelaide. What a fantastic day after all the hot weather we had. A couple of us chickened out on the run and opted to meet the others at the museum where David's cousins gave us a guided tour of the exhibits and then the museum. Their knowledge and eagerness to answer even the most stupid question was fantastic they then took us out to the workshop area which is usually off limits and showed us some of the projects parts and wreck that they have hidden away. The start of the show down there is undoubtedly the small under powered home built aircraft of Jon Johanson, really it's their new super star the General Dynamics F-111 recently retired from our own RAAF. We then continued onto the Alberton hotel where we had a splendid meal. Darryl Drummond even amazed us all by arriving in a black C-4 Corvette. In all we



ended up with 12 Corvettes a Trans Am a brand new Mazda and a commodore, Sean still isn't brave enough to bring out the vette !. Poor effort on KB's part bringing his old Mazda seeing as he only lives up the road.....



Parting Shot!





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Deluxe Room All features of the Executive Rooms plus superior bedroom furnishings, individual control split system air-conditioning and heating, dining table and chairs, queen sized bed and single bed, sofa bed, non-smoking rooms available, RAA, NRMA, RACV rating - 4 star.

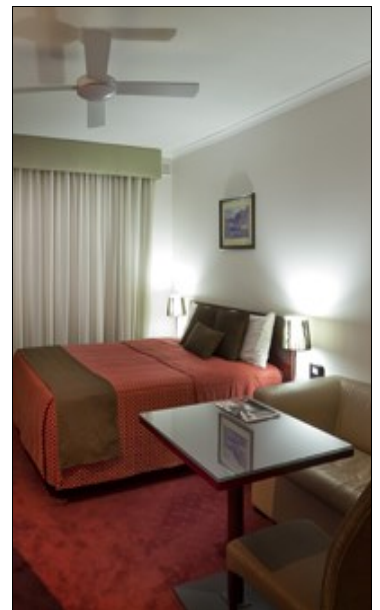
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