

NCRS

AUSTRALIAN CHAPTER

NEWSLETTER



May to August 2011

President
Murray Forman

Vice President
David Alder

Secretary
Wendy Forman

Treasurer
Debra Mavin

Merchandise
Richard Dickens

Webmaster
Gary Cowans

Editor
Lon LeMaster

No. Plate Registrar
Andrew Mavin

Event Coord.
Ron Barrett

Committee
Neil Fletcher
Richard Stones

Public Officer
Murray Forman

State Representatives

Western Australia
Terry Martin
Ph: 08-9443-1944

South Australia
Emmanouel Gaganis
Ph: 08-8295-4440

Queensland
Neil Fletcher
Ph: 07-5451-1883

New South Wales
Murray Forman
Ph: 02-4567-8330

Victoria
Scott Morden
Ph: 0438-944-308

Note: The State Rep is normally the first point of contact for enquiries regarding NCRS Australia membership or general club info. Enquiries from Tasmania covered by VIC Rep, from NT covered by SA Rep.

This Issue:

- President's Report August 2011
- Vice President's Report Aug. 2011
- NCRS US Board of Directors Meeting
- Treasure's Report
- Editor Report
- Funny Pages
- NCRS Road Tour to Novi, Detroit Michigan
- NCRS National Convention 2011 at Novi, Detroit MI
- David Alder's Favourite Show Photo's
- Murray Foreman's Favourite Show Photo's
- Article submitted by Gary Cowans called *Pimped Corvette Beats Import Ban.*
- Upcoming Events
- Classified
- NCRS Australia Clothing & Prices
- Sponsors
- Websites
- Membership Form

NOVEMBER 2011

Club Contact Details:

NCRS Australia Inc. PO Box 207 Kurmond NSW 2757

President: Murray Forman (02) 4567-8330, eagleviews@bigpond.com
Vice President: David Alder, 0412-29-1880, dalder@alderandpartners.com.au
Editor: Lon LeMaster 0412-53-8093 lemaster@bigpond.net.au

OFFICE BEARERS



President: Murray Forman



Vice-Pres.: David Alder



Secretary: Wendy Forman



Treasurer: Debra Mavin



Editor: Lon LeMaster



Web Master: Gary Cowans



Merchandise Richard Dickens



Event Co-Ord: Ron Barrett



No. Plate Reg: Andrew Mavin

COMMITTEE MEMBERS



Neil Fletcher



Richard Stones (photo coming)

STATE REPRESENTATIVES



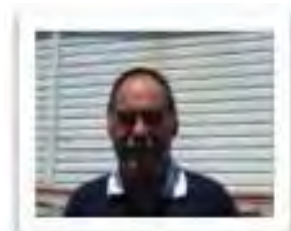
SA: Emmanuel Gaganis



WA: Terry Martin



QLD: Neil Fletcher



NSW: Murray Forman

VIC: Scott Morden (photo coming)

PREDIDENTS REPORT - Murray Forman

It has been a little while since we have spoken, but the decision was made to hold off on the latest newsletter so that we could include my report and photos from the National Convention held in Novi, Detroit Mi.

This year we had a large contingency of Australians attending the Nationals. They were: David & Melissa Alder, Richard & Kristine Dickens, Ron Barratt, Harry & Dianne Turner and Murray & Wendy Forman.

On the Wednesday night of the Convention, there was a Membership Meeting held at which Vito Cimiluca the President of NCRS, Roy Sinor the Judging Chairman and Marilyn Heitzman the Vice President presented a series of Awards and achievements. These were Master Judging Awards Levels 100 through to 400 points, Appreciation plaques for Chapter members and Chapter Flight Awards.

NCRS Australia was started in 2005. We had to serve 1 year of probation and then in 2006 we received our full Chapter status. This year 2011 NCRS Australia Inc. decided to participate in the Chapter Flight Awards where there are a series of prerequisites that the Chapter has to complete in order to receive a Flight Award.

I am very proud to announce that after 5 years, NCRS Australia Inc. is the first International Chapter to receive the Chapter Top Flight Award. At this time, I would like to congratulate David Alder for the excellent work he has done on completing all the requirements for us to receive this prestigious Award. Thank You David. We are already working on next year's requirements to maintain this Award.

At the Membership meeting, there would have been 250 – 300 members in attendance and I felt so proud and honoured as the announcement was made that we had achieved this Award, the whole crowd roared in excitement for us at our achievement.



As the photo shows, we were presented with a Banner which I have given to David Alder to hang in our Chapter Club meeting venue at Terry Martin's shop. This is where the WA Chapter members meet every Saturday to work on and inspect their corvettes.

Murray Forman President NCRS Australia Inc.

VICE PRESIDENTS REPORT - David Alder

As reported earlier by Murray, Melissa and I were fortunate enough to attend the NCRS Nationals at Novi from 18 – 23 July. After our flight into Detroit from Las Vegas was diverted to Chicago (due to bad weather on the ground in Detroit) we experienced a 4 hour delay causing us to miss the welcome drinks. Nevertheless we caught up with Mike and Jan Bogan for a few frothies at the Hilton Garden Inn to hear about the Road Tour before getting some sleep for a big week. Monday morning I sped over at the convention centre to attend a judge's breakfast with a room full of guru NCRS judges to get a briefing on what we were expected to cover that day.

A huge thank you to Bill Calorico (66 team leader) for slotting me in for Operations Judging with Gary Bennett to judge 8 of the nicest 66 corvettes you will ever see. Despite the 100 degree plus heat we covered them in around 4 hours out in the car park before the cars were driven onto the judging field. I certainly learned a lot about Operations judging working with Gary and talking with the other team leaders over a judge's lunch.

That afternoon I had a chance to have a look around the display area housing the 300 or so cars; it was a sight to behold. Probably the most interesting were the survivor cars of which we in Australia really don't have many good examples.

During the week I attended a number of tech sessions, workshops, and judging schools, as well as the members welcome night/general meeting and awards banquet. These have been covered fairly extensively by Murray in this newsletter so I won't go over old ground.

On the Thursday night we took a bus tour from the hotel to the GM Heritage Centre which is a showplace for the vehicles of the GM Heritage Collection, and as the home of the Heritage and Media Archive. Located in an 81,000 square foot facility in Sterling Heights, Michigan, the Centre has approximately 200 vehicles on display, while the Archive houses 15,000 feet of shelving, containing significant documents, manuals, brochures, and artefacts documenting GM's history of innovation. Concept cars and special-interest styling/performance one-offs are part of the mix, along with significant race cars and milestone production vehicles such as the first production 1966 Olds Toronado featuring General Motors' front-wheel drive.

We were treated to 3 hours of drinks, dinner, and mingling with friends and some of the most historic cars on the planet, such as the Mako Shark, a Pontiac Judge GTO, the Chevy Volt, and the 2009 Stingray Transformers Concept Car. The venue had been rented just for our group and it was truly an impressive once in a lifetime opportunity – a HUGE thank you to the organisers. Further information can be found at: <http://www.gmheritagecenter.com/>

The NCRS Nationals was yet another very informative and exciting week that presented opportunities to catch up with old friends and gain judging points and new knowledge on the history and preservation of all things Corvette.

NCRS Board of Directors Meeting – Novi, Michigan, July 17, 2011

NCRS Board of directors Meeting was called to order at 1:20 p.m.

Present were: Vito Cimilluca, Bill Baker, John Ballard, Bill Braun, Dick Capello, Gary Chesnut (phone), Marilyn Heitzman Larry Colvin, Jeff Cook, Mark Lincoln, Vinnie Peters, Roy Sinor

Various general members were present in the audience.

Vito cited the Saturday, July 23rd event at the GM Milford Proving Ground as the reason for holding the Board meeting today, before the start of the National Convention.

1. Reports to the Board

a. Vice President's Report

i. The Michigan National Convention is going great. All the Team leaders have done a fantastic job planning and organizing the event. Vito commented that the Michigan Chapter has made every effort to make this National a big success. There are excellent tours and something to do every night.

ii. Road Tour Report

1. The Last Night Out event is in Okemos, at I96, exit 110.

a. Vito urged all Board members to attend

iii. 2012 San Diego, CA Convention Status - Darold Shirwo

1. Planning for the San Diego National is well underway.

2. Activities are being reviewed. The fireworks display will be added as an additional event on July 4.

3. A presentation will be done at the Tuesday membership meeting.

b. Secretary's Report

i. The minutes from the March, 2011, Board meeting were accepted and passed unanimously

ii. Links have been placed on the Technical Discussion Board to access the Regional Director Nomination forms.

c. Business Manager Report

i. 2011 is still in the black.

ii. Membership renewals are running behind as well as store sales.

iii. The Historic Document program is still working well.

d. Finance Report

i. 2010 was a good financial year due to the continued success of The Historic Document Program and the 2010 National Convention performance.

ii. 2011 performance so far is not as good as 2010.

1. Need to be conservative in spending.

2. Historic Document Program orders have slowed down somewhat.

e. Judging Report

- i. The Judging Office is well setup for the National.
- ii. The online registration process has worked very well.

f. Restorer Report

- i. Good articles are still coming in
- ii. Vito commented that the Corvette Restorer is exceptional and Vinnie is doing an exceptional job as its editor.

g. Publications Committee

- i. Vinnie and Eric were commended for their efforts in producing the Restorer and The Driveline.
- ii. St. Louis Chapter's Driveline delivery issues continue to be monitored.

h. Public Relations

- i. Hendricks Performance continues to be one of our largest contributors for the National Conventions
- ii. GM provided many of their facilities, tours and people for several activities in Novi, MI.

2. Old Business

a. NCRS Archives

- i. The NCRS will retain ownership of all current materials and store the originals at the AACA.
- ii. NCRS will provide copies to the NCM
- iii. The NCRS will continue to contribute additional document copies in the future if NCRS is given approval by the person donating.
- iv. Members will be able to access the documents for free at the AACA.

b. NCRS Foundation

- i. A proposal to have The Foundation purpose & mission statement, along with the Scholarship Program revisited during the Annual Board meeting, in March, passed unanimously.

3. New Business

a. Restorer Personalized Front Cover Proposal

- i. A proposal to make a personalized Restorer simulated cover photograph of a member's Corvette available for sale to NCRS members, was unanimously passed. Watch for details in The Restorer.

b. Publications

- i. The proposal to have The Restorer cover to be printed on UV coated paper passed unanimously.
- ii. The proposal to print The Driveline advertisements in color was also passed unanimously.

The meeting adjourned at 3:10 PM

Date of the next Board meeting – March, 2012

Editors Report – Lon LeMaster

Welcome to the NCRS Australia May – August 2011 newsletter. It's a bit late, but not forgotten.

Follows is some funny stuff, some members stuff, an account of Murray and Wendy Forman's escapades over the past few months along with several photos from David Alder and Murray and the convention in Novi Michigan and a great article submitted by Gary Cowans called **Pimped Corvette Beats Import Ban.**

We are starting a "Classified" section both on the website and the Newsletter. I have included a few of your submissions in this edition. If you have any items you want to advertise please send them on to myself or Murray. Both of our e-mails are listed below

I have again included in this issue, photos and pricing of our NCRS clothing and accessories. All prices are in Australian Dollars. Please contact our President Murray Forman should you wish to purchase any of these items. eagleviews@bigpond.com

I would like to encourage everyone to please submit articles, photos and information that would be relevant to our members to be included in this newsletter.

Please forward information to Lon LeMaster lemaster@bigpond.net.au.

Com'on guys, send me some photos of your cars, kids, restorations and events you have attending.

Readers please take note of our sponsors at the end of this issue. These folks, with their support, help to keep our club alive. Let's show them our appreciation by supporting them as much as possible when we can. If you are planning any future travel, be sure to give Debra Mavin from TravelManagers a call.

Finally, NCRS would like to send out our best wishes to our good friends Colin & Pamela Woods. Our thoughts and Prayers are with you and your family during these difficult and trying times

I hope to see everyone at our next NCRS Australia event.

Lon LeMaster – Editor

A Very Warm Welcome to New Members: Mas Paoli from VIC - Jessica Lecas from the ACT and Paul Pogonoski from NSW

FUNNY PAGES



A fellow bought a new 2003 Anniversary model and was out on I-75 for a nice evening drive.

The top was down, the breeze was blowing through his hair and just outside of "Land O' Lakes" he decided to open her up. As the needle jumped up to 90 mph he suddenly saw a flashing red and blue light behind him.

"There ain't no way they can catch a Corvette," he thought to himself and opened her up further. The needle hit 100, 110, 120 and finally 130 with the lights still behind him. "What in hell am I doing?" he thought suddenly and pulled over.

The cop came up to him, took his license without a word and examined it and the car.

"I've had a tough shift and this is my last pull over. I don't feel like more paperwork so if you can give me an excuse for your driving that I haven't heard before you can go!"

"Last week my wife ran off with a cop," the man said, "and I was afraid you were trying to give her back!"

"Have a nice night", said the officer.

NCRS ROAD TOUR TO NOVI, DETROIT MICHIGAN

The Road Tour for Murray & Wendy and Richard & Kristine Dickens started at Ralph & Sharon Ridges home in Castlerock Colorado. Richard & Kristine had decided to hire a Chevy HHR which we called “The Happy Hamster Roadster”. I must confess, when we first saw this car I was worried that, even though Wendy & I had changed our baggage to smaller ones, there was not a lot of space left after Kris & Richard’s luggage was put in. But with extreme precision, we managed to get everything in, with no room for even a toothpick.



THE HAPPY HAMPSTER ROADSTER (HHR)

The starting point for the Road Tour was in Eerie, Colorado just outside Denver, at one of our Chapter member’s home of Mike & Jan Bogan where the Rocky Mountain Chapter held the “Road Tour Kick-off Party”. What a great night, great job well done. Mike had arranged for a collection of race cars to attend (see photos below).



Wendy volunteered to help Ralph with the Road Tour Registration paperwork. Thank You Wendy



This year Ralph drove his 61 Corvette roadster which was also used on the T-shirt for the Road tour & the car sticker and the pin as well.
Congratulations to Ralph



As you can see, the food there was scrumptious, thanks Jan & Mike. As you can see in the background, Mike Bogan has a large collection of trophies that he has collected over the years.

Ralph had decided to break up the Road Tour Convoy into smaller groups for ease of traffic and control. The International Division of the Road Tour consisted of the following people.

Our Leader was:

Eckhard & Terri Pobuda, in his 1993 C4 Convertible

Jack Humphrey and Rob Musquetier in Jack's C3 Convertible

Richard & Kris Dickens & Murray & Wendy Forman in the HHR Chevy

Harry & Di Turner in their Cadillac

Our fearless leader is pictured below.



Eckhard & Terri did a marvellous job leading our “pack of foreigners”. Thanks to both of you.

After this party we all adjourned to a local Motel where we had a drivers meeting in the morning and headed off to Deadwood South Dakota. We arrived in Deadwood that afternoon, met up with Harry & Di Turner who had been travelling around prior to the Road Tour. They had hired the latest Cadillac.

Because we are in small groups we can go to any attraction that the tour decided on each day. Above, next to Eckhard’s photo, is the Motley crew at Fort Laramie. From there we moved on to Mt Rushmore which Murray can now cross off his “bucket list”.



Murray was a little disappointed in the size of Mt Rushmore, he imagined it to be HUGE, but it’s not that big, still it is an enormous structure and very impressive, something not to be missed if you get the chance. If any of you have visited Stonehenge, you would understand.

From there we moved onto a much LARGER mountain carving which is not yet complete and it is Crazy Horse. This will be a humungous size when finished.



As you can see in our fabulous photo, the weather came in and suffocated any chance of a good shot of Crazy House, so we will have another photo of it when it's completed. What a spectacular sight it will be.

On the way to Wall, we happened to stop at a fireworks store in the middle of nowhere (just as well, look at this if it goes up in smoke !!!!!!!) Have a look at the size of the fireworks to Kristine's right side, that purple box is just one single firework, WOW.



Our next destination was Wall Drug which is a tourist attraction which makes a mini township, as seen in the pics below.



From here we moved on to Sioux Falls and the Indian cultural school. Very Interesting. This is where all the Indians would come to mine their sacred pipestone which they used to make their peace pipes. We found this to be a great place to actually watch them make a peace pipe.



Our next destination is to Oshkosh WI. We all had lunch at Huck Finns on the way. Pictured is Sydney with Richard & Wendy.



Once we arrived at Oshkosh, we stayed there for 2 days. The first day we went to the Road America Race Course where most of the Corvettes had a lot of runs around the track



Here are the boys cheering on their fellow members as they scream past saying “Go Ralph Go”.

The next day was a rest day for the HHR team after being on the go. It was decided it was time for a well-deserved sleep in & time to enjoy the break. Murray was able to fit in some R&R by going to his favourite shop which is Harbour Freight, Oh my, he may never leave here.... This store is a mechanics lolly shop, so after his purchase of tools & another 4 kilos of spanners, we were heading back home to our Motel.

In the morning we all headed for the ferry to go across Lake Michigan to Luddington



Here is the Badger ferry, coal /steam driven. Below you will see 26 corvettes waiting to board the ferry.



Once we arrived in Luddington, the Lake was 60 miles wide so it took a while to cross. It is hard to believe that this is a fresh water lake. The ferry called the Beaver is a steam powered coal burning and they are talking about taking it out of service or converting her to diesel. The reason for the conversion is that while she is travelling, she dumps her ash overboard into the Lake.

On the way to Okemos, the convoy visited the Gilmore Car Museum, you could easily spend the whole day there it was spectacular.



On arriving at Okemos, the Road Tour was coming to a close. This was our last night on the Tour and tomorrow all the corvettes would be driven to Novi to be welcomed at the Convention Centre where the Judging and Presentation Dinner would be held.



Enormous big thanks from all of the Australian NCRS members goes to Ralph & Sharon Ridge, and Eckhard & Terri Pobuda for organising this fantastic, enjoyable Road tour.

Murray & Wendy Forman,

Sorry but Murray had to put his favourite car in the shot. Woops, which is a C6 1963 look-a-like split window.

NCRS NATIONAL CONVENTION 2011 AT NOVI DETROIT MI.

After the road tour, the National Convention was held at Novi in Michigan. In conjunction with the National body and the Michigan Chapter, the event was held over the next 4 days. The judging was held in the Novi Convention Centre, as pictured below. There were around 300 cars of the highest quality. They were being judged for Flight, Founders, Bow Tie, Survivor, Duntov, McLellan , Hill and Sam Floz, longest driven and longest trailored Awards.



This car (below) was presented in the most incredible condition, it was driven to the event through all weather and was presented on the judging field as if it had just come off the production line. I never had the chance to speak to the owner but I believe his occupation encountered meticulous precision detail which showed in the presentation of this vehicle.



The Australian team being Murray, David Alder, Ron Barratt had the opportunity to judge on two ZR1's, thanks to Tom Barr for fitting us in as it was an incredible experience, we learnt so much to take back down under to teach our fellow Chapter members. The quality of cars is of the highest standard and it is where you can see everything even down to the chalk marks. Below is a series of photos.





As you can see the sequence number is 01518. All through the car there were chalk marks in white and yellow with the figures “81” being the last two digits of the sequence number which connected all the parts to this vehicle. In both cases in both cars, it was noted that the chalk marks matched up with the sequence number. In both cases the cars ZR1’s achieved their awards.

David also had the opportunity to do the Operations on cars prior to coming onto the field for judging where he also learned so much in Operations. The only negative thing on that day was the temperature was in excess of 100F outside in the sun. This is much different from what happens down under at our Chapter Meets when might have only 6 to 8 cars, and on the last day of our meet, you would see the rear of the cars poking out of the doorway of the event building so the exhaust was into open air. But here, when you have around 300 cars entering onto the judging field at the same time, they have to be done by multiple judges. Hence, they were done outside in the sun.

This also was the “Year of the 61” which we were privileged to have a collection of fantastic 1961’s which also included Road registered and historic race cars. Our dear friend Ralph Ridge, whose car was on the logo of the Convention, drove his car all the way from Denver.



Pictured below is Eckhard & Terri Pobuda's 93 that received the Sam Folz Award which is a plaque presented at the National Convention to the owner of the car driven the greatest distance to attend, and successfully be judged a Top Flight Car including mileage points. The owner or the family member must drive the car to the Convention to achieve this Award. Congratulations Eckhard & Terri on this achievement.



Eckhardt & Terry 93 Corvette



Eckhardt & Terry with their Sam Folz Award

Also at this convention there were Judging Schools with power point presentations held, as shown below. These included subjects such as Paint, Fiberglass, Fuel injection, Assembly plant operation and many other very interesting and beneficial presentations for all keen NCRS judges to learn from.

The maximum judging points you can earn at a National event is 15 points if you are fortunate enough to be picked as a judge, being 5 points per day. But as a Non Judge you can only earn 10 points, so in some cases it pays to attend these seminars as well as do Operation Judging to achieve your points.



Back to school



Great seminar on paint

Also at a National Convention in the same year of the presentation of the International Mark of Excellence Award, you may have your Award re-presented to you at the National.

¹
This year there were two of us, being Richard Dickens and myself Murray Forman to have our Award re-presented. I must say that after Roy Sinor, who is the National Judging Chairman, explained to the Members present at the Awards Banquet what the requirements of the International Mark of Excellence were, it was very overwhelming to be called up as the first recipient ever outside America to receive this prestigious Award.

Richard Dickens and I are so honoured and proud to receive this Award, along with Richard Stones who was unable to attend the Nationals.

This means so much to all the International Members that there is a goal above Flight Judging that we can all achieve as International Chapters. It is the equivalent to the following Awards in America being:

The Duntov, McLellan and Hill Mark of Excellence also the Performance Verification (PV) and the Sam Floz Award, all put into one Award called the International Mark of Excellence Award.



Richard & Cris Murray & Wendy



Murray ,Wendy , Tadger Juechter



Murray ,Wendy , Dave Hill



Murray ,Wendy Roy Sinor



Richard & Cris Dickens



Marilyn Heitzman & Richard

Back to the Presentation Night After sitting back down at our Australian table at the end of the Award Presentation, it was unbelievable to have so many Chapter members come up to us wanting to get photos and look at our Award.

Both Richard and I were able to have Dave McLellan, Dave Hill, the past Chief Engineers, and the present Chief Engineer Tadge Juechter, of GM to sign our Plaque's.

At the Convention there were two members from the Dutch Chapter being Rob Musquetier, the current Judging Chairman, and Erik Stroeve the Chapter Chairman, along with Tom Falconer from the English Chapter who is the Judging Chairman in attendance. They have now all returned to their Overseas Chapters being able to announce to their members the availability to receive this Award.



Richard , IMoE Award Echardt ,Sam Floz Award Tom, Falkner American Heratage Award, Murray , IMoe Award

Tom Falconer, who owns a C4, shipped his car from England to America, then drove it in the Road Tour to Novi and continued on from Boston 1625 Klm and had the car judged. He was awarded an American Heritage Award as this car was an early production C4 sent to England to be on show.

That duty done, it was amongst a batch of Corvettes sent to England to assist in the development and packaging of the King of the Hill double overhead camshaft LT5 engine for the ZR1. This was designed by Lotus Engineering of Hethel, Norfolk starting 1986, and finally saw production for the 1990 model year.

Tom's 1988 Corvette is no ordinary C4 coupe, but a GM Engineering test mule with VIN plate EX4607 proudly displayed in the windscreen, built in 1986 to test all the new-for-1988 features. This actual car must have spent weeks pounding around the General Motors Proving Ground at Milford, Michigan with longer runs on the road, testing all the changes for a year which saw the C4 suspension, steering and brakes vastly improved.

Congratulations Tom fantastic C4



I look forward to talking to you all on my return from the Nationals

Murray Forman
President NCRS Australia Inc.

David Alder's Favourite Show Shots



Stingray Transformer



57 Fuellie



66 Novi Car Park Shot



67 L89 Shot 1



67 L89 Shot 2



Blue Flame

MORE: Show Shots



Boys at Dinner



Camaro SS



Convention Shot



Corvette Concept Cars



Dickens Shot



Hendrix Trailer

EVEN MORE: Show Shots



Lift Masterclass



Mako Shark I



Mako Shark Interior



Pontiac GTO



Rack um, stack um, and judge um



71 Big Block rolling Chassis (Side On)

Murray Forman's Favourite Show Shots



MORE: Show Shots



EVEN MORE: Show Shots



Murray, did you drive your 63 to the USA?



Lon's Personal Favourite, the Corvette Nomad

Pimped Corvette Beats Import Ban

Posted on 12 July 2011.

<http://www.oneperth.com.au/2011/07/12/best-corvette-beats-import-ban/>



CHRIS THOMSON

A pimped 6.0 Litre muscle car named Best Corvette at a Super Chevy Show in the United States has been cleared for import – against Canberra’s wishes.

In a decision made yesterday, the Administrative Appeals Tribunal of Australia overturned a Federal transport department ban on the souped-up Chevrolet.

The department had knocked back an application by Corvette enthusiast Scott Bartlett to import the street machine, arguing that work done between 2006 and 2008 resulted in the creation of a new car.

On appeal, Mr Bartlett relied upon a regulation stating an application to import a nonstandard road vehicle must be approved if it was built before 1989.

When built in 1959, the Corvette had a 4.6 Litre V8 engine.

Between 2006 and 2008, it was fitted with a 6.0L V8 engine, six-speed manual transmission, steel tube frame chassis, new suspension, four-wheel disk brakes, new hand brake, power steering, custom air intakes, new steering wheel, electric windows, air conditioning, custom interior and wider wheels and tyres.

The petrol tank was relocated to the boot.

Despite the modifications, the tribunal ruled the car was built in 1959 and could be imported.

The tribunal considered the fact the car was instantly recognisable as a Corvette – as illustrated by its winning the Best Corvette award at a Super Chevy Show in 2008 – helped demonstrate it was the same car as built in 1959.

When vintage is new again

Katie Walsh

While Perth project manager Scott Bartle was visiting the United States, he fell in love.

"This one took my eye: twin headlights, the tail-end is just really curvy," he says of the 1959 Chevrolet Corvette.

Once home, he scoured the internet looking for one to import, and found a metallic blue "jaw-dropper". Just one obstacle stood in the way: the federal Transport Department.

It blocked the importation, saying the substantial work done to the car meant it was not "manufactured" in 1959, but in 2006, when the work began.

Federal rules meant Bartle could only import the car if it was made before January 1, 1989.

Classic car importer and fellow Corvette man (his is red) Greg Leahy says the rules protect local car makers. Pre-1989 cars are not such a threat, hence the exemption. But if you take a vintage car and convert it – too much – it no longer qualifies as made before 1989.

Leahy says the rules make sense for bureaucrats, but not for enthusiasts keen to make a car safer and more powerful.

"Any vintage car nowadays has had modifications to it. If you ever drove a 1959 car, you wouldn't want to do it," he says.

Leahy's business, Geezers Classic Car Garage, imports cars that have been restored. A full-time staff member scours Los Angeles and surrounds for the American beauties. They're generally in better nick thanks to the dry, desert conditions.

"We have never had a car



knocked back," he says.

Buying a car modified in the US was where Bartle probably came unstuck, he says.

Except that Bartle wouldn't take no for an answer. He challenged the department's finding in the Administrative Appeals Tribunal, and last week he won.

Substantial work done to the car meant it was not 'manufactured' in 1959, but in 2006 when the work began.

To get the tribunal on side, Bartle had to prove the work – including a new V8 engine, six-speed manual transmission, disc brakes – didn't create a new car.

The department argued the car didn't actually exist before these modifications, as it was a jumble of parts. But two tribunal members, shown a photo of the car before the modifications,

agreed that while the Corvette was in a "significant state of disrepair" it was still a car. And after the work it was the very same car, albeit massively improved.

Last year, the federal Transport Department allowed 11,147 pre-1989 cars to be imported, knocking back just 43.

A department spokesman said yesterday the rules catered for the import of "older enthusiast, classic or historic" cars. Any cars "substantially modified" so as to make a new car, including a different make, model or category, post-1989 would not qualify.

The Australian Automobile Association's director of technical services, Craig Newland, says the issues highlighted by the case were isolated to enthusiasts with a particular passion for old cars.

"The majority of consumers are just going to buy from the pool here," Newland says.

But Bartle at least had his day in court and hopes his Corvette will arrive by the spring. "I can't wait to go for a cruise," he says.

UPCOMING EVENTS

We are working toward another Chapter Meet in Albury date TBA. This venue is halfway between Sydney & Melbourne so this will be convenient venue for both states.

There are also plans for Perth Meet in 2012 April 11-13 at Joondalup Resort. More on this in the coming months



A "Chassis Assembling School" will be held in the very near future. We are just waiting on parts to set a date. After the chassis is complete there will be further schools i.e. Body Drop onto Chassis and Mechanical schools. They will all be held at Andrew Mavin's place Kurmond NSW. BTW: The paint on the chassis is only there to stop rust; it is NOT the final colour.

CLASSIFIEDS



FOR SALE: 1972 Corvette Coupe. RHD, 350 ZZZ crate motor, 4Speed Muncie. Red with dark tan interior. \$35k" Gary Cowans 0439-851-560 or 08-9256-2246 gary.cowans@inmaco.com.au

WANTED: Set of four 15x5.5 steel rims for 65-66 Corvette. Gary Cowans 0439-851-560

FOR SALE: 1984-1989 C4 Corvette front bumper (coupe or convertible) and Rear convertible bumper (has centre rear taillight - only difference for convertible). Originals in very good, but used condition. \$250 each. Location: Cheltenham, Victoria. Phone Darren on 0405 006 007

NCRS AUSTRALIA INC. CLOTHING & PRICES

BLUE DENIM \$35.00



GREEN POLO \$ 40.00



LADIES SHIRTS \$ 35.00



LEATHER JACKET \$300.00



WINDCHEATER JACKET \$45.00



WOOLLEN VEST \$38.00



CAP \$ 15.00



DRINK HOLDERS \$10.00



CALENDER 2011 \$20.00



SPONSORS



GM Downunder Australia

Contact: Dave Harper

Address: 11 Armitage Street, Unit 3
Bongaree, Queensland 5407

Phone: (04) 1819 8514

<http://www.gmdpwnunder.com.au/>

Email: dave@gmdownunder.com.au



Shannon's Insurance

Phone: 13 46 46

Members of NCRS Australia fully endorsed and shares the passion with our sponsor.



INMACO Pty Ltd

Protecting Oil & Gas Installations
INMACO work with Safety and Loss
Prevention Engineering Services,
Process Systems and as Safety
Contractors. Our competence lies in
technology, product know-how and
over all customer satisfaction.



Rightway Panel Beating

Contact: Terry Martin

Address: 30 Drake Street,
Osborne Park WA 6017

Phone: (08) 9443-1944



TRAVELMANAGERS
personally yours

I invite you to call me,

Debra Mavin

"Your Personal TravelManager" | 0418 732 557

"Without a Travel Agent You Are On Your Own"

debram@travelmanagers.com.au <http://my.travelmanager.com.au/debramavin>

TravelManagers Pty Ltd ABN 35113085626 Travel Agents Licence 2TA5758

Member TCF, IATA, AFTA, ICCA



www.corvette-paragong.com

Phone 001118008824688

WEBSITES

NSW Corvettes Unlimited Car Club Inc.

www.nswcorvettes.com.au

NCRS USA

www.ncrs.org

NCRS Pittsburgh

www.NCRSPITT.com

NCRS Rocky Mountains

www.NCRSRMC.org

NCRS Texas

www.ncrstexas.org

Corvettes of WA Inc

www.corvettesofwa.com

Qld Corvette Club Inc.

www.qldcorvetteclub.com.au

GM Corvette Assembly Plant

www.bowlinggreenassemblyplant.com

Corvette Forum

www.corvetteforum.com

National Council of Corvette Clubs

www.corvettesnccc.org

National Corvette Museum

www.corvettemuseum.com

Corvettes at Carlisle

www.carsatcarlisle.com

Bloomington Gold Corvettes

www.bloomingtongold.com

Chevy Vettefest

www.chevyvettefest.net

**NATIONAL CORVETTE RESTORER'S SOCIETY
AUSTRALIA INC. ARBM 134481208
P.O BOX 207 Kurmond 2757 NSW
WWW.NCRS.COM.AU**



APPLICATION FOR MEMBERSHIP: _____ U.S NCRS Membership No: _____

Surname: _____ First Name: _____ Date of Birth: _____

Address: _____

Post/Zip Code: _____ State _____ Country _____

H/ Phone: _____ W/ Phone: _____ M/ Phone: _____

Email: _____ Occupation: _____

Spouse /Partner Preferred First Name: _____

LIST OF CORVETTE VEHICLE OWNED (for publication in [the Members Directory](#))

(If insufficient space – please attach a further, separate listing). Please use the following code to denote condition: **R** = Restored **UR** = UN Restoration **EO** = Excellent Original **GO** = Good Original **PO** = Poor Original **LH** = Left hand Drive

YEAR	BODY STYLE	REG No.	LAST REG. No.	COLOUR	CONDITION/ STEERING	VIN ID PLATE
	Coupe/ Roadster	if current	if known		as per above code	
_____	_____	_____	_____	_____	_____	_____ / _____
_____	_____	_____	_____	_____	_____	_____ / _____
_____	_____	_____	_____	_____	_____	_____ / _____

I wish to become a member of NCRS Australia Inc. I agree to be bound by the current rules.

*I have NO OBJECTION to the above details being included in the [Members Directory](#) circulated to all financial members.

*I OBJECT to the above details being included in the [Members Directory](#) **which will be** circulated to all currently financial members. (*Please delete whichever is NOT applicable).

I agree that I will not use the information contained in the [Members Directory](#) for any purpose **other** than to contact another member to discuss matters of mutual interest. I will not divulge the contents of the [Members Directory](#) to any other person or corporate entity.

Signature: _____

Date: _____

I enclose herewith: \$AUD \$35.00. Please send Personal Cheque, Bank Cheque or Money Order.

Make Cheque or Money Order payable to **NCRS Australia Inc.**

For office use only:Date Received: ____/____/____ Receipt # _____

Cash/Chq/MO: Cheque No: _____ Acceptance Date: ____/____/____

NCRS Australia Member Number: _____ Name of Bank: _____

EMAIL: info@ncrs.com.au

[National Corvette Restorers Society Australia Inc. 9882798](#)