

NCRS

AUSTRALIAN CHAPTER

NEWSLETTER



September 2011 to January 2012

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
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Ron Barrett

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Richard Stones

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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.

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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: Emmanouel Gaganis



WA: Terry Martin



QLD: Neil Fletcher



NSW: Murray Forman

VIC: Scott Morden (photo coming)

PREDIDENTS REPORT - Murray Forman

Hi Everyone,

Well here we are in and another year has passed. I hope all of you had a very Merry Christmas and a Happy New Year. As you may be aware, at the end of November 2011 we held our AGM at my place. The result of that meeting follows.

We have had a fairly successful 2011 in the form of Judging Schools and Judging Meets. Three of our Members achieved the highest Award in NCRS International Chapters being the International Mark of Excellence Award, congratulations to Richard Stones, Richard Dickens and Murray Forman.

This coming April in Perth at the Joondalup Resort, we are hoping to have more of our Chapter Members achieve The International Mark of Excellence. I am really looking forward to this Meet.

In February this year in Sydney, we will be holding a Chapter Meet at the Novotel Resort at Rooty Hill NSW. Please come along and support both these Chapter Meets. The entry forms have been sent and are attached to this newsletter, so without your participation we cannot make these events a complete success.

We are still holding in stock a complete range of memorabilia from shirts, jackets, caps, stubby holders.

The Chapter Membership is slowly growing, at the moment we are at 108 members; this includes our International members.

I would like to take this opportunity to thank you all for your support for me over the past year and am looking forward to continue the relationship with you in the following year.

Once again, please support your Chapter and participate in the events that are organised, as this is the only way the Chapter will continue to grow and survive.

Also please do not forget the Editor, this is a very difficult position to produce a Newsletter without Stories and input from all of you members. So again, please give him some stories so he can continue to produce excellent Newsletters as he has done in the past.

Murray Forman,
President NCRS Australia Inc.

VICE PRESIDENTS REPORT – David Adler

2011 has been another very successful year for the NCRS Australia chapter.

Sponsorship:

The following sponsors maintained their sponsorship for the year: GM Down Under Australia, Inmaco (Morton Benjaminsen), Shannons Insurance, Paragon Corvette Reproductions, and Kwik Kopy Perth. Furthermore, Rightway Panel Beaters (Terry Martin) and Travel Managers (Deb Marvin) in Richmond have also made significant commitments of their time and money to benefit the members and all our sponsors deserve much recognition and thanks.

Please support our sponsors as without them the club cannot continue to function as it does.

A number of these sponsors support terms expire at the end of this year. Whilst we certainly intend to approach them once again in 2012, I would appreciate any suggestions you might have to invite new entities to support the chapter in order to share the cost across a broader group.

Chapter Profile:

The profile of the chapter and its members has been greatly enhanced throughout the past 12 months as members have travelled to a number of American events, including the NCRS Nationals. The hospitality of our American friends continues to be better than we could ever hope for, and the opportunities this presents are excellent.

Due to the continued relative strength of our currency and economy a number of new and rare Corvettes have entered the country in the past 12 months providing members with continued variety in the judging fields.

A number of events have been held by our chapter over the past 12 months including tech sessions, judging schools, flight judging, road tours, and general socialising. All of these help to expand the membership knowledge and profile of the chapter. I look forward to this continuing in 2012.

Marketing:

Sponsorship funding provides the club with options on how to promote itself and reward the members. We continue to maintain our web site, produce stubbie holders, corporate flyers, t-shirts, hats, and jackets.

Unfortunately, due to the low level of sales we have elected not to produce a calendar for 2012.

As you may be aware Murray and Lon have recently produced a promotional video for our chapter which will be placed on our web site and is a great idea to attract new members.

Please feel free to contact either Murray or me with any suggestions you have to expand our marketing and promotion for the chapter.

Top Flight Chapter Award:

The NCRS Chapter Award Program was developed to promote involvement and participation by members in their Chapter events while encouraging the sharing of knowledge in the restoration and preservation of the Corvette. The Program measures the performance of each Chapter against standard award criteria similar to the principal used in judging our Corvettes. Each Chapter is eligible to receive an award every year after submitting the required quarterly reports and fulfilling the criteria attached.

As reported by Murray in our previous newsletter, during my visit to Novi, Michigan for the Nationals in 2011 our chapter was presented with the Top Flight Chapter Award. This award was a highlight of the opening night presentation and many chapter Presidents were particularly pleased to receive it on behalf of their members.

In 2011 we are close to completing the requirements to receive the award once again. Importantly in order to satisfy the program regulations all activities need to be documented with sign in sheets, and hence please ensure you all sign in at each event and for each activity, e.g. road tour, judging school, AGM, etc.

I believe the club needs to have a dedicated person appointed to run this program for our chapter each year, and would appreciate someone assisting me with this in 2012.

Thanks:

Thank you to all committee members, particularly Murray Forman our President, Gary Cowans our Webmaster, and Lon LeMaster our enthusiastic Editor for their untiring efforts and commitment of their time to growing the profile of our chapter for benefit of you the members.

David Alder

26 November 2011

TREASURES REPORT – Debra Mavin

NCRS Treasurers Report

01 Jun – 21 Nov 11

Opening Balance as at 01 June 11 \$24489.80

Cheque Deposits

09 Jun	AJ Grime	\$ 35
21 Sep	Mas Paoli	\$105
24 Oct	J Caruana	\$ 35

Direct Deposits

01 Jun	Interest	\$ 4.32
16 Jun	C Collins	\$ 35
04 Jul	Stubby Holders	\$ 35
01 Aug	T Shirt sales	\$360
15 Aug	R Atkinson	\$ 35
07 Sep	Seth Wood	\$ 35
04 Oct	Interest	\$ 3.33
04 Nov	Interest	\$ 0.81

Total Deposits \$ 683.46

Cheque Withdrawals

15 Jun	149	\$ 52	Renew Domain Name – Your IT Help
29 Jun	150	\$ 75	Motoring Clubs of WA
12 Aug	2	\$150	Your IT Help – Web Hosting
02 Nov	5	\$150	Your IT Help Web Hosting
17 Nov	3	\$300	NSW Corvettes Convention
18 Nov	4	\$228.63	Chev Club of WA

Direct Debits

04 Aug		\$741.60	Reimburse Debra Mavin for payments to Joondalup Resort and Access Plastic Cards
31 Oct		\$500	Donation to Royal Flying Doctors
31 Oct		\$ 14.70	Access Plastic Cards
31 Oct		\$549	Motoring Clubs of Aust.
21 Nov		\$ 14.70	Access Plastic Cards

Total Withdrawals \$ 2775.63

Balance as at 21 Nov 11 \$22397.63

Petty Cash on hand as at 23 Nov 11 \$ 156.85

Please note: amendment to previous Treasurers Report ending 31 May 11

16 May \$500 Joondalup Resort Deposit should have been Royal Flying Doctors Donation which bounced back to the account on 17 May 11 due to incorrect bank account details entered.

Debra Mavin – Treasurer NCRS Australia Inc

NCRS AUSTRALIA STOCK REPORT – as at 25-11-2011

FLIGHT CERTIFICATE AWARDS

TOP FLIGHT	40	
SECOND FLIGHT	41	
THIRD FLIGHT	50	
WINDOW IDENTIFICATION	0	
APPRECIATION	0	
TABULATOR	47	
JUDGING	27	
TOTAL	205	\$ 207.05
COST-75c US\$ DIVIDE BY -74c AU\$ =\$1-01		

TROPHIES

COST – DONATED VALUE		\$ 30.00
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BOOKS

COST – DONATED VALUE		\$ 50.00
INTERNATIONAL ATTENDANCE PLAQUE	2	\$ 125.00
INTERNATIONAL MARK OF EXCELLENCE	1	\$ 250.00

SHIRTS

BLUE DENIM	TOTAL	9 @ \$45=	\$ 405.00
GREEN CLUB	TOTAL	7 @ \$45=	\$ 315.00
EVENT	TOTAL	0 @ \$35 =	\$ 0.00
CLUB CAPS	TOTAL	8 @ \$20=	\$ 160.00
LADIES SHIRTS	TOTAL	19 @ \$34=	\$ 646.00
TOTAL			\$2188.05

RIBBONS

TOP FLIGHT	2	
SECOND FLIGHT	15	
THIRD FLIGHT	20	
SPORTSMAN	14	
LONGEST TRAVELLED	1	
LONGEST TRAIERED	4	
LADIES CHOICE	0	
TOTAL	56 @ \$4.84=	\$ 271.60
COST US\$3-58 DIVIED BY -74c = AU\$4.84		

CLIP BOARDS	41 @\$2.50=	\$ 102.50
TORCHES LED	16 @\$3.00=	\$ 48.00
PENCILS	28 @ .50c=	\$ 14.00
JUDGING MANUALS SET DONATED VALUE		\$ 600.00
STORAGE CONTAINERS	7 @\$15.00=	\$ 105.00
PENS	6 @\$1.00=	\$ 6.00
SCISSORS	1 @\$2.00=	\$ 2.00
STAPLERS	1 @\$2.00=	\$ 2.00
CALCULATORS	2 @\$4.00=	\$ 8.00
CD'S P/POINT PRESENTATION	2 @\$2.00=	\$ 4.00
CD'S NCRS 2005	13 @\$5.00=	\$ 75.00
PROJECTOR & SPEAKERS	1	\$ 500.00
PRINTER	1	\$ 250.00
RETRACTABLE SIGNS	2	\$1024.00
STUBBIE HOLDERS	143	\$ 715.00
KNEE PADS	6 Sets@\$4.00	\$ 24.00
MIRRORS	3 @\$2.00=	\$ 6.00
MAGNIFYING GLASSES	2 @\$2.00=	\$ 4.00
CALANDERS	8 @\$10.00 =	\$ 80.00
PETTY CASH TIN	1 @10.00=	\$ 10.00
TOTAL		\$3851.10
MERCHANDISE & EQUIPMENT HELD IN PERTH		
GREEN SHIRT	2	\$ 90.00
BLUE SHIRTS	2	\$ 90.00
STUBBIE HOLDERS	0	\$ 0.00
BOLLARDS & TAPE	24	\$ 700.00
BANNER (NCRS)	1	\$ 250.00
FREESTANDING BANNER	1	\$ 512.00
BODY DOLLIE	1	\$ 300.00
PHOTOCOPIED MANUALS - 61-62 - 63-64 - 70-72 - 73-77 80-82 - 84-86 - 87-89 - 90-91	8 @\$30.00	\$ 240.00
TOTAL		\$2182.00
GRAND TOTAL OF STOCK		\$8221.15

NCRS AUSTRALIA INC. AGM First a word from Murray Forman

Well here we are at another AGM. The year has come and gone so fast, and the membership has grown by 10 members but we lost 8 members for reasons like Family, sold car, no time. All we can do is keep working on membership and continue to grow the Chapter

At the present we are in a very sound position in the bank, this is through having great sponsors and hard work. I would like to thank our Sponsor for their support. So please members so support our Sponsors they are:

Paragon , Inmaco Pty (Morten Benjaminsen), Right Way Panel Beating (Terry Martin), Travel managers (Deb Mavin).

We have achieved a lot this year .We have held Chapter meets where we achieved 3 cars to complete the International Mark of Excellence .We are the first Chapter to hand out these awards, which is great !!

We held 2 Chaplet meets this past year and had excellent support at these meets.

We also held several Judging schools: 63 Steering column, Midyear plant school and Video promo

We also received our TOP FLIGHT Chapter Award at the National this year in Novi. We were presented with a banner. The banner is over in WA at Terry Martins Workshop. I would like to thank David Adler for all his hard work he put in for us to receive this award .Thank you David

Last year was Lon LeMaster first year as the Editor; this is a very hard position to produce a Newsletter. When you haven't received a lot of information from the member's .Please give him some photos and stories. Thank you Lon you are doing a great job keep it up

Finally I would like to thank you all for the support you have given me over the past year and I look forward to if I am elected to serve you next year

Murray Forman

Sydney attendants

Murray & Wendy Forman, Andrew & Debra Mavin, Barry Kissell, Richard & Yvonne Stones, Ron Barrett, Richard Dickens, Peter & Elle Maboub, Lon LeMaster.

12:00 Noon the Sydney Members watched the two videos that Lon & Murray had made prior to this AGM talking about NCRS and the Chapter.

Murray spoke about David to film a complete judging procedure, to use this video to show new members how NCRS judges their cars, this matter will be discussed later in the AGM under General Business.

At 1:00pm Murray contacted our Perth Members and set up a “phone conference”.

Perth attendants

Terry Martin, David Alder, Gary Wilkinson, Gary Cowans, Richard Geiger, Neil Bishop and Wendy.

Murray then opened the AGM for 2011.

Apologies –Colin Morris, Andrew Gilligan, Clint Messenger.

Presidents Report: Murray read out his Presidents Report (copy is in the Newsletter).

Secretary’s Report: Wendy read out her Report (copy in the Newsletter).

Vice Presidents Report: David Alder read out his report (copy in the Newsletter).

Treasurers Report: Murray read this report on behalf of Deb Mavin (copy in Newsletter).

Stock Report: Read by Richard Dickens (copy in Newsletter).

Murray then wrapped up the meeting and thanked all members for their attendants and vacated all positions. He then handed the meeting over to the Enrolling Officer Peter Maboub.

Peter then accepted the moved and seconds of each of the positions.

The positions are as follows:

President	Murray Forman
Vice President	David Alder
Secretary	Wendy Forman

Treasurer	Debra Mavin
Editor	Lon Lemaster
Web Master	Gary Cowans
Club Plate NSW	Andrew Mavin
Club Plate WA	Gary Cowans
Event Co-ordinator	Ron Barrett
Apparel Officer	Richard Dickens
Committee:	Neil Fletcher, Harry Turner Richard Stones.
Public Officer NSW	Murray Forman

State Representatives:

NSW	Murray Forman
VIC	Scott Morden
QLD	Neil Fletcher
WA	Terry Martin
SA	Vacant
Tas	Chris Farrer

CMC Officer WA	Gary Cowans , Gary Wilkinson
Judging Chairman	Murray Forman
Chapter Flight Award delegates	David Alder, Gary Wilkinson

Peter Maboub then congratulated all the nominees for their positions and declared them passed and handed the meeting back to the newly elected President Murray Forman.

Murray then opened the General Meeting.

General Business:

The discussion was raised about the \$35 membership fee, after a long discussion it was decided to maintain the original fee with no increase.

It was then asked which members do not pay membership fee, Murray responded with Sponsorship Members and Life Members.

Gary Wilkinson suggested putting a \$5/head admission fee on events – this was discussed and decision was not accepted.

Richard Dickens asked how many paying members there were, Murray responded 100 x \$35 = \$3500-00

Murray asked the members their opinion on running the 2012 calendar, after the disappointment of the 2010 and 2011 calendars in sales, it was decided not to do a 2012 calendar.

Murray put forward a discussion on the \$50 Judging fee for Flight Judging, after a long discussion it was decided to increase the fee to \$75, this was then passed.

Murray the put forward a request to spend \$3,000 on having the next Sydney February event filmed and use this as an education tool for new members on the NCRS Judging Procedures. After a long discussion it was agreed to proceed with this film at the February Meet. It was also decided that both Gary Wilkinson and Lon LeMaster will do the commentary on this film.

In relation to membership, the discussion was raised by Neil Bishop to put on monthly displays in high profile car parks to promote NCRS membership. The decision was made to proceed with this.

David Alder suggested sponsorship in other Corvette Clubs National magazines, Full page \$300/yr, Inside cover \$400/yr, Murray responded that he would ring around and chase this up.

David Alder suggested we contact NCRS America that if we receive another Top Flight Award this year in San Diego could we get a second Banner and the Australian Chapter pay for that Banner so we can have one on West Coast and one on East Coast, Murray to research the possibilities.

Murray declared the meeting closed at 2-30pm.

Editors Report – Lon LeMaster

Welcome to the NCRS Australia September 2011 – January 2012 newsletter.

Follows, is my dilemma, a video, and more funny stuff plus anything else I could find that you guys might enjoy.

I would like to encourage everyone to 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 been attending.

Early this New Year, I'll be working on a newsletter format upgrade which will bring a much better look and feel to our newsletter. This will debut "sometime" in the New Year.

We are also going to doing more advertising in this New Year to promote the NCRS Australian Chapter. I want to encourage our members to organize weekend

get together, maybe at a local restaurant, RSL, park etc. to promote the club and encourage new memberships.

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.

C2 Number plate dilemma

I had a recent incident returning to Sydney in my 63 from Murray's place where I was pulled over by a small town cop in Richmond NSW. This guy was obviously bored with his uneventful Sunday early evening and tried to find anything he could to ping me on. The only thing he could find was my so called 'defective' rear license plate. I have a bit of a dilemma, which I'll share with you... any ideas, and suggestions are welcome. C2 Corvettes were not designed to house an Australian full registration number plate. The indented housing is much too narrow left to right. I met a fellow that had previously worked with the RTA that made me a custom plate that would fit in the channelled housing of my 63. (See left photo below) He used proper RTA reflective paint and the plate contained all of the information that was on the state issued plate. He had to put the "NSW" at the top of the plate instead of the left side "NSW" on the standard issue plate.



I showed the above mentioned police officer the correct plate that I carried in the glove box (right photo above) and asked him if he could tell me what he expected me to do? His response was that it was not his problem and that I should have considered that before importing the car to Australia...nice guy. He then suggested that I build a bracket that would push the state issued plate outside the housing and hang the lamp over the top of it. I had to mention that I was not interested in de-facing my car with his ridiculous idea. I think he then mentioned something about "if I ever wanted to drive my car through his town again..." you know the rest.... We were getting on like old long lost friends by now. Anyway,

my only real choice would be to bend the left and right edges of the plate to 90 degree angles and bolt it in the housing. When I mentioned this to my new friend, and Corvette enthusiast, he said I would be de-facing the 'plate' and would draw the same attention and ticket writing skills as my custom plate had already done. BTW There is not enough room to cut the left and right edges of the state issue plate and still maintain the complete numbers and NSW flat in the housing.

So, anybody out there who knows something about all of this, that can shed some light and get me out of this ridiculous situation– HELP!?! My car is garaged with a “No Drive” Defect Notice attached to it until I solve my dilemma and get an inspection sign off.

Let's make a video

I was recently approached by an old good friend of mine Dave Poland, from the UK who came to Australia at the same time as Deb and I, 16 years ago. Dave is an accomplished Producer, Director and Cameraman and had a desire to move his skills into the classic car world. He asked if we could spend a day shooting my car for his show reel. I was happy to oblige. Well folks, the end result was FAR more than I could have imagined for a day of filming and few days of posting. <http://youtu.be/eDmzx-egwPI>

Pay no attention to that old fat guy in the black shirt and blue jeans having a very bad hair day. *“Does the camera make me look fat honey?”*

I asked Dave if we could take a small amount of time in our day of shooting my car to produce an introductory video to the NCRS. Dave agreed and this is the result. <http://youtu.be/d6uJCq2PcH8>

Keep in mind that this was never meant to be anything other than a simple introduction to the NCRS and was done basically unscripted and on the fly with Dave's skills and generosity. The finished result of these 2 pieces prompted Murray Forman to enquire about the cost of producing a proper 8 to 10 minute piece on how cars are judged by the NCRS. An agreement was made between Murray and Dave, at a well discounted price, *‘Thank you Dave!’* to fulfil the requirements. We are planning to shoot this piece at the upcoming Flight Judging event in February 2012 in Rooty Hill. Check with Murray to see if there are any slots available to have your car judged as part of the promotional video. If you are an NCRS certified judge and would like to see your mug in this video, speak to Murray and see if there are any openings for additional judges.

The broad stroke plan is to produce this video as a generic NCRS piece that could be used as a promotional tool by NCRS chapters around the world. The main focus is not going to be NCRS Australia, but NCRS as a whole. Your input and ideas are welcome as always. *Doesn't mean that I will use them though...they may only make it to the cutting room floor... lol*

If you like what you see in my video and would like to do something similar with your car, please contact David Poland from Momentous Productions Pictures on 0411-024-777. If you are planning to restore a car or you are in the middle of a restoration and would like to document the details and journey, this could be a great way to capture those moments. Or ... If you just want a fun little piece like mine, to share with family and friends, please give Dave a call.

I also want to thank my old friend Kip Winger for letting me / us, use some of his music for our videos. Kip started in early days as the bass player for Alice Cooper and then on to his famous big hair rock in band in the 80's "Winger" and has since recorded 4 solo records and constructed an orchestral piece for the San Francisco ballet, called Ghost. You can download Winger or Kip Winger from most music download web sites. Check out Kip's most recent solo record From The Moon To The Sun. <http://www.kipwinger.com>

This issue, I have again included 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

So that's what I have been doing and plan to do. The big question is "What can you do in 2012 to contribute to the club and encourage new memberships? I'll steal from a famous quote, "It's not what your chapter can do for you, but what you can do for your chapter"

Get stuck and let's build our chapter

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

Lon LeMaster – Editor at large

1978 Silver Anniversary Corvette By: Richard Dickens

My Corvette experience started at the Melbourne Chapter, February—March 2006. I was invited to attend by Ron Barrett and Murray Forman. I have always enjoyed and owned American cars, and converted to Corvettes on this trip – my aim, to bring one to Australia.

I met lovely people and made some good friends along the Great Ocean Road including Eck and Terry Pobuda from the United States of America.

At the end of our trip, we decided in short to buy a Corvette. Eck had a 1978 Silver Anniversary for sale in Denver, Colorado. After many phone calls, email and photos, the Corvette started its journey to Kellyville, Sydney.

With the help and guidance of Murray, the transactions, planning and waiting went smoothly, passing without incident. The Corvette left Denver via Los Angeles to Sydney, arriving in port 0800 hours Tuesday, 14 November 2006. All systems go! Murray downed tools, hooked up his trailer and we rushed to collect the vehicle, meeting Ron on the way. The '78 arrived in perfect condition with original tyres from the factory, having now travelled 18,000 miles. It was detailed the following Monday by Robert Waddell, who did an outstanding job.





Our '78 was a trailer queen for the next twelve months until it was registered in New South Wales as left-hand drive, a short wait to fall under the 30 year rule. Our Corvette was on Murray's trailer during the time of not being legal and registrable thru to 2008. The first big Vettes' meeting I participated in as an owner was NCRS and Corvette Heaven 2007 in Surfers Paradise.



The 19th National Corvette Convention, at the Gold Coast, Queensland, Australia was to begin on 7th April 2007. I joined with NCRS Flight Judging on 3—5 April 2007. One week before leaving, I'd had an accident. Broke my nose, thumb and

dislocated my shoulder. The '78 stayed home in the garage. My wife, Kristine and I attended the Chapter in our 4WD. It was magnificent to be able to judge with NCRS, albeit with my arm in a sling.

On 27 January 2008 the Vette was registered as left hand drive in New South Wales, Australia. Any left hand drive car in NSW must be 30 years old to qualify or else be converted to right hand drive. As the Corvette was in original condition, we garaged the car for two years until it could be registered in NSW.



The Tasmanian Chapter met 3—5 March 2008. American NCRS members and their wives flew to Sydney to accompany a group of Sydney NCRS Members as well as NSW Corvette Unlimited, from Sydney to Tasmania for a road trip, a holiday to remember. Murray Forman provided Corvettes and other cars for the Americans to drive. Ron Barrett drove his Silverado as back up vehicle. We all left Sydney to travel to Melbourne. We met our Canberra NCRS Members at Queanbeyan, NSW and they joined us in convoy, to travel over the Snowy Mountains on a wild ride. It was our first experience driving left hand drive, with spectacular scenery over the Snowy Mountains, on a windy, curvy road. It was my wife Kristine's first time as a passenger on the wrong side of the road. She was very nervous around the bends. The white line was continually under her side of the Vette, we called it "White line alert"... move over.



We stayed the first night at Albury. The next day drove to Melbourne to catch the car ferry to Tasmania. We visited Browns Winery on the way. Boarding the car ferry at peak hour was a nerve wracking experience. We all boarded safely. The cars were locked up overnight and we all had a great night enjoying dinner and drinks with the gang.

After arriving in Tasmania, we drove to Strahan. We stayed overnight. The next day the girls went on a scenic railway trip through the Wilderness to Queenstown, the boys followed in the Corvettes.

We drove to the Hobart Casino on the Derwent River for the Convention. Arriving in the rain, we all pitched in to wash the cars. The '78's original wheels and Polysteel radial tyres were in Murrays Silverado. We had to change them over for the judging.



The Casino was a spectacular venue, the Ballroom, for the NCRS judging. Our gleaming 1978 Silver Anniversary Corvette gained its first Top Flight Award.

The road trip was 2000 miles, 990 to the Chapter.

We all had a wonderful time sightseeing around Tasmania, Hobart and Historic Port Arthur's Penal Colony.



We also enjoyed the Sydney Chapter at Rooty Hill RSL Club Casino held 11—13 March 2009. NCRS Members from the United States also attended the Chapter. There were some magnificent Corvettes to be judged. We were very pleased to again receive Top Flight, with only 18 miles driven.

A great time was had by all, sightseeing around Sydney and her beautiful harbour, Convention Dinners, functions and meeting new friends.

Our recent Melbourne Chapter was held 23—24 October 2010. Our 1978 Silver Anniversary Corvette qualified to enter the 1st Australian International Mark of Excellence Award. The Vette was driven to Albury to commence its journey to Melbourne. As the first condition of the award the Vette is required to be driven a minimum of 400 kilometres. By driving to Melbourne the Vette completed the 1st stage of the International Mark of Excellence Award. The '78 Corvette had driven 534 miles and we were very pleased to receive 100% on Operations.

NCRS also had a Chapter for Top Flight judging on some very excellent Corvettes. We all drove back to Sydney and the '78 Corvette drove without incident, another pleasurable road trip.



In 2011, 5—6 March, in Sydney at Rooty Hill Resort, we will complete the last stages of the International Mark of Excellence Award. We thoroughly enjoy being members of NCRS and driving our beautiful Corvette on splendid days in Sydney.

Richard Dickens.

The Resurrection of two C4's out of Japan By: Richard Stones

One afternoon while I was on the internet, I stumbled across two damaged C4's that had been imported into Australia, the first being an 86 coupe, but with very heavy damage on the rear end. The second being a 1990 convertible, only the rear cut.

There is a Company in Australia that imports cars from Japan; some are classified as spare parts only others are repairable and able to be registered in Australia. Being a corvette enthusiast and my passion is C4's, I have accumulated a small amount C4 parts that I can utilise on this project.

I then travelled to Hornsby, a suburb of Sydney to inspect the parts to initiate my project of a stretch corvette limousine which I am hoping to be the only one in Australia.



So the decision was made to purchase both these cars and create a “stretch limousine”. I had enough parts from another wreck that I could complete this project.

After discussions with my engineer, we decided to stretch the car 32”. I used a steel floor section from another damaged body, this section was the correct size to fill the floor gap and the tail shaft tunnel, it was all made by hand and welded in place. I then welded the door pillars back into place and made an inner reinforcing panel to strengthen the door pillar.

Now that the car is a rolling chassis I have had the engineer come out and do his inspection on the structural integrity of the frame, floor and tunnel assembly. He then conducted a deflection test by loading the car with sandbags to equal the weight of four people and we then jacked one corner and measured the deflection which met the government requirements.



As I am a member of the Australian NCRS Chapter, it was decided to carry out a Fibreglass School to manufacture a mould of a removable extended hard-top. After discussing it with Murray Forman we decided to use an original hard-top from a 1990 convertible and because of the extra extension, we then used a turret skin from an Australian Commodore (GM vehicle here). Once we had the two pieces together, we then proceeded to manufacture the mould.



Our intentions are to do another Fibreglass School to manufacture the completed turret assembly in the near future.

Because of the 32" extension, the recess for the body mould at the rear of the door is $\frac{1}{2}$ " out of alignment, but by projecting with a straight edge from the front edge of the door through to the wheel arch opening on the protector strip recess. This then gave us all the measurements for us to manufacture the new infill panel behind the door. This is shown in one of the photos.



I have now started on the conversion of the car from left to right hand drive because of our federal requirements on this model vehicle this car has to be converted. Australia has a 30 year and older rule on conversions and the C4's do not fall into that category.

As this editorial is a progress report on the resurrection of these two C4's, we are now working on the conversion and the interior of the car.

Retirement has given me more time to finish this project and on completion my intentions are to use the vehicle for weddings, corvette road trips, school proms or any other formal occasion. I know this vehicle is nowhere an NCRS car, but I thought this would be a good editorial for the members to read. I am participating in the Australian Mark of Excellence Award with my 1993 Anniversary convertible "Ruby Red".

I have completed all stages up to now and only have one more Top Flight judging section to complete which will be held in Sydney over the weekend of 5th & 6th March 2011.

So I hope you find this editorial interesting and as I am an active member of the Australian Chapter, so below are pictures of Ruby Red 1993 Anniversary convertible.



Richard Stones Member number 45245

Top Vette HOT ROD...OUCH



Rare Find in the Ford Museum



Picture submitted by Gary Cowans from the Ford Museum in Detroit.
Wow, that wax dummy of you is so lifelike it's spooky :o)

Motorsports pioneer Betty Skelton Erde dies at 85



Betty Skelton Erde, an aviator and auto racing pioneer once called the fastest woman on Earth, has died. She was 85.

Erde set female speed records at Daytona Beach and Utah's Bonneville salt flats half a century ago. In 2008, she was inducted into the Motorsports Hall of Fame of America in suburban Detroit.

Dozens of firsts are attached to her name: the auto industry's first female test driver in 1954; the first to set a female world land speed record in 1956 (145 mph at Daytona Beach); and the world land speed record for women in 1965, hitting 315.72 mph at Bonneville.

Erde began drawing attention as a female stunt pilot as a teenager in the 1940s.

"To me, there's hardly any feeling in the world that can equal the feeling of an airplane when the wheels leave the ground," Erde told The Associated Press in 2008. She mastered dozens of tricks. Her signature move was cutting a ribbon strung between two fishing poles with her propeller, while flying upside down just 10 feet off the ground. In 1948, she bought a rare Pitts Special — a lightweight, red-and-white biplane suited for aerobatics. But while Erde was soaring in popularity, she also was a rarity because she was a young, beautiful woman in a male-dominated world of death-defying stunts.

In 1953, the man who began the NASCAR race circuit asked Erde to fly some auto racers from Pennsylvania to North Carolina. She and Bill France became fast friends. In February 1954, France invited Erde to Daytona. She climbed into a Dodge sedan, went 105.88 mph on the beach and set a stock car record. Erde became a Chevrolet employee and set records with Corvettes, owning 10 in all.

In the 50s, she raced across the South American Andes, down Mexico's rugged Baja Peninsula and also set records at the Chrysler proving grounds in Michigan.

"I would venture to say there is no other woman in the world with all the attributes of this woman," France once remarked. "The most impressive of them all is her surprising and outstanding ever-present femininity, even when tackling a man's job." She flew planes until she was in her mid-70s; when she was 82, she drove around her retirement community in a red Corvette.

Said Erde in 2008: "It's been quite a ride."

She died Aug. 31 in The Villages, a retirement community in Central Florida, where she had lived with her husband, Allan Erde.

FUNNY PAGES

A Male Fairy Tale: Once upon a time, a Prince asked a beautiful Princess, “Will you marry me?” The Princess said, “No!!!” And the Prince lived happily ever after and rode motorcycles and dated skinny long-legged broads and hunted and fished and raced cars and went to naked bars and drank whiskey, beer and Captain Morgan and never heard bitching and never paid child support or alimony and kept his house and guns and ate spam and potato chips and beans and blew enormous farts and never got cheated on while he was at work and all his friends thought he was frikin cool as hell and he had tons of money in the bank and left the toilet seat up. **The End.** (edited for the newsletter)

Speaking German in North Dakota

In North Dakota , in a town called Napoleon, there is a large German-speaking population. One day, a local rancher noticed a man using his hand to drink water from the rancher's stock pond.

The rancher rolled down the window, and shouted, "Sehr angenehm! Trink das wasser nicht. Die kuhen haben dahin gesheissen.."

Which means: "Glad to meet you! Don't drink the water. The cows have sh*t in it."

The man shouted back, "I'm from New York , and just out here campaigning for Obama's health care plan. I can't understand you. Please speak in English."

The rancher replied, "Use both hands. You'll get more." **The End.** (NOT edited for the newsletter)

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 has also been a small change with the date of the upcoming Chapter Meet in February in Sydney. Unfortunately we were unable to take possession of the main judging room until late on Friday night, this is unacceptable so we have now **transferred the event to the weekend of Friday the 24th, Saturday the 25th and Sunday the 26th of February.**

On Friday 24th the cars will go on the judging field no later than 5.00pm. We will start judging Saturday 25th and continue on Sunday 26th February with a Presentation Dinner on Sunday night starting at 5.00pm

At the AGM it was also decided that we would film this Chapter Meet on the Judging procedure, how NCRS judges cars, we feel that this would be a great tool for new members to see how this process works. We are intending to have C1, C2, C3, C4 cars in this judging event. I will be sending out the relevant information and Application form for the event in the near future.

Also, please don't forget we will be holding a Chapter Meet in Perth over the weekend of the 11 – 13th April 2012 directly after the Australian National Corvette Convention held in Wollongong at the Novotel Resort. Wendy & I will be flying to Perth on the 10th, if you would like to join us, please let us know and we can make the arrangements for you.

Once again, there will be more information on this event in the very near future.

We look forward to having another successful year in NCRS Australia Inc. so please support your Chapter and attend as many events as possible.

Murray Forman
President NCRS Australia Inc.

NEW MEMBERS

This is a list of the new chapter members who have joined NCRA Australia over the past 12 month. Big thanks and welcome to these new members and we look forward to meeting you at our next chapter event

Grahame McCann	NSW
Stan Figula	QLD
Seth Woods	USA
Domenic Lupis	WA
Paul Pogonoski	NSW
Jessica Lucas	NSW
Eric Hanna	QLD
Mas Paoli	VIC
Emanuel Dos Santos	WA
Keith Shuger	WA

NCRS Australia participation in “100 Years of Chevrolet” celebration

A combined effort from 4 clubs (Pete Taylor Chevy Club WA, Ron Smith 567 Chevy Club, Jarron Baker Corvettes of WA and Gary Wilkinson NCRS Australia) saw around 200 Chevys of all eras congregate at the Perth city foreshore to help celebrate the 100th Anniversary of Chevrolet. The gathering commenced around 9am for the static display which attracted a huge crowd of passers-by, young and old, and a media contingent comprising radio and TV (Channel 9). The Chevrolet brand was well represented with a stand-out show of strength from the Corvette community with over 40 Corvettes turning on the bling! Every Corvette era was represented, C1 thru C6, with C2's & 3's forming the bulk.

A convoy ran from the Perth city gathering point to Hall Park on the Estuary Foreshore in Mandurah (80km south) started at 11:30am and got off to a good start with all traffic lights “in our favour” (one of the club members had a contact within Main Roads Traffic Control and he kept the lights ‘green’ for the convoy). Unfortunately about 30km along the freeway some non-gazetted road works stalled the convoy and all other traffic to a walking pace log-jamb.....this didn't help some 20-odd Chevys, mostly big-blocks and ‘worked’ examples, who had to pull over to gain more coolant.

The gathering at Mandurah went smoothly with a huge area at our disposal with plenty of needed shade – this was the first warm (36C), sunny day we had experience in some months and was most welcomed. The Lions Club set up a sausage sizzle and Shannon's Insurance were present with their booth and Hall Park was directly adjacent to a Fun Park with Ferris Wheel, mini-golf, trampolines etc. so there was plenty to keep the kids (big & small) occupied when not gas-bagging around the awesome vehicles.

The biggest highlight of the day for the organisers was the fact that we raised \$858.40 for the Princess Margaret Hospital Foundation (PMHF) from the gold-coin donation of participants.

The day came to a close around 4pm with very positive feedback from all.



Exclusive: This is the 2014 Chevy Corvette



The exclusive images you see here, derived from hours spent secretly poring over the sheet metal of two seventh-generation Corvettes; show the next step in the supercar's iconic evolution. These aren't photos, but this is absolutely the next-generation Chevy Corvette in ZR1 trim. GM *so* doesn't want you to see these.



Love it or hate it, the Chevrolet Corvette is an American icon. For most of its 60 years, the 'Vette's shown that a commodity-focused U.S. automaker can confound expectations and compete with the likes of Ferrari and Lamborghini. The seventh-generation Corvette — or C7 Corvette — as fan-boys and GM insiders call it — is designed to further confound those expectations.



These renderings were derived from hours this weekend I (and our designer) spent in secret, poring over the completely un-camouflaged "sheet metal" of two versions of the next-gen Corvette. With limited time, we decided to, rather than show you the first one, a base level Corvette, we focused our rendering efforts instead on the high-performance ZR1 trim level.

None of our sources were willing to go on the record or allow me to run their name for fear they might lose their jobs. That's also why I'm showing renderings rather than actual photos — I don't care if it might cast doubt on the veracity of the styling — but I didn't want anyone losing their job over this.

That said, we showed these images to three different sources at General Motors — and all three confirmed that the images you see here accurately portray the ZR1 trim level for the seventh-generation Corvette. A fourth source — a non-GM employee — confirmed that the vehicle we show here is one of two Initial Vehicle Engineering Release (IVER) vehicles that's been making the rounds at the Milford Proving Grounds.

The ZR1 trim level is expected to come out later than the base model Corvette — which is slated for a 2014 model year and a reveal at the 2013 Detroit Auto Show.

At first glance, you think this is nothing more than an evolutionary change to America's supercar. But give it a second for that initial enormously deceiving glance to dissipate into a double-take. The changes — like the very Camaro-esque rear taillights, the over-exaggerated side vents, and a new window in the rear quarter — will be absolutely polarizing to any Corvette fan-boy. And other items — like a split-rear window, a la the Corvette Stingray, won't make it into production.

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BLUE DENIM \$35.00



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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

NCRS AUSTRALIA INC. MEMBERSHIP RENEWAL

Hi Everyone,

Here we are in the start of a fresh year and it is time to renew your Chapter membership. At the AGM it was decided to maintain the present membership of \$35.00 as it has been since we started our Chapter in Australia. The Chapter would appreciate your assistance with this renewal by paying it ASAP and also fill out the attached membership form below with your information so we can check that our records are all correct.

There will be no membership cards sent out this time as the last card you received is good for the next few years.

We will send you a receipt of your payment. Please don't forget if you have a BUDDY please pay their membership with yours at the same time.

I will inform your BUDDY that you have paid their membership, and to make sure they have paid your membership in there Chapter in USA.

There are 2 ways to pay this membership

1. Post a Cheque or Money Order made out to NCRS Australia Inc. to our postal address: P.O. Box 207 Kurmond NSW 2757
2. Direct bank transfer to our account: NCRS Australia Inc. BSB: 062595
Acc#10245414

The next Chapter meet after the Sydney event will be in Perth starting on 11th to 13th of April 2012 at the Joondalup Golf Resort. If you haven't been to Perth, now is the time.

Make the effort and come over to support the WA Chapter Members as they come over and support our East Coast Chapter meets.

Wendy and I will be flying over on the 10th of April with International members from Canada and USA so please come along and have great time with us.

We are putting a group together to go on the Road tour from Denver C.O starting June 24th to the National Convention in San Diego CA from June 30th to 4th July 2012. If you are interested in coming along with us please contact me for the information

Please fill in the form and pay for your membership ASAP. Great talking to you.

Murray Forman
President NCRS Australia Inc.



**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 VEHICAL 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 current financial members. (*Please delete whichever4 in 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 content of the Members Directory to any other persons 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



NCRS AUSTRALIA

Chapter Judging Meet SYDNEY 2012

EVENT REGISTRATION FORM

NAME

NCRS AUSTRALIA INC invites you to attend our Judging Meet to be held at Sydney
 Novotel Rooty Hill, 33 Railway Street, Rooty Hill from 24th thru 26th Feb 2012.
 Staying at the Novotel Motel View on www.novotelrootyhill.com.au

*NCRS Event Family Registration Fee (**Registration required ASAP, no later than 12nd Feb 2012**).....**\$50.00**

Registers 1 NCRS member and their immediate family (spouse/companion & kids under 23yrs)

- *On-site Registration ONLY after 28th Feb, incurs an additional \$25 fee.*

*NCRS Event Guest/Extended Family Registration Fee: #___ @ \$25 each.....Total \$ _____

*Judging Fee: Flight - \$75 *NOTE: Mandatory if you wish to have your car judged*..... \$ _____

- *Note: there is a limit to the # of cars to be judged, selection at the sole discretion of the Event Chairman*
- *Selection Criteria: timeliness of Registration; variety of cars; # of Judges attending*

*Mark of Excellence Judging. *Note: only for the cars that have pre-qualified under NCRS ruling \$150.00* \$ _____

* Sportsman Fee - \$20. *Note: non-Judged corvette displayed, receives Sportsman Certificate*.....\$ _____

*Daily Lunch \$20 per person, per day. *Indicate number of people & which days*..... \$ _____

- # on Friday [] # on Saturday [] # on Sunday []

*NCRS Event Presentation Dinner on Sunday Night Starting 5:30pm \$65.00 per head [] \$ _____

*NCRS Australia Cap: #_____ @ \$20 each One size fits all..... \$ _____

*Event T-Shirt \$35.00 [] Small [] Medium [] Large [] XL [] 2XL [] 3XL... \$ _____

*Green Polo Shirt \$45.00 [] Small [] Medium [] Large [] XL [] 2XL [] 3XL \$ _____

*Blue Denim Shirt \$45.00 [] Small [] Med [] Large [] XL [] 2XL [] 3XL..... \$ _____

*NCRS Jacket. \$300.00 [] Small [] Med [] Large [] XL [] 2XL [] 3XL [] \$ _____

TOTAL \$ _____

- **NOTE: PLEASE ARRANGE YOUR OWN ACCOMODATION RESERVATIONS.**
- **With Jessica as she will give you our special rate**jessica.hughes-smallwood@concept33.com.au
 Phone : **0296774921**. **Ensure you quote "NCRS Australia" as we have block-bookings at a discounted rate not available to the general public. Reservations must be made ASAP and no later than 22thFeb 2012.**

Make cheque payable to *NCRS Australia Inc.* and mail cheque and registration form to:

- , NCRS Australia Inc., PO Box 207, Kurmond 2757, NSW, Australia.
- For overseas registration, please be sure you mail a bank cheque (check) in Australian Dollars.
- Keep a copy of you registration and bring along to the Event

Name _____ Guest _____

Address _____ City _____

State _____ Country _____ Post/Zip Code _____

Email _____ Chapter Affiliation _____

Home Phone _____ Work Phone _____

Mobile/Cell Phone _____

(Please include your STD, Area and Country codes with the above phone numbers}

NCRS National (USA) Membership Number (See label on your Driveline or Corvette Restorer) _____

NCRS Australian Membership Number _____

All other Corvette Car Clubs _____

NOTE: You must have both NCRS USA and Australian Chapter memberships to have your car judged in this event. Your Registration will not be processed without this information. For further information on USA membership, see <http://www.ncrs.org/> and click "Join Now". For Australian Chapter membership, see www.ncrs.com.au.

Car being entered for Flight Judging 1953-1994 or Sportsman – any era

Year _____ Complete VIN # _____

Coupe [] Convertible [] or Roadster [] please indicate which applies

All registrants (even if you are not having your car judged) must read and sign the Hold Harmless agreement as follows: (1) Whereas owner voluntarily enters his/her vehicle in the NCRS Australia event, the owner (s) will insure his/her vehicle against loss, damage, and liability and if asked, will provided proof of such insurance being in effect at the time of the event. (2) That the owner (s) does hereby indemnify and hold harmless NCRS Australia, all of its officers, directors, agents, employees or assigns for any such acts of omissions which may result in the theft, damage, or destruction or injury occurring during or as a consequence of this event, wherever located. (3) That owner(s) in attending this event does so voluntarily and agrees and assumes the risk of any and all damage to his/her vehicle or injury to his/her self or others, and NCRS Australia Inc. or NCRS harmless there from. (4) The vehicle must be insured and "registered" to the person showing on the vehicle for judging. By signing your name in the designated area below, indicates that you have read and agree with these terms and conditions of entry and attendance.

Signature _____ **Date** _____