

NCRS AUSTRALIAN CHAPTER
Newsletter
April May June 2025



Logo for the Convention this year in Las Vegas



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OFFICE BEARERS

President	Murray Forman
Vice President	Rod Grogan
Secretary	Wendy Forman
Treasurer	Glen Shreeve
Membership Officer	Joe Caruana
Merchandise	Andrew Christopolous
Webmaster	Gary Cowans
Editor	Wendy Forman
No. Plate Registrar	Rod Grogan
Event Co-ord.	Murray Forman Rod Grogan
Committee	Harry Turner Ross Reynolds Graham Tydeman
Public Officer	Murray Forman
Legal Advisor	Andrew Christopolous

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Western Australia

Terry Martin

South Australia

TBA

Queensland

TBA

New South Wales

Murray Forman

Ph: 0245678330

Victoria

TBA

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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NCRS AUSTRALIA INC CHAPTER NEWSLETTER



President: Murray Forman



Vice-Pres.: Rod Grogan



Secretary: Wendy Forman



Treasurer: Glen Shreeve



Editor: Wendy Forman



Web Master: Gary Cowans



Apparel



Legal Andrew Christopolous



No. Plate Reg: Rod Grogan



Membership Officer Joe Caruana



COMMITTEE MEMBERS



Graham Tydeman



Ross Reynolds



Harry Turner

STATE REPRESENTATIVES



WA: Terry Martin



NSW: Murray Forman

QLD: TBA

VIC: TBA



Presidents Report at the AGM- Murray Forman

It is with great sadness of the passing of one of our international Chapter Members Tom Barr. Tom was the inspiration who assisted me in the development of NCRS Australia

Without Tom there would not have been our Chapter. Later in this Newsletter, under the Vale message is the complete story about my connection with Tom and how it all started. May you rest in peace dear friend.

Our membership in WA continues to expand, the chapter members over there Gary Cowans and Terry Martin are doing a fantastic job in the expansion of NCRS Australia job well done Guys.

We are working on judging meets in WA, NSW and Qld. More information on these Meets will be coming out in the future, so please, support the Chapter and attend the Meets.

Andrew, our Merchandise Officer has finalised a sloppy-Joe jacket with a zip-up neck in black or green with the NCRS Logo on one side and our Chapter logo on the other. They will be available on order only at a cost of \$80 each. Either contact Andrew or myself with your order.

Wendy & I along with Glen Shrieve and Patrick Heher will be attending the Rocky Mountain Road Tour to the National Convention, there will be a complete editorial in the next Newsletter. It is still not too late for you to join us all, if you are interested, please contact myself. We have 3 sponsors **Corvette Central, Zip Corvettes, Keen Parts** as advertised in this Newsletter. Please support them as they are supporting our Chapter.

Murray Forman

NCRS President

Secretary's Report Editors

There has not been a lot of incoming communication this year, Where, in the past we would receive Club Newsletters in the mail, where now all are coming by emails. If you would like to read these emails, I can forward **them on request**.

Also, there has been a change of postal address for the Chapter from Kurmond to **P.O. Box 292 Kurrajong NSW 2758** So please, for any mail communication please use our new postal address.

As far as the editor is concerned, please consider doing some short editorials with photos for the Newsletter. Other Chapter Members would like to know your travel plans have been.

Looking forward to serving you next year.

Wendy Forman, Secretary & Editor.

Vice Presidents

Nothing to report this Newsletter

Treasurers Comments 2025

Nothing to report this newsletter

New Members

Welcome to all new Members to our Chapter

John Kopcheff	WA
Dennis Kopcheff	WA
David Mueller	WA

Parts for sale



1963 Corvette Coupe Grand Sport – Tribute

\$327,000.

Note - “C2R” plates are optional and negotiable.

Harry Turner, 0409 409 599

Vale Tom Barr 1947-2025



In loving Memory of Tom Barr The Pioneer of NCRS Australia Chapter

It is with deep sadness that we announce the passing of Tom Barr, a remarkable friend and the inaugural driving force behind the formation of the NCRS Australian Chapter. On behalf of our entire community, I wish to share the story of Tom's extraordinary influences and the cherished friendship that blossomed between our families.

So, I thought it was time to explain to you all our relationship and friendship with Tom & Linda Barr and how it started.

It all began back in late 1900's, Wendy & I had just got into the Corvette society in Australia. We were in Chicago Airport on one of our business flights to Cleveland.

While sitting outside the gate, I happened to notice a lady & gentleman sitting opposite us, who happened to be Tom & Linda Barr. I noted she was wearing a lovely necklace which was the rear end of a C4 with Ruby Studs as the tail, lights.

Wendy had purchased a 1990 C4 convertible for my birthday, so this pendant was quite significant to our car. So, I had brought Wendy's attention to the pendant.



At the same time, unbeknown to us, Linda had passed comment to Tom that “the guy over there is staring at my breasts.

Me being forward decided to get up and introduce myself to Tom & Linda. Telling them that I was impressed with Linda’s necklace and telling them that we had acquired a C4 Convertible, so the pendant was quite impressive to us. Tom then informed us he had bought the necklace for Linda because a C4 he had bought her had caught fire and burnt.

I asked them where they were flying to, they said Cleveland, the same airport as us. So, I then asked, would they mind hanging around at baggage pick-up where I would like to give them some Australian Corvette cap and memorabilia from our Corvette Club which they agreed to receive the gifts.

After presenting the gifts and exchanging contact numbers and addresses, we both departed on our way.

On returning back to Australia, approximately 1 month later, we received a package in the mail from Tom & Linda. This consisted of caps and memorabilia from NCRS Chapter Tri-state Pittsburg. We had never heard about NCRS, but after phoning Tom where he explained we were hooked.

Both Wendy & I fell in love with the C2 series and wanted to purchase a 63 coupe. After talking to Tom, he invited us to attend Carlisle. We both jumped at the opportunity. At Carlisle, we found our “dream car”. We were travelling with American Express Traveler’s Cheques.

When we attended the Notary to do the deal, suddenly, the seller would not accept the traveler’s cheques, he wanted cash. As he stated, they could be fraud.

Tom offered to drive us into Carlisle to the Banks. As you all know, these banks are not very big and do not hold a lot of cash on hand. So, after we attended 4 banks, and converted the cheques into cash, where I was finger-printed, we had a total of \$11,000. Nowhere the total amount.

On returning to the showgrounds, thinking that the deal would be off, Tom and another friend Jack went to the guy and told him this was stupid not accepting the traveler’s cheques and that we had \$11K in cash.

The real reality was he did not want a paper-trail. But after a while, he decided to accept the arrangement. So, after the deal was complete, Wendy & I spent the next full day driving around Carlisle Showground and also making arrangements for the car to be shipped to my Business Associate in Cleveland.

From there the car was exported to Australia. Without Tom’s help, we would not have fulfilled our dream.

Moving forward and many more trips to America, spending time with Tom & Linda and with Toms assistance, it was decided for me to put an application to the Board of NCRS Convention in Windsor to start a Chapter here in Australia.

Where we were given permission to start a probationary Chapter in Australia.

At the next year’s Convention, when attending the Board Meeting, after the Convention, then receiving our Chapter Status, we were absolutely blown away that Roy Sinor National Judging Chairman Michael Pierce who was a director along with Tom Barr, Jack Humphreys, Ralph Ridge Echardt Pobuda Charlie Cadenhead all put their hand up to help us start the Chapter.



So, in 2005 the Chapter started operating in Australia, under the logo of “NCRS Australia Alive 2005” All the rest is history.



The Americans who came to Australia to start our Chapter.

From there, Tom decided to start a new Chapter in Arizona where Wendy & I put our hand up to become the Editors, which is not hard to do because of the internet and the fact that we also were the editors for the Australian Chapter where we could share editorials in both Chapters.

So, this is how our relationship and friendship started with Tom & Linda Barr. Tom’s passing will be one huge void to be filled, as he was Chapter Chairman of the Southern Arizona Chapter and C4 Team Leader at the National Conventions.

Both Wendy & I with the entire NCRS Australian Chapter send our heartfelt condolences to Linda and the family. Tom, your legacy lives on in every member, every event, and every Corvette enthusiast whose life you touched. Though you may not be here Tom, you will always be in our memory forever. Your vision and kindness made NCRS Australia possible and for that we are eternally grateful. Please rest in peace, and his passing brings us to the realisation of appreciation every day on this earth. Without Tom’s input, NCRS Australia would not exist.

Murray & Wendy

Perth Chapter Judging Meet 2025

On May 17th, 18 judges gathered at Terry Martin's Garage in Wangara to conduct Flight Judging on Glen Shreeves' 1997 Coupe and to judge Brad Howard's 1971 Resto Mod Coupe.

Flight Judging

Glen's Corvette underwent Flight Judging, which involves a highly detailed assessment of a Corvette's restoration, focusing on factory specifications and originality. The goal is to evaluate the authenticity and quality of the car's restoration using a point system that considers factors such as originality, restoration quality, and supporting documentation.



Concours Judging

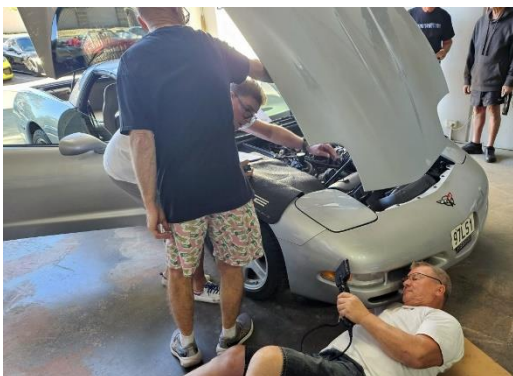
Brad's Corvette was judged under NCRS Concours Judging, a category designed for Corvette enthusiasts whose cars are customised, restored, or modified beyond factory specifications. This judging process emphasises the car's appearance and operational condition rather than originality, making it accessible to a broader range of vehicles. Awards are given based on these criteria, recognising a wider community of Corvette owners.





Event Highlights

As is typical for Perth, the weather was fantastic, and we enjoyed a great turnout of members and their Corvettes. The judging was conducted with great attention to detail and enthusiasm.



Master Judge Award – NCRS Black Cap – Terry martin

We were also surprised and delighted when Murray presented Terry with his Black Cap for achieving the 100-point judging level in the NCRS Judging Recognition Program. The Black Cap is a special award given to judges who have demonstrated significant commitment and experience by reaching this milestone. No one was more surprised than Terry himself-just look at the photo!



NCRS Chapter Award Program

Our Chapter was proud to achieve Top Flight status once again in 2023, with Murray presenting the award sticker to Gary Cowans. The NCRS Chapter Award Program was developed to promote active involvement and participation by members in Chapter events, while also encouraging the sharing of knowledge related to the restoration and preservation of Corvettes. The program evaluates each Chapter's performance against a set of standard award criteria, much like the principles used in judging our Corvettes.

This marks the 11th time our Chapter has achieved Top Flight since the award's inception in 2010. We also earned Second Flight in 2014-a testament to our ongoing commitment and enthusiasm.





In the evening, after the judging, we held a presentation dinner at the Joondalup Resort restaurant, where Murray presented the awards.

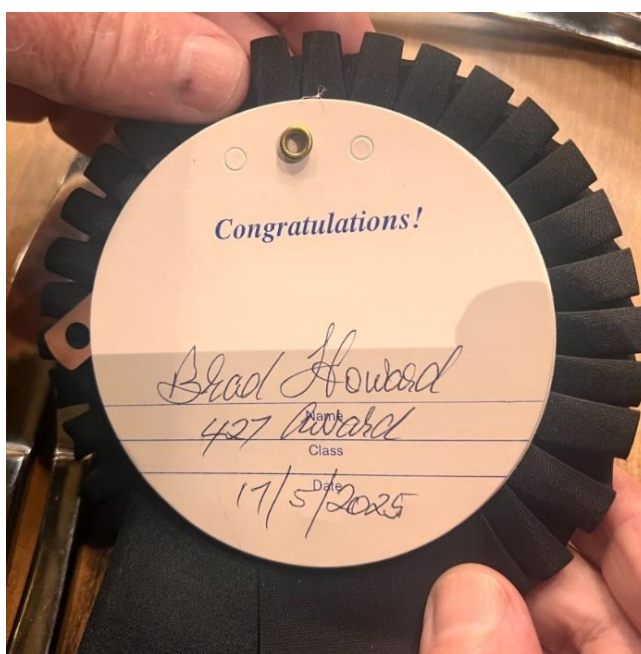


Awards

Glen's Corvette achieved the prestigious Top Flight Award.



Brad's Corvette received the Top Concours 427 Award and was also recognised with the Longest Distance Travelled Award.



John Neskudla Sportsman Award



A fantastic time was had by all, and we are already looking forward to the next event in October. Members are encouraged to nominate their Corvette for this upcoming event now!





Shane's C8



Judging the mechanics C5

Bernie's on Mounts Bay Road

Step back in time to Bernie's on Mounts Bay Road — the ultimate Perth drive-in that captured the hearts (and appetites!) of generations. Starting in 1939 as a humble seafood stall, Bernie's quickly transformed into a buzzing late-night hotspot, famous for its mouth-watering finger meals like crayfish rolls, juicy hamburgers, and sizzling steak burgers.



Picture this: open-air service from caravans, the smell of grilled steaks in the air, and a crowd of shift workers, night owls, and car enthusiasts all drawn to this vibrant hub. Bernie's wasn't just any eatery — it was a pioneer, introducing Perth to the hamburger thanks to American servicemen during WWII, and dazzling diners with its unique cook-your-own-steak experience. For an incredible 55 years, Bernie's reigned supreme as the city's most iconic drive-in, a true taste of nostalgia and community spirit.

But Bernie's story doesn't end with food. It was also a legendary gathering spot for Corvette and Hot Rod lovers, a place where passion for cars and camaraderie collided.



Recently, a blast from the past surfaced—a 1983 photo showing the rear of a stunning '74 Corvette sporting a luggage carrier. Ray Thompson's eagle eye guessed it might be Colin Morris's ride, and sure enough, John Neskudla's detective work confirmed it. Colin even shared a photo of the Bernie's Trophy for Top Street Machine from that very year, cementing Bernie's place in the annals of Perth's car culture.



Though Bernie's Dinner in Perth closed its doors in 1994, ending an era, its legacy lives on. For over half a century, Bernie's was more than just a late-night food stop—it was a vibrant crossroads where great food, unforgettable nights, and roaring engines came together. For Corvette fans and food lovers alike, Bernie's remains a shining symbol of a golden era — a place where memories were made, friendships forged, and legends born. Here's to Bernie's, the heart and soul of Perth's drive-in scene, forever cruising in our collective memory!

Project C8 more power

Project C8 Corvette: Mans Quest for More Power by Shane Gifford

The Wait, the Arrival, and the First Mods

I first ordered my C8 Corvette on July 28, 2023, and after an excruciating wait, it finally landed at Golden City Motors in Kalgoorlie on July 7, 2024. Like any true enthusiast, I tracked the car's journey from Bowling Green, Kentucky, to Fremantle, Western Australia. I even staked out the wharf to watch it come off the ship, only to learn the keys were left behind in Melbourne—a classic logistics hiccup.



Arrival in Kalgoorlie

Once the car was finally delivered, I wasted no time. I'd already stockpiled a **Corsa exhaust system** and a **carbon fibre aero kit**. The Corsa went on the first weekend, giving the LT2 V8 a proper American Chevy soundtrack. Next up: **radiator guards** for debris protection, the aero kit for looks and downforce, **20mm wheel spacers** to widen the stance, and a **lowering kit** to drop the centre of gravity and improve handling.

For added safety and style, I installed an **F1-style flashing centre brake light module**. Then came **front canards**, **rear diffuser**, **sequential LED taillights** plus **carbon overlays** to eliminate interior glare. By September, a **carbon fibre steering wheel with matching paddle shifters** completed the cockpit



Track Testing and the Quest for Grip

My first track day revealed the C8's Stingray's Achilles heel: understeer and lack of brakes. To address this, I sourced a set of custom **track wheels** and tyres, going with an 18" front (upped to 275mm width) and 19" rear, which increased front-end grip and improved turn-in. A set of Z06 brakes were fitted with track pads to increase stopping power and a harness bar with race harnesses to keep me strapped in tight and suspension adjusted for tracking.

TVS2650 C8 Corvette Supercharger System



The Power Deficit and Supercharger Decision

Coming from a C7 Z06, the naturally aspirated LT2 felt tame. I wanted forced induction, but turbos and centrifugal blowers weren't my style. I chose the **Magnuson Supercharger kit** for its OEM-like integration.



The Install

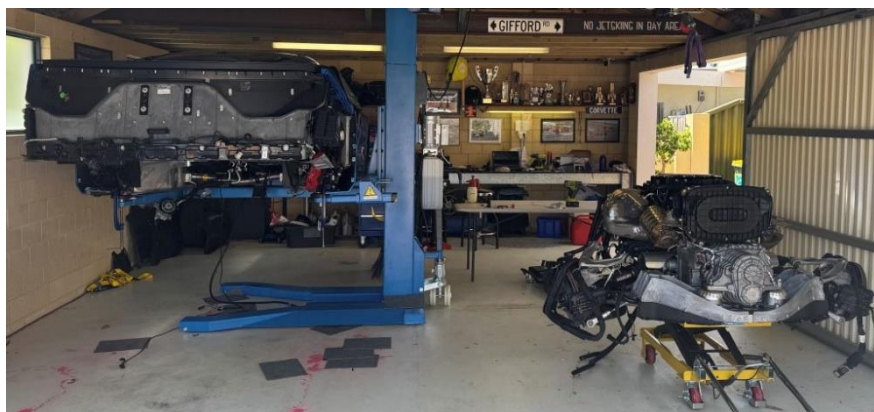
I invested in a **garage lift** and every specialty tool needed to drop the C8's rear subframe and engine assembly—essential for this mid-engine platform. The Magnuson kit arrived on November 13th, 2024 and I had it installed by the 16th.



Remote Tuning Woes

I picked a reputable US tuner for remote calibration. Using **HP Tuners**, I data logged pulls, emailed logs, and flashed new tunes. This was proving difficult due to our poor quality 98 RON fuel, after many updates I did my first hard multi-gear pull, smoke was coming from the rear end and soon discovered oil pooling under the car. The **rear main seal** was leaking. A leak-down test revealed massive blowby in four cylinders causing the crankcase to pressurise and force oil out the rear main seal. So, engine out and a full strip required. I found 4 pistons with broken piston ring lands, three bores are OK, but one was scored badly and needed to go to max oversize.

The tune wasn't ready, detonation and excessive heat caused the ring gaps to close, then tighten in the bore and break the pistons. My lack of knowledge of tuning contributed to this however I understood from the tuner, I was good to go.



The Rebuild: Engineering for Boost Sourcing Parts

I decided to **lower the compression ratio to 10.0:1** (from the stock 11.5:1), knowing I'd be running more boost and our local 98 RON fuel isn't as robust as US 93 octane. This required a custom set of pistons from JE Pistons. A set of Callies Compstar Extreme Rods were also chosen and now the rotating assembly was good for 1200+HP.

Machine Work and Assembly

- **Block, crank, rods, pistons:** Sent for machining and balancing.
- **Crank and rod clearances:** Set at 0.0025" for high horsepower and RPM durability.
- **Ring gaps:** Opened to 0.026" for heat expansion under boost.
- **BTR Stage 2 Cam:** Designed for supercharged LT engines, with a +32% HPFP lobe for more fuel.

- **VVT lockout:** For valve overlap and high RPM.
- **LS7 lifters and upgraded valvetrain:** For higher lift and RPM stability.
- **Katech Timing chain and LME chain guide:** To prevent tensioner failure and increase chain strength.
- **LME valley cover and crankcase breather ports:** For crankcase pressure management under boost.
- **ARP head and main studs:** To clamp everything tight for high cylinder pressures and RPM

Fuel System

- **Cicio's RH fuel tank boost pump:** For increased low-side fuel supply.
- **Katech Goliath HPFP:** High pressure High flow direct injection pump.
- **Xtreme DI +40% injectors:** For more fuel at high boost.
- **LPE Check Valves:** Prevent back pressure to the OEM fuel pump system.
- **Water-methanol injection:** For intake charge cooling and detonation resistance.
- **Smoothboost electronic boost control:** Uses the supercharger's bypass for adjustable, user-friendly boost curves.

Drive Train

- **Dodson clutch upgrade:** To handle the torque
- **Axle Upgrade:** G-Force axles to handle high torque and HP
- **Clutch Pressure Controller:** Increase clutch pressure on settings.



Tuning Trials

With the engine back in, I went with a new, highly regarded tuner. But my combo (XDI +40% injectors, Katech HPFP, +32% cam lobe) was a first, so there were no existing injector tables. XDI's Uwe jumped in to help, he got some base tables together which finally got the car running and tuning could begin.

Head Gasket Failure and PCV Upgrades

After increasing boost, I noticed white smoke with a sweet smell—coolant. I'd used stock 3-layer head gaskets, which failed under boost. This meant engine out again. I replaced them with **7-layer gaskets** designed for forced induction. I also upgraded the PCV system to **dual Mighty Mouse catch cans** (one for PCV, one for direct valley cover venting) to manage oil vapor under boost.

Heat Management

With higher power came more heat. I wrapped vulnerable hoses and wiring in **heat shielding** after noticing deformation and melting in the engine bay.

Final Tuning and Dyno

After two months of subpar driveability, Uwe connected me with Dan Rangel (Dan Tuned Power Calibrations). Dan started from scratch, and within days, the car ran better than ever. His intimate knowledge of the C8 platform was second to none.

At Tune Corp in Perth, on a **Mainline Hub Dyno**, we started at 701HP. With more tuning, we hit 777HP (About 880 CHP), but belt slip capped further gains.

Drag Racing

Keen to try out my newfound horsepower, I entered Perth Motorplex Whoop Ass Wednesday and bolted on my purpose drag rims and tyres. First run I managed a 10.8 which I was quite happy to start with. On the next run I was halfway down the strip when there was a load bang, and I assumed I'd just blown my motor. I pulled over once I got on the exit ramp the engine was quite happy idling. The accessory belt that also drives the supercharger had snapped and was completely shredded.



Investigation

I had found a belt that was designed for supercharger applications which I thought would be perfect. It was very tight to fit and there wasn't a lot of flex. It was made with Kevlar and super strong, it had deeper grooves to stop belt slip and that worked. I googled the belt after the failure and there are many comments online about people having the very same issue. The manufacturer had discontinued this belt due to many failures like mine. Another lesson learned.

Flex Fuel and the Next Steps

Dan and Uwe suggested flex fuel. With little encouragement I installed a **flex fuel sensor kit** and began blending E85 (V8 Supercar race fuel) with 98 RON. The first dyno session on E85 netted an extra 50HP, but the injectors and low-pressure pumps were maxed out and we needed a lot more fuel.

What's Next?

Uwe from **Xtreme DI** is building a set of **+100% injectors** for me to trial. I'm prepping the car with:

- **Cicio Dual boost pumps** for more low-side fuel
- **Larger fuel lines** for improved fuel delivery
- **Upgraded Dodson clutch** (current one is slipping)
- **Griptec supercharger pulley** to eliminate belt slip and increase boost
- **AWE Ceramic Coated Headers:** improve exhaust flow
- **PTP Header Blankets:** Reduce engine bay heat
- **Halltech Cold Air Intake:** improve air intake flow
- **LME CNC Machined Ported Heads:** improve flow and performance
- **Eightless Design Engine Bay Vents:** reduce engine bay heat

This will be another “first of type” and push the limits of the C8 fuel system. Hopefully, this will set a new benchmark for supercharged LT2 builds on Direct Injection.

In the end, Project C8 has been an engineering rollercoaster, but for me, highly entertaining. One that's forced me to learn, adapt, and innovate with countless hours of research. Every setback has been a lesson, and every gain a triumph. For the true Corvette enthusiast, it's not just about the numbers—it's about the relentless pursuit of more power and technical innovation.



NSW Run to the Hive



NSW Corvette Club members revved up their Sunday with a spirited breakfast run to The Hive at Berambing on June 12. Organised by Rod, the convoy of five gleaming Corvettes and two daily drivers gathered bright and early at BP Kurmond, with ten members eager for the scenic cruise up the Bells Line Road.

Arriving at The Hive—a charming spot renowned for its rustic ambience and polished cement floors—the group was greeted by the aroma of freshly brewed coffee and the buzz of local produce shopping. The Hive is the proud home of Bilpin Bush Honey, offering visitors a chance to sample creamed, cinnamon, and raw bush honey while perusing shelves stocked with local gems like Hillbilly Cider and Wirraninna Ridge apple cider vinegar.



With the Ferrari Club scheduled to arrive at 9:30am and a wedding party set for later, the Corvettes were on a tight schedule. Nonetheless, there was time to savour hearty breakfast options from The Hive's succinct menu. Highlights included the house-made sausage rolls, generously sized vegetarian toasties with golden haloumi and tangy sauerkraut, and the signature spicy tomato relish—perfect for those who like a little kick with their morning meal.

The Hive's reputation for honest, inexpensive food and friendly service lived up to expectations, making it a must-stop for anyone cruising the Blue Mountains. Members left satisfied, some with jars of honey and fresh produce in tow, and all with memories of another great club run—proof that good company and classic cars make for a perfect Sunday drive.





2025 Calendar

At Terry Martins workshop,
The Address, **Unit 1 101 Motivation Drive WANGARA WA**

We are working on Chapter Meet in WA and also Sydney later this year.

NSW Members and partners welcome to the eastern states Club Breakfast Runs held every 3rd Sunday of the month NSW.

QLD members meet on third Saturday morning of every second month at Cars & Coffee Jindalee Depart, 7-30 to drive to the venue.

Please contact

Rod Grogan	0429-460430
Murray Forman	0402-917400
Terry Martin	0488-816067

Murray Forman eagleviews@bigpond.com

Rod Grogan roadhouse@aapt.net.au

AGM in WA	TBA
Sydney Chapter Meet	TBA
Qld Chapter Meet	TBA

NCRS Apparel

BLUE DENIM \$48.00



GREEN POLO \$ 45.00



LADIES SHIRTS \$ 38.00



CLUB JACKET \$120.00





NCRS AUSTRALIA INC CHAPTER NEWSLETTER

WINDCHEATER JACKET \$52.00.00



WOOLLEN VEST \$45.00.00



CAP \$ 25.00



DRINK HOLDERS \$10



**HERE IS OUR NEW POLO JACKET, \$80, ORDERS CONTACT
ANDREW IN MERCHANDISE**



NCRS AUSTRALIA INC CHAPTER NEWSLETTER

Some new merchandise has been added to our range, including (very comfy) T-Shirts, Mugs, Pens and Tote bags. See photos of merchandise and samples of new Polo shirts below.

T-SHIRTS \$35.00



CUPS \$10-00



CAP \$30-00



BLACK & GREEN POLO \$45-00



Sponsors

A large advertisement for Keenparts. On the left is a vertical yellow banner with the word "KEENPARTS" in black, outlined in yellow. The main ad area has a white background. At the top, a black box contains the text "Request your Catalog today" and "www.keenparts.com or Skype us at Keenparts". Below this are four overlapping Keenparts catalog covers for different Corvette years: 1953-57, 1958-67, 1968-82, and 1983-96. Each cover shows a different Corvette model and the Keenparts logo. Below the catalogs, text reads "Each catalog has hundreds of diagrams and photos to help you find your part fast." In the center is a large, detailed illustration of a dark blue 1960s Corvette. To the right of the car, text says "We have an extensive inventory of original and reproduction parts" above a small cartoon illustration of a koala driving a white Corvette. Below that, text reads "Parts and Accessories for 1953 - present Corvettes". At the bottom, a black box contains "Keenparts.com" in large orange letters and "Skype us at keenparts" in white. Below this box is a row of four small Corvette illustrations in different colors (red, yellow, green, blue). At the very bottom, the address "6048 State Route 128 • Cleves • OH • 45002" and email "info@keenparts.com" are listed.

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Parts and Accessories for 1953 - present Corvettes

Keenparts.com
Skype us at keenparts

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

A collection of high-quality Corvette parts and accessories arranged on a dark surface. Items include a silver wheel, a red MSD distributor, a black air filter with "FAST" and "VX2 102" text, a blue and black Corvette rear spoiler, a black Corvette floor plate, a silver Corvette floor plate, a pair of brake pads, a blue and silver exhaust pipe, and a blue and silver Corvette gauge.

Corvette Central

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A square QR code located in the bottom left corner of the advertisement.

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Sawyer, MI

The logo for "Caretakers of the Legend", featuring a stylized Corvette car and the text "CARETAKERS OF THE LEGEND SINCE 1975".



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Corvette Car Club Links

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

Membership Officers Report

NCRS Austral Inc. Club Membership - RENWALS

- The 12 month period runs from 1ST February to 31st January of each year.
- Renewals are therefore due each February, reminder notices will be sent.
- Membership fee is \$75.00 per annum.
- Payments can be made by either:
 - EFT to NCRS Australia Inc, A/C No.10245414 BSB no. 062:595

Please note your membership numbers with all payments to ensure confirmation receipt by email.

General Enquiries:

Membership Enquiries:

membership@NCRS.com.au

Membership Officer: Joe Caruana 0439 600 900

membership@NCRS.com.au



NCRS AUSTRALIA INC CHAPTER NEWSLETTER



NATIONAL CORVETTE RESTORER'S SOCIETY AUSTRALIA INC. P.O Box 292 KURRAJONG 2758

www.NCRS.com.au

APPLICATION FOR MEMBERSHIP

USA NCRS Membership No: _____ (if member)
Surname: _____ First Name: _____ Date of Birth: _____
Address: _____
Post/Zip Code: _____ State _____ Country _____
H/ Phone: _____ W/ Phone: _____ M/ Phone: _____
Email: _____ Occupation: _____
Spouse /Partner Preferred Name: _____

CURRENT VEHICLE(S) OWNED (for publication in the *Members Directory*)

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. (If insufficient space – please attach a further, separate listing).

Year	Body Style	Registration No.	Colour	Condition	VIN ID Plate No.
		(indicate if not reg.)		ode as above)	

I wish to join the NCRS Australia Inc. I agree to be bound by the current rules.

Please delete whichever is not applicable:

I DO NOT/ I DO have any objection in having my vehicle details being included in the *Members Directory* circulated to all financial members.

I DO NOT OBJECT / I OBJECT to the above details being included in the *Members Directory* which will be circulated to all current financial members.

I AGREE / I DO NOT 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: _____

Renewal Membership Fee: **AUD \$75.00**
Payment Methods: **EFT, only**
Banking Details: **A/C No: 10245414 BSB No: 062:595 (Please note membership number)**
: **eagleviews@bigpond.com (Please note membership number)**

For office use only:

Receipt No: _____
Date Received: _____
EFT only: _____

General Enquiries: **info@NCRS.com.au**
Membership Enquiries: **membership@NCRS.com.au**

National Corvette Restorer Society Australia Inc 9882798