

**NCRS AUSTRALIAN CHAPTER
NEWSLETTER
July Aug Sep
2021**



Morten receiving his new C2



TABLE OF CONTENTS

OFFICE BEARERS	3
COMMITTEE MEMBERS	5
STATE REPRESENTATIVES	5
Presidents Report - Murray Forman	6
Vice Presidents Report	7
Secretary's Report / Editors	7
Treasurers Report	7
New Members	7
2021 Unofficial Road Tour from Denver	8
Norm & Shirley's experience with New C8	12
Morten's 65 arrival celebration BBQ	15
2021 NCRS Texas Unofficial Roadtour	18
Australia Border Force Asbestos regulations	30
2021 National Convention Palm Springs	35
Terry's 1973 Corvette coupe restoration Part 2	39
2021 Calendar	44
NCRS Apparel	45
Sponsors	48
Corvette Car Club Links	51
Membership Officers Report	51



OFFICE BEARERS

President	Murray Forman
Vice President	Rod Grogan
Secretary	Wendy Forman
Treasurer	Deborah Bridge
Membership Officer	Joe Caruana
Merchandise	Richard Dickens
Webmaster	Gary Cowans
Editor	Wendy Forman
No. Plate Registrar	Rod Grogan
Event Co-ord.	Andrew Christopolous Murray Forman
Committee	Harry Turner Ross Reynolds Geoff Cooper
Public Officer	Murray Forman
Legal Advisor	Andrew Christopolous

State Representatives

Western Australia

Terry Martin

South Australia

TBA

Queensland

Bryan Wharton

Ph: 0413980420

New South Wales

Murray Forman

Ph: 0245678330

Victoria

Ph: 0245678330

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

Club Contact Details:

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President: Murray Forman Vice-Pres.: Rod Grogan Secretary: Wendy Forman



Treasurer: Deborah Bridge Editor: Wendy Forman Web Master: Gary Cowans



Apparel Richard Dickens Event Andrew Christopolous No. Plate Reg: Rod Grogan



Membership Officer Joe Caruana



COMMITTEE MEMBERS



Geoff Cooper



Ross Reynolds



Harry Turner

-

STATE REPRESENTATIVES



WA: Terry Martin



QLD: Bryan Wharton



NSW: Murray Forman

VIC: tba



Presidents Report - Murray Forman

Here in NSW we are still in total lock-down, hoping that we can soon get to 70% vaccination so we are able to travel to other states. Depending on those states accepting visitors from NSW. Further to that, once we get to 80% the federal government is talking about opening up international travel. Back in 2019 I had communicated with Dave and Karen Hill.

Dave Hill, as you are aware, is one of the retired Corvette Engineers. They had decided to travel to Australia to attend the South Australian National Convention, but unfortunately Covid stopped that. It was then decided to come to the Canberra Convention the following year. Unfortunately, Covid stopped that too. I have been communicating with them and at this stage, they are intending to attend the upcoming Convention in Canberra in 2022.

So, let's hope this can be arranged.

As I have communicated with you in my last email, we have had to cancel the NSW and QLD Chapter Meets due to Covid. At this stage we haven't rescheduled the Chapter for NSW and QLD. Further information TBA.

As far as members in NSW who are on Club registration I have spoken with Rod and we have agreed for any Members whose Club Registration is due from now till December, please contact Rod or I and we will supply the relevant forms to qualify you to renew your NCRS Australia Club registration.

Please note that there is a NSW regulation on rear blinkers being amber not red as they are standard on C1, C2, C3 and C4. So, if you are renewing, you will have to have this conversion done to qualify for the required pink slip for rego, which will be requested by the mechanic approving the pink slip.

I have attached below the Award that was presented at this year's National Convention to Australia Chapter for the Top Flight Award 2019. 2020 the award was cancelled due to Covid. At this stage, no word on 2021. Congratulations goes to Gary Cowans for his tremendous work on this.



Murray Forman
President NCRS Australia Inc.



Vice Presidents Report

There is no report for this month

Secretary's Report / Editors

We have received since our last magazines from other Australian Corvette Car Clubs their Newsletters.

There has been no other outgoing mail. Please consider doing a small editorial on any events you have been doing this year and email it to us, so we can put it in our next newsletter.

I am sure the other members would like to experience your travels.

Please stay safe.

Wendy Forman
Editor Secretary.

Treasurers Report

There is no Treasurers report this month.

New Members

There are no new Members since the last Newsletter.



2021 Unofficial Road Tour from Denver



My wife, Diane and I have been running NCRS Road Tours out of Denver, Colorado for a number of years. NEVER have we ever encountered a year like 2020 with the COVID pandemic!

I had been doing a lot of planning for the Road Tour last year (what else was there to do; everything was shut down due to COVID). In October 2020 I was contacted by the National Road Tour leaders and was asked to prepare to send information in the Driveline for publication in January, 2021 regarding hotels we'd be staying at along our route. Keep in mind, at that time we had no idea regarding when (or if) Diane and I would be able to be vaccinated. We were concerned that people would register for the tour then we'd be unable to go because we were unvaccinated. For this reason, we elected not to lead an NCRS sanctioned Road Tour in 2021.



By January 2021 it became clear that vaccinations WOULD likely be available, but we were way past the Driveline publication deadline so we placed an ad in our Chapter Newsletter stating that IF we were vaccinated, we would be headed to Convention. We asked anyone who might be interested in going with us to please respond. We were shocked to end up with a total of 12 Corvettes, plus one “Beer Truck” responding to go with us!

So on Monday, July 12 we had a kick-off barbeque at our home for the entire Road Tour group. A total of 28 people attended this event. Diane and I were surprised to find out that several of the people on the tour took it upon themselves to design and print car decals and “Unofficial” Road Tour tee shirts for all participants! (see “Unofficial Road Tour” tee shirt photo).

We departed Denver, CO on Tuesday July 13 bound for Durango, CO. We spent Wednesday July 14 touring Durango with many people taking the steam locomotive to Silverton, Colorado (see locomotive photo).



On Thursday, July 15 we drove the short distance to Mesa Verde National Park to view the ancient cliff dwellings, then on to Cortez, Colorado where we stayed overnight in a hotel called “The Retro Inn”. This hotel has each room numbered for a particular year (1963, 1979, etc.) with each room decorated to reflect what was happening during that year. What a fun place!

On Friday July 16 we drove across the Navajo Reservation, stopping at a trading post for lunch then on through Flagstaff, Arizona eventually stopping in Williams, Arizona. Our Corvettes were really put to the test as the Navajo Reservation was very hot however Flagstaff was enduring their “monsoon” season and the rain we drove through was more like a cloud burst! Nonetheless, our trustworthy cars soldiered on to Williams, Arizona. Upon arriving in Williams, one of our tour participants was an accomplished “Drone Pilot” and took a great photo of our entire group (see group photo).



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On Saturday, July 17 we all took the train north to the Grand Canyon Before the train trip, some local cowboys staged a “shoot out” for the entertainment of the crowd. A member of our Road Tour became a “volunteer” for this shoot out which added to the fun! The train was a real treat as it was very cool and comfortable.



On Sunday, July 18 we departed Williams, Arizona and drove the balance of the way to the Convention in Palm Springs, California and prepared for another week of fun with our NCRS friends! (see Diane in the “Marilyn Monroe photo”).



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The Denver unofficial Road Tour Group



Tom and Dianne Di Rito



Norm & Shirley's experience with New C8

Norm and Shirley's experience with his new C8 on the road trip to the National 2021.

Objective: Desert Hot Springs to Big Spring, (DHS) TX (we love springs!)

Reason: To meet up with the NCRS Texas Road Tour to Palm Spring

FRIDAY

DHS to about 20 miles west of Flagstaff, AZ on I-40 uneventful, nice drive on freeway, full stop, accident ahead.

Car hit guard rail stop and go for 3/4 hour on freeway about 10 miles from Flagstaff. Accident ahead stop and go for another 1/2 hour.

Truck hit car on Freeway about 5 miles from Flagstaff, road construction ahead, stop and go for another 1/2 hour. Arizona Department of Transport single lane holdup. arrived Flagstaff hotel, too busy so left.

Upon leaving hotel the car dropped off curb edge and bottomed out on rear end.

So we went for dinner, great sports bar, after dinner, started car and noticed array of warning lights "on" dashboard, BRAKE, ABS, Check Engine and notification that car had brake problem and limited to 62 mph drove to hotel, brake pedal down almost to floor

SATURDAY

Arrived at Chevy dealer at 7:30AM (open 8:00 am) noticed that all dash warning lights had gone off except 'check engine'. And brakes now worked OK. Oh no Corvette tech on duty to investigate 'check engine' light asked Serv. Mgr. to lift car and inspect under carriage. Did so and found no obvious sign of any damage.

Left dealership and noticed that 'check engine' light extinguished.

Everything back to normal.

Got on I-40 and travelled about 20 minutes and traffic stopped.

We sat for 25 minutes, stop and go, Arizona Dept of Transport Bridge construction.

Then drove another 20 minutes to another full traffic stop.

Stop and go for 30 minutes to another accident site but all evidence of an accident had been cleared up, nothing there.

Proceeded to Albuquerque upon entering the city area with 6 lanes came over a hill and encountered a mid-size vehicle completely stopped blocking the middle lane because the front was smashed. The car was unoccupied, there were no signs of any witnesses, other cars stopped or police at the scene. BTW, this was a 65-mph area.



NCRS AUSTRALIA INC CHAPTER NEWSLETTER

SUNDAY

Left Albuquerque on I-40 East and, you guessed it, about 30 miles down the road yet another full traffic stop due to ADOT construction.

This time only about 15-minute stop and go hold up.

Finally got off I-40 and onto US84 toward Lubbock. Clear sailing and minimum traffic

About 40 miles before Lubbock, encountered a sudden torrential rain downburst limiting visibility to less than 50 feet in a couple of spots. Heavy rain continued for 5 or 6 miles. Then, all clear.

Enjoyed an excellent BBQ dinner in Lubbock and then continued to our destination in Big Spring.

Just in case anyone cares, the trip back to Palm Springs went without incidents.





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Norm Shier NCRS Member 38714

Morten's 65 arrival celebration BBQ

Morten decided to celebrate the arrival of their new 1965 Corvette with a celebratory barbecue. He invited all the NCRS WA members around for a special viewing on Sunday 22 August. On arrival the Corvettes parked in the driveway.





Morten explained he has secured the “65 L79” registration plate for his Corvette in recognition of the first year for the L79 engine production. The L79 small block, is essentially an L76 327 engine featuring a slightly milder hydraulic cam in place of the solid lifter cam. Operating on an 11:1 compression ratio, the L79 engine is rated at 350 horsepower, and was deemed nearly identical to the L76 on the outside with its chromed air cleaner and finned cast aluminium valve covers.



It is fantastic to see another C2 coming back to WA as there are only a few of us left in the West with one. Danielle & Morton put on a fantastic barbeque lunch, and it was lovely to catch up with everyone after the cold winter. We gave a special thought to our NCRS colleagues over east in that it is sad that they cannot take part in functions like this due to Covid.





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Members attending; Antonella & Terry Martin, Morten Benjaminsen and Danielle Atkinson, Les Vanderweide, Tania & Gary Wilkinson, Wendy & Neil Bishop, Louis Lange & Richard Geiger, Brad & Nicola Watkins, Harriet & Allan Grime, David Alder and Gary Cowans.

2021 NCRS Texas Unofficial Roadtour

The Unofficial Road Tour Shirt by Tom Di Rito from Denver.

John Howell and his son, Ross, lead a group of 5 corvettes and 1 Porsche from Big Springs, TX to the last night out at Indian Wells, CA. The tour progressed across western Texas into eastern New Mexico for a first night's stop at The Lodge in the mountain town of Cloudcroft, NM. The air was clean and temperature cooler. The next morning, we enjoyed some spirited driving in the high mountain roads



Ken and Vicky with their brand new C8



leading down into Alamogordo, NM for a visit to the White Sands National Monument Park. It is not really sand, but finely ground gypsum washed down from the mountains.

After lunch in Las Cruces, NM, we then stopped for an overview of the Santa Rita Open Pit Copper Mine before continuing into Silver City, NM for our night's stop.



Next morning, continuing our tour, we stopped at the Catwalk National Monument. This is the site of an old silver mine and its Catwalk into a canyon where water piping was installed for the mine power generation. A cool and pleasant walk.



NCRS AUSTRALIA INC CHAPTER NEWSLETTER





. Lunch was at the Alpine Grill and Still.

An overnight stop in Slow Low, AZ was next. Again, the next day provided some more spirited driving thru the mountains to Prescott, AZ, the next night's stop at the Hotel St. Michael's on the town square. The next day's lunch stop was at Silly Al's Pizza Place in Quartzsite, AZ. The outside temperature was getting over 100* during the day and not much below during the night.



Ralph and Sharon Ridge and Norm & Shirley Shier Australian members on the Road Tour



Group shot of the Road Tour.

The last night out activities were in Indian Wells, CA. This was only a short drive on into Palm Springs for the convention.



As an added note: We personally did some local site-seeing of the area. Photos show our visit to the Coachella Valley Preserve to see the large palm trees growing along an outlet of the San Andreas Fault line where water seeps up.





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We then toured the Palm Springs Air Museum.



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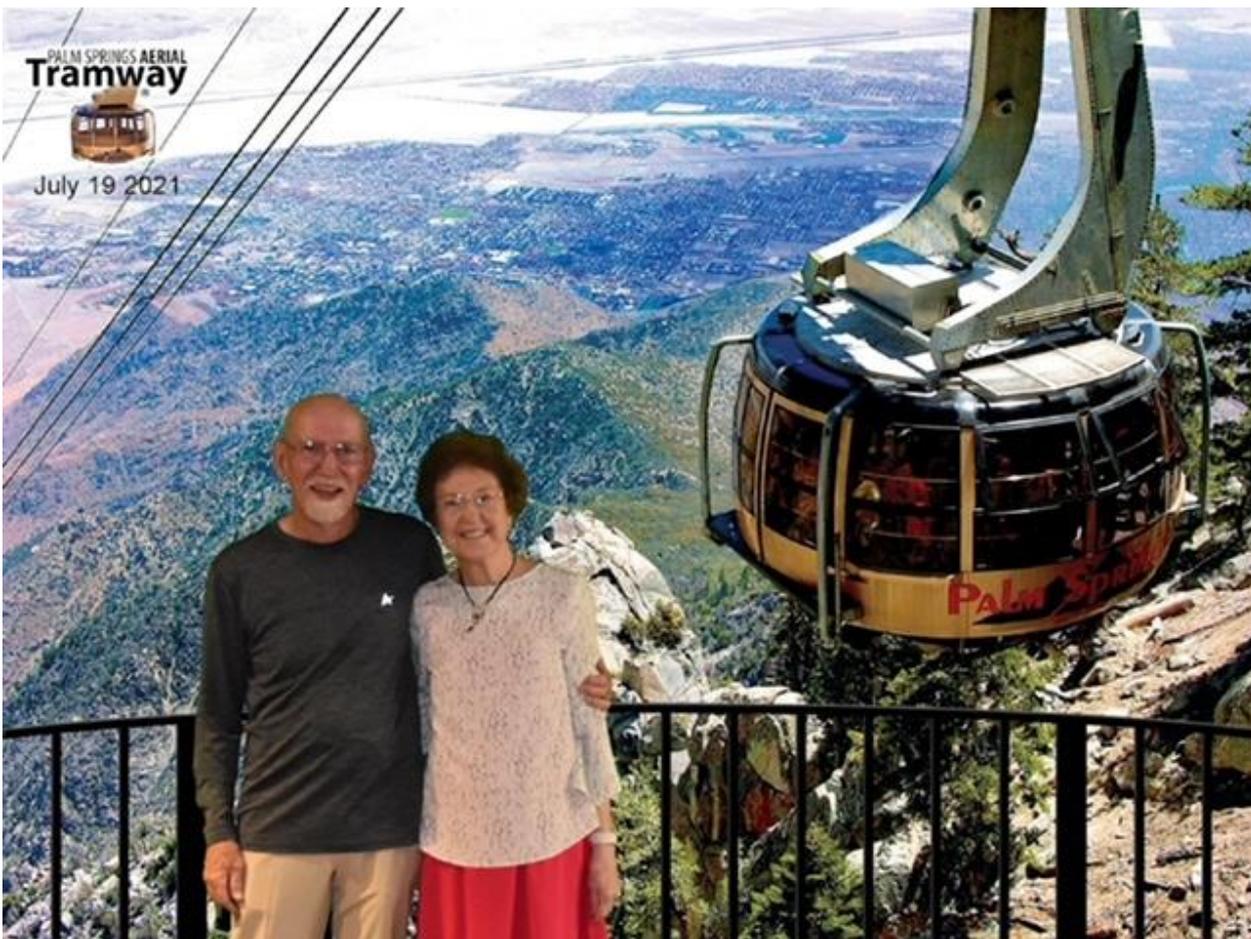
The next day we drove north to 29 Palms to drive thru the Joshua Tree National Monument area.





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That afternoon we did the Palm Springs Aerial Tram ride up above 8000' elevation. It was MUCH cooler up there than in the valley below. Then we did a self-guiding tour of the movie stars 40-50's homes. Couldn't see much of the homes themselves. While in Palm Springs, we ate in some of the interesting local establishments. Lunches and suppers at Sherman's Deli & Bakery was a popular place for convention attendees, Fisherman's Market and Grill, Ruben & Ozzy's Oyster Bar and Grill, Bit of Country Breakfast hole in the wall for breakfast were some of the places that offered atmosphere as well as food.

Ken Robb

NCRS Member 3882



Australia Border Force Asbestos regulations



Australian
BORDER FORCE

Managing the risk of asbestos when importing a motor vehicle

The border control

The health risks posed by exposure to asbestos are well known. An Australia-wide ban on the manufacture and use of all forms of asbestos took effect on 31 December 2003 to protect the Australian community.

A border control for asbestos was enacted at the same time to prevent the unlawful importation of asbestos, and goods containing asbestos.

The importer of a vehicle (the 'owner' for the purposes of importation) must know the history of that vehicle to ensure it does not contain any asbestos before it is shipped. This applies whether the importation is for commercial or private purposes, or of a temporary or permanent nature.

Owners should be aware that many countries have tolerances in vehicle parts and components if the asbestos content is:

- below a certain level, or
- present as trace amounts in raw materials used for producing those parts or components.

Tolerance levels for asbestos set by other countries will not be accepted at the Australian border.

All imported vehicles must comply

The import prohibition applies to all vehicles of any type, age or value. This includes, but is not limited to:

- Used road vehicles that require a Vehicle Import Approval (VIA), granted by the Department of Infrastructure, Transport, Cities and Regional Development, before shipment
- Vehicles temporarily imported under a Carnet de Passages en Douane (CPD carnet). **Assurance from the owner**

When the Australian Border Force (ABF) identifies an imported vehicle as at-risk of containing asbestos, the owner will be required to provide sufficient assurance that the vehicle, including all parts and components, does not contain asbestos.



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Owners declaring “no” to asbestos content in their vehicle, and all parts/components, must only do so if they are certain that it does not contain asbestos. This includes the presence of asbestos by design, or by the use of naturally contaminated ingredients during manufacture, whether original equipment manufacturer (OEM) or aftermarket in type.

Owners must obtain sufficient information and take necessary action to ensure asbestos is not present in the goods before shipment. Claims of OEM parts containing no level of asbestos content should be supported by technical evidence sourced from the relevant manufacturer. A ‘face value’ letter from the supplier, or the supplier’s mechanic, merely stating there is no asbestos content is unlikely to provide sufficient assurance.

When at-risk parts and components containing asbestos are identified and removed before shipping, the owner should retain all work records. When replacement parts and components are installed, evidence of the make, model and structural content of those new parts and components, which proves no asbestos content, should also be retained. These records should be available to provide to the ABF as required.

If sampling and testing is undertaken overseas, the owner should ensure that the process is carried out to meet Australian requirements for laboratory reporting. Refer to the ABF website (www.abf.gov.au/asbestos) for more information.

The owner is advised to carry out due diligence, including knowing the materials used in the manufacture and maintenance of the vehicle they are importing. If this matter is not taken seriously by the owner, and sufficient assurance is not provided, the owner will face delays and be responsible for costs incurred if the vehicle is held at the border for sampling and testing. If this occurs, the owner will be required to engage a qualified, independent competent person¹ to undertake identification of suspect parts and the removal of samples for testing. The ABF are not qualified asbestos professionals and may only supervise the collection of samples while the goods are under customs control. The ABF cannot undertake or assist in this work.

Sampling and testing at the border can be avoided if owners provide sufficient assurance that their vehicle does not contain any asbestos. Unlawfully imported asbestos may result in prosecution action and/or fines.

Vehicle parts that might contain asbestos

The most common vehicle parts and components found to contain asbestos at the border are in brakes and gaskets in locations designed to resist heat. Other parts and components of risk can include:

- – Insulation
- – Brake pads and shoes
- – Seals:
 - mastic sealants/coatings
 - body seams
 - asphalt undercoating
- Gaskets:
 - cylinder head
 - extractors
 - exhaust system
 - Bonnet liners
- Valve rings
- Heater/air conditioner housings
- Fibrous washers
- Sound deadening material
- Clutch linings
- Firewalls
- Heat shields
- Wiring wrap



Despite the parts and components of risk identified above, each vehicle is different. The ABF cannot provide technical advice as to where asbestos will be present. Factors such as the make, model, country of origin and any other relevant circumstances must be taken into account, and therefore the ABF must risk assess all vehicle shipments and related assurance documents for asbestos.

Owners might need to consult OEM part suppliers, maintenance providers or records of the particular vehicle where available, to identify if the vehicle's components are likely to contain any amount of asbestos (including trace amounts). Owners should then take action to test or remove such components before importation. This highlights the necessity for the owner to know the vehicle they are importing, to understand where asbestos is likely to be present, and to be able to provide evidence of having addressed that risk.

Re-importing Australian-based vehicles

Owners intending to temporarily export a vehicle from Australia, with the intention of re-importation, such as for the purposes of participation in an overseas rally, must be aware that:

- The importation of that vehicle back into Australia is **prohibited** if it contains any level of asbestos.
- To facilitate the return to Australia, the owner should identify any parts or components with asbestos

and replace them before export.

- On that vehicle's return, the owner must be prepared to provide assurance that the vehicle does not contain any asbestos.

The myths dispelled

- **Chrysotile (white) asbestos is safer than other forms of asbestos.**

Fact: All six asbestos mineral silicates, including chrysotile, pose a direct threat to human health when in a friable form. All six are subject to the import prohibition and the national ban.

- **Asbestos is only a problem if disturbed, therefore it's safe in a vehicle.**

Fact: Friction materials by their nature are subject to constant wear and tear. Physical wearing of materials that contain asbestos expose fibres and make them friable. Friable fibres can be shifted during movement onto other areas of the vehicle, or into the area where the vehicle is garaged. Maintenance may also cause disturbance. If the person carrying out that maintenance is not trained to recognise and safely handle asbestos, or is unaware that asbestos exists in the parts they are handling, a direct risk to their health and the health of others nearby may result.

- **The border control for asbestos in vehicles is a recent change in policy.**

Fact: The asbestos border control for **all goods** is not new and has been in place since 31 December 2003. As threats to the border are identified, they will be addressed. An increase in detections of asbestos in older vehicles at the border illustrates one such threat.

- **Sampling and testing is the only way to ensure no asbestos content.**

Fact: While testing before shipment is the preferred option, the assurance process can include evidence of manufacturing specifications to show no asbestos was used in parts and components, whether OEM or after-market. Refer to the section: **Assurance from the owner**. An ABF direction to sample and test a vehicle at the border will occur when it is judged that inadequate assurance is provided.



- **When an owner is directed to have a vehicle sampled and tested at the border, the ABF choose who can sample and test for asbestos.**

Fact: The **owner is responsible** for engaging the competent person and laboratory. The ABF requires that the competent person collecting the samples is appropriately qualified because sampling must be undertaken in a manner that will not lead to exposure to asbestos, and which ensures the samples are suitable for analysis. Testing in Australia is required to be carried out at a laboratory accredited by the National Association of Testing Authorities (NATA), for asbestos analysis.

Permission to import goods containing asbestos Who grants it

The Minister responsible for administering the *Work, Health and Safety Act 2011* (Cth), currently the Minister for Industrial Relations (the WHS Minister), or an authorised person, is empowered to grant permission to import asbestos, or goods containing asbestos, in limited circumstances.

Managing the risk of asbestos when importing a motor vehicle | 3

While the *Customs (Prohibited Imports) Regulations 1956* are administered by the ABF, the WHS Minister's portfolio is responsible for developing Australian Government policy that provides the basis of the national ban for asbestos. This informs the border control, which the ABF enforces.

Purposes for importation must be considered

Applications for import permission will be considered on a case by case basis against the criteria set out in the *Customs (Prohibited Imports) Regulations 1956*. The WHS Minister, or an authorised person, have discretion to grant permission to import goods that contain asbestos. Importers are required to satisfy the WHS Minister's discretion, which could include consideration of health and safety risks and safeguards that could be put in place if permission was granted.

How to apply

The Asbestos Safety and Eradication Agency (ASEA) is responsible for administering the import permission process for the WHS Minister. To apply for import permission, applications should address the criteria located on the ASEA website and be made in writing to the Minister for Industrial Relations. More information, including the WHS Minister's contact details for import permission applications, is located at the ASEA website.

The act of applying for import permission is **not a guarantee** that it will be granted. Owners must not ship vehicles until they have received the import permission in writing. A copy of the permission must be produced to the ABF at the point of importation.

In summary

The owner of the vehicle that is intended for importation into Australia needs to undertake appropriate checks to ensure that the vehicle has no parts or components which contain asbestos. Compliance with border requirements will help prevent delays or costs associated with intervention by the ABF.

More information with respect to the asbestos border control and border processes is located on the ABF website.

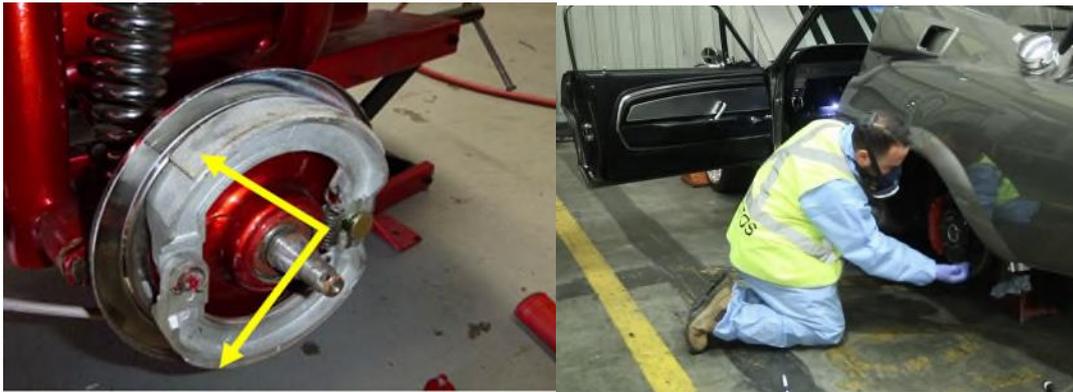


Figure 1: Brakes on motor scooter side-car which contained asbestos

Figure 2: In Australia, the removal of samples for testing is undertaken by a qualified independent competent person

Managing the risk of asbestos when importing a motor vehicle | 4

Contacts

Australian Border Force

Websites:

Website asbestos information page: Telephone:

www.abf.gov.au www.abf.gov.au/asbestos 131 881

Asbestos Safety and Eradication Agency

Website:

Email:

Email for import/export permissions: Telephone:

www.asbestossafety.gov.au enquiries@asbestossafety.gov.au permits@asbestossafety.gov.au 1300 326 148

Department of Infrastructure, Transport, Cities and Regional Development

Website: www.infrastructure.gov.au

Website importing vehicles information: www.infrastructure.gov.au/vehicles/imports Email:

vimports@infrastructure.gov.au Telephone: 1800 815 272



2021 National Convention Palm Springs

Our Chapter was very well represented at the Palm Springs Convention. Starting the event off at the Welcome Reception was the Mayor of Palm Springs. She welcomed us and talked about Corvettes. Unfortunately, our out of country Members were unable to attend because of their country's Covid restrictions. There are pictures showing our Chapter Members with the Top Flight Chapter Award for 2019. Also, a very well-deserved Presidents Award was presented to Art and Glorie McNay, for their hard work to help the NCRS. Glorie is relentless in her pursuit of funds to put on the Convention, and Art right at her side helping. Diana Klestadt one of our youngest Members was presented a Judging Award for doing OPS for the Founders Award then working as an Observer Judge, Ralph and Ingrid should be proud.





. Dave Perry received a Top Flight Award with his 1990 ZR1 and his second Sam Folz Award..



Tom Barr

Dave Perry

Our Judging Chairman, Bill Calorico did schools that were very well attended. All in all, the Convention was well planned in a great facility.

Mondays OPS, held outside was started early because of the heat but once the cars were moved inside it was very comfortable.

We had the Ask the Team Leaders Meeting, we received good questions and feedback, this has been a success at the past two Conventions, so I expect it to continue.



I received my 5th Star Award for my 1995 ZR1 as well as my 5th Star Master Judges hat and pin



Tom Barr and Grandson Cole Savage

As always Dave McLellan and Dave Hill were in attendance signing things and answering questions as well as presenting Awards.



NCRS AUSTRALIA INC CHAPTER NEWSLETTER



Thanks to all that helped make this a great and memorable Convention, as we know it takes a Team to pull this off.

Tom Barr

Chairman Southern Arizona Chapter

Terry's 1973 Corvette coupe restoration Part 2

1973 Blue 454 Coupe Restoration

Following on from *Part 1, April May June 2020* which covered the chassis restoration on my 1973 Coupe I am at the stage now where the body is on, painted and I am sorting out the wiring for lights complying to 1973 Australian ADR's and getting the engine running.

Engine Oil Pressure Issue.

An interesting oil pressure issue arose while priming the engine oil on my newly rebuilt 454. I wanted to confirm oil pressure and the flow of oil was getting to the rockers before starting so I primed the oil by removing the distributor and using an old distributor shaft turned by an electric drill. While watching the oil flow in the rockers I heard a bang and found oil was gushing out above the seal on the oil filter! My initial thought was the relief valve in the oil pump was not working. So, I replaced the pump with a new one and the result was the same. I did a little Google research and found this was a common problem on big blocks if a too high viscosity oil was used. I had filled the engine with Penrite HPR40 20W-60. A call to Penrite clarified that this would be a problem and I should use Racing 10 10W-40. This is a synthetic oil with full zinc and is the replacement for SAE 10W-30. I changed the oil and confirmed the oil pressure is now normal.



Penrite Racing 10 10W-40

Sump, NB: NOM oil filter is for running in only.



NCRS AUSTRALIA INC CHAPTER NEWSLETTER

Here are some photos of the matching number engine



Casting date December 12, 1972



Casting Number 38999289



Power Steering



Top view of engine bay



Big Block 454, 275hp



Choke assembly

Interior.

The black leather deluxe interior is finished.



Deluxe Interior

Deluxe Door Panels



I will follow up with part 3 when the corvette is finished in the very near future.
Terry Martin



2021 Calendar

In Perth, members meet every Saturday morning at Terry Martins new workshop, the

Address **Unit 1 101 Motivation Drive WANGARA WA**

NSW Members and partners welcome to the eastern states Club

Breakfast Runs held every 3rd Sunday of the month

QLD members meet on third Saturday morning of every second month

at Cars & Coffee Jindalee Depart, 7-30 to drive to the venue.

Oct 17 th	Berowra Waters Inn Berowra Waters (Cancelled)
Nov 13 th	AGM Perth
Nov 14 th	Chapter Meet WA
Nov 21 st	NSW Xmas Party TBA
Dec 19 th	T.B.A

Please contact	Rod Grogan	0429-460430
	Murray Forman	0402-917400
	Bryan Wharton	0413-980420
	Terry Martin	0488-816067

Murray Forman eagleviews@bigpond.com

Rod Grogan roadhouse@aapt.net.au



NCRS Apparel

BLUE DENIM \$35.00



GREEN POLO \$ 40.00



LADIES SHIRTS \$ 35.00



LEATHER JACKET \$300.00





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WINDCHEATER JACKET \$45.00



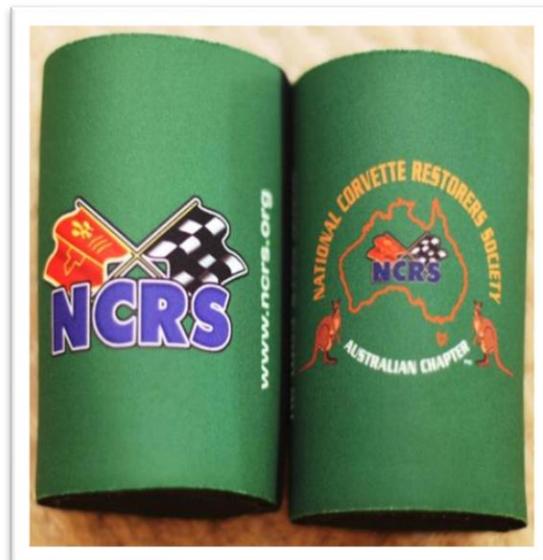
WOOLLEN VEST \$38.00



CAP \$ 15.00



DRINK HOLDERS \$10





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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.





Sponsors



TRAVELMANAGERS
personally yours

I invite you to call me:

Debra Mavin

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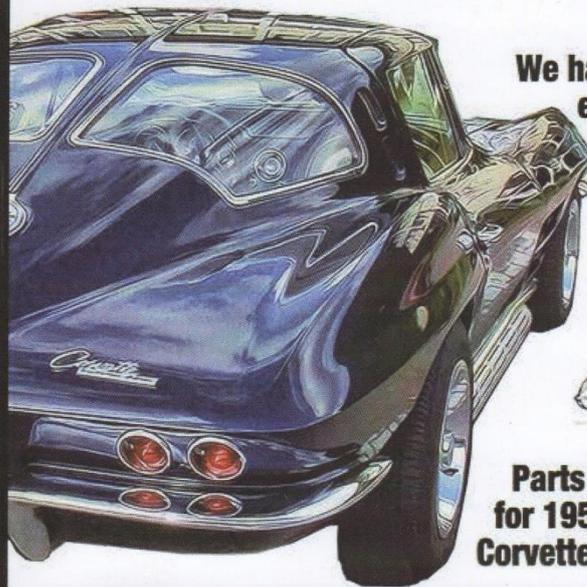
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Corvette Car Club Links

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 - RENEWALS

- 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 \$50.00 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:

info@NCRS.com.au

Membership Enquiries:

membership@NCRS.com.au

Membership Officer: Joe Caruana 0439 600 900

info@NCRS.com.au



**NATIONAL CORVETTE RESTORERS SOCIETY
AUSTRALIA INC.**

P.O Box 207 Kurmond NSW 2757

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. <small>(indicate if not reg.)</small>	Colour	Condition <small>(Code as above)</small>	VIN ID Plate No.

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 \$50.00**

EFT or PayPal (EFT Preferred)

Payment Methods:

NCRS Australia Inc. PO Box 207, Kurmond NSW 2757 Australia

Payable to:

A/C No: 10245414 BSB No: 062:595 (Please note membership number)

Banking Details:

nrcsaustraliainc@gmail.com (Please note membership number)

PayPal:

For office use only:

Date Received: _____

Receipt No: _____

EFT/paypal: _____

General Enquiries:

membership@NCRS.com.au

Membership Enquiries:

National Corvette Restorers Society Australia Inc 9882798



NATIONAL CORVETTE RESTORERS SOCIETY AUSTRALIA INC.

P.O Box 207 Kurmond NSW 2757

www.NCRS.com.au

APPLICATION FOR MEMBERSHIP ---- RENEWAL

NCRS Membership No: _____ USA 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 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.)		(Code as above)	

I wish to renew my membership of 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 \$50.00**
 Payment Methods: **EFT or PayPal. (EFT Preferred)**
 Banking Details: **A/C No: 10245414 BSB No: 062:595 (Please note membership number)**
 Payable to: **NCRS Australia Inc. PO Box 207, Kurmond NSW 2757 Australia**
 PayPal: **ncrsaustaliainc@gmail.com (Please note membership number)**

For office use only: Date Received: _____
 Receipt No: _____
 EFT/ PayPal: _____

General Enquiries: **membership@NCRS.com.au**
 Membership Enquiries: **National Corvette Restorers Society Australia Inc 9882798**