

NCRS AUSTRALIAN CHAPTER NEWSLETTER

April May June
2020



Jim Horniday has finally finished Shirley's car, what a masterpiece.



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OFFICE BEARERS

President	Murray Forman
Vice President	Rod Grogan
Secretary	Wendy Forman
Treasurer	Deborah Bridge
Membership Officer	Joe Caruana
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Webmaster	Gary Cowans
Editor	Wendy Forman
No. Plate Registrar	Rod Grogan
Event Co-ord.	Andrew Christopolous Murray Forman
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TBA

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New South Wales

Murray Forman

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Victoria

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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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Treasurer:	Deb Bridge		roadhouse@aapt.net.au



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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

-

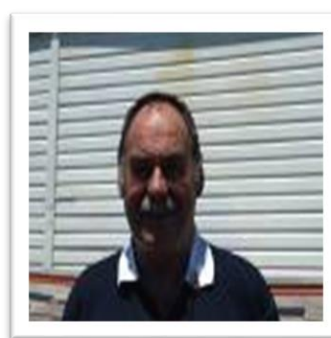
STATE REPRESENTATIVES



WA: Terry Martin



QLD: Bryan Wharton



NSW: Murray Forman

VIC: tba



Presidents Report - Murray Forman

Hi All,

Now that we are near the end of this isolation period with the Covid 19 situation, things are slowly getting back to the new normal. Up until now that Chapter has not been able to run any events. We are really looking forward to getting things operating.

WA has started doing the Saturday get together at Terry's factory. But their borders are still closed and they're starting to do some lunch runs.

NSW we are starting off with a lunch run to Stonehouse Café, other activities TBA

QLD has started their Cars & Coffee also a Chapter Meet held on Aug 8-9. Providing the borders are open.

The National Convention, which was to be held at French Lick Indiana, has now been cancelled until further notice in 2021.

Due to the Covid situation, there is not much more I can inform you about, the Chapter is in a good financial and Membership position. We are looking forward to doing more events and Chapter meets later on in the year, so please support your Chapter and attend as many events as you possibly can because without your support the Chapter cannot survive.

Murray Forman
President.

Vice Presidents Report

No Report this month

Secretary's Report / Editors

There is not much more I can tell you, that hasn't already been discussed in the Presidents Report. This is a good time, seeing that we are all self-isolated, that we can sit down and do a small editorial with some photos of events we have attended prior to the situation we are now in. You may not think so, but, other members are interested to read stories from members, that's what this Newsletter is about, stories for members to enjoy reading.

Wendy Forman
Editor Secretary.

Treasurers Report

As of the 1st June 2020 we have \$18301-64 in the bank

1973 Blue 454 Coupe Restoration

TERRY'S 1973 CORVETTE COUPE RESTORATION, PART 1.

Terry Martin having sold his 1966 big block Vette was keen to do another restoration.

He searched eBay, Gumtree, Car Sales to no avail till late last year he found a 1973 Big Block in a Cane Field in Northern NSW. The Vette seemed to have potential as a restorer, so he decided to fly over east to check it. He quickly determined it was all matching numbers and the chassis was straight with only slight surface rust. The body was modified with the rear fenders flared to fit 10" wide tyres and the wrong hood.



From "the numbers" he determined it was powered by the original LS4 and was originally painted Dark Blue with a deluxe black leather interior, coming of the assembly line on the 22 January 1973.



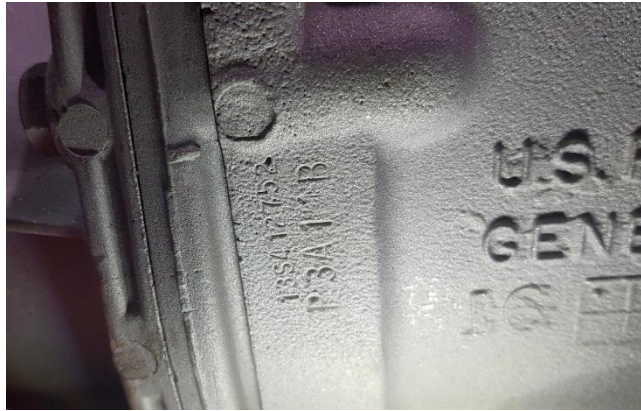
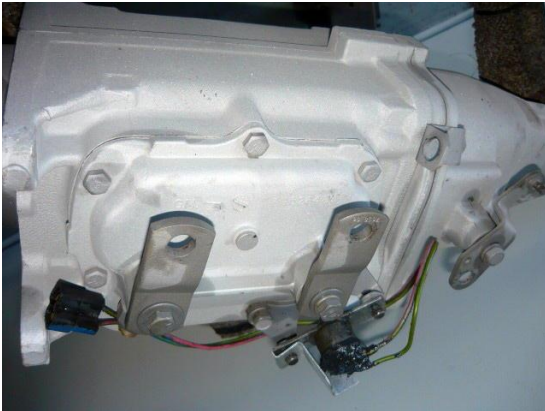
After a 2 month wait it finally arrived at Terry's shed.



He soon had the body of the chassis.



The engine was dismantled to check why it would not turn over by hand and found water had entered the inlet and 3 pistons were jammed. So, it was off to the engine rebuilders.



Both the M21 gearbox and diff were dismantled checked and found in good condition.



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The chassis was completely de-assembled, lightly sand blasted and painted GM Black. All fuel, brake lines, bearings and bushings were replaced.





The chassis final assembly being given the seal of approval by a couple of NCRS experts.

When the body was removed from the chassis the bonding of the top of the front fenders to the birdcage was found to be cracked so the front clip was removed. This also made it easier to access the firewall for restoration.



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Paint removal and note top of front fender coming away from the birdcage.



Bonding strip to birdcage repair.

Ron Flood our local NCRS fiberglass expert volunteered to help Terry and take a mould of the rear fenders on a friends Corvette.



Moulds made by Ron Flood.



Fender panel being removed from the mould



The body was placed on a rotisserie to make it easier to do the fibreglass work to replace the rear fenders.



Preparation before rear fender attachment



Headlight restoration



What do What do you mean Brad, that is NCRS correct!

As you can see work is ongoing on the body so will follow up on progress in the next NCRS Newsletter

1965 Black 396 Coupe Restoration



In September 2019, I was contacted by a gentleman, who was thinking about purchasing a 1965 black 396 coupe. So, I was commissioned to inspect the car and give him a full report on it. On inspecting the vehicle, it was found that it was a matching number car. Engine, gearbox, differential all matched the production date of the vehicle. After the evaluation, I classified it as a mid-second flight car, I scored the car at 80.82%
The customer then decided to proceed with the purchase of the vehicle and
Then after reading my report, he came back to me and asked if I was interested in bringing the car up to a Top Flight standard.

The vehicle was then transported to my premises where we started the restoration. The first thing was to do a body-off so I could start the restoration on the chassis.



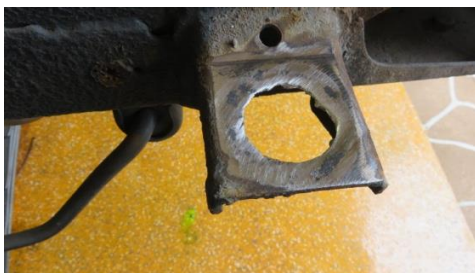
On removal of the body and inspecting the chassis, it was also found to be the original chassis, I was able to locate the stamping on the top of the chassis, over the driver's side rear wheel. 5S113762



I then started to dismantle the chassis so I could have it sandblasted and repaint it for reassembly. The only area of rust on the chassis was the rear back body mount support bracket had totally rusted out, so I had to reconstruct the support bracket.



As shown below, the support hole had totally rusted out. The second photo shows the repaired support bracket.



On dismantling the chassis, it was found that the crossover brake line on the rear cross member, the steel tube was squashed where it dips down under the forward diff support. This had totally isolated the rear passenger side calipers. Also, I found that the main fuel line, as it entered the chassis on the rear passenger's side was also flattened, causing restriction of fuel flow.



Flattened crossover brake line



Flattened fuel line.

After completely spraying the chassis was then relocated into my workshop onto my scissor hoist.

It was also discovered on the disassembly that the rear spring had also been changed to a 7 leaf spring and had started to lose its tension on the drivers side. So, I was able to purchase a 9 leaf spring assy which I then stripped down, clean up, repaint and rebuilt for installation into the chassis.



I then stenciled the half shafts and drive shaft with their production part number, I also the stenciled the chassis number onto the passenger side rear section of the chassis.



Half shaft numbers 3882785



Drive shaft number 3868727



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Chassis number 3871317, Production number 303169-22



I also installed 4 dated and correct part no; calipers along with 4 dated and part number standard shock absorbers.



The owner also asked to have period correct tyres and tar-top battery installed.





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I have now installed all the new shims and rubber body mounts, held in place by an inch and quarter tape, same as they used in the factory. The chassis has been marked with corresponding markings of each shims used at the mounts.



Rear Drivers side mount 2 shims used



Front drivers side mount 4 shims used along with the tape and earth connections.



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On inspecting the body, it was found that there were 2 very large cracks at the base of the rear window on both sides. Along with cracks on the corner of the headlight buckets and above the driver's side front windscreen.



Note the cracks at base of windows



Also cracks on corners of both front headlight buckets



Cracked above drivers' side front windscreen.

It was decided to take the car to a professional fiberglass repair person. I have dealt with him in the past, in my marine connections, so Bob was the ideal person to do these repairs. He ground out all the cracks, fiberglass both sides, re-gel coated and painted with an undercoat ready for the car to be resprayed.



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As you can see, all the repairs have been done and prepared for repainting.



On inspecting the hood, it was found to have many repairs carried out on the underside. It had also delaminated from the top assy, and rather than try to repair, it was decided to purchase a brand-new hood.

I am still waiting on some final parts for the chassis and then we will do the marriage of the body to the chassis. The owner of this car is living in QLD, so my intentions are on completion of the vehicle, I will deliver it to the owner and then we will judge this car at a Chapter Meet in QLD towards the end of 2020. The intention is to get this car to a high Top Flight standard fulfilling the requirements of the owner.

I will give you another report on the Chapter Meet when we judge the car giving you the final result.


I hope you have enjoyed this editorial on the recovery of this black 396 matching numbers 1965 Corvette.

Murray Forman



Cost of Importing car into Australia

One of our members decided to get a quote to import a car from the States to Australia, below is attached that quote. The initial price of the car was US\$19,500 or AU\$28415-89


After all the charges you end up with a total of AU\$42,625-60 luckily this car is under the threshold of luxury car tax. So, it does not apply. But it makes you think that at \$20K car costs you double to get here.



YOUR IMPORT QUOTE

You have chosen to buy a vehicle on the North American continent, here are the details of the costs relating to a successful import:




Seller's asking price for the vehicle:
USD 19 500 or 28 415,89 AUD

Brand : **Chevrolet**
Model : **Corvette**
Year : **1972**

Where the vehicle is located : Sherman, Texas, United States

21 JANV. 2020 - 09:12
1 USD = 1,457225 AUD
200121008



0 2 1 5 7 9 5

<p>To be paid when the order is placed</p>	<table style="width: 100%;"> <tr> <td>Logistics costs :</td> <td style="text-align: right;">1 618,60 AUD</td> </tr> <tr> <td>Land transportation (USA) :</td> <td style="text-align: right;">2 127,55 AUD *</td> </tr> <tr> <td>Maritime transport (economic) :</td> <td style="text-align: right;">3 060,17 AUD *</td> </tr> <tr> <td>Fees :</td> <td style="text-align: right;">1 395,29 AUD *</td> </tr> <tr> <td>Insurance :</td> <td style="text-align: right;">566,90 AUD *</td> </tr> <tr> <td>Documentation fees :</td> <td style="text-align: right;">400,74 AUD *</td> </tr> <tr> <td>Sub-total (Excluding taxes)</td> <td style="text-align: right;">37585,14 AUD</td> </tr> <tr> <td>Import GST (10%) :</td> <td style="text-align: right;">2 525,46 AUD</td> </tr> <tr> <td>Quarantine entry :</td> <td style="text-align: right;">140,00 AUD</td> </tr> <tr> <td>Quarantine inspection facility :</td> <td style="text-align: right;">250,00 AUD</td> </tr> <tr> <td>Import permit application :</td> <td style="text-align: right;">175,00 AUD</td> </tr> <tr> <td>Stink Bug Fumigation :</td> <td style="text-align: right;">400,00 AUD</td> </tr> <tr> <td>Customs clearance :</td> <td style="text-align: right;">1 550,00 AUD</td> </tr> <tr> <td>Total (Estimation Including VAT)</td> <td style="text-align: right;">42 625,60 AUD</td> </tr> </table>	Logistics costs :	1 618,60 AUD	Land transportation (USA) :	2 127,55 AUD *	Maritime transport (economic) :	3 060,17 AUD *	Fees :	1 395,29 AUD *	Insurance :	566,90 AUD *	Documentation fees :	400,74 AUD *	Sub-total (Excluding taxes)	37585,14 AUD	Import GST (10%) :	2 525,46 AUD	Quarantine entry :	140,00 AUD	Quarantine inspection facility :	250,00 AUD	Import permit application :	175,00 AUD	Stink Bug Fumigation :	400,00 AUD	Customs clearance :	1 550,00 AUD	Total (Estimation Including VAT)	42 625,60 AUD
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Export services in the USA.
To be paid when the order is confirmed

Skillter is not a car dealer.

The Skillter.com platform provides access to an enormous inventory of vehicles for sale in the United States.

You are in direct contact with the sellers and the transport companies to take advantage of the best market prices.

The partners we have carefully selected have been chosen for their seriousness and their expertise even though they remain fully and solely responsible for their services.

* Estimate: the exact amount will be calculated on the basis of the exchange rate at the invoice date
** The exact rate will be established according to the customs regulations.

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Fuel & Spark plugs Big Block

UNLEADED FUEL IN BIG BLOCK CORVETTE ENGINES

It is a well known fact that running big block Corvettes on unleaded fuel causes problems with carbon build up on sparkplugs.

My 1965 L78, 396/425 was having this problem when running Delco AC43N sparkplugs.

I did a little research and found the following information on spark plugs for vintage vehicles on the NGK website https://www.ngkpartfinder.co.uk/files/NGK_Classic_Vehicles.pdf

I extracted the following as I think it would be of interest to members.

SPARK PLUG SELECTION FOR CLASSIC ENGINES

A number of factors have to be considered when selecting suitability of a spark plug for classic and vintage engines, which can differ from the originally recommended item.

The following points need to be considered before looking at available spark plugs:

- *Intended use (Competition / Hard use / General Road / Commuting / Low speed or Vintage road runs / Museum)*
- *Condition of engine*
- *Fuelling / Timing set up*
- *Modifications (including upgrades to ignition system)*

All the above points can have a significant effect, and even result in engine damage if the incorrect spark plug is used.

LONG TERM STORAGE

Classic and vintage engines are, by their very nature, less likely to be used as everyday vehicles. If fuel is left un-used for a prolonged period, then the fuel can become 'stale' over time. When the engine is attempted to be started, the stale fuel can wet foul any spark plugs and fail to start. A sensible precaution to prevent this issue is to drain any fuel from the vehicle before storage.

Modern fuels can be susceptible to degrading more quickly, becoming harder to ignite after perhaps just 3 months. There are proprietary fuel stabiliser additives on the market, designed to prevent this from occurring, but NGK cannot comment on their effectiveness as we have no direct experience in the use of these products.

RESISTOR SPARK PLUGS

Many older ignition systems are based on lower voltage magneto set-ups. NGK resistor plugs use a high-quality ceramic material for the resistor construction, which provides a very stable resistance level, typically 5k Ohms. Even a magneto ignition system can produce tens of thousands of volts, which is more than capable of running a resistor plug. The actual level of resistance at the electrode gap under combustion chamber pressures is far greater than any resistor installed in a spark plug. Resistor plugs can and are used by many owners with this system without any issues, providing the ignition system is in good condition. Some owners successfully use the modern NGK Iridium 'IX' range of spark plugs in conjunction with magneto ignition systems. One advantage of the 'IX' range is the use of a very fine-wire centre electrode (0.6 mm diameter), which requires less voltage to create a spark, beneficial when using a low powered ignition system.



HEAT RANGE AND INTENDED USE

The heat range of a plug is a measure of its ability to disperse the heat of combustion. Put simply, a spark plug does not produce any heat, but must manage the heat it is subjected to from the combustion process to maintain its optimum operating temperature (between 450-870°C). Please note this temperature refers to spark plug firing end (nose) temperature and is not related in any way to cooling system or oil temperature. If the firing end of a spark plug exceeds 870°C then the ceramic can ignite any fuel on contact, leading to pre-ignition and subsequent engine damage. If the firing end of a plug falls below 500°C (the minimum self-cleaning temperature) then carbon can accumulate on the insulator, eventually leading to a misfire as the current leaks away to ground. This is why selection of spark plug heat range is critical for the engine the plug is intended for. NGK spark plugs use a low number (e.g. 2,4...) for a 'hot' (soft) spark plug -designed to retain relatively low combustion chamber temperatures in the firing end of the plug to prevent fouling. A 'hot' plug is usually found in horticultural equipment. A 'cold' (hard) NGK spark plug will have a high number (e.g. 8,9,10...) - designed to disperse the high combustion chamber temperatures quickly to prevent the firing end from overheating.

'Colder' type plugs are usually found in high performance equipment (sports bikes/race cars). The actual use the engine is put to can also have an effect on combustion chamber temperature. Many vintage or classic machines are subjected to occasional starting whilst in storage or they are left to warm up gradually by the owner before use. Whilst this is mechanically sympathetic for the engine components, it can be detrimental to the spark plug. This is because the idle mixture can be very rich, and/or the combustion chamber temperatures lower than when in normal road use. This can quickly lead to fouling of the plug firing end, again eventually resulting in a misfire.

Another cause of fouling of the plugs can result from how the engine is used. If we take, for example, a classic motorcycle which originally has a 'cold' NGK B8ES spark plug recommended for the machine when it was new. This 'cold' spark plug may have been perfectly acceptable when the bike was used every day, under 'spirited' use by the proud owner enjoying the full performance of their new machine. If this same machine, 30-40 years later but still in exemplary mechanical condition and set-up is only used on very low speed club runs, then the original plug heat range may be unsuitable as it cannot reach its operating temperature. In this instance, if the present owner decides they are not going to use the machine any harder, then a 'hotter' B7ES may be a more appropriate spark plug option, providing they understand the risks of pre-ignition in using a 'hotter' heat range

SPARK PLUG SELECTION FOR CLASSIC ENGINES

The reverse of this example can also be relevant. If we take, for example, a road production vehicle which is only used by the current owner as a track or competition machine, then the original recommended road plug could overheat if the engine is in constant full-load/high speed use. In this case, if the standard recommended plug is a B8ES, then a colder 'B9ES' may be a more suitable spark plug, to cope with continued high speed use and associated higher combustion chamber temperatures.

One point to note is that 2-Stroke engines are far less forgiving on plug heat range compared to 4-Stroke engines. If the heat range of the plug selected for a 2-Stroke is too 'hot' (soft), then the dangers of pre-ignition can quickly lead to the 'dreaded' melted piston conclusion.



FOULING

Fouling of a spark plug to the point of misfire occurs when the surface of the ceramic insulator surrounding the centre electrode is coated in contaminants, which allows the spark current to leak away to ground. Any particles adhering to the insulator surface can provide a conductive path for electricity. It should be noted that these particles do not come from the spark plug, and as such fouling is always a result of particles within the combustion chamber, rather than a fault of the plug. There are many causes that can create fouling of a spark plug, incorrect fuel mixture, excess oil entering the combustion chamber, stale fuel or incorrect heat range selected, to name a few. In all cases, replacing the plugs can temporarily cure the misfire or starting problem, but if the root cause is not identified then the fouling problem will eventually re-occur.

A tactic sometimes employed to overcome oil fouling of spark plugs in an engine that suffers from excess oil in the combustion chamber is to attempt using a 'hotter' (softer) grade heat range. This is in effect treating the symptom rather than curing the cause, one of the only examples where a 'hotter' plug may be selected, as long as the risks of detonation are understood first.

MODIFICATIONS

Modifications carried out to an engine to increase its horsepower will increase the combustion chamber temperatures. Any published NGK catalogues are for un-modified production engines only. When an engine is designed by a vehicle manufacturer, hundreds of hours of testing and design are dedicated to ensure that each engine component will operate to satisfaction across a variety of engine and environmental conditions. Any engine modification in effect alters the engine characteristics and as such, it is the end users responsibility to ensure that every engine component that may be affected, is considered and re-specified if necessary. This is especially relevant to spark plug design and heat range. It is not possible for NGK to provide a recommendation for a modified engine. For NGK to make a recommendation, the spark plug needs to be tested and certified for that engine. Suggestions can be made regarding plug types to test, but the list for modifications and variations is endless and as such making a recommendation is not possible.

SUMMARY *In essence a spark plug is a simple device for creating a spark, although as can be seen above, it is a very complex subject that can involve many different designs, materials and heat ranges. The spark plug can be affected by many external factors, which can alter its performance.*



NGK PART FINDER

I used the NGK Part Number Finder to find the correct Spark Plugs.

<https://www.ngk.com.au/partfinder/>

YEAR	ENGINE	NGK SPARKPLUG
1962	327/All	BP5S
1963	327/All	BP5S
1964	327/All	BP5S
1965	327/All	BP5S
	396/425	BR6ES
1966	327/All	BP5S
	427/ All	BPR5ES
1967	327/All	BP5S
	427/All	BPR5ES
1968	327/All	BP5S
	427/ All	BPR5ES
1969	350/All	BP5S
	427/ All	BPR5ES
1970	350/All	BR5FS
	454/ All	Not listed
1971	350/All	BPR4FS
	454/ All	Not Listed
1972	350/All	BR5FS
	454/ All	BR5FS
1973	350/All	BR5FS
	454/ All	BR5FS
1974	350/All	BR5FS
	454/ All	BR5FS
1975 -1976	350/All	BR5FS
1977 -1982	350/All	BPR4FS

Using the NGK sparkplugs from the list above and good fuel stabiliser and my Vette is running perfectly.

Concourse Judging for NCRS

National Corvette Restorers Society announces Concours Judging of Modified Corvettes



NCRS, long known as the "Originality Club," has created a new judging category for modified Corvettes. The modifications can be as low key as replacing a damaged original engine with a crate motor, or can be as wild as placing a Corvette body on a tubular-framed chassis with a blown Mopar engine. Originality is ***not*** considered in this judging category.

All candidates must have been born as a Corvette, must have a legitimate GM Corvette VIN Tag (or proper state-issued VIN Tag), and must have a title (or registration that says it's a Corvette)
That's it; the rest is up to you.



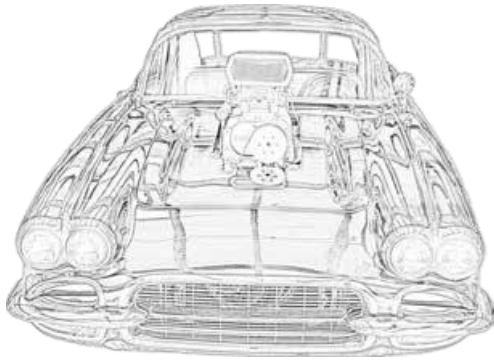
NCRS will judge your modified Corvette in either the Stock Division or the Modified Division.

Appearance is the only factor the judges will evaluate.

The five sections to be judged are: Functionality, Interior, Exterior, Mechanical and Chassis.



NCRS AUSTRALIA INC CHAPTER NEWSLETTER Modified Concourse Ribbon



Stock Concourse Ribbon



C8 Corvette falls of lift in Dealership



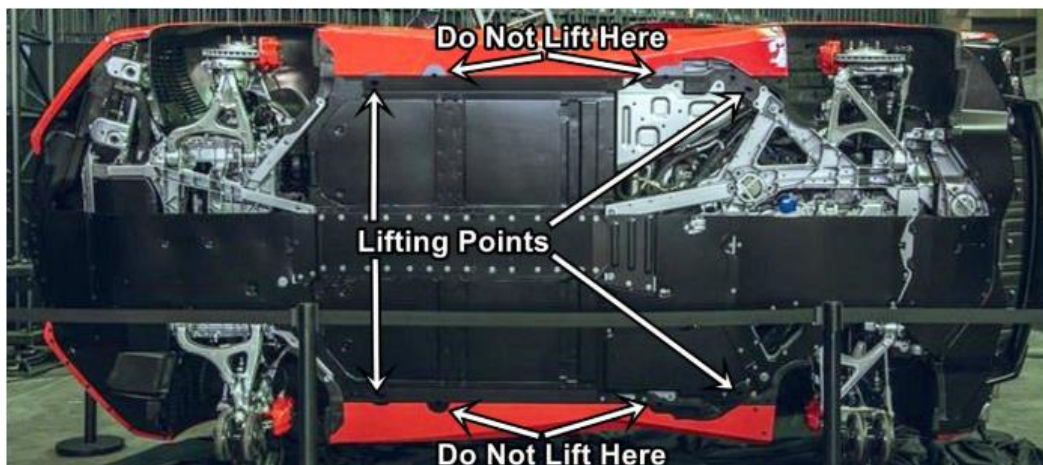
It was just about a month ago that Corvette Blogger contributor Jeremy Welborn offered up this video on the proper jack and lift points for the 2020 Corvette after witnessing a video showing the C8 Corvette that was lifted in the wrong place. Because the weight distribution is now 40/60 with the engine behind the driver, you have to have the jack or lift mounted to the chassis locations properly or the unthinkable could happen as the lift is raised.

Unfortunately, this happened late last week as the owner of a new 2020 Corvette Stingray whose claims that techs at a Chevrolet dealership in Jacksonville improperly lifted his car which resulted in the car falling off the lift and landing hard on the shop floor. The impact caused body damage to the car and broke out the windows.

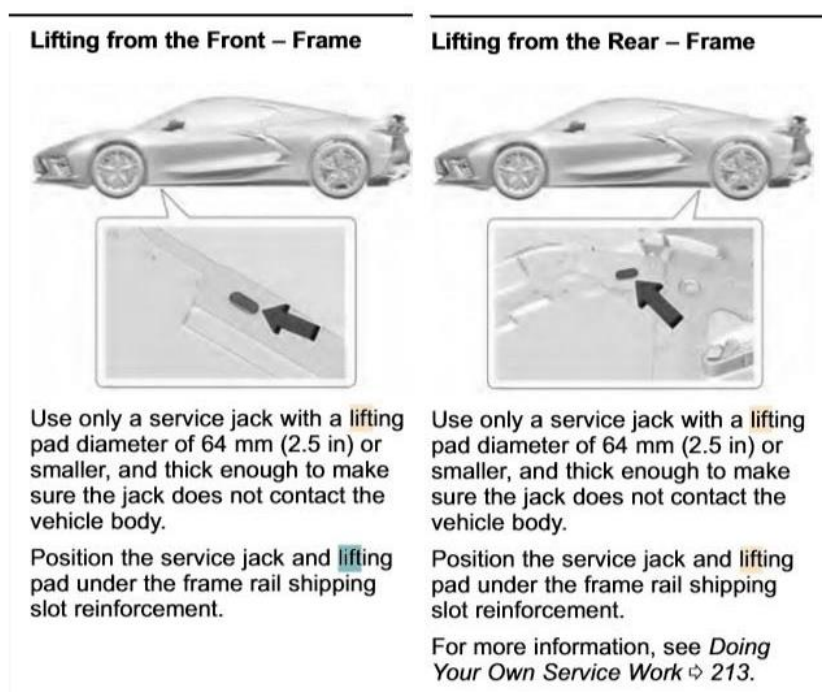


To add insult to injury and unbeknownst to the owner, photos of the wrecked Corvette were shared to Instagram leading the owner to post *“That’s my f@#%ing car, how the hell did this get on Instagram?”* asks Jake Miller, the owner of the Torch Red Stingray. He added that it’s *“not a broken lift; dumb@ss techs that put it on the lift improperly”* is what caused the Corvette to fall off the lift.

In Jeremy's video from March, he also shares this photo from the reveal of the 2020 Corvette that shows the proper jacking locations. It appears that some are confused by the punchouts on the frame rail where our graphic is marked "Do not lift here":



Here is the actual page from the [2020 Corvette Stingray's Owner's Manual](#) about utilizing the proper locations for lifting your car:



We're feeling pretty bad for Jake and hope that the Chevrolet dealer takes really good care of him. Unfortunately, dealers just don't have replacement C8 Corvettes on the lot and so while an insurance settlement is most likely in his future, we hope that the dealer will try to make him whole again with an allocation as soon as possible.

Source:
autoevolution.com



2020 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.

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

Jun	20	Cars & Coffee QLD
Jun	21	Stonehouse Café Maroota NSW
Jul	19	TBA NSW
Aug	TBA	Shannon's Sydney Motorsports
Aug	8-9	Chapter Meet QLD Venue TBA providing borders open
Aug	15	Cars & Coffee QLD
Aug	16	Regal Gardens NSW
Sep	20	TBA NSW
Oct	17	Cars & Coffee QLD
Oct	18	TBA NSW
Nov	14 15	Flight Judging QLD
Nov	15	TBA NSW
Nov	21-22	Concourse judging WA
Dec	5-6	Flight Judging NSW
Dec	13	TBA Christmas Party NSW
Dec	13	TBA Christmas Party QLD

Please Note:- that all the above events may change due to COVID-19

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





NCRS AUSTRALIA INC CHAPTER NEWSLETTER

WINDCHEATER JACKET \$45.00



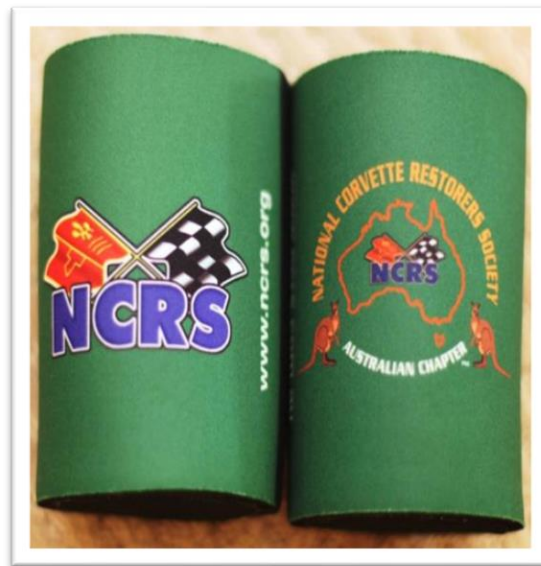
WOOLLEN VEST \$38.00



CAP \$ 15.00



DRINK HOLDERS \$10





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.





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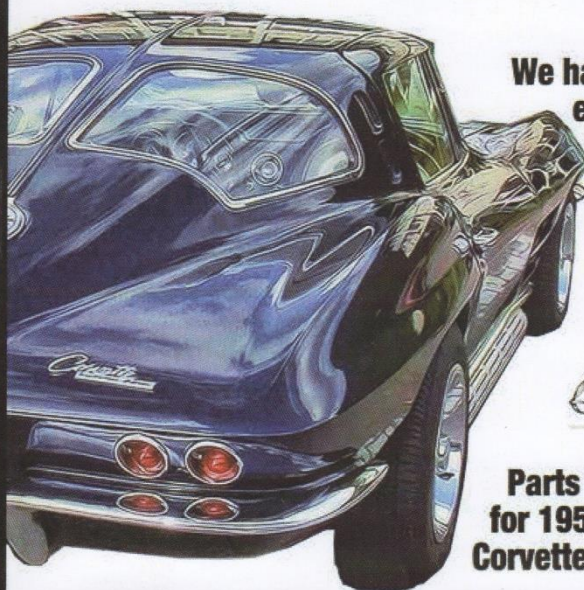
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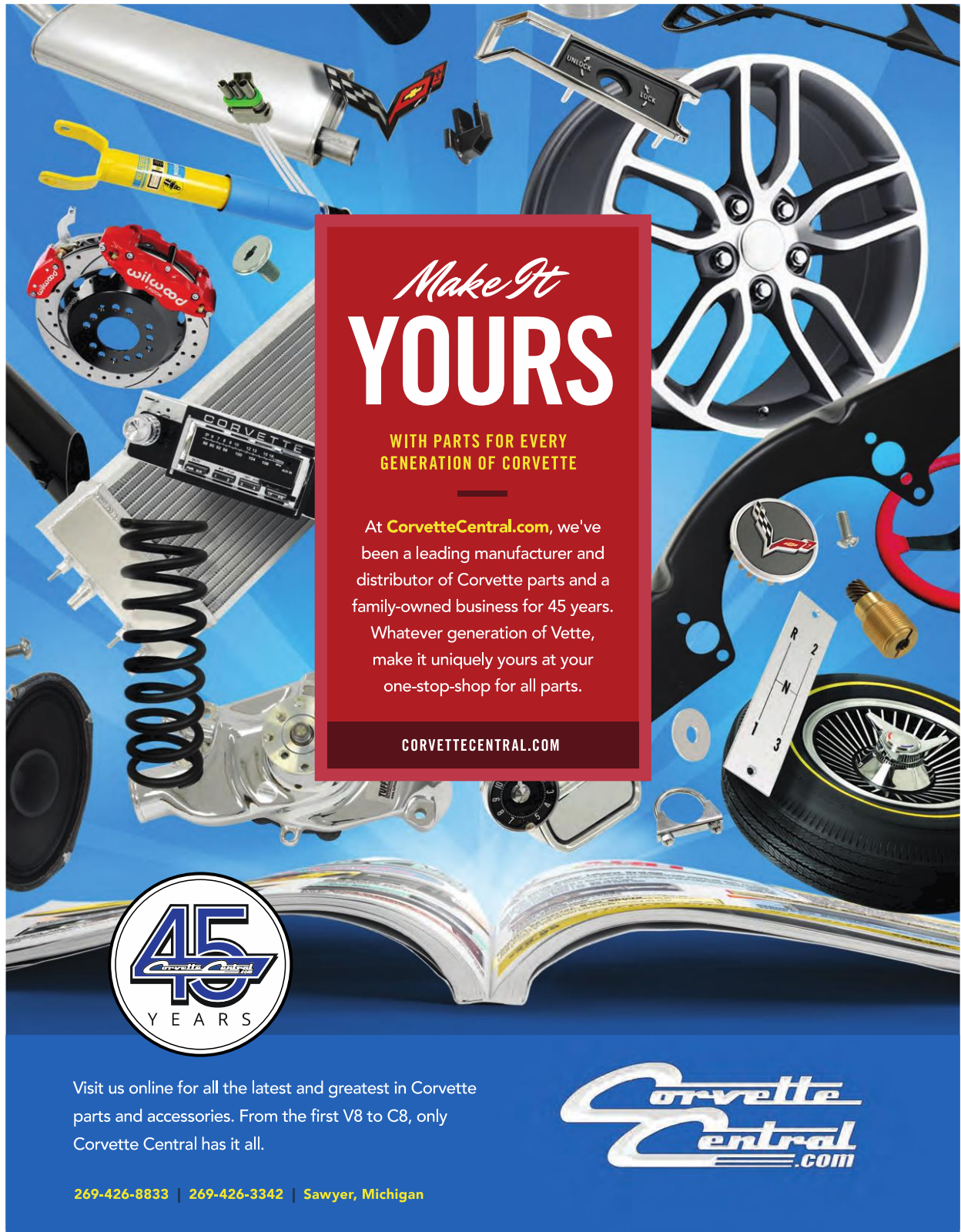


Parts and Accessories for 1953 - present Corvettes

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

A collage of various Corvette parts and accessories, including a wheel, suspension components, a radio, a speaker, a tire, and a gear shift, set against a blue background. A red box in the center contains the text "Make It YOURS" and "WITH PARTS FOR EVERY GENERATION OF CORVETTE". Below this, it says "At CorvetteCentral.com, we've been a leading manufacturer and distributor of Corvette parts and a family-owned business for 45 years. Whatever generation of Vette, make it uniquely yours at your one-stop-shop for all parts." The website "CORVETTECENTRAL.COM" is listed at the bottom of the red box. A circular logo on the left side of the collage reads "45 YEARS" with "Corvette Central" in the center. At the bottom left, it says "Visit us online for all the latest and greatest in Corvette parts and accessories. From the first V8 to C8, only Corvette Central has it all." The Corvette Central logo is at the bottom right, and contact information is at the bottom left.

Make It
YOURS

WITH PARTS FOR EVERY
GENERATION OF CORVETTE

At **CorvetteCentral.com**, we've
been a leading manufacturer and
distributor of Corvette parts and a
family-owned business for 45 years.
Whatever generation of Vette,
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parts and accessories. From the first V8 to C8, only
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269-426-8833 | 269-426-3342 | Sawyer, Michigan



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 RESTORER'S 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,**
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**

For office use only:

Date Received: _____
Receipt No: _____
EFT/Cash/Chq/MO No: _____

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

National Corvette Restorer Society Australia Inc 9882798



NATIONAL CORVETTE RESTORER'S 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.	Colour	Condition	VIN ID Plate No.
		(indicate if not reg.)		(Code 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.

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National Corvette Restorer Society Australia Inc 9882798