

**NCRS AUSTRALIAN CHAPTER
NEWSLETTER
July Aug Sept
2020**



**Jim Horniday has nearly finished his latest HSV project
More to follow in the next newsletter about the Left hand conversion Maloo Ute**



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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

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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: RodGrogan



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

As you are aware, we are still in the middle of the pandemic, so there has not been very much activity in the Chapter.

WA and QLD have been able to do some breakfast runs, hopefully with the easing of restrictions, the rest of Australia will be able to free up restrictions.

Later on, in the year, we are hoping to carry out a Judging Meet in WA, QLD and NSW. We will keep you in the loop on the viability of these.

Our Chapter is in a very strong Member and financial situation. I have been reporting to the National Body on our viability of the Chapter in Australia.

At the last three Nationals, we have received a Top Flight Status because of the covid situation, this program has been put on hold, but Gary has still been reporting to the National Body. We will continue to participate in the Chapter Flight program hopefully to regain Flight status in 2021.

Please stay safe, look forward to seeing you all at Chapter events in the future.

Next year the Australian Corvette National will be held in Canberra. We received this from Terry Ruse the President.

Registrations for Corvette Nationals 2021, Canberra, 2-5 April 2020 fully refunded if the event is cancelled because of any COVID-19 lockdowns

Arrangements for the Corvette Nationals 2021 in Canberra are in place for an enjoyable long Easter weekend on 2-5 April 2021!

Please note that our Club has made the decision to fully refund registration fees if the event is cancelled because of COVID-19 lockdowns.

The Corvettes of Canberra Club looks forward to welcoming Vette enthusiasts, and thanks those who have already registered.

The Pavilion Hotel on Northbourne Ave, the host hotel for the Nationals, has also confirmed that there will be no charges against reservations which are cancelled because of any lockdowns.

We hope this will encourage our fellow Vette enthusiasts to go ahead with their registrations.

Thanks, *Terry Ruse* President

Corvettes of Canberra Club

terryruse47@gmail.com and 0418 430 484

Murray Forman
President.



Vice Presidents Report

Hi everyone,

As you may have guessed, there is not much to report due to all the restrictions.

Because State restrictions have been varied, we have all had to adjust our run schedules accordingly. Some States have been lucky, such as Western Australia and Queensland. However, NSW has faced more challenges with social distancing. We are looking forward to the easing of these restrictions so that we can once again enjoy our cars and the company of likeminded enthusiasts.

Personal experience has shown that many of us are using this time to work on our cars, and we expect that once we regain our freedoms, we should see a few more new or improved Vettes on the road.

Let's hope that our Christmas celebrations can go ahead as usual. Please don't hesitate to contact Murray or myself regarding your plans and requirements for your States' event.

Rod Grogan VP NCRS Australia

Secretary's Report / Editors

In the Secretaries position, we have received some communication from various Corvette Clubs, but they are in the same position as us with their activities cancelled.

There has been no mail sent out since the last Newsletter.

As Editor, it is so hard to produce editorials without Members input, so please, send me photos and editorials on things you have been doing while in this pandemic situation.

Awaiting on your input thank you.

Wendy Forman
Editor Secretary.

Treasurers Report

As of the 24th September 2020 we have \$19465.54 in the bank



NCRS WA Roadtour February 2, 2020

The annual NCRS WA Road Tour set off from the Caltex Garage in Toodyay Road at the bottom of the Darling Range with 9 members Corvettes and friends in a variety of vehicles including a Triumph TR6.



At the start of the run the non-chrome bumper Corvettes didn't know which way to go! Perhaps their GPS was not on.



The girls had a meeting prior to the run starting



Off we go.....

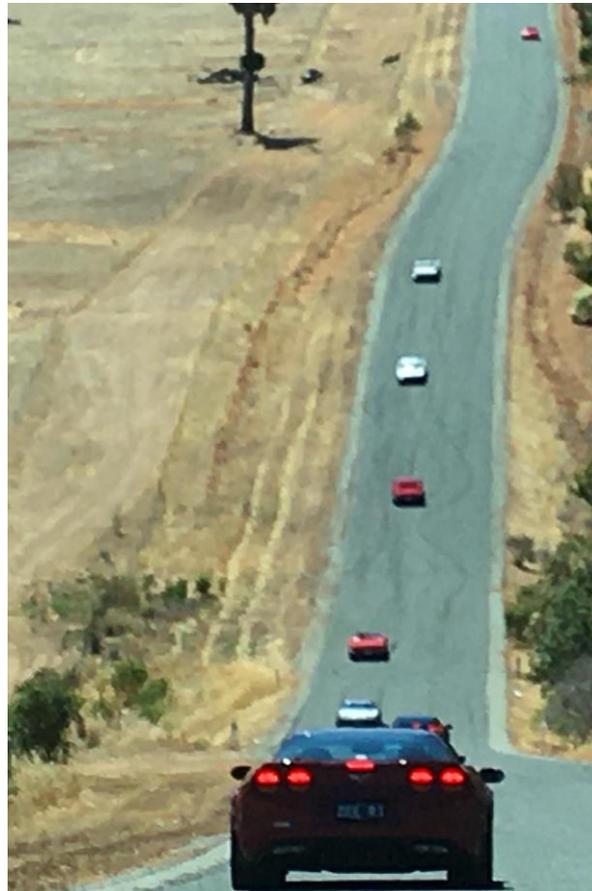


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The route was a 60km cruise up the escarpment through Brigadoon, past Bells Rapids, Avon Valley lookout, up and down the dips on Lancewood Road known among car clubs as “The Rollercoaster” and stopping at Brocks Memorial.



View into the Avon Valley with Bells Rapids on the Avon River below.



Sweeping bends and the Roller coaster



Peter Brock's Memorial

Peter Brock, dubbed "Peter Perfect" and "King of the Mountain" died on 8 September 2006, while driving in the Targa West '06 rally. Brock was 3 km from the finish of the second stage of the race at Gidgegannup, about 40 km from Perth, Western Australia when he skidded off a downhill left-hand bend on Clenton Road for over 50 metres in his 2001 Daytona Sportscar and hit a tree sideways, in the driver's door. The memorial is near the crash site and we stopped for a moment of reflection and a group photo before headed of along the gum tree shaded roads through the forest to the Mt Helena Tavern for lunch.



As there was so many of us, we had to have two tables



Mortens Mum and Dad from Norway came along for the ride.



**Joe and Ron share a joke and Old Gary has a beer and a sleep after organising everything.
What about a new hat for Gary, Murray?**

A fantastic time was had by all with safe driving, good food and good company. In fact, we had such a good time we are thinking of having a Spring tour later in the year and making it a bi-annual event.

Members attending were;

Antonella & Terry Martin (2009 ZR1), Ron Flood (1969 Coupe), Morton Benjaminsen and Danielle Atkinson (70 Convertible), Sharon & Andrew Ridge (64 Convertible), Pat Hehir (2014 Coupe), Ian Gibbings (66 Coupe), Wendy & Neil Bishop (73 Coupe), Natalie & Steve Tchorzewski (78 Coupe) and Gary Cowans (65 Coupe).

Friends attending were;

Mortens Mum and Dad, Unni & Willy Benjaminsen, Dave Jenkins (TR6), Ron Baker, Joe Italiano and Charlie Barron



WA Roadtour York Motor Show

NCRS WA was invited by Greg Morris to come along on the **Fibre Classics #8** run to **The York Motor Show** on September 2020.



YORK MOTOR SHOW 2020
 SUNDAY 13 SEPTEMBER
 9AM - 4PM
FREE ENTRY
 1910IHC

EVENTS:
 LIVE MUSIC
 VINTAGE BUS RIDES
 R.C MODEL CARS/ TRUCKS
 CARS, TRUCKS, TRACTORS, BUSES, MOTORBIKES, STATIONARY ENGINES

PRIZES:
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ENQUIRIES:
 GARY BYFIELD:
 0414 885 338
 byfield@wn.com.au

York Motor Show 2020

This event has been going for a many years and is organised by the W.A. Veteran Car Club's York Division.



Here we are already to set off on the way to York at 8AM in the morning.



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We set off from Mundaring east into Great Eastern Highway, turning right into the road to York at The Lakes. This road is winding and has several overtaking lanes which Patrick and Terry in thier late models Vettes found very interesting! I was content to cruise while listening to the tune from my sidepipes and looking at the scenery through the Wondoo forest.



On arrival at York we were directed to the area allocated for classic car parkin



As it was so early in the morning we decided a coffee was in order before we took a walk around to all the exhibitions on show.



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There was a fascinating collection of the cars, bikes, trucks, stationary engines and motoring memorabilia on display





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Members attending were

- Terry Martin (2009 ZR1 C6 Coupe)
- Sharon & Andrew Ridge (89 C3 Coupe)
- Pat Hehir (2015 C7 Z06 Coupe)
- Wendy & Neil Bishop (73 C3 Coupe)
- Natalie Tchorzewski (78 Coupe)
- Gary Cowans & Clint Messenger (65 L78 C2 Coupe)
- Allan Grime (82 Collector C3 Coupe)

Other fibreglass cars on the run were.

- Greg Morris, 1970 MARCOS GT 3 Litre
- 1970 V6, 2016 ALFA ROMEO 4C Launch Edition
- 1976 ALPINE RENAULT A11
- 2016 COBRA
- 1986 LOTUS Esprit Turbo
- 1972 TVR 3000M
- Two Bolwell Nagari's.



Jim and Shirley Hornaday's New Project

Great to hear from you and that all is well in OZ. We are doing fine so far, but never really know if we are doing enough to keep ourselves safe. We mask, we wash frequently and we social distance, but we have recently had a friend test positive who works for a local Firestone shop and while he has recovered nicely we worry that it just keeps getting closer. He is the first person we know personally to have been infected. This is surely not the way we wanted to spend our senior years while we still have our health and ability to do "fun" things.

The Maloo is actually getting very close to completion and once I have the final paperwork in my hands, I'll be glad to give you some very detailed information on that entire process. There are still portions that I don't know, but I do know that these guys are the only ones in the US that have successfully negotiated the legality of converting a Maloo from right to right hand drive while maintaining the integrity of the car and maintaining the car's original VIN.

Shirley's newest car looks like it will be the last of a series of cars that I have restored to honour my Brother who died in 1968 while serving as an F-105 Fighter Pilot during the Viet Nam War. In December of 1961, while attending the US Air Force Academy, Jeff took delivery of a Roman Red 1962 Corvette and drove it from Colorado Springs to Tampa Florida, where we lived, for the Christmas holidays. I was smitten and the passion began to evolve. Spring of 1964 he left the car with me to drive and maintain when I was a Junior in High School. I went from "Jimmy who" to "Jimmy with the Red Corvette". My journey was set and after his death, while I could do nothing to save him, I could save the cars he loved and had a plan to do just that when and if I could afford it. While I have a car just like his that I restored, there have been according to Shirley, 33 cars that have been saved along my journey. Some only minor restorations, others from what could only be described as "Bones".

I had previously restored a 1966 Corvette for Shirley but being a purist believed all real Corvettes had manual transmissions, I built that car as 4 speed car. While she drove it, it never really filled her sports car dream, because it was not an automatic. After I completed a 67 convertible from a very dilapidated 67, with a 5 speed manual transmission, she declared my restoration career complete, but, I swayed her to allow me to build one more but providing it had that coveted automatic transmission she yearned for.

The car itself had languished in a Tennessee junk yard for many years and, in fact, I had helped a friend in Tennessee locate the car and purchase it for a reasonable price. It turned out that rust had severely damaged the Birdcage(Metal structure) under the fiberglass and the only way to repair this car was to completely dismantle the car to its last piece. The cage was restructured, and the fiberglass was repaired and re-bonded to the cage. At that point the new owner had a bit of a disagreement with the shop that was completing the work and the car was taken home and allowed to sit for seven years. Deciding not to complete the restoration, the owner reached out to me and asked if I could help him sell the car. I bought it and quickly realized that the work had only just begun.

While the previous owner had purchased many parts, the car still had no chassis, no drive train, no interior, and no bright work. It was, however, a sound body and foundation for a complete car. After building/restoring cars for 20 years since I retired from the Army, I had accumulated



many of the parts needed to complete this job. But, after inventory of my parts, I was still missing a chassis, engine and transmission.

Looking to make this car modern in handling and performance, we chose to fit it with a brand new connect and cruise crate motor from GM and selected the LS3 with 430 horsepower connected to a 4L65E electronic overdrive transmission. I wanted this car to be a comfortable touring car, so I located a new old stock(NOS) 1976 chassis from a friend and it came with the remnants of a 1967 chassis that allowed me to combine the two and essentially create a new 1967 chassis.

Steering would not come from the antiquated OEM steering box but from a modern steering rack produced by Steroids which is a completely bolt on system that requires no chassis modifications. The chassis was completed with all new ball joints, springs, and other chassis components in my shop and that included a 1982 rear fiberglass Corvette spring that provides a very nice ride quality over the aftermarket springs available. The differential is a 3:07 ratio unit that has been completely rebuilt with new clutch pack and bearings, and the braking system is pretty much stock but new and is activated by a dual diaphragm booster.

The cooling system is provided by DeWhit Radiator and is their direct fit for a 427 cubic engine and it has dual cooling fans that operate off the LS3's computer as would in a modern Corvette. The fuel system is provided by "Tanks" Inc. and it is an 18-gallon unit with integrated electric fuel pump also operated by the engine computer. Air conditioning is from Vintage Air and the interior of the car has the appearance of an original Air-Conditioned car with the top centre mount dash air vent.

The interior of the car is almost entirely from Al Knoch. Installed by me, but the seats came from a long-time friend who had saved them for well over 30 years just in case someone might need them one day.

The gauges are from Dakota Digital and while they have the appearance of the originals, well almost, they provide all the data available from the GM computer and are both digital and analogue.

Paint and final body work were performed by Alex Watkins and his crew. Basecoat/clearcoat in Marina Blue applied over many coats of primer and polished to a mirror finish, way beyond anything that would be acceptable by NCRS standards.

The result. On her first drive, Shirley proclaimed that this car drives better than any mid-year(1963-1967) Corvette she has ever driven or ridden in. The car is not equipped with power windows or cruise control but the factory telescopic steering column and the custom teak 15" vs. the factory 16" wheel make this car easy to get into and comfortable to drive!

So, there are still parts left in the garage. At 73 years of age, is there one more car left out there to be saved, or does Shirley's car round out a lifetime of passion gifted to a 16-year-old boy from a generous older Brother?

Jim Hornaday



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C8 Corvette in Australia

Football, meat pies and . . . Corvettes

GM seals deal with Walkinshaw to replace hotted-up Holdens with GMSV-branded showrooms selling SUVs and sports cars

SAM JEREMIC

The future of General Motors in Australia post- Holden shutdown has been confirmed, with the newly created, long expected GM Special Vehicles brand to begin trading later this year.

It will see GM partner with Walkinshaw Automotive Group – previously responsible for Holden Special Vehicles – which will remanufacture GM products at its Clayton, Victoria premises.

Walkinshaw will continue to build right-hand-drive versions of the Chevrolet Silverado pick-up range, with the Chevrolet Corvette to arrive next year.

GM Holden interim chairman and managing director Kristian Aquilina said it would result in hundreds of Australian jobs.

“This new venture directly adds sales, marketing and after-sales roles to GM’s 200-strong presence in Australia, and indirectly supports over 150 skilled engineering and manufacturing jobs at our partner in Victoria,” he said.

“The initial product line-up will feature the latest Chevrolet Silverado 1500 LTZ, with other derivatives, including the Silverado 2500 and spectacular mid-engine Corvette anticipated to



Chevrolet Corvette



Chevrolet Silverado

follow sometime later in 2021.”

Twenty-year GM veteran Joanne Stogiannis will lead GMSV.

“Sales of large US pick-ups have been growing consistently and I believe the ongoing strength of that segment will provide a very solid basis for us to build a successful long-term business,” she said.

“The plan to bring the stunning new mid-engine Corvette in RHD direct from the factory is an enormously exciting opportunity for local performance car enthusiasts.”

Walkinshaw director Ryan Walkinshaw said the company was “delighted” to continue its 33-year association with GM.

The move to GMSV will officially mark the end of HSV and the Holden name in Australia.

A GM spokesperson said the dealer network was yet to be finalised, but many HSV showrooms were expected to become GMSV dealerships.

In WA, at this stage it is rumoured this includes at least Shacks in Fremantle and Gardner Autos in Cannington.

Ricks Garage Palmwoods Qld

We have not had the severe virus restrictions here that many throughout the country have had and although we have not been able to get Murray into the state to manage flight judging, it's not for the want of trying. Twice now Murray and Wendy have been unable to enter Queensland, our flight judging has been postponed both times. Maybe our next scheduled date, the 8th of November will work? Let's hope so lined up for our next flight judging are a pair of B2K C4 Calloway Corvettes belonging to Phil Andrews and Wayne Porteous.

Having the judging postponed didn't stop Phil driving his Calloway 950km from Mackay anyway, so we went for a run to Ricks Garage in Palmwoods on the Sunshine Coast on a perfect winter's day. After breakfast there we had a late lunch in Montville then back via Maleny. Michael Smith joined us in his C4 Calloway as well. Where else in Australia would you find three genuine C4 Calloway on a run together!



AC Delco Battery Conversion to Odyssey

I have been asked about this editorial, so I am running it again

If you are unlucky like me and have a reproduction battery fail, or you have an original battery that has failed. You may wonder what to do with the failed carcass. So, I decided to try and convert it back to something I could use.



The decision was made to remove the complete inside out of the battery and install another battery inside, because the case was in good condition.

I headed to the local battery supplier. After inspecting what was available, the decision was made to purchase an ODYSSEY battery model G12-V16AHEP 680 cold cranking over 5 seconds. This battery is used in up market jump start units.

The dimensions of this battery are 184 mm Long 79mm Wide & 169 mm Long. This will fit into the old carcass OK.

Back home and start the operation to remove the internals of the old battery, the first thing I did was to test if there was any charge left in the battery. After finding out there was no charge left I then tipped the battery upside down and drained out the battery acid into a container and held on to it for proper disposal. I then decided to turn the battery upside down again and with a drill I drilled two sets of holes in opposite corners,

this allowed me to use a Jigsaw to cut the base around the perimeter of the old battery, as shown in the second photo below.



After completing this process, I was able to remove the second section to expose the lead plates and their insulating dividers as shown in the next photos.





This process did take a long time because it was extremely hard to remove as the plates would break up easily. After a while I was able to have a clear cavity in the battery. As shown in the next photo;



With a sharp wood chisel, I was able to remove the two side dividers, exposing the next set of plates. Now I have more room I can remove the plates one by one till I have that section is cleared. All I had to do is disconnect the plate from the terminal at the top, so it would come out in one section, working forward until there are no more sections left, as shown in the next photo



The next thing to do is clean out all the connection points from each cell to the bridging bar at the top of the battery, leaving the two connectors on the bottom side of the Positive & Negative posts. I was able to remove the connection points by using a piece of tube to snap the pins off at their base, as shown in the photo above;



I then cut a piece of 3mm flat rubber sheet to cover these broken old terminals using Silastic to hold it in place. This will ensure the new battery doesn't short anything out.



The next thing left to do is get some instant bitumen a product called Instant Bitumen Bonding Agent and pour it all around the top of the battery it goes on brown and then sets Black to make it look like a proper tar top battery, as shown in the photo below.

I then manufactured a base to slip inside the old battery. It was made from 1.2mm stainless steel with 12mm sides all the way around on it, so it looked like a tray. I then drilled fixing screws through the side of the case and into the base, as shown in the next photo;



It was now time to connect the two terminals together. What I used here was two battery cables with lugs on both ends. Because I needed to bolt one end to the terminal inside the old battery and then bolt to the corresponding terminal on the new battery, it is better to bolt lugged cables to the original terminals rather than soldering them on as the solder may break off with vibration, as shown in the next photo;



The next thing to do is install the base into the old unit covering up the new battery inside. Turn the battery over and install the newly painted caps with AC DELCO in yellow paint I used foam to space the new battery away from the edge of the old case, restricting its movements.

As shown in the next photo, we now have a old look-a-like battery on the outside, but very new on the inside.



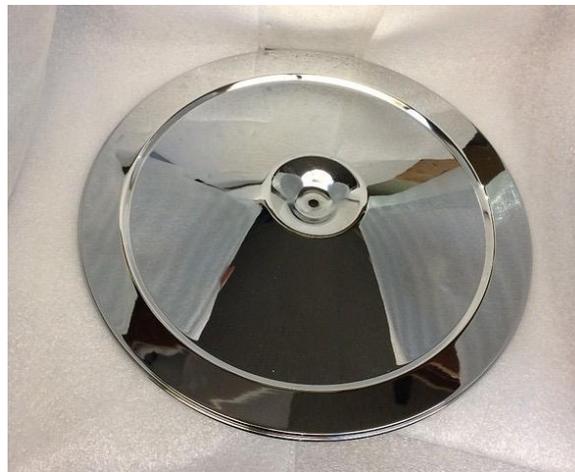
I hope you find this project interesting to read and it may give you an idea to do the same with that old battery lying around on the garage floor.

Murray Forman NCRS Member 37371

For Sale



66BB new chrome air cleaner with screen print underneath \$110



AC Delco correct Air Cleaner \$120





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BB new Relay Rod (draglink) NOS or manual steering 3hole with new rubber & clamp kit \$370 ono
George 0411707069
thanks again





New Concession in WA

Concessions For Classics Scheme (C4C) – Western Australia

The Perth City Street Machine Club lobbied the Government to see if a concession could be provided for modified classics. Later the Council of Motoring Clubs (CMC WA), which represents 117 car clubs became involved and in September 2020 Rita Saffioti announced the Concessions for Classics (C4C) scheme as;

- New scheme to offer 75 per cent registration discount for classic vehicles registered to an approved club
- Will apply to low road use street rods and vehicles manufactured prior to 1990
- Eligible vehicles will be able to access 90 days of on-road use per annum
- Scheme removes red tape for classic car owners that only drive occasionally

When first announced the Government stated no changes would be made to the old 404. However, changes have been proposed which need to be ratified between the e CMC, the Perth City Street Machine Club and the DOT.

Our Member Neil Bishop is working extremely hard in the CMC Committee attending to ratifying these issues.

Once the C4C Scheme is passed by the Parliament it would result in more members joining our club and having their Corvettes judged in NCRS Concours Judging class

NCRS thanks Neil for his efforts in representing our club at the CMC meetings.

Cheers,

Gary Cowans

gary.cowans@bigpond.com

0418 940 562



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

Oct	11	Brookwell Classic	WA
Oct	17	Cars & Coffee	QLD
Oct	18	TBA	NSW
Nov	14 15	Flight Judging	QLD
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





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WINDCHEATER JACKET \$45.00



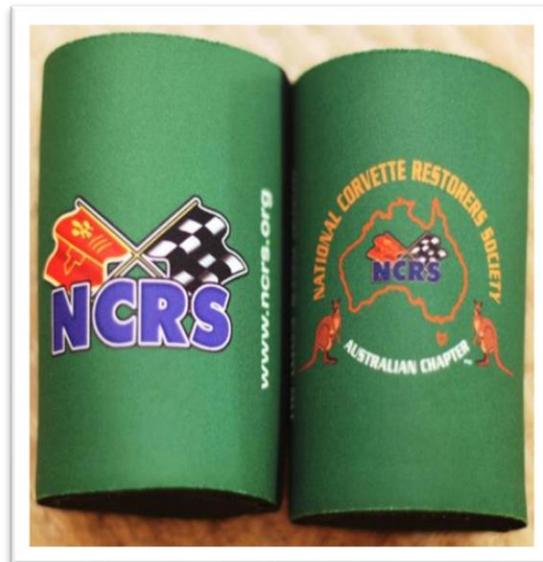
WOOLLEN VEST \$38.00



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



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personally yours

I invite you to call me:

Debra Mavin

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Corvette Car Club Links

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

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



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

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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:

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