

NCRS AUSTRALIAN CHAPTER NEWSLETTER



July August Edition 2017

Rod Grogan's Latest Ride





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OFFICE BEARERS

<u>President</u>	Murray Forman
<u>Vice President</u>	Rod Grogan
<u>Secretary</u>	Wendy Forman
<u>Treasurer</u>	Deborah Bridge
<u>Membership Officer</u>	Joe Caruana
<u>Merchandise</u>	Richard Dickens
<u>Webmaster</u>	Gary Cowans
<u>Editor</u>	Wendy Forman
<u>No. Plate Registrar</u>	Andrew Mavin
<u>Event Co-ord.</u>	Andrew Christopolous
<u>Committee</u>	Harry Turner Ross Reynolds Colin Morris Terry Martin
<u>Public Officer</u>	Murray Forman
<u>Legal Advisor</u>	Andrew Christopolous

State Representatives

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Terry Martin

Ph: 08-9443-1944

South Australia

TBA

Queensland

Bryan Wharton

Ph: 0413980420

New South Wales

Murray Forman

Ph: 02-4567-8330

Victoria

Note: The State Rep is normally the first point of contact for enquiries regarding NCRS Australia membership or general club info. Enquiries from Tasmania covered by VIC Rep, from NT covered by SA Rep

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NCRS AUSTRALIA INC CHAPTER NEWSLETTER



President: Murray Forman



Vice-Pres.: Rod Grogan



Secretary: Wendy Forman



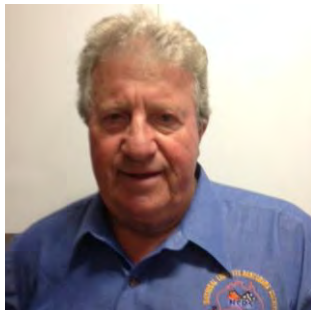
Treasurer: Deborah Bridge



Editor: Wendy Forman



Web Master: Gary Cowans



Merchandise Richard Dickens



Event Co-Ord: Andrew Christopolous



No. Plate Reg: Andrew Mavin



Membership Officer Joe Caruana



COMMITTEE MEMBERS



Terry Martin



Ross Reynolds



Harry Turner

Colin Morris

STATE REPRESENTATIVES



WA:Terry Martin



QLD:Bryan Wharton



NSW:Murray Forman

VIC: TBA



Presidents Report - Murray Forman

Hi Everyone,

It is hard to believe we are only four months prior to Christmas. This year has flown by so fast.

Our Chapter has achieved a lot this year, we have completed three Chapter Meets being in Perth Brisbane and Sydney. Also we are holding another Chapter Meet on September 10th This will be the last one for this year.

At the National Convention this year in San Antonio, the Chapter also received another Top Flight Award and was presented with the decal for the banner, both here in Sydney and in Perth.

Our membership has stayed the same, along with our finances.

Next year the National Convention will be held in Las Vegas, the new Chapter Southern Arizona will be running this Convention, along with the National Board of NCRS.

The Australian Chapter has also indicated we would like to assist them on their first National Chapter Meet. Our intentions are to put together a group of Australian Chapter Members to travel over and assist them. At the moment I am working on costs and will be releasing this information very soon and would like to get any expressions of interest on who would like to join us and help the Southern Arizona Chapter in this venture.

My intentions are to fly to LA then hire a mini bus or two, depending on numbers and join a road tour to the Convention.

Both Wendy and I have completed eight Road Tours and they are a real lot of fun and you get to meet new friends and see great scenery over the four/five days it takes.

So, if you are interested, please contact me.

As mentioned above, the 10th September is the final Chapter Judging Meet for this year and it will be held at my home Kurrajong Hills. For those who are on concessional Club plates for NSW and you have not attended and assisted in a Judging Meet this year, it is a requirement of your Club Registration to qualify, you have to attend a Chapter Judging Meet.

This specification was voted at the last AGM and for those who do not attend this Meet, the Chapter will not renew your concessional registration. So please make the effort and put this date into your calander.

Murray Forman
President.

Vice Presidents Report

Hi Everyone,

Chapter Judging meet

Looking forward to our Chapter Judging meet on the 10th September with three cars to be judged, Andrew's 63 Coupe, Wendy's 65 Convertible and Richard's L82 '80 Coupe. Hope that we can get a good role up as this will be our final judging meet for the year.

Congratulations

Congratulations to Joe for his '63 ZO6 Split Window for winning best overall Factory Muscle Car Marvel at Motorex 2017, being one of this country's premier Motor Shows. The car and display reflecting Joe's extreme attention to detail.



New on the block

I have just purchased a '57 Race Car with extensive race history in the US dating back to the early 60's, being campaigned in some famous circuits such as Watkins Glen, Laguna Seca and Ohio, as SCCA and SVRA race meetings. Thanks to the help of Bryan Wharton in QLD for the initial inspection of the car prior to purchase, the car is now in my workshop undergoing restoration, including a new 12 Bolt rear end with billet axles and original 11inch finned brake setup. The car runs a period correct 283 Dart block and Super T10 – BorgWarner box and has original Big Brake setup. Looking forward to giving it a run on a track soon.



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Facebook

Keep liking us on the Facebook page. Always a pleasure to include any of your photos or event information. Send to my email - roadhouse@aapt.net.au.

It is always enjoyable to get together and as the summer months approach we hope to be able include a few runs and breakfast meets at different venues.



Rod Grogan
VP NCRS Australia



Secretary's Report

Since we last spoke, both Murray and I have had a great time travelling around doing the Chapter Meets.

I haven't sent out any letters or emails since we last spoke, but we have received Newsletters from other Australian Corvette Car Clubs.

I hope to see you at some upcoming events.

Wendy Forman
Secretary

Editors Report – Wendy Forman

Hi everyone, I'm sorry to repeat myself but I do need your input to fill the Newsletter. As you can see, once again we have got a full Newsletter. But unfortunately, it is full of Editorials from the same people all the time, I would really like some other editorials from other members, no matter how small the subject matter may, you must be doing exciting things out there, so we would love to see a small editorial with some photos, that would be great.

We put this newsletter together and email it out to everyone, but we do miss your comments on what you thought of the Newsletter, whether it is interesting or boring, so please give us your thoughts, we would love to hear from you.

If you have any new ideas that we can expand on, let us know.

My email address is eagleviews@bigpond.com

Once again it is a big Newsletter, please enjoy.

Wendy Forman
Editor.



Treasurer's Report

Bank Balances 1/4/17– 30/6/17

Opening Balance - \$14551.36
 Closing Balance - \$13185.30

Income from memberships 1/4/17– 30/6/17

26/04/2017	Mion	Richard	\$ 50.00
26/04/2017	Jim	Stirling	\$ 50.00
13/04/2017	Peter	Whiston	\$ 50.00
		Total	\$ 150.00

Income from other sources 1/4/17– 30/6/17

3/05/2017	QLD Meet	\$ 145.00
26/04/2017	Apparel s- Gary Cowans	\$ 200.00
24/04/2017	T-shirt sale	\$ 25.00
21/04/2017	QLD Meet	\$ 170.00
20/04/2017	QLD Meet	\$ 165.00
18/04/2017	T-shirt sale	\$ 20.00
13/04/2017	NSW Meet	\$ 100.00
3/04/2017	NSW Meet	\$ 20.00
2/04/2017	NSW Meet	\$ 90.00
	Total Income:	\$ 935.00

Expenses 1/4/17– 30/6/17

29/06/2017	CMC membership WA	\$ 75.00
23/06/2017	Embroidery and shirts	\$ 540.00
23/06/2017	BBQ food	\$ 112.88
23/06/2017	Brisbane food	\$ 100.00
23/06/2017	Shirts	\$ 72.93
23/06/2017	postage	\$ 10.85
15/06/2017	COMMBIZ FEES	\$ 11.00
11/06/2017	Black Shirts	\$ 216.78
15/05/2017	COMMBIZ FEES	\$ 13.20
18/04/2017	COMMBIZ FEES	\$ 13.20
17/04/2017	Printing	\$ 199.40
17/04/2017	WA merch Postage	\$ 24.80
6/04/2017	Refund to Rod	\$ 135.00
6/04/2017	Marquee	\$ 836.02
	Total Expenditure:	\$ 2361.06

Report prepared by Deb Bridge

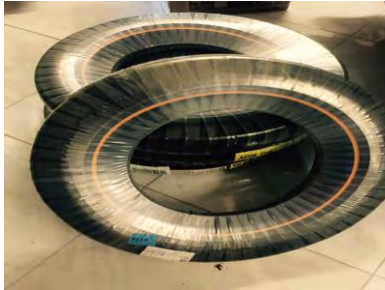


New Members

Dennis & Alexandra Poulos
Monteray NSW

Items For Sale

**1968 Original style Reproduction Delco Battery
\$250.00 Contact Murray 0402917400 Great Condition**



4 only B F Goodrich Silvertown 7.75 x15 4 ply polyester tyres

Please contact Murray Forman
0402917400 or email eagleviews@bigpond.com for price

Disclaimer

"The NCRS Australian Chapter does not authenticate the content/statements of the Technical Articles that it accepts for publication in it's Newsletter. All Technical articles and their contents are the sole opinion of the submitter. The content is not researched/affirmed for it's total authenticity

Bora Bora “Stingray” experience

Murray and Wendy decided to tick another thing of the Bucket List which is – travel to Bora Bora Tahiti and stay in an over water bungalow as shown below.

Bora Bora is an extinct volcano with the centre core remaining and an outer rim protecting a lagoon area between the main Island and the sea.

We flew into Papeete and then had a one-hour flight to Bora Bora. Arriving at the airport you exit the terminal directly onto a boat, which takes you directly to your resort. We decided to stay in the Le Meridien



As the photos indicate it is an absolute paradise, we were fortunate enough to have 7 days of perfect weather.

Below are some shots of the facilities and resort. Please note the centre photo of the reflection with cloud cover in the pool.





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There are many activities you can do there, we chose a special one where you can swim with the “STINGRAYS” and feeding the sharks. We have to say, that Stingrays are very close to our heart, due to our car collection and the name of our boat. So to have the opportunity to actually be in the water, swim and feed the Stingrays is a life-time experience.

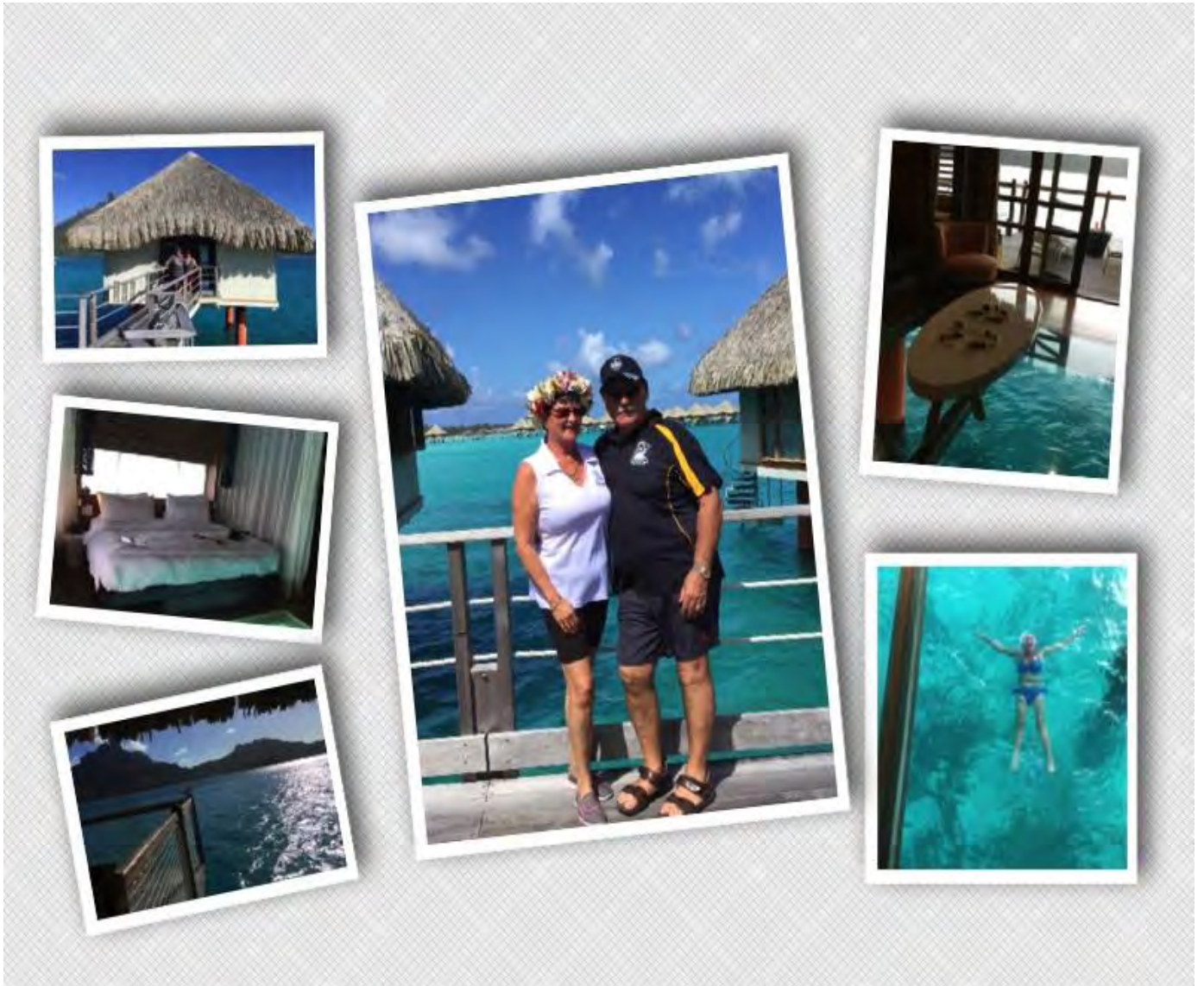
As shown below, this particular stingray has been befriended by the Tour guide and all you had to do was place your arms forward and the stingray would just snuggle up to your chest. WOW !!!!!!!!

We also swam with Black Tip Reef Sharks and coral sharks, they were bottom dwellers and approx 2 to 2.5mtrs in length. The black tip reef sharks were very shy they would not come as close as the stingrays.





The Bungalows where we stayed are everywhere over the water, the central floor is two large glass panels that show the water below. As you can see, Wendy is swimming underneath. We highly recommend this Stingray holiday to anyone.



The facilities, service and food was of the highest level. The Le Meridian also has a Turtle hospital, where they take in injured turtles and rehabilitate them.

So do yourself a favour and add Bora Bora to your Bucket List for a different “Stingray” holiday.

Murray and Wendy

Rouse Hill BBQ



We had a fantastic turn-up of Club Members to our Monthly Rouse Hill BBQ. Also we had a great turn up of Corvettes. Everyone had a great time, the weather was perfect and the food was good.

We decided to start at 9am rather than the midday as normal, this made the afternoon available to do other things.

Murray & Wendy

The Australian Governments “Stupid” decision.

ASBESTOS IN IMPORTED VEHICLES

From an article published in www.ferraris-online.com by M sheehan.



Our story begins in 2003 when the Australian government issued a zero-tolerance ban on any and all asbestos products, aimed mainly at imported Chinese drywall, a problem America also faced at the time. Fast forward to March 6, 2017 when, without prior warning to Shipping and Customs agents, let alone to owners, the Australian Border Force (ABF) began randomly testing all imported collector cars for asbestos, without any industry consultation, procedures or practices in place. One of our clients had two cars already en-route to Australia and so had no choice but to comply. One was a 1966 Shelby Mustang 350 GT and the second a stock 1966 Mustang donor-car, found together as “barn finds” and imported into Australia for restoration.

Making rules on the run

Inspectors were picked from an ABF approved list of asbestos assessors, none of whom had collector car experience since this was an all-new process. An ABF officer and a representative of the customs brokers also had to be in attendance while the owner/importer was required to provide two mechanics, tools, a floor jack, jack stands, safety clothing and masks. All five charged by the hour, with the work being done at the customs wharf.



The inspection of the Mustangs took a full 8-hour day times five people. The front brake pads, rear brake shoes, exhaust manifold and exhaust pipe gaskets from both cars plus the add-on A/C compressor from the stock Mustang were all taken for inspection. Some of the sealer from inside the wheel wells, around the firewall and the caulking around the windshield were also removed for testing. Additionally, samples were cut from the headliner material, the door frame inner padding, the hood scoop, the brake air ducts, the windshield washer bag and sample sections were cut from the wiring loom. As the 350 GT was pushed onto a hoist the ribbed aluminium oil pan fins were damaged. The pleas of both mechanics to cease the destructive sample-taking were ignored by the inspector, the customs agent and the ABF officer. As the day wound down the inspector recommended the removal of the engine and transmission for disassembly and removal of the front fenders and doors for further examination. Because of that day's interpretation of the regulations, the owner was not allowed to be at the inspection.





Moving to plan “B”

During & after the destructive first inspection, endless e-mails and calls between the customs broker and the ABF, the owner was able to get both mustangs taken to a well-respected exotic car sales and service centre in Sydney. ABF required both a removal expert and an assessor to supervise the work, a hygienist to test the air for asbestos (how could I make this up) and two mechanics in space suits, all to remove a clutch. The caulking around the windshield, firewall and inner wheel wells was also removed but reason prevailed and so the engines were not disassembled. Both cars were then released to the owner.

Total time was two months. Costs including the two removal experts, two assessors, two mechanics, (twice) the hygienist, plus the asbestos lab analyses and bulk sample report was approximately **\$15,000**, not including the damage and cost to replace the seized parts on both cars plus the possibility of fines for non-compliance.

Meanwhile, across the continent

Meanwhile, in Perth, on the other side of Australia, an enthusiast with a DKW obsession imported a rare 1953 DKW F89, a two cylinder, 23 hp, 684 cc post-war Germany econo-car built from 1950-54 and based on a pre-war design. Although 60,000 DKW F89s were built, most were scrapped as the German economy recovered and much better cars came to market. DKW was acquired by Mercedes in 1957, sold to Volkswagen-Audi in 1964 and DKW ceased to exist. The DKW in question was sold new into Portugal, was complete, and relatively rust free and at \$7,000 Aus (\$5,400 USD) was a very affordable and unique collector car. As the third collector car to be inspected and the first in the Perth area, the owner was lucky. The asbestos inspector was both reasonable and horrified by the tale of the two Mustangs imported into Sydney, which had quickly gone through the collector car community. The initial inspection found asbestos in the rear brakes, the head and manifold gaskets and the under-coating in the wheel wells. The car was immediately impounded and the real problems began.

ABF again changes the rules

The owner requested that he and a mechanic remove the offending material, but this was rejected by the ABF as they were not “authorized” to enter the “secure” dockside area. ABF insisted on a professional asbestos remover, but none had vintage car experience. The owner next asked to attend with the chosen asbestos remover but was again denied access to his car. A week later ABF agreed to the owner’s request to have his mechanic remove the asbestos, but after completing the paperwork, permits and an inspection time, ABF decided that removing the parts in the storage depot might be unsafe and the permit was cancelled.



ABF first declined and then approved transport to Classic Gasoline, a collector car service centre in Perth. ABF then again changed their mind and advised the car could only be moved to a certified asbestos removal centre. After realizing there was no certified asbestos removal centre that could do the work, ABF relented and permitted the car to be moved to Classic Gasoline. Paperwork recommenced, but at the last-minute Quarantine intervened, advising that the DKW could only be moved after it had been spray cleaned, but that it could only be spray cleaned after the asbestos was removed. As the owner wrote, "Catch 22 meets Franz Kafka".

Back to plan "A"

Everyone agreed to go back to plan "A", a removal time was again booked only to have someone at ABF again demand the work be done by an asbestos specialist. After yet more calls, e-mails and negotiations it was finally agreed that ABF, the original inspector, two mechanics from Classic Gasoline and the owner would inspect the car, agree to the work to be done and the owner and mechanics would then be allowed to complete the work at dockside. Thanks to the DKW's small engine, it was lifted out without a hoist for disassembly. After even more paperwork, ABF certified the removed parts and arranged their seizure and destruction. The additional storage fees were \$3,000, the mechanics charged \$1,500 and the shipping agents were another \$1,500 plus the cost of finding and replacing the seized parts, so almost equal to the original \$7,000 purchase price. The local ABF did not issue any fines for the non-compliant parts.

The good news is that most new cars, world-wide, were asbestos free by 1999, but the bad news is that virtually all cars built before 1999 have asbestos-based components. All imported cars must obtain an asbestos test for their vehicles **BEFORE** they are shipped to Australia, but few countries have certified collector car asbestos inspectors. If asbestos is identified, it must be removed before the vehicle is shipped and owners must confirm the vehicle is asbestos free. The ABF doesn't have the time, space and manpower to inspect every car, but no-one should take the risk of being caught up in the costs and damage of a random inspection, the possible seizure and destruction of the car plus the reality of fines because the seized parts were not zero asbestos compliant.

The Australian Imported Motor Vehicle Industry Association is lobbying the ABF to standardize a consistent inspection regime, but the extra red tape, inspection costs and uncertainty have slowed imports to a crawl. Additionally, the new rules apply to imports AND exports, which will be another yet-to-be-defined learning curve!

But wait, it gets more complicated...



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If the asbestos-related import/export restrictions were not enough, the Australian government is also ramping efforts to keep what are described as “culturally significant automobiles” in Australia and is considering the seizure of any vehicle deemed to have been “illegally” exported since 1987. Based on the UNESCO convention in trafficking of illicit cultural property, the proposed legislation would include any vehicle designed by an Australian, built in Australia, altered in Australia, or strongly associated with an Australian. To quote from the proposed legislation, *“the best way of promoting the regime would be a couple of high profile actions for the seizure and return of forfeit cultural material”*. If you have a car with a significant Australia history, be nervous. All of this should be a warning of future potential problems for the collector car community. If there’s a way to go overboard on regulations, the government, any government, seems to find a way to make life overtly complicated. While Australia is currently the epicenter of Monty-Pythesque import (and export) restrictions, others will follow. China, for instance, simply forbids the import of classic cars, Norway wants to eliminate ALL (new and used) gas and diesel powered cars by 2025, while India and Germany want to eliminate all new gas and diesel cars by 2030 and France by 2040. Our children will live in a very different world.

HEMMINGS CLASSIC CAR

Crackdown on asbestos essentially halts collector car exports to Australia

[Daniel Strohl](#) on Aug 4th, 2017





Swanston dock in Melbourne.

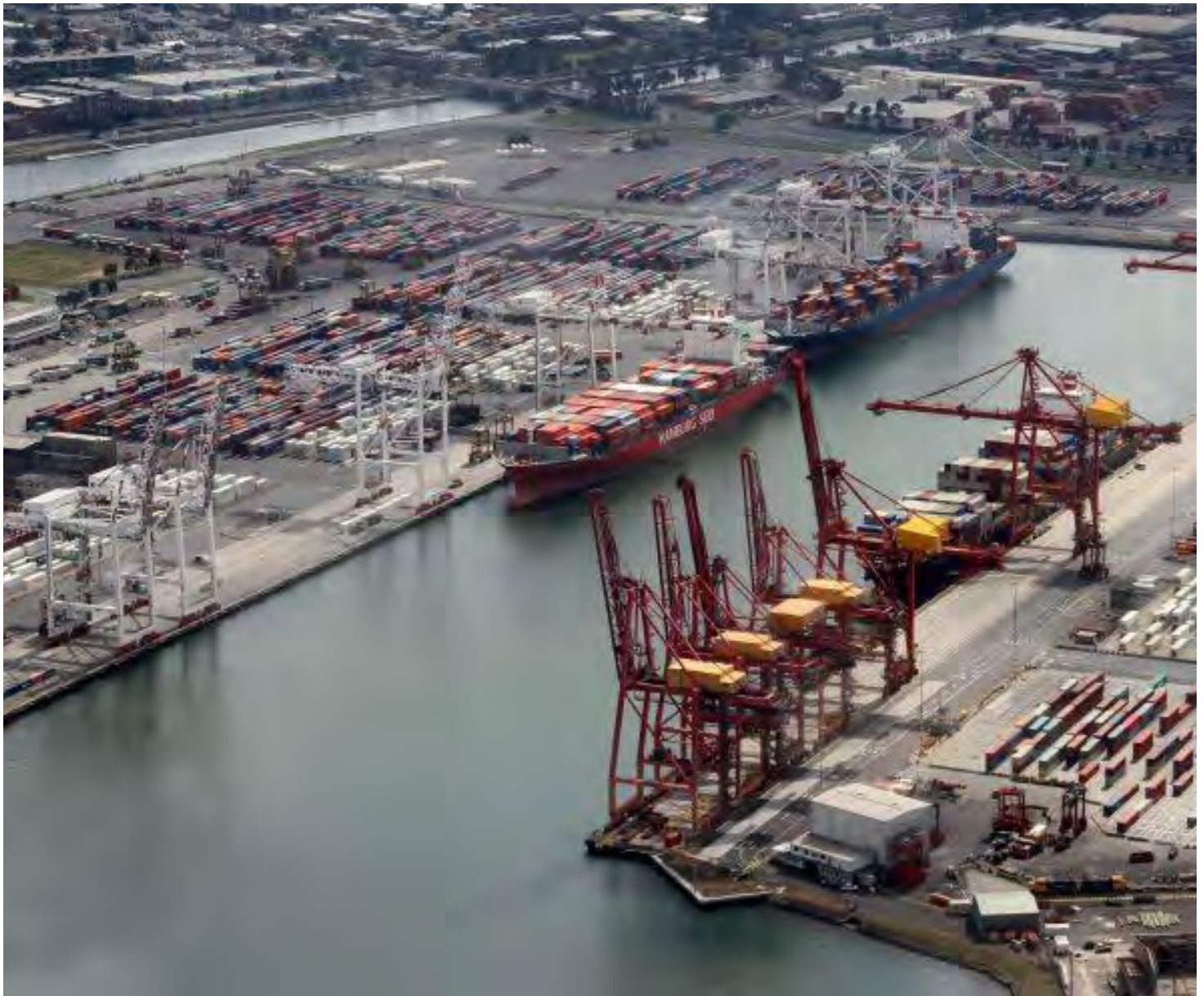


Photo by [David Wallace](#).

Renewed enforcement of Australia's total ban on asbestos-containing imports has led to enhanced scrutiny of collector cars entering the country and reportedly caused collector car enthusiasts there to stop importing older cars altogether. Issued last month, the Australian Border Force's [notice No. 2017/21](#) warns importers that the agency takes a hardline stance on enforcement of the country's ban on manufacture, use, and importation of asbestos or asbestos-containing materials, enacted December 31, 2003. Specifically, the agency notes that it conducts risk assessment of everything imported into the country, regardless of whether the importer declares to customs that what they're importing doesn't contain asbestos, and that importers must know – "back to the point of manufacture" – whether their goods contain asbestos.



“Importers need to obtain sufficient information, prior to shipment, when unsure of any asbestos content, parts or components accompanying the primary item of import that are a risk (such as gaskets), or whether asbestos was present at any point in the supply chain process,” the notice reads. “If the information presented does not provide sufficient assurance, the ABF will require importers to arrange testing and certification in Australia... For testing in Australia, the ABF will only accept certification from a laboratory, that is accredited by NATA to undertake asbestos testing, that confirms asbestos was not detected.”

And that testing certainly comes at a price. According to an account by Australian collector car importer Terry Healy that received widespread attention across Australia – and that may have prompted the ABF to issue its notice – extensive testing on the 1965 Ford Mustang and 1966 Shelby G.T. 350 he had shipped to Australia earlier this year cost roughly \$15,000, caused \$12,000 in damages due to destructive testing of samples from the two cars, and led to the seizure of a number of parts found to contain asbestos, among them the brake pads, brake shoes, exhaust manifold gaskets, and exhaust pipe gaskets.

“For those thinking of importing cars particularly restored cars let alone highly original cars like my Shelby GT 350 there is much to be fearful of,” [Healy wrote](#). “The asbestos content of these cars is very high and in places most enthusiasts would not guess.”

Similarly, according to an account that Michael Sheehan [related last month](#), a DKW importer whose car’s brakes, gaskets, and undercoating tested positive for asbestos faced storage costs, inspection fees, and replacement parts costs that nearly totaled the AUS \$7,000 purchase cost of the car.

The extra red tape, inspection costs and uncertainty have slowed imports to a crawl,” Sheehan wrote. According to Sheehan, the Australian Imported Motor Vehicle Industry Association, largely concerned with getting the Australian government to liberalize the country’s import laws for new cars, has lobbied the ABF for a standardized asbestos inspection regime for imported collector cars that would cut down on the costs and uncertainty.

The renewed scrutiny of imported goods that may contain asbestos – the ABF specifically cites automotive parts in its list of such goods – likely comes on the heels of a report published in The Australian in August of last year and of Australian senate hearings in January of this year that detailed how materials containing asbestos had slipped past ABF inspectors. Specifically, the report cited in The Australian noted the presence of asbestos in “motor vehicle gaskets and spare parts.”



In June, the ABF stated that its “activities are not designed to cause inconvenience to importers, but are part of the Australian Government’s arrangements to protect the public from the significant dangers of asbestos.”

Along with that statement, ABF officials provided figures showing that its own asbestos enforcement actions had dramatically increased – from 10 tests in 2013-2014 to 742 tests in 2016-2017 and from zero infringement notices in 2013-2014 to 13 in 2016-2017.

Asbestos, a naturally occurring mineral, at one point was highly prized for its fire resistance but is also known to cause mesothelioma, asbestosis, and lung cancer, according to the American Cancer Society. Asbestos was commonly found in clutches, brakes, transmissions, and gaskets up until the 1970s.

Fines for individuals who import asbestos can run up to AUS \$180,000. Importers can obtain exceptions to the ban on asbestos-containing goods, though only if the goods are naturally-occurring materials with trace amounts of asbestos or for a narrow set of circumstances, mostly involving research and analysis.



September 10th Chapter Meet

We have three cars already for this event. So we are unable to take any more now.

If you are attending, please fill out this application form and email it back to Murray ASAP as we need to know the numbers for catering.



NCRS AUSTRALIA Chapter Judging Meet SYDNEY 2017 EVENT REGISTRATION FORM

NAME

NCRS AUSTRALIA INC invites you to attend our Judging Meet

Venue: 91 Diamond Hill Drive Kurrajong Hills
Date: 10th September 2017.
Accommodation: (please arrange own accommodation)

NCRS Event Registration Fee..... \$50.00

(Registration for cars to be judged are required ASAP, no later than 20th Aug 2017)

Registers one NCRS member and their immediate family (spouse/companion & kids under 23yrs)
(On-site Registration ONLY after 9th September incurs an additional \$25 fee.)

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

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

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

Mark of Excellence Judging. \$_____

Note: only for the cars that have pre-qualified under NCRS ruling \$150.00

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

Daily Lunch \$20 per person. Number of people: Saturday [] Sunday [] \$_____

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

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

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

Blue Denim Shirt - \$45.00 []Small: []Medium: []Large: []XL: []2XL: []3XL \$_____

NCRS Jacket - \$300.00 []Small: []Medium: []Large: []XL: []2XL: []3XL \$_____

TOTAL \$_____

Payment Methods: EFT (preferred) - NCRS Australia Inc BSB: 062595 A/C: 10245414

Pay Pal - eagleviews@bigpond.com

(please note membership number with payment)

Registration Form:

EVENT REGISTRATION FORM

Please mail completed form to: **NCRS Australia Inc, PO Box 207, Kurmond 2757, NSW, Australia.**

Name _____ Guest _____

Address _____ City _____

State _____ Country _____ Post/ZipCode _____

email _____ Chapter Affiliation _____

HomePhone _____ Work Phone _____

Mobile Phone _____

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

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

NCRS Australian Membership Number _____

All other Corvette Car Clubs _____

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

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

Year _____ Complete VIN # _____

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

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

Signature _____ **Date** _____



Corvette C8 Delivery

A dear friend of ours Jeffrey Stowell, happened to be at a truck stop and saw this truck load of Corvettes under disguise, the new C8 Corvette....



Corvette C8 set to be Holden's mid-engine halo car



If it looks like a duck, sounds like a duck and walks like a duck, chances are it's a duck. A mid-engined V8 duck.

With a Tremec sequential transmission and a space being cleared in your local Holden dealer.



Yep, it looks a nailed-on cert that the next generation Corvette C8 is going to be sold in right-hand drive form right here in Australia. We've seen the pictures and we've spoken to Holden staff.

We've all seen the fuzzy spy shots of the VE Commodore ute being used as a mid-engined test mule (below). Public plant tours of the Bowling Green factory have been suspended for 18 months. Now additional pictures have surfaced of a Corvette with a scrupulously disguised rear end (above).



In a recent Wheels interview with Holden chassis engineer Rob Trubiani and communication chief Sean Poppitt, it was revealed that the forthcoming Commodore VXR wouldn't be occupying the halo position in Holden's performance portfolio.

“Don't forget we still have the sports car, the much talked about sports car - or cars - coming to the market which will really fill that performance halo for us,” said Poppitt, signalling the arrival of what is widely held to be both Camaro and Corvette, the former undergoing local RHD conversions through HSV's parent company, the Walkinshaw Group.

Mid-engined Corvette rumours have been knocking about for was only canned at a late stage in its development. Designed to steal the thunder of the Ford-owned DeTomaso Pantera, the XP- 2 had an Oldsmobile Toronado transaxle driving the rearend



In 1986, GM unveiled the Corvette Indy, complete with a mid-mounted twin-turbo V8 and all-wheel-drive. There then followed the 2002 Cadillac Cien, a mid-engined showcase. In 2004, assistant chief engineer Tadge Juechter managed to convince management that the Corvette had reached the limit of grip with the traditional front engine, rear-wheel-drive layout.



Bob Lutz claims the design team built a full-size clay model of a mid-engined replacement but the GFC of 2008 intervened and GM's top brass suddenly became a great deal more risk-averse. Safe, low-budget, front-engined rear drive was the script.

The latest generation Corvette can't play it safe. The market has moved beneath it and launching a flagship sports car with an opening price of USD\$55,000 (as the current C7 is priced) is just leaving too much money on the table. Mark Reuss, head of Global Product development, has been quoted as saying that the C8 will be "revolutionary." He's not kidding



Much will hinge on local pricing. The Camaro SS will target a \$90,000 price point, but it's hard to judge quite where the Corvette will pitch into the local market. In the US, there's considerable speculation that the C8 will carry a local price upwards of USD\$100,000, which radically changes its cohort of competitors. Bring that to Australia and suddenly it's up against some serious competition at around A\$200,000.

What's certain is that the C8 will be the most technologically advanced Vette yet, and is likely to trade sheer muscle for lighter weight, greater agility and higher efficiency. An aluminium chassis with carbon panels and a platform that's engineered to accept future electrification is a given. How the local market will react to what could be a A\$200,000+ Corvette is anything but.

The official reveal date for the car has yet to be confirmed, but we wouldn't bet against it being the big drawcard for the 2018 Detroit show in January, with cars finding US customers later that year and Aussie buyers getting their hands on the mid-engined monster in 2019.





2017 Calendar

SEPTEMBER

Sunday September 10th

NCRS Chapter meet Sydney

NOTE; In Perth members meet every Saturday morning at Terry Martins workshop, the address is 3B Niche Rd, WANGARA WA Please contact Terry on 0448-816067

All Members and partners welcome to the eastern states BBQ. Please contact Harry Turner on 0409-409599.

Should the weather be doubtful at Rouse Hill, the venue will automatically move TBA

Some of the BBQ's will be changed to different members places on the dates allocated above. We plan to update this calendar with each Newsletter.

If you wish to add anything to this calendar, ie; a car show, cruise. Please let me know and the Committee will view your request.

Harry Turner 0409-409599 or c5harry@live.com.au

Murray Forman 0402917400 or eagleviews@bigpond.com

Rod Grogan 0429460430 or roadhouse@aapt.net.au



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NCRS AUSTRALIA INC CHAPTER NEWSLETTER

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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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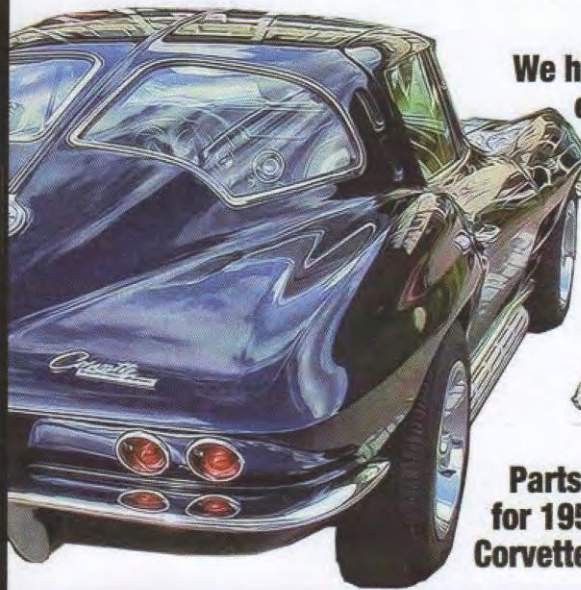
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National Corvette Museum	www.corvettemuseum.com
Corvettes at Carlisle	www.carsatcarlisle.com
Bloomington Gold Corvettes	www.bloomingtongold.com
Chevy Vettefest	www.chevyvettefest.net

Membership Officers Report

For the members that have not made their renewals this will be their final reminder so PLEASE if you want to remain a member bring your membership up to date

NCRS Australia Inc. Club Membership - RENEWALS

- 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
 - PAYPAL: ncrsaustrialiainc@gmail.com

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



NATIONAL CORVETTE RESTORERS SOCIETY AUSTRALIA INC.

P.O Box 207 Kurmond NSW 2757

www.NCRS.com.au

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Surname: _____ First Name: _____ Date of Birth: _____
Address: _____ Post/
Zip Code: _____ State _____ Country _____ H/ Phone: _____
W/ Phone: _____ M/ Phone: _____ Email: _____
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NCRS Australia Inc. PO Box 207, Kurmond NSW 2757 Australia
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