

NCRS AUSTRALIAN CHAPTER

NEWSLETTER



June/July 2015 Edition Ralph Ridge Car of the Month



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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

This Issue:

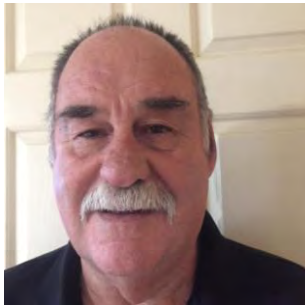
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- NCRS Aust Clothing
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- Membership Forms

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Richard Stones

STATE REPRESENTATIVES



SA TBA WA: Terry Martin



QLD: Bryan Wharton



NSW: Murray Forman



VIC Scott Morden

Presidents Report - Murray Forman

Hi Everybody

Here we are already starting June and half way through the year, where has the year gone

I would like to remind you about our upcoming IMoE Chapter meet in 15th and 16th August in Sydney, so please put this in your diary. At This stage we will be judging 3 x 63 Coupes, 1x 65 Convertible. As well as an 82 coupe and a 67 convertible both going for the IMoE, so this should be fantastic.

As stated in Harrys report, Wendy and I will be going to the National this year held in Denver. We are also doing the Road tour from Canada to the convention. We will give a full report in the next newsletter.

This year at the Presidents meeting was held at the Convention in Canberra which Harry and I attended. There was a issue that was brought up at this meeting, where The President of the NSW Corvette Car Club had made a statement before the convention, that he stated NCRS should not attend the Presidents meeting because they haven't run a Convention.

This statement has really annoyed and insulted me, as you all know I have been very active in this club and doing a lot for them.

Below is the letter I presented at this meeting and had it tabled. It was then opened for discussion by all the Presidents. It was passed that NCRS is now recognized as an active Corvette car Club in Australia and that they can attend the Presidents meeting and that they don't have to run a Convention to qualify to be present at the meeting. If we want to join another club we can do this if we want to. I offered our services to the Canberra Club, but they decided to thank us, but they would prefer to do it buy themselves.

So Harry and I have decided to help all the Corvette Clubs in finding Sponsors for there Convention, as we both have a lot of contacts, so this is the path we are going to use. I also have now resigned from all my positions to the NSW Corvette Car Club.

Our membership has stayed the same, some people still haven't paid there membership yet ,so if you are one of them please do so ASAP.

Murray Forman
President

This matter has been brought to my attention ,that Garry Nelson the president of the NSW. Corvettes unlimited car club, has been stating "only corvette car clubs that run their states convention should attend this presidents meeting" at the conventions

I have been now attending these conventions since 2000' in that time I have only missed one convention, while attending these conventions I have had the responsibility of representing the President for the NSW Corvette club. On three occasions , due to there absence and reporting back to them.

Since 2005 the conception on NCRS, I have been representing NCRS at these meetings and at no stage in these meetings has this statement ever been raised or discussed.

So I am asking you today, is this a decision of this group or is this just a statement raised by Garry Nelson. I find this very insulting . The whole purpose of these conventions is for the corvette community to come together and enjoy the corvette passion. To make and refresh friendships that have been forged over the years There are many members out there which are members of two or three clubs, so it is irrelevant that this statement should be directed at NCRS because it does not run a convention on its own.

NCRS has attended these conventions where their membership attendance has outnumbered that of the NSW Corvette club .also NCRS supports and assists other clubs in the form of trophy sponsorship and also assisting with sponsorship connections it has , and to arrange the supply of goodies for the goody bags.

I also have personally been involved with the running of three conventions, with the NSW club, on one occasion I physically bankrolled the deposits needed to pay to secure the accommodation and venue for the Penrith convention, so taking this into consideration and the prior statements I just made, I really find this offensive if this statement is accepted by this group. So I now put this up for open discussion on this matter.

Murray Forman

Vice Presidents Report

Hi All,

The recent BBQ held at Rouse Hill where the weather forecast saying it was going to be WET, turned out to be a fine day & was well attended by local members.

The next BBQ for Eastern State Chapter Members is on Sunday 21st of June. Just before Murray & Wendy jet out for the U.S. to attend the Nationals in Denver.

Some Members may not be aware that I sold my '98 C5 to a good home in July 2013. This was to assist a purchase of a '63 Grand Sport replica.

So in Sept/Oct 2013 I spent 4 weeks in the U.S. researching different options.

Out of the options available 2/5 were squashed due to pricing & incorrect body styling.

Days with Mongoose learning lots. I did not go with them due to the fact that they don't use a steel birdcage & their alloy intrusion door set-up was of poor quality & would not pass our current ADR's.

Mid-America Industries (no connection to the accessory Mid-America). Whilst this at first seemed a good option, I had concerns of poor quality, build time etc. Leaving money there was a real concern.

With so many good referrals, I decided to go with Seth Wood @ Lucky's Restorations in Athens AL.

Purchasing a GS body from MAI & a Chassis from Streetshop, Seth is building my GS RHD.

With the assistance of my Certified Engineer, we are building the GS following the current 2014/2015 guidelines.

Current photos below (after the 65 Cutaway) show final stages of body preparation.

More on the GS in coming months.

Harry Turner
Vice President,
NCRS Australia Inc.

Secretaries Report

The only letter we received was from the RFDS Newsletter and the newsletter from SA Corvette Car Club if you wish to read these contact me with your email address and I will email them to you

Wendy Forman
Secretary

Editors Report – Wendy Forman

As I stated in my last report, we are now having Members Car of the Month on the front page of the Magazine with a small editorial inside.

I have received a couple of members cars and information, so please send in your pics and stories soon to get into this edition..

I am not asking a lot, just some content that I can use.

Wendy Forman eagleviews@bigpond.com

I hope you enjoy this extra edition.

Look forward to hearing from you.

Wendy Forman Editor

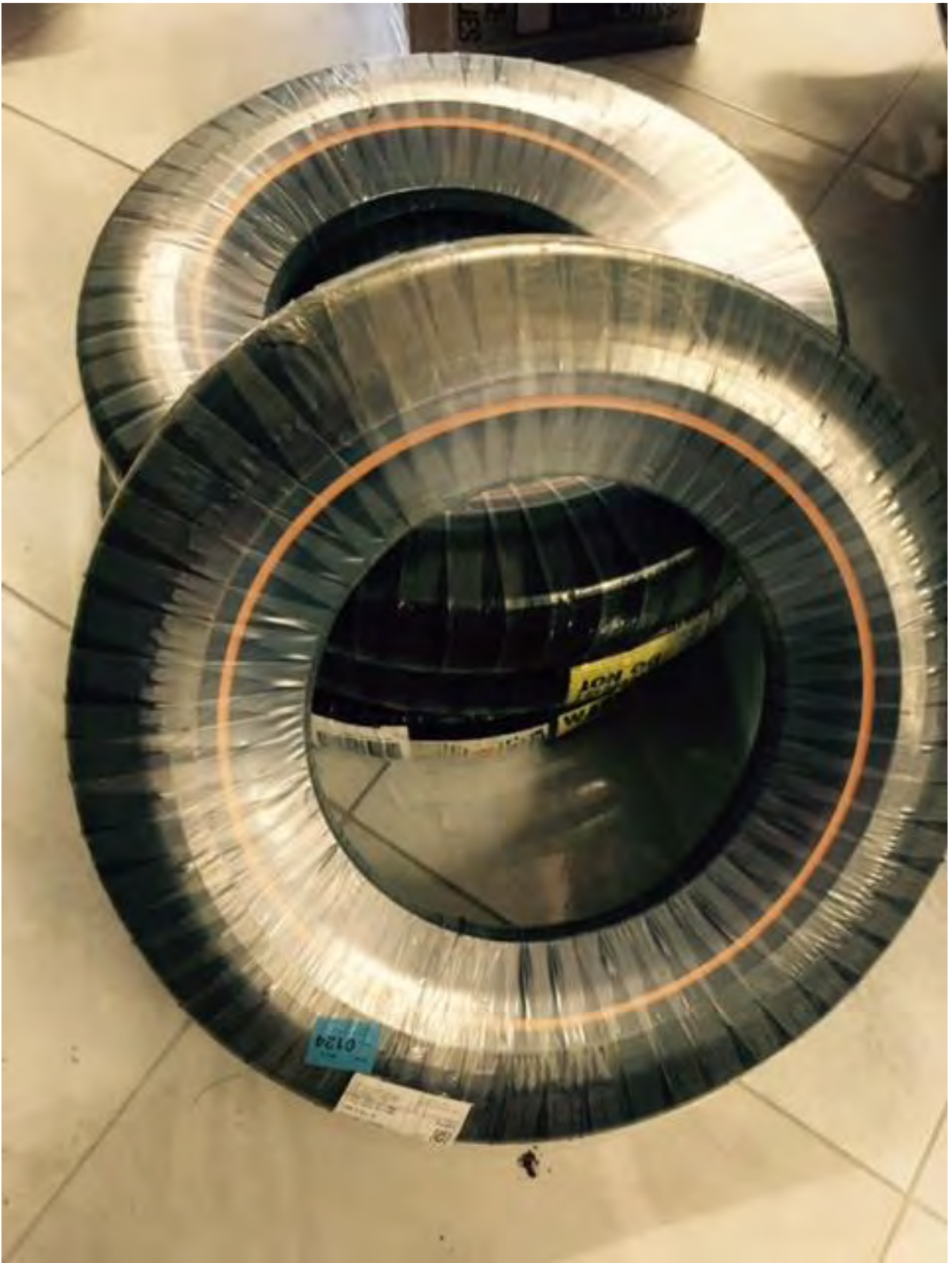
Welcome New Members

There are no new members this edition

Things 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

Richard Geiger's USA Trip

Founding member Richard G. just returned from a month holiday in the USA. Leaving behind his 1961 Corvette, he felt the need to hire



a new

Corvette convertible, but was slightly disappointed to find new to Hertz Car Hire is "usually not more than a year old". One early travel tip pre-book your car and join the hire companies members club i.e. Hertz gold plus, or Avis Preferred. The Hertz office at San Francisco International Airport was a zoo. Rows of people lined up ten deep trying to get any car. A little sign said gold members go downstairs. Downstairs I walked up to the counter and was given some paper work and told my car was in bay 258, keys inside, and ready to go. I found the car, but it was locked. I found an employee who sent over their "specialist". Wouldn't you think they would have a spare key fob? So a guy shows up with a piece of rubber, a small inflatable bag, and a long metal rod. It turns out because the doors are all electronic (it probably locked itself) there are levers on the floor each side so one can get out if the car loses electric power. In about 40 seconds, this guy had pushed the window out with the inflatable bag enough to reach the lever and open the door. Alarms went off but he just grabbed the key fob and Bob's your Uncle - silence. So with a grey 2013, LS3 (460hp) automatic, I set out from San Francisco International.

The flights from Perth to Brisbane, to LA and then up to San Francisco took about 25 hours plus layovers waiting for flights but I found my motel in Oakland, and went to the evening Oakland A's baseball game. It was a good game and the lady next to me caught a ball. A hot dog and a beer cost \$20.00, -they have a captive audience what can one do? An A's win, and a couple beers and dogs later, I had a great sleep.

Next day up I-5 to Oregon. Visited friends and family in Medford, Klamath Falls, Redmond, and Springfield.



Klamath Falls has a nice little yacht club. I was able to crew on a yacht on Klamath Lake. This lake has a surface elevation of 1,262m, covers 249.1 sq. kilometres, is 32 k long, and 12.9 k wide. A big lake but it is pretty shallow. Most of the boats at the club are Catalina 21's with swing keels. Not far from Klamath Falls is Crater Lake, surface elevation 1,883 m It is a deep pure blue caldera lake with surrounding sheer cliffs, it is really magnificent. On the basis of maximum depth (594 m) it is the deepest lake in the United States. I had visited previously in the winter. Snow was up to the 2nd floor of the Lodge there and we were amongst the last all wheel drives to get in for a quick visit, before they gave up clearing the roads for winter. This trip, the sun just lights up a whole range of blues from the shallows to its depths.

I have to say, driving the Corvette was just great. Knowing I needed to return the car in one piece in 30 day's time, reminded me to drive sanely. Speed limit in Oregon is mostly 55 mph. California and some areas of Oregon allow 65 mph. I was informed by my brother in-law the Oregon State troopers don't tend to bother with people going 63mph in a 55mph zone. I found out first hand, on cruise control at 63 mph, by slowly coming up on a dark sedan. Police cars now have low profile lights on top. Until you are pretty close, it is not too evident they are police and then it is too late if you are speeding. I cruised on by thinking how lucky I am that he didn't see me pass that lame brain doing 45 mph a ways back. The first time I passed a car in the Corvette, I just eased out doing 60 plus, and then hit the boards. The sound and the acceleration were almost frightening. I know the engine sound scared the goodness out of the guy I passed. Pressing back into the seat, and in a second or two I'm going 100 mph-so that is what F-18 pilots use pressure suits for.

After visiting in Portland, my grade school and 50 year high school reunions, I visited the Pittock Mansion on the Portland hills.



The guy who built it was the owner of the Oregonian News paper. On a clear day one can see Mt. Hood in Oregon (3429 m), Mt St Helens (2550m) famously blowing its top in an eruption back in July 1980, last eruption

2008, and Mt Rainer (4392m) both in Washington. The Pittock Mansion is pretty neat. For a fee one can tour the building. Worth the time. Believe it or not, I bought my first block of land at 13 years old. Real estate got in my blood. What's this to do with the Pittock Mansion? While in high school I tried to put together a consortium to purchase the mansion with 64 hill top acres. The building was in disrepair and had long been abandoned. Around 1962 a grandson of Mr Pittock was selling it for monies due for something like \$225,000. That was a lot of money, but what a deal- 64 acres, paved roads, 6 car garage with servants quarters above, and a huge French renaissance style Chateau, numerous rooms, steam heat, etc., etc. In the end, there was a big push for the city to purchase it, refurbish it and to make it part of the ridge top park. Needless to say my big buy didn't happen. The city owns it to this day and still runs tours, the view in itself is worth stopping



for.

I left Portland for a little community called Rowena and a friend's house on the river, up the Columbia River gorge between Hood River and The Dalles.



A couple hundred thousand years ago there formed a big ice dam in the present day state of Montana. Apparently this occurred a few times. Each time the ice dam broke, a wall of water reaching 1,000 feet in height came screaming down the Columbia River basin and scoured out what



is now the Columbia river gorge. After the war Roosevelt's work projects built a road up the gorge. Curvy and with tunnels, it is a great drive. With the top down and one's foot on the boards, those tunnels are amazing. Multnomah Falls and the Vista House are required stops.

Leaving Rowena, I crossed the River at Biggs Junction and visited a service man's memorial. It is a replica of Stonehenge. Great views of the gorge.



Just down the road is the Mary Hill museum.

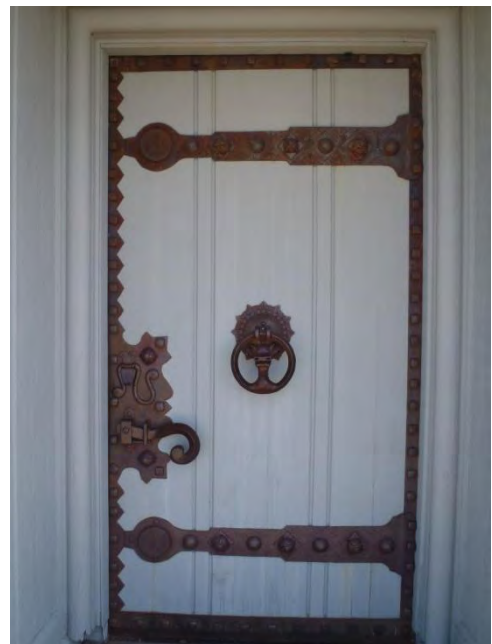


Years ago a wealthy bloke named Samuel Hill decided to buy heaps of land and set up a farming community. He built a big house for his wife and himself, but the farming community wasn't successful, perhaps because it is a fair distance from anywhere. Before the house was finished a friend convinced Mr. Hill to turn his house into a museum, which he did. Unfortunately, he died just weeks before the museum opened. It's probably an American colloquialism, but I did ask, and was told, the old phrase, 'where in the Sam Hill' was from biblical days not related to Mary Hill's Sam Hill. Not far from the museum is the Mary Hill winery, prize winning wines. The road West from the winery into Vancouver is very pretty and a fun drive.



I had

to spend a night at Timberline lodge. It too was a Roosevelt works project helping tradesmen get back on their feet. The hand carvings, and the hand forged hinges, handles and fittings are works to see. Rooms are modest and expensive but a great experience. There is still snow and people snowboard etc. up the mountain a ways. Not like winter, the snow burying the lodge entrance, with a snow tunnel to get in. Roads are kept open year round. The pool and spa outside great fun during winter with the snow up against the glass pool surround.





Off to the Oregon coast. West of Portland is McMinnville. It is home to the Evergreen Air Museum. Presently they have a SR-71 spy plane, Howard Hugh's Flying Boat (the Spruce Goose used to be in Long Beach CA.), a Catalina, a B-17 bomber and heaps of other planes, space equipment and displays. Well worth a stop if you have a few hours.

Lincoln city on the Oregon coast is famous for Moe's Restaurant and its clam



chowder, another must



and

stop.

Until the sun can burn it off morning fog is common on the Oregon Coast but it doesn't bother the resident seals.

After all this, I pointed the Corvette back towards San Francisco on Highway 1. What a great drive. Down the coast of Oregon into California, through the Red wood forests and down the California coast. I recommend doing the drive South bound as I did, because you are on the ocean side of the road but if heights and curves bother you maybe North bound is for you. Being an old road there are many spots with no guardrails. Some curves, if you miss them you are gone- I mean big drops from the road down to the ocean. Other sections of the road are right down next to the beach.

Just before reaching, Mill Valley, which is close by Sausalito (Sausalito is a clicky little town just over the Golden Gate bridge with some nice restaurants and boutique stores. The medium house price was 1.43 million in 2008.)

There are signs into the Muir Woods. Not far out of San Francisco this Park is really grand. You

walk amongst huge old red woods along a creek. I've walked up on deer in previous visits. This time, being summer holidays, there were cars parked for miles along the road because the parking lot was full. A friend told me after, you must go early in the morning during summer, or if you don't mind sharing the parks beauty with quite a few people, you can take a bus tour out of SF. Nearing the end of my travels I drove



over the Golden Gate into San Francisco.

The 2013 Corvette has a wind dam under the front of the car to help keep it from lifting at high speeds. I don't know if this car's dam was damaged, didn't look like it, but it is pretty low to the ground. Even going at an angle to driveways or speed bumps the dam thing dragged. An engineer friend said it looked to be designed to drag without too much wear. I don't know if I'd ever get used to it. Some of the SF streets are tyre rutted and all the street junctions on the hills caused scraping. So I gave Lombard Street, the most crooked road in the world a miss this trip and had dinner at Fishermans Warf. The next day I visited the Presidio, Golden Gate park and the Academy of Science. Then up in the morning to turn the car in. Quick and easy; drive up, check the mileage and gone, onto the sky train and back to the airport terminal. I endured 40 some hours flying back to Perth because of fog in Sydney and connection delays.

I got many comments at petrol stations like "nice ride", thumbs up on the road and waves from other Corvettes. I failed to inform my fans it was a hire car. I did 2,860 miles, averaged around 28 miles per gallon, at a fuel cost of



less than 20 cents per mile. Amex has a deal if you use their card to hire the car, they insure it for damage, thief, etc. for up to \$100,000 for 30 days for around \$25. (I have American accounts with Amex and Visa cards). The car was a bit expensive but worth it. The top was easy and quick to get up and down, but I was disappointed in that I felt for the cost it should have had more options. It didn't have blue tooth, heads up navigation or launch control. My brother in law gave me a Garmin GPS to use and it was a lifesaver. I was raised in the states but things have changed. More people, more cars, it was nice to get back to Perth. I didn't miss the drivers over here that clog the fast lane barely doing the speed limit and the drivers merging onto the



freeway doing 80k. Generally, the yanks seem to keep in the slow lanes or move over when one approaches from behind. They generally merge well and usually move over to allow cars to merge onto the freeways. I suppose all this works better when there are often 5, 6, or more lanes on each side of many freeways. As far as driving on the right side of the road goes, it is easy to have a little lapse, especially if one has thoughts of Australia in mind, to find oneself on the wrong side of the road. When making turns or on residential roads without a centre line, without any parked cars to give one a clue sometimes gets one questioning, "Where am I supposed to be?" Generally, if the driver just remembers to keep next to the painted lane line you'll be ok. That little rule won't keep you from turning on the wipers every time you are indicating a turn or the time it takes to work out that the wipers are on a different side than you are used to. Next time I'll get a C-7. Convertible top is electric and I understand it will lower at any speed below 40mph, you don't even have to stop. Coming out in September or October, sometime soon, everywhere except right hand drive countries. Here in Western Australia we have the weather, reasonable roads, with few enough cars to have a good drive. When are we going to be allowed to bring in a left hand drive car without being forced to ruin it by doing the obligatory expensive conversion? We don't need to protect our car industry any more, they are all leaving. So there you have it, a book of travels, finished up on my soapbox complaining about the law. I hope you enjoyed my travel story at least a fraction as much as I enjoyed being out there cruising around, top down and pedal to the metal blowing out of the cobwebs.

Richard Geiger

Whiteman Park WA

The guys in WA attended a Corvette venue in Whiteman Park, great roll up of vets and they waved the flag for NCRS Aust Inc, thank you guys









Cutaway 1965 Corvette

Million Dollar '65 Corvette Cutaway

By MyClassicGarage at 04/03/15 10:28AM



Hey....want a deal? I have a 1965 Corvette I will sell you for around a \$1,000,000.00 dollars, it has not been driven, showing just four miles on its odometer, and it is just like it left the factory. What's wrong with it? Nothing, it hasn't ran in years, and you might not be able to get it be legal on the licensing though. In all seriousness, this is an extremely collectible 1965 Corvette that will soon be going to auction at the RM Sotheby's Auction featuring a wide selection of memorabilia, mascots, and 75 vehicles from the unrivalled collection of Paul and Chris Andrews on May 2 in Texas. The beautiful 1965 Corvette was used on the 1965 show circuit to demonstrate features of the new Corvette. It was built for GM and Chevrolet from an authentic, road-ready 1965 Coupe and is a fully functional display piece.

The Corvette is powered by a 327 cu. in. V-8 engine, M-20 four-speed transmission, four-wheel independent suspension, and four-wheel disc brakes with four-piston callipers.



It sits atop the demonstration stand was not originally purpose-built for this use. It actually began its life as a road-ready early-production example that was finished in Le Mans Blue and had a white interior. When new, it was shipped to a specialty company that produced exhibits for commercial and industrial shows. There, the car was fully disassembled and rebuilt as this one-of-a-kind display stand for use by General Motors and Chevrolet on the auto show circuit. In order to properly demonstrate all of the hidden mechanical components of the car, the body was mounted on elevating rams that would raise the exterior nearly two feet off of the chassis, leaving its internal running gear exposed. Careful and well-thought-out incisions were made into all of the major components to further illustrate its build quality and overall operation. The exterior of the engine, transmission, driveshaft, and other mechanical parts were finished in bright red to clearly contrast the body, and the casting of the four-speed manual gearbox was “cut-out” to showcase the clutch and flywheel. The heads received custom-made, transparent valve covers, with additional cut-out panels revealing the critical inner workings of the fuel-injection unit, exhaust, intake manifolds, and the block itself. The mufflers exhaust chambers, sections of the chassis, and the right front disc brake were exposed as well, to allow for further inspection of their designs.



At the show, a series of electric motors would lift the body off its chassis by its elevating rams, and then it would operate all of the “cut-away” internal components. Rather than function in real time, the components were geared to work at just a few revolutions per minute, as this would allow for observers to fully digest and understand how the underlying mechanical components functioned. Just like any other engine, the turning cam pushed the corresponding intake or exhaust valve, while the crankshaft pushed each piston to and fro. Brightly plated U-joints, which were attached to the Positraction rear axle, drew onlookers’ eyes to where the wheels spun and moved, activating the rear suspension and thus demonstrating the Corvette’s road-holding abilities. Throughout the display, Chevrolet had placed placards that explained each component’s operation in an effort to demonstrate the Corvette’s performance over its competitors.



After it left the show circuit in 1965, the display stand's history is largely unknown. It was discovered in South Africa in the mid-1990s, and from there, it was sent back to the United States with a new owner. Later, it became a center piece of the famed collection of Al Wiseman and was

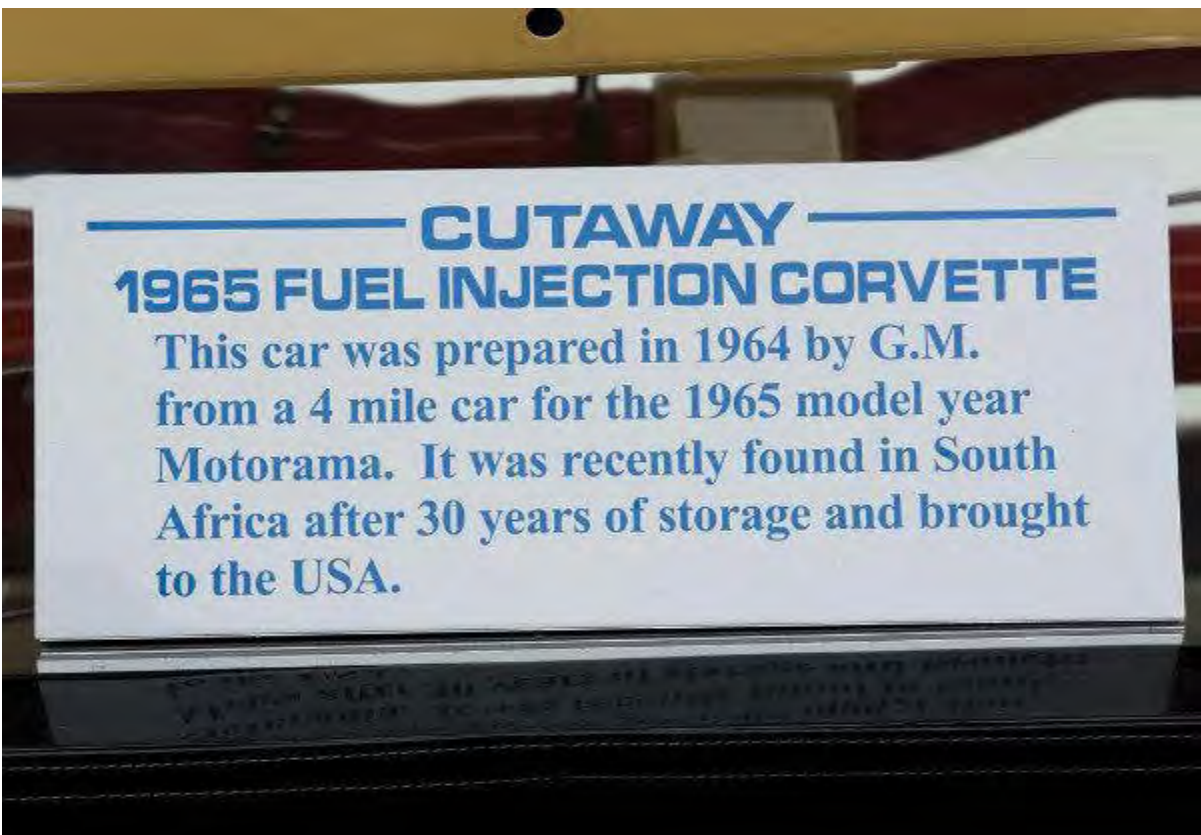
then purchased by the Andrews' in 2007.

Under Mr Wiseman's ownership, the display stand received a sympathetic restoration, which returned it to the condition that it would have been seen in on the show circuit in 1965. All of the car's original instrumentation, including the speedometer, tachometer, gauges, a teakwood steering wheel, and amusingly, even its AM/FM radio, are still intact, and the car is still fitted with its original wide sidewall Rayon cord tires. All of the car's mechanical demonstrations remain in fully functional and working order, including the initial lifting of the body, which is accomplished by the simple push of a button, allowing for its ornate mechanical dance to be enjoyed by all who see it.

There were up to five different "cutaway" Corvettes built by GM and other cars for the other GN brands have surfaced also. One of those was a 1963 Corvette which sometimes gets confused as the one used to construct this 1965 Corvette, which is untrue.

The only lot with a reserve in the Andrews Collection auction, the 1965 Chevrolet Corvette display is now expected to sell for \$1 million to \$1.4 million.

That is one heck of a model car kit if you are a Corvette collector, no glue required!



Harrys Grand Sports





NCRS Australia 2015 Calendar

FEBRUARY

Sunday 1st BBQ Eastern States at Rouse Hill Regional Park
Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am.

MARCH

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am.
Sat 7th-8th Chapter meet Brisbane
Sat 14th-Sun 15th Chapter meet Fremantle Perth
Sunday 22nd BBQ Eastern States at Rouse Hill Regional Park
Tuesday 31st Road Tour from Sydney to Canberra

APRIL

Wed 1st - Fri 3rd Road Tour from Sydney to Canberra
Fri 3rd Mon 6th Australian National Convention Canberra
Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am.

MAY

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am.
Sunday 3rd BBQ Eastern States at Rouse Hill Regional Park

JUNE

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am.
Sunday 21st BBQ Eastern States at Rouse Hill Regional Park

JULY

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am
Sun 12 – 19th NCRS Road Tour from all areas to Denver
Mon 20 – 23rd NCRS National Convention in Denver Colorado

AUGUST

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am
Sunday 9th BBQ Eastern States at Rouse Hill Regional Park
Fri 15th to 16th **IMO Chapter Meet at Rooty Hill RSL (note new date)**

SEPTEMBER

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am
Sunday 27th BBQ Eastern States at Rouse Hill Regional Park

OCTOBER

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am
TBA Chapter Judging Meet – Melbourne
Sunday 18th NSW Corvette Car Club Car Show at Rouse Hill

NOVEMBER

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am
Sunday 1st BBQ Eastern States at Rouse Hill Regional Park
Sunday 29th NCRS Australia Inc. AGM Venue TBA

DECEMBER

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am
Saturday 5th NCRS Christmas Brunch Venue TBA

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 if you wish to attend.
All Members and partners are 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 to Harry and Di's home at Regent St, Riverstone
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

Ralph Ridge ZO6

Congratulations Ralph on your new Corvette Born 6th April 2015 it looks fantastic.
You are a lucky boy



Cars of the Month

Rod Grogan's Corvette Collection 4 x 1963 1 x 1965
They are all in a incredible condition it is a credit to you Rod



NCRS Apparel

BLUE DENIM \$35.00



GREEN POLO \$ 40.00



LADIES SHIRTS \$ 35.00



LEATHER JACKET \$300.00



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NCRS Pittsburgh	www.NCRSPITT.com
NCRS Rocky Mountains	www.NCRSRMC.org
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Corvettes of WA Inc.	www.corvettesofwa.com
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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

- 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: eagleviews@bigpond.com
 - Personal Cheque, Bank Cheque or Money Order made to NCRS Australia Inc. PO Box 207 Kurmond NSW 2757

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 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. (indicate if not reg.)	Colour	Condition (Code as above)	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, Personal Cheque, Bank Cheque, Money Order or PayPal.**
 Banking Details: **A/C No: 10245414 BSB No: 062:595 (Please note membership number)**
 Payable to: **NCRS Australia Inc. PO Box 207, Kurmond NSW 2757 Australia**
 PayPal: **eagleviews@bigpond.com (Please note membership number)**

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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Signature: _____ Date: _____

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Payable to: **NCRS Australia Inc. PO Box 207, Kurmond NSW 2757 Australia**
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For office use only: Date Received: _____
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National Corvette Restorer Society Australia Inc 9882798