

NCRS AUSTRALIAN CHAPTER

NEWSLETTER



Aug /Sept 2015 Edition Joe Caruana's 1963 Z06 Coupe



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

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VIC Scott Morden

Presidents Report - Murray Forman

President Report Sept 2015

Hi Everybody Wendy has put together a full Newsletter and a lot of my report is covered in the Newsletter.

At the National Convention the Chapter received the States as Second Flight. This award is extremely hard to achieve. It gets harder each year. We need the members support and input to complete the program, so Please come along and support you Chapter in the events, editorials and be apart of the Chapter.

Harry and I have put together a road trip to the Australian Convention next year along with another road tour to Tasmania. All the info is in the newsletter.

If you are interested PLEASE LET US KNOW ASAP as we require numbers to achieve the good discounts we have got. There is no money required now but a commitment to be part of these road tours.

As you are aware, we had to postpone the IMOIE in Sydney due to medical reasons with Wendy, just a report on her, everything is on the repair and she is recovering as well as can be expected.

The new date for the IMOIE in Sydney is now 30-31 Oct and 1 Nov. We have a full collection of cars booked in, they will be three 1963 coupes, 1 1963 Z06 coupe, 1 1965 convertible and a 1967 convertible IMOIE contender. Please come along and support this event. There will be more information coming.

Murray Forman
President
NCRS Australia Inc.

Vice Presidents Report

Harry is in America as this Newsletter is being sent out. There is no Vice presidents Report

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 along with Corvette Chronicle corvettes Down Under 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

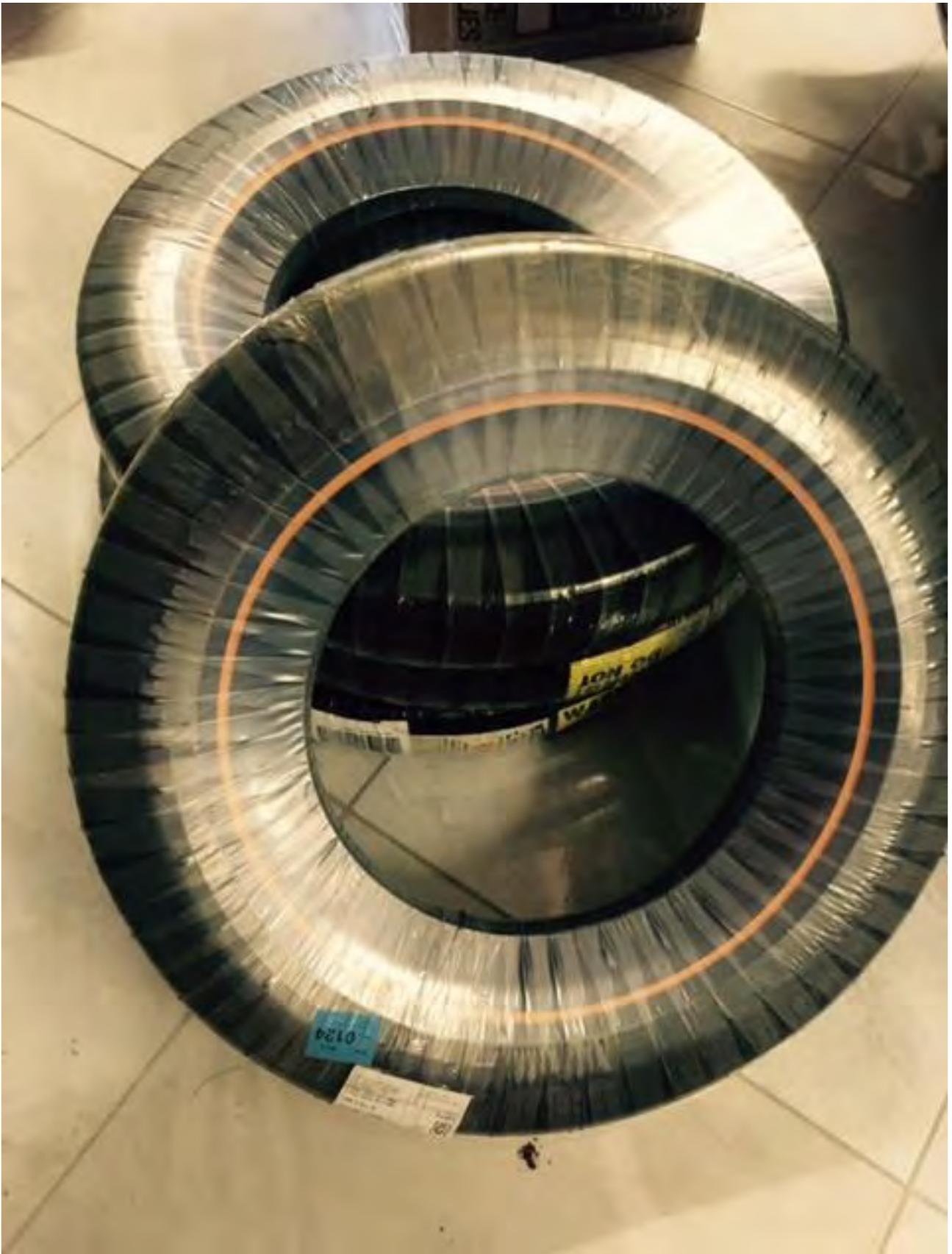
Welcome New Members

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

FOR SALE: CORVETTE LITERATURE

20 year collection of **Corvette Restorer** magazines. 73 issues from Volume 4, Number 2 (Fall 1977) to Volume 23, Number 4 (Spring 1997). Plus 1980 publication „Best of Corvette Restorer, Volumes 1-5 (1953-67)“. All in excellent to mint condition. Call for details. \$100.

10 year collection of **Corvette News** magazines (GM's official publication for Corvette owners). 49 issues from June/July 1975 to Summer 1986, plus 9 spare copies. All in excellent to mint condition. Call for details. \$50.

Corvette books as follows:

Corvette: A Piece of the Action	\$30
Corvette Restoration: State of the Art	\$60
Corvettes for the Road	\$30
Corvette: An American Legend (Bloomington 1953-67)	\$50
Corvette: The Legend Lives On (Bloomington 1968-86)	\$50
The Newest Corvette	\$20

All books are new and out of print.

All items available for collection in Melbourne, or from next Chapter Judging meet in Melbourne.

Bill Ryan
#AU 10160
NCRS# 607
Tel (03) 9309-7652

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Murray and Wendy's USA Trip 2015

WENDY AND MURRAY'S USA TRIP JULY 2015

This year Wendy and I flew from Sydney to Dallas, 14 hour flight. We hired a car and drove to Tulsa to Roy & Cheri Sinor's place, it was great to catch up again.



After staying a few days we returned back to Dallas, we then flew direct to Detroit. At the airport we hired our next car which was a GMC Terrain, it only had 1200 miles on the clock, we decided to go with Budget because we were travelling from USA across to Canada then back to USA, they were the only company that would let us do that where we were joining the Canadian Road Tour to Denver began.



We decided to nickname the Terrain "The Chipmunk" because it was always trying to keep up with the corvettes in the road tour, being only a 4 cylinder, at times it was screaming it little nuts out



From the airport we drove to Sawyer to Corvette Central where we met up with Scott and Pam Kohn. One of the other reasons for hiring the Chipmunk is that I decided to purchase all the parts I needed to completely restore the chassis on Wendy's new 1965 396/425, the problem is we ended up with 60lb of parts, woops.

From there we drove to Keen Parts and met up with Tom Keen where we also purchased more parts for the project.



Below you see Murray and Tom Keen at his newly acquired desk, pretty Kool.



After spending time there, we drove to Cleveland and stayed with good friends of our David & Bev Biro. After Cleveland went to Niagara Falls where we stayed in the Marriott on The Falls, our room overlooked the spectacular Falls



As you can see, we have accumulated more luggage, which we are sure will expand before the end of our trip.

From Niagara we moved on to our Canadian friends Scott and Pam Sinclair.



This is the beginning of the Canadian Road Tour. All the members who were on the Tour at this point met for a greet & meet so we all got acquainted before leaving the next day.

The meeting place the next morning was at a local restaurant, where we all had breakfast and hit the road.

Wendy and I were not the only foreigners to Canada, there was also a couple from New York Jeff and Valerie Stowell in their white 1966.

At this point we have 8 corvettes and the Chipmunk.

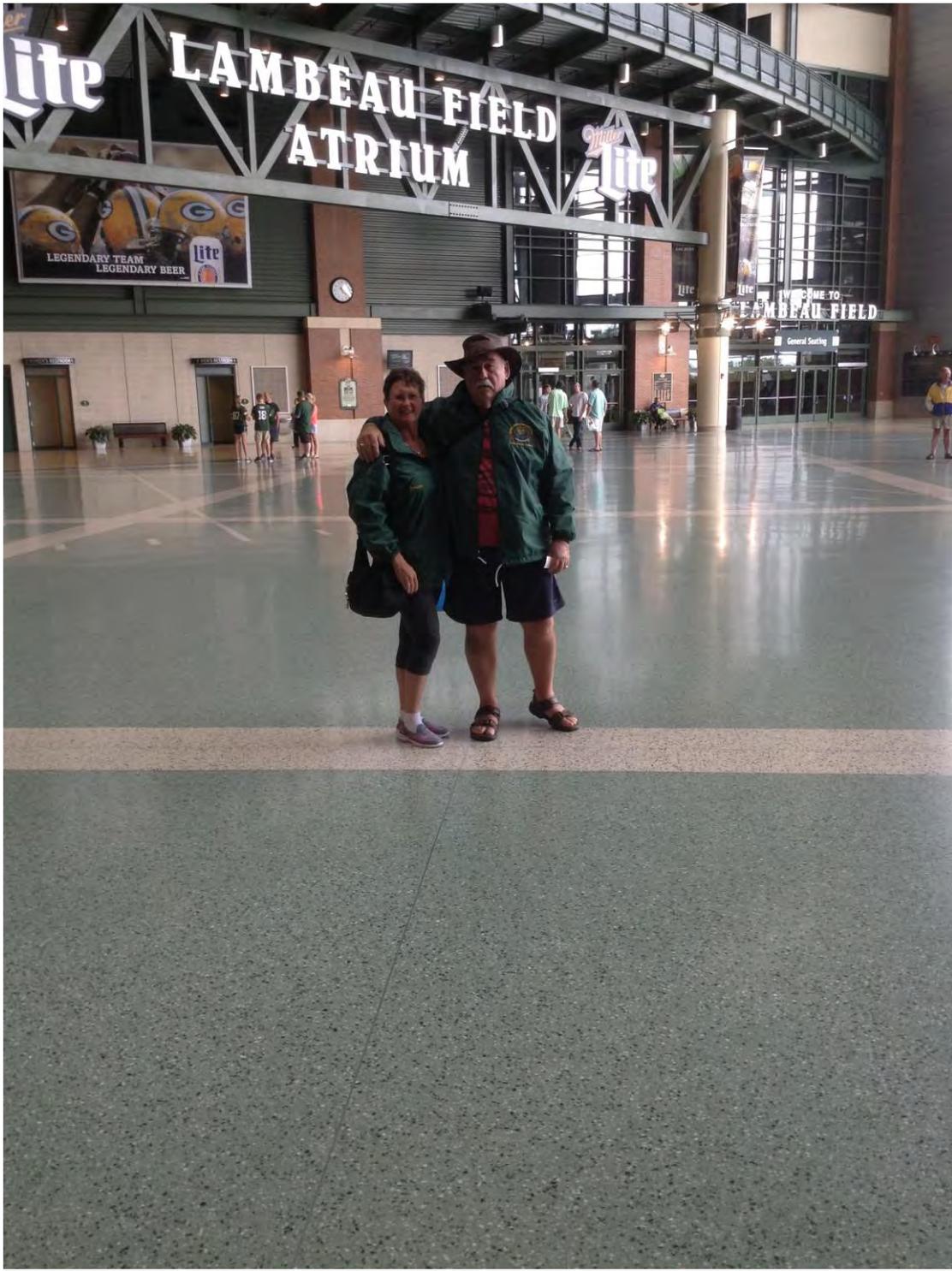


Day One: Bolton to Manitoulin Island ON, 316 miles where we caught the ferry across to The Manitoulin Hotel in Little Current the pic below is driving onto the ferry.

Day Two: Manitoulin Island to Marquette MI 347 miles



Day Three: Marquette MI to Wisconsin Dells WI 315 miles.
Along the way, we called in to Lambeau Field being the home of the Green Bay Packers



Day Four: Wisconsin Dells WI to Sioux Falls 423 miles. We called in to Elmers Auto and Toy Museum in Fountain City, this is an amazing collection of old cars, pedal cars, antique toys, dolls all in five big barns.



We called in to Marv Spenner Classics, a converted Chevy Dealer who has amazing rare neon porcelain signs





Day Five: Sioux Falls SD to Rapid City SD 363 miles.

Today we cross the Great Praries, think like the pioneer times.

The first stop is The Corn Palace in Mitchel SD, fascinating place the building is completely covered inside and outside with billions of corncobs, which the birds help themselves to and eventually eat away the façade, so it has to be redone every year...

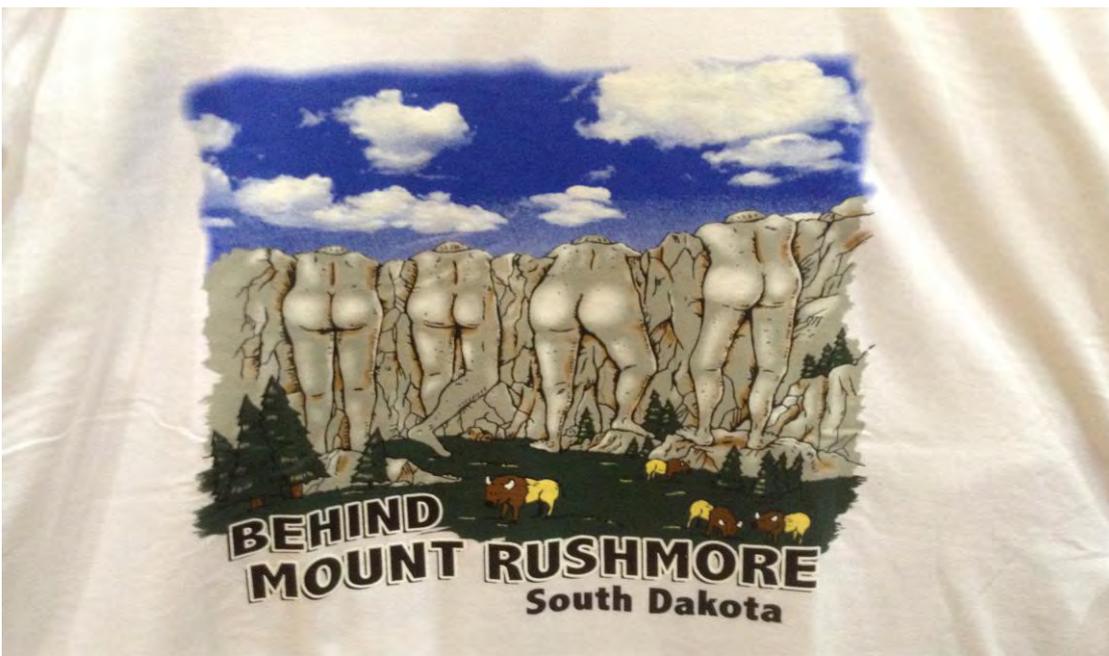


Day Six: Rapid City to Laramie WY 336 miles.

Mt Rushmore is an amazing place, everyone should see it at least once



There was a private tour on specifically for our Road Tour today, we actually got a “behind the scenes view of Mt Rushmore.



From there we travelled to the Eye of the Needle Highway which entailed single road driving through tunnels carved out of the rock, spectacular. At one stage we were able to see Mt Rushmore through the trees in the distance



Mt Rushmore in the distance.





Moving on to Crazy Horse monument, which is not yet completed. This is being completely carved by a family who is working for the Indians, this is totally private enterprise without any government assistance. The size of the monument when completed will be greater than Mt Rushmore.

Under Crazy Horses arm will be the head of horse, which he is sitting on, the face of the horse will be the size of Mt Rushmore's four Presidents.



After leaving Crazy Horse, we headed towards Laramie. Unfortunately, we got caught up in a horrendous hail storm and horizontal rain. Fortunately the hail, which was tennis ball size, had not frozen solid yet, so it smashed on our windscreens like snow balls being thrown, scary but amazing too. There was no damage done to any of our cars.

Driving through Wind Caves National Park we saw some buffalos grazing, then on through Hot Spring, which does not have hot springs, but is the home of the Woolly Mammoth Site.



Day Seven: **Laramie WY to Colorado Springs 312 miles.**

Today we will experience The Rocky Mountains. We leave the wild west of Laramie and head south through Ft Collins then west into Estes Park.



Climbing nearly 12,000ft through the Arapahoe National Forest when at approx 10,000ft one of our corvettes decided to overheat and blow a head gasket, we were able to arrange a flat top truck which took him to Colorado Springs where after a few days they were able to drive their repaired car home.





On arrival at the Motel in Colorado Springs where the Road Tour came to an end we had our Last Night Out Party.





The NCRS National Convention was held in Denver, CO a very big thanks goes to all the Members of the Rocky Mountain Chapter for all their hard work in organizing and running the Convention, Good Job, well done.

There were 95 cars entered for judging, over all fields. Also 461 families registered to attend all the other functions. Over 800 attendees

The judging was held inside the auditorium of the Convention Centre Airport Denver.

Both Wendy and I attended the Membership meeting where this year NCRS Australia Inc. was awarded a Second Flight Award in the Chapter participation program. This follows up four consecutive years of receiving a Top Flight

This Award is becoming harder to achieve and we can only apply and receive this award through the dedication of Gary Cowan and members assistance to be able to qualify for this Award. Thank you to Gary for the hard work he has put in.

Also at the Membership Meeting, Wendy was awarded her Level 200 Masters Judge also received her Master Tabulator Award. The Level 200 award was a shirt, jacket and a cap, the Master Tabulator was a jacket.

Wendy is the first International lady ever to receive these awards outside USA or Canada. This is quite an achievement for her.





Murray and Wendy receiving the Second Flight Chapter Award.



Wendy receiving her Masters Tabulator Jacket



Wendy receiving her 200 Master Judge hat, jacket and shirt.

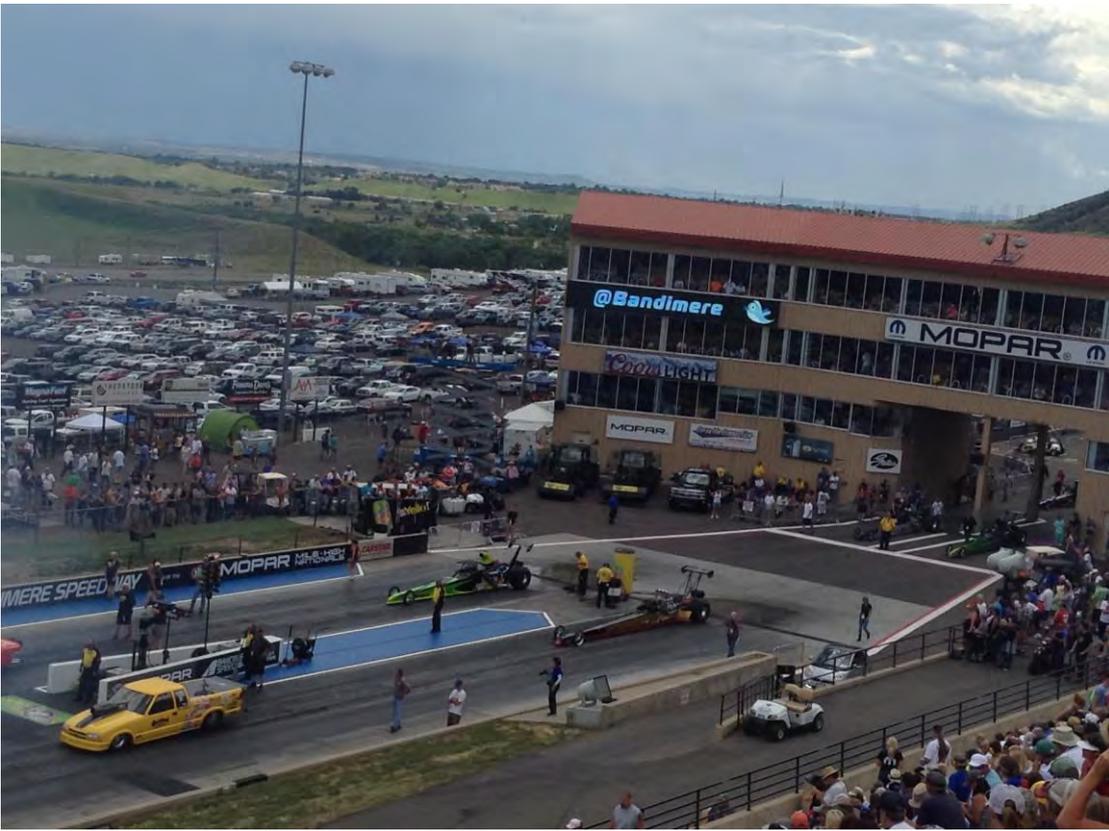


After the Convention was over, a group of us attended the Mile High Drags at Bandimere in Denver. We were able to get into the staging area to have a look at some of the competitors setting up, what an experience.



What a stroke of luck, we were able to meet John Force and also get an autograph





In our group were 16 of us, six NZ members, two Aussie members and eight American members. what a fantastic experience, the concussion caused by these dragsters is unbelievable. Everyone should experience this at least once.



The next day Wendy, myself, Eckhard and Terri Pobuda decided to do an extra three day road tour. A few years ago we had travelled past this place called Bishops Castle, so we decided to come back and explore it closer. This Castle has been built by a single man and his family, gathering rocks from the side of the road in an old truck, returning back to the Castle and assembled them into this structure, this took many years, it is still not completed.



It is hard to comprehend the dedication and determination of a person to construct this Castle, as you could imagine, not only doing the work, but arguing with the local council about his intentions and construction practices.



From the Castle we travelled on to a small mining town in Creede where we stayed the night at the Antler Lodge on the Rio Grande River, absolutely beautiful



The Rio Grande River babbling past out bedroom window, how serene.

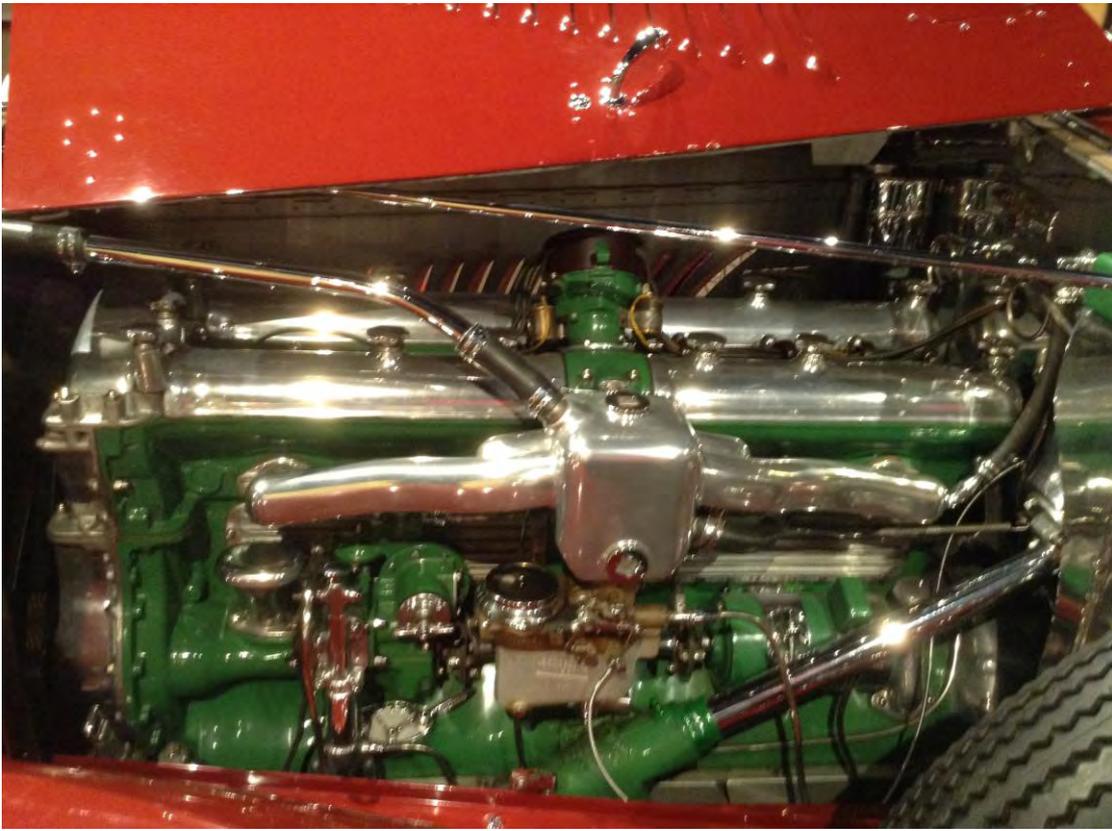




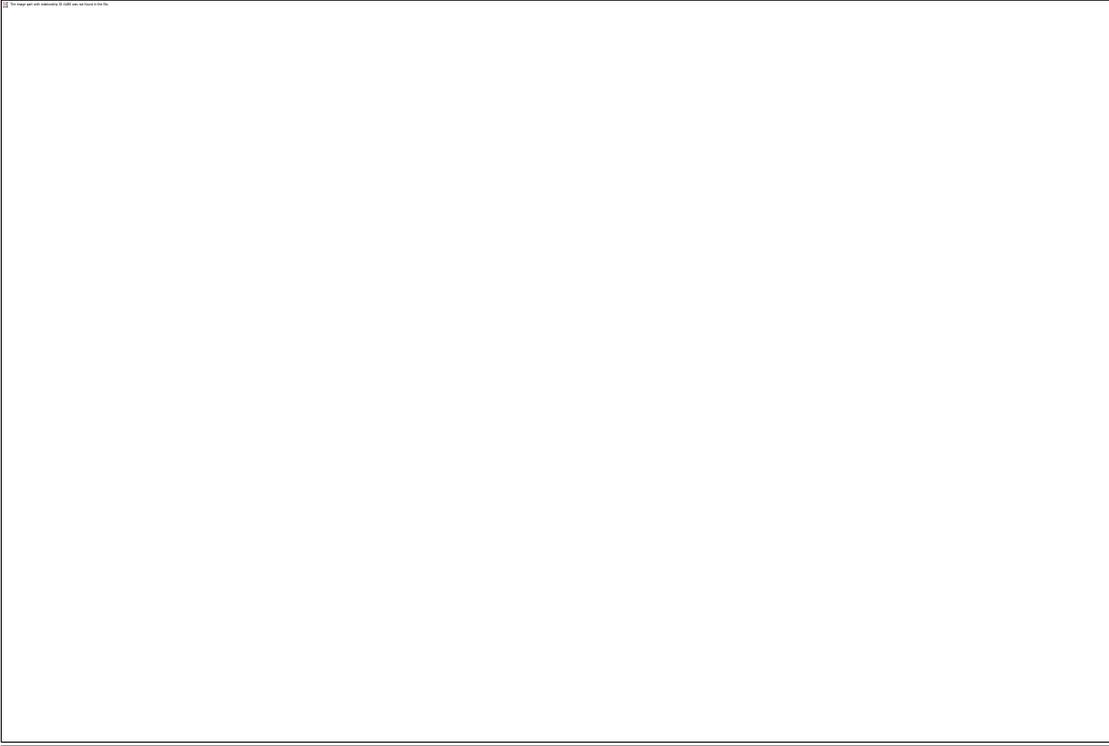
The next day we drove to The Black Canyon where we stopped for lunch at The Gate Way Canyon Resort. This resort has an incredible car museum. I have attended a lot of car museums but this one

would have to be the ultimate “must see”. Not only the facility, but the quality of the cars is breathtaking.





Thank heavens we were able to find some Corvettes, what a collection.



This car was created by Harvey Earl and is the only one in existence. Its mounted in its own room on a revolving turntable.



On our way back home, we called in to meet up with our dear friend Jack Humphrey at his home,



After cocktails on his balcony, Jack took us all to his favourite Mexican Restaurant, of course, Wendy had to dress up for the occasion.



Wendy and I hope you have enjoyed our condensed version of our fabulous trip to America this year.

Murray Forman

Car of the Month

1963 Z06 Split Window Coupe



I purchased my '63 in October 2013 from a long-term owner of 25 years through Tony Avedisian of Tony's Corvette Shop in Gaithersburg, Maryland, USA.

The '63 had been restored by the previous owner over the last 12 years or so after sitting as purchased from Hawaii. The car was not NCRS standard although all the Z06 hardware was intact on the car, including the factory markings exclusive to Z06 cars.

The '63 was originally exported to Hawaii as confirmed by the NCRS Shipping Data Report and stayed until 1989. The car had 4 owners in Hawaii and was a drag racer in its early days along with a few modifications as most were in the sixties and seventies.

This '63 is a "Small Tank" Z06 as it didn't have option code N03 – 36 gallon fuel tank. Cars fitted with "N03" are known as "Big Tank or Tanker" cars. Ordering a "Small Tank" became available later in production life cycle. There were two reasons why this was done, one was due to a problem with the "P48" Knock-Off wheels and the other was that the "N03" – 36 gallon fuel tank, which wouldn't fit a convertible. The original price for option code "Z06" Special Performance Package was \$1,818.45 including "N03" & "P48". By making these two options, optional, the price for option code "Z06" was reduced to \$1,293.35. From the 199 Z06 Cars, 198 are coupes and that makes 1 only convertible.

There is much controversy over option code P48 as it is alleged no '63 was actually delivered with knock-off wheels. It is even not known exactly how many of the 199 Z06's had the N03 "Big Tank". Many say it is 63 but this is also questioned, as there may have been more cars fitted, allegedly.

To order the Z06 option code, you also had to order option codes "L84" 360 hp engine with fuel injection \$430.40, "M20" Close ratio 4 speed transmission \$188.30 and "G81" Posi-traction rear axle \$43.05. By the time you did this, your '63 was almost half the price again over the original base price.

My car also has option codes; "941" Sebring Silver exterior paint \$80.70, "490" Red Trim no cost option, "P91" 670x15 4 Ply Black-wall Tires \$15.70, 4.11 ratio posi-traction included with "G81", "U69" AM-FM Radio \$174.35 and "C48" Heater deletion -\$100.00. Base price for Coupe of \$4,252.00 plus options of \$2,125.85 and Destination Charge of \$12.50, grand total of \$6,390.35 excluding Dealer, State, Local taxes and or license fees.

Anyway, when purchased, Tony warned me that the restoration wasn't that good even though the car didn't look that bad in the photos. I decided to go and see the car in 11/2013. Tony convinced me to restore the car to NCRS standards, as you do!

An indication of dollars and time was quoted. More sweat from me! I rang Carol my wife, who was very understanding to say the least and we agreed to go ahead.

Tony being a owner of two Z06 cars, one being the one and only convertible with around 7,000 miles and the other an ex race "Big Tank", gave reassurance and made my decision easier. As a specialist, he has many NOS parts and a great facility, let alone his knowledge and expertise.

The Z06 had a body-off nut and bolt restoration to exacting NCRS standards. I could write for pages but think I have bored you enough.

Jumping forward to 05/2015, the car is finished. Weekly if not daily calls with Tony, viewing countless photos (over 3,000) of the restoration and a bucket load more money, the 19 months went quickly, like the money!

I originally had planned to have the car ready for the 2015 NCRS Nationals in Colorado but the distance and expense was too great as the restoration costs blew out, as they always do! Instead, we presented the car at a NCRS Chapter Meet in Gaithersburg where the car was judged. Luck would have it that there were a couple of the National Judges at this Chapter Meet which made me feel somewhat better. The car achieved a Top Flight Award scoring 99.1%.

A great result but I was still disappointed that we couldn't go to the Nationals. Tony and I were talking and mentioned that the Bloomington Gold Event was in Indianapolis this year. This was a lot closer than Denver and it had been some time since Tony had a car presented at Bloomington Gold. The Event was at The Indianapolis Motor Speedway for the first time and only ten hours drive from Tony's workshop. I met Tony at Indianapolis whilst Tony transported the car to Indianapolis. The car was well received and achieved a Bloomington Gold Certificate.

The car went back to Tony's for some minor adjustments and fixes and is now on its way to Australia. We are trucking the car across the country to LA where it will be shipped directly to Sydney. The nerves have begun! Hoping for the '63 to be here by the end of September at the latest, cant wait! Hope I haven't bored you too much (this was the short version) but here are some pictures of my car.

Joe Caruana

Membership Officer

NCRS Australia Inc.



Harrys Grand Sports





**2016 NCRS AUSTRALIA ROAD TOUR TO THE 28TH NATIONAL CORVETTE
CONVENTION
BENDIGO VIC. MARCH 25TH TO 28TH.**

DAY ONE: Wednesday March 23rd.

Meeting at Pheasants Nest Servo Hume Hwy just South of the Picton exit.
@ 8am for 8.15am departure.

Entering the Hume Hwy & driving Sth for our morning tea stop at Yass. 202km
Continuing along the Hume exiting at the Gundagai Rd, then head West for
Junee. 165km

Upon arrival at Junee we'll take time out for lunch.
As Junee is known as the Railway Centre of the South, a visit to the Roundhouse Rail
& Transport Museum is a must! The Museum boasts the largest working Rail Turntable
(100ft) in the Southern Hemisphere, along with many retired Steam Locomotives.
www.roundhousemuseum.com.au
www.visitjunee.com.au

Just a bit further West for Coolamon & afternoon tea. 41km
www.coolamon.nsw.gov.au
Be sure to check out the Up-To-Date Store to see something very unique.

Leaving Coolamon for Lockhart where you will see the Historical buildings of the 78km
Main Street, boasting wide Verandahs & Awnings along with lots of Fancy Lacework.
www.lockhartshiretourism.com.au
www.lockhart.nsw.gov.au

Overnight at Lockhart staying @ The Lockhart Motel, 1 Green St.
Contact: Penny on 02 6920 5357 Double room rate \$10

DAY TWO Thursday March 24th.

Meeting @ 8.15am for 8.30am departure.

Driving Sth/West today via, Urana, Oaklands, then arriving at Berrigan for 132km
morning tea.

Just a short drive to Tocumwal. 42km
www.visitnsw.com.au
www.toconthemurray.com.au

At Tocumwal we'll visit the Chrysties Museum. Known for classic cars, trucks,
caravans & tractors. 10am to 4pm
139 Thorburns Rd. 03 5874 3358

Lunch today will be at Tocumwal.

Continuing further South we will enter Victoria, then arrive at
Shepparton. 81km

A free afternoon here for shopping or visiting many of the local tourist attractions.
www.discovershepparton.com.au

For the motoring enthusiast the Shepparton Motor Museum is nearby.
7717 Goulburn Valley Hwy. 10am to 4.30pm. 03 5823 5833

With just a stones throw away, our overnight stay where all NCRS Road Tours will meet for the "Last Night Out" will be in Shepparton at the:

Paradise Lakes Motel
7685 Goulburn Valley Hwy.
03 5823 1888 Hosts: John & Linda.
Room rate: Double \$109

On Friday March 25th being Day One of the 2016 National Corvette Convention,
a short cruise this morning to
Bendigo. 121km

Any questions about the NCRS Road Tour to the 2016 NCC please contact:
Harry Turner on 0409 409 599

**2016 NCRS AUSTRALIA ROAD TOUR FROM THE 28TH AUSTRALIAN
NATIONAL CORVETTE CONVENTION TO TASMANIA.
DEPARTING BENDIGO VIC. MARCH 28TH.**

DAY ONE: Monday March 28th.

After saying our farewells to our Corvette friends, all of those continuing on the Road Tour to Tasmania, need to be present for a meeting at the Conventions Host Hotel at approximately 9.00hrs.

Departing Bendigo we will drive South on the Calder Hwy, to Melbourne.

The vessel that we will be boarding for the trip to Tasmania will be the "SPIRIT OF TASMANIA".

Departing Melbourne for the voyage to Devonport, Tasmania at 21.00hrs.

www.spiritoftasmaniacom.au

Boarding from: Station Pier, Waterfront Place, Port Melbourne.



The costs for the Corvette is \$87.00 one-way. (As at 5th July 2015).

The costs for a Twin Bed Private Room with a porthole are \$197.00 one-way per person

The Deluxe Cabin costs \$337.00 one-way. per person

There is an option of staying up/awake all night, but it's probably wise to get a good nights sleep as we arrive into Devonport early, we'll need to be getting off the vessel swiftly & commence our Tasmanian RT.

DAY TWO: Tuesday March 29th.

After departing the "SPIRIT OF TASMANIA" you are now in Tasmania!

Leaving Devonport we head Sth-West to Cradle Valley or better known as Cradle Mountain.

www.discovertasmania.com.au

88km-1.5hrs.



Cradle Mountain is well renowned worldwide for its unspoilt beauty & richness of its plants & wildlife.

From Cradle Valley we will be driving Sth-West once again to Strahan, via Zeehan.

150km-2.5hrs.

Strahan nestles on the foreshore of Macquarie Harbour.

Established in 1833 to service the areas mining settlements.

Stay in Strahan for 3 nights at the Strahan Village.

www.strahanvillage.com.au

Please contact Harry for this booking

Std, Queen Hilltop room \$125.00 p/night

Queen W/Harbour views \$179.00 p/night.



DAY THREE: Wednesday March 30th.

Today we are doing a Gordon River Cruise on the "Lady Jane Franklin" II

www.gordonrivercruises.com.au

Please indicate to Harry if you are doing this event



The Gordon River cruise is an award winning wilderness experience in the Tasmanian Wilderness World Heritage Area.

Departing Strahan @ 8.30hrs & returning @ 14.15hrs.

We begin the cruise on Macquarie Harbour. (Which is 6 times bigger than the size of Sydney Harbour).



Crossing the Harbour we meet the Harbour's narrow entrance, known as "Hells Gate", & feel the power of the Southern Ocean.

After crossing the Harbour to the South we enter the Gordon River & the calm waters of this true wilderness waterway.

We'll disembark at the "Heritage Landing", where an elevated boardwalk threads its way into the green silence of the Rainforest. You will see Rainforest tree species including Sassafras, Blackwood, Myrtle & the long lived Huon Pine.

After lunch we'll visit "Sarah Island".

Once a dreaded Penal Colony & the largest boat building settlement in the British Empire. Sarah Island is now a Historic site. This is a Guided tour
Atrium \$84.00 p/p include Buffett lunch
Premium Seating \$104.00 p/p inc. buffet lunch, Window seats
Captains Premier Upper Deck \$176.00 p/p, all inclusive
Free time after disembarking. Staying at the Strahan village

DAY FOUR: Thursday March 31st.

With the morning free, a chance to some local shopping or a walk on the foreshore.

Now for the "West Coast Wilderness Rail".
In the afternoon we'll board the "River & Rainforest" train.
Departing at 13.00hrs & returning at 17.00hrs



This is a relaxing steam train journey that departs from Strahan, taking in the magical harbour views as it follows the foreshores. The train enters a world of nature, but punctuated with feats of engineering.

Costs:

The Wilderness Carriage.

Balcony Carriage, a glass of sparkling wine or juice on arrival.

High Tea, Tea & Coffee. \$136.00 p/p

The Heritage Carriage. \$84.00 p/p

Staying at the Strahan Village.



DAY FIVE: Friday April 1st.

Leaving Strahan now, we'll travel East along the Lyell Hwy, towards Hobart. As we drive into Queenstown, a well known Historical town surrounded by stark mountains, we'll take a short break for morning tea.

40km-.75hrs.

Copper, Silver & Gold have been mined here since the 1880's.

With more than 20,000 KG of Gold being extracted from the area.

After our stop we'll be continuing East on the Lyell Hwy towards Derwent Bridge. Approximately 2km past The Derwent Bridge, (the Eastern side) a visit to "The Wall in the Wilderness". Being a 100 metre tale carved from the mountains & rivers of the Central Highlands of Tasmania.

85km-1hr.

www.thewalltasmania.com

Further along the Hwy we'll stop at Hamilton for lunch.

Hamilton c1840, is a small colonial township on the banks of the Clyde River.

It is home for many Historic buildings.

100km-1.25hrs.

Continuing on the Lyell, driving through New Norfolk. New Norfolk is a major producing area of Hops, which is used by many Australian breweries.

Again it is home for some of Australia's oldest homes.

Just down the Road & we're in HOBART, Australia's 2nd oldest City.

73km-1hr.

www.australia.com/en/places/hobart

www.discovertasmania.com.au

Please contact Murray about this booking

Staying in Hobart for 4 nights at the Hotel Wrest Point, Hobart Casino.

410 Sandy Bay Rd, Sandy Bay.

Motor in \$139.00 per night 2 people share

Water edge Room \$169.00 per night

Tower room W/ mountain view \$179.00

Tower Room Harbour View \$199.00



DAY SIX: Saturday April 2nd.

At leisure today, but here's my suggestions:

Salamanca Markets, Salamanca Place. www.salamanca.com.au

Setting for a bustling Saturday Markets amongst Historical 1830's Warehouses.



Drive up to the 1270 metres of Mt Wellington.

The lookout offers superb views of the Derwent Valley.

Pinnacle Rd, Wellington Park. www.wellingtonpark.org.au

Cascade Brewery.

Set in the foothills of Mt Wellington. The Brewery dates back to the 1850's.

131 Cascade Rd, Sth Hobart. www.cascadebreweryco.com.au



Staying in Hobart at the Hotel Wrest Point.

DAY SEVEN: Sunday April 3rd.

Once again a leisure day. Here are my suggestions for a lazy Sunday.

Cascades Historic Female Factory.

Historic site that housed female prisoners for 50 years.

Enjoy morning tea with the Matron in her refurbished cottage.

16 Degrave St. Sth Hobart. www.femalefactory.org.au

Museum of Old & New Art. (MONA)

655 Main Rd, Berriedale. www.mona.net.au

Battery Point.

Former Mariners Village, tea rooms, restaurants & an Antique shop around every corner.

www.batterypoint.net

Tasmanian Transport Museum.

The Museum contains a collection of restored & working steam engines, Locomotives &

railway carriages.
2B Anfield St, Glenorchy. www.railtasmania.com
Staying in Hobart at the Hotel Wrest Point.

Day EIGHT: Monday April 4th.

Today we'll visit Port Arthur.

Port Arthur Historic Site is Tasmania's most visited tourist attraction. The Penal Colony operated from 1830 to 1877 & today showcases the incredible hardships, cruelty & suffering undergone by an estimated 12,500 prisoners. Time pending visiting "The Isle of the Dead", & the Model Prison.
www.portarthur.org.au



Weather permitting we could travel to Port Arthur by Ferry and return by coach to Hobart
Cost \$ 159.00 per person including entry, morning tea.



DAY NINE: Tuesday April 5th.

We leave Hobart this morning & travel to the Freycinet National Park, via Richmond.

Richmond is probably Australia's best preserved Georgian Colonial Village.
Boasts the country's oldest bridge, built by convicts in the 1820's.

www.richmondvillage.com.au

26km-.5hr.

Leaving Richmond we will drive Nth along the Tasman Hwy to the Freycinet National Park & upon arrival focus on the park's main attraction, Wineglass Bay & the protected Coves & Beaches.

A 1 hour (return) walk to the lookout overlooking the spectacular Bay & Beaches is a must.
150km-2hrs

www.parks.tas.gov.au

www.discovertasmania.com.au/nationalparks/freycinet-national-park

Leaving Wineglass Bay we backtrack a short distance to Swansea.
33kms-.5hr.

Time permitting visiting the Swansea Bark Mill (c1880) processing Wattlebark until 1930 for use in the leather tanning process.

The restored mill still houses the original operational machinery.

96 Tasman Hwy. (just Nth of Swansea)

www.eastcoasttasmania.com

www.barkmilltaVERN.com.au

Staying in Swansea at the Swansea Motor Inn.

1c Franklin st. 03 6257 8102.

www.swanseamotorinn.com

Costs: Ground Queen \$125.00 w/water views. Or upstairs Queen \$145.00 & \$175.00.

And if we're quick, we may see some Penguins coming ashore at dusk along Coswell Beach

DAY TEN: Wednesday April 6th.

Swansea to Devonport.

Via Ross & the Lake Leake Rd (West from Swansea).

78km-1hr.

Ross is a Historic Township with many Colonial Sandstone buildings. The town is at the centre of a farming region respected for its fine Merino wool. Home also to the Tasmanian Wool Centre Museum.

Time permitting a quick visit to the Female Factory Historic site, the most Archaeologically intact female convict site in Australia.

Leaving Ross, we head Nth along the Midland Hwy to Launceston.

Tasmania's second largest city, Launceston lies at the head of the river in Tamar Valley.
Renowned for its vineyards & fine food.

78km-1hr.

There just happens to be a National Automobile Museum of Transport nearby.
86 Cimitiere st. Launceston. www.namt.com.au

Departing Launceston for Devonport, now on the Bass Hwy, passing through more of Tasmania's History as we wind down our last Tasmanian section of the 2016 NCRS Road Tour.

Arriving at the Port in Devonport we may have time to have a meal before boarding the "SPIRIT OF TASMANIA" once again for our return journey to the Mainland.

Departing Devonport at 19.30hrs.

Arriving into Melbourne on Thursday 7th April early a.m.

From Melbourne to Sydney, we can drive the main route along the Hume Hwy or the possibility of a stopover along the way. TBA.

Thank you for your time in reading all of the above.

We are looking forward in having a great time in Tassie. I hope that you can make the trip also.

Should you have any questions or anything relating to either of the Road Tours, please do not hesitate in contacting us.

Cheers,

Harry Turner Vice President
NCRS AUSTRALIA Inc.

0409 409 599

c5harry@live.com.au

Murray Forman President

0402917400

eagleviews@bigpond.com

NCRS Australia 2015 Calendar

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

Friday 30th IMoE Sydney Chapter meet

Saturday 31st IMoE Sydney Chapter Meet

NOVEMBER

Sunday 1st IMoE Sydney Chapter Meet

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

Corvette Central

13550 3 Oaks Rd, SAWYER MI 49125

Phone:001112694268833



Jerry Kohn, Scott and Pam Kohn, Murray

Murray and Wendy visited Corvette Central whilst on their last visit to America. We had the pleasure of meeting the owners of Corvette Central, which is a family run business. Corvette Central has been a leading manufacturer and distributor of Corvette parts and accessories since 1975, so happy 40th birthday this year. In 2001 they moved into their current facility, which included an automated order picking and storage system.

I must say, after having my own business and understanding the commitments required to run a business, to see such organization and commitment by Corvette Central to manufacture, supply and deliver high quality reproduction Corvette parts is very impressive.

I was unaware of the level of locally produced items that they produce.

The two photographs below are the examples of most of the items that this company produces “in house”, It is somewhere in the vicinity of 4,000 items of the 60,000 parts they sell.

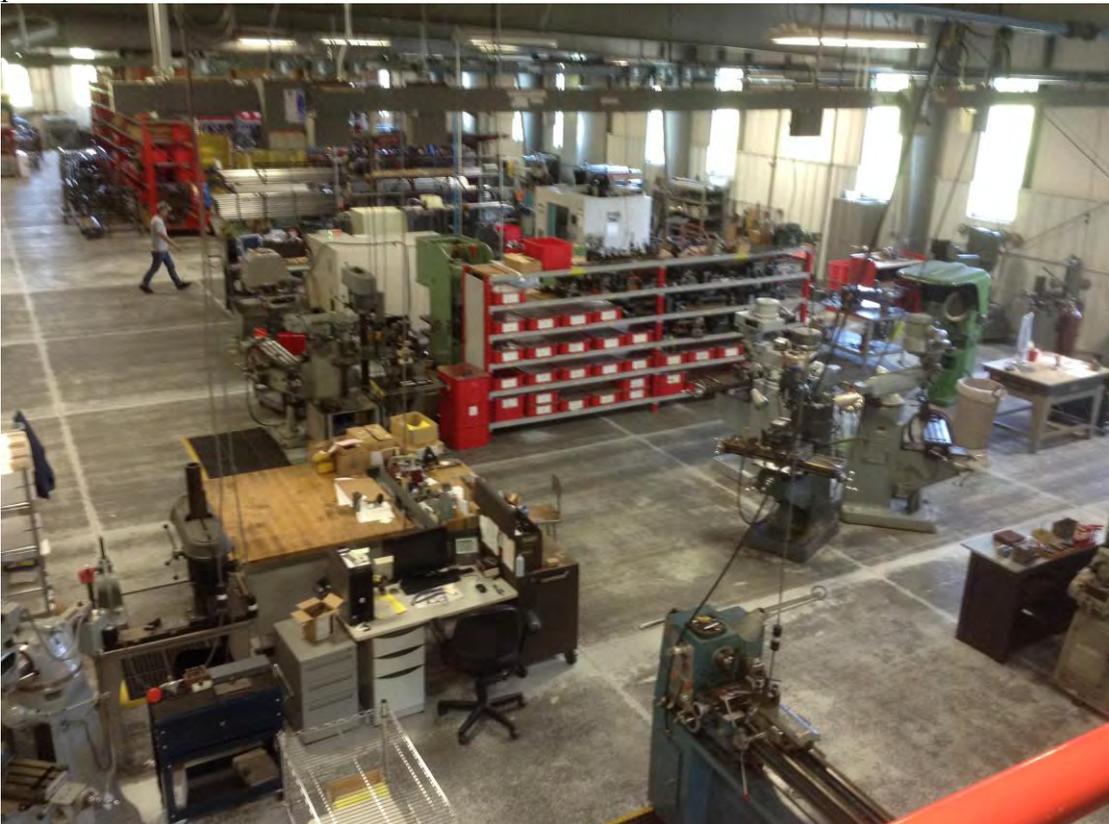
Things like exhaust systems and all other large items are not on this wall.



This is where the exhaust systems are manufactured to a high quality.

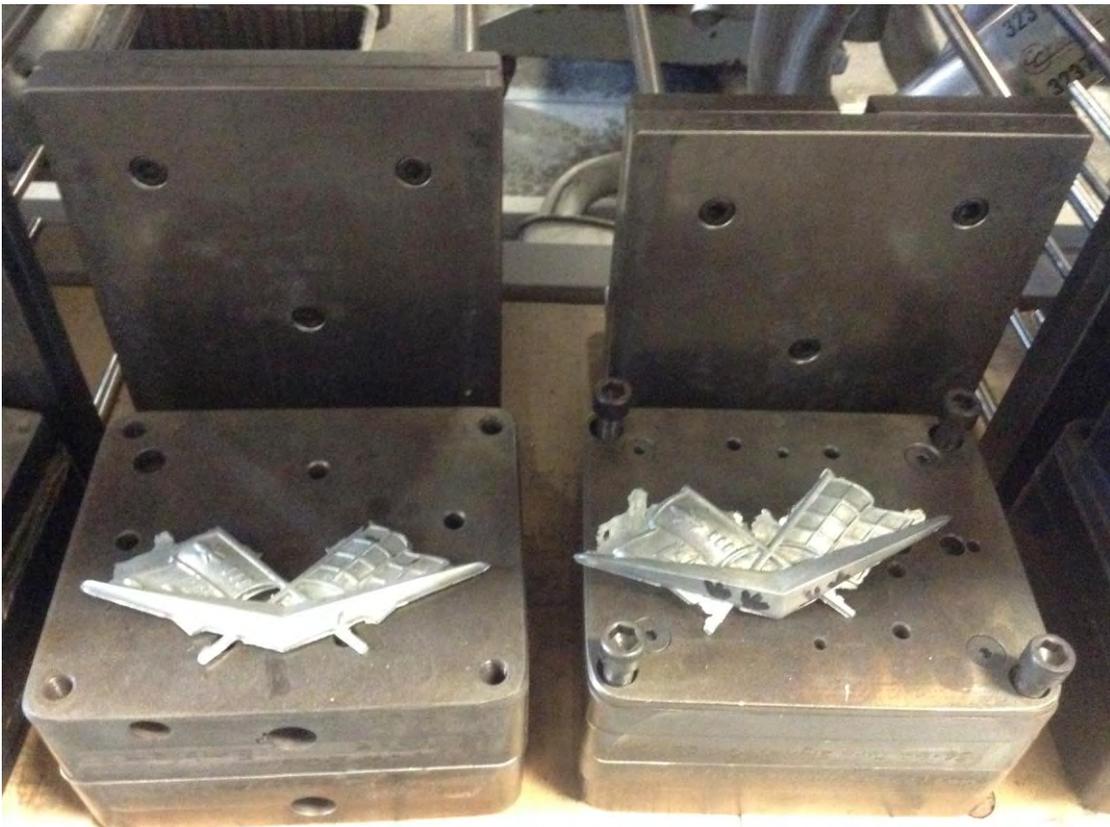


Here are some examples of the equipment required for production and for research and development of parts.





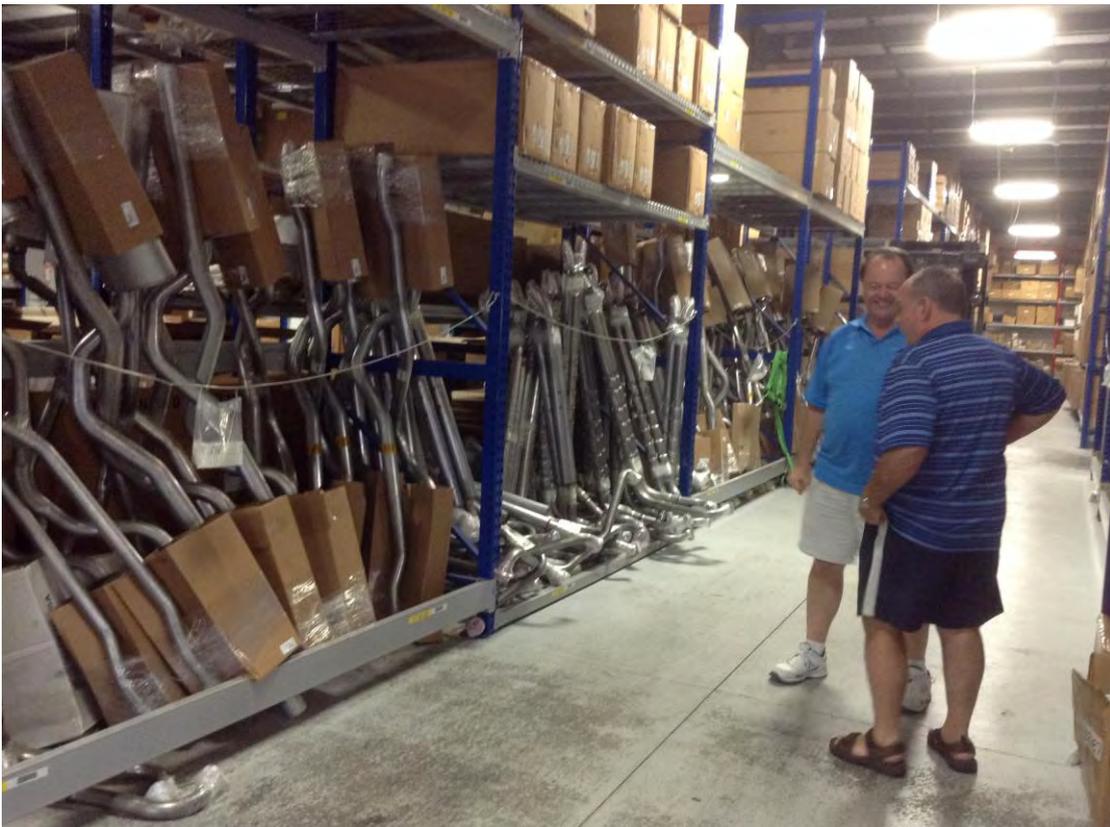
They also produce the Corvette emblems “in house”.



Here is Scott explaining to Murray about the storage of raw materials for production of parts.



Once the parts are completed and added to the inventory, they are prepared for shipping to their customers.



This photograph shows the Dispatch area. The frames with the white boxes are the automated revolving parts racking. This uses two elevated platforms for the employees to be lifted to the appropriate parts bin, once they have entered the number into the system. This complete system was

developed “in house”, which I found to be very impressive. In the morning they pull the parts for the days shipping and in the afternoon they restock the system.





Below is the Dispatch Area



After our visit today, I have no problem in highly recommending this Company to our Chapter Members for the purchase of their reproduction Corvette parts. Corvette Central is also supporting and sponsoring the Australian Corvette National Conventions. So please show support to them and purchase your corvette replacement parts. They also have a very efficient international customer order division, so please contact them by phone, email or online at www.corvettecentral.com

NCRS Apparel

BLUE DENIM \$35.00



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LADIES SHIRTS \$ 35.00

LEATHER JACKET \$300.00



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WOOLLEN VEST \$38.00



CAP \$ 15.00

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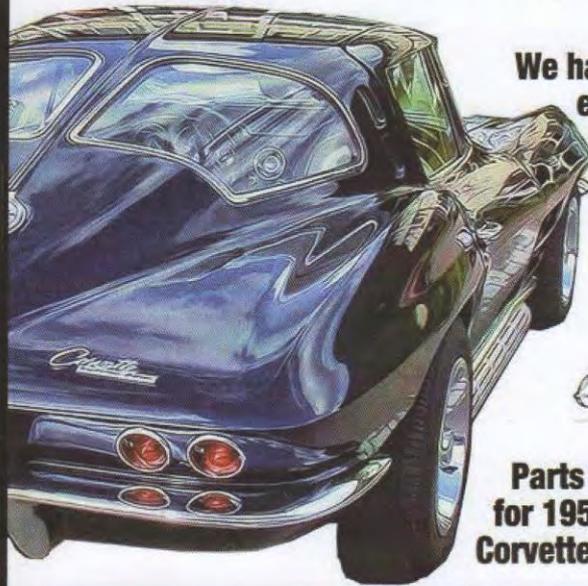
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Websites

NSW Corvettes Unlimited Car Club Inc.	www.nswcorvettes.com.au
NCRS USA	www.ncrs.org
NCRS Pittsburgh	www.NCRSPITT.com
NCRS Rocky Mountains	www.NCRSRMC.org
NCRS Texas	www.ncrstexas.org
Corvettes of WA Inc.	www.corvettesofwa.com
Qld Corvette Club Inc.	www.qldcorvetteclub.com.au
GM Corvette Assembly Plant	www.bowlinggreenassemblyplant.com
Corvette Forum	www.corvetteforum.com
National Council of Corvette Clubs	www.corvettesnccc.org
National Corvette Museum	www.corvettemuseum.com
Corvettes at Carlisle	www.carsatcarlisle.com
Bloomington Gold Corvettes	www.bloomingtongold.com
Chevy Vettefest	www.chevyvettefest.net

Membership Officers Report

NCRS Austral Inc. Club Membership - RENEWALS

- 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. <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, 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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Banking Details: **A/C No: 10245414 BSB No: 062:595 (Please note membership number)**
PayPal: **eagleviews@bigpond.com (Please note membership number)**

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Receipt No: _____
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National Corvette Restorer Society Australia Inc 9882798