

NCRS AUSTRALIAN CHAPTER

NEWSLETTER



Special June Edition 2016



Drone shot at Rod Grogan's BBQ

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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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Rod Grogan



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WA:Terry Martin



QLD:Bryan Wharton



NSW:Murray Forman



VIC:Scott Morden

Presidents Report - Murray Forman

Well here we are half way through the year already and a lot has happened in that time. There were BBQ's, tech sessions and Chapter Meets.

At the end of this month, Wendy and I are flying to Rhode Island to attend the NCRS National Convention there.

Once again, our Chapter has been awarded Top Flight status for 2016, I will give a full report on this trip and the Award in our next edition.

Our next Chapter meet will be on 12th – 14th August, 2016 at Rooty Hill RSL, so please come along and support your Chapter. I will be sending our application forms in the near future for this event.

We are working with our WA members on holding another Meet in Perth towards the end of the year, so please keep it in the back of your mind and we will confirm the date ASAP.

For the East Coast Members, please consider flying over to support them, as they always come over to support us on the East Coast.

Murray Forman
President

Vic Presidents Report

Hi All,

What a pleasant tail end to Autumn. At our recent (May 22nd) Eastern States BBQ we had a mid 20's day with full sunshine.

Many thanks for Rod & Deb Grogan for making their unique property at Kurrajong available for the outing. Their collection of Corvettes is complimented by tons of motoring memorabilia. From Gas Pumps-Petrol Bowers to Neon Signs & Corvette models. Sorry, nearly forgot 100's of metal signs. Yes, 100's!

John & Jenny came over from Adelaide (for a short drive) for the BBQ Via the Warbirds Museum in Temora.

A total of 19 members attended with 11 Corvettes present.

Due to an uncertainty NCRS Australia, may not be organising a Road Tour to the 2017 Corvette Nationals being held in Sydney.

But.....with the help from John Randell (Adelaide based) we are toying with the idea of a Road Tour to the 2018 Corvette Nationals which will be held in Perth WA.

Whether it be:

(A) Drive Syd-Adelaide, Bris-Adelaide, Melb-Adelaide. Then Indian-Pacific train to Perth.
Corvettes's on train or enclosed trailer to Perth.

(B)

(B) Drive full distance to Perth with maybe 2 days rest in Adelaide.

Return either by train, freight Corvette enclosed, drive or fly Perth-Adelaide, or Sydney, Brisbane or Melbourne.

There are many options available.

This is "Expressions of Interest" at this stage.

If you are interested or have any thoughts about going to Perth in 2018, please let me know.
Start Saving!

Cheers,
Harry Turner
Vice President,
NCRS AUSTRALIA inc.

Secretaries Report

We have received newsletters from WA Corvettes and SA Corvettes and the VIC corvettes car clubs.

There has been no other communication in or out to report on since our last Newsletter.

I am looking forward to our trip to the USA and Canada, where our great friends Scott and Kay Sinclair are lending us one of their Corvettes to participate in the Road Tour to Rhode Island from Toronto. There will be a full report in our next Newsletter.

Wendy Forman.

Secretary

Editors Report – Wendy Forman

I have made the decision to do a special edition for June, as we normally do a bi-monthly Newsletter and because the last Newsletter became so large at 98 pages and the fact that I did have some great input from our members already, also that Murray and I are travelling to USA for the National this year, I thought I would try and keep the Newsletter under control by releasing this special edition.

If I hadn't, knowing our usual reports and members input, the Newsletter would have exceeded 100 pages....so please enjoy this edition, we had fun composing it. In saying this, please keep sending in your editorials and pictures, because without these, we wouldn't have a Newsletter.

I also require photos and small editorials on member's car for our Front Page and Members Car section. I look forward to seeing those come in.

Wendy Forman

Editor.

Treasure Report

No Report this edition

Membership officer

Hi everybody

Further to my emails earlier the National membership has now been reduced back to \$60.00 for International members. This was a topic of conversation by Murray at the International Presidents meeting in Denver. The BOD has now seen fit to keep the membership at the old rate

It's that time again to renew your NCRS Australian Chapter's membership for 2016. Your membership with NCRS Australia Inc. is now due and the good news is, our membership is still \$50.00.

There are still some members that have not renewed there membership, this will be the last Newsletter that will be sent to them unless the renew

When you renew, if you can please complete that attached renewal form with all your details including your vehicles, so we can update the database.

There are a number of methods with which you can pay:

- EFT - NCRS Australia Inc (Account Number 10245414, BSB No.062:595).

Please quote your membership number and surname.

- PayPal – eagleviews@bigpond.com (please use your surname and membership number as reference)

-

- Personal Cheque, Bank Cheque or Money Order – Please make out to NCRS Australia Inc., PO Box 207, Kurmond NSW 2757 Australia and attach your membership number.

-

Renewals are due from 1st February, 2016. Please note, if you have a Buddy membership, I will send another renewal for your Buddy shortly. If you would like to have a Buddy overseas in NCRS, please let us know and we can match you up. Having a Buddy is another contact point overseas in one of the many Chapters in the USA.

If you have already renewed your membership, please disregard this email and thank you for being so prompt. For any questions, please email me or call me on my mobile, which is below.

Current membership for our Club is steady with 72 current members.

Membership NCRS Australia Inc.

Total Life Member	6
Total Sponsors	2
Total Buddy Members	9
Total Guest	1
Total Paid Membership 2016	54

Total Membership as at 31/05/16 72

If you are using PayPal, please click here www.paypal.com.au
Thanks and hope to see you soon!

Regards, Joe Caruana Membership Officer

National Corvette Restorer's Society Australia Inc.
PO Box 207 KURMOND NSW 2757 Australia

Membership enquiries: membership@ncrs.com.au
General enquiries: info@ncrs.com.au

Welcome New Members

Steve Thomas, joined 6/05/16 from Cams Wharf NSW
Has 6 Corvettes 1954, 1955, 1958, 1964, 1968, & 1980.

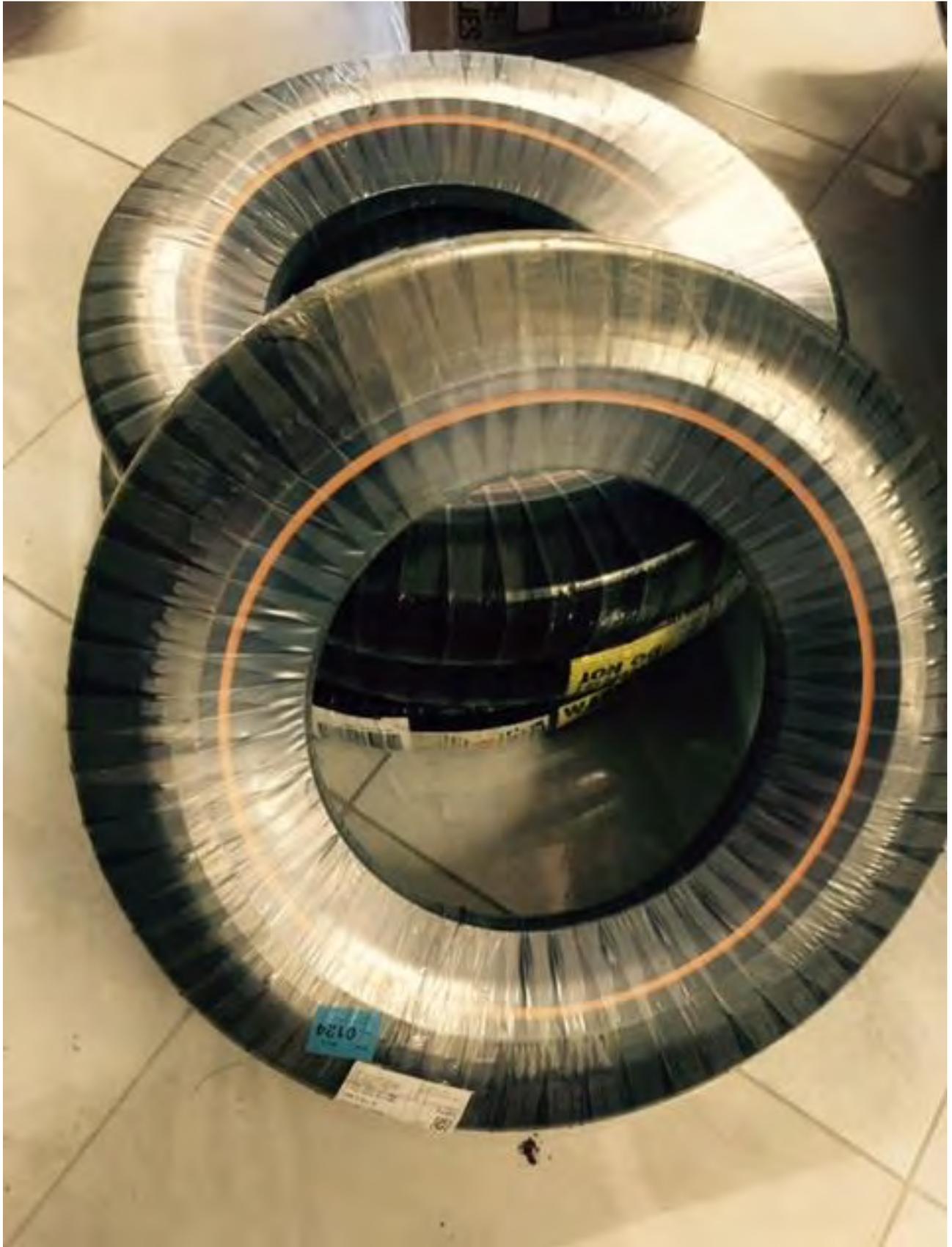
Richard Mion joined 21/05/16 from Putney NSW
Has a 1980 Targa in Black.

Welcome to the NCRS Australia Inc. Club.
Look forward to seeing these cars soon!

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.

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

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PARTS DONATED BY BOB LYNN AND JENNY MCMILLAN TO THE CHAPTER
FOR A 1964 CORVETTE
ALL PROCEEDS FROM SALE OF PARTS WILL GO INTO THE CHAPTER FUND

2 Headlight buckets
 2 327 distributors
 1 distributor cap
 1 alternator
 1 starter motor 1107320 dated 4B28
 2 steering wheels
 1 second hand air cleaner cover
 1 new air cleaner cover
 1 dual snorkel base
 1 set left/right hand fiberglass air vents
 1 complete second hand wiring loom
 1 master cylinder
 1 pair arm rests
 1 side mirror
 1 pair front blinkers
 1 second hand accelerator pedal
 1 second hand radiator
 1 second hand steering column
 1 second hand steering box
 1 second hand water pump
 1 3844457 intake manifold dated B224
 1 carter carbi
 2 3884520 heads dated G25
 1 U shaped exhaust bracket
 2 complete vinyl seat covers good condition Black
 1 Brand new black dash cover
 1 pair new side pipe mufflers only
 1 pair rocker covers
 1 set s/s distributor shield
 1 second hand battery hold down bracket and base
 1 heater fan and duct work complete
 1 complete heater box assy
 1 radiator surround
 1 3846559 L/H ram horn exhaust manifold
 1 3750556 R/H ram horn exhaust manifold

OTHER PARTS

4	12" thermo fans	1	7blade fan
1	14" air filter element	1	pair small block rocker covers
1	set C3 A-arm splash shields	1	Edelbrock Big Block intake
1	C3 rear brake seals		Torker II 2-0
1	1987 Handbook	1	pair LS3 engine covers new
2	1972 grill inserts	1	7 blade fan
1	92-93 throttle body LT1		
1	1987 hi tech power chip		

Hi All,

If any of our Chapter members are interested in buying any of these Driving shoes Please contact me as below .

Best Regards,

Harry Turner

MB: 0409 409 599

c5harry@live.com.au



Corvette Racing Limited Edition Driving Shoe by Piloti - Design Concept



Private & Confidential - Not for Distribution

Corvette 50th Anniversary Limited Edition Driving Shoe by Piloti - Design Concept



Private & Confidential - Not for Distribution

RICHARD STONES FUNERAL

As reported in our last Newsletter, the passing of one of our dear Chapter Members, Richard Stones who will be sadly missed.

Richard was very close to Wendy and I and we will truly miss him in many ways.

We were contacted by Yvonne, who asked if we could bring some Corvettes along to the Church, we were also contacted by Gary Cartwright from the NSW Corvette Car Club about their attendance of their members as well.

The decision was made to form a Guard of Honour at the entrance of the Chapel at Ebenezer. This Chapel has played a massive part in Richard's life, he was baptized, Yvonne and Richard were married there and his children were baptized there. So it was not hard for Yvonne to make the decision to hold his funeral there.

The attendance was overwhelming as to so many friends and relatives along with the attendance of the NCRS members and the NSW Corvette members, we had a total of 25 corvettes, which I am sure Richard would have been chuffed with.

I am not sure what the total count was but I would estimate somewhere between 250 – 300 people. The Ebenezer Church is the oldest existing church in Australia and yet it is quite small, it was absolutely full to the brim with people standing outside.

Gary Cartwright also brought along his Excalibur car Richard loved it and was able to drive it just before his passing .
James his son drove Yvonne to the church in his Corvette and was parked in front of the church .

The family made the decision to place his Mark of Excellence Award on his coffin ,he was so proud to receive that Award

The wake afterwards was held in the Hall and food supplied by the Ladies Association which was excellent.

Richard will be sadly missed but will stay in our hearts forever.
Murray and Wendy

May you rest in peace, our dear friend.











BBQ KURRAJONG ROD & DEB GROGAN

Once again it was time for our eastern members BBQ, which is normally held at Rouse Hill.

Harry had spoken to Rod & Deb about having the BBQ at their place, which they graciously offered, so the decision was made to transfer it to their place.

Wendy and I woke up to a beautiful sunny day, so we made the decision to take one of our corvettes along for once.

The attendance on the day was fantastic, we had 19 Chapter members attend and 6 corvettes driven to the event.

Rod and Deb have a beautiful property tucked away in the bushland setting, peace and quiet. Rod has built himself an incredible Man Cave where he and Deb can enjoy their memorabilia and corvettes.









Rods beautiful collection of C2's, it is a credit to him.
As a surprise to us, John and Jenny Randall from SA decided to drive all the way to Sydney to attend our BBQ, now that's dedication.

John had also purchased his C5 from Harry years ago and Harry still calls it “his” car, that’s ok. So I would like to take this opportunity to thank them both for their attendance.

John has written an editorial in this magazine on their trip to Sydney, it’s a good read by the way.



Harry and Joe manned the BBQ, while Deb & Rod made “home-made” pizza’s YUMMMY. Also the ladies brought along cakes and nibbles, so there was plenty of food for all to enjoy.



Deb gave Rod a drone for Christmas, so what better time to get it out and display his flying expertise, you can enjoy those photos here in the magazine.





You can get a completely different perspective with a drone photo, once it is up in the air. Amazing.





Deb finally got her Chook Palace, safe from foxes and anything else, fully electric fencing, go girls !!!!!.



Again I would like to thank Rod & Deb for their hospitality and also John and Jenny for coming along as well.
Murray and Wendy

John and Jenny Sydney trip

The unscheduled NCRS trip.

On Tuesday 17th May an email popped up from the NCRS advising of their BBQ the next Sunday at a property at Kurrajong in the Blue Mountains area.

As a new member living in Adelaide with nothing planned over the following week Jenny, my partner, and I thought it would be great to meet this group but it is a long way to go.

Also as we had visited Temora on a cruise day, when we went to the Corvette Nationals in Canberra last year, this got the thought processes going and wondered if there was a fly day at the Air Museum there and on investigation how amazing to find out there was one that Saturday.

So then we contacted Jenny's family in Sydney to say we were coming across and could we call in for a couple of nights. They were excited that we could so the decision was made to go.

We left Thursday morning in our, Harry still calls it his, 1998 C5 and stayed at Balranald that night then onto Narrandera the next as Temora was booked out.

Saturday was an early start as we had 150 kilometres to travel to the Air Museum. We were there for the doors to open at 10am and got a spot for our chairs right where the action was. What an amazing day of flying. The planes, which took part were a Tiger Moth, Wirraway, Boomerang, Kitty Hawk and a Spit Fire. The last two mentioned flew together with the Spit Fire piloted by the Red Bull ace Matt Hall who also presented an inspirational talk for almost an hour to follow your dreams which was aimed at the young people present based on his life experiences.

Saturday night we made it to Lithgow in order we only had a leisurely trip to do over the Blue Mountains the next morning. We had a pleasant morning coffee at Bilpin then on to the BBQ.

The property we had lunch at is owned by Rod and Deb Grogan, who have an amazing collection of old signs and five C2's. The line up of Corvettes from those attending was also impressive. The weather was perfect again along with the company who made us feel so welcome. Rod also showed off his drone flying skills by taking some great photos of our Corvettes from above. The five C2's lined up are Rod and Deb's.

Sunday afternoon we travelled into Sydney and spent a leisurely day with Jenny's family on Monday. We set off for home Tuesday morning to stay at Narrandera that night to return home Wednesday afternoon 2,900 kilometres later.

If you need to do a trip like this a C5 is the car to do it in due to its comfort, highway manners and at 8.6 litres / 100 is OK as well.

Thank you again to all the NCRS people we met in Kurrajong.

John and Jenny. Member # AU10212.





MATT HALL IN REDBULL





Patrick's C7 Z06 Arrives

At last Patrick Hehir's long awaited C7 Z06 Corvette arrives in Perth.

He bought it along to the Saturday meeting at Terry's Shed last Saturday.



He mentioned the Z06's specs as;

Supercharged and intercooled pushrod 16-valve V-8, aluminium block and heads, direct fuel injection, dry sump.

376 cu in, 6162 cc, Power: 650 hp @ 6400 rpm, Torque: 650 lb-ft @ 3600 rpm, 7-speed manual transmission.

Also his Z06 has the optional Z07 performance package, which includes Michelin Sport Cup tyres, P285/30ZR19 front and 335/25ZR20 rear, 394x36mm front and 388x33mm rear carbon ceramic-matrix brake discs, larger winglets to the front splitter, an

adjustable see-through centre section on the rear spoiler. A carbon-fibre aero package adds a carbon fibre front splitter with aviation-style winglets, carbon fibre rocker panels, and a larger rear spoiler with a fixed wickerbill – a small, vertical tab at the edge of the spoiler that significantly increases downforce.

Overall it is a very impressive Corvette however Gary did notice the lack of chrome bumpers!

Here are a few photos;









David's Moroney 58 Rewire Project

This is a chronicle of the rewire of my 1958 Corvette conducted over the period of about one week in January 2016, in conjunction with a number of members of the NCRS WA Chapter. The suggestion for this project came from Terry Martin (NCRS # 30573), who advised that old wiring can be a fire safety hazard. In addition, after getting some electrical work done in late 2014 to get the car registered, I was having intermittent problems with various connections, particularly the brake lights. The dash wiring also looked like a "spaghetti junction".

I anticipated some challenges with this project, as while the car is a Third Flight award winner it has a non-original 1968 302 / 300 hp small block motor with a tach drive distributor, and a kill switch (more about that later!). Would a C1 harness kit cope with this?

Preparation

Prior to starting the project, I had to of course purchase the necessary new parts. I purchased the Lectric Limited deluxe wiring kit for a 1958-59 manual transmission, Doc Rebuild's fantastic colour wiring guide, some wiring tape and dielectric grease. I went to the Corvette Forum and found some very helpful PDF guides with colour photos for a 1960 car. The forum helped me identify that despite the kit being "deluxe", it did not include all the necessary parts to complete this project. Some other small harnesses like parking lamp, turn signal and emergency brake, and other components like body grommets, gasket kits, small and large clips, capacitors, and ground straps also needed to be purchased. In the end it took four shipments to get everything I needed.



I also decided as part of the project to upgrade the non-original radio cassette and centre speaker with an Antique Auto Radio replica, Wonderbar radio, kick panel speakers and dual voice coil centre speaker. The original clock was also not working

While the dash would be out I also decided to replace the oil pressure line, which was leaking at the engine connection, and to fit the optional emergency brake switch which was not optioned on the car. More later about additional “scope creep” in this project.

Day 1

Given my non-mechanical and non-electrical background, I didn't want to tackle this project without some expert assistance, particularly when it came to the dash cluster and engine bay.

I felt confident enough, however, to tackle the replacement of the rear lamp harness myself given it was less critical to the car's running. I had already installed LED rear lamps from Bruce at Ohiovette and a new gas tank float, and the wiring seemed simple.

After removing various items like the driver's kick panel, door sill plates, trunk liner, rear shelf and antenna mount I successfully routed the harness from front to back without too much of a problem. As the wiring for the licence plate lights passes through each side of the rear bumper I carefully removed the passenger side bumper and routed the wire, but had great difficulty in locating the bolts to get the bumper back on in the correct alignment without cross-threading the bolts. After about twenty minutes of jiggling and fine adjustment the bolts eventually threaded nicely, but I thought, “there must be a better way”.

On the driver's side I left the bumper on, and with a zip tie connected the old harness to the new harness and with some successful jiggling drew it through the narrow opening in the rear panel and bumper. Only a few minutes and much easier and safer than removing the bumper. The day finished with connecting the rear harness to the dash harness, and testing all the lights, with a 100% successful result.

Day 2

I took the car over to Terry's workshop and was pleased to have the assistance on the project of Gary Cowans (NCRS #30373) and Ron Flood (NCRS # 5795).



First steps were to remove the bonnet and seats, and connections to the dash plate.



Ron and I then worked on replacing the front harness, while Gary and Terry replaced the engine harness



For a big man, Terry did remarkably well disconnecting the engine harness connections from under the dash.

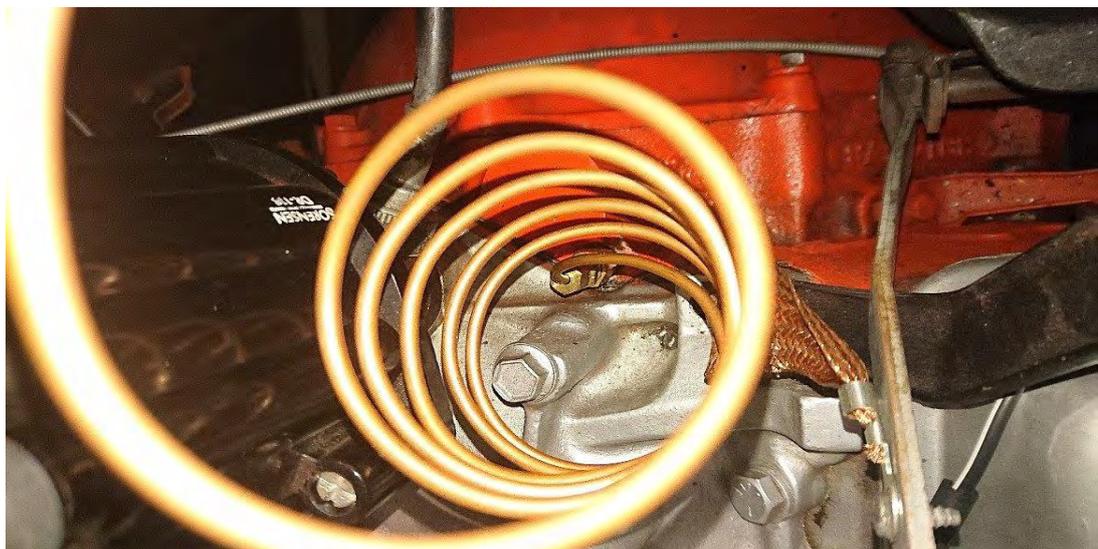


The first big issue came along when the parking lamp harnesses were removed and the repro wires replaced. The existing harnesses were not in great condition, but they were good

quality copper, clamped tightly into place and fitted well. The repro harnesses were cheap and nasty – the small tangs used to clamp into the hole in the fibreglass broke off easily and would not stay connected. We overcame this by inserting them the other way through the hole and using silicone to seat them in the hole. Not ideal, and a lesson that repro parts are not necessarily better. As it turned out, the rest of the harness kits were very good quality.



The other big challenge was the oil pressure line. The existing line was leaking at the engine connection, mainly because the diameter of the line itself was too small for the brass fitting. I purchased a copper line kit (including brass fittings and olive) from Autobarn, which had a slightly larger diameter to suit my 1968 NOM, as the correct copper-coated steel lines for a '58 seemed too narrow. A combination of fittings was used to fit the tube to the engine, but there was nothing to fit the gauge end. Ron and Terry did a great job in carefully removing the fitting and olive from the old tube and sealing it onto the new line. No more leaks!





By the end of the day we had completed both the front and engine harnesses, as well as installing capacitors and ground straps in the engine bay where required.



Day 3

The next day it was the turn of Terry and myself to tackle the dash harness. First steps were to remove the steering and release the dash cluster, including the cables for the wiper, heater, speedo, etc.

We then disconnected the steering to enable the steering column to drop, and allow the cluster to be lowered to the floor. A strategically placed block of wood under the column held it up at the front, but had to be reset a number of times as we worked on the cluster.



It was then a process of going individual wire by individual wire disconnecting the existing dash wires and replacing them one-for-one with the new harness connections. All existing globes were replaced with new globes as part of this process.



One challenge was that as the person who disconnected the harnesses was not necessarily the same who was putting in the new one, routing of the harnesses (particularly behind the dash with wiper cables) was a bit uncertain. It pays to take plenty of photos at each stage before removing anything.

Eventually all the connections were made and it was a nice feeling to junk the old dash harness. Terry has kept it for spares in future.



The cluster went back in temporarily and many of the switches and lights successfully tested. This was no spark on connecting the battery, so Terry was confident there were no short circuits.



With the main body of wiring in place, we decided to test the car to ensure it would start. It turned over nicely and momentarily fired, but almost immediately stalled. Tried again and again – it would turn over, but not start. We felt sure it was a problem with the wiring around the distributor, coil and ballast resistor, which was further complicated by a kill switch the previous owner had installed which grounds the coil and prevents ignition. We tried different combinations with grounding and not grounding the switch, but nothing worked.

I googled everything I could in relation to the kill switch, and found it was a Jacobs Electronics Stop Action anti-carjack switch, actually made by an Australian company. There were no instructions or wiring diagrams I could find online, so we decided to call it quits for the day to go home and test out responses on Corvette Forum.

I went home satisfied that we had conquered 90% of the wiring project, but worried that the car would not start.

Day 4

Overnight on the Corvette Forum I found a five-year old post about the same kill switch, and got an immediate answer. What a great resource it is!

01-19-2016, 07:12 PM #12

David Moroney
CF Member
★★



Member Since: Jun 2014
Posts: 69
Location: Perth Western Australia
Thanks: 10
Thanked 1 Time in 1 Post

Reviving this thread just in case

Quote:

Originally Posted by **proudflesh** 

*I wondered if anyone has a copy of the wiring instructions/diagram of the installation for a system that Jacobs Electronics made many years ago.
I lost my instructions and have forgotten how I installed the system wiring and would like to have the instructions in case the system fails and I need to remove and restore the original wiring to the coil/distributor as it was before I put the system in.
I have had no luck getting in touch with Jacobs at all.
Thanks all,
Proudflesh.*

I saw this post from years ago and wondered if anybody had the instructions for how this "Stop Action" system works?

I have one too on a '58 and after rewiring can't get the car to start.

Can anyone please help?

Thanks
David

EDIT REPLY  

01-20-2016, 03:22 AM #13

mikem350
CF Senior Member
★★★★

Member Since: Feb 2006
Posts: 2,649
Location: Sunrise FL
CF 10 year member
Thanks: 17
Thanked 45 Times in 44 Posts

Quote:

Originally Posted by **David Moroney** 

I saw this post from years ago and wondered if anybody had the instructions for how this "Stop Action" system works?

I have one too on a '58 and after rewiring can't get the car to start.

Can anyone please help?

*Thanks
David*

I would find the control box and look at all the wires and where they go. Then compare to the schematic of your car and make necessary connections to bridge circuits that were modified. Then take out the rest.

The ignition and starting is pretty simple to figure out on these old cars. NEW cars are a different story!!!!

Next morning, we called in the big guns and got Big Gary with his electrical experience back to help us with the starting problem.



In investigating the distributor, we found it had been upgraded to a Pertronix electronic ignition, which was a pleasant surprise. We agreed it was best to junk the kill switch and rewire to original circuits as suggested by the forum reply, and it started straight away. The Stop Action had lived up to its name and was now trashed.



We finished the rest of the cluster wiring and refitting, particularly behind the dash plate, and then reinstalled the dash. We decided to not replace the turn signal wiring, on the basis that it was working OK and the task seemed very fiddly.

We then put the car back up on the hoist to reconnect the steering column, at the same time doing some more ground straps and replacing the yellow speedo gear with a spare grey one Terry had, as my speedo reads about 20% faster than my actual speed.



We couldn't, however, get the speedo to work, until we realised that the cable had not been connected to the back of the speedo. Luckily my hand was able to squeeze in and refit it without removing the dash again.

After reinstalling the seats, a test drive showed it was still reading a bit less than 10% fast, so down the track I will replace the grey gear with a red one.

After packing and cleaning up, I thanked Terry for all his help, and headed home without a single glitch.

Follow-up

I still had a number of tasks to complete which I could do at home, such as installing the radio, centre speaker and kick panel speakers, and zip-tying the harnesses in a number of areas. I had my original clock restored by a chain-smoking octogenarian in Floreat and it now works, although it loses 10 minutes a day (which is probably less than what I sometimes lose per day!).

There were a number of jobs identified during the project that I decided to take on while the car was partly de-constructed:

- Installed under-carpet thermal insulation as the hessian insulation had deteriorated;
- Sanded and painted the wire cover floor plates as they were rusty;
- Sanded and painted the seat frames as they were also rusty;
- Replaced the dash plate with a new one;
- Replaced many of the body grommets; and
- Installed a missing lower steering column cover.

All in all, a very successful process that I estimate cost me around \$2,000 in parts and labour for the peace of mind of having a 100% electrically sound vehicle.

Lessons Learnt

- Check the harness kit components to see what is included, and what is actually needed to complete the install;
- Search for guides and decent diagrams (colour where possible) available on the web to assist you – the Corvette assembly and passenger car manuals are definitely not enough;
- The quality of reproduction parts is not always as good as the original, so think twice before automatically replacing components;
- Experimenting with LED dash lights failed as the Chinese lights had large oval connector lugs on the base (instead of small round lugs) which causes fuses to blow;
- If something is difficult to replace, think twice before stuffing up something that is working OK;
- Take photos as you go, particularly of the wiring routing;
- It's advantageous if the same person removes and reinstalls the same components;
- Above all, work with your Chapter members so you have someone to bounce ideas off and to have fun.

David Moroney
NCRS # 60080

Breaking News

NEWSFLASH: 1

All,

You all probably have heard this, but it has been announced that Australian born Mike Simcoe is taking over for Ed Welborn as Head of GM Design. If you have ever had a shot at a right hand drive Corvette, this has to be it!!!

I'll be hoping!!

Jim Hornaday

NEWSFLASH: 2

Holden gets green light from Detroit to build \$165,000 Commodore with supercharged Corvette power

MAY 27, 2016 11:44AM

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The HSV GTS will form the basis of a new Holden supercar with Corvette power. Picture: Supplied.

Joshua Dowling
News Corp Australia Network

TALK about going out with a bang!

Holden will build a Commodore with more power than a Lamborghini, as a high octane farewell present, before the Adelaide production line falls silent next year.

The fastest and most powerful Commodore ever made will also be the most expensive, expected to cost in excess of \$165,000 — almost twice the price of the dearest model on sale today.

It will be the last V8 sedan made locally, and the most powerful vehicle

produced in more than 100 years of Australian car manufacturing. Holden declined to comment on “future model plans”, however News Corp Australia can exclusively reveal General Motors in Detroit has finally given the green light to build a Commodore powered by the supercharged “LS9” V8 from the Corvette ZR1.



The supercharged V8 from the Corvette ZR1 is heading for the Commodore. Picture: Supplied. Source: *News Limited*

The swan song supercar will eclipse the power of the current Commodore flagship — the Holden Special Vehicles GTS — with performance that will outpace the latest Porsches and Ferraris.

It will only be available with a manual gearbox because the engine has too much power for an automatic.

With in excess of 600 horsepower (or 475kW in modern terms) the limited edition will have more grunt than a V8 Supercar racing machine.

Fewer than 250 are expected to be built, as there are only a limited number of these particular supercharged V8 engines available out of the US.



The heart of the matter: the LS9 supercharged V8 has more than 600 horsepower. Picture: Supplied. Source: *Supplied*

Holden dealers have been inundated with inquiries following speculation on internet forums — but the project is so secret they too are in the dark.

Fan gossip says the car will be called “GTS-R”, a reference to a limited edition from 1996. But News Corp understands the new super sedan will have a unique name to reflect its exclusivity.

The supercar will be made by Holden Special Vehicles, a separate Melbourne-based firm that has been building Holden's performance models for 29 years after the breakup with racing legend Peter Brock.



HSV GTS will get a more powerful stablemate, but the name is still a mystery. Picture: Supplied. Source: *Supplied*

Part of the reason the Holden supercar is so expensive is because it will be built in a partially complete form on the Adelaide production line with the supercharged engine and gearbox from the HSV GTS — which will then be replaced by the “LS9” V8 at HSV in Melbourne.

It is not the first time HSV has performed a ‘heart transplant’.

In 2008 the company replaced the “donor” Holden engine with a massive 7.0-litre V8 from a racing version of the Corvette; in the end 137 HSV W427 cars were built at a cost of \$155,500 each. Production ended prematurely in 2009 as the Global Financial Crisis took hold.

With buyers holding out for the last locally made Commodores, Holden is confident the supercar will be an instant sellout — especially as the imported Commodore due in 2018 will only have four-cylinder and V6 power.

Holden's hot rods

2016 Calendar

FEBRUARY

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

Sunday 13th BBQ Eastern States at Rouse Hill Regional Park

Wednesday 23rd Eastern States Road tour to National Corvette Convention Bendigo

Friday 25th 28th National Corvette Convention Bendigo

Monday 28th NCRS Australia Road Tour Tasmania

APRIL

Friday 8th NCRS Australian Road Tour return to Sydney

Sat/ Sun 16th 17th IMoE Brisbane Venue Zupps Holden Mt Gravatt

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am

Sunday 24th BBQ Eastern States at Rouse Hill Regional Park

MAY

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am

Sunday 22nd BBQ Eastern States at Rouse Hill Regional Park

JUNE

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am

Sunday 19th BBQ Eastern States at Rouse Hill Regional Park

JULY

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am

Sunday 17th to 22nd NCRS National Convention in Rhode Island.

Sunday 17th BBQ Eastern States at Rouse Hill Regional Park

AUGUST

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am

Date TBA NCRS Chapter Meet Sydney

Sunday 21st BBQ Eastern States at Rouse Hill Regional Park

SEPTEMBER

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am
Sunday 18th BBQ Eastern States at Rouse Hill Regional Park

OCTOBER

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am
Date TBA WA Chapter Meet
Sunday 16th BBQ Eastern States at Rouse Hill Regional Park

NOVEMBER

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am
Sunday 20th BBQ Eastern States at Rouse Hill Regional Park

DECEMBER

Every Saturday WA Chapter Members meet at Terry Martins workshop starting 10am
Sunday 11th NCRS Australia Christmas Lunch 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

All Members and partners welcome to the eastern states BBQ. Please contact Harry Turn

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

NCRS Apparel

BLUE DENIM \$35.00



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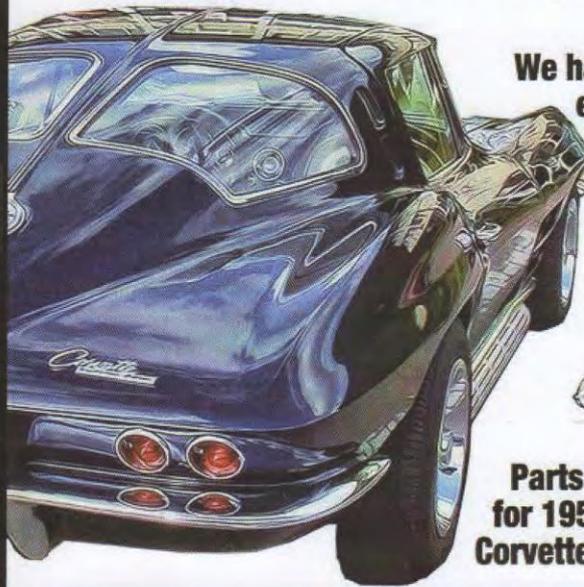
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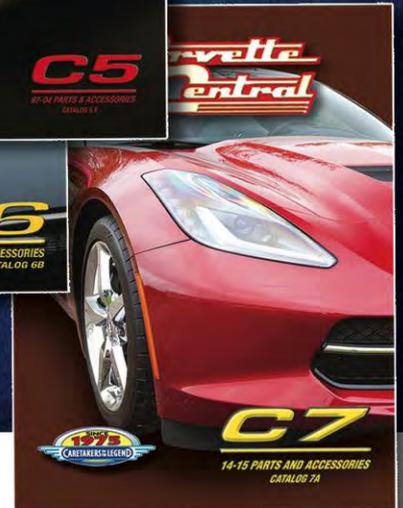
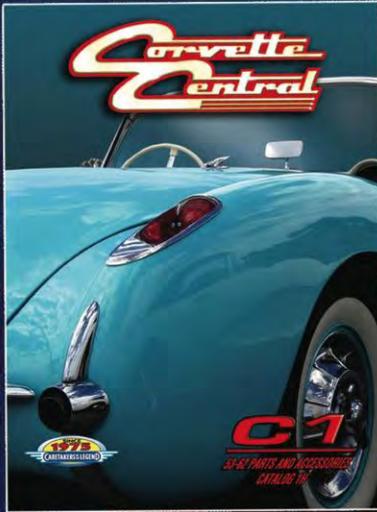
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Corvette Car Club Links

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

Membership Officers Report

NCRS Austral Inc. Club Membership - RENEWALS

- 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.	Colour	Condition	VIN ID Plate No.
		(indicate if not reg.)		(Code as above)	

I wish to renew my membership of NCRS Australia Inc. I agree to be bound by the current rules.

Please delete whichever is not applicable:

I DO NOT / I DO have any objection in having my vehicle details being included in the **Members Directory** circulated to all financial members.

I DO NOT OBJECT / I OBJECT to the above details being included in the **Members Directory** which will be circulated to all current financial members.

I AGREE / I DO NOT AGREE that I will not use the information contained in the **Members Directory** for any purpose other than to contact another member to discuss matters of mutual interest. I will not divulge the contents of the **Members Directory** to any other person or corporate entity.

Signature: _____ Date: _____

Renewal Membership Fee: **AUD \$50.00**
Payment Methods: **EFT, 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.

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For office use only: Date Received: _____
Receipt No: _____
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General Enquiries: **info@NCRS.com.au**
Membership Enquiries: **membership@NCRS.com.au**

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