

# NSW CORVETTES

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MARCH 2022

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## ANNUAL EVENTS

APRIL 15 <sup>TH</sup> -18 <sup>TH</sup> <b>CANCELLED</b>	NATIONAL CONVENTION – CANBERRA <b>HAS BEEN CANCELLED DUE TO COVID</b>
MAY 6 <sup>TH</sup> - 8 <sup>TH</sup>	MEATSTOCK BBQ WARS – SYDNEY OLMPIC PARK HOMEBUSH – REGISTER ON-LINE @www.meatstock.com.au/Sydney, Go to Rods n Rumble.
JUNE – T.B.A	GENERAL MOTORS GM DAY – PENRITH MUSEUM OF FIRE
JULY 29 <sup>TH</sup> - 31 <sup>ST</sup>	CHRISTMAS IN JULY – HUNTER VALLEY (CONTACT – MANDY 0409-668-341)
JULY /AUGUST - T.B.A	BRASS MONKEY RUN
AUGUST 13 <sup>TH</sup> - 14 <sup>TH</sup>	CMC SHANNONS SYDNEY CLASSIC- EASTERN CREEK
AUGUST / SEP T.B.A	CLUB'S SHOW & SHINE
SEP/ OCT T.B.A	PORT MACQUARIE (WEEKEND)
OCTOBER 6 <sup>TH</sup> – 9 <sup>TH</sup>	BATHURST
OCTOBER 21 <sup>ST</sup> - 23 <sup>RD</sup>	CHROMEFEFEST – THE ENTRANCE
OCTOBER 30 <sup>TH</sup>	JAMBEROO CAR SHOW & FAMILY FUN DAY
NOVEMBER 12 <sup>TH</sup> -13 <sup>TH</sup>	WINGS OVER ILLAWARRA – ILLAWARRA AIRPORT- ALBION PARK
T.B.A	SOAR & ROAR – EASTERN CREEK



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## CLUB ADDRESS

NSW Corvettes Unlimited Car Club Inc.  
PO Box 1044  
GREEN VALLEY NSW 2168

## MEETINGS

1ST TUESDAY OF EACH MONTH - 8pm  
**SYDNEY MOTORSPORT PARK**  
**Main Pit Suites (Room 3)**  
**Gate A, Ferrers Road,**  
**Eastern Creek.**

*All members, children and visitors welcome*

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CONTRIBUTIONS WELCOME

Contact Editor

**Deadline for reports and articles  
is COB Monday of week prior to  
meeting night.**

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Please note EFT payments can be made to Club's official account which is  
**"New South Wales Corvettes  
Unlimited Car Club, Inc"**

**BSB 112 879; A/C 043316814**

# Our upcoming events

*Please attend if you possibly can*

<b>MARCH</b>	<b>2022</b>	
Thursday 24 <sup>th</sup>	<b>CODGERS RUN – ORGANISED BY PETE</b> Please contact Pete for details, on 0438-323-744	CRN2/22
<b>APRIL</b>	<b>2022</b>	
Tuesday 12 <sup>th</sup>	<b>CLUB MEETING – TO BE ADVISED</b> <b>SYDNEY MOTORSPORT PARK Eastern Creek</b> Please enter via Gate A, Ferrers Rd, Main Pit Suites (Room 3) starting @8.00pm. If you wish to attend, please advise Belinda via text or email as there are number restrictions due to covid safety regulations. You may also be required to check in at the gate using your NSW services app on your phone.	CM3/22
Thursday 28 <sup>th</sup>	<b>CODGERS RUN – ORGANISED BY STUART</b> Please contact Pete for details, on 0438-323-744	CRN3/22

## PLEASE NOTE:

*DUE TO COVID 19, SOME EVENTS MAYBE CANCELLED OR POSTPONED, MORE EVENTS WILL BE ADDED AS THINGS START TO IMPROVE.*

*PLEASE CHECK OUR ANNUAL EVENTS CALENDAR, FOR ALL OUR MAJOR EVENTS.*

*FOR ALL UPDATES, PLEASE CHECK FACEBOOK THE FORUM OR CONTACT MANDY ON 0409-668-341.*



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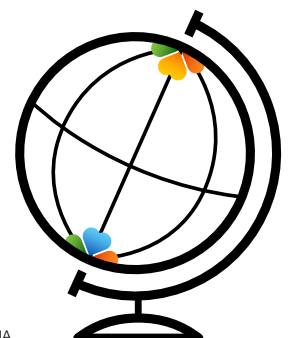


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# president

G'day Members

No meeting this month again but this time it's due to other circumstances, being our room was required for commercial purposes, (i.e. Supercars). Hopefully we will be back on track for next month's meeting.



## CANBERRA EASTER WEEKEND:

Those members who are intending to travel to Canberra for the Easter weekend, please find the time to reaffirm your accommodation. No one wants to turn up and find that your booking is not valid.

I'm looking forward to this run - we have been sidelined far too long with covid-related issues.

It's Time, as the saying goes,  
See you all on a run soon!

**Bob Fitzsimmons.**

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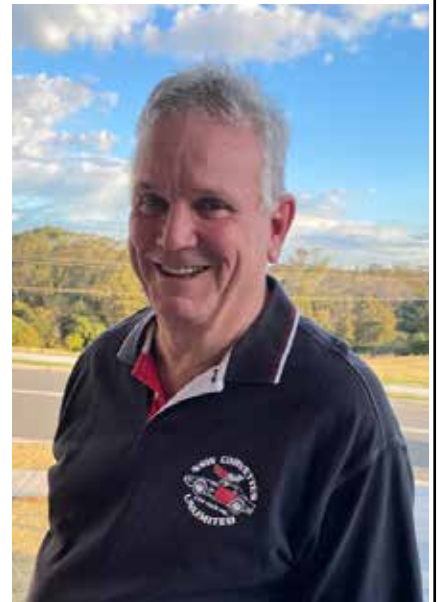


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Hi everyone hope you are well,

Looks like life will be trying to get back as normal due to lifted restrictions re covid. I for one is somewhat relieved that we are finally moving on.

Nelson Bay weekend managed to go ahead apart from the weather but a good time was had by all. Once again thank you Mandy and Paul for another well organized event.

More events are in the wind, please see facebook and the forum for future dates. Not much more I can say at this point.

Stay safe everyone and see you all soon.

Cheers **Tony**



## Secretary's Report - Belinda

**HI CAR CLUBBERS,**

As we come to the end of the first quarter of 2022, we are coming out of COVID, however we now affected by these torrential rains, and as we all now, when it rains the Corvette stays in the garage!

On the weekend of the 26th – 27th Feb, the annual Nelsons Bay weekend took place, only two Corvettes were in attendance, a good social weekend was had by those who weathered the rain.

As we continue to put together a 12-month Calendar of our annual events, if you would like to suggest or even organise a run sometime through the year, Breakfast, Lunch or even a Drive-In night etc, please contact Mandy.

### **New Members:**

**Chris McInnes**  
**Mohanathas Sellathurai**



### **Member Anniversaries.**

**10 years**

**Michael Fera**

**5 Years**

**Wayne Hulbert**





## **With our Very Best Wishes to:**

Robert LYNN  
Steven ROSENFELS  
Douglas FORD  
Geoff EATON  
Jorge VAZQUEZ  
Anthony THOMAS  
Tony MOUBARAK  
Chris JURGEIT



Theo PATSALIDES  
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# Happy Birthday!





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**CORVETTE NATIONALS 2022**  
 THE CORVETTES OF CANBERRA CLUB  
 INVITES ALL CORVETTE ENTHUSIASTS TO JOIN US FOR  
**CORVETTE FANS RENEW IN '22!**  
 AND WELCOME THE NEXT GENERATION CORVETTE C8

**CANCELLED**

# CANBERRA CANCELLED

For the third consecutive year the Australian National Corvette Convention has been cancelled. The uncertainty caused by the onset of the Omicron strain of the Covid-19 pandemic has caused a lack of registrations for the event, many wanting to wait until the last minute to sign-up. Consequently, the Corvettes of Canberra club was unwilling to commit to the cost of all the venues, merchandise, entertainment and everything else that makes up the Nationals event. As would all other clubs, Corvettes of Canberra could not afford to risk the potential financial loss their club would be subject to should the event only draw a small attendance or worse still, had to be cancelled at the last minute.



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# A SNEAKY LITTLE CRUISE

The first outing for Codgers saw just four Vettes on the road and considering the medical stuff going on we were lucky to get out at all.

Kim Sloan has been in hospital again and we are hoping she is now on the right track to recovery. Grahame Whittingham is continuing with his chemo treatment but has had a couple of trips in his C3 with his son. We are looking for good reports soon. Col Clarke has had the Bat Flu but was able to stay home. I heard Gail was hiding upstairs away from the virus and there are a few others who we haven't had any news from for quite a while. We hope to see lots of people as we are getting back into getting out and about again

So four cars and six enthusiasts met at Ourimbah and took the short drive to the Old Milk Factory at Wyong for the Coffee Stop As usual it was also a bacon and egg roll stop for Rob and a good chat for everyone.

From here we rolled on through Wyong to the Old Pacific Highway and on towards Toukley and then Jenny Dixon Park overlooking the ocean at Noraville, a pretty cool spot on a warm day.

Pete was straight on to the BBQ while everyone else got their picnic lunch out. Wayne and Wilma and Stuart and Rob soon had the table spread with an array of goodies and the picnic was underway.

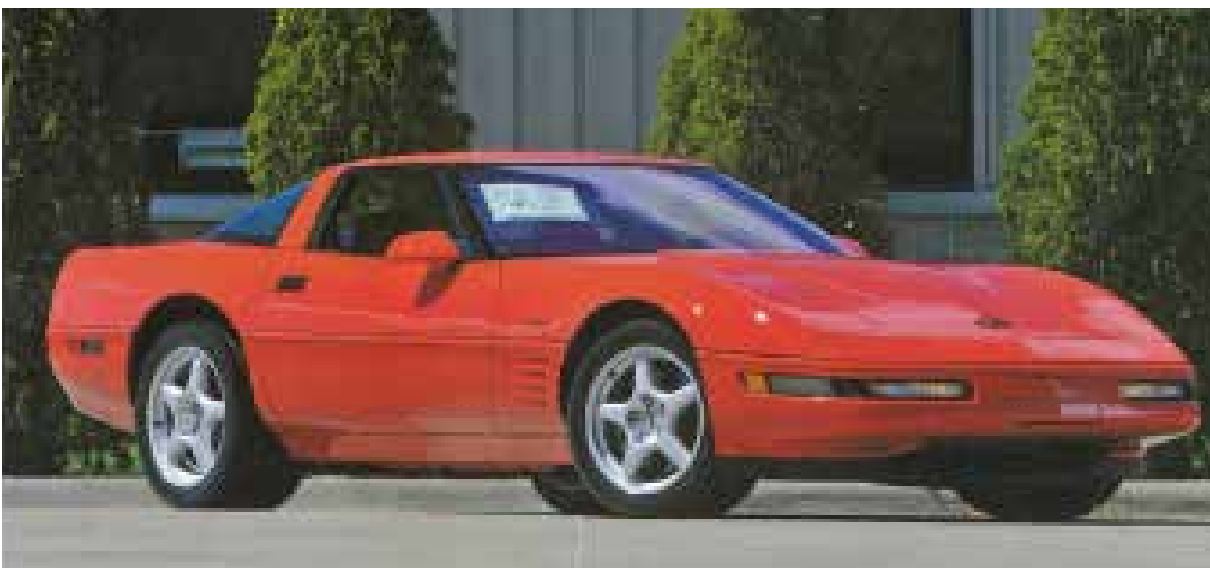
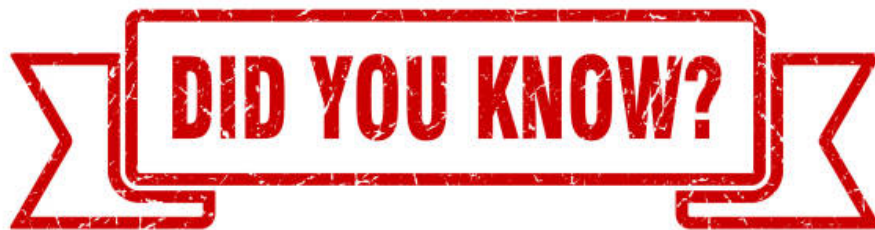
Over lunch we talked about what to do over the next couple of months. The general consensus was that the lifting of restrictions meant that we would be able to actually take ourselves out to lunch and should do so for the next two outings. Here are the plans that we put together.

## Thursday 24th March

Meet. Waterfall Café Kariong for Coffee 10-15am. Lunch Kincumber Hotel for lunch 12-00 noon

## Thursday, 28th April

Meet High school car park at Bateau Bay 10-00am for 10-15am start  
Coffee at The Entrance Fisherman's Wharf. Lunch. Caves Beach Hotel 12 noon.



*Essentially carried over from 1993, the '94 model year enjoyed strong sales, with 17,984 coupes built and 5,346 roadsters purchased.*



# FIRST Z06 SOLD AT AUCTION

As they normally do, GM has donated the first C8 Z06 (VIN #1) for Barrett-Jackson to auction with the proceeds going to Operation Homefront. This is a military veterans charity which assists the veterans transition back to civilian life in the U.S.

The car was expected to exceed one million dollars, but instead the bidders pushed the price out to \$3.6 million US dollars, which was a record amount for a charity auction. As usual, it was NASCAR team owner and GM Dealer, Rick Hendrick, who finally made the winning bid.



He did have a battle on his hands though, as someone pushed him all the way to this price. Although a charity auction record, the US\$3.6M was just a little short of the Corvette all-time record of US\$3.85M paid for a 1967 L88 Coupe, also sold by Barrett-Jackson in 2014.

The car at the auction was actually a GM prototype, with the real VIN #1 expected to be built around the US Summer this year. The actual VIN #1 will wear the 70th Anniversary Edition livery as shown in the photograph.

## 2022 Shannons Sydney Classic

2022 Shannons Sydney Classic – Sydney Motorsport Park

**13th August Morgan Super Sprint and display setup.**

**14th August Club Display and Concour.**

**For 2022 we are back, bigger and better.**

*We are planning for close to 2,000 vehicles being driven to the SMSP*

*We may still have to practice distancing rules when everyone is wandering about looking at the great cars and displays.*

*There will be the usual 50 garages with the trade and club displays.*

*And of course there will be the Concours competition.*

*Please be patient as we work out the details.*

**This page is updated with new information as it becomes available. Check back for updates.**

**The CMC is proud to support Prostate Cancer Foundation of Australia.**

If you would like tickets to this, please email me and I will post to you.





Thank you to everyone who attended our **WEEKEND AWAY in NELSON BAY** and although the weather was not the best we still managed to have a great time.

Friday night we had dinner at Nigronis Pizza Restaurant where the food is always good.

Saturday we drove to Tea Gardens where we had lunch at the Tea Gardens Pub and after lunch we went over the bridge to Hawkes Nest where we stopped for a quick photo before heading back to the hotel.

Saturday night we had dinner at the West Diggers Club.

Sunday was lunch at the Nelson Bay Golf Club. Some of us left thee to travel home while some stayed an extra night and had dinner at the local pub.

MANDY CAPRIN











## NELSON BAY WEEKEND AWAY

*Photos: Dinner at Wests Diggers Club and Hawkes Nest Lookout*

  
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# VALE

## JOHN MAFRICI - 16-2-1950 - 2-2-2022



*The Club wishes Yvonne and Family our deepest commiserations on the passing of Husband and Father John.*

*We will always remember his red C5 complete with aero style rear wing and air-brush paint work, not to mention his speedy driving.*

*Both your efforts as club committee was much appreciated.*

*With kind regards on behalf of the Club,  
Doug Ford, Treasurer.*

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## *Our legend endures.*

When you compete at the highest levels of endurance racing for over 20 years, you experience a thing or two. Like the view from the podium, for starters. And during the inaugural season of C8.R, our drivers witnessed that view on a frequent basis.

With a six-win 2020 season, Corvette Racing won more races than any other GTLM team, bringing home the IMSA GTLM Manufacturer, Team and Driver championships. For a car known for its fast starts, this one may be its most impressive yet.

### ***Corvette Racing***

From whiteboard to checkered flag.

The mid-engine platform served as a clean slate, a first for Corvette Racing since the C5.R. Engineers were able to drastically improve aerodynamics over the previous generation, and the race car is significantly stiffer and lighter than the C7.R. With no need for front storage, the C8.R features a single centrally mounted radiator for improved optimal performance and visibility. Every inch of this vehicle has been optimized for racing.

### ***C8.R***

Inspired by icons.

The C8.R race car that debuted in 2020 features two liveries. The No. 4 car dons a silver look, a nod to iconic Corvette concepts of the past, while the No. 3 carries a more traditional yellow color scheme. With these vehicles, our 20-year legacy of endurance racing is in good hands.



## **2022 IMSA RACING SCHEDULE**

JANUARY 26–30

DAYTONA INTERNATIONAL SPEEDWAY  
Daytona Beach, Florida

MARCH 16–19

SEBRING INTERNATIONAL RACEWAY  
Sebring, Florida

APRIL 8–9

LONG BEACH STREET CIRCUIT  
Long Beach, California

APRIL 29–MAY 1

WEATHERTECH RACEWAY LAGUNA SECA  
Salinas, California

MAY 13–15

MID-OHIO SPORTS CAR COURSE  
Lexington, Ohio

JUNE 3–4

THE RACEWAY AT BELLE ISLE PARK  
Detroit, Michigan

JUNE 23–26

WATKINS GLEN INTERNATIONAL  
Watkins Glen, New York

JULY 1–3

CANADIAN TIRE MOTORSPORT PARK  
Bowmanville, Ontario, Canada

JULY 15–16

LIME ROCK PARK  
Lakeville, Connecticut

AUGUST 5–7

ROAD AMERICA  
Plymouth, Wisconsin

AUGUST 26–28

VIRGINIA INTERNATIONAL RACEWAY  
Alton, Virginia

SEPTEMBER 28–OCTOBER 1

MICHELIN RACEWAY ROAD ATLANTA  
Braselton, Georgia

Events are subject to change.





## **THE CORVETTE RACING'S "JAKE" SKULL LOGO STORY** **Jake Skull Corvette Logo**

If you follow Corvette Racing, or even the street performance Vettes, then you are familiar with the teams "Jake" skull logo. The logo has adorned the team's race cars since Le Mans in 2005. Since that time, it has migrated to just about anything related to the racing team and performance street versions of the Vette.

So how did "Jake" come into existence? It started in 2004, with one of Corvette Racing's truck drivers, Don Male, asking the team boss, Doug Fehan, about putting a skull sticker on one of the cars. Fehan liked the idea and gave Male the go ahead, and as luck would have it, the car won the race!

As with all superstitions, the team was sure the skull brought them good luck and needed to stay. But there was one big problem, the skull logo was copyrighted. As is the way with Corvette Racing, that was not going to stop them, and they decided to just make their own skull logo!

Now the team had a new logo, but what to name it? That's where legendary Corvette marketing manager Gary Claudio steps in. Claudio allegedly named the skull logo after Jake Blues from the 1980 film The Blues Brothers, fitting seeing as the ruthless Jake character would probably identify with Corvette Racing's 'Take No Prisoners' motto.

Not only was "Jake" helping the Corvette Racing Team win, but it also increased the sales of Corvette Racing memorabilia by over 170%!

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# 1973-1979 Corvette Parking Light Replacement

by John Pfanstiehl

Lights are like eyes. Clearer and brighter looks younger and fresher. Lenses get a little dingier year after year. It happens slowly, so the degradation is often not noticeable until compared to a new part. Front parking lights are subjected to bombardment from dirt, sand, rocks and whatever else the road throws at them. Because of this, these assemblies lead a much tougher life than side marker lights or tail lights.

While replacing the parking light assembly, it's natural to look at bulb changes or upgrades or socket replacement. Take a look at Zip Corvette's options in LED and incandescent bulbs by going to "Headlights & Lamps" and then "Park Lights". To aid in that decision, a side-by-side comparison of LED and incandescent parking light bulbs is included below.

When replacing the parking lights, the outer grills are removed so it's also a good time to consider replacing the grills if they're unsightly or broken. Check out our 1973-1979 Corvette Front Grill Replacement article for additional information and tips on removing and installing the center and outside grills. This tech article covers the installation of replacement parking light assemblies on a 1973 Corvette but the procedure is similar for many other Corvettes.

Follow along to see how an hour or two can return the parking lights to that showroom sparkle.

## Step 1

01: The old parking light has become dull and pitted after decades of weathering and experiencing many thousands of miles of road grime. In addition, the once clear lens has become cloudy and has yellowed.

## Step 2

02: The new 1973-1974 Park Light Assembly from Zip is quite an improvement. The horizontal bars are painted silver on a 1973 parking light but changed to black in 1974. It's good to see that it's Made in the USA and a new

rubber seal for the socket is enclosed with the assembly.

## Step 3

03: Replacing parking light housings is one of the least tool-intensive tasks. A good #2 Phillips screwdriver, a bright light and perhaps something to sit on is all that's generally needed.

## Step 4

04: Remove the four screws that attach the grill. Use a Phillips screwdriver with a tip in good condition to minimize the chance of rounding the heads of the old screws.

## Step 5

05: The wiring harness is long enough to allow pulling the grill out before disconnecting the light socket. Less than a 1/8 turn counterclockwise disengages the socket from the park light assembly.

## Step 6

06: Non-original fasteners are commonly found on Corvettes that are decades old. Note the repairs to the old lamp housing. If different screws were used to attach the housing, replace them in the same position in case one of the screw holes is now larger.

## Step 7

07: While not essential, applying sealant to the junction of the housing and lens helps prevent dirt or water from getting inside. However, do not plug the weep hole at the bottom.

## Step 8

08: Install the two screws that attach the park light housing to the grill. Although there's not a lot of adjustment available, position the housing for the best alignment of housing's horizontal bars to the grill's leading edges. Avoid cracking the plastic housing tabs by not over tightening the screws.

## Step 9

09: A number of bulb choices are available from Zip. Amber 1157 Bulbs were used originally. LED bulbs are also available. Although LED bulbs

are much brighter, they draw less current causing the original flasher to stop working. Be aware that a LED Flasher is therefore required and is also available from Zip.

## Step 10

10: Replacement bulb sockets are also available from Zip in case the original socket is broken, loose or corroded. After installing a new socket, try the turn signal or flasher to make sure they are brighter than the parking light.

## Step 11

11: A new amber bulb is installed to replace the old non-original clear glass 1157 bulb. Note that the socket's rubber seal is dried and cracked.

## Step 12

12: Pull the old rubber seal off of the socket and install the new rubber seal that is included with the replacement parking light.

## Step 13

13: Black oxide cross-recess oval washer-head screws originally attached the grills in early C3 Corvettes. Zip offers a replacement set of twelve correct #10 screws.

## Step 14

14: The new replacement parking light assembly from Zip is a dramatic improvement in appearance. Installation of new replacement grills would make it look even better.

## Step 15

15: The "2 Watt - Super Bright" LED bulb on the passenger side is much brighter compared to the amber 1157 bulb on the driver's side. Clear 1157 Bulbs are also available but they still won't be as bright as these LEDs.

## Step 16

16: When amber bulbs are used in the parking lights, the color of their light matches that of amber front side marker lights.

Source: Zip Corvette Parts

# 1969-1977 Corvette Antenna Replacement

Posted February 18, 2022

by John Pfanstiehl

Corvette radios evolved with each generation. The C1 only had AM. AM/FM was introduced with the C2 and FM stereo with the C3. Their antennas evolved too. AM-only antennas were typically tall and telescoping. By the time C3s came along, a fixed antenna about 31-inches high sufficed. This more modest height sacrificed a little AM reception but was tuned for the FM range at a quarter of the wavelength of the average FM station broadcast frequency.

Over the years these antenna masts can lose their luster, becoming tarnished with surface corrosion. Fortunately, a new replacement mast is a relatively inexpensive part and can be installed in just a few minutes. If the chrome nut and spacer are also corroded, their replacement is a little more involved but is still a relatively easy task. Zip Corvette offers all these parts singularly or as kits.

Although this tech article shows antenna parts replacement on a C3, the steps are similar for many earlier and later models. Follow along to see replacement of the mast, chrome nut, spacer, gasket, ground plate and ground strap.

## Step 1

01: The old antenna mast lost its sparkle over the years. The replacement 1969-1977 Antenna Mast with Nut from Zip Corvette is an inch longer than this old mast (which may not be original). The mast and nut are stainless steel and has a 0.317-inch diameter chromed steel ball on its end.

## Step 2

02: Remove the mast nut with an open-end wrench while using a large adjustable wrench to prevent the big nut from turning. If only the antenna mast is being replaced, the task is nearly finished so skip to the end of this article.

## Step 3

03: The spacer under the large nut is a cast part and may be corroded like this. Zip Corvette offers a replacement 1969-1973 Antenna Nut Spacer. Replacing the large nut and spacer takes just a few more steps.

## Step 4

04: Zip Corvette also offers the 1969-1979 Antenna Nut and the plastic 1963-1978 Antenna Base Gasket. The gasket seals between the antenna nut spacer and the fiberglass. This gasket fits all 1963-78 Corvettes and can be used on 1979-1982 Corvettes equipped with a manual antenna.

## Step 5

05: Underneath the fiberglass is a thin aluminum ground plate that provides a ground plane for the antenna. This part is not necessary on metal cars because their body panels work as the ground plane.

## Step 6

06: If the ground plate is missing or in need of replacement, Zip Corvette offers the 1969-1973 Antenna Ground Plate which comes with its 4 rubber bumpers and reinforcement for the antenna end. A small screw, lock washer and nut are needed to connect the ground strap to the reinforcement.

## Step 7

07: Note that the 1974-77 ground plate is shorter. This Corvette was a very late production 1973 so that may explain why it had the later model ground plate. Zip Corvette also offers the 1974-1977 Antenna Groundplate and it's made in the USA.

## Step 8

08: Zip Corvette offers the brass 1963-1977 Antenna Ground Strap, too. This reproduction strap is made in the USA. Offered separately to attach the strap to the frame rail is the 1963-1977 Antenna Ground Strap Hardware. It is the original style and includes an indented hex head thread cutting screw and external tooth washer. It's also made in the USA.

## Step 9

09: The left muffler was unbolted at the muffler hanger and lowered to make easier access to the ground plate and antenna cable end. This step is not necessarily essential if you're able to reach up around the muffler.

## Step 10

10: The spacer is keyed to be aligned with the notch in the body. If the spacer was not aligned, the antenna would stand at an unsightly angle to the body.

## Step 11

11: The spacer is a cast part and is likely to corrode, pit and bubble over time. The mast and its nut are stainless steel but they can dull over time, too. Zip Corvette offers a new 1974-1977 Antenna Nut Spacer, shown here next to the old spacer.

## Step 12

12: Tip: test the replacement nut on cable to make sure it screws on easily. Also lightly grease the threads. This nut is just a bit larger than 1-1/8 inch. That size wrench or socket may or may not fit but a large adjustable wrench works fine.

## Step 13

13: The antenna cable end has projections that fit into notched tabs on the ground plate reinforcement. The tabs may need to be bent slightly to fit. Hold the cable end and plate up against the body while installing the nut on top. Although it's helpful to have an assistant, a long-armed person can install the nut by themselves.

## Step 14

14: Bolt the ground strap to the frame rail. Note there may also be a ground wire from the rear harness for the lights. Check the rear lights afterward to make sure their ground is good.

## Step 15

15: The replacement ground plate is installed. Depending on the bonding strips or amount of excess bonding material, the plate's outer edge may need to be bent down. The thin aluminum bends easily. Make sure the plate's upper surface is relatively flat and not curved upward.

## Step 16

16: Lightly grease the portion of the mast that slides down into the cable end. That ensures the mast can be easily removed later. The grease won't diminish reception.

## Step 17

17: Check to make sure the antenna mast is straight up – not on an angle. Tip: sight the mast along the vertical wall of a building. If the mast is angled a little, rotate the mast inside the cable end to achieve the best alignment.

## Step 18

18: The replacement antenna parts now sparkle like new.

Source: Zip Corvette Parts



# From the Trea\$ury

Hello Club Members,

As you are no doubt aware, your committee has been endeavouring to improve our website and to this end, new software has been installed to allow for new pages, layouts, forms and functions.

However we have had some smallish glitches.

The computer expert is furiously working to resolve these glitches. Some issues you may encounter at present are:

1. Unable to print off forms
2. Unable to forward filled-in forms to the secretary. Even though this appears to occur, it in fact goes into the black hole.

I believe Mr. President has asked for several other embellishments, e.g. when a filled-in form is sent to the secretary, a copy is also sent to your email address as confirmation that the form is in fact 'sent'.

At present the above should not be affecting general membership, however it is affecting NEW MEMBER APPLICANTS and until resolved, if you are approached by a prospective new member, please refer them to the Secretary or Club Plate Registrar, both of whom have forms available.

You may be asking yourself, "Why is the Treasurer getting involved?" Ummmm, my question also, but if we look at the BIG picture, "Subscription Renewals" are not far away. Thankfully the vast majority do Direct Deposit into our account, then follow up with hand-written forms (actually they look more like scribble) and whilst I love a good puzzle, I'd rather be working on my car!!! Decyphering said forms is tedious and time-consuming, so the new 'on-line' forms will be clear type and concise, can be kept on the harddrive or as a printed copy.

Whether this renewal function is ready by the 1st July is not yet known, but one can only hope.

Regards, Doug, Treasurer.

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Please be advised that our current accounts are:

1. First Investment Account - \$1240.80 (no change)
2. Second Investment Account - \$41,307.77
3. Everyday Account - \$2443.67

This account opened at \$5,163.05, had \$275 credits from one late renewal and two new memberships from P. James and Sellath. But it had \$2,994.38 in debits of the following:

1. Inv 1694 Chronos Forms Web	...	\$1230.00
2. February Magazine Print	...	975.00
3. February Magazine Postage	...	191.50
4. Box Envelope Labels	...	37.88
5. 6 x preprinted boxes Envelopes	...	540.00
6. St. George account fee	...	20.00

Of course, the two large unexpected costs for web software upgrades and pre-printed envelopes due to no meetings and therefore requiring up to 60 plus more magazine mailed out per month - up to \$50 per month in extra postage). As soon as I can get down to St. George I will close the second account and transfer the funds into the everyday account. (This was agreed to by the committee some time ago).

As soon as subscriptions start to roll in we should be OK. Since I can't change or modify our main investment account without incurring a penalty, (not that it's getting much in the way of interest). Our biggest killer is the monthly magazine printing and postage. In the new year we need to canvas hard for new advertisers for both magazine and website. Over the last 15 months we have lost a few due to either retiring, selling car and or business, etc. Sorry to sound glum, but there you go.

Doug.

# CLUB APPAREL

Contact Vicki Micallef - 02 9636 7294



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# MEMBERS' CLASSIFIEDS

Please note all ads will run for 3 months and after that time you will need to contact the Editor for your ad to be re-run. If you have sold your item, please notify the Editor.

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