



Le Bulletin



NCRS Quebec

Chairman / *Président*
Robert Cracower

Vice Chairman / *Vice Président*
Denis Hébert

Treasurer / *Tresorier*
Leon Garfinkle

Secretary / *Secrétaire*
Ross Harland

Membership / *Inscriptions*
Marcel Gauthier

Judging Chairman /
Directeur du Jury
Jean Lesage

Promotions
Wilton Ievers

Editor / *Éditeur*
Robert Cracower



IN THIS ISSUE:

Chairman's Summer Report
NCRS Board Meeting Minutes
The Boston Convention
Z06 Review



CHAIRMAN'S SUMMER REPORT

Well here we are in August with the summer nights getting cooler, days getting shorter and a few red leaves falling. Time flies when your driving fast. Some of the activities so far included a judging school on Paul Bougie's new '62 fawn beige roadster. While a big Mustang fan he has joined our ranks of Corvette owners and he is really enthusiastic. Hopefully we will get to judge his car at the Fall Chapter meet. Then we had a busy evening visiting Denis Hebert's 1969 project. First to the machine shop Competitech to see the finely tuned big block and get some valuable technical information and then out to God's country in the dark to the body shop where deep inside the warehouse was this beautiful Monaco orange coupe body on a dolly.

In May we did a judging school at Le Car Shop. A 1958 regal turquoise roadster was being restored for Yves Rousseau. At this point the car was still under restoration but the body and interior were complete. We will return to see this car finished very soon.

Orange Julep night was well attended as the weather held out. Many unusual Corvettes attended and we gave out trophies for all categories. As well we handed out many door prizes. Many thanks to Eric the M.C. and Monique the manager. They even put up our N.C.R.S. Banner right up on the Big Orange. This event is always well attended and a good chance to approach potential new members. Unfortunately Our Saint Sauveur Chapter Meet had to be postponed

as many cars were still under construction. However we will run it at the end of September and already have three cars registered. Please sign up more cars so we can plan our judges and get ready. Everyone please make an effort to attend. We hope to have several outside guests attend and will run a new N.C.R.S. judging video on Friday night.. As it is still our 10th Anniversary we hope to have some other special attractions also.

Some of us have also been very busy with NCRS National activities. I attended the Speedway Regional at the Lowes Motor Speedway in North Carolina.. This place is a real treat and will host the National Convention in 2010. While judging cars in the pits in the middle of the track, the Nascar cars are racing around at 175 miles an hour. We were also able to drive the track. C1's C2's etc. all together at a reasonably high speed. Of course if you slowed down you felt you might tip over on the banks.

In May was the Ontario Chapter meet. They had a good long day doing about 10 cars. It was good to visit with many of our old friends again.. The judging school on Friday night had us examine a beautiful unrestored mid year.

In June was the New Jersey Regional . Another well run meet inside a convention center. I was there for the P.V. on my '56 which rolled off the trailer with no interior lights and a bad backfire.. Thanks to Scott Sinclair and friends we resolved the problem after several

hours out in the parking lot and almost setting the car on fire. But all went off successfully. As we say the best part of the NCRS is the friends you make.

Lastly it was the long anticipated Boston Convention which was just great. Congratulations to Dave Brigham, Dick Capello and Angelo Finatari for a great job. The whole Chapter pitched in to make for a perfect convention. From the police escort on the drive tour, the lobster feast, banquet and the car and trailer parking. We had three cars on the judging floor-Gilles St. Jacques - 65, Salvatore Migliara -56 and my 56. It was strange to

see two Quebec license plates side by side. The Northeast drive tour led by Leon Garfinkle went through some of the most beautiful countryside of New York and Vermont. Quebecers included Leon, myself, Mike Ward, Irving Burstein, Syd Garber and Rick Snow. Along with some Ontario and New York members we had a good time on back roads, a ferry crossing, Ben & Gerry's ice cream tour, Vermont Country store and Fort Ticonderoga.

It has been a very busy year and we still have some good activities upcoming, so see you there.

Robert



RAPPORT DU PRESIDENT

Et oui, nous sommes rendu au mois d'août alors que les nuits deviennent plus fraîches, les journées sont plus courtes et quelques feuilles rougeâtres tombent déjà. Le temps passe lorsque vous conduisez vite. Parmi les quelques activités à date nous avons eu une école de jugement sur l'auto de Paul Bougie, une nouvelle roadster '62 de couleur beige fauve. Étant un enthousiaste de la Mustang, il a rejoint nos rangs en devenant propriétaire d'une Corvette et il est très emballé. Espérons que nous pourrons juger son auto à la rencontre du chapitre à l'automne. Puis nous avons eu une soirée très occupée en visitant le projet 1969 de Denis Hébert.

Nous nous sommes premièrement rendu à l'atelier d'usinage pour y voir un moteur réglé au point et y recevoir des informations techniques précieuses puis nous sommes sorti dans la nuit noire au milieu de nulle part pour nous diriger vers l'atelier de carrosserie pour découvrir tout au fond de l'entrepôt une merveilleuse corps de couleur Monacco orange installée sur une plate-forme.

En mai, nous avons eu une école de jugement à " Le Car Shop ". Une roadster '58 de couleur turquoise royale était en train d'être remise en état pour Yves Rousseau. À ce moment là on travaillait toujours sur l'auto mais la carrosserie et l'intérieur avaient été rénovés. Nous y retournerons bientôt pour y admirer le résultat final.

Il y avait beaucoup de personnes à la soirée Orange Julep et la température a coopérée. Plusieurs Corvettes exceptionnelles y étaient et nous avons distribués des trophées

pour toutes les catégories. Nous avons également plusieurs prix de présence. Un gros merci à Éric, le M.C. et à Monique la directrice. Ils avaient même installés notre bannière N.C.R.S. sur le gros orange. Il y a toujours beaucoup de personnes à cet évènement et cela nous donne l'opportunité d'approcher de futurs membres. Malheureusement nous avons dû reporter notre rencontre du chapitre à Saint Sauveur car beaucoup trop d'autos étaient encore en état d'être remises à neuf. Par conséquent l'évènement aura lieu à la fin de septembre et nous avons déjà trois autos d'enregistrées. Veuillez s'il vous plaît enregistrer d'autres autos afin que nous puissions planifier nos juges et ainsi être prêt. Faites tous un effort pour être présent. Nous espérons y voir plusieurs invités de l'extérieur et nous y présenterons un nouveau vidéo de jugement NCRS le vendredi soir. Comme c'est toujours notre 10^e anniversaire, nous espérons avoir d'autres attractions spéciales.

Quelques uns d'entre nous ont également été fort occupé avec les activités nationales N.C.R.S. J'étais présent au " Lowes Motor Speedway " en Caroline du Nord. Cet endroit est superbe et c'est là qu'aura lieu la Convention Nationale en 2010. Alors que des autos étaient jugées dans des endroits désignés au centre de la piste, les autos de Nascar couraient autour de la piste à 175 milles à l'heure. Nous avons également pu conduire sur la piste, C'1s, C'2s etc. tous ensemble sur la piste à une vitesse raisonnable. Bien sur, si vous ralentissiez vous aviez

l'impression que vous étiez pour basculer par-dessus les rebords.

En mai il y a eu la rencontre du chapitre de l'Ontario. Ils eurent une longue journée bien remplie avec 10 autos. Ce fut un plaisir de revoir encore une fois certains de nos vieux amis. Lors de l'école de jugement le vendredi soir nous y avons examiné une belle "midyear" à son état original.

C'est en juin qu'eut lieu la Régionale New Jersey. Une autre rencontre très bien organisée et qui se déroula dans un centre de convention. J'étais là pour le P.V. sur ma '56 qui a roulé hors de la remorque sans lumières à l'intérieur suivi de toute une péta-rade. Merci à Scott Sinclair et quelques amis car nous avons pu résoudre le problème après plusieurs heures dans le stationnement et après avoir pratiquement mis le feu à l'auto. Mais tout s'est finalement bien déroulé. Comme nous le disons souvent, la plus belle récompense du NCRS, ce sont les amis que vous y avez.

Finalement ce fut la convention de Boston que nous attendions tous impatientement et qui fut grandiose.

Félicitations Dave Brigham, Dick Capello et Angelo Finatari pour un travail superbe. Le chapitre en entier a participé pour que cette convention soit parfaite tout en incluant l'escorte de la police lors de la randonnée, le festin de homards, le banquet, le stationnement des autos et des remorques. Nous avons trois autos lors du jugement, Gilles St. Jacques - 65, Salvatore Migliara - 56 et ma 56. C'était bizarre de voir trois plaques du Québec l'une à côté de l'autre.

La randonnée routière "North-east" dirigée par Leon Garfinkle nous a conduit au travers la merveilleuse campagne de New York et du Vermont. Parmi les québécois il y avait Leon, moi-même, Mike Ward, Irving Burstein, Syd Garber et Rick Snow. Il y avait également des membres de l'Ontario et de New York et nous avons eu beaucoup de plaisir sur les petites routes de campagne, une traverse en bateau, visite de la crème glacée Ben & Gerry, du magasin Vermont Country et du Fort Ticonderoga.

Ce fut une année bien occupée et nous avons encore quelques activités dans un avenir rapproché, alors nous nous verrons lors de ces événements.

Robert.



NATIONAL CORVETTE RESTORERS SOCIETY
Summary of Board of Directors Meeting Minutes
July 27, 2007

President Cimilluca tendered his thanks to Dave Brigham for all of his and the volunteers' hard work in putting on the National Convention.

Vito announced that Wayne Scraba had tendered his resignation as editor of the Restorer. A search for a new editor will be conducted by the Publications Committee.

Joan Burnett reported that the committees are set for the 2008 convention to be held in St. Charles, MO.

Bill Sangrey reported that all of the Road Tour participants were grateful for the on-the-road registration services of the registration crew.

Cece Nelson announced her next activity will be elections held from Sept. 1 - Oct. 31 for regions 4, 5 &

The DVD training discs, compiled over the last few years, are available for the total cost of \$130 per set of five to members of \$130.

The DVD of the Engine Club breakfast will be offered for sale but will be free to the kids who participated in that program.

The judging retreat will be held Feb 1, 2 and 3 of 2008. A Bowtie school may be added.

The new manuals for 1989-91 and 1992-93 are ready. Roy Sinor stated that Dale Fiet is the mid-year manual co-coordinator.

Any chapter that has hosted or co-hosted a National Convention will be allowed to purchase a banner noting the event. The cost is TBD.

Carlton spoke of the contributions of Bob McDorman to NCRS conventions. Besides the judging shirts he donates for the National Convention, he also gives free NCRS memberships to everyone who buys a used Corvette at his dealership.

For contributions to charity; Carlton has devised an approval form to be reviewed by the regional reps before being submitted to the Charity Committee. Completed forms are due back from the chapters by October 15.

The following guidelines will be applied to Regional Meets:

There will be only six Regional Events per year starting in 2009. Events will be chosen according to the criteria now in use and within acceptable budgetary constraints.

The board has formulated a checklist of steps to be taken to facilitate appearances by NCRS at other functions (e.g., Bloomington, Carlisle, etc.) The intent of this proposal is to present a uniform appearance and optimum results from our attendance (memberships, sales, etc.) It involves having a coordinator for each event and using the checklist as a list of his/her responsibilities.

The NCRS Discussion Board will be open to Members Only starting in early 2008.

The Board of Directors will also implement the following: Discussion Board behavior should meet minimum civility requirements and anyone exceeding those limits will have his/her access limited after due notice.

The board adopted a rolling three-year information technology plan to be updated as needed or at least on an annual basis in March.

The annual chapter reporting form will now require identification of the chapter individual who is responsible for using the NCRS database to confirm national membership.

The Texas Chapter will conduct a trial to attract new NCRS members who live in Texas. A report on the success will be presented at the March BOD meeting.

New Chapter status was granted to the British Columbia Chapter and the New Zealand Chapter. They will be on probationary status for one year.

The NCRS Foundation is operational, and Vito reported receiving checks from several members at the Boston National Convention. There is information forthcoming on methods to leave bequests to the Foundation.



BOSTON CONVENTION

ROAD TOUR

Leon Garfinkle
Mike Ward
Rick Snow
Syd Garber
Robert Cracower
Irving Burstein



AWARDS - PRIX

Top Flight Award
Quebec Chapter

Sportsman Award
Syd Gaber

Founders Award

Leon Garfinkle
Robert Cracower

Master Judge

Leon Garfinkle
Mike Ward

Second Flight

Salvatore Migliara 1956

Duntov Award

Gilles St. Jacques 1965
Robert Cracower 1956



Congratulations to all!
Felicitations a tous !

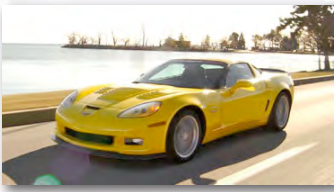
BOSTON CONVENTION



Leon's Group

KATECH STREET ATTACK CORVETTE Z06

By Jim McCraw



When this bodacious Corvette starts up on a cold Detroit morning, small animals

head for the woods, nearby windowpanes crack, fillings fall out, and the cops for miles around go on red alert. And that's just cold idle. When the engine in this thing heats up and the tachometer heads for 7000 rpm, other motorists on the road think they've accidentally driven into Daytona qualifying. This is one of the angriest, nastiest-sounding vehicles this side of John Force's Funny Car, and we love it. This is a real, 200-mile-per-hour road-going Corvette.

We've just spent a big chunk of Wednesday terrorizing the Grosse Pointes, the ritzy old-money neighborhoods east of Detroit, blasting up and down Lake Shore Drive, waking up the late-sleeping ladies who lunch, and pulling their household staffs to the front windows to wonder, "What's that noise?" They call it noise, we call it music. This is one of the coolest big-displacement small-block Corvettes we've ever encountered through five of the six generations so far.

If you're sitting there asking yourself what the hell Katech is, have no fear: we're here to tell you exactly what Katech is, and what it's up to.

Just for starters, Katech has built every one of the engines for those other yellow Corvettes, the Team Compuware Pratt & Miller cars that have won the 24 Hours of Le Mans five times in the last six years. And Daytona, Sebring, and a fistful of American Le Mans Series championships.

Katech also builds all the GM small-block race engines for the Cadillac CTS-V team that won its championship last year, as well as the engines for the road-racing Pontiac GTO.R cars that won their championship last year. These guys have a combined 350 years of Chevy and GM small-block race engine building experience out there in the shop, and now they're offering it to Corvette owners in their Street Attack program.

Caleb Newman, the transplanted California engineer who runs the aftermarket side of the Katech business, told us they've built half a dozen of these cars so far. Racer Dick Barbour got the first one; other lucky recipients include ranked amateur road racer R.J. Valentine. A non-racer customer in Texas trailered his Z06 up to Michigan for a heart transplant, an unfinished red Z06, and this car.

Our yellow car was built for a highly placed person in the Republic of Oilmon-eytania, a person of some taste and discrimination who looked at Katech's à la carte menu and ordered the works, for a price in the neighborhood of \$125,000, including the brand-new Z06.

Newman says they know very well how good a car the standard Z06 is, so they don't mess with it all that much. Brake lines are replaced with Stop-Tech stainless-steel pieces, and brake fluid is replaced with stouter 600-degree fluid. The standard radiator goes out, and a giant Ron Davis radiator with bigger end tanks and more fins goes in, with an oil-to-water intercooler built in for the engine oil. All the critical fittings are replaced by AN plumbing for long-term security.

As long as they have the engine out anyway, they replace the clutch with a specially processed spec Stage 2+ street unit that doesn't feel like a heavy-duty clutch. The six-speed transmission comes out too, and is cryogenically treated, ma-

chined, and micro-polished inside, with new outputs for strength and durability. The differential is also treated to a blue-printing job and some high-strength pieces.

The 7.0-liter 505-horsepower engine is blueprinted, squared, trued, align-bored and honed, and fitted with a set of Katech forged pistons that will live until the dinosaurs come back. Although Katech maintains the stock 11:1 compression ratio, the piston, pin, bushings, and bearings are all very racy in design.

Down in the valley, Katech installs an extremely radical camshaft, a profile identical to that used in the Cadillac CTS-V factory race cars, and a grind that gives the engine that otherworldly scream at 7000 rpm, even with standard rocker arms and highspeed racing hydraulic lifters.

The stock Z06 cylinder heads, which Newman says are the best-flowing production cylinder heads in the world already, are CNC-machined and port-matched to the intake manifold and header flanges, and the standard airbox is swapped out for one made by Callaway Cars. On this example, the manifold was painted the same color as the body, along with the valve covers, just so the underhood looks as cool as the rest of the car.

Consistent with the Street Attack theme, the C6 body is modified in three areas: front, rear, and top. The package on the yellow car in question uses a special carbon fiber splitter under the stock front fascia, a similar rear spoiler, and a new hood with lots of exhaust ventilation louvers in it because the under-hood temperature of a running 625-horsepower small-block engine is a lot higher than that of a standard 505-horsepower engine. The combination of splitter, louvers, and spoiler also generates some welcome high-speed downforce on the nose of the car.

Newman looks upon these first six cars as baby steps on the road to a big future in custom-built Corvettes, Camaros, GTOs, SSRs, and CTS-Vs. If this is how the cars excite us at the beginning, we'll be back to try out each succeeding generation.

As published on windingroad.com (Issue 18, March 2007)



2007 Events & Activities

September 28

Judging School & Dinner

St-Sauveur, Quebec



September 29

Quebec Chapter Meet

St-Sauveur, Quebec

October 28

Road Tour

Location: To be announced



November

Annual General Meeting

Location: Picasso's

December

Christmas Party

Location: To be announced





Montreal- CITY of FESTIVALS

SATURDAY – SEPTEMBER 29, 2007

FALL FOLIAGE CHAPTER MEET IN THE LAURENTIANS.

Bonjour! Come up and join us at the beautiful Hotel Manoir Saint Sauveur, in Saint Sauveur , Quebec (just a half hour north of Montreal) for our tenth annual judging Meet. It's a vacation wonderland in the mountains with biking, hiking, golf, waterslides, great restaurants and shopping, all within walking distance.

Registration :

Name _____ **Address** _____
City _____ **Postal Code** _____
Phone number _____ **NCRS Number** _____

Registration Fee \$20.00 _____
Late fee (after 9.14.07) \$ 5.00 _____
Flight Judging fee \$20.00 _____
Quebec T -Shirt \$22.00 _____
Polo shirt (L, XL) \$30.00 _____
Sportsman fee \$15.00 _____
Trailer Parking \$10.00 _____

Total \$ _____

Judges (Lunch included)

I would like to judge in class:

(1st choice) _____

(2nd choice) _____

Tabulation _____

My present judging level _____

Schedule:-

• **Friday – Welcome & Dinner, Judging School**

• **Saturday – Judging, Awards**

Judged car information:

Model year _____ **Vin #** _____ **C.I.** _____ **H.P.** _____
Colour Interior _____ **Trim code** _____ **Vinyl** _____ **Leather** _____
Colour Exterior _____ **Paint code** _____ **Build date** _____
I plan to : Drive _____ **Trailer** _____ **Driving mileage** _____

HOLD HARMLESS AGREEMENT

I agree to insure my vehicle(s) and property against loss, damage and liability and to provide proof of such insurance to NCRS. I agree to assume risk of any and all damages or injury and to indemnify and hold harmless NCRS, it's officers, directors, agents, employees and chapter for any acts or omissions which may result in the damage or destruction of my property or injury to me or others occurring, during, or as a consequence of this Meet.

SIGNATURE _____ DATE _____

INSURANCE POLICY# _____ INSURANCE Co: _____ Expiry date _____

Remit to : N.C.R.S. Quebec Chapter, 176 Eton Crescent, Hampstead, Quebec H3X 3K3

Info: Robert Cracower (514)337-8220 -Night (514)482-9228 -Fax (514)337-8228

Visit our web site at: www.ncrsquebec.com

Hotel: (450)227-1811 or 800 361-0505 Room Rate: \$169.00 per night plus taxes.

Book early to secure rooms – Inside secure parking



Montréal Ville des Festivals

SAMEDI – 29 SEPTEMBRE, 2007
RENCONTRE D'AUTOMNE DU CHAPITRE DANS LES LAURENTI DES

Bonjour! Venez et joignez-vous a nous a l'hôtel magnifique Manoir Saint Sauveur, a Saint Sauveur. Etant le grand événement de l'année, nous avons besoin de votre support en vous enregistrant et en participant à nous aider, à juger ou simplement en exposant votre auto. Restez a l'hôtel et joignez-vous a nous pour le souper ainsi qu'a l'école de jugement du vendredi soir; samedi il y'aura des prix de présence.

Enregistrement

Nom _____
Ville _____
No. Tel. _____

Adresse _____
Code Postal _____
No. NCRS _____

Coût enregistrement 20\$ _____
Coût retard (9.14.07) 5\$ _____
Coût jugement Flight 20\$ _____
Québec T-shirt 22\$ _____
Chemise Polo (L, XL) 30\$ _____
Coût Sportsman 15\$ _____
Stationnement - remorque \$10.00 _____

Juges (le diner inclus)
J'aimerais juger dans la classe:
(1er choix) _____
(2e choix) _____
Classification _____
Mon présent niveau de juge _____

Total _____

Programme
Vendredi-Bienvenue et Souper
école de jugement
Samedi - Jugement, Prix

Information d'auto à juger

Modèle/année _____ Vin # _____ C.I. _____ H. P. _____
Couleur intérieure _____ Code trim _____ Vinyle _____ Cuir _____
Couleur extérieure _____ Code peinture _____ Date d'assemblage _____
Je planifie de : Conduire _____ Remorque _____ Distance à conduire _____

ACCORD DE NON - RESPONSABILITÉ

Je consent a assurer mon (mes) véhicule(s) et propriété contre la perte, dommage et responsabilité et de fournir la preuve d'une telle assurance à NCRS. Je consens à assumer tous risques et dommages ou blessures et de dédommager et de ne pas tenir responsable NCRS, ni ses dirigeants, administrateurs, agents, employés ainsi que le chapitre Québec pour tous actes ou omissions pouvant résulter en dommage on destruction de ma propriété on de blessure corporelle sur ma personne on autres pouvant survenir durant on en conséquence de cette rencontre.

SIGNATURE _____ DATE _____

Police d'assurance _____ Cie. d'assurance _____ Date d'expiration _____

Mandat à: N.C.R.S. Chapitre Québec, 176 Cr. Eton, Hampstead, Québec H3X 3K3

Info: Robert Cracower 514-337-8220 (les soirs) 514-482-9228 FAX 514-337-8228
WWW.NCRSQUEBEC.COM

Hôtel: Manoir Ste-Sauveur
450-227-1811 or 800-361-0505

Taux de pièce 169\$ par nuit plus les taxes.
Réservez tôt pour fixer des chambres - stationnement à l'intérieur sûr.



"Where your Corvette's restoration dollar goes further!"

LE Car Shop is a unique Corvette restoration shop, where you can find it all under one roof. You will find ultra-specialized and knowledgeable staff, driven by the passion to bring out the very best in your Corvette, for show, race or driver conditions. Luc Mathieu and his experienced staff specialize in corvette maintenance, performance and restoration from complete frame-off projects to polishing work.

We offer a complete line of services such as special vehicle research, performance upgrades and custom projects.

Visit our Web site at <http://www.lecarshop.com> for a tour of our step-by-step restoration work and services' description.

Le Car Shop est un atelier de restauration de Corvettes unique en son genre, où vous trouverez tous les services sous un même toit. Vous y rencontrerez un personnel qualifié et ultra spécialisé, passionné par le désir de maximiser la condition de votre Corvette pour le show, la course ou pour la route. Luc Mathieu et ses techniciens d'expérience sont spécialisés dans la maintenance, la performance et la restauration, que se soit pour des projets de restauration complète ou partielle ou simple travaux de polissage.

Nous offrons une ligne complète de services, tels que la recherche de véhicule unique, rehaussement de performance ou projets spéciaux.

Visitez notre site web au <http://www.lecarshop.com> pour un tour de nos restaurations étape-par-étape ainsi que la description de nos services.

LE Car Shop
6268 Road 132
Ste-Catherine Quebec
(450) 638-6942

www.lecarshop.com



PHOENIX
CENTRE MECANIQUE

Claude Azran
(514) 334-2420
2625 Halpern
St-Laurent, QC H4S 1P8
Fax: (514) 335-3609
Email: tarvyauto@bellnet.ca

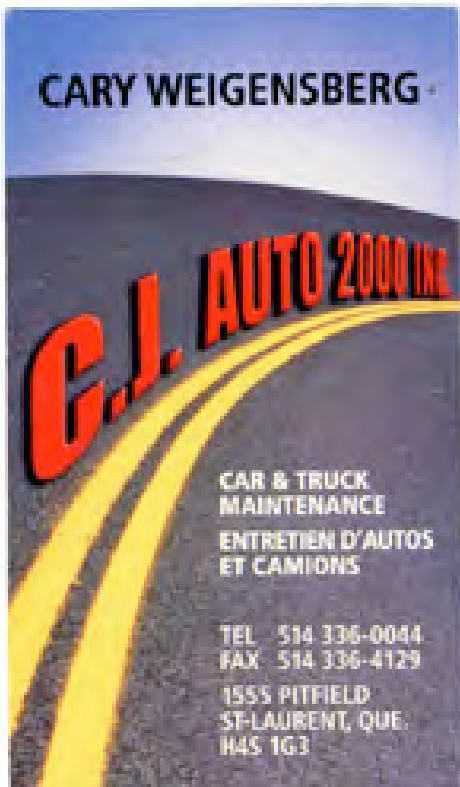
PIÈCES D'AUTO
Tarvy
AUTO PARTS

*Mécanique Général
Électrique / Electronique
Différentiel / Systemes 4X4*

**General Mechanics
Electrical / Electronics
Differential / 4X4 Systems**



CARY WEIGENSBERG



G.J. AUTO 2000 INC.

CAR & TRUCK
MAINTENANCE
ENTRETIEN D'AUTOS
ET CAMIONS

TEL 514 336-0044
FAX 514 336-4129
1555 PITFIELD
ST-LAURENT, QUE.
H4S 1G3

Corvette

PLUS P.V. INC.

ACHAT ET VENTE:
PIÈCES NEUVES
PIÈCES USAGÉES
ACCESSOIRES

Richard Gagnon

4600 FOREST
MONTREAL-NORD, QUÉBEC
H1H 2P3

Tél.: (514) 955-3419

SANS FRAIS **(877) 955-3419** TOLL FREE

Fax: (514) 955-3421
corvetteplus@qc.aira.com
www.corvetteplus.com

NCRS QUEBEC LEGAL NOTICE

NCRS registered marks used in Le Bulletin newsletter – NCRS Founders Award®, NCRS Performance Verification Award®, NCRS Flight Award® and NCRS Sportsman Award® are registered trademarks with the United States Department of Commerce and Trademark Office. The NCRS Heritage Award® application is pending.

Assurances

Voitures Antiques,
Classiques et à
valeurs spéciales
À partir de 15 ans et +
Egalement: Voitures modifiées,
remodelées et «Hot-Rods»
(Custom Wheel Plan)

Le programme d'assurance #1 au Canada

Plus de 50 000 voitures au Canada dont 8000 au Québec
LES MEILLEURS TAUX ET LES MEILLEURES PROTECTIONS
Vendu exclusivement par

RPB Rochefort, Perron, Billette
& associés inc.
Assurances

80 Nicholson, Valleyfield (Québec) J6T 4N2
Téléphone: (450) 373-0414 / Montréal: (514) 395-8703
Sans frais: 1-866-456-5353 / Fax: (450) 373-7518



• Étude de valeur pour fin d'assurance, bancaire et juridique pour tous genres de véhicules

• Consultation pré-achat

• Spécialiste de voitures anciennes, convertibles, mustangs et «muscle cars»

• Numéro 1 auprès des assureurs spécialisés

• Document très détaillé avec duplicata et service à domicile

• Plus de vingt-cinq années d'expérience

• Partout en province

Montréal/Laval/Laurentides: (450) 430-8155
banlieue de Montréal: (514) 990-2703
www.pgevaluation.com

Annual ad rates : Business card \$ 50 1/2 page \$ 100 Full page \$ 150



Restoration & Paint

Nous sommes fier d'annoncer que Zeke's peut maintenant exécuter une **RESTAURATION COMPLETE, PARE CHOC A PARE CHOC** sous le même toit pour votre Corvette spéciale. Dan Lasalle (avec plus de 30 ans d'expérience dans la restauration et la peinture) est l'homme en charge de notre nouvelle atelier où nous pouvons réparer seulement un grafière, faire un "frame-off" resto ou refaire la peinture au complet avec la même qualité qui a satisfait des milliers de clients discernant de Zeke's Automotive durant les dernière 30 ans.

N'oubliez pas tout l'excellent travail mécanique faites chaque jour sur des Vettes de tout les années – "Tuning" de précision – Carburation – Injection mécanique et électronique - Machinage, "blueprinting" et restauration de moteur – Suspension – Transmission – Entretien – "Trouble shooting" sur des problèmes difficile

We are pleased to announce that Zeke's can now perform a **COMPLETE, ONE-STOP RESTORATION IN-HOUSE** for your special Corvette. Dan Lasalle (with over 30 years experience in restoration and paint) is the man in charge of our new custom paint facility where everything from repairing a scratch to a frame-off resto to a complete re-paint can be expertly accomplished with the same quality that has pleased thousands of discerning Zeke's Automotive customers for the last 30 years.

Don't forget about all the excellent mechanical work performed daily on Vettes of all years – Fine tuning – Carburetion – Mechanical and electronic fuel injection – Engine machining, blueprinting and restoration – Suspension work – Transmission rebuilding – Maintenance – Troubleshooting difficult problems

INFO

Doug ou Claude – 514-364-2971 ou 888-464-2971
 23 St. Joseph, Lachine Qc H8S 2K9
 email doug@zekesauto.com
www.zekesauto.com