

CROSSED FLAGS

The Official Newsletter of the
Louisiana Chapter of the
National Corvette Restorers Society



2008 Chapter Officers

Chairman: **Mike Leeds**
Vice Chairman: **Jim Boudreaux**
Secretary: **Gary Cox**
Treasurer: **Ralph Adams**
Judging Chairman: **John Maggiore**

Please make sure to give these folks a handshake for stepping up to the task!

La. Chapter Web Site

Our in house internet expert, **James Youens**, has accepted the task of heading up our web site again in 2008. This is a challenging job that takes a lot of valuable time and patience on James' part. **Please make sure to thank him for sharing his talents with our organization!**

Get Well Wishes For A Long Distance La. Chapter Member

Sharon Zimmerman, one of our "Long Distance" La. Chapter members, is home recovering from a medical emergency she experienced over the Christmas holiday.



Sharon and her husband Bob live in Hackensett, New Jersey. Nevertheless, they are active La. Chapter members.

They recently received the McLellan Award of Excellence for their 1990 yellow convertible at the National Convention in Boston.

We all wish Sharon a "Get Well Soon" wish!!

2008 Meeting Calendar

Meetings are scheduled to take place on the third (3rd) Sunday of each odd month

Next Meeting: January 20, 2008

- Meeting starts at 1:30 PM
- Baton Rouge - Gary Cox's warehouse
- Judging School will be conducted

Upcoming Chapter Meetings/Events

March 16

- 8:30 AM
- Hammond – John Maggiore's shop
- Mini Judging Meet will be conducted
- Registration limited – see forms provided in newsletter

May 18

- 1:30 PM
- Location TBA

July 20

- 1:30 PM
- Location TBA

September 21

- 1:30 PM
- Location TBA

November 16

- 1:30 PM
- Location TBA
- Nominations for 2009 officers are open



Chairman's Message

By: Mike Leeds

WOW!

Another year has flown by! I hope everyone had a wonderful and safe holiday season, and that Santa brought you all the NOS parts on your list.

2007 was filled with many fun activates. This time last year, we were getting ready for the Florida Chapter's Regional. Almost half of our total membership was present for this event!

In **February**, a Chapter judging school was held at Gary Cox's shop in Baton Rouge. We also participated in the Greater New Orleans Corvette Club hosted Valentine's Day cruise.

In **March**, we converged on No Problem Raceway. Some of us used the opportunity to prove that our Corvettes perform well, in addition to being correct.

Summer's heat didn't slow us down. We conducted a mini meet in **June** at Vettes by the Shore in Biloxi.

In **July**, we made the long trek to the National Convention in Marlborough Massachusetts (the largest National Convention in NCRS history). While we were there, the Louisiana Chapter was recognized with a **Top Flight Chapter Award**. *If you should ever have the opportunity to attend a National Convention, I guarantee that you will not be disappointed!!*

These are just some of the events that our chapter was involved with during 2007!

I would like to thank our members, officers, and others that helped make these activities possible and 2007 a big success! Without you, the Louisiana Chapter would not/could not exist!

Also, my special thanks to my brother **Bob Leeds**, whose support as Chapter Vice Chairman over the past three years was invaluable to **David Lefeaux** and myself.

I also wish to express my thanks and appreciation to **James Youens**, who served as our *Crossed Flags* editor and Webmaster. **James** continues to serve as our Webmaster for 2008.

Please welcome **Jim Boudreaux** as our new Vice Chairman, and **Bill Folse**, our new *Crossed Flags* editor.

As a final thought, remember that this chapter belongs to all of us. I challenge you to get involved - the friendships and experiences you will receive last a lifetime!

Best wishes as you try to keep your New Year's resolutions!

Michael Leeds 31462-La-46

p.s. If you are planning to go to the Florida event, please share your travel plans with us so we can look out for each other on the road!!

Judging Chairman's Message

By: John Maggione

It's hard to believe that a new year is upon us!

I hope that everyone had a Merry Christmas and a Happy New Year.

At our last membership meeting, dates were set for this year's bi-monthly meetings. Tentatively, all meetings will be held on the third Sundays of January, March, May, July, (Subject to change because of the 2008 National Convention), September, and November.

On January 9th – 12th, 2008, the Florida Chapter NCRS will once again be hosting the Winter Regional in Orlando, Florida. *Presently, there are over thirty (30) LA NCRS planning on making the trip.* As always, we will have a large presence at this meet. For those members having their cars judged, **good luck!**

On January 20th, 2008, I will be conducting a **Judging School**, in conjunction with our regular meeting. The location is Gary Cox's shop in Baton Rouge. I will begin at 1:30pm. The main focus will be on passing a **Performance Verification (PV)**. Anyone who has ever had a car *Flight Judged*, is familiar with the Ops check. *PV* judging takes it to the next level. I will detail what to expect, and will even run a car through the judging process. Don't miss it. I promise that it will be worth the price of admission.

On January 31st – February 3rd, 2008, the **NCRS Judges' Training Retreat**, will once again take place in Dallas. Hopefully, if you are planning on attending, you have already registered. All attendees will spend their first day in the classroom, with the second day spent in the "garage" area getting hands-on instruction, supervised by 200-Point + Master Judges. ***This two day retreat will increase you judging level by 2 levels.***

Our next judging event will be a Chapter Meet on March 16th, 2008, at my shop in Hammond. Mark your calendars, as we will need everyone's assistance with this event. The number of *Flight* cars is limited, so get your registration in early. A registration form is included in the newsletter. As always, if there are any questions, or if you need directions, give me a call.

If I don't see you in Florida, I will see you in Baton Rouge on January 20th!

Flashback to Florida – Orlando '07

By: Bob Zimmerman

It was probably early October of last year ('06) when my wife Sharon and I were out for a fall cruise in one of our Corvettes and decided that it would really be neat to drive to the Florida Regional in one of our Corvettes. We had attended the '06 event and trailered our '90 competition yellow convertible to accomplish the PV. We had a great time there and left with the honor of owning the first '90 Corvette in the country to successfully pass the PV.

Driving a Corvette there would be tons more fun than trailering. We had recently purchased a '92 LT-1 coupe with a six speed that the previous owner had just outfitted with new Goodyears all the way around. It seemed the perfect choice to complete the 2,400 mile round trip from northwest New Jersey.

Once the plans were made, we entered the '92 in the Sportsman category. My primary purpose for attending was to earn more judging points as an Observer Judge with a Regional team and attend some judging seminars. Tom Barr, Team Leader for the 90-91's put me on the list and was pleased to know we would have the '92 on hand for some scrutiny in preparation for the release of the '92-'93 Flight Judging Manual later this year.

About a week prior to leaving for the event Tom sent me a copy of an email he had received from Mike Leeds offering a room in the host hotel for the price of membership in the Louisiana Chapter. Needless to say I jumped at the opportunity especially since last year's trip found us in the "Flea-bag Special". Despite the fact that my wife had to go out and buy a lot of Lysol and Clorox cleaner to feel somewhat safe in the room's presence, it was close to Old Town, but that was the only advantage. The thoughts of residing in relative splendor at the Comfort Suites made the whole trip seem like a mini-vacation.

We were psyched.

Thence began my serious check of the '92 for complete roadworthiness. Anyone who has owned an early LT-1 has heard the myriad stories of the ill-fated Opti-Spark distributor. When they work they are a technological marvel. The theory behind the ignition system is brilliant. Through a series of laser-cut holes two optical sensors read both the inner ring of holes to fire the eight cylinders and the outer ring of 360 holes to keep the cam timing at optimum level to within one degree. The unit is neatly tucked in under the water pump on the front of the timing cover driven by a small gear off the cam shaft. When they don't work properly, they can drive a tea-totaller to the liquor store faster than a ZO-7 can reach 60 m.p.h. Depending upon which sensor fails, you may be forced to drive with a retarded timing setting (default) kind of like a "limp-mode", or to be

stranded alongside the road. Most of the early design Opti-Spark failures were as a result of corrosion on many of the internal parts due to the collection of moisture within the unit. Later designs introduced in '94 provided for a vacuum port to draw air through the unit and dissipate the moisture. Similarly the act of power-washing the front of an LT-1 motor is greatly discouraged.

Facing the prospects of driving a 15 year old car up and down the eastern seaboard in January forced me to do the honorable thing and replace the unit with a brand new issue from the General. A new water pump was fitted as well since the original had to be removed to change the distributor. An oil change, brake check and a new serpentine belt completed my duties. I even removed the ECU from our '93 40th Anniversary to bring along as a spare since both computers are identical. They are the other weak link in the C-4.

Then began thoughts of packing for two people for a week with room enough for some basic tools to accomplish a possible road-side repair, if needed. The latter, of course was for mental peace-of-mind. The thoughts of accomplishing any meaningful roadside repairs was negated by the fact that there was no floor jack, jack stands and diagnostic equipment available save for the handy Gordon Killebrew ALDL grounding plugs, and a few spare fuses in the glove box. Nonetheless I placed my faith in God and GM engineering and we hit the four-lane on Sunday afternoon packed to the back window. Had it been a drop top we would never have been able to do it.

Beating the Monday forecast of possible freezing rain for northern New Jersey made the decision to leave Sunday afternoon a no-brainer. Most of the northeast up to then had been enjoying a lack of winter weather thanks for a dip in the jet stream. Our pansies in the front yard were still in bloom and the lawn was still green. Through drizzle and mid forties temperatures we made our way across the border into Pennsylvania (a mere 20 miles from home) and settled in for a largely and thankfully uneventful trip south. We bedded down in southern Virginia about ten miles north of North Carolina before turning off the ignition. Monday's travel day brought glorious sunshine the whole day. Man this was living.... sunshine, warm temps and behind the wheel of a Corvette....who could ask for more. We had carefully planned the route to avoid traveling on I-95 as much as possible. We chose the inland way along I-81 south to I-77 through Charlotte and down via I-26 into Georgia. Good roads, good scenery and no beltways around Baltimore and D.C. made the choice easy.

As we made our way through South Carolina I began to appreciate all that was engineered into the LT-1. Besides having 300 hp under the clam shell I also had an economy car. Sticking to the legal speed limits for the trip and running in 6th gear most of the way yielded an astonishing 31 plus miles per gallon.

Flashback to Florida – Orlando '07 (continued)

The fuel mileage dropped a bit to 29 in Georgia when the 80 degree outside temp forced the use of the A/C for some civilized cruising. Chevrolet must have been ultra conservative when they rated the top mileage on the window sticker at 25 mpg. So much for CAFÉ averages. We ended the day's driving in Georgia three miles from the Florida border notwithstanding a brief stop in Pooler at the Eighth Air Force Museum. Corvettes seem to photograph well along side jet aircraft. Ours was no exception. The rest of the trip continued to be uneventful and we arrived in Kissimmee in mid afternoon on Tuesday. A total of \$75.00 bucks in premium fuel expenditures was all that it took to get us from Hackettstown New Jersey.

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After checking in to the Comfort Suites we bought a car wash bucket, sponge and soap at the local Wal-Mart and hotel staff were kind enough to provide us with a hose and area next to the hotel for some needed car cleaning. Several other stalwart Corvette folks began to arrive later in the evening on Tuesday.

On Wednesday, we drove to Kissimmee regional airport to check out the fine collection of war birds based there.



Unfortunately Tom Reilly had closed the doors on his aircraft restoration facility located next to the war birds. We had visited there several years previously and watched his crews run up the four engines on the "**Southern Belle**", a restored B-17. Hurricane Charlie had destroyed most of the hangar that housed the restoration facility and school located there that year. Word had it that he was throwing in the towel after a long and distinguished career restoring vintage aircraft. The Southern Belle made its post-restoration maiden flight the following day. The irony to this aside is that the Southern Belle had previously been a static display at the Windsor Locks Airport in Connecticut when one of its wings had been destroyed after a hurricane ripped through Windsor Locks years before.

The Reilly crew fashioned a new wing after drawing plans of the remaining one and reversing them. *Fortunately, the **Southern Belle** escaped the ravages of Charlie.* A new hangar stood in place of the Reilly facility. It just wasn't the same though. We finished off the day's local ride with a cruise up and down International Drive near the Universal Studios facility.

On Thursday, we saw a steady gathering of Corvettes and people from all over the region arriving at Old Town. Mike Leeds found me and after many introductions to other Louisiana Chapter members extended an invitation to Sharon and me to join the other members at dinner. Talk about Southern Hospitality, we got a good dose of it. Not unlike most Corvette folks who are a part of a special fraternity, these folks welcomed us with open arms and genuine warmth that was special. Bearing in mind that most of the chapter's members had endured the unimaginable hardships caused by Katrina, they hardly brought up the topic. Instead they focused their attention on us, making sure to extend a warm welcome to a couple of Yankees fortunate enough to have joined a chapter of the N.C.R.S. that exemplified the best of the best. Everyone that we have ever met through the N.C.R.S. has gone on to become good friends, not just acquaintances, and the folks who make up the Louisiana Chapter are no exception. We look forward to being able to return the gestures of kindness and camaraderie so willingly extended to us during our stay.

Like all good things in life that end too soon, so too must our visit to the Florida regional. After four fun-filled days in the sunshine state it was time to tune into the Weather Channel to see what might be in store for the trip home. We were fortunate enough to have spent four days in the only warm place in the entire country and knew that we might have to pay the piper on the flip side. My instincts were right. An ice storm was predicted to hit the Carolinas on Sunday. *So much for thoughts of the ride home being as pleasurable as the first leg of the trip.* We pulled out of Kissimmee late Saturday afternoon in hope of making it through the Carolinas before Sunday afternoon when the storm was forecast to reach there. As we motored north into Jacksonville Florida we noted that the outside air temperature had dropped from 80 degrees as we left to a depressing 48. We pressed on through Georgia and over the state line into South Carolina watching the mercury steadily drop a few degrees each hundred miles or so before stopping for the night. Besides we were still burning Georgia gas from the trip down and we were nearing the quarter tank mark. We filled up on Sunday morning and headed for Charlotte.

After a brief stop at Statesville North Carolina for brunch we noted that the mercury had dropped to 37 degrees and it began raining. A local old-timer at the gas station cautioned us as to icing in the mountains to the north that had started during the night.....so much for accurate weather forecasting!!

Flashback to Florida – Orlando '07 (continued)

Despite the fact that most vehicles don't fare well on ice covered roads and in particular a "plastic fantastic" we decided to see for ourselves. For anyone not familiar with traveling through this particular portion of our great nation, this stretch of I-77 brings you through the border of southwest Virginia up to the top of the Appalachian Mountains several thousand feet above sea level in the course of a seven mile stretch. On a summer day, the scenery is breathtaking. On a January day in the rain with temperatures at 27 degrees at the top it can be equally breathtaking....**but for different reasons.**

Thanks to the diligence of the VDOT salt truck crews we managed to make it to I-81 and another 200 miles into Virginia through a freezing rain storm before the weather turned to snow in Harrisonburg. It was now late afternoon and we found it difficult to find an off-ramp that wasn't completely jammed with 18-wheelers unable to enter the secondary roads which hadn't yet been treated with salt or grit or both *and now snow was falling on top of the ice.* It felt like we were trapped on the Interstate. Given periodic slow-downs along I-81 to being stopped dead for periods near each exit ramp clogged with immovable traffic, we were finally able to get off on an exit whose connector road had been treated. We were heartened by the sight of a Ramada Conference Center. Much to our chagrin, however, the service road (two miles long) to the facility remained unsalted, unsanded and unplowed. It would be worth it, I thought for at the end would be a restaurant and a warm bed for two weary travelers to wait out the rest of the storm. After all, the '92 Corvette advertising stressed how the new Corvette was an all-weather car with the addition of ASR (Anti Skid Reduction). If you've never had the pleasure of driving with active ASR I am a living testament to the genius of its operation. Through a careful integration of throttle control or timing retard (depending on your speed) and ABS application to the spinning drive wheel the system keeps you going straight and under control. Having a six speed helps immeasurably with selecting just the right amount of engine rpm, torque, and speeds to get you moving and keep you moving. The ASR does the rest. I really appreciated the attributes of the car when we arrived at the conference center, especially in view of the fact that they weren't offering any services due to the storm and the attendant lack of help necessitating a return trip along the same untreated service road back to the Interstate. There were no other motels in the area or restaurants for that matter. So, back onto I-81 we went in hope of finding another exit ramp that might be open, one with a functioning motel with a restaurant nearby. Our prayers were answered about five miles north. This would be our last stop of the day until the storm ended. Besides, I was tired of stopping to clear the ice buildup on the wipers. I would now have to clear about an inch of ice from the headlight doors before attempting to turn them on or risk burning up the drive mechanisms or motors. Driving lights sufficed up until now.

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At that moment I recalled that our "goody bag" at the '06 Florida regional contained an ice scraper as a gag. This year's event overlooked the gag. I would have paid any amount to have that '06 ice scraper in hand at that moment, the one that was sitting at home. Monday saw an improvement in the weather and we completed our trip home unscathed but for an extra night's stay on the road. I really felt good having managed to keep the shiny side up through 200 miles of icy Virginia highway. I felt especially so after having passed scores of accident victims, whose cars and SUV's were strewn along the same stretch of roadway, some of which had overturned and hadn't yet been removed.



So much of winter road travel is predicated on weather timing. In retrospect, the wiser choice would have been to stay in Florida the extra day before leaving. But then hindsight is 20/20 as we all know. The more important fact is that we went; we met a new group of folks who we will always consider friends and got back home none the worse for the wear.

Happy Corvetting and keep those revs up!

Bob Zimmerman, #13309

REGISTRATION FORM
Louisiana Chapter
Judging Meet
Hammond, Louisiana
March 16, 2008

The Louisiana Chapter of the NCRS will be having a Chapter Judging event in Hammond, Louisiana on March 16, 2008, at John Maggiore's shop. Cars for flight judging should be in place by 8:00 am with judging commencing shortly thereafter. This judging event will be limited to 4 cars, and judging applications must be in by March 1st to have your car considered. It will be on a first come basis, so get your application to John Maggiore as soon as possible to be accepted for judging. Registration for Sportsman class should also be in no later than March 1st. The event judging should finish by 4:00 PM with awards following after tabulation. All attendees should register and expect to be involved in the judging, please note preference below.

REGISTRATION and JUDGING INFORMATION: Corvettes to be judged should be pre-registered, with applications being faxed no later than March 1, 2008 to John Maggiore at 504-469-5533 and mailed with fees to John Maggiore at the address below. (NOTE: You must be a current National NCRS member.)

Name _____	___ Adult Registration	\$ ___ NC
Spouse/Guest _____	___ Guest	\$ ___ NC
Address _____	<u>JUDGING</u>	
City/State/Zip _____	___ Judging Entry \$ 30.00	\$ _____
Home Phone _____	___ Sportsman Award Entry \$10.00	\$ _____
Work Phone _____	___ Display	\$ ___ NC
NCRS No. _____	(Specify type of Display) _____	
I would like to judge in class: 1 st Choice _____	Year _____ Coupe/Roadster _____	Engine _____
2 nd Choice _____	Complete VIN _____	
Judging Level _____		

For more information call:
John Maggiore, Jr., Judging Chairman 985-340-3036
jfmagcpa@earthlink.net

Make checks payable to: Louisiana Chapter NCRS

Mail to:
John Maggiore
PO Box 2024
Kenner, LA 70063

HOLD HARMLESS AGREEMENT

I agree to insure my vehicle and property against loss, damage and liability and to provide proof of such insurance to NCRS at time of registration. I agree to assume risk of any and all damages of injury, and to indemnify and hold harmless NCRS, it's officers, directors, agents, employees and chapters for any acts or omissions which may result in the theft, damage or destruction of my property, or injury to me or others occurring during, or as a consequence of, this meet in Baton Rouge, Louisiana. (Note: Proof of insurance showing VIN must be presented with this registration.)

Insurance Policy No. _____ Insurance Co. _____ Expiration Date _____

Signature _____ Date _____

Order Your Chapter Shirts Here!

Mike Leeds is presently taking orders for chapter shirts. Shirts cost \$55.00 each plus shipping. This cost includes your name and your car's name embroidered on the shirt.

We encourage all members to place their orders as early as possible as many events are taking place as soon as January.

Completed order sheets should be forwarded to Mike Leeds with payment.

Your Name		Year of Corvette		
Shipping Address		Body Style (Circle One)	Coupe Convertible Hardtop	
Phone	Home:	Special Options (Circle)	LT1 ZR1	Other
	Cell:		427 L88	
Email Address		VIN Number		
Name you want on this shirt		Exterior Color		
Circle Appropriate Info	S M L XL XXL	Men's Ladies	Interior Color	
Quantity Ordered		Your Corvette's nickname		



Louisiana Chapter NCRS
 805 East F Street
 Rayne, Louisiana 70578
<http://www.ncrs-louisiana.com>

Upcoming Events
SEE YOU IN KISSIMMEE!
 Winter Regional (Kissimmee, Florida)
 January 9th through 12th

IF YOU NEED A ROOM, PLEASE CONTACT MIKE LEEDS! THERE ARE STILL A FEW ROOMS LEFT FOR LA CHAPTER MEMBERS!

Check the Fla. Chapter web site for event info:
NCRSFL.org

MEMBERSHIP RENEWAL FORMS ARE ON THE WEB SITE AT

ncrs-louisiana.com