



# CROSSED FLAGS



Newsletter for the:

## LOUISIANA CHAPTER

NATIONAL CORVETTE RESTORERS SOCIETY

Volume 9, Issue 3

May 9, 2006

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### Chairman's Message

By: Michael Leeds



On the road again. Can you identify the location of this picture? If you can you will win two free copies of the Newsletter. Send your guesses in to: jyouens@cox.net

Enjoy your life and drive your Vette. - Michael Leeds

### LA. CHAPTER NCRS MEETING DATES 2006

May 13, 2006 Judging Meet, Baton Rouge  
July 16, 2006  
September 17, 2006  
October 15, 2006

December 17, 2006

\* Board meeting dates which will begin at 2:00PM

#### NEXT MEETING DATE

Saturday, May 13, 2006, Judging Meet 9:00 AM, Gary Cox's Garage, Baton Rouge, LA

## Judging Chairman's Message

By: John Maggioro

Since our Chapter will be hosting a Regional meet this fall (November 9<sup>th</sup> – 11<sup>th</sup>) this year's mini-meet will be held Saturday May 13<sup>th</sup> in Baton Rouge. Once again it will be held at the shop of Gary Cox in Baton Rouge. Gary's address is 11470 Cedar Park Avenue. From wherever you live, take I-10 to Baton Rouge. Take exit 163 (Siegan Lane) North. Proceed North for .63 miles (according to MapQuest) to Cedar Park Ave. Turn right on Cedar Park for .36 miles. You can't miss it. There will be plenty of Corvettes outside. Registration opens at 8:00am, with judging school commencing at 9:00am, and *Flight Judging* beginning immediately after. Judging will be limited to four (4) cars. Those who are chasing *Sportsman* points can also enter. There is no limit on *Sportsman* entries. Presently, we have two (2) cars for *Flight Judging*, a 1967 and a 1990. Unfortunately however, only a handful of members have informed me that they will be attending. We need your participation, and I need your judging experience. Without both, the meet cannot be successful. You can FAX your registration to 504-469-5533, or you can call me at 504-469-7994 or 985-340-3036.

As discussed at our last meeting, the Chapter will be participating in a "Road Tour" to Biloxi, MS to attend the MSGCCC annual Vettes by the Shore car show. Because of Hurricane Katrina, this year event will be a one day show held at the Edgewater Mall, Highway 90, in Biloxi, MS. All interested in the tour should meet at the Mississippi rest area, at Exit 2, in Mississippi, at 8:30 am on Saturday May 20<sup>th</sup>. We will be departing at 8:45 am. If you are going to the show, try and join the "Road Tour."

See you at the Spring Meet, at Gary Cox's.

## FOR SALE / WANTED

**SERVICE: VACUUM ACTUATORS**—Headlight and windshield wiper vacuum actuators professionally rebuilt and restored for 1968 through 1982 Corvettes. I rebuild windshield wiper door and headlight door vacuum actuators. Actuators refinished to original color and rebuilt. I can refurbish yours, or provide replacements. Call Bob between 10AM and 7PM Central Standard Time for pricing and availability (210) 393-3958 or (972) 377-2096.

**WANTED:** I would like to own a C3 convertible. Would like an early model, chrome bumper, but not real important. Looking for a reasonable driver. Would rather have auto, must have AC. Let me know about any C3, even if it is a t-top. Darrel Folse [DFolse@aol.com](mailto:DFolse@aol.com)

**FOR SALE:** C6 I am trying to help a man that purchased a new C6 then had a stroke that night and now cannot drive the car and needs to sell it. 2006 Black on black coupe, fully loaded, 6 speed, 55 miles. The man cannot drive the car for health reasons. Will sell for the amount owed GMAC, around \$42,700. Please call Mary Beth at 504-432-2829. Car is garaged in Destrehan, LA. Thursday, March 30, 2006 5:07 PM

**FOR SALE: 1962 Corvette**, 74,000 miles, Honduras Maroon – Convertible - Black interior - 4-speed. This is an exceptional, unrestored driver and not a show car. It is almost original, clean and well-maintained. Base 250 HP 327 cu. in. motor. The black vinyl interior is very good, as is the carpet. The dash has no cracks. NOM new short blocks come with no stamped number. The transmission number matches the VIN. I cannot locate the rear axle number. It has a positraction casting. The AM-FM stereo cassette radio works. It is not a Delco. Included is a car cover and the following printed material: Owners manual, Corvette servicing guide, '61 Chevrolet passenger car service manual, Corvette assembly manual CD Rom, Showroom brochure. \$42,000.00. Questions? call: 225-629-9822 or 225-235-2463, Glenn Cupit, Wilson, Louisiana. [glenncupit@msn.com](mailto:glenncupit@msn.com)

**FOR SALE:** 1996 Collector Edition Coupe, LT1 Auto, 70,000 miles, New optispark, New water pump, New wires/plugs, New fuel filter, Less than 10,000 miles on Firestone Firehawk Sz50 tires, Corsa catback exhaust system, K+N filter, \$16,000 OBO, Bert Leclere, Home 656-7335, Cell 756-1601, Tuesday, April 04, 2006  
<http://www.gnocc.com/Members/BertLeclere/Leclere2.jpg>

**WANTED:** I am looking for a set of four Chevrolet factory CHROME rims for a 2005 (C6) Corvette. If anyone has a set for sale, please let me know. [FrankJobert@aol.com](mailto:FrankJobert@aol.com),

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### NEXT MEETING DATE

Saturday, May 13, 2006, Judging Meet 9:00 AM, Gary Cox's Garage, Baton Rouge, LA

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Saturday, April 08, 2006 12:47 PM, Frank Jobert, Jr., 504-241-7487 (Office), 504-289-9424 (Cell), 504-241-5991 (Fax)

**FOR SALE:** 1993 Corvette Convertible, 40<sup>th</sup> Anniversary, Ruby Red, LT1, Automatic, w/ Aux Hard Top Keyless Entry. \$17000 Jeryl Bertrand (337) 824 0230 [ibertrand@leevac.com](mailto:ibertrand@leevac.com) Monday, April 10, 2006

**FOR SALE:** 2006 Black C6 I am trying to help a man that purchased a new C6 then had a stroke that night and now cannot drive the car and needs to sell it. 2006 Black on black coupe, fully loaded, 6 speed, 55 miles. The man cannot drive the car for health reasons. Will sell for the amount owed GMAC, around \$42,700. Please call Mary Beth at 504-432-2829. Car is garaged in Destrehan, LA. Thursday, March 30, 2006

**FOR SALE:** 2002 Electron Blue Z06 Not flooded! Not driven since Katrina (road debris), less than 17,000 miles, highway mainly, Chrome GM factory rims, HUD, CD, cold air intake (still have the factory intake), I will doing a courtesy trade through Sewell Cadillac/Chevrolet at no expense, an extended warranty may be purchased at that time, if you wish. \$31,500. Joe Mesa, 504-451-4983. Sunday, April 02, 2006

**FOR SALE:** 2001 Z06, 4 new tires and new breaks, black w/ black interior, good shape. \$30,000. Jessie Pomier, 337-298-5691. Thursday, March 30, 2006

**FOR SALE: 1994 Corvette** Yellow w/ tan interior, auto, 51,000 miles, excellent condition in and out. Very reliable car with new brakes, headliner, and magna flow exhaust. Asking \$13,500. Call Bob Murray at 985-951-8300. Monday, April 17, 2006

**FOR SALE:** 66 Vette Has the GM 350 crate engine, 4-speed, factory air, power steering, power brakes, repro knock off wheels, side exhaust, fiberglass rear spring,

black vinyl interior, red exterior and after market Corvette radio, originally a blue car with blue white interior. Dr. Monte Montheith, Senatobia, MS, office 662-562-9606, home 662-562-5974, cell 662-501-0591. \$48,500. Wednesday, April 19, 2006

**FOR SALE:** Set of 4 17" corvette chrome rims with 275/40/17 tires. Rims are flawless with no curb rash. Asking \$800.00. If interested, call 225-571-8136 and ask for Kale. Wednesday, April 19, 2006

**FOR SALE: 2002 Corvette Z06 \$34,500.00 OBO**, Electron Blue Metallic, Under 38K Miles, LS6 405 HP Motor, Custom Tuned, Donaldson Blackwing Air Intake and Original Air Intake, 6 speed, Fully Loaded, Custom Cargo Carpet and Well Cover, Custom Blue Interior Accents, 2 Front Nose Masks and Mirror Covers, Neoprene Seat Covers, Original Build Sheet and Window Sticker, 2002 Corvette Dealer Brochure, Original Z06 Video, 985-876-2293 or 985-790-6149, Kaya and Rudy Eschete

**FOR SALE: 2000 Camaro Z28 \$13,500.00 OBO**, Monterey Maroon, 6 speed Hurst Shifter, LS1 with K&N Air Intake, Under 12k miles, Fully Loaded, Leather Seats, T Tops, Immaculate, 985-876-2293 or 985-790-6149, Kaya and Rudy Eschete, Sunday, April 16, 2006.

### CLUB MEMBERSHIP

Hello to you all, hope you are enjoying all this up, down and around kind of weather (in Louisiana that is). The Louisiana Chapter membership is now at 81 members with an addition of 2 new members since our last newsletter. Welcome to Phil & June Ezell of Mandeville, LA and Patrick & Monica Moresi of Abbeville, LA. Hope to see you at the next meeting.

Membership Chairman

Barbara Youens

### National Corvette Museum Delivery Experience

I recently had a great experience I would like to share. I was asked by Joe Mesa, a member of the Crescent City Corvette Club, to travel with him to Bowling Green, KY to pick up his newly finished and ready for delivery, 2006 Victory Red Z06 Corvette. For those of you unfamiliar with a "Museum Delivery", it is an option available with any new Corvette which has the Corvette shipped to the National Corvette Museum in Bowling Green, KY just across the street from the Corvette assembly plant. The Museum then details the car and performs all of the normal dealer preparations. The owner is given a date and then travels up to Bowling Green to spend some time with the newly minted Corvette. The experience is well worth the time and cost

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### NEXT MEETING DATE

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## NOMENCLATURE

By Gary Cox

We often hear or read of the term “New Old Stock”. A quick look around eBay will demonstrate the wide range of meanings this term takes on with sellers of corvette parts. Many of us have heard this familiar comment while flight judging, “well, I don’t understand why a deduction was made, that (insert part name here) is new old stock, it should be correct.” This familiar phrase indicates a little misunderstanding of the judging standard and the corvette assembly and service parts processes.

When discussing or evaluating old parts it is important to have an understanding of the origins of the part. Parts originally used by the two assembly plants to produce new corvettes are best described as PRODUCTION parts or, stated another way; these parts were used in the PRODUCTION of your corvette. A part obtained by going to the GM parts counter (or any other retailer) is best described as a SERVICE part. These parts are available to SERVICE your corvette. In some cases original PRODUCTION parts were never available outside the assembly plant and parts made available to SERVICE that application were different in some way from the original production part. Other times the original production parts were made available in SER-

VICE and the exact as original part was available for many years after the corvette was produced. However, it should be noted that SERVICE REPLACEMENT parts most often differ in configuration from the original production parts they replace; hence most of us have seen the “SR” notations on our flight judging sheets, and the deduction that go along with them. This is how a new old stock part, just out of its twenty year old box and in perfect condition can still warrant a deduction.

Photographed are two 1963 ammeter gauges. On the left is a “new old stock” AC unit and on the right is the original production assembly removed from a 1963 corvette. The immediately obvious difference is the shade and gloss of black on the gauge face. Hence a new old stock, original AC service part, that differs significantly from the original production part. As far as I know, the only time one could get a new ammeter gauge like the original pictured is when purchasing a new corvette. This is true for a number of 1963 parts. A large percentage of new old stock service parts differ in some way from the original production parts and it is important to keep this in mind when restoring your car or shopping for parts. Some new old stock service replacement parts may even function slightly different than the original, and could cost the owner a Performance Verification award if not corrected.

Hopefully the above is not too confusing and will be of some help as you search for that perfect part for your car.



### NEXT MEETING DATE

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## MEETING MINUTES

**Gary Cox—Secretary**

### MINUTES OF THE BOARD AND GENERAL MEMBERSHIP MEETINGS

MARCH 19, 2006, Baton Rouge, LA

Treasury reported a balance of \$10502.90

Judging report included a request for a spring mini-meet and Saturday, May 13 at my shop was chosen.

Membership reported a new updated roster has been mailed, we now total 78 members.

Old business included a review of the Florida Regional event.

Anyone wants to tour together to the Vettes by the Shore event should plan to meet at 8:30 AM at the Mississippi Welcome Center just over the state line. WE decided to sponsor a trophy for this event as in the past.

DATES FOR THE FALL REGIONAL ARE NOVEMBER 9-11. Set up day is Wed, Nov 8. Members decided not to rent the barns at this time; they were felt to be unnecessary expense. Discussion re open car show ensued but a chairman was not completely agreed upon. Decision was made to keep advertising at a minimum once again.

The meeting was adjourned.

Next meeting will be combined with the judging meet.

*(Continued from page 3) Museum Delivery*

as the museum folks really put out the red carpet for corvette owners.

The car is placed in a special display in the museum so that when the owner arrives, the car is presented with some fanfare. There is even a web camera focused on the new car, which allows anyone on the Internet to view the delivery process. During this day at the museum, the owner is given a VIP tour of the assembly plant and is given a personal overview and detail operation instruction on the new corvette. After all of the paperwork is complete, the owner is given several gifts including a two year membership to the museum, a commemorative plaque

with the car info and owner info engraved and an applied decal which identifies the car as having been delivered at the museum. (This should be interesting to see how this is handled in the future judging of such a car as the museum is handled as an extension of the assembly plant across the street.)

The Z06 that Joe and I were picking up was ready as advertised and the museum personnel spent a good amount of time going over all of the car's features which, since Joe had bought the car with all of the options, took some time. After all was said and done, we brought the car outside to the front of the museum for pictures and the gift portrait, which the museum gives the owner. I will say that the new Victory Red Z06 sparked a lot of interest at the front of the museum with Joe being asked several times to allow other visitors to be photographed with his car.

During this time an interesting thing happened, Joe found a small defect in the passenger air conditioning vent. The museum folks took the car back across the street to the assembly plant and had the car repaired by the plant personnel that built the car. This sequence of events brought to mind the NCRS Judging rules which set a configuration as delivered from the factory. So in this case, if the car was changed, which time would be the factory delivery?? A good question I think.

After all was said and done, Joe and I drove the Z06 back to New Orleans from Bowling Green. I was able to drive it for over 400 miles and I had a grin on my face for the whole time. I would recommend this process for anyone getting a new corvette.

Did I say new Corvette? By the way, the museum offers this service for any corvette even one you already own. It can be brought to the Museum, detailed and treated as a new car. There were several in the Museum when we were there. I saw a 1954 and a 1967 going through the process. It does cost some money but the perks are worth it.

Jim Boudreaux #38390

### Preparing for Performance Verification

When we take our Corvettes through the NCRS judging evolution, we inevitably come face to face with the mother of all scrutiny known as the Performance Verification. Although it can be a particularly difficult accomplishment, it is a challenge that I have enjoyed taking on.

Achieving the Performance Verification ribbon signifies a different level of ownership commitment. For me personally, the Performance Verification itself is more of a milestone, because the knowledge and hands on experience I have acquired while preparing my ZR1 Corvette has become incredibly valuable to me.

I have admired many beautiful Corvettes, but found disap-

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### NEXT MEETING DATE

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*(Continued from page 5) Performance Verification*

pointment in their inability to “get it done” when it was time to leave the event. Performance Verification is a program that these owners can use to bring back original performance to compliment beauty and originality.

The NCRS’ Mission is to increase our knowledge of our Corvettes to the highest possible level. Because of its countless and complex systems, my ZR1 has always intimidated me. Preparing my ZR1 for the Performance Verification brought me to a very high level of awareness that, in my opinion, cannot be equaled in any other program.

Preparing for Performance Verification is very different from preparing for Top Flight. Ideally, it is a process that takes place over a period of time as we become more and more intimate with our Corvettes. Many operational functions have to be checked, serviced, and re-checked until all systems identified as fully operational at a level established by the NCRS. Even though I have worked many hours over years of ownership to maintain every system in my Corvette, my mock checkouts still take the better part of one day to complete. Of course, my favorite is always the road test.

The NCRS reference manuals are a necessity in preparing the Corvette for a Performance Verification. The appropriate service manual is also necessary in order to understand how the systems are serviced and maintained.

I encourage each member to use the Performance Verification guidelines as reference points for his or her Corvette. Whether or not the Corvette ever reaches a judging event, the process will increase owner confidence, as well as quality and functionality.

Remember, it may be pretty, but does it work?

Bill Folse

#39518 - 139



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