

RETURN ADDRESS

NCRS
NORTH CENTRAL CHAPTER
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Editor
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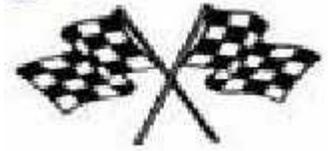
MAIL TO:



CROSSED FLAGS

April to June 2014 EDITION

NORTH CENTRAL CHAPTER CROSSED FLAGS NEWSLETTER



PRESIDENT'S

Summer is finally here!

In May, our chapter hosted a regional meet in Rochester, Minn. and, as always, we had a lot of great cars from all over the country. Thanks to all of the workers who made the regional meet a huge success.

We have had a great turn-out at all of our tech sessions this year – 25 to 30 members each time, and each one is a different group.

We held a great judging school Sat., June 14. It was hosted by Kiss's Auto Body – thanks to Cary Kissner. What an awesome shop he has! Thanks also to Chris Enstrom for the super job with the judging school.

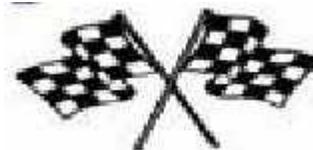
Our chapter is now up to 121 members. Good job, Jerome Lardy!

We have several chapter members and friends doing the annual trek with Bob Lund to Bloomington Gold June 27 – 29 in Champaign, Ill. Should be fun. I think this is Bob's 35th year.

Have a good summer!

CORNER

NORTH CENTRAL CHAPTER CROSSED FLAGS NEWSLETTER



2014 CALENDAR OF EVENTS

2014 NORTH CENTRAL CHAPTER BOARD

Rick Zierhut – President

Mike Lyddy—Vice Preseident

Val Crosby– Secretary

Steve Johnston- Treasurer

Jerome Lardy - Membership

Chris Enstrom - Judging

Will Zierhut–
Asst Judging Chair

Don O’Grady-
Activities Director

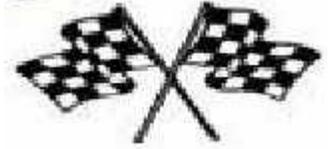
Bob Lund–
Technical Director

Nick Kornder-Website

Dave Murphy- Editor

Jan.	Wed. 1		for Crossed Flags articles – forward to Dave Murphy
	Thurs. 2	7PM	Board meeting
	Sat. 18	9AM	Chapter Meeting & Tech Session at Nick Kornder’s
	Wed/Sat 22-26		
Feb.	Thurs. 6	7PM	Board Meeting
	Sat. 15	9AM	Judging School at Steve Johnston’s
March	Thurs. 6	7PM	Board Meeting
	Sat. 15	9AM	Chapter Meeting & Tech Session
April	Tue. 1		Deadline for Crossed Flags articles – forward to Dave Murphy
	Thurs. 3	7PM	Board Meeting
	Sat. 19	9AM	Chapter Meeting & Tech Session, site TBA
	Sat. 26	6PM	Casual Night Out at Old Mexico, Roseville
May	Thurs. 1	7PM	Board Meeting
	Thurs./Sat. 15-17		Regional Meet – Rochester, Minnesota
	Sat. 24	9AM	Chapter Meeting & Tech Session, site TBA
June	Thurs. 5	7PM	Board Meeting
	Thurs./Sat. 5 -7		Regional Meet – Loveland, Colorado
	Sat. 14	9AM	Judging School
	Mon. 30	7PM	Board Meeting
July	Tue. 1		Deadline for Crossed Flags articles – forward to Dave Murphy
	Thurs. 10		Road Tour to National
	Sun./Thur 13-17		National Convention – Kansas City, Kansas
	Sat. 26	9AM	Judging School/BBQ
Aug.	Sat. 2		Mystic Lake Car Show
	Thurs. 7	7PM	Board Meeting
	Thurs./Sat. 14-16		Regional Meet – Tacoma, Washington
	Sat. 16	8AM	Chapter Judging Meet at Steve Hendrickson’s warehouse – Long Lake
	Sat. 23		Hastings Car Show
Sept.	Thurs. 4	7PM	Board Meeting
	Sat. 20	9AM	Chapter Meeting & Tech Session, site TBA/Hastings Car Show
	Thur./Sun. 25-28		Regional Meet – Marlborough, Massachusetts
Oct.	Wed. 1		Deadline for Crossed Flags articles – forward to Dave Murphy
	Thurs. 2	7PM	Board & Chapter Meeting, ELECTION OF BOARD MEMBERS
	Sat. 11	11AM	Wine Tours
	Sat. 18	9AM	Tech Session, site TBA
	Thur./Sat. 23-25		Regional Meet – Frisco, Texas
Nov.	Thurs. 6	7PM	Board Meeting
	Sat. 15	9AM	Tech Session, site TBA
Dec.	Thurs. 4	7PM	Board Meeting

NORTH CENTRAL CHAPTER CROSSED FLAGS NEWSLETTER



Roger Kane

A longtime member of our chapter, Roger Kane, passed away on June 23rd.

Roger was an active member of our chapter for 20 years. He researched and led many spring and fall road tours that were enjoyed by the members who participated.

Roger was the original owner of his '64 saddle tan convertible, which he loved taking on road trips.

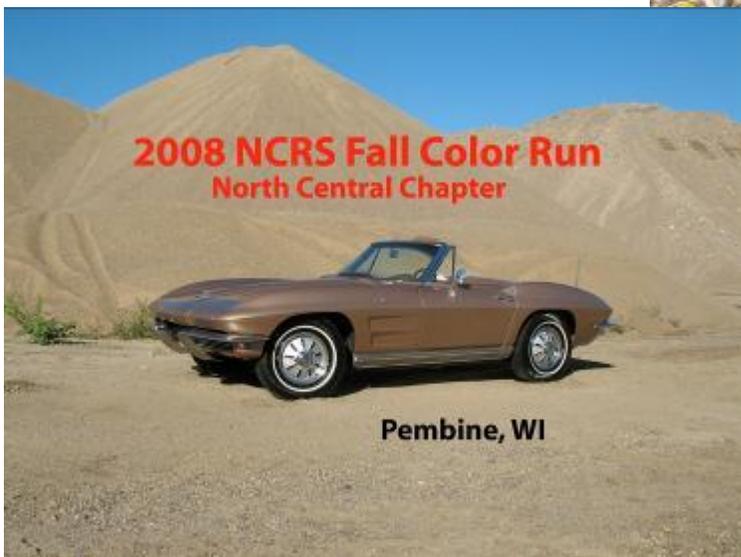
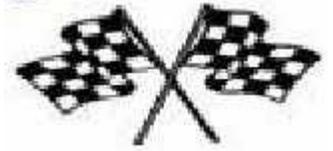
Roger is survived by his son, Randy and longtime partner, Sharon Iverson.

A memorial service will be held at Washburn-McReavy Chapel, 7625 Mitchell Road, Eden Prairie, MN 55344 on Saturday, July 12th at 11:30am with visitation one hour prior to the service.

Our thoughts and prayers go out to Randy and Sharon during this difficult time.

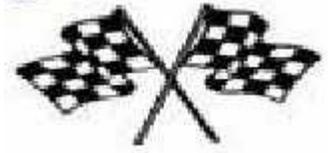


NORTH CENTRAL CHAPTER CROSSED FLAGS NEWSLETTER



Pembine, WI

NORTH CENTRAL CHAPTER CROSSED FLAGS NEWSLETTER



MEMBERSHIP UPDATE

One of our Chapter Top Flight requirements is to participate in a non-NCRS car show where we can set up a booth and spread the word about the NCRS. I will send out the details once everything about this activity is confirmed. Hopefully our newest members can join our current members at this event.

Our chapter continues to grow. We added nine new members during the second quarter of 2014, bringing the membership total to 121.

Dean Engen resides in Big Lake, MN. Dean has a '62 that had a frame off restoration completed by Joe Galindo and Nick Maras of our chapter. I am sure it turned out beautiful.

Eric Johnson lives in Madison, SD and owns a '53 Commemorative Edition Corvette. Eric is an author who has written *The Corvette Mystery* and *Hamburgers and Hot Rods*. Eric donated copies of both books for our silent auction at the Regional Meet in Rochester. Thanks Eric.

Jay Kleinjan is from Horace, ND and recently found a '63 SWC fuelie that was covered up in a barn for 39 years. Jay is working on a two year project to freshen up the mechanicals. Good luck Jay.

Jon Skogh lives in Inver Grove Heights, MN and is the owner of a red '62 that he calls a driver. That is great because these Corvettes were made to be driven.

Mick Anderson resides in New Richmond, WI and is a friend of Joe Galindo. Mick has several Corvettes and brought two of them to our Rochester Regional for judging. Mick's collection includes a '58, a '60, two '62s, a '63 SWC, a '65 and three '67s.

Derry John Flynn recently retired and moved from Rhode Island to Hayward, WI. This is not an uncommon scenario as a few of our members have taken the same path in the past couple of years. Derry John is the proud owner of a '66 427-390hp coupe that is currently primer gray but should soon become a beautiful Sunrise Yellow.

Russ Westfall is friends of Nick Kornder and Bill Maynard. Russ lives in Savage, MN and has a '70 LT-1 roadster. Russ attended one of the tech sessions at Nick's house and he and Bob Lund were reminiscing about past Corvettes and their owners that they knew.

Chuck Mosher calls Owatonna, MN home and he brought his beautiful '62 to our Rochester Regional Meet.

Mathew Parker is the son of Bryan and DeAnn Parker and joined our chapter online while attending the Rochester Regional. Mathew lives in Eden Prairie, MN and does not have a Corvette of his own at this time, but I am sure we can find him one real soon!!!!

Welcome to all of our new members and it was great meeting several of you already. We look forward to seeing all of our chapter members at one of our many upcoming activities this summer and fall.

Jerome Lardy
NCRS North Central Chapter



Join us for our
**2ND annual Corvette
Car-b-q !**

Saturday, July 26, at 1pm

Afton Marina
16071 31st Street So.
Afton, MN

BBQ Ribs, brisket, corn-on-the-cob, and
pop will be provided

Beer and wine available for \$1

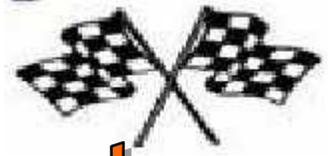
Bring your Corvette and the whole family...don't forget your swimsuit!
Afton Marina has a secure parking area and a very nice pool.

Let me know you're coming!

Contact Mark Ogren at moggren@yahoo.com or 612-868-1632
Arriving by boat? Contact me for slip availability



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It's What's Coming!

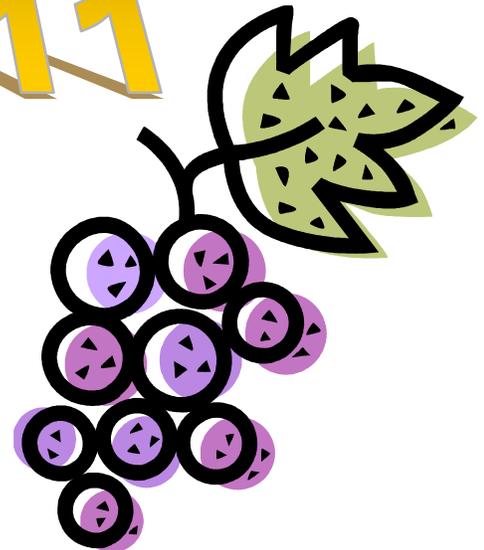
Hastings Car Show

Saturdays- Aug 23, Sept 20

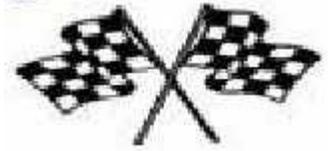


Wine Tours

October 11



NORTH CENTRAL CHAPTER CROSSED FLAGS NEWSLETTER



Judging Opportunities Coming Soon!

Hello again fellow Corvette enthusiasts! June is in the record books already as I'm writing this. I wanted to bring to your attention a few opportunities for you, as an NCRS judge, to gain knowledge and broaden your experience.

#1. Right after we come home from the National Convention, on July 26th we will be having a Judging School at the Afton Marina (weather permitting). There will be a number of Corvettes there to "mock judge" like we did at Kiss' Autobody last time. All of the cars have been through the NCRS Flight Judging system and done very well. That Judging School will be in tandem with a BBQ lunch so come hungry for both judging knowledge and a tasty lunch!

#2. The North Central Chapter Meet will be held again in Long Lake on August 16th. Even if you don't have any judging experience, I strongly encourage you to come and volunteer to be a judge. We will pair you with a more experienced person so you can learn the process. This is the best way to get introduced to the vast amount of knowledge that exists about these wonderful old Corvettes. In this newsletter you'll find the paper sign up form. You can either fill that out and mail it to me or sign up on our website at www.northcentralncrs.com. We always need judges, your efforts will not only be put to good use, but greatly appreciated.

#3. The Wisconsin Chapter meet will be held once again in Delafield, WI (a western Milwaukee suburb) on September 5th and 6th. I hope that we can get a few folks interested in going from our Chapter to help support our neighboring Chapter in Wisconsin. A link to the registration form is listed on our website. Please sign up. I will be driving my daily driver out to Wisconsin so we can car pool out there and back. We'll be leaving Friday around noon from the Twin Cities, arriving in Delafield for a 1 point Judging School and cookout Friday night. We'll stay overnight and get up that next morning, judge cars until midafternoon and come home. We'll be back around 8pm Saturday I would anticipate. That makes 3 total judging points on offer that weekend.

So, if you sign up to come to all of the events yet this year, you could pick up 6 more judging points! If you have any questions about judging or the logistics of the events, please reach out to me.

Chris Enstrom

North Central Chapter Judging Chairman

North Central Chapter Meet Registration Form



DATE: **Saturday, August 16, 2014**

SCHEDULE OF EVENTS: **8:00 a.m. Check In, 8:45 a.m. Owners & Judges Meeting
9:00 a.m. - 2:00 p.m. Flight Judging**

LOCATION: **Kennedy Franchising (Chapter Meet Sponsor), 2225 Daniels St, Long Lake, MN 55356**

Questions – please email Chris Enstrom @ chris.enstrom@hotmail.com or call 651-503-4165

NAME _____ SPOUSE/GUEST _____
ADDRESS _____
CITY _____ STATE _____ ZIP CODE _____
EMAIL _____ PHONE # _____
NCRS# _____ JUDGING LEVEL _____

If you're planning on coming to the Meet to JUDGE, OBSERVE or have your car JUDGED please fill out and return this form by: July 15, 2014.

REGISTRATION: Due to time & judges available, we will only be able to Flight Judge a ***limited number*** of registrations received. (Therefore, send your registrations in immediately for Flight Judging.)

Flight Judging - \$50.00 \$ _____
Sportsman - \$25.00 \$ _____
Total (**make check payable** to North Central Chapter NCRS) \$ _____

Car to be Flight Judged: Year _____ Model _____ Serial No. _____
Sportsman Display Car: Year _____ Model _____ Serial No. _____

I will help judge in class (indicate 1st, 2nd & 3rd choice): (***Must register, but NO fees required***)

C1 _____ C2 _____ C3 _____ C4 _____

I would prefer to judge (indicate 1st, 2nd & 3rd choice):

Exterior _____ Interior _____ Mechanical _____ Chassis _____

Yes, I would like to tabulate – No experience necessary (name) _____

HOLD HARMLESS AGREEMENT

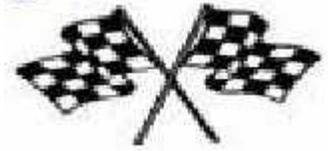
I agree to insure my vehicle(s) and property against loss, damage and liability and to provide proof of such insurance to NCRS. I agree to assume the risk of any and all damages or injury and indemnify and hold harmless NCRS, it's officers, directors, agents, employees and chapters for any acts or omissions 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 the above activity, wherever located.

SIGNATURE _____ DATE _____
AUTO INSURED WITH _____ POLICY NO. _____ EXP. DATE _____
COMPLETE VEHICLE SERIAL NO. _____ COLOR _____

To expedite processing please ***include a copy of proof of insurance and ownership***. (Copy of title.)
Your proof of insurance and ownership MUST be available the day of flight judging.

Send your completed registration form and fee to: Chris Enstrom, 3020 Pine Ridge Drive, Eagan, MN 55121, by 7/15/14

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Regional



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Regional



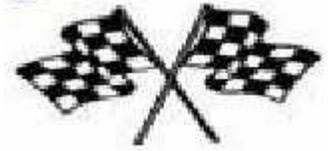
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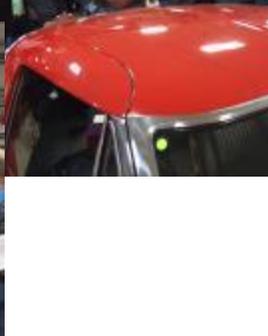
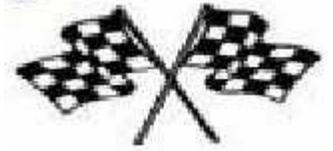
Regional Out-takes



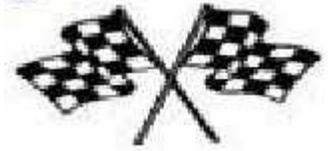
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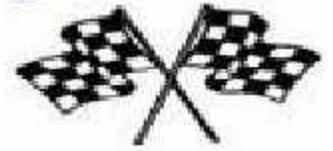
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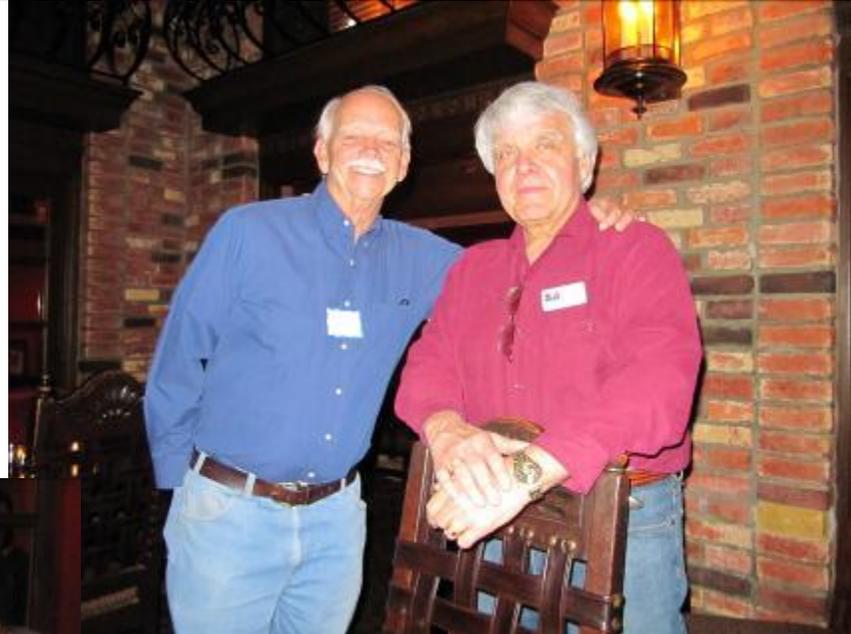
Old Mexico



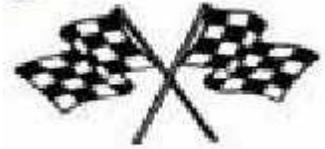
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Old Mexico



NORTH CENTRAL CHAPTER CROSSED FLAGS NEWSLETTER



Classic Corvettes of Minnesota's 20th Annual All Corvette Show August 2nd, 2014

Classic Corvettes of Minnesota is having its 20th Annual All Corvette Show at Mystic Lake Casino on August 2nd in Prior Lake, MN.

Our chapter has once again been invited to participate in this wonderful event.

We will be setting up an NCRS booth to promote the benefits of being an NCRS member. Several people joined our chapter at this show last year. Thirteen of our members brought their Corvettes and several more showed up to take in the festivities. It was definitely a positive result for both clubs. We would love to increase that number this year.

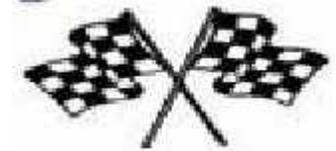
The board has agreed to reimburse all members \$10.00 if they bring their Corvette to the show.

Rumor has it that they might have a 2015 Z06 on display.

Please mark the date on your calendar. After the National Convention, I will be sending an email to find out how many members are planning to attend.

Jerome Lardy
Membership Chairman
jeromemn@msn.com

NORTH CENTRAL CHAPTER CROSSED FLAGS NEWSLETTER



Kevin Borstelmann
President

Paul Christopher
Vice President and Mystic Chair

FOR IMMEDIATE RELEASE

July 1, 2014

Classic Corvettes of Minnesota is excited to announce that General Motors will be providing a 2015 Corvette Z06 for display at the 20th Annual All Corvette Show at the Mystic Lake Casino, Prior Lake, Minnesota, August 1 and 2.

The Z06 rejoins the Corvette lineup for 2015 as the most capable model in the iconic car's 62-year history. It stretches the performance envelope for Corvette with unprecedented levels of aerodynamic downforce – and it is the first Corvette Z06 to offer a supercharged engine, an eight-speed paddle-shift automatic transmission and, thanks to a stronger aluminum frame, a removable roof panel.

The new LT4 supercharged 6.2L V-8 engine is SAE-certified at 650 horsepower (485 kW) at 6,400 rpm and 650 lb-ft of torque (881 Nm) at 3,600 rpm – making the 2015 Corvette Z06 the most powerful production car ever from General Motors and one of the most powerful production cars available in the United States.

The Z06 will be unveiled for the first time to upper Midwest audiences at the Mystic Corvette show. The show is open to the public and free. For information regarding the Mystic Corvette event go to www.classiccorvettesmn.com or contact Paul Christopher at 763-537-3309 or Paul Smith at 651-890-4189.

Classic Corvettes of Minnesota's 20th Annual

All Corvette Show

August 1st, 2nd, 2014



At Mystic Lake Casino Hotel®, Prior Lake, MN
South Parking Lot—Near Mystic Lake Casino Hotel entrance
2400 Mystic Lake Blvd. Prior Lake, MN 55372

Car show fee per Corvette:

\$15 Pre-registered or \$20 at the gate

Friday:

- Show Car Parking
- Dinner Cruise



Saturday:

- Gate opens at 7am
- Car show 9am-3pm
- New 2015 C7 Z06 Corvette on display.
- Guest Speaker invited
- Awards presentation by class, 2:30pm
 - Popular Ballot (member & non-member awards)
 - Certificate judging (extra fee—\$15)
 - Mystic Lake Choice
 - Belzer Chevrolet Choice
- Door prizes
- Scavenger Hunt

Spectators get in free!

Come Saturday and see the Corvettes!

Make Hotel Reservations through
Mystic Lake Casino Hotel®
2400 Mystic Lake Blvd.
Prior Lake, MN 55372
(952) 445-9000
www.mysticlake.com

Special room rates if reserved by June 25:
\$99—Thursday and/or Sunday
\$149 —Friday and/or Saturday
(Limited quantity while supply lasts.)
Mention: Classic Corvette Event



Show registration and information available online:

www.classiccorvettesmn.com
www.facebook.com/classiccorvettesofminnesota

Questions call or email:
Paul Christopher, 763-537-3309, pchristopher@comcast.net

JEFF
BELZER'S



DODGE



RAM

KIA



Mystic Lake

Classic Corvettes Mystic Lake Car Show Registration Form (One form per car)

Registrations via mail must be postmarked no later than July 14, 2014. After July 14, please register at the Corvette Show gate. All registrations receive a Mystic Lake Play \$10 get \$10 coupon.

Name 1: _____
 Name 2: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone number. H: _____ C: _____
 Model Corvette: _____ Year: _____ email: _____
 Club Affiliation: _____

Show Registration Fees: (confirmations by email)

\$ _____ **Car Show Registration & Friday Cruise** - \$15 per Corvette (\$20.00 at gate)
 Open to Corvettes with a factory VIN #. Registration includes: participant voting ballot, Scavenger Hunt, prize drawings, and eligibility to receive participant voting awards.
 Yes ___ No ___ **Will attend the Friday Night Dinner Cruise:** How many people? _____
 Note: Dinner cruise participants will pay restaurant directly for their dinner.
 \$ _____ **Certificate Judging*** - \$15 per Corvette (*Must also be registered for the car show.)
 Choose one: ___ Wash and Show ___ Street and Show ___ Concours
 \$ _____ **Spectator Parking Pay at Gate** - \$5 per Corvette (no pre-registration)
 \$ _____ **Corvettes For Sale Corral** - \$15 per Corvette
 \$ _____ **Total amount paid.** Make checks payable to: **Classic Corvettes of Minnesota**

Mail check & registration form to: John Wessel 4463 Derrymoor Ct, Rosemount, MN 55008

Questions about registration? jwessel8@gmail.com, 651-344-8874

Liability Waiver: All owners must sign the LIABILITY RELEASE.
 I agree to insure my vehicle and property against loss, damage and liability, and hold harmless the Classic Corvettes of Minnesota Club and Mystic Lake Casino Hotel, their officers, directors, agents, employees, or members for any omissions or any acts which may result in theft, damages or destruction of my property or injury to me or other attendees occurring as consequence of this event, wherever located.

Signature 1: _____

Signature 2: _____

Show Schedule — Rain or Shine

August 1-2, 2014

Mystic Lake Casino, 2400 Mystic Lake Blvd. Prior Lake, MN 55372

Friday:

- 3:00pm to 5:00pm..... Gate and registration open (can park overnight)
- 5:00pm..... Gate closes
- 4:45pm..... Dinner Cruise assemblies at Mystic Lake Casino
- 5:00pm..... Dinner Cruise leaves (pay for own dinner)

Saturday:

- 7:30am..... Gate and registration open (in ballroom)
- 9:00am..... Show opens - walk-ons are free
- 9:00am to 1:00pm..... Participant voting
- 11:00am..... Tech Session on "Detailing" (in parking lot)
- 10:00am to 12:00pm..... Certified Judging
- 2:00pm..... Gates closes/Scavenger Hunt ends (giveaways)
- 2:30pm..... Awards presentation and Door Prizes

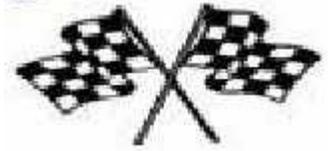


Extra Show Highlights:

- ⇒ All paid registered participants (including Corvette for Sale Corral) receive a Mystic Lake Casino® Play \$10 get \$10 coupon
- ⇒ Trophies awarded in multiple classes each for members and non-members
- ⇒ C7 Corvette unveiling
- ⇒ National Corvette Museum (NCM) and merchandise sale
- ⇒ Corvette-related Vendor Displays
- ⇒ Space available for registered participants to have their own Corvette club hospitality tent (tent not provided.)
- ⇒ Corvette for Sale Corral
- ⇒ Corvette spectator parking available
- ⇒ Mystic Lake Casino Beverage, Beer and Wine Tent

Information is subject to change.

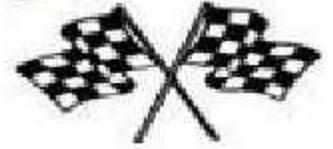
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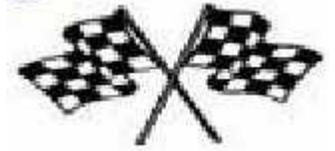
Village Chev



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NORTH CENTRAL CHAPTER CROSSED FLAGS NEWSLETTER



The Corvette Mystery Documents A Journey to NCRS By Eric Johnson, NCRS Member # 51663

My second novel, *The Corvette Mystery*, has recently been published. As the title indicates, it is a whodunit – Professor Roger Strong and Sheriff Joey Bucket solve two tragic murders. The story is set against a background of preparation, exhibition, and judging Corvettes, and that's a normally peaceful and orderly setting that contrasts with the crimes and mystery. The novel set in the Midwest should be a pleasure for all NCRS members to read.

As the central character, Roger travels through a six-stage journey to NCRS that is not dissimilar from that of the author and, perhaps, other members:

Begrudging respect,
Arduous efforts,
Disappointment,
Determination,
Confidence, and
Pride.

Roger had previously built and exhibited an award-winning '23 Ford street rod, and that story is documented in my first mystery novel, *Hamburgers and Hot Rods*. When his interests turned to Corvettes, his initial instinct was to treat them like hot rods – modify the car to increase its power, add showy engine chrome, and make the exhaust louder. (Of course he would never consider changing the quintessential body styling of a Corvette.)

The Corvette Mystery begins with Roger exhibiting his modified modern Corvette. He won trophies with that car, but he found himself increasingly losing interest in it, and his attention turned to other kinds of Corvettes. He has a begrudging respect for accurately restored early Corvettes. Moreover, he has a younger friend and protégé who had inherited a wonderful copper-colored 1955 Corvette that had won NCRS Top Flight honors, and Roger greatly admired the car.

The professor was determined: he *will* find a first-generation Corvette and restore it and enter it in NCRS events. After a good deal of searching, he discovered an original 1960 Corvette, and he purchased it. He entered it as a survivor in a local car show and won a trophy. He then put it in the hands of a Corvette specialist for a complete restoration.

With his 1960 fresh from restoration, Roger entered it in a NCRS event in Rochester, Minnesota. To his dismay, the judges found a great number of non-original aspects of the car that Roger had never suspected. He was extremely disappointed. After a pep talk from the owner of the copper '55, he renewed his determination, and set about making sure that everything on his '60 was typical of what left the St. Louis factory.

Roger read all of the NCRS manuals available for his car, and he purchased many additional books that promised to describe early Corvettes. The more Roger learned about the way that Corvettes were manufactured, the more pleasure he got from working on his Corvette. With good-natured assistance from his friend the sheriff, after a time, Roger had his car ready for NCRS judging again. He entered it in an NCRS event in Omaha, and he was now confident that he knew what he was doing.

Parallel with Roger's Corvette restoration efforts, he assists the sheriff in solving the murder of a fellow Corvette enthusiast. The suspense increases when the community is shocked by an apparently unrelated murder on Roger's university campus. They meet a series of zany characters (including one who is an NCRS judge!), and these zanies add humorous relief to the continuing deadly events. The novel closes with confrontations that reveal characters' motives and solve the complex crimes.

Roger was proud that he could help the sheriff discover those who were truly guilty, of course. However, if possible, he took even more pleasure and satisfaction in earning Top Flight status for his 1960 Corvette!

The Corvette Mystery and *Hamburgers and Hot Rods* are available from good bookstores everywhere and from Amazon.com, BarnesAndNoble.com and TatePublishing.com/bookstore.

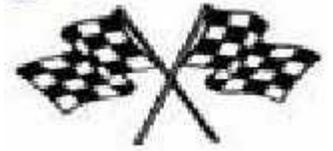
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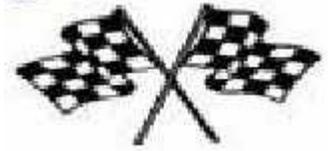
April Tech Session



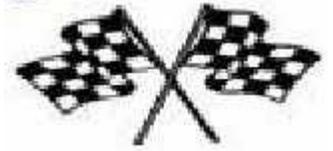
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June Judging School



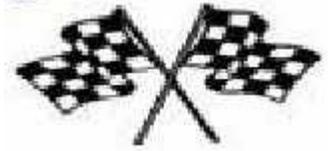
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June Judging School



NORTH CENTRAL CHAPTER CROSSED FLAGS NEWSLETTER



North Central Chapter Board Meeting Minutes April 10, 2014

Members present: Rick Zierhut, Jerome Lardy, Bob Lund, Will Zierhut, Nick Kornder, Dave Murphy, Chris Enstrom, Mike Lyddy, Don O'Grady, Steve Johnston and Val Crosby

Others present: Dale Crosby, Don Goldsbury, Gene Vivant, & Mark Lyddy

Meeting held at Davanni's Pizza in Arden Hills.
Rick called the meeting to order.
Minutes of the March meeting were approved as

written.

Treasurer's Report – All is well.

Judging – Chris updated us on the Regional Meet. It's looking great!

There are 19 Chapter people signed up to go to the National in Kansas City.

Our Chapter Meet will be at Steve Hendrickson's on August 16th. There are two cars registered so far.

The Spring Opener will be at Village Chev on Saturday, May 24th.

There was discussion on purchasing a banner to use for the event, and future events. Motion was made, seconded, and passed to allow Chris to spend up to \$400 on the banner.

Motion was made, seconded, and passed to purchase the NCRS table skirt.

The Web site – Nick reported that he has added a tab on the site for the Chapter Top Flight Award.

Newsletter – Dave informed us that the answers to the quiz in the last newsletter will be posted on the website.

Membership – Jerome reported that we have eight new members, bringing our total up to 116!

Welcome to: Nels Estrem, Mark & Deborah

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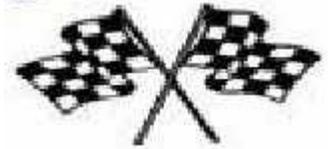


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We can fix that.

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Kravik, Shawn & Heather Davis, David & Susan Warzala, Dean & Barbara Engen, Eric & Jennifer Johnson, Jay & Delores Kleinjan, and Jon & Kevi Skogh!

The first quarter Top Flight information has been sent to Bill.

Motion was made, seconded, and passed, to offer first year membership at no cost to new National members.

Tech Session – The April 19th tech session will be at Don O’Grady’s in Eagan.

Activities – Don suggested possibilities of summer runs to North St. Paul, Hastings, and Anoka. He’ll look into a one day fall color run. He and Don Goldsbury will work on a holiday party for February.

On April 26th we will again have the Casual Night Out at Roseville’s Ol’ Mexico at 5:00.

Old Business – None

North Central Chapter Board Meeting Minutes

May 1, 2014

Members present: Rick Zierhut, Jerome Lardy, Bob Lund, Will Zierhut, Nick Kornder, Chris Enstrom, Mike Lyddy, Don Goldsbury, Steve Johnston and Val Crosby

Members absent: Dave Murphy and Don O’Grady

Others present: Dale Crosby,

Meeting held at Davanni’s Pizza in Arden Hills.

Rick called the meeting to order.

Minutes of the April meeting were approved as written.

Treasurer’s Report – Steve gave his update.

Judging – Chris updated us on the Regional Meet.

There are 22 Chapter people signed up to go to the National in Kansas City.

The Spring Opener will be at Village Chev on Saturday, May 24th. The new banner will be up soon.

National has started working on the new C5 judging manuals.

The Web site – Nick has added a tab on the site for the Village Chev sponsorship.

Membership – Jerome reported that we have three new members, bringing our total up to 119!

Welcome to: Mick & Connie Anderson, Derry John & Trudy Flynn, and Russ & Terry Westfall!

Tech Session – Bob reported that there were two great tech sessions in April at Nick’s.

Activities – Don suggested a one day fall color run to Lake Pepin. He will review the survey for other ideas. On April 26th 22 members along with spouses, friends, and daughters, enjoyed an evening at Ol’ Mexico. It was great to see several new members there!

Old Business – None

New Business – Discussion on adding a link to the website for gas stations that carry ethanol-free gas.

<http://msra.com/wp-content/uploads/2014/04/Legislative-Non-Oxy-MN-WI-May-2014.pdf>

This is the link to MSRA list. Or you can go to Pure-Gas.org. They also have an app for that. For those looking for racing fuel, there is some information out there; I just haven’t found a good site with a local list yet.

Meeting adjourned.

Respectfully submitted,

Val Crosby

The next meeting will be on June 5th.

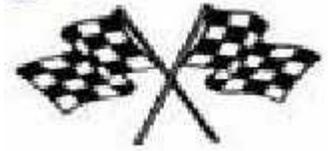
North Central Chapter Board Meeting Minutes
June 5, 2014

Members present: Rick Zierhut, Jerome Lardy, Bob Lund, Will Zierhut, Nick Kornder, Chris Enstrom, Mike Lyddy, Don Goldsbury, Steve Johnston, Dave Murphy, Don O’Grady, and Val Crosby

Others present: Dale Crosby, Gene Vivant, Ron Hendrickson, Paul Wozny, Roger Carlson, Kevin Sullivan, Mark & Charlene Ogren, Mark Swanson, Mike Kittle, Jim Fenske, and Steve Hudak

Meeting held at Davanni’s Pizza in Arden Hills.

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Rick called the meeting to order.

- He then opened the discussion about the National NCRS judging selection process. Mark Swanson thanked the members for a great Regional Meet, and talked about his concern with the lack of flight judging by Chapter members. He read the following proposal which has been presented to Bill Braun, our Regional Representative:
“We the undersigned NCRS members propose the following changes to the NCRS guidelines. That a NCRS Chapter that hosts a Regional NCRS Judging Meet, be allowed to have a predominant margin/number of Chapter members participate in the Flight Judging process. Ideally, this could be set up with one experienced NCRS National Judge working with one Chapter NCRS Judge. Experience of the Chapter Judges can be taken into consideration. For example, the host regional chapter members with 100 or more points should have priority during the judging team selection process.

By accomplishing this, NCRS would be developing a more competent and ever growing judging process throughout the Chapter to National judging meets, in addition to, building closer ties between Chapter and National members.”

There followed much discussion with each member being given an opportunity to express their thoughts and opinions. Mark thanked the members for attending and for their input. He will work with Bill on the proposal.

- Minutes of the May meeting were approved as written.
- Treasurer’s Report – Steve gave his update. A suggestion was made that we consider making available an annual scholarship from our funds.

- Judging – Chris expressed his thanks for a great Regional Meet.

The Spring Opener was held at Village Chev on Saturday, May 24th. There were 35 cars and several prospective new members.

The next Judging School will be on June 14th.

The Chapter Judging Meet will be on August 16th. On July 26th we’ll have a combined Judging School and barbeque at the Afton Marina.

- The Web site – Nick has added a link for pure-gas.org and reminded everyone that photos can be added to the Facebook site.
- Newsletter – Dave is working on the next edition which will be out in July.
- Membership – Jerome reported that we have two new members, bringing our total up to 121!

Welcome to: Chuck & Joanie Mosher and Mathew Parker! He let the members know that the leftover shirts from the Regional are available for sale.

- Tech Session – Bob let us know that he is planning a future tech session on how to take care of your car’s paint.
- Activities – the Dons have scheduled a one day fall color run/wine tour to Lake Pepin on October 11th. On June 28th there will be a run from Eagan to Hastings for the Hasting car show.

Old Business – None

New Business – Nick suggested the Henderson car show on Tuesdays for anyone interested.

Rick thanked the member for attending and reminded us about Chapter unity.

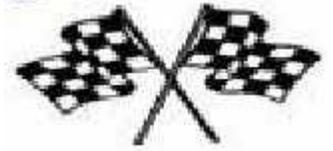
Meeting adjourned.

Respectfully submitted,

Val Crosby

The next meeting will be on June 30th.

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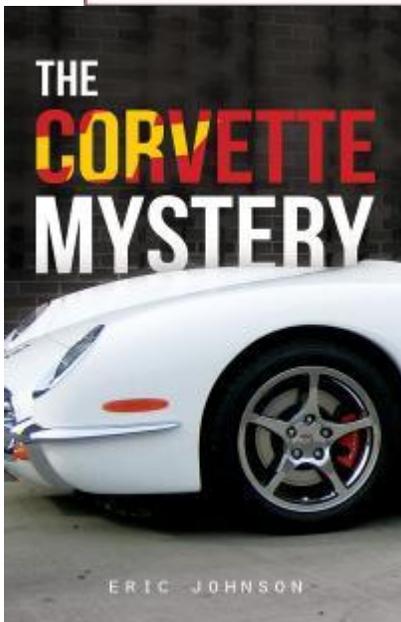


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Engine Oil Myths

Separating Fact from Fiction

Over the years there has been an over-abundance of engine oil myths. Here are some facts you may want to pass along to customers to help debunk the fiction behind these myths.

The Pennsylvania Crude Myth –

This myth is based on a misapplication of truth. In 1859, the first commercially successful oil well was drilled in Titusville, Pennsylvania. A myth got started before World War II claiming that the only good oils were those made from pure Pennsylvania crude oil. At the time, only minimal refining was used to make engine oil from crude oil. Under these refining conditions, Pennsylvania crude oil made better engine oil than Texas crude or California crude. Today, with modern refining methods, almost any crude can be made into good engine oil.

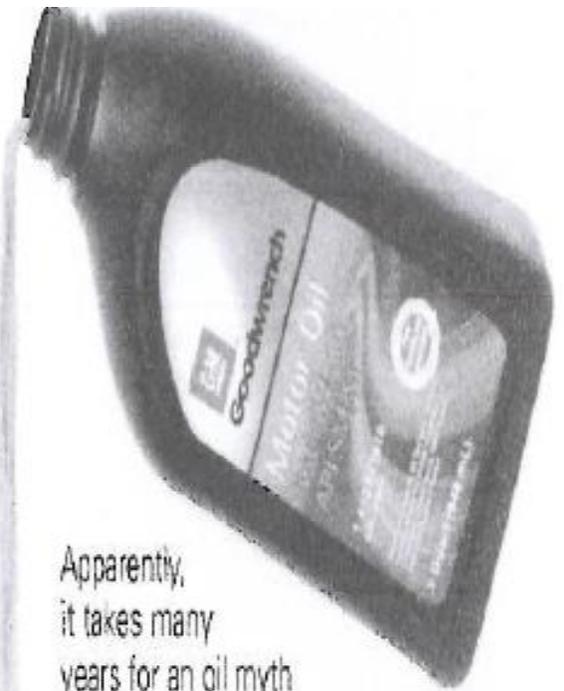


Other engine oil myths are based on the notion that the new and the unfamiliar are somehow “bad.”

The Detergent Oil Myth – The next myth to appear is that modern detergent engine oils are bad for older engines. This one got started after World War II, when the government no longer needed all of the available detergent oil for the war effort, and detergent oil hit the market as “heavy-duty” oil.

Many pre-war cars had been driven way past their normal life, their engines were full of sludge and deposits, and the piston rings were completely worn out. Massive piston deposits were the only thing standing between merely high oil consumption and horrendous oil consumption. After a thorough purge by the new detergent oil, increased oil consumption was a possible consequence.

If detergent oils had been available to the public during the war, preventing the massive deposit buildup from occurring in the first place, this myth never would have started. Amazingly, there are still a few people today, 60 years later, who believe that they need to use non-detergent oil in their older cars.



Apparently, it takes many years for an oil myth to die.

The Synthetic Oil Myth – Then there is the myth that new engine break-in will not occur with synthetic oils. This one was apparently started by an aircraft engine manufacturer who put out a bulletin that said so. The fact is that Mobil 1 synthetic oil has been the factory-fill for many thousands of engines. Clearly, they have broken in quite well, and that should put this one to rest.

continued on page 4



Contents

Engine Oil Myths1

Engine Oil Myths — continued from page 1

The Starburst Oil Myth – The latest myth promoted by the antique and collector car press says that new Starburst/API SM engine oils (called Starburst for the shape of the symbol on the container) are bad for older engines because the

amount of anti-wear additive in them has been reduced. The anti-wear additive being discussed is zinc dithiophosphate (ZDP).



Before debunking this myth, we need to look at the history of ZDP usage. For over 60 years, ZDP has been used as an additive in engine oils to provide wear protection and oxidation stability.

ZDP was first added to engine oil to control copper/lead bearing corrosion. Oils with a phosphorus level in the 0.03% range passed a corrosion test introduced in 1942.

In the mid-1950s, when the use of high-lift camshafts increased the potential for scuffing and wear, the phosphorus level contributed by ZDP was increased to the 0.08% range.

In addition, the industry developed a battery of oil tests (called sequences), two of which were valve-train scuffing and wear tests.

A higher level of ZDP was good for flat-tappet valve-train scuffing and wear, but it turned out that more was not better. Although break-in scuffing was reduced by using more phosphorus, longer-term wear increased when phosphorus rose above 0.14%. And, at about 0.20% phosphorus, the ZDP started attacking the

grain boundaries in the iron, resulting in camshaft spalling.

By the 1970s, increased antioxidancy was needed to protect the oil in high-load engines, which otherwise could thicken to a point where the engine could no longer pump it. Because ZDP was an inexpensive and effective antioxidant, it was used to place the phosphorus level in the 0.10% range.

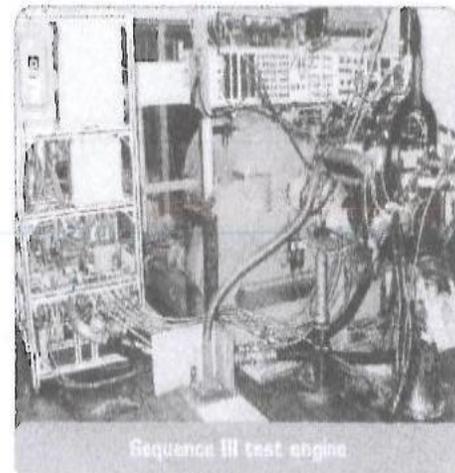
However, phosphorus is a poison for exhaust catalysts. So, ZDP levels have been reduced over the last 10-15 years. It's now down to a maximum of 0.08% for Starburst oils. This was supported by the introduction of modern ashless antioxidants that contain no phosphorus.

Enough history. Let's get back to the myth that Starburst oils are no good for older engines. The argument put forth is that while these oils work perfectly well in modern, gasoline engines equipped with roller camshafts, they will cause catastrophic wear in older engines equipped with flat-tappet camshafts.

The facts say otherwise.

Backward compatibility was of great importance when the Starburst oil standards were developed by a group of experts from the OEMs, oil companies, and oil additive companies. In addition, multiple oil and additive companies ran no-harm tests on older engines with the new oils; and no problems were uncovered.

The new Starburst specification contains two valve-train wear tests. All Starburst oil formulations must pass these two tests.



- Sequence IVA tests for camshaft scuffing and wear using a single overhead camshaft engine with slider finger (not roller) followers.
- Sequence IIIG evaluates cam and lifter wear using a V6 engine with a flat-tappet system, similar to those used in the 1980s.

Those who hold onto the myth are ignoring the fact that the new Starburst oils contain about the same percentage of ZDP as the oils that solved the *camshaft scuffing and wear issues* back in the 1950s. (True, they do contain less ZDP than the oils that solved the oil thickening issues in the 1960s, but that's because they now contain high levels of ashless antioxidants not commercially available in the 1960s.)

Despite the pains taken in developing special flat-tappet camshaft wear tests that these new oils must pass and the fact that the ZDP level of these new oils is comparable to the level found necessary to protect flat-tappet camshafts in the past, there will still be those who want to believe the myth that new oils will wear out older engines.

Like other myths before it, history teaches us that it will probably take 60 or 70 years for this one to die also.

- Thanks to Bob Olree – GM Powertrain Fuels and Lubricants Group

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