



A Quarterly Publication of the Illinois Chapter NCRS

<http://www.ILNCRS.org>

Volume 41

March 2013

Thoughts from the Chairman

Beware of the Ides of March!

Gee whiz - I said that last year! It's hard to believe that it's 2013 and Kim is reminding me that another Chairman's message is due.

I regret having missed our Kickoff Party and Annual Meeting. I'm told that we had another outstanding event, perfect for easy socializing. What a wonderful start to our calendar!

I want to be sure everyone is made aware that once again this year the Technical Session and Judging School are going to be top shelf events. Bob and Scott are working on the Technical Session to be sure to bring an interesting forum for our members to enjoy.

In May, Santo and Pat have the National Training Coordinator and Illinois Chapter member, Terry McManmon, giving a presentation direct from the Judging Retreat in Texas this past winter. It should be very interesting!

Please consider that these events cost you nothing. Our chapter pays for the expense of putting on these Technical Sessions and Judging Schools, along with the companies that host our affairs. All you need to do is attend. Please visit our web site and sign up so that we know how many folks are attending. That isn't too much to ask.

Several other events are planned for the year and are listed elsewhere in the newsletter. I just wanted to give an awareness to the two listed above.

By now, I hope that you are looking forward to the articles about our members Corvettes that have appeared in the last (3) newsletters. I still need more articles from you! Please let me know your story. I will be happy to help you put it down on paper – if you would like. Just Email me @ JAY65L84NO3@AOL.COM or call me 1(815) 623-7562.

Until then...

Happy Corvetting...

Jay

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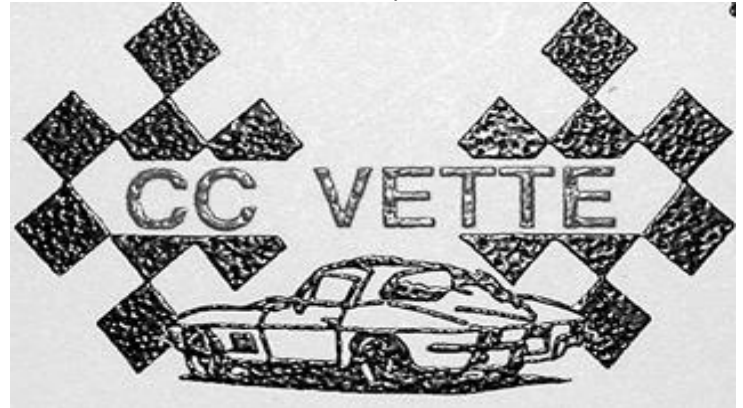
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ILNCRS Kick-off Party and Annual Meeting

Sunday, February 17, saw the first of our 2013 events — our annual "Kickoff" party and general meeting. The event was held at Moretti's Ristorante & Pizzeria in Bartlett, IL.



All in all, we had approximately 60 members and family attending. Moretti's put out a great spread consisting of several varieties of pizza, chicken tenders, pasta, salad, and several really tasty appetizers.

Bill Braun, Regional Director, chaired the general meeting. He introduced the Board of Directors and talked about some of the upcoming events. He also stated that if anyone has any concerns or questions regarding the club, to please contact him. He will be happy to try and help them.



ILNCRS Kick-off Party and Annual Meeting (continued)

It was fun getting together with old friends and acquaintances again, and it was a nice break from our "cabin fever".



My "Little Red Corvette"

submitted by Santo Scafide

My Corvette experience started back in 1978 when my old boss and a couple of the other co-workers were into English cars, namely Jaguars and Aston Martins. We were always arguing about what the best cars were. They kept telling me that I needed to get into a Jaguar to see how fast they were, while my argument was always that the Corvette was the faster and better car. As a teenager, I always had a fast car, and they all knew that from my drag racing days.

At the time, my wife was working at the same company. She got so tired of listening to our age-old argument that she finally told me that instead of arguing about it why don't you just buy one and show them. That was all I needed to hear.

The next day I started the hunt for a Corvette. What I saw was very disappointing. Everything in my price range was in pretty sad shape. I must have looked at about fifty cars and was about to give up when I found a 1963 Red Convertible. I started out looking for a straight axle car, but as soon as I saw that Red Convertible I fell in love.



It had mostly original paint but was in need of a new paint job and interior. It had a white stripe on the hood, a Hurst shifter, four tires that didn't match, and it looked like someone had used some red carpet from their house in it, but there was new carpet in the back of the car and the price was in my budget.

Driving it home was an experience. The car was located in Calumet City. Driving home on I294, it ran good for about 10 miles, then it started to run rough and miss.

It stalled twice before getting it home. I was starting to wonder what I'd gotten myself into. After replacing the carburetor and giving it a tune up, I got the motor running much better.

My thought was to make it a nice driver, so that summer I took it apart and had it repainted and started to restore it. I had a good friend that worked at a chrome plating shop, so he did all the bright work. I then purchased new interior, seats, and door panels. The car was in the paint shop for most of the summer (4 months to be exact). This was really frustrating because I really wanted to drive it.



My "Little Red Corvette"

submitted by Santo Scafide

After the car was repainted and back on the street, we started to go to cruise nights and met a good group of guys who were knowledgeable about Corvettes. They helped me make the right decisions about what was correct and what was not on the car. They told me about the NCRS and judging manuals. Little by little I started to collect the correct parts that were missing or needed to be replaced. The best find was at Bloomington one year when I found the correct intake and carburetor. Later, I found a correct shifter on EBay.



After finishing the car, I decided to drive it to Eagle Ridge in Galena Illinois for the ILNCRS Shutdown and learn more about the judging aspect of the NCRS. After attending a few of these meets and meeting some great people, I decided it was time to get my car judged.

So, off we went to Galena, IL, to have it officially judged at one of ILNCRS's Chapter judging meets. After what seemed like an eternity of watching the judges go over my car, I finally received a Top Flight award, and learned a lot more about the hobby and my car in particular.



NEW & RETURNING MEMBERS

Welcome to our ILNCRS Chapter!

Alan Andrea Highland Park Currently owns a 1969

2013 Calendar of Events

February 17	2013 Kickoff Party & Annual Meeting
April 07 *	Tech Session @ Superior Car, 777Dundee Ave.(Rte.25) East Dundee, IL Noon to 3P.M. <i>*Please note date change</i>
May 05*	Judging School, D & M Corvette, 1804 Ogden Ave. , Downers Grove, IL, Noon to 3P.M. <i>*Please note date change</i>
August 2-4	Shutdown Judging Meet, Chestnut Mt. Resort, Galena, IL
October 6	Fall Color Drive-out & Charity Run
December 8	Holiday Party

Classified Ads

FOR SALE; 1972 LT-1 Corvette Coupe. 1Z37L2S523760 White/Black Leather. Numbers match, original paint. M21 with 3.70 Axle. Power Steering, Brakes, U79 Stereo Radio, Deluxe Leather Interior, Rally wheels. 70,500 miles, unrestored. Tank sticker, NCRS Dealer Delivery Documentation. Possible survivor or benchmark candidate. \$30,000. Scott. E-mail inquiries to: sal70lt1@yahoo.com

Technical Corner

Articles submitted by Robert Lojewski, Technical Chairman

A Look Back

The rear defroster is one of those conveniences that you are likely to take for granted until it ceases to function. At that point, it also becomes a safety hazard that should be repaired as soon as possible. The first step to take when any failure of an electrical component is involved, is to check the fuses (or circuit breakers). If this is the source of the problem, replacement of the fuse can be a quick, easy fix. However, when a rear defroster stops working, the cause is often a break in the grid in the electrical circuit that is painted on the window. This breakage can result from an inadvertent scrape, exposure to ultraviolet light, or extreme temperature changes.

HINT: In severe cases of rear defroster grid breakdown, the entire window may need to be replaced.

Power Up!

If you like to drive with your A/C on, the stereo cranked up and the DVD player on, it should be clear that today's nominal 14-volt DC electrical systems and 12-volt batteries are barely keeping up with the increased demand. With the plethora of new electronic devices on the market, it is not hard to see a day soon when vehicles' electrical systems will strain to keep up. In addition, car manufacturers are increasingly using electric motors rather than belts to drive components such as the water pump. With this in mind, a consortium sponsored by the Society of Automotive Engineers has advocated the introduction of a 42-volt system with a 36-volt battery, which we may see within a few years.

The most important thing as far as a battery goes is making sure you get it replaced, or at least recharged, if the "juice" just doesn't seem to be there when you start your car.

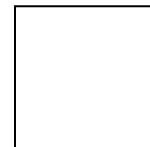
HINT: Fortunately, battery technology is developing in tandem with the hybrid technology.

Disc Problems

Even small deviations in a brake disc can cause vibrations that can be felt at the brake pedal. To check for a disc that is out-of-true, the auto technician will use a dial indicator. Thickness variations can be detected with calipers or a micrometer. Even a tiny thickness variation of one or two thousandths of an inch is enough to warrant machining or replacing the disc. Such variations are usually the result of warping or a disc that is mounted so that it wobbles. The biggest cause of warped discs is over-torquing the lug nuts with an air wrench. Foreign matter lodged between the hub and the disc is another culprit. Always replace or machine brake discs in pairs.

HINT: In some cases, auto manufacturers insist that discs can be machined while still mounted to hubs.

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