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<http://www.ILNCRS.org>

Volume 42

June 2013

Thoughts from the Chairman

Well it's Summer! Hopefully, we will start to see some good Corvette weather. It's sure been slow coming this year!

In April we had a great Tech Session put on by Bob Kleckauskas and Gary Bosselman, discussing many important facts and differences noted on fiberglass panels from year to year. Bob showed some of the color changes caused by the different resins used, as well as texture differences found in the fiberglass weave. Gary performed a patch repair to show how simple it can be and the 'correct' way to perform such a repair. After an intermission for refreshments, Gary then re-visited last year's popular paint seminar and opened many eyes about paint and especially color match. Once again, everyone was full of questions and concerns about how to deal with today's paint problems and collector automobiles. Many thanks to Jim Anderson for opening his fine facility in Dundee and hosting our event.

This year our May Judging School was held at D & M Corvette in Lyle, Illinois. Member Dave Glass again opened his facility to us and had plenty of nice looking Corvettes for us to view on display, as well. Chapter member Terry McManmon, who does a great deal of the judging training at the National and Regional levels, put on a very special presentation from the National Judging retreat in Texas this past winter. With special permission from Roy Sinor, and help from Gary Bosselman, Terry did a power point presentation on CDCIF, complete with color-coded handouts!

As our articles continue about our Chapter members Corvettes, this month's saga is from Jim Anderson. Jim has many interesting Corvettes and this one has a good story to tell. I know you all will enjoy reading about this interesting Corvette.

I am sure there are a lot of other members that have equally interesting stories to share. Please, let me hear from you. You can send your story to me by Email @ JAY65L84NO3@AOL.COM. If you are hesitant about writing your article, I'll do my best to help you edit your work as well. Don't let the story go untold because you're not sure how to put in on paper. If we get enough responses maybe we can do a couple of stories in each issue. I think it's so interesting to learn about our fellow members cars and how they were able to obtain them.

August brings our annual "Shutdown" Chapter Judging at Chestnut Mountain Resort in Galena, Illinois. You won't want to miss all the fun we have at this meet. This year Kim has an "All New" day trip planned for the ladies.

Thoughts from the Chairman (continued)

Please pay attention to the events listed on the back page of your Driveline. There are several Chapter and Regional Meets within a reasonable driving distance for you to participate in. It's a lot of fun to gather with other N.C.R.S. members and enjoy a weekend of camaraderie without having to travel far away.

Corvettes @ Carlyle in August, Beloit Auto-Rama in September, and our annual Fall Colors Drive out and Charity Tour happens in October. Last year's time spent at the apple orchard was quite interesting. I can hardly wait to see where we are going this year! And finally, December brings our Christmas party. Always a great social event – so stay tuned!!

It seems that I've rambled on long enough for this issue. Get out and enjoy your Corvette and the friendships it has brought to you. See you soon ...

Until then – Happy Corvetting!

Jay

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.
May 05	Judging School, D & M Corvette, 1804 Ogden Ave. , Downers Grove, IL, Noon to 3P.M.
August 2-4	Shutdown Judging Meet, Chestnut Mt. Resort, Galena, IL
October 6	Fall Color Drive-out & Charity Run
December 8	Holiday Party

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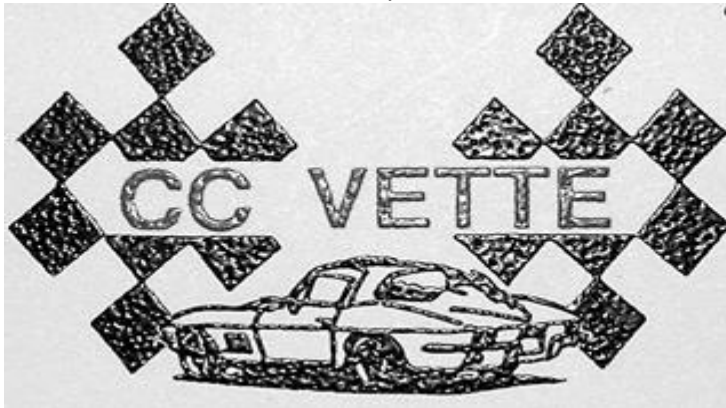
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ILNCRS Tech Session April 7, 2013

Submitted by Bob Lojewski

Pictures submitted by Scott Lindee

I would like to thank everyone who attended this year's tech session, which was held at Jim Anderson's facility in Dundee, IL. We had a great turnout. 35 members along with their invited guests showed up.



Gary Bosselman and Bob Kleckauskas talked about repairing damaged fiberglass panels along with the different types of painting applications, and variations in fiberglass over the years. Gary passed around several samples, showing the varying shades of color from separate paint vendors. A true learning experience for all.

A special thanks to Jim Anderson for hosting this event at his Superior Car Dealership in Dundee, IL.



Looking forward to next year, I'll be trying to put together a carburetor rebuild program.

Jim Anderson's 1972 One-Owner LS5 Corvette Coupe

On a snowy day in January 2012, I was looking through the postings of Corvette ads on Craigslist, as many of us usually do. I was looking for that special car and ran across a one line post which said "1972 Corvette I owner all original"! With no other information I found myself wondering if it was a coupe or convertible, a small block or big block, how original is it and did it have the right first owner?

So I decided to reply to the post for more information and after a day of waiting there was no response. I replied again and after another day of waiting there was still no response. I began to think that the Corvette had already sold or that this was just another one of those fruitless chases that yield no results. For some reason I decided to be persistent and reply one more time and as luck would have it I received a response and it was from the owner's neighbor telling me that he had listed the car as a favor because the owner did not have a computer. He then explained to me that he had forwarded my message along with a few others to the owner, Gerald, and said he thought the owner was reluctant to respond as he was having difficulty with the idea of having to part with the car. I asked him if he could forward my telephone number to Gerald and that if he was interested in selling the car please inform him that I collect this type of corvette and that it would be going to a good home.

A few days then passed with no response and I began to move on with my search. Later the following week my phone rang and to my surprise it was from Gerald, the owner of the 1972 Corvette. We had a great conversation about the car and its history. Still reluctant, Gerald had agreed to let me come take a look and off I went.

When I arrived with snow on the ground I met Gerald at the garage door. He began to open the garage door and there was a beautifully preserved 1972 Targa Blue Corvette coupe. As I walked around the front of the car the first thing I noticed were the 454 emblems on the hood and as the excitement began to build, I then walked around to the driver's door and looked in and saw the car had traveled just a little over 30k miles! I looked up at Gerald and he smiled and said, "Yes, that is the original mileage!" I then popped the hood and started checking the numbers and every number I could check was correct.



When I began checking over the interior it appeared as new. As I looked around I was amazed to see how nice and fresh the interior appeared including the original carpet and mats. When I looked in the back, the first thing I saw was a perfectly folded set of T-Top covers. I opened them and they appeared new and had been dated a week before the car. I asked him if he had the paperwork and the warranty Protect-O-Plate and he responded he didn't know but everything he had was probably in the car. I opened the center rear compartment and to my surprise there was the packet of paperwork including the Protect-O-Plate! Upon inspection and checking the numbers everything was a perfect match. As I continued to inspect the paperwork I began to realize that the address on the paperwork was the same address I was at and not only was this the original owner it was also the original house he lived in and the only home the Corvette has ever had! Gerald then acknowledged with a big smile that if I looked through his back yard there is the original Chevy dealer he had purchased it from! I thought this was incredible!

Jim Anderson's 1972 One-Owner LS5 Corvette Coupe (continued)

As I tried to put together the complete history, I asked him why he decided to buy a new Corvette and keep it so long. Gerald began to tell me that it all began one day when he was serving in Vietnam. He and his friends, while serving our country, generally thought about two things while they were in battle and that was girls and cars! What better way to get the girls than a hot sports car? He said that he decided he wanted a new Corvette because it was fiberglass, wouldn't rust and he could keep it forever. He then told me that he decided if he made it through his tour alive he was going to buy a Corvette. So while Gerald was on military leave he stopped at the Chevy dealer down the street before he was to be redeployed for another tour of duty and picked up an order form. He filled it out exactly as he wanted the car to be ordered and put it in his upper left pocket. He then submitted a form to have his pay deferred to save and pay for the purchase when he returned.

As luck would have it in the fall of 1971 Gerald was honorably discharged and returned home safely and kept the promise he had made to himself. He promptly went to the local Chevy dealer and ordered his dream car. On March 3, 1972 the car was delivered as ordered and Gerald took his check for the pay he deferred along with some of his savings and paid cash for the car! Gerald told me he then drove it home to the garage it resides in now and parked it. He told me it was never regularly used as his daily driver and used it on nice days and special occasions to keep the car special. He said he never thought the day would come that he would sell it but that day was here. With no negotiation I purchased the car. Today Gerald and I have continued our relationship as I have told him the car is available any time he would want to take a drive and visit it!

After a minor servicing and light clean up in June 2012, the car received a Bloomington Gold Survivor, OEM Gold and Benchmark award and recently received a 98-point Top Flight along with Bowtie sign off at the Bowling Green regional! The car is off to Hampton, VA, next month to be judged for Bowtie award!!! I feel fortunate to have found this car and be able to add it to my collection and the story will continue.....



Jim Anderson

Technical Corner

Articles submitted by Robert Lojewski, Technical Chairman

Knock! Knock! Is No Joke

Technical Article #4

Vehicle manufacturers determine the octane requirement of an automobile engine largely on the basis of the mechanical compression ratio inside the cylinders. While high-compression engines generally require premium fuel, engines with lower compression can make use of regular gas. The reason for this is because there is more heat and pressure inside a high-compression engine, and fuels with lower octane values (which ignite more readily) can cause a dangerous condition called "detonation". This premature ignition inside the cylinder places enormous strain on pistons, connecting rods, and bearings. Basically detonation occurs when the fuel ignites prematurely before the piston is in the proper firing position. On the other hand, burning high-octane fuel in a low-compression engine is a waste of energy.

HINT: Severe knocking can lead to catastrophic engine damage.

Non-Start Situation

Technical Article #5

Few things are more frustrating than having a vehicle that will not start. If the starter will not crank when the key is turned to the "Start" position, the most common culprit is a dead battery. However, the ignition switch is also frequently found to be faulty, or the starter motor itself may fail. In fact, the starter motor control wire may not be connected. Moreover, vehicles with automatic transmissions have "neutral safety" switches that enable the starter to be operated only with the transmission in the "Neutral" or "Park" positions. If this switch is not functioning properly, or the shifter is not properly engaged, the starter will not crank. All these factors must be taken into consideration.

The starter switch is an electrical device called a starter relay or starter solenoid. It is a switch controlling the flow of electricity from the battery to the starter, and the switch is operated by electricity.

HINT: If the starter cranks normally but the engine will not start, the fault may lie with a problem in the fuel-delivery system the ignition system, or the internal engine.

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

ILNCRS Judging School, May 5, 2013

Report submitted courtesy of Patrick Santaniello

Photos submitted courtesy of Fritz Goetz

D & M Corvettes in Downers Grove was once again kind enough to let the ILNCRS use their fine facility for judging school. Over 35 members attended the session held on May 5.

The main topic covered was Configuration, Date, Completeness, Installation and Finish, or CDCIF for short. Veteran instructors, Terry McManmon and Gary Bosselman, put on a comprehensive, informative PowerPoint presentation. Laminated handouts included an NCRS paint flow chart, guidelines for judging conditions, matrix judging (CDCIF) information, as well as standard deduction guidelines.



The group watched the operations video on how to prepare your corvette for operations judging. Although some people may have seen it before, it is always good to review this video to remind you just how many points can be lost when operations fail.

ILNCRS Judging School, May 5, 2013 (continued)

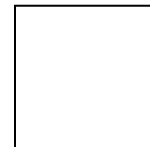
As always, ILNCRS appreciates the generosity of our hosts and instructors, and continued attendance by members.



ILNCRS Judging School, May 5, 2013 (continued)



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