



A Quarterly Publication of the Illinois Chapter NCRS

<http://www.ILNCRS.org>

Volume 45

March 2014

Thoughts from the Chairman

Well, It's March and time for Spring to reappear..... At least that's what we keep hoping.

2014 is well on its way with our yearly Kick-Off Pizza Party and Annual Meeting being a great success. Our new Dynamic Duo, Terry Wodniakowski and Sue Braun, did a terrific job with the menu they chose; and the room was laid out perfectly to provide for easy socializing. The service provided by Moretti's was once again excellent. What a wonderful start to our ILNCRS calendar!

This year several changes have occurred to our initial agenda. Our Technical Session was moved from April 27 to May 4, which allowed Bob Lojewski to recruit Jim McGowan to give a seminar on carburetor rebuilding. (Jim was not available on the 27th). The Judging School was moved from May 18th to June 14th. This provides us the opportunity to visit Chris Piscitello at his new home, having just re-located to Chicago from Texas. Chris has an extraordinary collection of rare and exotic Corvettes that I'm sure all in attendance will be thrilled to see. These upcoming events scheduled by your Board of Directors will be a must participate for any serious "Corvette enthusiast" in our organization.

On April 27th we have scheduled a mini-judging school for those who would like to attend. This event will take place at the home of Gary Bosselman (Roscoe Restoration) from 12:00 Noon – 3:00 P.M. Please RSVP to Santo per the flyer that was sent. Several other events are planned for the year and information will be forthcoming.

Don't forget that the National Convention for 2014 is in Kansas City! This will be one of the best Conventions held and so close by. If you have ever wanted to attend a National, this is the one to make! The dates are July 12th – 18th, 2014.

This month our feature Corvette article is from Pat Santaniello. Pat had a gorgeous Silver/Silver '65 Coupe until he got bit by the Fuel Injection bug! (Of course I had NOTHING to do with THAT! – it was ALL Pat's fault). Anyway, finding a decent fuel injected Corvette proved to be more difficult than one would imagine. Please read and enjoy Pat's interesting story.

Until then...

Happy Corvetting...

Jay

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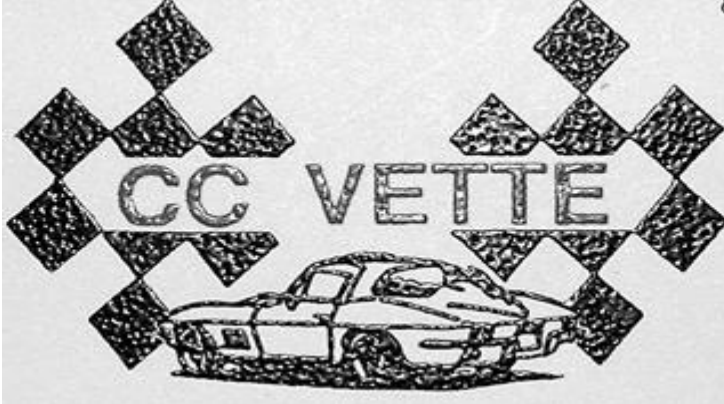
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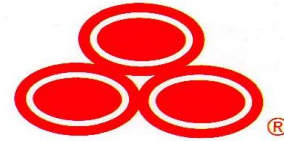
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Attention all Illinois NCRS members who are also Vietnam Veterans. The following letter was sent to our Chairman, Jay Stahl. He asked that it be printed in the newsletter

Hello:

I am writing to ask for help from your chapter. I have a goal to locate as many Vietnam Veterans that own Corvettes. Although in the past year I have contacted over 650 Corvette Clubs plus Registries and Councils, in the 50 states and I know this can only be a small portion.

That said, this would be to the attention of any Vietnam Veterans that are members of your NCRS Chapter.

There is a Corvette owner / Vietnam Veteran in Lexington, N. C. that developed a Vietnam Veteran / Corvette sew on Patch.

He provides this patch to Vietnam Veterans FREE of charge and he does not ask for compensation.

After reviewing this patch, I thought how nice it would be if Vietnam Veterans could display this on their Corvettes showing their service to this country.

I discussed and received permission from him that I could have static clings made in honor and memory of our Vietnam Veterans.

These static clings are 3" round and go inside of your car window.

I have included a photo copy of the static cling.

Should any Vietnam Veterans of your chapter like any static clings, please have them send me a self addressed/postage paid envelope and I will be glad to provide them. Please provide a note letting me know how many static clings they would like.

Should they be interested in a sew on patch they would need to e-mail Charles at Charlie@carols62.com to inquire about receiving the patches.

THEY BOTH ARE FREE

Thank You,

**Don Zullinger
2928 Adams Drive
Chambersburg, Pa. 17201
U.S.A.F '66 - '70
Member, NCCC, NCM, NCRS & MAC Chapter of NCRS**

for those who might be interested.

Below is an example of the patch/window sticker.



2014 Calendar of Events

February 23	2014 Kickoff Party & Annual Meeting
April 27	Mini Judging Meet, Roscoe Restorations, Roscoe, IL
May 4	Tech Session
June 14	Judging School, Chris Piscitello's new facility 27085 Meadowoods Lane, Mettawa, IL 60048
August 1-3	Shutdown Judging Meet, Chestnut Mt. Resort, Galena
October 5	Fall Color Drive-out & Charity Run
December 7	Christmas 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

Technical Article #1

Technical Article Submitted by Bob Lojewski, Technical Chairman

Taking Some Hard Knocks

The metallic rattling noise known as "knocking" that occurs in the engine under certain driving conditions is due to an abnormal form of combustion. If this problem is not corrected, it can lead to engine damage. In some cases, engine knock can be avoided by moving up to a gasoline with the next highest octane rating. Many engines experience an increased appetite for octane as they age, and a jump from 87 octane to 89 octane should not be viewed as too unusual as a vehicle ages. However, a jump in octane requirement from 87 to 92 is unacceptable and indicates an abnormal condition. In some cases, a check of the car's exhaust gas recirculation system will point out the solution.

NOTE: "Knock" is an unwanted explosion of the air/fuel mixture in the combustion chamber caused by excess heat/compression, advanced timing, or an overly lean mixture.

Technical Article #2

Technical Article Submitted by Bob Lojewski, Technical Chairman

A Bit Excessive

When an engine cranks excessively before finally starting, there are a number of places that the auto technician will look. One of the primary culprits in this situation is the fuel pump, which should have its pressure tested. If there is little (or no) fuel pressure, the fuel pump will need to be replaced. The fuel injectors should also be checked. Included on the list of possible causes of excessive cranking is the idle air control motor, which also might need to be tested. If this component (which adjusts the amount of air released into the engine when the engine is at idle) contains deposits resulting from air impurities, its operation can be slowed or stopped.

Fuel pump failure is not uncommon, particularly in cars with electronic fuel injection. Usually, when a fuel pump fails, a car will simply sputter and die, and will not restart.

NOTE: Two possible causes of excessive engine cranking are vacuum leaks and a faulty fuel pressure regulator

Technical Corner (continued)

Technical Article #3

Technical Article Submitted by Bob Lojewski, Technical Chairman

Direct Injection Problems

In recent years, auto manufacturers have been introducing gasoline direct injection (GDI) systems, paired with turbo-charging, which enables them to downsize engines and increase fuel economy without sacrificing performance. While most fuel-injected engines use indirect fuel injection that premixes the fuel and air in the intake manifold, direct injection also has air flowing into the cylinder from the intake manifold, but the fuel is sprayed into the cylinder separately. As beneficial as GDI systems are, they are showing drivability issues related to carbon buildup on the intake valves, which results in hard starting and random misfire codes. This is caused by fuel's failure to spray on the back side of the valves, where the detergents can work to remove deposit buildup.

On a more basic level, fuel injection does away with the choke, which on carburetor-equipped vehicles must be operated when starting the engine from cold and then adjusted as the engine warms up.

HINT: The above-mentioned deposit buildup associated with gasoline direct injection systems can be corrected with a thorough cleaning of the intake manifold and intake valves.

Technical Article #4

Technical Article Submitted by Bob Lojewski, Technical Chairman

Getting a Jump

To jump start a dead battery, turn off both vehicles' ignitions and all electrical accessories. Connect the positive jumper clamps (marked "+" or colored red) to the remote (located away from the battery terminal) on the good battery. If the remote terminal cannot be located, connect the positive jumper clamp to the positive ("+") battery terminal. Then, perform the same procedure on the dead vehicle. Next, connect the negative jumper clamp (marked "-" or colored black) to the remote negative terminal on the dead vehicle and the clamp at the other end of the good vehicle. Otherwise, connect the negative jumper clamps to an unpainted metal surface 18 inches away from the battery. Start up the good vehicle, followed by the dead one.

Car batteries can lose their charge for more than a few reasons. A dead battery is such an unexpected thing that most of us are caught unprepared.

HINT: If you are still unsure about the proper procedure for jump-starting a dead battery, call for service. Connecting the jumper cables in the wrong order or in the wrong location can damage electrical components.

2014 Annual Kick Off Party at Moretti's

Submitted by Sue Braun, Activities Co-Chairman

This year was one of our most successful attendances with close to 60 people attending our Membership & Kick Off Party at Moretti's in Bartlett on Sunday February 23, 2014. Luckily the weather was on our side, bright and sunny! Consequently we had no cancellations due to weather! How wonderful!



2014 Annual Kick Off Party (continued)

Submitted by Sue Braun, Activities Co-Chairman

Moretti's was very obliging to our large group with an abundance of pizza, pasta, chicken, appetizers and salad for everyone! It was great to see so many members and get updated on all of the future current events.



(Sorry folks...I actually took a lot more pictures (or thought I did). Somehow when I downloaded them, I only had these four shots on the camera.)



Barn Finds: They're Still out There

submitted by Pat Santaniello

After owning corvettes for decades, I decided I wanted to begin a search for a fuelie. Each time before, my quest to find the correct car took me all over the United States and Canada. This search for just the right fuelie would be no exception. After countless long distance calls, plane trips and hours of research, I located— during a 2:00am internet search no less— what looked like just the right find only minutes away from our home in Barrington.

The drive down to Maple Park, IL, to see the car ended on a long gravel driveway, with yard dogs chasing my truck and barking loudly. Past dozens of trees, a well-kept farmhouse, garage, and several barns became visible. The doorbell to the farmhouse was answered by Bob, the owner, who chatted with me a bit about his farm, horses, and his passion for being a veterinarian. When we decided it was time to see the car, he reached into a desk and took out a cigar box containing no less than a 100 keys of all types. "They're in here somewhere" he said and after digging for what seemed like forever, he latched onto the right ones. I'd assumed we would walk to the garage next to the house to see the car. Instead we walked a couple hundred feet to an old barn with rotted sliding doors. As he slid one door open my eyes landed on the car, sitting on of all things a huge remnant of yellow shag carpeting. Next to the car sat a John Deere tractor complete with manure spreader, and several other pieces of farm equipment. Trying to keep my hopes up and ignore what smelled like cat urine emanating from the carpet, I managed to confirm a 1964 red--red, fuel injected car with power brakes, power windows, and off-road exhaust. Bob suggested we go for a test drive.

He started the car and before I knew it, we were doing 20mph down the drive, with gravel kicking up under the car as we sped to the street. He must have wanted to really show off because he proceeded to increase speed, ripping through the gears with the motor screaming thanks to the 411 rear-end. A quick sideways glance at the speedometer revealed we were doing 100mph. With a stop sign coming up fast, I expected to end up in a ditch as he applied the brakes. To my surprise and satisfaction the sinthered pads grabbed well and completely straight. He looked to the left, then to the right, and we were off again like a banshee.

Back at the barn, it was time to check the numbers. The trim tag confirmed it was red-red, however the rust on the engine pad made it difficult to see any of the characters. When Bob offered to get a wire brush to get the rust off, I practically yelled in a panic when responding "NO" and instead asked to make a call. I'd told Gary Bosselman I would let him know if the first check of the car proved I should go further; thankfully he answered right away. We chuckled together about the wire brush and he suggested he come back with me for a second visit and bring a solution that would take the rust off without destroying any of the markings on the pad.

A couple days later Gary and I drove down the same gravel driveway, same dogs chasing us, carrying Gary's solution and a brass brush to verify the car contained the original motor. We painstakingly applied the solution, gently stroked it with the brush and wiped it off, repeating this process several times until the characters and broach marks were clearly visible. We were comfortable the car was the real deal and the negotiations began.

The third and last time I traveled down the gravel road it was in an ice storm, with Jay Stahl and Gary in Gary's truck and trailer. This time the barn had multiple boxes, tires and rims stacked outside in front of the rotted doors. Bob informed us all the added items went with the car, and I snapped photos as Jay went through the boxes like a true corvette enthusiast at a swap meet. We loaded up without incident and took the car to its new home. Once there, we began to rummage through more of the boxes and the glove box. To our surprise, we found the car had been judged at Bloomington Gold years before by none other than Gary himself. The most exciting find was the protecto-plan book verifying it was a California car from Bob Sorensen Chevrolet and I was now the sixth owner.

You often hear stories of cars - correct cars - having languished in a barn or building for several years until just the right owner stumbles across it. I was lucky enough to have found one of those cars. I had bought a fuelie for a good price, I'd bought it "right" and was the proud owner of a car that went on to receive multiple Top Flight awards. The story of how I found it in a barn, just minutes away, is part of the car I will never forget.



Mini Judging Meet at Roscoe Restorations

Date: April 27, 2014

Time: 12:00 to 3:00

We will have two C-2s and two C-3s to judge. All four cars are excellent examples to be judged.

Location: Roscoe Restorations
6812 E. Rockton Rd.
Roscoe, IL



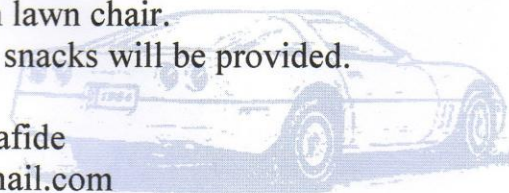
Directions: I90 to Rockton Rd. east ½ mile.

There will be a sign out front.

Bring your own lawn chair.

Soft drinks and snacks will be provided.

Rsvp: Santo Scafide
Santo1963@ymail.com



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