



A Quarterly Publication of the Illinois Chapter NCRS

www.ILNCRS.org

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Thoughts from the Chairperson

Hi everyone,

It is so hard to think of the correct words right now, as it saddens me to think of how the Coronavirus has changed our lives and will change it in the future. I am hoping everyone is healthy and safe in their homes. In a time like this, it is so important to have our family and friends close by in our hearts if we cannot see them. Life is just too short, to take chances. Please take precautions to protect yourself from this virus. We are all in a stage in our life where we want to be around to enjoy this part of our lives.

I look forward to going back to our summertime NCRS activities, but at this time, we cannot promise that we will be able to put many of the Events back on the Calendar. We will keep everyone posted and let you know when we can resume our schedule again. Our thought is to proceed with the Chapter Event at Chestnut Mountain in August, but we will learn more as time progresses. We have been told National accidentally cancelled our meet from the Driveline. We are still planning on our Chapter Meet in Galena as planned. If anything changes we will be sure to contact everyone. Hopefully by August, we will all be in a better place and ready to socialize.

We are still going to proceed with the elections this year, as planned ...

The Chairperson position and the Membership position will both be up for Elections in fall of this year. So, if you are interested in running, please let me know and we will get you on the ballot. We would appreciate a write up of your interests and credentials for the public to view...

Many of you have inquired, so I have decided to once again run for the Chairperson position. I am interested in hearing your new ideas and comments. Please find my email address in this newsletter.

Stay healthy and safe!

Bill Braun – ILNCRS Chairperson

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2019 Calendar of Events

August 7 – 9	Chapter Meet Chestnut Mountain Resort – Galena, IL
September 12	Judging Meet Meadowdale Raceway – Carpentersville, IL
September 13	ILNCRS Judging school Corvette Mike Midwest – Burr Ridge, IL
September 27	ILNCRS Technical Session D & M Corvette – Downers Grove, IL
October 11	ILNCRS Fall Color Drive
December 6	ILNCRS Holiday Brunch



Tech Article

Brake Fluid

Have you ever worked on brakes and wondered what brake fluid was used? Dot 3, Dot 4, Dot 5?

Pour a little in a glass jar, and then pour some water in the jar. Shake it real hard, and then let it sit for about 5-minutes.

If it looks like the jar on the right, it's Dot 3 or Dot 4. Dot 3 or Dot 4 brake fluid will mix with water and will not separate.

If it looks like the jar on the left, it's Dot 5. Silicone brake fluid will not mix with water and it will settle out and separate over time. Also, Silicone brake fluid (Dot 5) has been colored kind of a purple color. But, inside a master cylinder, it's hard to tell. Especially if the fluid is dirty.



O.E.M., new car manufacturers, still recommend Dot 3 fluid. Even high performance cars. Why?

Seal material, the chemical make-up, has changed the last 5-years or so. Newer seal compounds are not compatible with Dot 5 (Silicone) brake fluid. Over time, usually about 1-1/2 to 2 years, they swell up and start leaking. Remember what your hands look like when they in water for a long time? That's what it does to the newer seals. Most brake companies will warranty new calipers or wheel cylinders if used with Dot 5 fluid. A few do, because they know they will last past the one-year warranty.

Even though Dot 5 is paint friendly, I have quit using it. I use Dot 4 almost exclusively. Dot 4 has a high boiling point.

I work on a lot of cars, mostly sports cars and Metropolitans. I got tired of replacing brakes every two years. Example, a customer of mine bought a 1964 brand X, with 4,375 miles on it. About 2-years ago, I brought the car back to life after sitting for many years. I rebuilt the wheel cylinders and installed new seals, filled with Dot 5 fluid AT HIS REQUEST. Last fall, he complained when he moved the car around, the brakes would grab, lock up. He did not like leaving black marks on his white painted floor. I went over to his house, put new wheel cylinder kits in all four wheel cylinders, and rebuilt the master cylinder with a new kit. All the seals were wrinkly, shriveled up. I suspect the seals would not allow the pistons to return or move freely. Because of the leaks, we also put new brake shoes in. Perfect...

I am not saying to quit using Dot 5 fluid. Just be aware that some of the newer brake seals are not compatible with Dot 5. If you could buy old seals, or you have some old seal kits, you MIGHT be ok.

Gary Bosselman

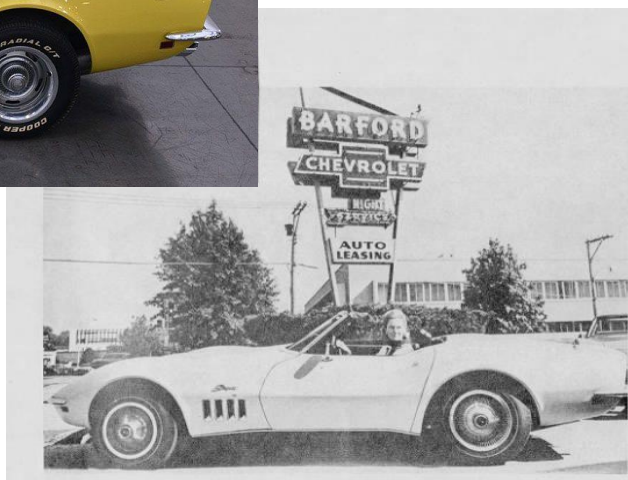
1969 Corvette Reborn 50 Years Later

By Scott Lindee

It started out life on the Saint Louis production line, 22 days after Neal Armstrong landed on the moon.

The trim tag was added to the body on Monday August 11th. GM official production date is August 12, 1969. VIN 194679S726736.

She was delivered to Dealer code 47, Zone 3, Barford Chevrolet, Clayton Missouri, only 7 miles from the Saint Louis Corvette production plant at 3809 Union Boulevard. This is how I imagine it looked then:



Born Daytona Yellow (984), with ZQ4 Black Vinyl interior, Base 300 HP 350 CI engine, Black Convertible top, M20 wide ratio Standard transmission and a 3.36 rear axle.

Known options included C07 & C08 Auxiliary Hardtop with Black Vinyl covering, N40 Power Steering, UA6 alarm System and U69 AM/FM Radio.

I first saw this car at my friend's house about twenty years ago. He purchased it in Peoria, Illinois ten years previous when he was in college. He had it painted Lemans Blue in lacquer but indicated it had never been buffed. It was in very sad condition. I indicated mild interest but he wanted to keep it.

Many years later after moving from garage to storage to body shop to barn and back to his garage again, he was at a point in his life that it was time to sell. The condition of this Vette did not improve, and many parts got lost along the way.

In the 49 years since its birth, this Corvette had a rough life. I don't know the full story, but I do know that the windshield was missing, as was the carpet, the seats had been re-upholstered, the right front

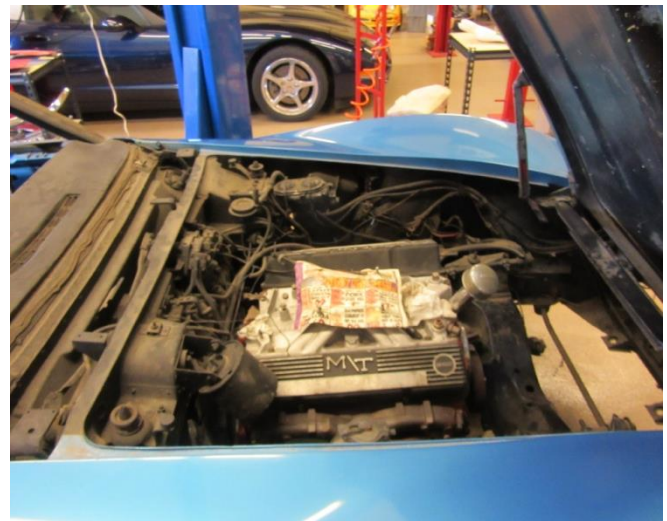
fender had been replaced, the engine was replaced as was the convertible top, the heater box was a mouse condo, non-original radiator, the rear wiring harness/fiber optic cut in half, and that was in better condition than the other wiring, I could go on but pictures say it all.

Photos In the owner's garage





O.K. I bought it anyway, now that it is in my garage and on my lift, let's take a good look at my resurrection project.





Decision Time

I have been an NCRS member for 35 years. Originality is very important to me and I would have restored this Corvette to its correct original condition for flight judging except for one thing, the engine.

That was a deal breaker for me, I knew when I bought it that it was incorrect, but once I fully realized the extent (cost) of finding the correct block, rebuilding it and re-stamping it, I decided to leave the incorrect engine alone.

Besides, upon partial teardown for inspection, this 1975 Silverado or Suburban engine was going to be, hopefully, OK.



Nice broach marks!

This V0722TYZ engine is a 3970010 casting with 4 bolt mains. It had been rebored with .030 over TRW pistons, my dial indicator indicated that the new cam was a 350 HP version.



The heads are original to the block and that meant running unleaded fuel would be fine.

Checking the torque of the main bearings, connecting rods and cylinder heads indicated that they were to spec.



The single plane Edelbrock Torker intake manifold as well as the Mickey Thomson valve covers had to go. Replace by a Chevrolet performance dual plane low rise intake and Chevy 350 HP style valve covers.

Decision Made

I am going to option this Corvette the way that I want and would have ordered it in 1969, using the options that were available for Corvettes that year.

Then, when finished, I going to have fun with it and take for NCRS Concours judging.

Now ready for install. Rebuilt and re-colored Holley carburetor, rebuilt the distributor with solid-state Breakerless SE ignition, new ignition wires, new air cleaner, new fuel pump, rebuilt starter, rebuild alternator, rebuilt power steering cylinder and control valve, new fan belts, new water pump, new pulleys and much more, the results:



The body had to come off the frame for the new fuel and brake lines. I don't know how this could possibly be done otherwise.



The "Lindee" 2 post body lift method.



Pinched brake line, but easy to change now.



After frame reconditioning and new brake & fuel lines.



Frame stamp

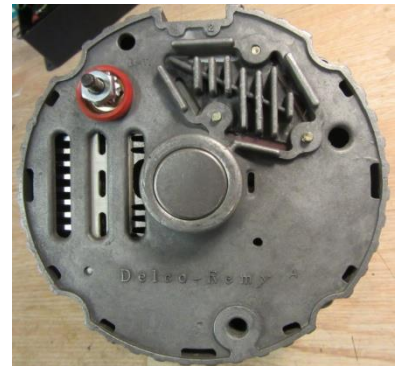
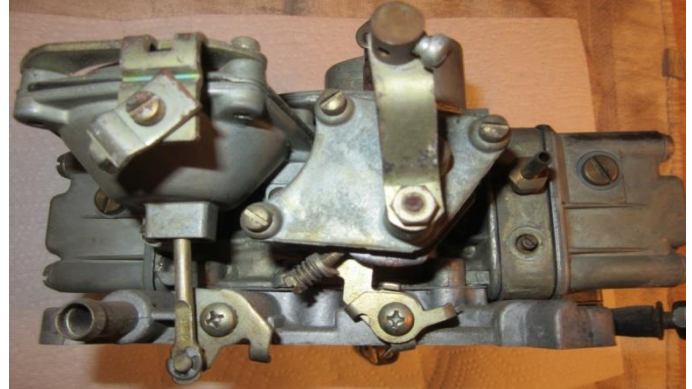
Body back on frame but issues discovered during the process. According to the previous owner, damage to the firewall occurred during the last engine removal.



Fiberglass repair and power brake prep.



During the eight months that the reunited frame and body is out for paint, lots of other rebuilding and reconditioning was taking place.



Rolling the it onto the flat bed from the paint shop, and returning home, July 23,2019



Ready for re-assembly



Fresh paint



Lots to do

Let the rebuilding process begin





17 Months, between 1700 & 2000 hours and about a dozen bandages later:



1969 Corvette 194679S726746

Original Options:

Daytona Yellow (984)
 Black Vinyl Interior (ZQ4)
ZQ3 Base 300 Horsepower – 350 Cubic Inch Engine
CO5 Convertible Top – Black
CO7 Auxiliary Hardtop
CO8 Vinyl Covering for Hardtop
M20 4-Speed Wide Ratio Transmission (P9H27A)
3.36 Axle Ratio (2AM73069W)
N40 Power Steering
U69 AM-FM Radio
UA6 Alarm System

Added Options:

Genuine Leather Seats
A01 Ray Tinted Glass – All windows
A31 Power Windows
J50 Power Brakes
N14 Side Mounted Exhaust
N37 Tilt-Telescopic Steering Column
TJ2 Front Fender Louver Trim
U79 AM-FM Stereo Radio
350 HP (est.) 350 Cubic Inch Engine
976 Lemans Blue
 White Convertible Top



I am very pleased with the results. It was lots of hard work and more than a few greenbacks. Welcome back to the world 26746! All well worth it, I can't wait for better weather!

Tech Article

Fuel Pump Rebuilding

If you have a bolt-together fuel pump (See Fig. 2), you can rebuild them yourself with a couple simple hand tools and patience.

First, wash the pump well, the outside. Nothing worse than working with greasy, slippery parts. I usually wash parts in mineral spirits, then let them dry overnight.

First, take off the bottom cover, two slotted-fillister head screws (See Fig. 1). Looking inside the pump, you'll see two-check valves that control the flow of gasoline. Note the direction each go back in later. Take a picture and note the inlet and outlet and the correlation of each

check valve. The upper check valve is positioned to allow gasoline to flow through it. The lower check valve blocks the flow in.

The lower cover, once removed, will often have a die-cast date inside (See red arrow in Fig. 4). This cover has enough corrosion, it's difficult to see the date. What's the corrosion from? Ethanol fuel.

Next remove the main body from the upper half. 10-slotted machine screws. Once separated, you can see the other the check valve out from the other side (side shown in Fig. 3). Be careful to save the paper gaskets under the check valves (See Fig. 5). The gaskets do not come with a rebuild kit. If yours are torn, or not useable, make a pair out of gasket material and a pair of scissors.



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5

side of the check valves. Tap



Fig. 6

Looking at the upper half, you will see the rubber diaphragm (See Fig. 7). Under the diaphragm is a fairly strong spring. The end of the diaphragm has a slot (See Fig. 8). A finger inside the pump engages this and pulls the diaphragm up, spring pressure pushes it down. (See Fig. 10)



Fig. 7

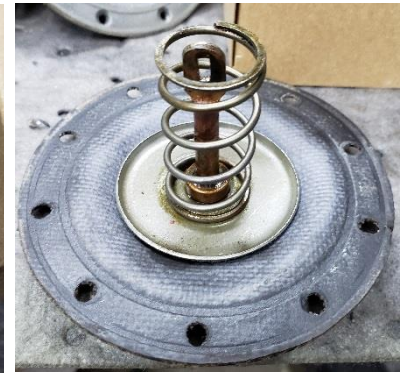


Fig. 8

Hold the pump, like it's installed in the engine (See Fig. 10), push up slightly on the diaphragm and tip the end of the diaphragm towards the right to disengage the finger inside the pump. If your successful on your first try, the diaphragm will then get pushed out of the pump body by the spring. Usually, ok almost always, it takes several tries to get it to disengage. It just requires patience. Remember, the finger is free floating, if you don't push the diaphragm to the right and up, the diaphragm will push the finger up.

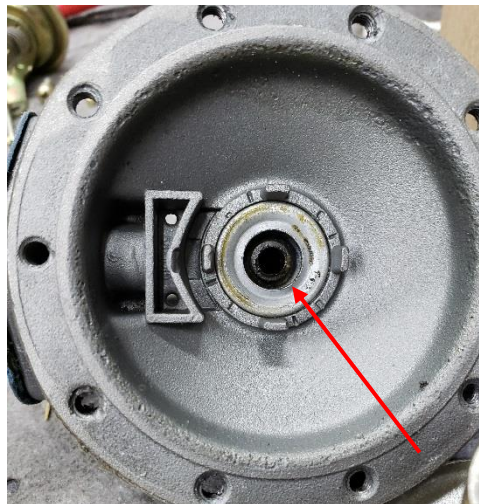


Fig. 9

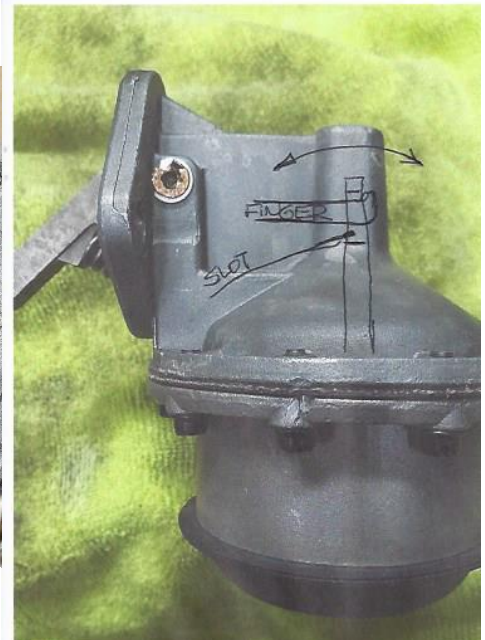


Fig. 10

Once the diaphragm is out, you will see the seal and retainer inside (See red arrow Fig. 9). Some kits do not contain this seal. If it your kit does, replace it. Usually, they are in good condition. That seal keeps the engine oil out of the diaphragm.

The old diaphragm and spring are on the right side of Fig. 11, the new diaphragm and spring are on the left side. Note the size difference of the spring, new vs old. ALWAYS use the old spring. The new springs will provide too much fuel pressure and over-flow the carburetor. Ask me how I know.



Fig. 11

Another word of caution. The finger inside the pump (See Fig. 10) that you cannot see, is free to move up and down. If you turn the pump body upside down and shake it, you will hear it rattle up and down. This makes installing the new diaphragm a little harder. So... Hold the upper fuel pump body like it's installed in the engine (Fig. 10), slide the new diaphragm through the seal and tip it towards the

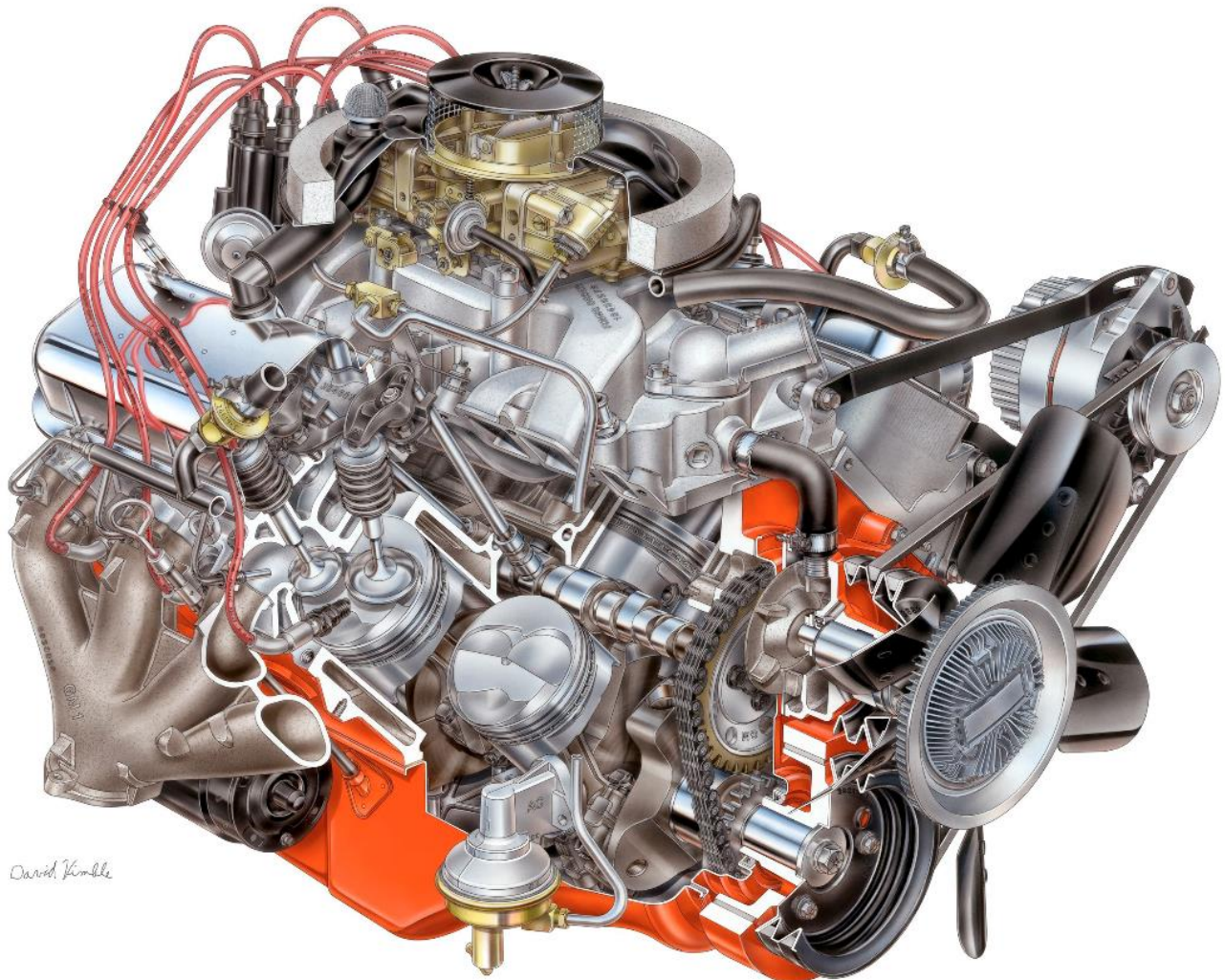
outside of the pump, to about where you THINK the finger is, then tip it back towards the mounting flange, to slide the slot onto the finger. This will take several tries. Sometimes several hundred tries. You need to make sure the shaft is aligned front to back, side to side. When I did this pump, I tried for about 5-minutes late one afternoon, no luck. Went into the house for the night. Next morning I came out, first try it engaged. Take your time, patience.

Now it just becomes a re-assembly of the lower housing and lower cover. Make sure the inlet and outlet are clocked correctly. You did mark it before you took it apart, right?

For those with the crimped fuel pumps, I have been sending those to Volunteer Corvette in Knoxville, Tennessee. They have somebody un-crimp them and rebuild them. I have had dozens done by them over the years and they always work well, except for one. Too high of fuel pressure, would blow fuel right through the needle and seat in carburetor. It's expensive, about \$250 plus shipping both ways. But, you get to save your original fuel pump.

Any questions call me.

Gary Bosselman



For Sale / Wanted

Looking for 1967 or 1966 Corvette big block left side exhaust manifold (3880827), non-A.I.R., no holes. Would consider buying the pair depending on price. Please contact Michael Murray (NCRS # 25129) at (515) 988-5710 or bettmikem@msn.com.



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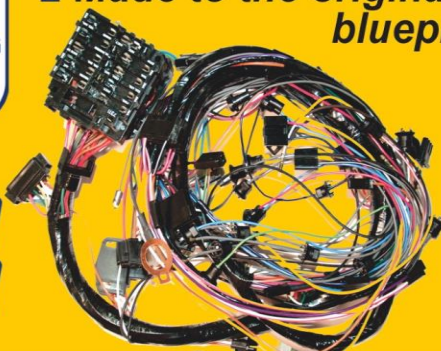


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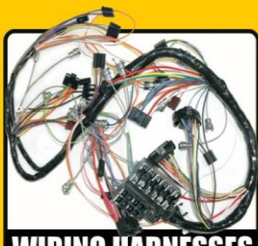
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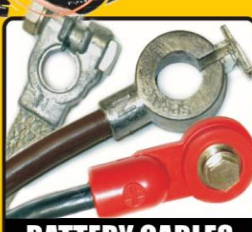
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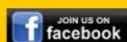


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