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Chairman's Message

Finally some warm weather is here. Let's just hope it stops raining soon, so we can enjoy the couple of months left of nicer weather.

If you missed our Kickoff Party and Annual General Membership Meeting held in February, Fritz Goetz has volunteered to be our new website Coordinator & Designer. I would like to welcome Fritz to our ILNCRS Board. You should be seeing some of his fresh new ideas soon.

Thanks everyone for attending the Tech Session and Judging School this year. I want to thank Craig Cone for his hospitality for our Tech Session held at CC Vette in McHenry. Our Judging School was also a great event held at D&M Corvette Specialists – thanks to Dave Glass and his staff. Thank you both for offering your facilities.

Lots of summer events coming up:

June 22-26 Bloomington Gold. Please take some time to stop by the ILNCRS Tent! Many of our members use this as their central hub to meet or just to take an afternoon break.

July 19-24 - NCRS Nationals located this year in Novi, Michigan. I will be there the full week; plenty of exciting events are planned, so I hope to see many of you there.

Aug 5, 6th & 7th - our Annual Chapter Event, once again held by popular vote at Chestnut Mountain Lodge in Galena IL. Please check for a future mailing coming soon. We also have an updated registration form available on our website. Ed Wodniakowski will once again be coordinating his scenic road tour to Galena, so be sure to join in the fun.

I look forward to seeing everyone in Galena. I hope you can make it!

Sincerely,

Bill Braun, ILNCRS Chairman

Chapter Officers & Contacts

Chairman

Bill Braun
2510 Bennington Lane, McHenry, IL 60050-9008
815-344-8276

Website Coordinator

Fritz Goetz
fhgoetz@aol.com

Vice Chairman & Secretary

Mike Neben
16 Spring Creek Dr., South Barrington, IL 60010
847-551-1458

Treasurer

Bob Kleckauskas
36W 556 Michael Ct, St. Charles, IL 60175
847-595-9122 – fax

Membership Chairman

Ed Wodniakowski
456 South Princeton, Itasca, IL 60143
630-773-1458

Judging Chairman

Santo Scafide
118 Chandler, Elmhurst, IL 60126
630-530-0027

Technical Chairman

Bob Lojewski
106 N. Barrington Road, Streamwood, IL 60107
630-837-3100

Technical Chairman

Scott Lindee
18416 S. Buckberry Lane, Mokena, IL 60448
815-717-8187

Historian

Randy Merzdorf
19W675 97th St., Lemont, IL 60439
630-739-9612

Activities Chairman

Robert Tokarsky
325 Cardinal Drive, Bloomingdale, IL 60108
630-980-1097

Newsletter Editor

Kim Scafide
118 Chandler, Elmhurst, IL 60126
630-530-0027

Chapter email – ILNCRS@yahoo.com

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ILNCRS TECHNICAL CORNER

Technical Article #5 in Series

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 #6 in Series

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.

2011 ILNCRS Tech Session

Our 2011 Tech Session was hosted by CC Vette in McHenry, Illinois, on April 17th. In attendance were 33 members and 8 guests. Ten Corvettes were driven to the session.

The topics and demonstrations were trailing arm bearing replacement for C2 and C3 Corvettes, and reconditioning headlight motors (C2) and wiper pump motors (C2 & C3).

Craig Cone showed us the procedure he uses to replace and set the bearing end play on trailing arms, indicating this could be done on the car, but it is much easier to remove the trailing arm assembly and do the procedure on the bench. After the demonstration, I believed that the bench work would be the best bet for doing the job right. Proper tools are a must such as bearing removal tools, a good dial indicator for checking end play, an old spindle where the inner bearing is a slip fit (typically a press fit), torque wrench, and, among other items, a serious vise. I will not attempt to go through the entire process, however, Craig points out that you should ALWAYS use new bearings and seals, replace and reassemble the parking brake components, set your end play to .003" and be patient.

Next Steve Hackel of Restoration Services shared with us the finer points of restoring headlight motors, windshield washer pumps, wiper motors and power windows and more. Steve points out that there are many similarities between some of the Corvette items and other GM model vehicles. On display were some of the "before and after" items of Restoration Services. If any of you have tried to restore old corroded/pitted aluminum or die cast parts, you can appreciate the quality of Steve's work. Also, do not underestimate how easy it is to fry a headlight motor if you do not use the correct bench test set-up. A lively discussion on the head bolt markings followed, suffice it to say, GM used (and still uses) the lowest cost approved supplier at any given time, therefore, many different markings are actually correct.

Many thanks to Craig Cone for hosting as well as demonstrating and to Steve Hackel of Restoration Services for sharing their time and experiences with the ILNCRS.

2011 Judging School

On May 15, 2011, The Illinois Chapter held its annual judging school at D&M Corvette in Downers Grove IL. The Hosts of the event were Dave & Mary Glass. D&M has a great collection of cars and a beautiful showroom.

The day started out as cold and rainy, but that didn't seem to effect the attendance. We had forty (40) members show up, but only five (5) drove Corvettes.



The primary subject was how to properly fill out the scoring sheets, and the green sheet that goes to the National Judging Chairman; we had a short discussion on paint which always seems to spark a controversy.



After that we were able to judge four (4) Corvettes: a C1 by D&M; a C2, 1967 Small block Coupe, Owned by Mike Bianco; a C3, 1972 LT1 coupe owned, by Frank Pope; and a C4, 1993 Coupe, owned by Bill Salzman. All and all it was a very interesting and informative day.

I would like to thank all the members who showed up, and a special thanks to Dave & Mary Glass for the use of their facility. I hope that everyone enjoyed themselves as much as I did.

Santo Scafide
Judging Chairman, Illinois Chapter

2011 Upcoming Events

June 22 - 26	Blooming Gold, Pheasant Run Resort, St. Charles, IL
July 19 - 24	NCRS Nationals, Novi, MI
August 5 — 7	Chapter Meet, Chestnut Mountain Lodge, Galena, IL
August 26 - 28	Corvette Carlisle, Carlisle, PA
October 16	Fall Color Drive-Out Charity Event

NEW MEMBERS — Welcome to our ILNCRS Chapter!

<i>Charles Morris</i>	<i>New Lenox, IL</i>	<i>currently owns 2 Corvettes</i>
<i>Joe Marocco</i>	<i>Plainfield, IL</i>	<i>1968, 1969, 1973</i>
<i>Frank Karabetsos</i>	<i>Sugar Grove, IL</i>	<i>currently owns 1 Corvette</i>
<i>David Free</i>	<i>Park Rapids, MN</i>	<i>1963</i>
<i>Richard J. Anderson</i>	<i>West Dundee, IL</i>	<i>1964, 1985, 1998, 2006, and SCCA race car ('72 frame w/ 78-82 body)</i>

Classified Ads

For Sale: 1963 original split window glass, non-tinted. Right glass dated "NC", January, '63. Left glass dated "VI", December, '62 (has a couple scratches that should clean up). \$350, OBO. Call Tom at 262.515.0570 or e-mail at Z06monster08@yahoo.com (32537)

Wanted: Right door glass for a 1963 split window coupe. I need a non-tinted door glass dated either "XC", "LC", "GC" or "IC. I will buy the glass or trade my present right door glass dated "TI", October, '62. Call Tom at 262.515.0570 or e-mail at Z06monster08@yahoo.com (32537)

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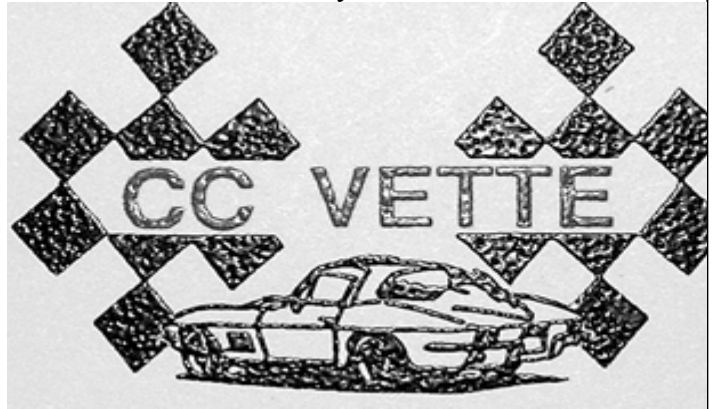


Robert "Bob" Lojewski, Agent
106 N. Barrington Road
(Between Schaumburg & Bode Roads)
Streamwood, IL 60107-1966
630-837-3100

Email: Robert.lojewski.by8t@statefarm.com

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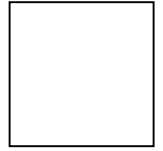
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