



A Quarterly Publication of the Illinois Chapter NCRS

<http://www.ilncrs.org>

Volume 38

June 2012

Thoughts from the Chairman!

Welcome to June! Good Corvette weather is here for sure, and Tom Skilling, the “Weather Guru” PROMISES it’s going to be a great warm summer.

I hope that you didn’t miss the April Tech Session and Judging School at Roscoe Restoration. Gary really opened many eyes about paint, and especially color match. No one left Bosselman’s disappointed in what they had learned. Bob Lojewski stated that he has never received so many compliments on one of our presentations as he received on this one.

Not to be out done, our May Judging School, held at Corvette Mike’s Midwest, was also spectacular! Four low mileage, un-restored Corvettes — three that have already received the 4STAR Bowtie award from N.C.R.S. — were on display for all to inspect and really go over. Each vehicle was placed on a lift and there were N.C.R.S. Judges that specialize in each particular model to point out many of the special idiosyncrasies of a low mile un-restored car. (You will find reports on both events elsewhere in this issue).

We’re trying something NEW in this issue of OFF ROAD, with an article about one of our Chapter member’s Corvettes. This one is from Mike Neben, our Vice Chairman. Mike has a few interesting Corvettes and can write a good story. In fact, most of the members of the Board of Directors have a really interesting story to share about one or more of their Corvettes. I have solicited each of them to write up something for the newsletter so that all of you can enjoy their stories as much as I have. Although one thing that I am sure of; there are a lot of members who are not on the Board of Directors who 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.

Thoughts from the Chairman (continued)

When I became Chairman, I added a survey to the Newsletter to get some input from our members as to how the club is doing. In this issue you will find the results of that survey.

The Bloomington Gold show held in St. Charles, Illinois, is just around the corner, and coming right on its heels is the National Convention in San Jose, California. This sounds as though it will be a spectacular Convention! 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.

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 @ Carlisle in August, Beloit Auto-Rama in September, and our annual Fall Colors Charity Drive-out happens in October. Last year's trip down Route 66 to Pontiac, Illinois, will be really hard to top. I can hardly wait to see where we are going this year! And finally, December brings our Christmas party. Kim Santaniello is working on something new & different – so stay tuned!

Thanks to all our member participation and the diligent record keeping of Carol Lindee, the Illinois Chapter once again has received the prestigious Top Flight Chapter Award from N.C.R.S. Congratulations to all!

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

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

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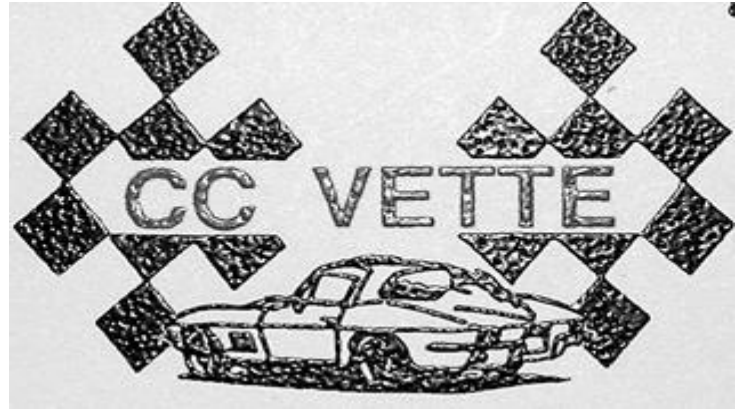
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2012 Tech Session and Judging School

Submitted by Bob Lojewski, Technical Director, and Pat Santaniello, Assistant Judging Chairman

On April 22, 2012, we had our first Tech Session, which was accompanied by a special Judging School. Paint expert, Gary Bosselman, was kind enough to hold the event at his shop, Roscoe Restorations. Approximately 50 members were in attendance. Thank you all for coming out.

Gary began the Tech Session with an overview of paint, mixing, and how paint mixed at two different places using the same formula can come out completely different. He also solved the mystery of which modern paints will provide you with the same colors that were originally used when the automobile was painted at the factory. He explained to everyone the many differences between finishes that look factory original and the different types of paint used, such as acrylic lacquers, enamels, basecoat clearcoats, and paint that consists of pigments, resins, solvents, and surface characteristics of other metal flakes — the products that let you complete an authentic restoration project.



On to the judging school... The attendees were able to look at and judge three corvettes. The first was Jim Anderson's completely original 1972 War Bonnet Yellow LS5 and it was great to see the original paint. The other two, both 1970 ZR1s - one Rally Red and one Laguna Gray - were in various stages of restoration in Gary's shop. One of the '70s was off the frame, which allowed us to look at a chassis without the body. After looking at the 1972 outside, Gary pulled it into the shop and put it on the lift. The crowd funneled in and were able to see what an original chassis looks like. It was a very full day and a great opportunity to learn. Everyone had a great time and hopefully came away with some new information on originality. A huge thanks to Gary for all his time and knowledge.



May 20 Judging School at Corvette Mike's

Submitted by Pat Santaniello, Assistant Judging Chairman

On May 20th we held our second Judging School of 2012 at Corvette Mike's in Burr Ridge. After a short introduction by IL-NCRS Chair Jay Stahl and Judging Chairman Santo Scafide, the owners each gave a brief talk about their cars. The cars included a 1966 big block, a 1970 big block, a 1972 big block, and a 1958. All were bow tie cars. Take it from me, the list of awards that these cars have received would take an entire page to list. The cars were all put on lifts and we broke into groups to take advantage of the opportunity to view original chassis on cars. Ed Wodniakowski took us through the 1966, with some great examples of what to look for when judging a side pipe car. Terry McManmon and Scott Lindee took us through the 1970 and 1972. Bill Braun took us through the 1958. It was a sea of original paint, interiors, chassis and engine compartments. It would take several articles to talk about all the points covered on these cars - you had to be there to see the originality that was in the building. Everyone seemed to learn something new today and that is what it is all about. The ILNCRS would like to thank the folks at Corvette Mike's for opening their doors to us. Without the generosity of the various restoration shops hosting our events, we would not be able to expand our judging knowledge.



ILNCRS TECHNICAL CORNER

Technical Article #4 in Series

Submitted by Bob Lojewski, Technical Chairman

While the automatic transmission is designed to make seamless work of the job of changing gears, it is not something to take for granted. Without proper care, this very complex and expensive piece of equipment will not last as long as it might otherwise. To prolong the life of an automatic transmission, be sure to check the level and quality of the transmission fluid regularly; don't use your transmission in place of your brake; and never allow anyone to tow your vehicle with the drive wheels on the ground. In addition, if you hear any unfamiliar sounds emanating from your transmission, have your vehicle checked right away. Failure to address a transmission problem early can lead to larger problems later.

HINT: Clattering, clanking, grating, rumbling, humming, moaning, squealing, screeching, or clicking sounds coming from your automatic transmission are signs that the transmission needs to be examined.

Technical Article #5 in Series

Submitted by Bob Lojewski, Technical Chairman

Higher gasoline prices have driven Americans to look for ways to get better fuel mileage. One of the more interesting fuel-saving strategies involves filling tires with pure nitrogen, the gas that makes up 78% of the air we breathe. Nitrogen is the gas that is preferred by NASCAR drivers. Some of the nitrogen's advantage rests with the fact that its molecules are larger than oxygen. Consequently, they leak out more slowly, maintaining proper tire pressure longer (which increases gas mileage). Unlike oxygen, which contains water, nitrogen better resists heat buildup. Nitrogen also reduces oxidation, which can deteriorate tires from the inside. There are all-important advantages for vehicles equipped with tire pressure monitoring systems that are sensitive to pressure changes. The most important thing you can do to improve wear and tear on tires is to keep them inflated.

HINT: According to the U.S. Energy Department, vehicle owners can achieve 3.3% better mileage by keeping their tires properly inflated.

Technical Article #6 in Series

Submitted by Bob Lojewski, Technical Chairman

Tie rods are suspension components that relay force from the steering link or the rack gear to the steering knuckle, which enables the wheels to turn. When this component becomes worn or loose, it causes a feathered wear pattern on the tires. One simple and effective way to detect worn tie rod ends involves lifting the suspension and rocking the front wheel back and forth. If there is any play, it is an indication that the tie rods must be replaced. One end of the tie rod has a threaded adjusting sleeve, which is used to set the "toe" during an alignment. Thus, it is necessary to have a front-end alignment done once the tie rods have been replaced.

HINT: Symptoms of worn or loose tie rod ends include erratic steering and wandering.

My LS5

submitted by Mike Neben, Vice Chairman

Everyone in the Corvette hobby has a story about a Corvette that they sold, but wish they still owned. I am no different.

Often the story is about a car that became special to them either because they really liked something about it such as its options, or they had a great time with it. My 1972 LS5 454 pewter silver/black leather coupe fits both descriptions.

I can still pretty well picture the ad for the car in the *Chicago Tribune* classifieds: 1972 Corvette coupe, 454, silver, 11,500 miles, automatic, 847..... After several calls, the seller finally picked-up. He told me the car was nearby, and that he was the original owner, and was soon to retire. I also learned that he was a challenge to deal with. When I asked to see the car, he countered that he was only taking offers, and then asked for mine. When I explained that I had to see the car first, he said that he only had time for buyers, and refused to show me the Corvette. He then said he had to go, and hung up.

A few weeks passed and I saw the ad again. Apparently, the Corvette didn't sell. Original owner, low mileage, and big block had a nice ring, so I called again. This time he agreed I could see the car.

The Corvette was in the driveway waiting for me. A walk-around revealed that it was highly optioned (454 LS5 engine, power windows, steering, and brakes, factory custom interior, am-fm, rear defroster, air conditioning, tilt-telescope column, turbo hydra-matic transmission, pewter silver paint, black leather ...), the interior was pristine (a "time capsule," if you will), the engine compartment was clean and untouched, and the paint was not checked and looked original. The car was tight, rattle-free, and drove like a low mileage, original big block.

He let me take a closer look, but warned me to avoid that "numbers stuff," or he'd get mad and make clear it was time to leave. Closer inspection revealed that the car appeared to be in good, original (numbers matching) condition, straight without body repairs, and that everything worked including the air conditioning. The only real issues seemed that the AIR smog pump was missing (which he quickly produced from the basement wrapped in newspaper) – along with the original bill of sale, window sticker, warranty book, owner's manual, maintenance records, and other neat goodies -- and the frame which spoke "Chicago winters" despite its low mileage. But, it was a *survivor*, after all. A really *nice* survivor.

I quickly knew that I wanted the car, and asked him what he would take to sell it. He responded with a price quite a bit above market value. He would not budge a nickel repeating that he had been offered that price. It was again "my way or the highway" time. Feeling exasperated, I finally told him that if he could get his asking price, he should take it. However, I made an offer while we parted, and then drove home.

Hearing nothing for weeks, I figured the deal was over. Then, one afternoon my phone rang. It was the seller. Without any explanation, he said "Come on over, and get your car." No one was more surprised than me. I picked-up the Corvette a couple days later. My wife first saw it when she tried to pull into the garage only to find a new occupant in her parking spot. I still hear about that sometimes.

Not too long later, after a little cleaning and tidying-up, off to the Bloomington Gold Corvette show we went. My son and I entered it in both the survivor and certification events. Together we easily completed the required survivor performance drive. The car earned a Survivor and also a Silver award. We also left with a copy of the Bloomington Gold official video when I noticed it featured "some" '72 LS5 pewter silver coupe being readied for judging by two familiar looking "Corvette guys." After Bloomington Gold was over, we drove the Corvette a couple hundred miles back home, and had a wonderful time.

My LS5 (continued)

After a few years, I got the “itch” again, and decided to move into something else. As the ‘72 made its way into the auction tent, I noticed it was immediately behind a ’78 Silver Anniversary, L-82, 4-speed, black leather Corvette also in line to be auctioned. On second look, that car looked a lot like my old Silver Anniversary car. Then, drawing closer, I started noticing little fit and finish details lining-up. Could that really be my old car? Then, a copy of the car’s original bill of sale came into view in the passenger window. I was stunned. It listed me as the buyer!

NEW MEMBERS — Welcome to our ILNCRS Chapter!

Charles H. Bryan	Johnsburg, IL	currently owns a 1962 & 1969
Sam Serrecchia	Woodridge, IL	currently owns a 1963
Edward Claahsen	Schaumburg, IL	currently owns a 2002
Reed Irvin	Kildeer, IL	currently owns a 1966
Bill Kotzum	Darien, IL	currently owns a 2004
Gary Vosberg	Stillman Valley, IL	currently owns a 1966, 1970 & 1977
William Williams, Jr.	Medina, IL	currently owns a 1970
John J. Brown	Naperville, IL	currently owns a 1965 & 1999
Michael Murphy	Lake in the Hills, IL	currently owns a 1965 & 2004

2012 Calendar of Events

February 19	2012 Kick-Off Party, Moretti's on Lake Street, Bartlett, IL
April 22	2012 Tech Session, Roscoe Restorations, Roscoe, IL
May 20	2012 Judging School, Corvette Mike's, Burr Ridge, IL
August 3, 4, & 5	2012 Chapter Meet, Chestnut Mountain Resort, Galena, IL
October 14	2012 Fall Charity Drive out
December 2	2012 ILNCRS Christmas Brunch

Illinois Chapter N.C.R.S. Membership Survey

Below you will find the results that I was able to compile from the surveys there were returned to me from the mailing that went out last December. In total, I received only 13 responses. This was a rather dismal return for the number of club members that we have. Be that as it may, here are the results...

How do you like the:

1. ILNCRS Winter Kickoff Party/Get-together — held on Sunday afternoon to have some pizza & beer, talk over upcoming events, look at pictures of each other's projects and to just socialize with club members. ____Like as is, ____Ideas to make better.

All responses like the kickoff party as is.

2. April Technical Session — held at one of the local Corvette related businesses who support our hobby. At these sessions, we offer a large variety of presentations related to Corvettes and that are usually technical or human interest in nature. ____Like as is ____Ideas to make better

Nine (9) responses like the Tech Session as is, One (1) requested more variety and didn't like the Trim Tag session, Two (2) suggested "Hands On" car repair, One (1) suggested combining the Tech Session and the Judging School into one (1) date (one hour Tech Session and 3 hour Judging School).

3. May Judging School — (judging points awarded) again, held at one of the local Corvette related businesses who support ILNCRS. Judging Schools are designed to help chapter members learn NCRS procedures and rules, as well as become more familiar with Corvette judging. This is a way to provide our chapter with trained judges for our local meet. ____Like as is ____Ideas to make better

Ten (10) surveys were happy with the Judging Schools as is, with one (1) other survey ok with the Judging Schools presented, but concerned with wanting to get more judging points. One (1) other survey suggested bringing in Master Judges from out of state. The only change suggested was again combining the Tech Session and Judging School into one date (with a one hour Tech Session and a 3 hour Judging session).

4. August ILNCRS Shutdown — our annual Chapter meet and judging event. Includes a road tour, Friday evening "Tune Up Night" (social event), Judge's breakfast and meeting, photo with our Corvette, chapter Flight Judging, a Saturday activity for the ladies, Saturday evening banquet, Sunday awards brunch and annual meeting. ____Like as is ____Ideas to make better

Ten (10) are happy with it as it is, One (1) suggested moving it later in the fall (not so close to returning from National, Two (2) suggested exploring new locations (one (1) wanted the Clock Tower Inn in Rockford, IL, and the other suggested mid or Southern Illinois).

5. October "Fall Colors" road tour — a day long drive in your Corvette to enjoy the scenery and camaraderie. Destinations and events vary. ____Like as is ____Ideas to make it better

Everyone likes the Fall Road Tour. The only suggestion to improve it was to possibly consider making it an overnight run.

Illinois Chapter N.C.R.S. Membership Survey(continued)

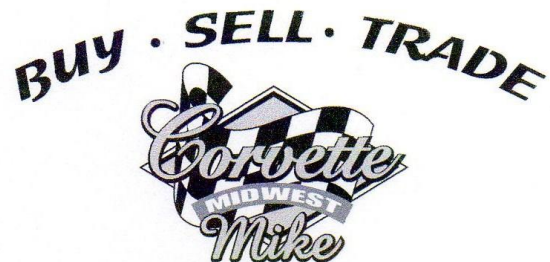
6. December Holiday Party — just an end of the year get-together to wish each other Merry Christmas! ____ Like as is ____ Ideas to make it better

This brought in the most comments and they were all over the board. One (1) suggestion was to switch to a New Years Eve party (because Saturday nights in December are difficult to schedule around). One (1) suggested a Friday night party (again, because Saturday nights in December are difficult to schedule around). Six (6) thought going back to a Sunday Brunch was a better idea. Three(3) liked it just the way it is. Two (2) like the Saturday night party, but wanted our own private room.

The results of this survey were dismal as best. Thirteen (13) responses do not show good representation of our membership. A lot of thought and planning goes into each and every event that the Board of Directors approves for your participation. We will continue to do our best to provide ILNCRS members with unusual, enjoyable Technical Sessions and Judging Schools, interesting and entertaining Fall Road Tours for our charity event and a great Chapter Meet at a friendly, secure environment for all to enjoy.

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