



A Quarterly Publication of the Illinois Chapter NCRS

www.ILNCRS.org

Volume 67

July 2019

Thoughts from the Chairperson

Hello everyone,

I hope that you are enjoying your summer as it is just flying by. Between local cruise nights and summer cookouts, good weather is just too darn short in the Midwest!

There's lots of excitement coming up with our car hobby:

- ❖ *ILNCRS Chestnut Mountain Chapter Meet - Galena, IL: August 2-4*
- ❖ *Carlisle, PA: August 22-25*
- ❖ *Meadowdale Raceway - ILNCRS Judging - Carpentersville, IL: September 7*
 - *sign up online at the NCRS website*
- ❖ *ILNCRS Charity Drive - Maxson Riverboat - Oregon IL: October 6*
- ❖ *MCACN - Rosemont, IL: November 23-24*
 - *Please note that the ILNCRS booth now is providing a spot for ILNCRS members to sell parts, and you must be present to do so. Space is limited, so please contact Bill Braun to reserve a spot.*
- ❖ *ILNCRS Holiday Party - Chandlers Chop House (new location) - Schaumburg, IL: December 8*

I want to congratulate our Judging Chairperson Gary Bosselman for receiving the NCRS President's Award this year which was awarded to him at the National Convention held in South Carolina! You deserve this award, and it's long overdue in my opinion!

I also want to endorse Indiana Judging Chairperson Rick Coker for the NCRS Regional Director Region 5 election coming up soon. Rick has made it a point to attend many of the ILNCRS events, and I believe Rick is a great choice. Please consider him for your vote!

On a serious note, I am sad to announce that ILNCRS lost 2 members this last quarter. As many of you know, Joe Marocco passed away on May 16. Joe was moving up the ladder with points and just recently met his 400 point goal. Joe and his wife Natalie spent many hours donating their time to

judging and tabulating at many NCRS events. We hope Natalie will continue with NCRS as she is an asset to our organization.

Soon after on June 4, we also lost Joe Perri. Joe was a long time ILNCRS member who contributed so much to the hobby. Joe assisted with Judging Schools and started a business rebuilding horns and radiator caps.

I truly will miss both members as I am sure many of you will too.

Bill Braun - ILNCRS Chairperson

P.S. ILNCRS Chapter Board meeting minutes are now available at www.ILNCRS.org on the newsletter page.

Chapter Officers & Contacts

Chairperson

Bill Braun
2510 Bennington Lane, McHenry, IL 60050
224-355-3755

Vice Chairperson

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

Secretary

Carol Lindee
18416 S. Buckberry Lane, Mokena, IL 60448
carollindee@yahoo.com

Treasurer

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

Membership Chairperson

Ed Wodniakowski
456 South Princeton, Itasca, IL 60143
edwilncrs@aol.com

Judging Co-Chairperson

Gary Bosselman
6812 E. Rockton Road, Roscoe, IL 61073
gbozz08@gmail.com

Judging Co-Chairperson

Jim Anderson
888 Richardson Rd, East Dundee, IL 60118
hdf196@aol.com

Technical Chairperson

Scott Lindee
18416 S. Buckberry Lane, Mokena, IL 60448
sal70lt1@yahoo.com

Technical Co-Chairperson

Jay Stahl
5229 High Street, Roscoe, IL 61073
815-623-7562

Historian

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

Activities Chairperson

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

Newsletter Co-Editors

Ryan Garrett & Tina Reeland
1108 Gail Drive, Buffalo Grove, IL 60089
ryangarrett@hotmail.com

Website Coordinator

Fritz Goetz
908 Long Meadow Drive, Schaumburg, IL 60193
847-895-9331
fhgoetz@aol.com

Chapter Website – www.ILNCRS.org



2019 Calendar of Events

August 2-4	“Shutdown” Chapter Judging Meet Chestnut Mountain Resort - Galena, IL
September 7	Chapter Judging Meet Meadowdale Raceway Woods - Carpentersville, IL
October 6	Fall Road Tour & Charity Drive Maxson Riverboat – Oregon, IL
December 8	Holiday Brunch Buffet Chandlers Chop House - Schaumburg, IL



Illinois Chapter NCRS
One-Day Judging Meet
September 7th, 2019



Held in conjunction with the Meadowdale Motorsports & Memories Car Show

REGISTRATION: <https://www.ncrs.org/news-and-events/index.php>

Maximum of 8-cars judged, first come, first served. Register online early for either Flight or Concours Judging !!

PRICE: **Admission into Meadowdale Show is \$20. Pay at gate.**
Cost of NCRS Judging is \$25. You MUST pay both.

WHERE: Meadowdale Raceway
Route 31, North of Route 72
Carpenterville, IL

TIME: Gates open 7:30am. Judging Starts @ 8:00am
Please be prompt !!
Awards approximately 2:00pm

Illinois Chapter Members, JUDGES ARE NEEDED FOR THIS EVENT TO BE SUCCESSFUL.

Questions and/or CONTACT Info:

Gary Bosselman, 815-389-9500

Jim Anderson, 847-912-9110

Bill Braun, 224-355-3755



ILNCRS 2019 Spring Tech Session HORNS & TRIM TAGS

By Scott Lindee - ILNCRS Technical Chairperson



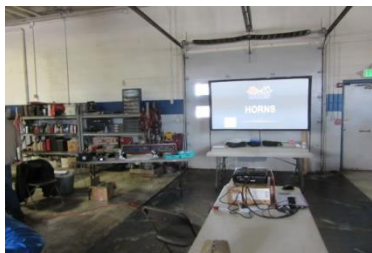
The April 28th Tech Session was graciously hosted by Jim Anderson at Superior Car Credit in East Dundee, Illinois. Jim and Gary Bosselman co-hosted this two part tech session.

Part 1: Rebuild & Repair of C1, C2, & C3 Horns

Gary Steinkellner of The Horn Works in Beloit, Wisconsin presented information regarding Corvette horn rebuild and repair. Gary's website is <https://www.carhornrestoration.com>.

Gary stated that automobile horn manufacturers never sold individual horn parts or intended for horns to be repaired. He is in possession of the only complete set of original manufacturer blueprints known to exist. Gary manufactures new diaphragms with his own manufactured stamping dies along with all replacement parts using the correct materials which are made to the exact engineering design specification per the actual blueprints. No one else does this level of work!

All horns are tuned and tested using his own propriety method before finishing with 3 coats of the proper black paint. They are ready to ship after the paint cures for two days.



The Horn Works also works on all GM horns as well as AMC, Chrysler, and Ford horns. **All horns come with a 5 year warranty.**



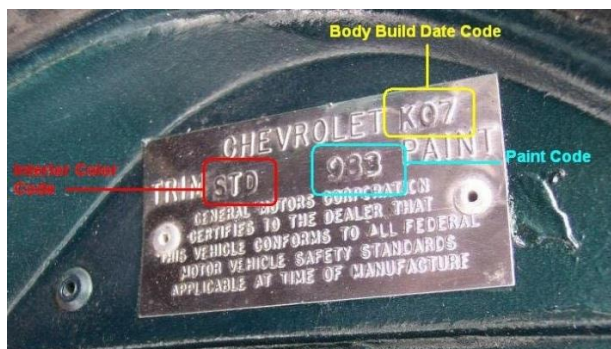
Part 2: C2 & C3 Trim Tags

Gary Bosselman produced a very informative presentation on correct and incorrect C2 and C3 trim tags. Jim Anderson assisted in this presentation as well.



Much of his research comes from years of judging, preserving, and restoring Corvettes.

Gary has a massive collection of photographs of original and reproduction C2 and C3 trim tags. As Gary noted, all photos of trim tags were taken with his cell phone (Galaxy S9) that has excellent resolution for magnification. The resolution is very important for studying the small differences between the original and reproduced trim tags.



It's really gratifying to attend tech sessions as very little if even any of this information is published by the NCRS or other sources.

Thank you again to Jim Anderson, Gary Bosselman, and Gary Steinkellner for another great ILNCRS tech session!

Technical Article by Gary Bosselman

C3 Floppy Mirror Head Fix

If you're driving down the road and your outside rearview mirror keeps falling down and staring at the ground, it's time to tighten the joint back up.

Remove the mirror from the car. A small Allen head screw at the base of the mirror holds it securely to the door. Find a container such as a small bucket or a large coffee can, and set the mirror in it. Fill the container a couple inches above the mirror glass with the highest percent ethanol regular gasoline you can find. Today's gasoline is very harmful to silicon which is what holds the mirror glass in. Set the container outside for at least 24 hours. Follow all safety rules around the gasoline. I won't repeat them here since you should know them all by now at your age. Usually after 24 hours when you pull the mirror out of the gasoline, the glass will just fall out. Be careful; DO NOT try and pry the glass free if it is still stuck as you will break the glass (ask me how I know!). Set the mirror back in the gasoline for another 24 hours if it's not free. I never have had to go longer than 48 hours to free a mirror glass. They usually just drop free and are laying in the bottom of the container. On the backside of the mirror, you will see the four lumps of silicone holding the mirror to the glass (see Figure #1). Using a new single edge razor blade, scrape off the silicone, and clean the glass with Windex or suitable cleaner.



Figure #1



Figure #2



Figure #3



Figure #4

Inside the mirror head, you will see a black rectangular bar secured to the mirror head with rolled over rivets. Over time, the material holding the bar down pulls away from the mirror head. The die-cast material is spun down against the bar and fails over time causing a loose mirror head. Grind the two spun rivets off just flush with the bar, and the bar will pop off leaving two posts sticking up (see red arrows in Figure #2).

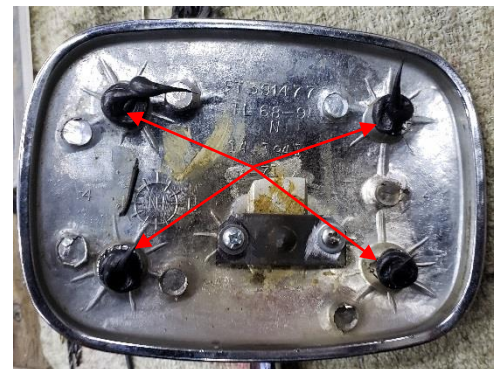


Figure #5

There are hollow depressions in the center of the two posts (see Figure #3 on prior page). I drill and tap them about ¼” deep. You need to be very careful that you DO NOT drill TOO deep and drill a hole all the way through the mirror head. I wrap tape around the drill to keep from drilling too deep (see Figure #4 on prior page). I then drill a hole with a #35 drill (0.110”) and tap the hole with a #6-32 tap.

Place a little dab of white lithium grease on the ball, lay the bar back over the ball, and align it onto the posts that you just drilled and tapped. With short #6 screws and a flat washer, put a small drop of red Loctite on the screw, and install both screws (see Figure #5 on prior page). Just snug the screws down, and let the Loctite dry for about 10 minutes. The mirror head should now be tight and hold position. If it is still a little loose, grind about 1/16” off each post as this will cause more spring pressure and more resistance to moving.



Figure #6

After you are pleased with the tension of the mirror head, make sure both sides of the mirror are squeaky clean. Find the date code, and make sure that you place the date code readable from the outside (see Figure #6). Place a generous amount of black silicone on the 4 posts with the serrations (red arrows in Figure #5 on prior page). Then place the mirror into the mirror head, gently push down, and seat the mirror. DO NOT push really hard as you’ll break the mirror. Let the mirror sit for at least 24 hours to allow the silicone to harden. Finally, reinstall the mirror on the door.

63-67 side rearview mirrors are repaired the same way, but the mirror glass is retained with a snap ring. If you can remove the snap ring with a small set of needle nose pliers and an ice pick, you can repair the floppy head the same way.

Happy motoring!

Gary Bosselman – ILNCRS Judging Chairperson

In Memoriam

Obituary for Joseph T. Marocco

Joseph T. Marocco, age 62, longtime resident of Plainfield, IL, formerly of Villa Park, IL, passed away on May 16, 2019 in Maywood, IL. He was born July 10, 1956 in Oak Park, IL.

Joseph is survived by his beloved wife, Natalie; his loving twin daughters, Megan (Dustin Tessmer) Marocco and Melissa Marocco; cherished grandchildren, Kaylee, Landon, Matthew, and Mason; dear sisters, Diana J. Marocco and Donna M. (Richard Hunneycutt) Seno; adored nieces, Elena Michael and Katherine Seno. Many dear cousins and friends also survive.

He was preceded in death by his parents, Thomas and Eda Marocco.

Joseph was an active member of the National Corvette Restoration Society. He would inspect and lend his expertise to other Corvette enthusiasts. His other passion was golf and coaching other golfers. He will be remembered for his dry sense of humor and quick witt. He was selfless to others and was a steadfast friend. "He was just a good guy."

In lieu of flowers, donations may be made to: charity of donor's choice.

Memorial Visitation will be Monday, June 17, 2019, 3:00-8:00 PM at Overman-Jones Funeral Home & Cremation Services, 15219 S. Joliet Road, Plainfield, IL.

Interment was private.



Joseph M. Perri

January 14, 1949 - June 4, 2019

Joseph M. Perri, age 70. Beloved father of Elizabeth Perri. Adored son of the late Frances (nee Rinella) and Michael Perri. Dear brother of Mary (Lou) Mitchell, Patti (R.D.) Thomas and Michele Perri-Pappas. Beloved uncle and great uncle of many. Forever grandpa of his four-legged friend, Frankie. In lieu of flowers, donations may be made in Joe's honor to The Anthony Rizzo Foundation, <https://rizzo44.com/donate/>. Visitation Sunday, June 9th, 3 PM to 8 PM, Smith-Corcoran Funeral Home, 6150 N Cicero Avenue, Chicago. Funeral Monday, June 10th, 9:30 AM from the funeral home to St. Mary of the Woods Church for a Mass at 10 AM. Interment All Saints Cemetery. Info 773-736-3833 or visit www.smithcorcoran.com

2019 NCRS National Convention by Gary Bosselman

From July 14-18, NCRS held its National Convention in Greenville, South Carolina. My wife Rosey and I drove down Saturday and checked into the host hotel about 10:30 PM after 832 miles. The Embassy Suites was about 2 ½ miles from the Greenville Convention Center. Chester (Chet) Kumm road along with me and Rosey, and Jim and James (Jim's son) Anderson followed us. 5 cars total made the trip.



On Sunday morning about 9 AM with typical South Carolina weather, Chet, Jim, James, and I went over to the convention center to unload the trailers and get the cars "staged". The trailers were parked in a paved lot adjacent to the airport alongside the convention center. After unloading all 5 cars, they were driven to the opposite corner of the convention center property and parked (or staged as NCRS calls it), and it sure was a long walk back to get the other cars! The cars were left outside overnight since Operations was done Monday morning. Those big blocks produce too much exhaust fumes for Operations to be done inside the building ☺. Bowtie cars were parked inside as they do not require Operations. Jim's 72 with 3500 miles and 68 coupe were parked inside for the night. Lucky dogs!



On Monday morning at 6 AM, we had breakfast, and then it was a quick drive over to the convention center for Operations at 7 AM. The weather overnight Sunday and all day Monday was perfect as it was sunny and a little warm and humid. My 72 had Ops about 7:15 AM and passed with a perfect score (no deductions!). Jim's 68 followed me with another perfect Ops, and Chet's 66 was last with another perfect score. What a good way to start the week with 3 for 3!

The convention center was loaded with cars parked far end first to the door at the other end. Jim moved in first with the 68. I was told to drive in about 9:30 AM. Poor Chet, we waited around most of the day inside waiting for him, but he at least got to enjoy the sun and beautiful weather outside!



Monday night was the NCRS General Membership meeting, and many awards were given out for a variety of things. Carol Lindee accepted our Top Flight Chapter award. Scott Lindee was awarded his 100 Level Judge "Master Judge". I was bestowed with quite the honor as I received the President's Award for 2019. Joan Burnette also was awarded the President's Award for her work with the NCRS Foundation. I also got my "Red Hat" which only took me 40 years to get! I am sure other people from

our Chapter got awards, but I can't remember as I type this article. If you did, please let me know so we can include you!



Tuesday was Bowtie Judging. You can achieve 1, 2, 3, or 4 stars, and it's a star for interior, exterior, mechanical, and chassis. The cars are judged ONLY on originality, and condition isn't considered. The question asked is "Is that the part that came from the factory: Yes or No?". The judging sheets are not reviewed with the owner, so you really don't know how well you do unless the Team Leader comes over and quietly says "Congratulations!" to you. Rumor had it though that Jim did well with the 72 and 68.

Flight Judging was on both Wednesday and Thursday. If you sign up for the Duntov award, your car must achieve a 97% or better. On Wednesday, there were 9 cars in the 68-69 class, and on Thursday, there were 9 cars in the 70-72 class. Chet's 66 got judged on Thursday with his lonely 66 sandwiched between two 69s which is quite the honor Chet!



Thursday night was the awards banquet which was a wrap up of the awards for the whole week and where all the different judging awards such as Flight, Duntov, and McClennan were given out. "We"

made quite a haul this year! Jim's 72 with 3500 miles car got a 4 Star Bowtie, and it's rumored that it



scored 100% in all four categories! Jim's 68 coupe also received a 4 Star Bowtie. His other 68 roadster received a Duntov award and its 5th Bowtie Star. Chet received his Duntov award, and well, I received my Duntov and my 5th Bowtie Star. There was quite a collection of plaques on table 19 that night!

In closing, I want to thank Bill Braun for nominating me for the President's Award. This was done before he left his Regional Director position last year. I really appreciate it Bill!

Besides the cars that week, I also saw several other Illinois Chapter, Wisconsin Chapter, Indiana Chapter, and Iowa Chapter members. As I always say,

You come for the cars, but you stay for the people!!!

Gary Bosselman – ILNCRS Judging Chairperson

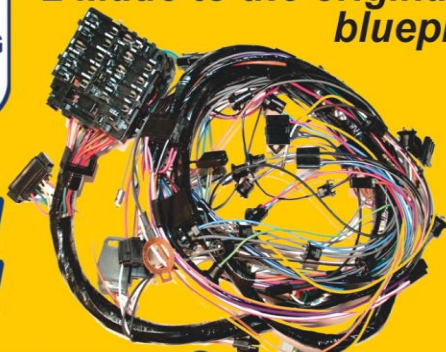




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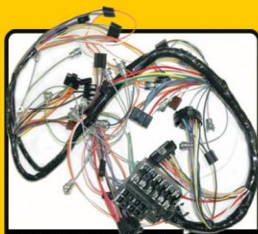
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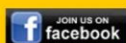


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