



A Quarterly Publication of the Illinois Chapter NCRS

www.ILNCRS.org

Volume 68

November 2019

Thoughts from the Chairperson

Hello everyone!

The summer just flew by this year, and although there's plenty of fall left, the holidays are just right around the corner! It was great to see so many members at our events thus far, and I hope that everyone enjoyed them as much as I did.

We have a couple more events coming up soon to finish up the 2019 year:

❖ ***MCACN – November 23 & 24, Donald E. Stephens Convention Center in Rosemont, IL***

If you have parts that you want to sell, it's time to get them out and ready. The ILNCRS booth is now providing spots for ILNCRS members to sell their parts. You must be present to do so, and space is limited. Please contact Bill Braun to reserve your spot.

❖ ***ILNCRS Holiday Party – December 8, new location of Chandler's Chophouse in Schaumburg, IL***

This party is being coordinated by Joyce Colletti, and many thanks to Joyce for your time and effort to make this new venue a success. The flyer will be mailed soon, so please keep an eye out for it.

Thank you again for everyone's continuing participation and support to make the ILNCRS Chapter what it is today. It's all of our dedicated and wonderful members that make this chapter filled with friends, laughter, and passion for Corvettes.

I hope to see you at an upcoming event!

Bill Braun – ILNCRS Chairman

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2019 Calendar of Events

November 23 & 24 **Muscle Car and Corvette Nationals (MCACN)**
Donald E. Stephens Convention Center – Rosemont, IL

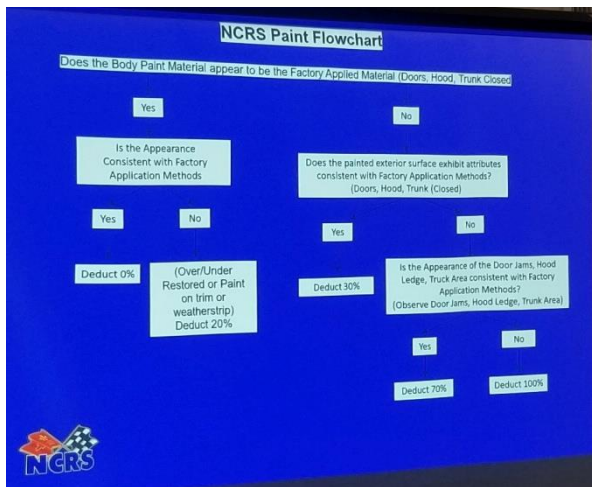
December 8 **Holiday Brunch Buffet**
Chandler's Chophouse – Schaumburg, IL



2019 ILNCRS Chapter Meet Judging School

Paint & Fiberglass + Judging Etiquette

Article by Scott Lindee

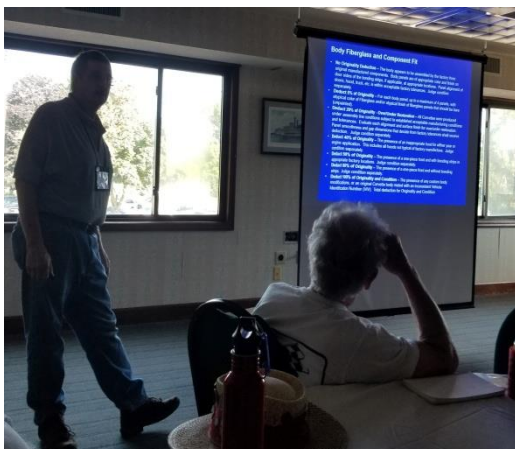


The 2019 ILNCRS Chapter Meet Judging School was expertly presented by our Judging Chairman Gary Bosselman.

Part One: Judging Paint, Body Fiberglass, & Component Fit

❖ *Paint*

One of the most difficult and possibly the most controversial judging subject is paint. Original paint cars are fairly easy, while repainted Corvettes can be somewhat difficult to properly judge. Owners spend a lot of money on their new paint, and they're not pleased if it doesn't pass judging. The flowchart provided to each judge tries to make the job easier and more consistent. While the original re-flow lacquer paint is no longer available, today's modern paint can pass judging. Following the flowchart is a good way to meet the GM Corvette paint quality and appearance at the time of original manufacture.



There are standard deductions for fiberglass and fit. Each judge received this handout too, and it concerns original fiberglass color and finish on original Corvettes as well as how these panels were bonded and fitted to one another. For example, a one piece fiberglass front end with the appropriate bonding strips in the appropriate factory locations will receive a 50% deduction. An 80% deduction is received without any bonding strips. Either way, condition can be judged as these aren't full deduction issues.

Part Two: Judging Etiquette & Ethics

If it weren't for the owners bringing their cars for judging, we wouldn't be here today.

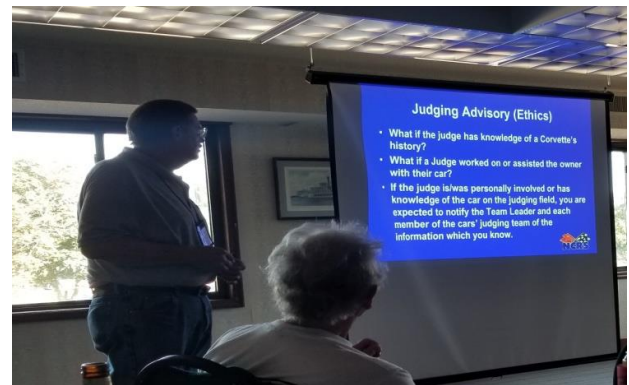
Points to Remember:

- ❖ Introduce yourself, and let them know what you'll be judging on the car.
- ❖ Thank the owner for bringing their car since both the NCRS and ILNCRS Chapter need cars to judge.
- ❖ Compliment the car, and make the owner feel good about bringing it.
- ❖ Make the owner feel welcome, treat them as a friend, and let them know that we're honored to be able to judge the car.
- ❖ Remember that they're here to learn about their car to make it better and that they're paying for you to judge the car.

Ethics:

- ❖ If the owner needs a part that you happen to have, don't try to sell it to him while you're judging.
- ❖ Wear comfortable and professional clothes.

Many other items were discussed during this judging school, and Gary answered all asked questions. If you've never attended one of Gary or Jim Anderson's judging schools, please do so as they're extremely informative!



2019 ILNCRS Chapter Meet Road Tour

Winnebago to Galena

Article by Scott Lindee



The 2019 ILNCRS Chapter Meet at Chestnut Mountain Resort in Galena, IL is always preceded with a road tour. It's a wonderful way to meet friends, make new ones, and enjoy driving your Corvette with others.

Our starting point this year was at a McDonald's in Winnebago, IL (west of Rockford), and there was a nearby gas station too. Folks filled up with food and topped off their tanks before hitting the road. Twelve Corvettes participated in the road tour, and this year's tour was one of the best ever because of great weather, light traffic, beautiful scenery, and no breakdowns!

The first stop was the Famous Fossil Winery in Freeport, IL where we enjoyed excellent wine tastings and savory dishes.

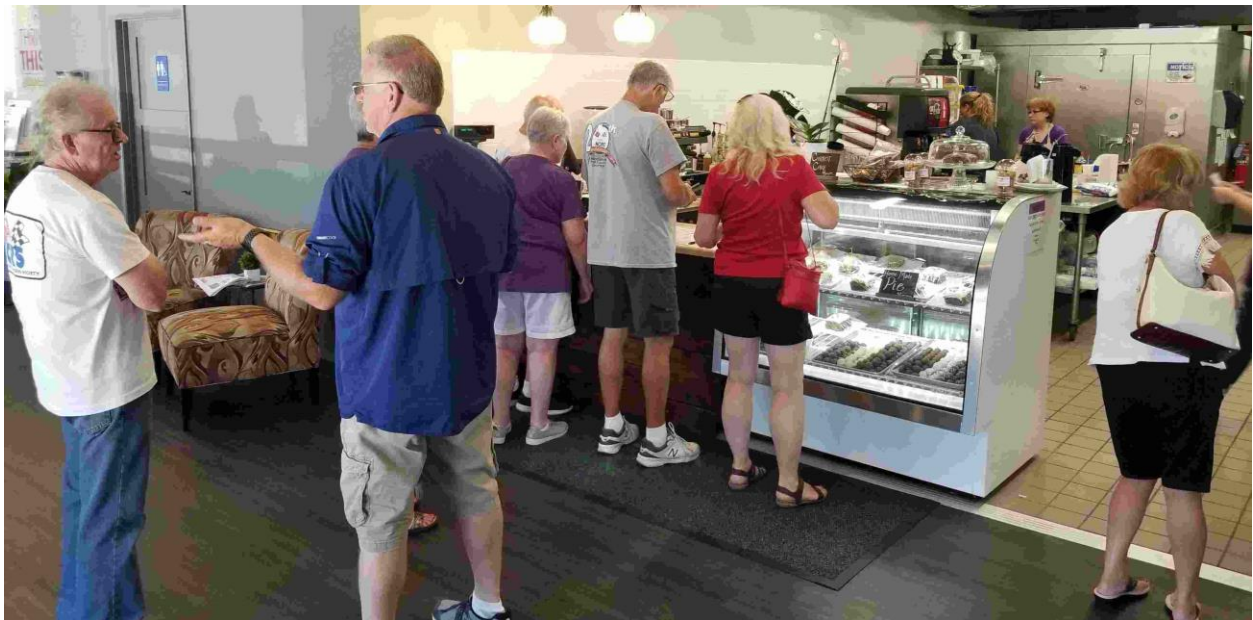




After an hour of socializing and fun at the winery, we jumped back in our Corvettes for the next leg of the road tour. We journeyed westward on Stagecoach Trail Highway, and we received lots of smiles and waves from the locals as we passed through the great small Illinois towns of Cedarville, Lena, Nora, and Warren.

The second stop was the Thriving Thistle Market & Bistro in Apple River, IL for lunch. This is a unique little business as it's a gas station, minimart, bistro, health food store, and wellness center all rolled into one. Thank you to Geoff and Liz who are the owners of this new fantastic business!





After everyone enjoyed great food and refreshments for one and a half hours at the Thriving Thistle, we returned to our cars for the final and most scenic part of the road tour. The Stagecoach Trail Highway took us to Elizabeth Scales Mound Road where we headed south towards The Galena Territory which is a very nice community filled with rolling hills and woods.

The drive out of The Galena Territory led us to my favorite road in Galena, IL named Devils Ladder. It was a gravel road, but it was paved recently. Now we can take our Corvettes on this winding hilly road which is perfect for our Corvettes!

As we continued to our final destination, we passed a horse farm named Green Valley Farm. They raise rare Norwegian Fjord horses, and we were lucky enough to see some in the pasture!



We arrived at Chestnut Mountain Resort in Galena, IL around 3:00 PM in time to check in, wash the Corvettes, and relive the ride. I hope that you can join us next year!



***** Reprinted with Permission from Greg Simon of the St. Louis NCRS Chapter *****

Power Window Service and Restoration Guide for C3 Generation Corvette **Greg Simon NCRS (26438)**

PART 1 of 2

The information contained in this article has primary benefit to C3 generation owners but all window systems from 1955 through at least 1977 share many similarities. The step by step instructions provided are based on a 1975 convertible with power windows. Owners with other year Corvettes will likely find this a useful guide but maybe not an exact guide. Results may vary

After 43 years of use my power windows operated very reluctantly. You could check your email and text messages in the time it took for the motor to raise or lower the windows. Maybe that is an exaggeration but it felt like it took that long. Depending on if the car's engine was charging the battery or not it could take 5-10 seconds to raise or lower. In addition to the time it took to raise or lower the windows I was concerned about the strain on the motors and gears which could lead to a failure of those parts. It was obvious that the grease that used to lubricate the mechanism was no longer doing its job.

I am not a professional mechanic just a curious hobbyist looking for a challenge, so, expert professionals may have different methods than those presented here.

While it is not necessary, a battery cutoff switch, either the knife or knob type, mounted at the battery is desirable. Most of the work is done with the door open so if your door open buzzer is working the noise will drive you crazy after a while. With the cut off you can shut off the power and therefore the buzzer.

It is also helpful if you have a battery tender hooked up to the battery to keep it charged as you work the window motors.

Most dis-assembly and assembly will be done with these tools and materials

(Figure 1)



Phillips #2 screwdriver

½ inch socket on ¼ inch driver for almost all bolts and 4 inch extension.

5/16 inch socket

Possibly a number 10 Metric socket if replacing window guide felts. (Repro is metric)

Flat plastic scraper

Trim removal tool

Pliers

Forceps

A strong light. LED preferred to avoid the bulb heat. Your face and bulb are often trying to be in the same place to see inside the door.

4 inch Suction cups (Harbor Freight)

Plastic Bags to Store and Label Parts

Painters Tape

Permanent Marker

Flexible caulk Sourced at Loews Home Supply

Lots of paper or shop towels

Window Parts as needed

Various Solvents, Cleaners and Lubricants will be used

Simple Green or your favorite degreasers

Kerosene

Pre-Paint Degreaser or other caulk remover

Windex glass cleaner

Water for rinsing cleaned parts

Tub or Sink to clean parts

DOOR PANEL REMOVAL

- 1 Remove the two Phillips screws from the L Bracket at the front and rear edges of the door panel.
Figure 2
- 2 Remove the two screws in the door pull handle.
- 3 Remove the locking dial by releasing the C Clip with special U channel tool or a pick. C Clip removal tools are available to purchase but I made my own using a plastic scraper. **Figure 3&4**
- 4 Remove the two chrome trim screws, one at the upper front of the door panel and one at the upper rear.
- 5 There are five total Velcro type fasteners around the bottom of the panel. Three on the bottom and one on each side. Take a trim tool or thin scraper and insert it between the rear of the door panel and the door frame at a Velcro location. Start at one side. Gently pry up on the panel to release it from the Velcro. Do this for each of the five locations. **Figure 5**
- 6 Lift the Interior Chrome Door Release Handle to reveal the Phillips attachment screw under the handle. While holding the handle up, or more accurately outward, unscrew the Phillips screw. Once

it is removed you can pull the handle towards the rear of the door and it will separate from the mechanism.

- 7 The door panel will now lift clear of the door. Tilt the bottom away from the door while lifting up on the door panel. The door panel is held tight to the door at the top by a lip on the frame of the door.
- 8 Once the door panel is removed you can remove the plastic door liner with a scraper to release the caulk holding the liner.

<i>Figure 2</i> <i>L Bracket</i>	<i>Figure 3</i> Special C Clip Tool	<i>Figure 4</i> View of C Clip with Lock Removed	<i>Figure 5</i> <i>Velcro Fastener</i>
			

WINDOW MECHANISM REMOVAL

This procedure is predicated on the motors being in operating condition. If they do not operate properly you will need to remove the motor(s) from the motor frame as the first step. I am told it can be done by removing the three motor/frame bolts inside the door and separating the motor from the frame. Figures 20-24 and the descriptions accompanying them may be helpful. The weight of the window will help contain the energy of the regulator spring when you remove the motor. I have not performed this shortcut so if this applies to you proceed at your own risk.

Before removing any bolts use a marker to outline the existing alignment bolt placement. These witness marks will be used later for initial window adjustment. They will get the adjustment close to the final adjustments.

Before proceeding, as a precautionary option you should tape the lower inside half of the glass to avoid scratching the glass on the window opening as you maneuver the window clear of the opening and as you re-install the window.

- 1 Remove the upper window limit bump stops from the front and rear window tracks.
- 2 Remove the six bolts from the motor inspection cover at the bottom of the door with a 5/16 inch socket (**Figure 6**).
- 3 Remove the two front and rear nuts holding the Horizontal Window Track to the window. Access the front nut first by moving the window to a position where the nut lines up with a hole in the door (**Figure 7**). You can reach it with the ½ inch socket and extension. Move the window all the way up to access the rear nut through the opening at the upper rear end of the door.
- 4 Remove the front and rear window guide felts with the window down.

- 5 Raise the window about $\frac{3}{4}$ of the way up.
- 6 Remove the front and rear lower (bottom) track bolts.
- 7 Remove the four front upper track bolts and the two rear upper track bolts. The front track includes a separate **adjustment bar** that must be removed (**Figure 28**).

Figure 6	Figure 7
Motor Inspection Cover	Access opening for horizontal window track
	

WINDOW REMOVAL

- 1 Separate the window from the Horizontal Window Track. It helps to reach through the motor access opening to move the track while manipulating the bottom of the window away from the track. Separate the front bolt first then the rear.
- 2 Once the track is separated lift the rear of the window out of the door and rest the rear bolt on the door to hold it up. (**Figure 8**)
- 3 Move the bottom of the rear window track forward to slide it off the guide roller/slider still in the horizontal window track. Once separated the rear window track can be removed through the top rear opening of the door. Turn the track sideways after the top clears the opening to get the lower mount to clear the opening.
- 4 It helps here to have an extra set of hands to manipulate the window while you remove the Front Guide Roller from the Front Window Track. Proceed by lifting the rear of the window outside the door frame while moving it to the rear. The front Guide Roller should slide out of the top of the front track. Depending on how gummy the front track is, the roller may protest coming out of the track. If so, you need to reach inside the door and pull the track away from the roller. This is where a second set of hands is helpful.
- 5 When the Front Guide Roller clears the Front Window Track you can now remove the window. The front guide roller can only be removed through the rear guide opening so slide the window to the rear while maneuvering the rear window bolt up through the rear opening. Keep sliding the window to the rear until the front roller comes out of the rear opening. Sorry there are no pictures of this operation. It takes two hands (at least) with none left for camera work.

REMOVING THE MOTOR AND TRACK ASSEMBLY

- 1 Raise the Horizontal Window Channel using the motor until it is near the top of its travel.
- 2 Slide the square slider/roller assembly out of the rear of the Horizontal Track and set it aside.
- 3 Remove the electrical connection at the rear of the motor, (*figure 9*), before attempting to remove the Front Guide Track. **The power wire runs through the lower bracket of the track.** You will likely need pliers to remove the connector from the motor. There are tangs at the top and bottom of the connector that must be compressed to get the connector out.
- 4 Remove the Front Guide Track from the door while sliding the wire through the lower mount bracket.
- 5 Remove the Horizontal Window Track by sliding it to the rear until it slips off the front guide roller. Tilt the front of the track downward below the front roller and slide the track forward until it slides off the rear guide roller (you can alternatively slide the track to the rear and then to the front if clearance is better). You can now remove the Horizontal Window Track from the door.
- 6 Temporarily partially plug the motor power connector in to the motor.
- 7 Lower the Motor Regulator Assembly with the window switch to the lowest position for removal
- 8 Unplug the connector.
- 9 Remove the two Adjusting Track bolts from the middle of the door.
- 10 Reach through the motor access opening and slide the short Adjustment Track off its guide roller. Remove the short Adjustment Track from the door.
- 11 Remove the three motor frame bolts and remove the Motor and Regulator Assembly from the door. It WILL fit through the door opening.

<i>Figure 8</i>	<i>Figure 9</i>
Rear window bolt resting on door frame and Horizontal Window Track Slider/Roller Combo	Motor, Wire and Connector
	

OTHER TASKS (OPTIONAL)

You should now have the door stripped of all window components. At this point you can attend to some other issues if needed or desired. I removed two screws that held on the rubber anti-theft or moisture control cover (don't really know it's intended function) over the door lock mechanism to clean and lube the mechanism. You could also address linkage issues or replace outer door handles or door locks.

At this point I cleaned the inside of the door/lock mechanism and linkage with simple green and various brushes. I did not remove the mechanism. I rinsed everything out with water and re-lubed the lock mechanism with Graphite lock lube and lubed other moving parts with White Lithium Grease after everything dried. Water and Simple Green run out the weep holes in the bottom of the door. Makes a mess on the floor. I did this over several days, so the door and lock mechanism had time to dry! I used a scraper to remove old caulk that held the plastic cover to the door. I used Eastwood Pre-Paint Degreaser to loosen the stubborn caulk. Does remove some paint so proceeded with caution or find another remover. **(Figures 10-15)**

Figure 10	Figure 11	Figure 12
Anti-Theft/ Moisture Cover	Bagged and Labeled Parts	Dirty Latching Mechanism
		
Figure 13	Figure 14	Figure 15
Clean Latching Mechanism	Dirty Door Handle Latch	Clean Door Handle Latch
		

DISASSEMBLED COMPONENTS

Let's look at the disassembled major components. *(Figures 16-19)*

Figure 16	Figure 17
Disassembled System Parts Orientation	Regulator and Motor
	
Figure 18	Figure 19
Window and Horizontal Track	Window Tracks
	

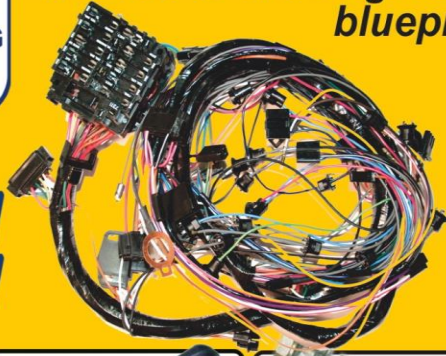
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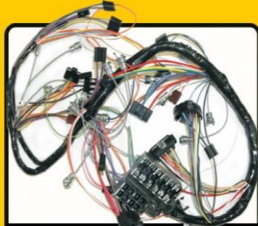
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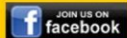


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