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President's Message

By Gary Paetsch

The CNCC Family

In the two months that I've been your President, my biggest surprise has been all the people who call me and all the new questions I'm trying to get answered. I'm not used to that! The questions include everything, from ideas for different activities to where the club is going in terms of budgeting.

I want to do the right thing by addressing every question and every problem we have. Obviously, the problems will take time, so I hope you will be patient. Right now, I believe we are going in the right direction, based on the nice turnouts at meetings and the number of people coming to our activities. Hopefully, you realize we are trying to make our time together a little more exciting. Meetings can get a little boring, so we are trying to change that and make them more fun.

Someone asked me, "If you think of CNCC as a big ship with you at the helm, how are you steering it?" I answered, "Fast forward! Fast as a ZR-1! No turning back!"

Another question I heard was, "Where will the club be 10 months from now in terms of donating to charities?" Right now we want to figure out where — and how — we can best offer our services to



Gary at the helm, directing a CNCC board meeting.

charitable organizations. The Cradle is our number one charity, but we also want to reach other local charities, such as Clearbook because a member of our club is affiliated with that organization.

We want to know that our contributions are going directly to help people and not to overly compensate the CEO or president of a company. I recently received an e-mail that reported the CEO and owner of Goodwill, Mark Curran, earns \$2.3 million a year from his company; he pays nothing for his products (second-hand clothing and used household items), and his workers receive minimum wage. You have to be careful when you support a cause. You think, here's a worthwhile organization, but in reality the charity receives only a small

percent of the total contributions while the people at the top take in most of the money.

In the past few months I've come to realize that being the President of CNCC takes a lot of time — more time than I anticipated — but doing the job right takes time. If you have an issue, I want to be able to help. In my view, our members are a part of the CNCC family; they are not just people in a club.

I've always been the quiet guy in the background because I was following the lead. Now, as your leader, I just want to get it the way the majority of club members want it, and that's not necessarily my way.

Happy Corvetting, Everyone! ●

It Started With Camaros

Hitting the Road with Lauriel

By Judy Nelson



Eric Kirchner with Lauriel



“I joined CNCC at the urging of Bill Stasek, who thought the Club would be good for me.”

It's safe to say that Lauriel Sima has a passion for sports cars. It began in 1971 with a 1972 green Camaro (dark metallic green with a white top and white interior), followed through the years by others in metallic blue, yellow, and red. She had always wanted a Corvette, but the money for one had been on the tight side. That changed when a buyout offer came from the last company she worked for; with the buyout, effective December 31, 1996, came opportunity. “I was ready to trade in my '90 Camaro I-ROC for a new car, and Scotty, the love of my life since 1984, said, ‘Why don't you go for that Corvette? Now's the time.’ So I did.” In late March 1997, she bought a 1997

C5 Corvette in silver with a pearl gray interior.

Bumpy Road

Unfortunately, there was a hitch to that purchase: “I ordered my Corvette from Stasek Chevrolet. GM told Bill Stasek to expect a certain number of C5s, but then they cut back. At the time, the C5 was a new generation of Corvette so the parent company cut back to ration dealers. Mine was one of the ordered cars that they were not going to build.

“I ended up buying my first Corvette in Florida in March of 1997 while Scotty and I were visiting good friends in Cape Haze on the West Coast. My friend

Nancy knew the owner of a dealership in Melbourne on the East Coast; he was expecting to take delivery of a silver Vette that was unspoken for. Scotty and I had arrived in Florida late on a Saturday; on Monday morning Nancy and I drove across the state to the dealership. I test drove the Corvette and bought it, trading in my red Camaro I-ROC. By that afternoon I was the new owner of my first Corvette.”

When the C5's extended warranty was close to running out in August 2007, Lauriel decided to replace her car with a brilliant yellow C6 from Stasek. Then in January 2009 Scotty passed away after our nearly 25 joyful years together.

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Bill Stasek at the Stasek dealership

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"I joined CNCC at the urging of Bill Stasek, who thought the Club would be good for me. I asked him to tell me about it. He gave me a card and said I should put my name and address on it; Stasek would pick up my first year of membership. He also said I would enjoy the members because many of them were our age, maybe five or ten years in either direction. So, I did. I've met very nice people at the many gatherings, events, breakfasts, dinners, and lunches. There have been so many activities that it's been a good outlet for me."

Growing Up

The daughter of an independent pharmacist, Lauriel spent the first four years of her life in Berwyn, Illinois, a southwestern suburb of Chicago. Then her family moved to the western end of North Riverside where she grew up and as a teen attended Riverside-Brookfield High School, right by Brookfield Zoo.

Did she go to car shows with her parents? "No."

Did her family travel a lot? "No."

But, these days Lauriel loves to hit the road. "I don't know where I came by my love of travel because my parents married during the war when states rationed gasoline. They went to Michigan on their honeymoon, only because that was as far as a tank of gas would get them. My father worked long hours in his small pharmacy and rarely had a vacation. He took off a day at a time, but we didn't go far. I passed my driver's test at age 16 but didn't own a car until I was in my 20s."

One of Lauriel's fondest memories is a driving trip she took to Knoxville, Tennessee, with three friends to see the 1982 World's Fair. "It was interesting because we were young and, of the four of us, I was the only one who had a dependable car, meaning we didn't have to worry about something falling off. We spent two or three days there, houseguests of the mother of one of the gals who lived in nearby Jellico. All told, it was an inexpensive trip. It was the July 4th weekend and people stayed away because they thought the fair would be crowded. It turned out to be a wonderful weekend and not crowded at all."

Time For College

In college Lauriel majored in English literature and minored in sociology. After graduation she found a job with the Encyclopædia Britannica Educational Cor-



Camaraderie among CNCC women — Karen Makris, Judy Nelson, Clare Vertone, Tara Blum, and Lauriel Sima — before the 2012 Car Show

poration, working in a variety of areas for the company. She wrote captions for programmed learning materials, worked with 8mm film loops, and offered replacement films to independent film libraries.

When Encyclopædia Britannica developed a special staff for the new Britannica that was published in early 1974, she worked on developing the new edition for three years solid. "I was expected to write and edit articles on any topic except upper-level math and areas of complex science."

After five-and-a-half years with Britannica, she changed jobs and went to work at Commerce Clearing House, Inc. (CCH), a publisher of topical law reports. There, too, as an editor/writer/analyst, she worked in a variety of departments in the non-tax area of the company. "I started out on a new publication (the third weekly issue) on pollution control. I helped shape it, and it shaped me for future assignments. Over the course of 23 years with CCH, I wore many different hats.

"At times I worked with outside contributors, editing various publications; in the Health Law Department, I worked on the newsletters for *Medicare and Medicaid Guide* and designed and produced the newsletters *American Association of Hospital Attorneys* and *Physicians Medicare Guide*. CCH's main office was located at Crawford and Peterson in Chicago when I started working there; in 1986 the editorial and executive depart-

ments of the company moved to Riverwoods."

110-114 (MPH, Of Course)

Behind the wheel of her Corvette and enjoying retirement, Lauriel says her C6 has reached speeds of 110-114 mph. "I did it on a trip out West, hitting the top speed driving through a state that didn't have much traffic. To be honest, my foot has gotten heavier over the years — or maybe I now rely more on my sophisticated radar-detection system."

Of course, Lauriel drives her sports cars year 'round, not bothered by wind, rain, sleet, or snow. "I'm all over the road with them. I'm just used to it," she says. Does she have a back-up car? "I do not!" is her firm answer.

"As far as my position as a Member At Large of CNCC's Board, I would love people to tell me their ideas and what they are interested in doing. I want to hear it all, whether it's something they've done before, something they haven't done for a while, or something they've never done but would like to do. That's the way we'll get into other activities. One person can't begin to have all the contacts."

As for Lauriel's woes with electronics, she says, "Most of the Club members are happy to know that I now have a computer and am on-line, something I resisted for many years. I have Mark Hall to thank for helping me to buy a laptop, printer, and (Continued on page 12)

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The Cradle – Finding Families For Children

By Bill Stasek



**Our mission is to benefit children and all others touched
by adoption — by compassionately
delivering exceptional education, guidance and
lifelong support to build, sustain and preserve
nurturing families. (*The Cradle's Mission Statement*)**

My wife and I hooked up with The Cradle in 1975, a year before my son was born. The Cradle was one of three adoption agencies recommended to us when we found out we wouldn't be able to have our own children. We contacted the three agencies, and The Cradle, in our minds, was a standout so we worked with them, hoping they would have us. That is how our relationship with The Cradle started 38 years ago when we adopted our son, who is now 37, and later our daughter, who has just turned 28.

First Look for Charity

While I'm a Director of The Cradle, on a more personal level we are involved in fund raising for this organization by way of the Chicago Auto Show through an event called First Look for Charity. This year that event raised money for 18 dif-

ferent charities. It takes place annually on the first night of the Auto Show. We host a party room and sell tickets for people to come and enjoy the Auto Show in a more relaxed atmosphere. Instead of having 25,000 people, there are 9,000 or so.

We participate in other major fund raisers as well, including The Cradle Ball, which is held annually, and a summer golf outing. In March a fund raiser called Night of Promise takes place in cooperation with Abt Electronics.

The Cradle's Personal Touch

First and foremost what stands out in my mind about The Cradle is that it is the only adoption agency in the US that has its own nursery. There isn't another adoption agency in the country with a nursery; The Cradle is the only one. That speaks volumes about The Cradle's base and

how its staff approaches adoption. All the other agencies don't have this kind of personal touch.

That being said, the process of adoption has changed dramatically over the years. In '76 I recall that adoption was pretty much a closed process; it was secretive. In the vast majority of cases adopting parents didn't know the biological parents, and the name of the biological mother was a well-guarded secret.

Fast forward to just five or six years ago, and the vast majority of adoptions now are open adoptions. When we adopted, The Cradle staff did the background research and decided where a child might be placed. Today the biologi-

Bill Stasek is the owner of Bill Stasek Chevrolet in Wheeling, Illinois and sponsor of Chicagoland North Corvette Club.

Celebrating 90 Years

By Maureen Kelly

The Cradle is one of the oldest adoption agencies in the country. Since opening our doors in 1923 (we are celebrating our 90th birthday this year), we have had 15,000 placements. From the beginning we have put children at the heart of adoption; our mission is to find families for children. Every decision we make, from preparing parents, to serving the pregnant women who seek our help, to caring for the babies we receive in our nursery, the best needs of the child are at the heart of every service we provide.

We hope every prospective adoptive parent wants to work with a safe, secure, highly ethical, full-service adoption agency, and those are the services The Cradle provides.

(Maureen Kelly is the Manager of Annual Giving and Donor Relations of The Cradle.)

cal mother, or in some cases the biological parents, ultimately make the choice. In many cases the biological parents stay involved with that child, even though that child is being raised in a different home. So it's a whole different ball game today.

Educating Prospective Parents

The Cradle is such a unique organization because in addition to handling all different types of adoptions, including the adoption of physically and mentally handicapped children, they have an educational information program online that is open to anyone who wants to learn more about the adoption process, whether or not they adopt from The Cradle. It answers questions about the benefits of adopting, and it addresses the challenges of adopting. This educational information has been recognized around the country as one of the very best. It's called AdoptionLearningPartners.org, and it's just another one of the services that they provide.

"How Do We Get Involved?"

It is not unusual for me to get a phone call once every couple of months from someone who knows of me and knows of my involvement with The Cradle. "How do we get involved?" the person asks. "We've got a son or we've got a daughter who hasn't had any luck having children. We know you are involved in The Cradle. How do

(Continued on page 14)

Vette Talk



Photo courtesy Rich Stockman

In March members of CNCC and folks from the Northern Illinois Corvette Club met for steaks at the Prime Quarter in Janesville, Wisconsin

March Madness Road Trip

by Sharlene Wayman

Many of our new activities are inspired by a member's experience that he wants to share with the Club. An example of this is Rich Stockman's infatuation with a restaurant called 'Prime Quarter' in Wisconsin where everyone selects and grills their own steak. CNCC's schedule was too busy this past fall to make the trip, so Rich decided to take a chance and try for March. Fortunately the weather was with him on March 2nd when 21 of us met at the Arlington Park train station for the cruise up Route 14 to Janesville, Wisconsin. Susan Frissell even drove her Corvette!

Janesville is a bustling town, with the restaurant located on the north side among all the shopping. To add to the madness of a March road trip, ten members of the Northern Illinois Corvette

Club out of Rockford joined us for dinner. While grilling our steaks over an open fire pit, we discussed our Corvettes and plans for summer car shows.

It was a good time with good food, good friends, and new Corvette friends. We definitely want to go there again with our Corvettes.

Thanks to Rich and Sue Stockman for sharing this experience with us.

St. Baldrick's Fund Raisers

St. Baldrick's Foundation held several events in the area to support children who have cancer. On March 9th Frank Indrago and Patti Ross presented St. Baldrick's with two checks, each \$250, from CNCC and Linda Smith to help their cause. The event was held at Dave & Busters in Addison. All who were present said it was a wonderful event. On March 16 Eric Norlin *(Continued on page 14)*



Photo courtesy Patti Ross

This brave seven-year old has his head shaved to raise donations for St. Baldrick's Foundation. His dad was next! The father and son were supporting their daughter and sister.

Return to the Road

(Or How I Raised My Serotonin Level)

By Susan Frissell

In 1997 when Chevrolet invited me to join them, along with other automotive media, brand managers, GM techs, communications people, and Corvette enthusiasts to drive Route 66 to kick off the introduction of the 1998 C5 Corvette convertible, I couldn't say, "No." And I didn't! Chevrolet flew me to Joplin, Missouri, to begin Leg 2 of the Return to the Road promotional tour. From there, all those in our group would follow Route 66 to Amarillo, Texas, and fly home from there. Our overnight stops would include Vinita, Tulsa, and Clinton, Oklahoma.

It wasn't as if Chevrolet had to twist my arm. Hardly. And this was all before I became a Corvette enthusiast and owner. Somehow I sensed this was going to be a once-in-a-lifetime opportunity that involved much more than test-driving the all-new C5 Corvette. And, indeed it was.

From the people involved to the scenery along the Route, to the museums and the folklore, the three days I spent in my little red Corvette (actually, it was white), were an experience I will long remember. The human element on this jaunt back into history is a far more interesting story. But first a little background.

20 Shiny New Vettes

From September 9, 1997 through September 21, Chevrolet sent 20 shiny new 1998 C5 Corvette convertibles — red/white/blue — across Route 66 for the opportunity to give Corvette fans a chance to touch, feel, and smell this beautiful automobile and to raise money for the National Kidney Foundation. Beginning in Chicago, the red/white/blue Corvette caravan, flanked on both ends by Chevy Suburban trucks with flashing lights, left to travel over 2,000 miles of this famous American motorway.

From Chicago to California, the caravan picked up Corvette fans and owners in several towns along the way, encouraging them to tag along behind the caravan, to travel as far as their little hearts desired.

And, they desired! Several Corvette owners chose to go the entire way. There was the couple from Virginia and the second-only Corvette owner (after 10 Jaguars) from Arkansas who joined us in Missouri, and the woman from Connecticut, who traveling with her West Highland Terrier Haggis, was the owner of the first Corvette convertible off the assembly line.

The National Council of Corvette Clubs (NCCC) helped to sponsor the ride and encouraged their members across the country to join in. On Leg 2, we had as many as 50 Corvettes of all years following behind the C5s from Detroit. When finished, the caravan had stopped in 13 cities along the route and was available for the public to see at 24 different stops.

Joining The Caravan

After a hair-raising flight into Joplin from St. Louis, I joined the caravan at the Ramada Inn. Waking to rain the next morning, all crew, GM reps, media, and VIP owners, assembled in the parking lot. At 10:00 A.M. sharp, lead car poised, the 20 red/white/blue Corvette convertibles

began Leg 2, with tops up. Cruising through what remained of Missouri, we crossed into Kansas, stopping to photograph the Kansas Rainbow Curve Bridge that ties the two states together, 13.2 miles into the state. From there, after a few brave souls dared to drop their tops, we headed west across Oklahoma toward Vinita, passing the Buffalo Ranch in Afton, to the home of the Little Cabin Pecan Company where we were greeted by the likes of a cowboy roper, a story-telling Cherokee Indian, BBQ, and live C&W band. One of our hosts was a great-nephew of Will Rogers, having grown up in Will's boyhood home.

As we approached Vinita, and this would be our protocol for each town we stayed in, we picked up some of the local VIPs. In Vinita, it was Joe Kisicki, the Oklahoma Route 66 President, the President of the First National Bank, and a

Susan Frissell is the editor and publisher of www.WomenWithWheels.com. She has written about cars for over 25 years and traveled throughout the US and Canada.



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senator. In two Oklahoma cities, we had a police escort, led by both the Chief and the Sheriff.

From Vinita we headed toward Tulsa, prepared to cover all 392 miles of this state, traveling through Claremont, the home of William Penn Adair Rogers, and a tour of the J.M. Davis Museum where we saw the world's largest gun collection. We reached Tulsa about 6:00 P.M. where the Tulsa Vette Set Club, established in 1971, met us and hosted a dinner at the Vette City Restaurant. It was here that I first encountered catfish tacos, and although I wasn't brave enough to try them, two of my fellow drivers did.

We stayed in Tulsa that night at the luxurious Southern Hills Marriott, dogs included! I gave my brother a call to fill him in on when we would be arriving in his neck of the woods (Oklahoma City). He agreed to come down to Arcadia to the Round Barn to meet us on Sunday.

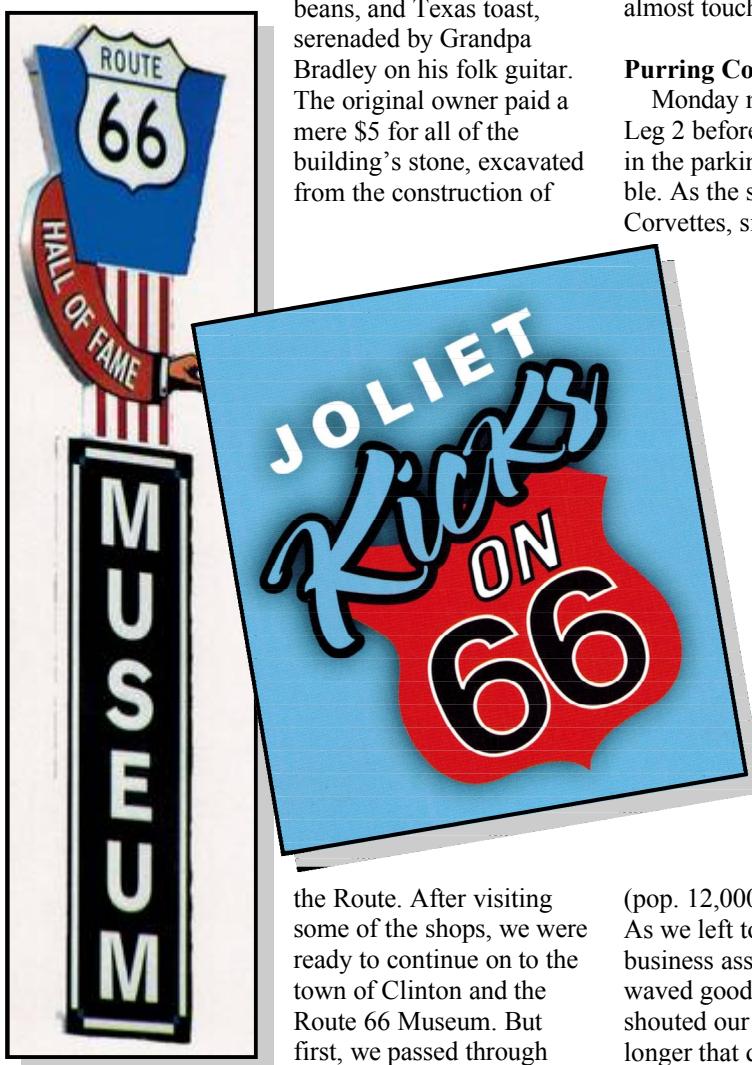
Sunday morning after a great breakfast and driver's meeting, the caravan congregated in the parking lot where many of the locals were admiring not only the C5 Vettes, but the vintage ones that had gathered to accompany us on the Route. After a short walk-through and demonstration of the car by Vette engineers, we buckled up and prepared for the countdown, each with our own short wave radio. Off we went in our usual fashion, with lights on and horns blasting. And, of course, dropped tops.

The Blast Continues

Our lead vehicle maintained a running commentary by radio for all drivers, including directions, turns, planned and unplanned stops, and Route 66 trivia. It was a blast. Things were well organized, and everyone learned the route, which included radioing ahead when stopped at a light ("Car 10 stopped at the light..."), needing to stop, or wanting to share anything they thought the group should know. Included with each Vette was a blank journal located in the armrest encouraging drivers to record their thoughts, perceptions, activities, and im-

pressions of this momentous trip. The journals would then be included with the car to be sold so the new owner could relive the trip with us.

Our second day of Leg 2 included a stop in Stroud, Oklahoma, home of the Rock Café. Here on Main Street we were treated to a lunch of barbecue pork, beans, and Texas toast, serenaded by Grandpa Bradley on his folk guitar. The original owner paid a mere \$5 for all of the building's stone, excavated from the construction of



the Route. After visiting some of the shops, we were ready to continue on to the town of Clinton and the Route 66 Museum. But first, we passed through among other towns Arcadia, Oklahoma, the home of the famous Round Barn. After a quick stop at the Barn we continued over some of the early narrow roadbeds while weaving on and off the original historic 66 Route (there isn't much of the actual road left). At times we were again on I40, only to be shocked back into reality amid today's massive traffic jams.

We traveled through Yukon (Garth Brook's hometown) and El Reno; when we arrived in Clinton, the Corvettes lined up outside the Route 66 Museum for all to see. Creating their own display, these red/white/blue beauties were wanted by all who pass by. After we toured the Mu-

seum, bought our souvenirs, and watched a video tell its story of the Route, we ate yet another barbecue and headed back to the TradeWinds Best Western to prepare for a quiet evening. Several of us met by the pool to swim, swap stories, and get to know one another better. It was a beautiful night; the stars were so close we could almost touch them.

Purring Corvettes

Monday morning early, the last day of Leg 2 before I returned to reality, I waited in the parking lot for the team to assemble. As the sun broke, I photographed the Corvettes, side by side, purring and ready to go. At 7:00 A.M. sharp, we left for downtown Clinton where the Kiwanis had prepared a pancake breakfast for us. We lined up in front of the grill, receiving pancakes and bacon, juice and coffee. The cook slapped a pancake on the plate of the driver in front of me, shaped in the form of a car! While we were eating at picnic tables spread out down the center of town at Frisco and 6th, a fire truck arrived ready to lift all who were interested high enough to take a picture of the Vettes standing at attention.

At 9:00 A.M. we took off for Elk City, Oklahoma

(pop. 12,000), our lunch time destination. As we left town, the Kiwanis, downtown business association members, and locals waved goodbye as we honked and shouted our thanks. Drive time was longer that day, but not until after we gathered in Elk City for a wonderful Mexican-style lunch at Ackley Park. The food was prepared by the Chef from the Great Plains Regional Medical Center (and it was fantastic, although anything beat another barbecue), and there were all kinds of dignitaries on hand. After lunch and a demonstration by Alma Jean, the worlds' champion hog caller, we toured the construction site where a replica of Elk City in the year 1910 and the National Route 66 Museum was being built. The home of the Beutler Brothers, Elk City is known for producing the largest rodeos possible.

At 12:45 P.M. we left for Amarillo, Texas, making up for lost time. There

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were a couple of unplanned pit stops, including the U Drop Inn Café just over the Texas border. Here we all lined up for the first and only group photo, where our trusty leader Mike managed to snap a picture with some 20 cameras. We stopped for a tour of yet another Route 66 Museum and the Devil's Rope Museum to see the only tribute to barbed wire.

Arriving In Amarillo

The caravan finally arrived in Amarillo at 4:45 P.M., first making a stop at the Fairfield Inn before gathering the local VIPs. Riding with me was the County Sheriff, who by his own admission didn't get away from the correctional center much. "Amarillo's different than other parts of Texas," he assured me. As we drove down 6th Street between Georgia and Western, we arrived to the biggest gathering yet. Hundreds of people lined the streets along with three bands, stands with t-shirts, food for sale, and the famous Route 66 Big Texan steer. There was a steak eating contest — 72 ounces — for anyone who dared, and one of our crew did, finishing his steak with all the trimmings.

J&M Restaurant served us a Texas-style meal of chicken fried steak, mashed potatoes, and green beans, after which we gathered for one last time to caravan down to Westgate Chevrolet where we were guests

at a cocktail party. When we arrived, we drove onto the showroom floor, in all our glory. We were served champagne punch and finger sandwiches. As we hobnobbed with anyone who was anyone, we were surrounded by our C5 riders, as well as several vintage Vette riders.

Although I could have been feeling sadness that my Leg of this spectacular event was over, I sensed, instead, that I was probably feeling the kind of sensation that comes with being welcomed by people you do not know, or did not know until the minute you met them.

Amarillo's turnout was by far the biggest and most elaborate, but by no means the best. Each city along our route housed people who were as friendly and sincere as anyone could be. Just witnessing men and women sitting on their front porches, then each standing and tipping his hat to the American-made Corvette was a thrill all its own. This is what made the trip worthwhile. I hope seeing those shiny new '98 Corvettes gave them as much a thrill as they gave us hospitality. Their warmth and enthusiasm were four-star. ●

Lauriel Sima

Continued from page 4
fax. His expertise and help have been wonderful. In fact, I have found so many people in the Club are helpful, friendly, and always willing to assist others. One



Lauriel with Tom Fara of D&M Corvettes (Downers Grove).

example took place as CNCC caravaned to the Riverboat brunch excursion last September; a rock hit the window of one of the Vettes and almost went through the windshield. Some people stopped, but then everyone pulled over, stopped and pitched in to get glass out of the Corvette and tape up the window. The Vette's owner was new to our Club and impressed with everyone's help.

"Scotty and I were together for so many years. I joined CNCC after he passed away because I have no immediate family and was looking for things to do to get out to meet people and occupy some of my time.

"CNCC has helped in many ways. I love CNCC. It has been very good to me, and now that I have been elected to the Board of Directors, I hope I can do some good for the Club." ●



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Appointed Positions

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Thought For The Day

I'm on a
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The Cradle

Continued from page 7

we get involved? What do we do?" In that respect we've put people in touch with The Cradle.

There are many interesting stories about The Cradle. I'm always intrigued when a customer knows of our involvement and stops in and says, "I was adopted from The Cradle in 1954." Things like that continue to come up. In my mind, that makes The Cradle a pretty special organization. ●

Vette Talk

St. Baldrick's

Continued from page 7

his sons Nick and Jeff had their heads shaved at the Lincolnshire and Wheeling Professional Firefighters fundraising

event for St. Baldrick's. Thanks to the Norlin family for participating in this very special event.

Bloomington GOLD

June 28-30, Champaign

Bloomington Gold will take place at the University of Illinois Assembly Hall Grounds, 1800 South First Street, Champaign, Illinois 61820; 309-888-4477. Advanced registration online ends June 14: DayPass is \$15 per person per day; GoldPass is \$40 per person for Friday, Saturday, and Sunday. At the gate ticket price is DayPass \$20; GoldPass \$50. Download a registration form at www.bloomingtongold.com. This year's show includes a swap meet, exhibitors, Corvettes for sale by owner, an all-Corvette auction, Corvette-related merchandise for sale, and much more.

Photo courtesy Rich Stockman



Eric Norlin, far left, shaved his head for a St. Baldrick's event as did sons Nick, center, and Jeff. Cheering them on are wife Dee, left, and daughter Kim.

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Gorgeous ZR1 in the
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What is Chicagoland North Corvette Club?

Chicagoland North Corvette Club, established in 2006, is a not-for-profit, membership-based club of Corvette enthusiasts who are dedicated to the admiration, preservation, and restoration of all years of Chevrolet Corvettes. The purpose of the club is to not only promote the care, maintenance, restoration, and performance modifications of Corvettes, but also to provide opportunities for its members to meet, socialize, participate in group activities, and maintain a spirit of friendship and camaraderie.

The club plans a variety of events, including car shows, cruise nights, racing and autocross events, club outings (both vehicle and nonvehicle related), technical sessions (paint and auto body, mechanical topics, maintenance-related issues, interior tips, and other topics), and caravan road trips. We meet on the last Thursday of the month at 7:00 PM (join us for supper at 6:00). Please check the CNCC web site — www.chicagolandnorthcorvetteclub.com — for the restaurant where we will meet and a map of its location.

How Do You Join CNCC?

It's easy to join CNCC. Contact our Membership Chairman, Dee Norlin at 847-634-6678 or at nortnd@comcast.net. Club membership dues are \$30/year per household, due January 1. We'd really enjoy your friendship.



**www.ChicagolandNorthCorvetteClub.org
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