



The Accelerator

Sponsored by Bill Stasek Chevrolet

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President's Message: "One Awesome Car"

In my years around the Club, the one thing I've noticed is the different stories about how and why everyone became interested in cars, and why they have a Corvette now, whether it is their first, second, or one of many.

The stories range from people who have owned a long line of cars, with their Vette just one of many vehicles, to those who finally had the money to buy a Corvette once the kids moved out. Some of our younger members wanted a real performance experience and bought Corvettes — not that you can't enjoy your car when you're older.

Michael and Mark

This leads me to my story. My car story goes back to when I was around seven. I'm the youngest of three children, and ten years younger than my brother Michael. Growing up, my brother and I were very close; even back then, where Michael went, I went. To this day we remain close, so much so that his friends from years ago are some of my best friends now.

In terms of cars, I remember Michael's '74 Ford Maverick — not cool, but it was his. Next came the string of his friends with their Broncos and trucks, and the El Camino that my best friend had. But the first car that truly caught my attention was the '71 GTO owned by the brother's best friend. That was one awesome car.

The Naegeles

Then came the Corvette part of my life. I was around nine when my good friend Scott Naegele showed me his dad's 1978 Corvette. Now the name Naegele should be familiar to you because Scott's dad is Jerry — yes, our Jerry Naegele, a member of CNCC — and that '78 Corvette is the same one he has today.



Before joining CNCC, Mark and Diane stopped at a meeting to tell us about AMSOIL. Here they are with Lenore and Tom Pettinger.

Some of my favorite memories from those days are of Jerry, Scott, and me driving to the Naegele's special place, The Camp, in northwest Illinois to put the Vette in a barn for the winter. Just picture Jerry at the wheel with two nine-year-olds squeezed together in the single passenger seat held tight under a seat belt, having the time of their lives.

Sometimes it was as simple as Jerry taking the Vette for a jaunt around the block with the two of us in it. Even now, I can picture Jerry's special car sitting in the garage with at least two covers on it, ready to take two great buddies on their next adventure. I may have been just nine, but I was so impressed with that car, I knew one day I would have a Corvette, and I have been a Corvette guy ever since.

That '63 Corvette

Another Corvette memory involves a 1963 convertible. My friend's dad bought

the car new and drove it until 1965 when he parked it and never drove it again. When her father died, my friend decided to sell it. This was in 1991, and the asking price as a deal for me was \$10,000; but I couldn't afford it back then. I still think I messed up on the deal.

Fast forward 20 years to the day Diane and I became owners of our 2002 Z06. It was a long time waiting, but the Vette has brought us new driving adventures, including countless cruises, the trip to Bowling Green last year, and our excursions to South Dakota and Bloomington-Gold this year in addition to the friendships we've made through CNCC. It has been more fun than we could have imagined.

Over the years I've always wanted to say, "Thanks so much," to Jerry. "Did you ever imagine those early Corvette adventures with two nine-year-olds would have continued with a 'ride' like this one?"

— Mark Hall

It Started With "Three On The Tree" — My Life With Cars

By Charles F. Falk

My fascination with cars goes back to my childhood and the small toy cars my father frequently brought home after work. As I grew, my friends and I often played “little cars” indoors with some combination of toy cars and soldiers, building blocks, and Lincoln Logs for our made-up adventures. At the same time, we also played “big cars” outdoors where, instead of cars or motorcycles, we used our bikes and wagons to chase each other in any number of imagined scenarios.

Although my father was a conservative man, he did one thing that was not conservative at all: he taught me, at age 12, to drive his 1950 Pontiac Catalina hard-top coupe with “three on the tree.”

From then on every evening, it was my job to drive the family car around the block and up the alley of our Chicago Northwest Side neighborhood and back it into the garage for its overnight stay. The following year I drove the car, completely by myself, three blocks to attend Saturday morning confirmation classes. I don’t know what my father or I would have said if the police had stopped me. Finally, after my 15 birthday, I became a legal driver.



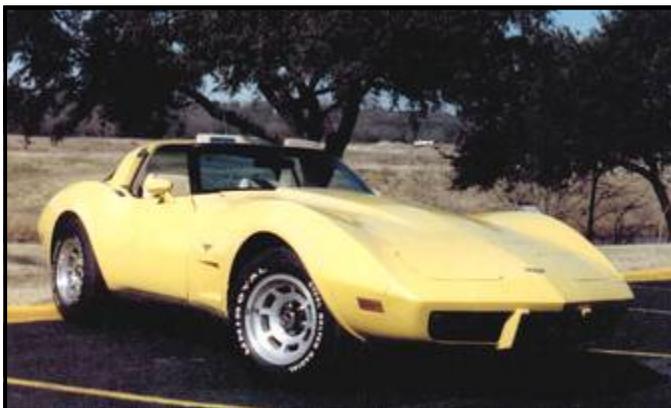
Joan and Charles enjoying their third Corvette, a Silver 2001 C5 with a Targa Top.

My Dad and Cars

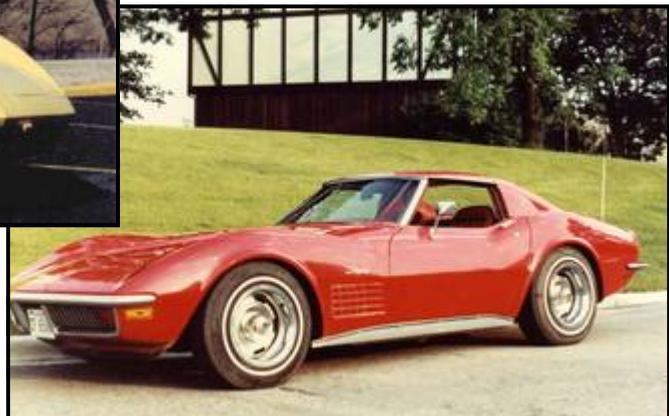
Although he wasn’t a car guy, my father always drove nice-looking, late-model cars that he frequently traded. A General Motors loyalist (with the exception of a 1955 Mercury), he followed the hopes of GM marketing research staffers and corporate managers by migrating up the brand ladder. He first owned a series of Chevys, which he traded every two

years, before moving up to buy four or five versions of the Pontiac. Then he switched to Buicks, the last four cars he drove until his death.

After my mother learned to drive late-in-life (she was 43 or 44), my father began to buy her Chevys of her own in the early 1960s. That meant I no longer had to be frightened of damage as I had been when mother borrowed my cars.



The Falk’s first Vette was a ’72 T-Top coupe in Mille Miglia Red, below; their second was a ’79 Vette in Corvette Yellow with a Targa Top, left.



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Joan and Charles in their '57 Plymouth Belvidere convertible, Mineral Wells, Texas, left. Charles in Oklahoma, 1962, with his '59 Buick Le Sabre, center. Charles' first car, a '55 Plymouth coupe with a V-8 engine, right.

As a teenager my interest in cars grew through annual visits to the Chicago Automobile Show and from the tinkering my father tolerantly allowed when he let me improve his cars. It was nothing major. I would just add chrome accessories or a “sweeter” sounding muffler as I deemed necessary. I’m not sure that he always agreed that these modifications improved the cars, but he was okay with what I was doing. These were the cars I drove before getting my own.

My First Corvette Experience

In the early 1950s my friends and I eagerly monitored car showrooms for each year’s new models, which came on the scene during the fall. Dealers kept these vehicles under wraps, literally, until the date of their public debut.

I had my first Corvette experience when I joined two pals to see the new Chevys at McInerney Chevrolet on Cicero Avenue in Chicago. The showroom had the usual Chevys, but then we spotted this white, two-seat open sports car with white sidewall tires, wonderfully accented by red upholstery. It was breath-taking and such a departure from anything we’d seen before in American cars. This was, of course, the very first Corvette — the 1953 C-1.

The beautiful Vette had a straight six-cylinder engine, derivative of the standard Chevy “Blue Flame” engine series, and an automatic transmission. Of course, no one was allowed to sit in it; we were all left to simply stand back and admire it. And admire it we did. Years earlier, I was enamored with the British Jaguar XK 120 roadster after seeing one up close on a trip to British Columbia. But this new Vette really turned my head away from that. Although it seemed like an impossi-

ble dream, from that moment, my mind was etched with the idea that someday I’d own a Corvette.

A Dream On Wheels

By age 16 I had saved \$500 from an after-school job to buy my first car, a 1949 Packard four-door sedan, approved of by my father. I was not exactly in love with the car (I called it “The Pregnant Elephant”) or its lifeless tan color, but it was *my own car* and it had liberated me from limited use of the family car. At age 17, with more savings, I bought my first new car, a top-of-the-line 1955 Plymouth Belvidere coupe that cost \$2,068. My father offered to help pay for it, as long as I reimbursed him later. It was red and black with white wall tires, stick shift, and had Plymouth’s first V-8 engine and a bunch of other stuff we never before had on a car; I thought it was a dream on wheels. Within eight months I paid back the money to my father.

Once in college, being a car guy, I began to think of up-grading my ride and set my sights on a Virgil Exner-designed “Forward Look” 1957 Plymouth Belvidere convertible. The ’57 was all-new, wider than the ’55, and it had a new type of torsion bar suspension. Again with my father’s help, I traded the ’55 for a white convertible that cost about \$3,300. It was futuristic and fabulous, and it rode and handled like a dream.

Life Moves On

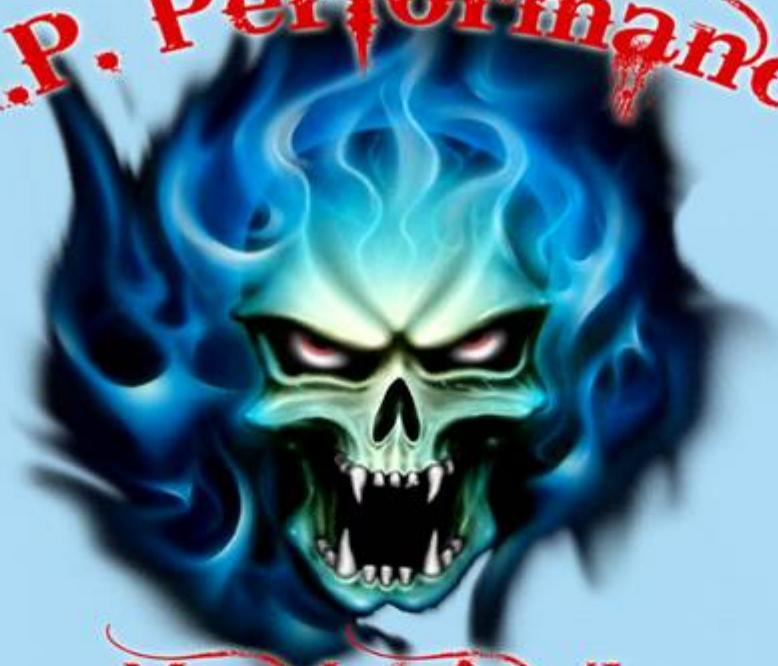
When I bought the ’57, I had no idea that 14 years would go by before I’d buy a new car again. I graduated from college, started a career in business, married my campus sweetheart Joan, and got drafted into the U. S. Army; after the service I went to graduate school, returned to my business career, bought a house, had some kids, and changed my career direction to become a business professor in academia. The ’57 Plymouth fell by the wayside, replaced by a series of hand-me-down and/or used cars. By 1971 I bought a Ford Country Squire station wagon, complete with fake wood, that I loved. What else would you expect of a family man? A string of handsome station wagons followed that were just the ticket for our family, which by that time included four kids.

The Reward of My First Corvette

Then in 1975 I earned a doctorate and with Joan’s blessing rewarded myself by purchasing my first Corvette, a 1971 coupe in Mille Miglia Red. It had low-mileage, a small block V-8, T-top, and automatic transmission. I put out \$4,000 for it, and that dream of 20+ years earlier in Mc Inerney’s Chevy showroom in Chicago became a reality.

I detailed the Vette and drove it happily for five years. Then in 1980 I took a job in Texas and decided to sell the Vette

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Joan and Charles with Raupp Blvd's ever-present mascot

instead of moving it. It sold quickly for \$4,500, the first and only time I made money selling a car.

Once settled in Texas, I felt the itch of wanting another Corvette. So, with Joan's approval, in 1982 I acquired a '79 Corvette coupe in Corvette Yellow with a T-top, automatic transmission, and a doe-like tan interior. I preferred the '79 because the later models all had "spoilers" on the rear that I didn't particularly like. Everyone in the family drove the '79, and Joan frequently took it to work; all parties soon became Vette enthusiasts, especially noticing the recognition they got when they drove it.

Land of Pick-Up Trucks

Texas being the land of pick-up trucks, I bought a used Chevy pick-up for the kids to drive during the week and for my use on the weekends. After a couple of years, I discovered the Chevy Suburban was the "National Car of Texas" (as officially declared in *Texas Monthly* magazine) and bought a great looking 1985 Navy Blue Suburban, improved by a chrome cattle guard and fog lights that I added. Acquiring the Suburban was almost as exciting as getting my Vettes. It was a great ride for ten years.

By 1986, I moved on to another new job in Richmond, Kentucky and sold the '79 Vette, figuring that once we were settled, I'd just replace it. As it turned out, I was too busy with work and never did.

Then in 1992 I returned to Chicago for a new job, but because of the intensity of my work, found little time for automotive matters.

Time For Retirement

In 1999 I retired from full-time work and finally had time to devote to cars. I flirted with the idea of buying a '57 Thunderbird, but my thoughts shifted back to the Chevy Corvette. At the time my brother-in-law had three Vettes — a '58, a '69, and an '03 Golden Anniversary edition. Looking over the cars certainly influenced my thinking.

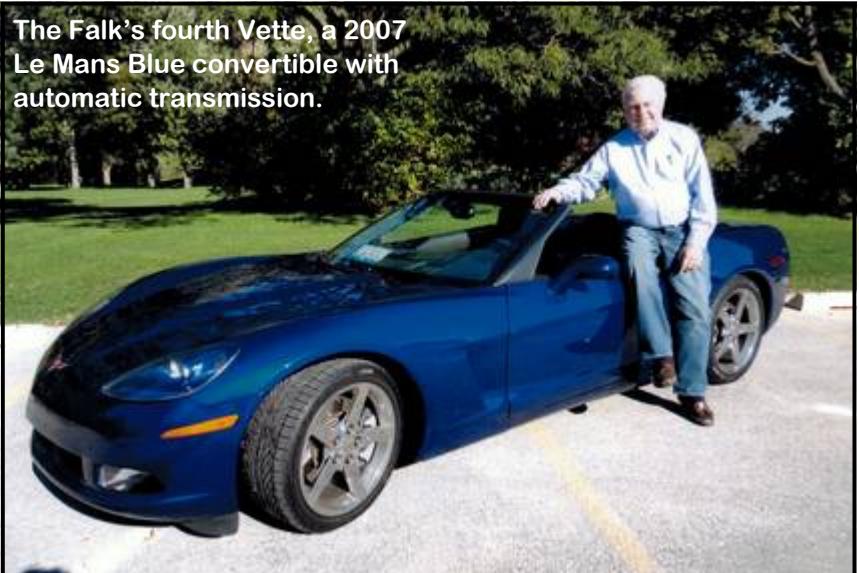
Then a Chicago-area friend bought a

new 2005 Vette, and his trade was going to be a silver 2001 C-5 Vette coupe with two targa tops, automatic transmission, and 15,000 miles on the odometer. I took one look at the '01 and bought it. In August 2005, the '01 became my third Vette.

The '01 performed flawlessly. Unfortunately, "manhandling" the targa tops was quite a chore, so I decided to jump up to a C-6 Corvette convertible. Finding just the right car led me to Bill Stasek Chevrolet where I looked at a low mileage 2007 convertible in Le Mans Blue with automatic transmission. With Joan's approval, and after a little negotiating, in August 2012 the '07 became the fourth Vette I've had the privilege to own. After driving it for more than a year, I can state it is the best one yet.

In my retirement years I've returned to the Corvette but also increased my involvement in antique and classic cars; the muscle cars of the 50s, 60s, and 70s; and the collectible exotics and sports cars of just about any era. This broader interest prompted us to become members of several car clubs, including the Chicagoland North Corvette Club. Through club functions, cruise nights, and car shows, we've found "car people" to be really nice people.

Looking back on my life, I realize how much pleasure I've gotten from my fascination with cars. Looking ahead, I hope Joan and I will have many more pleasant, informative car-related experiences. It is also my hope that I will have at least one more Corvette in my future. Ideally, I'd like to be able to buy and drive a C-7 convertible before my kids — or the state — claims ownership of my car keys. ●



The Falk's fourth Vette, a 2007 Le Mans Blue convertible with automatic transmission.



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Finding Families Through The Cradle

By Maureen Kelly

The Cradle is a non-profit adoption agency that is celebrating its 91th birthday this year. Our operating budget is about \$7 million per year, with a little over one third of our income coming from contributions — events, individuals, families, and from the legacies of people we worked with 30, 40, or 50 years ago who left money in perpetuity for us. It comes from adoptive people and from birth parents who write checks for anything from \$10 to \$100,000.

There are also organizations like Chicagoland North Corvette Club who recently donated \$1,000 to The Cradle. All of this makes us a huge difference in our ability to operate. About half of our income comes from program services and adoption fees, and the remainder is from our endowment and investment income.

Donations Provide Service

Every year about 1,000 women contact The Cradle about adoption services because they are having an unplanned pregnancy. Of that group, in 2012 we placed 72 babies. Think of our work as a funnel: we start with serving 1,000 women at some level, even if it's just one phone call from a person reaching out to us for information; of that number only 72 will make it to an adoption plan.

All of The Cradle's services are provided to the women at no charge. Our commitment is to provide options counseling so a pregnant woman understands her choices and begins to assess whether she can parent; she also needs to know the resources in her community. If adoption is right, then she has to determine the kind of family she wants for her child. We practice open adoption.

We could not provide these services without donations. We always say our biggest competitors are online adoption providers who advertise for-profit ser-

vices. Basically, they are brokers. These online providers are able to make a profit



because they don't provide the counseling, the nursery (we are the only adoption agency in the US that has its own nursery), or the social services that we do. Their goal is to recruit pregnant women and place their babies for adoption, without providing the counseling and support we believe is essential for an ethical and safe adoption.

International Adoptions

The Cradle has been working with international adoptions since the mid-1990s. The height of these was 2004, with roughly 25,000 children coming to the US from all over the world. In the last five years there has been a dramatic decrease in international adoptions, with statistics showing less than 10,000 adoptions.

Overall, there was a 65% drop international adoptions across the board in the US, primarily because the number of big sending countries have closed to international adoption. Guatemala, Vietnam, and Cambodia, all of which were open in 2004, have since closed; countries like South Korea and China developed their economies so there are fewer children from these countries. Because of the

stigma attached to a country not being able to care for its own children, there has been a push in some countries to keep their children on their home shores.

China, which was responsible for the greatest number of international adoptions in the US, instituted a lot of restrictions and limited the kinds of families who could adopt their children. Now Russia closed its doors for US adoptions. At the time that Russia closed adoptions, US families had already traveled to Russia and met their children. We are hoping those families will get to complete their adoptions and bring these children to the US.

So far this year The Cradle has placed eight internationally adopted children who came from China, Ethiopia, and Korea. These three countries in addition to Taiwan and a few others with small programs will probably continue to allow international adoption.

Life-Long Support

Through the years many clients have come back to us at different stages of their lives. We really commit to providing life-long support to all the members of the adoption circle, whether the person was adopted through The Cradle, was a birth parent who placed a child for adoption, or was an adoptive parent. We also provide support to adult descendants of adopted people and birth parents and to other birth family members.

About 1,200 people a year contact us for our post-adoption services. Some seek
(Continued on page 18)

Maureen Kelly, an adoptive mother, has been with The Cradle Foundation for ten years, serving as the Manager of Donor Relations and Annual Giving. She previously held positions at the US Fund for UNICEF, Amnesty International, and Lawrence Hall Youth Services.

Generous Donations

'Tis the season to say "thank you" to all of our club members and reflect on the generosity you have showed throughout the year. Because of your generosity, five children — ages 12, 9, 6, 4, and 2 — will have a very happy holiday.

Through your donations during the past club meetings, we raised nearly \$500 to purchase coats, socks, pants and, what every child wants — toys,



Susan Frissell, Sylvia Walker, and Mary Thrasher wrap coats, socks, pants, and lots of toys for five children.

including games, dolls, puzzles, and more! These five children are from one family that is struggling financially and with at least one child who has special needs served by Clearbrook. Without our support these children would not be having a merry holiday.

But we didn't stop just with gifts. Food pantries in Wheeling Township and Northfield also benefited from your generosity. It was amazing to see the outpouring of donations of nonperishable food items to help underserved families who wonder where their next meal will come from.

It took three trips to deliver nonperishable food items to drop off locations. One of our club members summed it up beautifully when he donated 15 bags of food: "I bought a Corvette this year, the least I could do was give back!"

Thank you for your heartfelt donations and sharing your blessings with those less fortunate!

— Sylvia Walker

\$1,100 Gift to The Cradle

On a sunny morning in October, I visited The Cradle in Evanston to present Maureen Kelly and Brooke Voss with a check from CNCC for \$1,100. If you'll remember, we promised a \$1,000 donation from the proceeds of the show.



Photo by Patti Ross

Friends Loretta Chowaniec, left, and Cathy Halkyn

A guest that day, Loretta Chowaniec, provided the additional \$100. Loretta wasn't there to collect a raffle prize she won. I called the phone number on the ticket delivered it. This was Loretta's first visit to CNCC's car show, and she was so impressed with our efforts and our relationship to The Cradle, she decided to help and contributed the \$100. Thank you, Loretta! — Patti Ross

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CNCC visits Mt. Rushmore



Greeting from Frontier Cabins in Wall, South Dakota.



Holly and Joe Cheslak at the September meeting



Brett Bacci talks to a Joel Justus at Blackdog Speed Shop

2013 — What a Blast!

Robert Murray at the CNCC Picnic

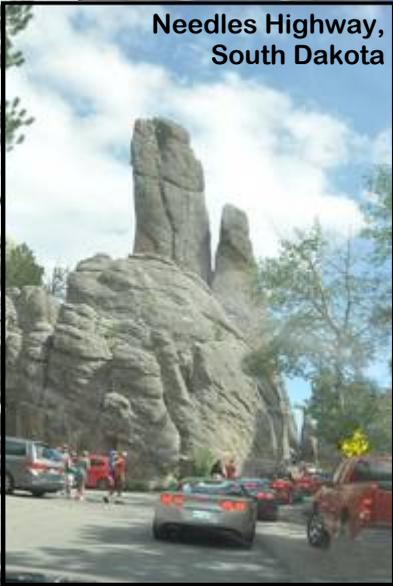


Marilyn Schnider and Grandson



Karen Makris with friends at Clearbook

Needles Highway, South Dakota



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Vette Friends

A Need for Speed At Age 92 -- In the Driver's Seat with John Wood

By Susan Frissell

It's been easy to meet interesting, engaging people simply because I own a Corvette, and John Wood is one of them. He's the only man I know who bought his first Corvette ever as a youthful 92-year-old. It's a stunning 2012 Crystal Red coupe, and John is having the time of his life with it.

Although he couldn't recall every single model he owned, John's first car was a Model T, after which he graduated to a Model A, for which he did some of his own mechanical work. As a young man he always had sporty-type cars, including Firebirds and Sunbirds, when he was in his 40s and 50s.

By his own admission, John is a fast driver! "I try not to get speeding tickets, and I make sure I don't have more than two at a time. When I get two tickets, I make sure I don't get a third. I call my



Photo by Ryan Springer

John with his 2012 Crystal Red coupe.

daughter-in-law, who works for the Secretary of State, and ask her to let me know when the first ticket drops off. As far as

accidents, I've only been involved in two, and neither was my fault. So I've had a very good driving record all these years."

An advertisement for 'hipS-sister' featuring a woman in a black tank top and black leggings with a bright pink waist pack. The background is a scenic view of mountains under a blue sky. The text includes the brand name 'hipS-sister' with a silhouette of a woman, the slogan 'You love the outdoors. You need to get yours. Live hands on. Be hands free...', and contact information for Tracey Stevens, Brand Ambassador, including a phone number and website. Facebook information is also provided.

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Only two speeding tickets and only two accidents, with neither of them his fault during all those years of driving! Can you imagine? Even hitting speeds of 120 mph, John managed to fly under the radar most times. Apparently!

A Farm In Indiana

I met with John last January at the Sedgebrook Retirement Community in Lincolnshire where he told me about much of his life-long interest in cars. A native of Rensselaer, Indiana, he is the oldest of three children of German and English heritage. Growing up, everyone helped out on the family's dairy farm, but instead of becoming a farmer, he gravitated toward numbers. In the 1940s-50s John worked for Arthur Anderson for seven years at a time when Anderson was just a small firm. Partly due to the pressure of the work, he moved to Allstate and worked on the Northbrook campus for 31 years. For the last 10 years of his career, he was an assistant comptroller before retiring in 1981 at the age of 61.

John and I mused about some of the "bombs" both Pontiac and Oldsmobile manufactured over the years. He talked about an Oldsmobile he once purchased

that looked as if the backend was dropping off. "GM forgot to finish that car," he laughed.

Neither John nor I could think of the name of that unsuccessful Oldsmobile model, but we had a few laughs recalling the Pontiac Aztek, one of those cars that had the honor of being one of the "50 worst cars of all time."

Deciding On a Corvette

How did John decide on a Corvette? "Not much of a choice to make," he admitted. "After 60 years of making the Corvette," John said, "Chevy must have it right by now!"

He stopped by a Corvette show last summer and saw some of the new models on display. As you might imagine, part of his choice of a Corvette had to do with a need for speed. At 430 horsepower, a certain 2012 cranberry red coupe had just the power and look John liked.

"I knew I wanted the Corvette, and I knew which color I wanted," he said. Not a convertible guy, John commented that he didn't feel safe in a car without a hard top. We were in agreement that the coupe is a better looking Corvette than the convertible. John would like GM to design a

Corvette with a half backseat for his grandchildren in addition to swivel seats up front. "Getting into the Corvette isn't difficult; it's getting out that is," he noted.

Deliberate Negotiations

Once John made his choice, he did what he does best when considering a new vehicle and shopped several dealerships. By his own admission, he is hard nosed when it comes to buying a car. "I generally start with the dealership where I am least likely to purchase the car and work my way over to the dealership where I will buy."

To hear John tell it, the negotiations were long and deliberate. Once he got the dealer down to what he thought was a reasonable price, the salesman accused him of taking all the profit! (Familiar story?) "I'm tough," John told me. "I've been that way all my life. I use what I know. First I find out what my trade-in is worth, then I mark it up in my head

Continued on page 16

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

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Vette Talk



Photo courtesy Barry Petrie

“Hello” From The Greggs

Hi Everyone!

Bill and I are doing well in beautiful Colorado. We both found jobs that we like, and we are purchasing a home in Loveland, which lies at the foothills of the Rockies some 50 miles north of Denver and 40 miles south of Cheyenne, Wyoming. The climate is great compared to Chicago, with gorgeous blue skies and sun-filled days.



We cruised along many of the scenic byways and mountain ranges in our Vette, prior to the horrific floods of last September. Most of the roads are now repaired, allowing access to the real treasure spots of the area. Our Corvette is in storage back in Illinois, but once we get settled into the new house we will have space to keep it close at hand.

If the CNCC needs a location for next summer’s trip, there are miles and miles of roads calling for Corvettes! I suggest Estes Park as a possible destination; it’s a quaint tourist town at the entrance to Rocky Mountain National Park.

We miss the group. Come on out West for a visit!

— Joanne and Bill Gregg

Marie LaPorta’s Lemon Cookies

Cookies

- 1 Stick of Unsalted Butter, Softened
- 1 Cup Sugar
- 1 Egg
- 1 Cup Ricotta Cheese (Drained of Water)
- 1 Tab. Lemon Extract
- 2 1/2 to 3 Cups of Flour
- 1/2 Tsp. Baking Soda
- 1/2 Tsp. Salt (eliminate if using salted butter)
- * Colored Candies, Optional

***Bake Ahead
And Freeze***

Icing

- 4 Cups Powdered Sugar
- 1/3 Cup Hot Water
- 1 Tsp. Lemon Extract

Cream the butter and sugar until well blended.

Add egg, ricotta cheese, and lemon extract; beat until mixed. Add flour, soda, and salt. (Do not overbeat or the dough will become crumbly.)

Form into golf-sized ball, and place 1” apart on baking sheet. Bake in 350 degree oven for 15-20 minutes, until the cookies are just slightly golden.

Blend ingredients for icing until smooth.

When cookies are cool, dip tops of the cookies into the icing.

* Sprinkle with colored candies

Barry Petrie's User-Friendly Guide To Posting On Facebook

Everyone in CNCC is invited to share their Corvette photos and stories on our Facebook page. It's easy to do, just follow these guidelines:

Begin by going to <https://www.facebook.com/groups/CNCC1/>, CNCC's Facebook page, and you'll immediately see some familiar faces.



Before you can post on Facebook, you have to "Join Group" first. Simply click on the words **Join Group** in the top-right corner under the group photo.

You will have to wait for a group administrator (Barry or Mark) to approve your request.

1. *To Write A Comment.* Click the box that says **Write something** on the top left below the group photo. Type in your comment then click **Post**.

Group members get notified about all new posts in that group unless they choose to adjust their group notification settings.

2. *To Post A Photo Or Video.* Click **Add Photo/Video** at the top of the page below the group photo.

Next, pick a sharing option:

Upload Photo/Video lets you pick a single photo to share.

Create Photo Album lets you organize multiple photos in an album to share with the group.

Select the photo(s) from your computer. When you're ready to share, click **Open**.

Any member of the group can add photos to a group album. Group photos are visible only to other members, and only group members can be tagged in group photos.

3. *To Comment On A Photo.* Click **Comment** under the photo or in the white box that says **Write a comment** or **Write a reply**.

Type in your comment.

Press **Enter** or **Return** on your keyboard to post it. To make more than one paragraph, press **Shift** and **Enter** at the same time.

4. *To Add A Photo To Your Comment.* Click the **Camera Icon** on the right side of the white box under the post. Select the photo from your computer. When you're ready to share, click **Open**.

5. *To Like A Photo Or Comment.* Click the word **Like** underneath the photo or comment on the left side. You can also like a photo while you're viewing it by pressing the **L** key on your keyboard.

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A Need for Speed

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another \$2,000-\$3,000 above the *Blue-book* price. I aim for two-thirds to three-fourths of the holdback.” [The amount of money that changes hands between the dealer and the manufacturer.]

John also negotiates the extras, such as a longer-term arrangement for the Corvette’s Sirius/XM radio and OnStar GPS service contracts; his efforts garnered six-months over the traditional three-month no-charge timeframe. And once the car comes home, he still negotiates contracts for various options on the car!

Once he negotiated the price of the Corvette and decided on the color, he placed an order. That was in February 2012; he took delivery in April. In the past, he kept a car for two to three years, but thinks he will keep the Corvette for a long time.

Everyone on the Sedgebrook campus recognizes John and “all the ladies ask me how I’m doing, and how the red sports car is doing,” he said. “Even now, I’ll head up Milwaukee Avenue, and the police fall in behind me. I make sure I stay near the posted speed limit. They know the car now and are keeping an eye out!”

A Long, Happy Marriage

John’s wife Mae was also a car buff. Through 60+ happy years of marriage, they enjoyed cars together. “Mae also

drove Pontiacs,” John told me, “I often bought her the smaller Pontiac model with a four-cylinder engine. She didn’t like the heavy, big cars.” So whenever John and Mae went on a road trip, they drove John’s car, which often was a Pontiac, Ford, or an Oldsmobile sedan.

Over the years, John, his wife, and son often took road trips to visit his Mae’s family in Pipe Stone, Minnesota. They would spend time with siblings and cousins, and play a little golf. They moved into Sedgebrook when he was 84 years old.

At Sedgebrook, John is a member of the “Kids Club” (for those residents 90 years and older!) Out of some 500 residents, 74 of them are over 90. John also serves on several committees, much like he did when he lived in Northbrook for over 50 years.

John is a widower now and enjoys spending time with his son and grandchildren. He noted that he is from a time when families stuck together and were loyal, back when the pace of day-to-day living wasn’t so fast. In addition to being involved in several activities at Sedgebrook, John advises some of the young men and women who wait tables in the dining room about college and how to advance in life. It is clear John is a man who enjoys his life, keeping himself busy, but not too much, lest he forget he is retired. “You match your physical and mental capacity with what you do,” he said. I brought John a calendar of CNCC events and promised to bring him to a Thursday night dinner/meeting. No doubt he’ll be a hit with fellow Corvette owners as he shares his many stories with us. ●



Everyone at Sedgebrook recognizes John, and all the ladies ask how he and the red sports car are doing.





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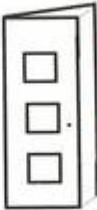


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The Cradle

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counseling and others ask for medical information or social background information about which community they are from; some may ask about their biological family, just to satisfy their curiosity, and others want to make a connection. We help by providing search services and reports for adults who were adopted as infants as well as birth moms who want to learn about and/or find the child they placed for adoption. If an adopted person or birth parent has passed away, their adult children are eligible to request these services as well.

The Cradle counselors prepare clients for all possible outcomes, ranging from the sought person being excited about the contact to the possibility that he doesn't want contact; the person may be deceased or wants to keep the adoption a secret. We don't encourage people to Google the names of family members or search for them on Facebook, then

reach out on a whim.

A new law in Illinois, passed in 2010, allows adopted adults born in Illinois the opportunity to request a non-certified copy of their original birth certificate. That certificate can be very powerful for adoptees. Many adopted people believe it is a matter of identity and the right for a person to have their original birth certificate because it is a document that anyone would have. The Cradle supported this legislation.

We support adoptees and their right to know their identity, and we have also learned through our experience of searching and connecting with birth parents that they are generally open to connecting with their child and sharing information about themselves.

So we hope every prospective adoptive parent wants to work with a safe, secure, highly ethical, full-service adoption agency that offers life-long support to all members of the adoption circle, and those are the attributes The Cradle provides. ●

**Life Isn't
Always Fair . . .
. . . But It's
Still Good**



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