

The Accelerator

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CHICAGOLAND NORTH



Sponsored by Bill Stasek Chevrolet; Volume 6, #1, Spring 2012

President's Message

Slip Sliding Away

by **Barnet Fagel**

February 2012. This year I am driving my Corvette through the winter due to family transportation logistics, in other words my son needed a car. And of course I am always a little concerned when it comes to driving on snow and ice. Because of the Corvette's power, it's easy to lose traction due to not only too high horsepower, but to the advanced traction control that tries to provide more traction.

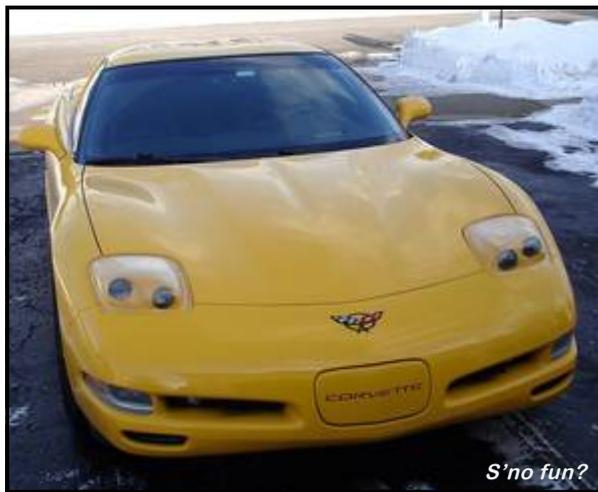
For the first time this season, it snowed today. The main streets in my neighborhood were plowed so I thought I could get to an appointment in my Corvette. That decision turned out to be an experience I never want to repeat. I drove to the appointment only to be confronted by a very steep four-degree driveway right off of a very busy road. I managed to get halfway up the driveway but couldn't go any further; the tires just spun, and I started slipping back on the unsalted, iced-covered slope.

The parking lot was plowed, but the steep driveway was unsalted and impassable for me anyway. I had no choice but to back down into rapidly approaching four-lane road traffic going 45 MPH. I turned on my hazard flashers, because after all, this was a hazard, then carefully but quickly rolled back down the drive. I went around to a side entrance and made my appointment, but the day's driving challenges were not over.

On my brief trip home, I normally take a short cut to my house going down a lightly traveled side street, but on this day this turned out to be a big mistake. By habit, I drove down the short-cut street only to realize this after it was too late. Although the street had been plowed from

the previous night's snowfall, the street was a glassy sheet of black ice!

Because of that fateful turn, I acquired a new driving skill out of sheer desperation: the proper use and application of the traction control system. Normally, traction control does as its name implies and computerizes power distribution to the drive axles. This helps immensely on



S'no fun?

rapid acceleration, but it can work against you in ultra-icy street conditions.

Now my Corvette was on an ice rink and accelerating in first or second gear produced no movement because the traction control system sensed no vehicle movement. As a result it wouldn't let the engine rev up; acting like a governor, the more I pressed the accelerator, the more the engine lugged! All the while compact cars and SUVs whizzed around me, their drivers giving me looks as if to say, "What are you doing parked cockeyed partially blocking the street, moron?"

After no luck trying to "drive out" on the ice, I called the local police, told them where I was, and that I was blocking most

of the street from the curb to over the center, but not out of choice. I thought I might need their services, if only to write up a crash. At this point I couldn't do much worse than I was doing, so I pressed the traction control button, turning OFF the computerized marvel!

Starting out in first gear for what added up to be my 20th attempt to inch forward was met with the same results: high RPMs with no fruitful movement. Then I put the manual transmission in second gear and eased out ever so slowly on the clutch. Miraculously, the Corvette moved a few precious inches, just enough to acquire a little traction. Precisely timing my shifts between second and reverse gears, I managed to work up a rocking momentum forward and back motion.

After a tedious ten minutes, I was able to finally get my C5 Corvette onto a near-by driveway away from the treacherous sides of the icy street. From the driveway I backed out further down the street to an area that wasn't as icy. Next I drove at the breakneck rate of 10 MPH through the long block to my home.

As I rolled into my driveway, a squad car from our local police department drove up. The policeman said it wasn't a good idea to drive "that kind of car" in this weather; it only has two-wheel drive. After a long solemn gaze at the officer, I thanked him for his advice and reminded him his cruiser was two-wheel drive too.

A two-block sprint took over an hour. I guess it's time to replace those worn tires! ●

Barnet now drives on fresh tires and keeps 160 pounds of rock salt over the rear axle of his C5.

Fantastic Club

by Gary Paetsch

If I were to take the pulse of CNCC, I would say that while we are an average club, we are still growing and looking for new ideas. In a sense our board members are experimenting a lot too, with several couples increasing our pulse, so to speak. My thanks to Dee and Eric Norlin, Kathy and Frank Gargano, Sue and Rich Stockman, and Diane and Mark Hall, eight people on a mission to expand CNCC's activities. Having so many people recently step up is really nice.

Bowling Green

June 9th and the long-awaited trip to Bowling Green is around the corner. I can just imagine some 22 Corvettes cruising down the interstate to Kentucky. What a sight! With so many people going (at least 40), it shows we are a club that will be recognized. I can't attend because it's the busy season for my swimming pool business, but I've been there and know everyone will have a great time. A special thank you to Mark Hall for his leadership in organizing CNCC's adventure to The Bluegrass State.

August Car Show

The August car show that's coming up is important for me, and right now I'm working on it with Frank Gargano earlier

than ever; we are ahead of the game. It's a big responsibility with e-mails and follow-up calls going out to a variety of companies in the auto industry who are interested in becoming show sponsors. It takes a huge amount of time, and I truly appreciate Frank's help.

Some of the suppliers who have been with us in the past have either cut back on products for goodie bags and our raffle or they quickly fill their allotment. By contacting these companies early, and I mean really early, CNCC is among the first groups requesting products, so we will be well represented by the industry for the August show.

Right now I have commitments from at least two dozen sponsors. Last year we had products from nearly 50 suppliers for the goodie bags and raffle, and we gave out 43 plaques. I think we will pass that number this year, so we are half way there, if you gauge last year's participants against the contacts we've made through early March. This is great news.

I'm further delighted about one sponsor I contacted early: the Bob Bondurant



Gary checks in with car-show sponsor Dave Merks of XtremeGraphics at a recent show.

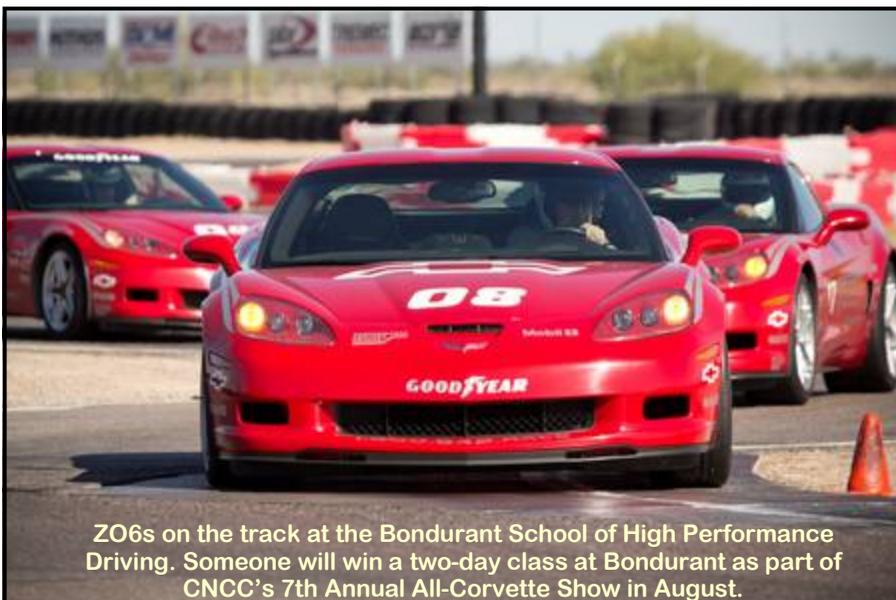
School of High Performance Driving in Chandler, Arizona. The company is offering a two-day class valued at nearly \$3,000 that features instruction on driving a Z06. The prize is the schooling; the winner has to supply his own way down there. What a great raffle prize to attract attention to the car show!

Everyone Can Help

While time is on our side, we still need more sponsors. If every CNCC member contributed by signing up just one sponsor, think of how much better off the show would be. It would reduce our expenses — and that would be great!

For \$100 a sponsor receives a handsome plaque with his company name on it (the plaques are stunning, by the way), plus the name will appear on our car-show T-shirts as well as in "The Accelerator," our club newsletter. This year each \$100 sponsor will also have his company name appear on three of the car award plaques.

For \$50 a person can have his name on the car-show T-shirt as well as in "The Accelerator." The ultimate, of course,



Z06s on the track at the Bondurant School of High Performance Driving. Someone will win a two-day class at Bondurant as part of CNCC's 7th Annual All-Corvette Show in August.

Photo courtesy: Bondurant School of High Performance Driving

(Continued on page 15)

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19 Cars And Counting Meet The Norlins

By Judy Nelson



Meeet the Norlins and you meet car people. On a warm March evening, their enthusiasm for wheels and motors was palpable as they recounted the many vehicles they've owned over the years — 19 and counting. No doubt it's been fun at every turn for this delightful couple.

"Of the vehicles we own now," says Eric, "we have an '04 Avalanche, '04 Corvette, '07 Tahoe, '03 Grand Am, and a '11 Camaro. I just traded in our '96 Suburban and '10 Camaro to get the '11 Camaro. Then we've got our kid's cars, including an '08 Impala, '10 Mitsubishi Lancer, and two pick up trucks. At home my son has a GMC and a Chevy. One was an old loaner pickup truck from Stasek; he drove it home as a loaner one day and fell in

love with it. For now, that's our current roster."

Eyeing Corvettes

As for Corvettes, Eric says he has been staring at them since he was 18 and started going to Chevy dealerships. For Dee, Corvettes became a part of her life when Eric turned 50. "He wanted a Harley," she recalls, "but I said no. I reminded him of the wonderful life we are having together and that I wanted more time with him. Instead of a motorcycle we agreed on getting a car. As you might imagine Eric went straight for the Corvettes at Stasek and started test driving them. We selected an '07 red Vette on the show room floor that had a few miles on it."

Eric continues the story: "We drove the car around, and I absolutely fell in love with it. It was a very expensive car. That started the, 'Gee, I'd really like to get one of these....' so we started looking at used Corvettes. We test drove a burgundy C5 coupe with a glass top, but while I was putting the car top back on, it slipped and hit Dee in the head nearly knocking her out. She has a bump on her head to this day from that car top. That was the end of that car.

"Actually, Dee got to pick the color; she also had to pick the exhaust so it had the right sound, and it had to be a convertible. That is how we ended up with a Spiral Grey C5 Corvette convertible. We bought it from Stasek in 2008 and got the

Corvettes in Door County, Wisconsin, 2011. Pam and Brett Bacci's '04 Arctic White convertible and Dee and Eric's Spiral Grey C5.





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**The Norlin family —
(from left) sons Nick,
Ben, Jeff, dad Eric,
mom Dee, and
daughter Kim**



free membership to CNCC from Bill. That September we attended our first club meeting, then last year Barnet asked if we would be interested in being Members At Large, and we started getting more involved in the club's activities."

Summer Driving

In the Norlin household, a Vette does everything. For example, in the summer you may see Dee and Eric running all types of errands in their Corvette for the simple reason it's the most economical car they own, getting MPG around town. Although they haven't traveled extensively in their Vette, they went to Bloomington many times and also drove up to Door County in October with Pam and Brett Bacci to take in the fall colors. "The drive was incredible," remembers Dee, "and the weather was perfect."

One of the funniest things that happens with the Norlin's Corvette has to do with Dee's passion for gardening and the store she loves the most — Menard's. "It is always amusing to shop there because Eric usually tries to outsmart me by saying, 'Well, let's take the Corvette.' With the Vette's limited storage space, he thinks I won't be able to do much shopping, but of course I usually prove him wrong by what we load in the car."

"We had to first figure out what would fit in the trunk," Eric says, "loading it

down with bags of dirt and all this other gardening stuff. Now I bring along a tarp for the plants, which helps keep the car clean."

Growing Up With Cars

Dee grew up in Arlington Heights in a family where both her parents were very much into cars as were her four brothers. "When I turned 16 my first car was '77 Cutlass Supreme, brand-spanking new off the show-room floor. It was red with a white top and white interior. Gorgeous. It was a 350, 4 barrel, V-8. My parents co-signed on the loan for me.

"I washed the car, vacuumed it, and took good care of it. I loved my car — looking at it, driving it, cleaning it. Although I didn't help my brothers or my dad with the mechanics of the car, I knew how to change the oil and helped once or twice, but I never changed the tires or rotated them."

The first car Eric remembers was a '58 or '59 Ford Thunderbird. When his family moved to Deerfield, his parents replaced the Thunderbird with a station wagon. "My mom drove a '54 Volkswagen that was my grandfather's, so when I started driving, I got the choice of the station wagon or the '54 Volkswagen. Actually, my grandmother had a '53 four-door Buick Special, which is the car I drove throughout high school."

Young Love

Dee and Eric met at A.C. Nielsen (Nielsen Ratings) where they both worked in Northbrook. Dee shared a bit of their early relationship: "It was love at first sight for me. On my first day of work I walked in, saw Eric, and told the girl who was training me, 'That's my husband, the guy I'm going to marry.' It was pretty neat. I'll always remember the big snow storm that hit in January of 1978; although work was cancelled, we both made it in. We decided to head down the street to a local pub where we played air hockey together and took care of just about all the problems of the world that night. We ended up dating."

The Norlins married 1982, and in 1989 after their second child came along, they ended up at Stasek looking at a gorgeous red and grey '88 Suburban with deep-dish aluminum wheels for their growing family. "That was when Suburbans looked more like trucks than cars. It was a beautiful car," says Eric. "We traded in the Pontiac Fiero I drove and ended up going back and forth with Bill doing the deal as the background guy with the salesman. It was funny because I had worked in motorcycle sales and went to school to learn how to sell. Bill was using the same approach I had studied. It was a lot of fun.

"After that, when Dee and the children drove in for (Continued on page 15)



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For Those About to Race, We Salute You

By Nigel S. Dobbie

Daytona Beach in Florida at the end of January is a pleasant place to be compared with mid-winter in Illinois, although to be honest it was warm and sunny when I caught my late-afternoon flight from Midway down to Atlanta for the mad 35-minute layover before my connection to Daytona Beach. With the racing debut of the Corvette Daytona Prototype, it was a must for me to go to Daytona this year, especially after the “Roar Before the 24” testing session at the beginning of January that saw the Corvettes hogging the top five places on the timing sheets. Could Corvette win the race 11 years after the Corvette Racing C5R took the overall race honors?

So what is a Corvette Daytona Prototype? Well all five cars entered raced with

a five-litre Corvette engine that starts life as an LS3 block and is built up by Earnhardt-Childress Racing and the Pratt & Miller designed bodywork. SunTrust Racing, the team owned by Wayne Taylor, went with a Dallara Chassis; Action Express Racing had two cars both using a Coyote chassis; the Spirit of Daytona also used a Coyote chassis; and finally the Gainsco/Bob Stallings Racing car used a Riley chassis.

Qualifying on the Thursday before the race saw one of the Riley Fords take the pole position from the #10 SunTrust Racing Corvette DP with three other Corvettes taking places in the top seven. The #5 Action Express Racing Corvette DP missed qualifying with an engine issue so it would have to start the race from the

back of the grid.

The race started at 3:30 on Saturday and from the start it was clear that the Corvettes were going to have their work cut out to hold back the Ford and BMW powered cars, all of which used the Riley chassis.

The first hour of the race ended with the #99 Gainsco Corvette leading, and at the six-hour mark the #90 Spirit of Daytona Corvette was leading with the #99 in second. The #10 SunTrust car having started from the front row of the grid sadly succumbed on just lap 14 to “catastrophic” engine failure as described by the team owner Wayne Taylor, something in the valve train to be precise. The #99 suffered a water pump failure, which meant they would lose over an hour on



Nigel S. Dobbie at Daytona. Hailing from Great Britain, Nigel is a Corvette enthusiast and author of the book *Corvette Racing — The GT1 Years*.



Corvette leads BMW and Ford. The SunTrust Vette suffered engine failure and was retired after 14 laps.



Corvette leads Ford (as it should be).

*This article originally appeared on the website
www.CorvetteClub.org.UK. Used with
permission of Nigel S. Dobbie.
Photos by Nigel S. Dobbie*

View From The Shark's Den

Springtime Cruising

By Tom Sherrick

We started our top-down cruising early this year, with the month of March coming in like a warm water Stingray. It seems that more people than ever before enjoy viewing our cars, from teenagers to young adults to the Geritol set. We see our cars as reliable old Chevys, but we have become Ambassadors of American Muscle.



Tom Sherrick, center, CNCC's Activities Chairman, with Glenn Blum, left, and Les Rubin, right, at a recent board meeting.

Fred Kruger, Al Wayman, Mary Brockhoff, and I recently parked our convertibles outside of a donut shop; and an impromptu car show ensued. We didn't ask to be an iconic symbol for three generations of car lovers, but it's a responsibility we take seriously.

We happily answered every question about tri-power carbs, traction control, and L-88 engines. We left those Corvette fans with a smile and an itch for their own piece of the American dream as we thundered back onto the blacktop in search of our next adventure.

Maybe the emergence of our machinery is like the first robin sighting in spring. Perhaps the astronomical prices at Barrett-Jackson have set a new reverence for our sharks. Whatever the case, I encourage you to fire up those Corvettes and take to the open road.

Your public awaits.

(By the way, April 27 is National Big Block Appreciation Day. If you know someone with a 427 big block, talk your way behind the wheel, and beat the heck out of it.)



the leaders, then the #90 suffered a half shaft failure and lost 15 laps. The #9 suffered a sticking throttle that put the car down 7 laps too.

By the finish of the race there were still four of the five Corvette DP cars still racing, and they finished a creditable 5th place for the #5, 9th place for the #9 (spooky) as both were the Action Express Racing team entries (maybe they should change their numbers to 1 and 2?). The #90 Spirit of Daytona entry being piloted by four of the factory Corvette Racing drivers — Olly Gavin, Jan Magnussen, Antonio Garcia, and Richard Westbrook — finished in 8th place. The #99 finished in 33rd place, one place behind the #50+ car driven by Brian Johnson of AC/DC fame.

I had the bright(?) idea of getting a T-shirt made up with a play on the AC/DC album title *For Those About to Rock*, and I



A special T-shirt for Brian Johnson, British lead singer of rock band AC/DC.

decided to get two made up, one for me and one for Brian; it was then a case of managing to catch up with him before the race.

Anyway, I presented Brian with the T-shirt, and he was so impressed he promptly striped off his racesuit and sparco vest and wore the shirt for the whole of the drivers' autograph session. ●

CNCC's Vette Talk

An Earl-y Happy Birthday, Corvette

The Chevrolet Corvette was the vision of Harley Earl, GM's design chief from 1927-1958. Earl was once characterized as the "father of the dream car" by the *Detroit News*, and some thought he was the most influential automotive stylist ever, creating the streamlined, aerodynamic lines of the 1948 Cadillac, the 1953 Corvette, and other classic American cars.

The tail fin and panoramic curved windshield are among his innovations; he also came up with the idea of building concept cars. It was at the 1953 GM extravaganza, Motorama, held in New York's Waldorf Astoria Hotel, that the world saw his concept of the first Chevrolet Corvette. Over 45,000 visitors attended the event's opening day.

Six months later GM officially launched the Corvette. Although the car celebrates its 60th anniversary in 2013, GM and other organizations are starting to celebrate early. The Corvette will be at the 2012 Goodwood Festival of Speed, June 28-July 1, West Sussex, U.K., as the EX-122 concept car that Harley Earl approved in 1952 and was displayed at the 1953 Motorama.

Bloomington Gold

The annual gathering of Corvettes — Bloomington Gold — takes place June 21-24 at the Pheasant Run Resort in St.



The 1953 Corvette

Charles, Illinois. Of special interest are seminars on such topics as maintenance and troubleshooting, a collector's round table, restoration advice, and buying tips. For information or to register on line, go to www.BloomingtonGold.com or phone 309-888-4477. The 2013 event will be held in Urbana, Illinois.

Help for Scratches

Carnica (1575 Oakton Street, Des Plaines) is a mobile airbrush touchup services. For information contact Joe Greco, 847-824-8888 or www.CARNICA.com.

Early Racing

A video of early racing can be seen at <http://devour.com/video/vintage-race-car-crashes/>. Car racing was entirely unsafe at the time the film was made because seat belts, roll bars, fire suits, fire extinguishers, and other safety equipment had not

yet been invented; and NASCAR rules did not exist.

Knowing Your "Cs"

C1: 1953-1962. The beginning years of the greatest sports car made

C2: 1963-1967. Welcome to the world of the Sting Ray

C3: 1968-1982. Here comes the Shark (Mako) and the L88 big block V8

C4: 1984-1996. The age of the Scientific Vette

C5: 1997-2004. Technology advances the Vette's 50-year anniversary

C6: 2005-2012. The Z06 and ZR-1.

C7: ?? See page 12 of this issue

Geneva Auto Event

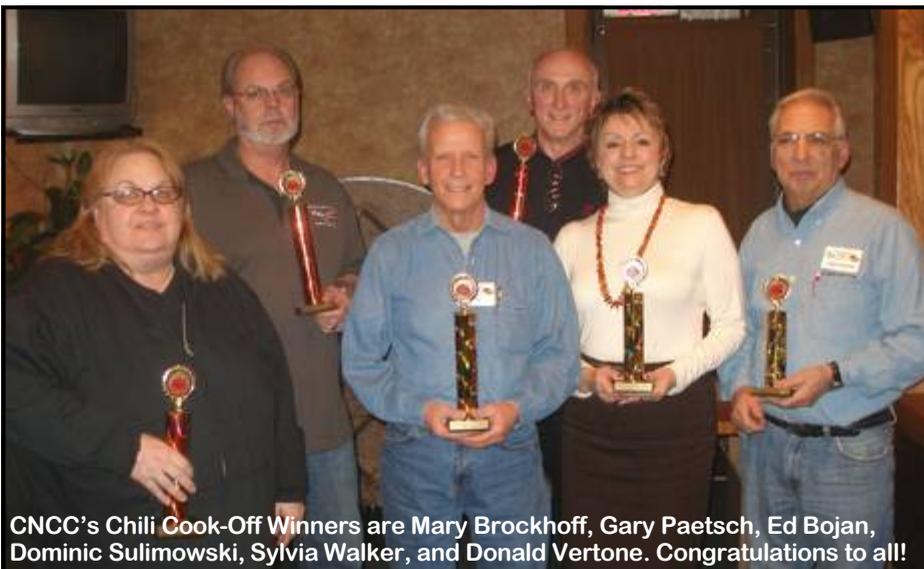
The annual *Geneva Concours d'Elegance* takes place August 24-26 in the historic downtown streets of Geneva, Illinois. In 2011 the event attracted over 170 entrants, including the best vintage, classic, exotic, and race automobiles. Cars compete for the Benz award. For more information phone 630-584-3107 or go to www.genevaconcours.com.

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Tours End

Tours of the Bowling Green Assembly Plant where Corvettes are assembled will end on September 13, as reported at www.bowlinggreenassemblyplant.com, the plant's website. The popular tour shows how robots and people combine to create America's favorite sports car.



CNCC's Chili Cook-Off Winners are Mary Brockhoff, Gary Paetsch, Ed Bojan, Dominic Sulimowski, Sylvia Walker, and Donald Vertone. Congratulations to all!

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The Next Generation of Corvette — The C7

Editor's Note: Once the C6 arrived at Chevy dealerships in 2005, Corvette aficionados began speculating about the styling and mechanics of the next great Vette, the C7. While the details of the C7 Corvette still remain a secret to the world, the launch of the highly anticipated car could take place within a year. According to www.Automobilemag.com, "It's no secret that the C7 will be a 2014 model launching in fall 2013." Yet another source points to 2012 as the year the car may make its appearance.

The following article is reprinted from the website <http://teamzr1.com>, created by John Rovner of Team ZR-1 Corvette Racers, LLC. While the information is fascinating to read (it has been passed around on the web with no credit as to its author), John says it is typical of the rumors and chatter that go on every time a next generation of Corvette is to come out.

Anxious to attract the sort of high-performance buyers increasingly drawn to European sports cars from the likes of Porsche, Ferrari, and Lamborghini, General Motors is planning some major changes for the next-generation Chevro-



A website anticipates the look of the C7

let Corvette – starting with a high-revving, small-displacement power train that will substitute for the big V8s traditionally found under the hood of the Chevy two-seater.

Rumor is that GM has approved the use of a very European-style V8 that will be only slightly larger than 3 liters in displacement. The engine will be of an overhead-cam, rather than traditional overhead-valve design, using a dry sump oil system that is particularly well suited to high-performance road courses rather

than straight-line acceleration. The engine is expected to feature a narrow 80.5 mm bore and a long stroke, more like a Ferrari or Lamborghini power train than the approach used for traditional Motor City metal.

A senior GM executive also confirmed that the new engine will be turbocharged, which will help yield a broad torque curve and maximum performance under a variety of driving conditions. The engine is expected to deliver in excess of 400 horsepower, which means a specific out-



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put in the range of 125 horsepower per liter. That's the sort of number that would help the next-generation Vette stack up well against the likes of a Porsche 911 or Lamborghini Gallardo.

One source involved in the project suggested the engine is likely to be extremely high revving, perhaps climbing to a near-Formula One-class 10,000 RPMs.

The revelation tracks in line with a recent comment by General Motors' North American President Mark Reuss, who recently promised that the so-called C7 Corvette, due to market in less than two years, will be completely different from the American sports cars that have come before it. Since its launch in 1953, Corvette has been governed by the philosophy, "there's no replacement for displacement."

While Reuss and other senior executives have declined to discuss plans for the next Corvette publicly, several well-placed sources have given a good sense of what's to come. The small V8 underscores what one of those insiders says is the desire to "target a very different sort of buyer for the next Corvette. Let's face it, the current customer is getting old." But without making significant changes, that source acknowledged, younger sports car fans will continue to be "conquered" by more modern, high-tech imports.

Significantly, Corvette won't abandon its more classic power train roots entirely. There will be several different types of engines offered for the C7, including a more classic, big-block OHV V8 designed to appeal to traditionalists. In fact, some of the design cues of the new car will be borrowed from early generations. There have even been rumors of the C7 going with the split window of the very collectible 1963 Corvette.

Meanwhile, expect the interior to be much more modern than the current car's, which GM's global design chief Ed Welburn admits, "is a disappointment." The styling boss, a long-time Corvette fan himself, says he is personally overseeing the development of the C7 interior and promises it will be "absolutely world-class."

Adopting a mid-engine layout, rather than the long-running front-engine design, is considered a strong possibility, though it would be a significant engineering shift for GM. Nonetheless, sources say that wouldn't be entirely out of line, as the Corvette has often served as the technological test bed for the maker.

GM adopted the then-radical approach of using a fiberglass body when the original 1953 Corvette was launched. The sports car has introduced plenty of other

features over the years, including the MagneRide suspension, which uses a magnetically controlled fluid to continuously vary suspension settings to match road conditions and driving behavior.

When migrating from the fifth-generation Corvette to today's C6 model, GM trimmed weight and brought the sports car's overall size down to something closer to that of a current Porsche 911. Anticipate further cuts in mass for the upcoming remake of Chevy's halo car. GM is investing \$131 million in the Bowling Green, Kentucky plant that produces the Corvette to prepare for the C7 launch.

The use of the new small-displacement V8 is likely to have some knock-on effects at GM. As with current Corvette power train technology, the high-tech engine will find its way into the Cadillac line-up, it appears, where it would help that brand's V-Series evolve into a more sophisticated offering, rather than the brute-force line-up it is today.

The switch to a smaller, turbocharged V8 isn't exclusive to GM, incidentally. Ford made the move with its big F-Series pickup for 2011, offering a downsized EcoBoost twin-turbo V6. It delivers the same sort of towing power as the F-150's biggest V8, while yielding significant fuel economy improvements. ●



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Award-Winning Desserts from CNCC's Holiday Gathering

Susan Giffei's Bacardi Rum Cake

Preparation time: 25 minutes
Cooking time: 1 hour

Cake

- 1 cup chopped pecans
- 1 18.5 ounce yellow cake mix
- 1 1.75 ounce (4-serving size) instant vanilla pudding mix
- 4 eggs
- 1/2 cup cold milk
- 1/2 cup vegetable oil
- 1/2 cup Bacardi light rum

Glaze

- 1/2 cup butter
- 1/4 cup water
- 1 cup sugar
- 1/2 cup Bacardi light rum

Preparation

Cake: Preheat oven to 325. Grease and flour 12 cup Bundt pan. Sprinkle nuts on bottom of pan. Combine all cake ingredients, and beat for 2 minutes on high with electric mixer. Pour into prepared pan. Bake for 1 hour. Invert pan on serving plate to cool cake. Prick top with a fork, then drizzle glaze over top of cake. Use brush or spoon to put extra dripping back on cake.



Elaine with Esther Rubin, who organized the Holiday Gathering

Susan with Scott Wiscomb

Glaze: Melt butter in saucepan. Stir in water and sugar. Boil for 5 minutes, stirring constantly. Remove from heat and stir in rum. The rum create steams, so be careful not to burn yourself. Makes 12 to 16 servings.

Elaine Sianis's English Toffee

- 1 cup butter
- 1 cup sugar
- 6 oz. semi-sweet chocolate chips
- Powdered almonds

Preparation

Put sugar and butter in a sauce pan and heat over a medium heat. Cook, stirring

constantly until the mixture starts to turn an amber color. Once you see the amber color, put a candy thermometer in the sauce pan and continue stirring until the mixture reaches 285 degrees.

Pour the heated mixtures onto an ungreased cookie sheet and spread it out with the back of a spoon. While it is still hot, sprinkle chocolate chips over the candy and smooth it with a spoon.

Sprinkle almonds over the top. Cool until the chocolate hardens, then break it into pieces. Store in a cool, dry place.

Next Issue: Kathy Gargano's award winning Cream Puff recipe.

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Meet the Norlins

Continued from page 6

car service, Bill would come out to say hello. The service men always washed the car and even moved the infant car seat to a loaner vehicle if she needed to run errands. The level of service was outstanding from the start.”

Professional Life

In 1976 Eric volunteered at the Vernon Fire Protection District and fell in love with the job; he trained in fire fighting and in 1979 accepted a full-time position at the Vernon Fire Protection District, which later became the Lincolnshire-Riverwoods Fire Protection District. After 31 years he retired in 2010, then only three days later, he accepted a position in fire prevention with the same district.

“Many family events were interrupted because of my work,” says Eric. “In the early days I was the fourth guy on the shift, so there were four of us. On off days we were always called back for every alarm; we virtually spent our lives at the fire station. Now there are three stations in the district, each with 3 to 4 men.”

Dee has a secretarial background and is currently an administrative assistant to the math director at Adlai E. Stevenson High School in Lincolnshire; in addition to a seven-week summer break, she has time off for Christmas and Spring holidays. She is

the new Membership Chairman of CNCC. The Norlins have four children: the oldest is daughter Kim, who works at Mario Tricoci at Hawthorn Mall and is attending classes to begin a career in event planning; Nick is a fireman in Round Lake; Jeff works at a T.G.I. Fridays and lives on his own; and Ben, the youngest, works at Stasek as one of the oil-rack technicians.

Future Corvette Plans

“I anticipate that we will take off in our Corvette this summer,” says Eric, “and enjoy the national parks around the nation. We want to take the Route 66 trip like Pam and Brett Bacci did. We are also in a Camaro club and have a four-wheeler.”

Dee says that cars in general, and the Corvette specifically, have been wonderful for her and her two youngest brothers. “We spend all summer going to car shows, including the many great shows that are held during the week. We don’t go to the big shows, but we do go to at least one car show a week either in Mundelein or Cary.”

If you happen to be at a car show this summer and see the Norlins wandering through rows of cars, be sure to say “hi.” While half the fun of these shows is talking with fellow car enthusiasts and enjoying tasty corn dogs, my guess is Dee and Eric will be taking in ideas as they make plans for #20. ●

Vice-President’s Message

Continued from page 2

is a \$100 sponsorship with the company name on a plaque, the car show T-shirt, in “The Accelerator,” and on three car award plaques.

Over the years we’ve had a lot of compliments about our show because it is well run, there are a lot of prizes, and we have a great raffle. This year we are going to have a “ladies deal” there too. What else could you ask for?

Variety Is Important

It’s the excitement of new ideas and activities from our members that helps the club get better, otherwise things get stale. Not everyone will want to participate in every activity, but it’s important to have a variety of activities available so people can choose what they want to do, whether it’s cruising, racing, going to a car show event, or even meeting for breakfast on a Saturday morning. The club is meant for everyone, not just a few who want to do a certain activity. We don’t want to be locked into just a few events.

If there was one word I’d use to describe CNCC, it would be “fantastic” — otherwise I wouldn’t be in the club and I wouldn’t be working so hard. Overall, I’m confident that the club is doing well, and it’s members are happy to own Corvettes and be part of the action. ●



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The 2012 All-Corvette Car Show is coming up in August.

What is Chicagoland North Corvette Club?

Chicagoland North Corvette Club, established in 2006, is a not-for-profit, membership-based club of enthusiastic Corvette owners 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.org — 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