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CORVETTE CLUB

Sponsored by Bill Stasek Chevrolet; Volume 6, #3, Fall 2012

Why I Love My Corvette And It Loves Me

By **Barnet Fagel**

To most people cars are just plain-wheeled boxes made to get you from work to home and back again, day in and day out. For the most part all the driving joy and enjoyment has been sucked out through an overabundance of vehicles, lousy roads and high-priced fuel. I resist the mundane automotive environment by driving a car that makes me feel good and there is nothing wrong with feeling good as much as you can. With today's pressures and fast-paced expectations, we all need ways to release the tension and increase the calm.

My Corvette is not stock because I feel a stock car is a blank sheet of paper, with no dimension or depth. My Corvette exudes fast and backs it up with the horsepower to do the job. One of my greatest feelings is when I get onto the expressway or toll way and have to get it up to road speed as soon as possible — for safety purposes of course. I generally get into the far left lane where there is the most space to accelerate. I see the Econo-boxes struggling to get up to 60 mph in less than half a minute; that's not safe! While I was done to 5 seconds or less.

When I drive my Corvette it's a reflection of me in both appearance and performance. I am gregarious by nature and love to talk to people. My son always marveled when he told me, "Dad you're the only person I know who gets on an elevator crowded with people and has the passengers laughing three floors later." My car is visually distinctive and attracts attention, questions, and compliments wherever I go. You never know what

kind of person you're going to run into good, bad, or indifferent, but I always try to benefit from the conversation.

usually a 15 to 20 car gap between them and the vehicles in front of them.

When a driver is engrossed in a left-lane phone conversation, it automatically increases the space in front of them because they know subconsciously they are not paying 100% attention and need extra space to react to a potential road problem. When I get behind one of these selfish drivers I am forced to pass them on the right; I make sure they realize how inconsiderate they are by cutting back in front of them to get their attention. I simply appear in front of them filling up their entire windshield as I accelerate. What I do is not illegal; it's a public service and it's done safely. Although many times when I come up behind these road hogs, they see me and realize that they are blocking the road and move over to the right. I can't help myself when I see drivers holding their phones to their ears; I know everyone in the immediate area is in danger.

Some people would say I speed, but I argue I'm only trying

to drive the speed limit the road was designed for. Speed limits are in most cases artificially set too low. We've all experienced it; we drive along the road set for say 35 miles lower and we look at our the speedometer to see that we are traveling at 45 miles an hour. I don't feel I'm exceeding the speed limit, but I am driving at the speed that is the most efficient and safe. There is a traffic engineering term "the 85th percentile speed." The 85th percentile speed is *Continued on page 14*



Barnet gets busy checking in Corvettes at the August car show.

On the open road I feel better and more in control than the other drivers I share the road with, or do I? As a rule I like to see as far forward as possible because I don't care to be sitting behind another set of tailpipes. With increased power I have the ability to spot routes through traffic to get to the open road. In an effort to get around road hogs who love to sit in the far left lane sipping their coffee and talking on their cell phones I take exception. You can always tell who they are because there is

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Best Engine Stock
Bob Zografos, Palatine, '94, ZR-1

Best Engine Modified
Russell Polnow, Marengo, '04 Z06



Stock

Class A — '53-'62

- 1st - Ed DeFranco, Palatine, '59 Roadster
- 2nd - Bob Drews, Lake In The Hills, '57 Roadster

Class B — '63-'67

- 1st - Sandy Moses, Bartlett, '64 Coupe
- 2nd - Dean Tarkowski, Palatine, '66 Coupe
- 3rd - Joe Petykowski, Palatine, '64 Coupe

Class C — '68-'82

- 1st - Don and Renee Staley, Dekalb, '79 T-Top
- 2nd - Ed Krakowiak, Prospect Hts., '69 Convertible
- 3rd - Clive Fishman, Vernon Hills, '72 Coupe

Class D — '84-'96

- 1st - Larry Lashin, Palatine, '95 Convertible
- 2nd - Richard Harder, Northlake, '94 Coupe
- 3rd - Ross Whitney, Island Lake, '93 Convertible
- 3rd - Sandy and Paul Kosiek, Wheeling, '87 C4

Class E — '97-'04

- 1st - Ken Thime, Algonquin, '03 Convertible
- 1st - Mike Kamerlink, Highland Park, '04 Convertible
- 2nd - Nick Reed, Mt. Prospect, '99 Corvette
- 3rd - Al Wayman, Hoffman Estates, '98 Convertible
- 3rd - Pam and Brett Bacci, Wheeling, '04 Convertible

Class F — '05 To Present

- 1st - Laddie Antiporek, Glencoe, '08 Coupe
- 2nd - John Huber, Mt. Prospect, '07 Coupe
- 2nd - Victor LaPorta, Northbrook, '05 Convertible
- 3rd - Frank Hoffmann, Chicago, '08 Coupe

Modified

Class I — '63-'67

- 1st - Sandy and Joe Bard, Orland Park, '66 Coupe
- 2nd - David Scott, Barrington, '66 Stingray

Class J — '68-'82

- 1st - Paul Plotnick, Wilmette, '78 Coupe
- 2nd - Neil Ludwig, Chicago, '78 Corvette
- 3rd - George Albrecht, Buffalo Grove, '76 Coupe
- 3rd - Jim Sisty, Palatine, '69 Corvette
- 3rd - Rich Block, Lake Villa, '68 Corvette

Class K — '84-'96

- 1st - Tom Arvidson, Palatine, '89 Convertible
- 2nd - Lisa Collins, Wheeling, '85 Viper/Vette

Class L — '97-'04

- 1st - Russel Polnow, Marengo, '04 Z06
- 2nd - John Rukel, St. Charles, '98 Corvette

Class M — '05 To Present

- 1st - Steve Whitesel, Wheeling, '07 Z06
- 2nd - Ian Frey, Lake In The Hills, '07 Coupe

Class N — Special Interest Vettes

- 1st - Wayne Dzien, Crystal Lake, '04 Z06
- 1st - Eric Weech, Sr., Itasca, '09 Twin Turbo Coupe
- 2nd - Jim Benton, Waukegan, '10 Corvette
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Jewelry Designs by Deb Carlson, left; Amsoil by Mark and Diane Hall, center; Judith Abruscato and Ingrid Borcoman of MB Financial Bank, right.



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Rear View



Photo Enforcement View

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Our Fun Third Car — *Cruising with Patti and Ron*

By Judy Nelson

Editor's Note: Among Corvette couples, Patti Ross and Ron Lerner, together for 36 years, are huge fans of the CNCC, and Patti is a die-hard fan of "The Accelerator." At dinner one night during the club's trip to Bowling Green, she gave me \$20 for ad space, then convinced several other members to buy ad space as well. Wow, I thought, we need more of this!

Patti is now the Advertising Manager of "The Accelerator" and Ron is an advertiser in our publication and a sponsor of our club. It has been a pleasure to get to know this couple, who recently shared their enthusiasm for Corvettes with me.

I understand there will soon be a new Corvette in your lives.

Patti. Yes, we are getting a new one. Stasek just called to say our car was assembled last week and now the plant is shipping it. It's a C6 2013, Grand Sport. We went to SuperDawg (the club had a good showing of cars) and everyone was excited for us. It's black and an automatic. This will be our third Corvette.

When did you buy your first Vette?

Ron. It was April 2006. We bought a used 2004 Spiral Grey convertible with 5,000 miles on it.

Patti. And what's funny is that it was probably one of the best days of our lives. I felt like a six-year-old kid in a candy store. Ron was happy so I was happy!

Ron. We've always had a fun third car. Before we moved here from New York, I had a '66 Mustang convertible; then I got a '73 Cadillac El Dorado convertible that we brought to Illinois, followed by a La Baron that I traded in for a Sebring convertible. Whenever I talked to Patti about getting a different third car, she told me to get what I wanted so I finally did!

One day when I couldn't find the Sebring I wanted, I passed by Stasek Chevrolet and noticed the Corvettes in the used car lot. When I stopped, Bob Clegg came over and asked if he could help. Of



course, I responded that I was just looking. He gave me some prices, then at home that night I told Patti about a gorgeous Corvette I saw. She immediately said, "Get it." I replied, "Well, they aren't all that practical."

Just a side note. For years my father, may he rest in peace, wanted a Cadillac. He would bother every dealership in Florida when the new models came out, but my Mom always discouraged him. Patti reminded me of how my Dad never got the Cadillac of his dreams. "Don't do that to yourself," she said. That's what started our life with Corvettes.

Patti. We kept the 2004 for three plus years, then in September 2008 Ronnie traded it for a new 2008 black-on-black-on-black, the car we have now.

What part of New York are you from?

Ron. I was born in the Bronx, and when I was six months old my parents moved to Poughkeepsie, where I grew up.

Patti. I was born in Fishkill, and my family also moved to Poughkeepsie. Ron and I met at IBM, one of the major industries in the area. At the age of 22, I was hired as a secretary, and Ronnie was a

customer engineer. He was the most handsome guy in the building; we got to know each other because he would come and fix everyone's computers.

Ron, did your parents have any interest in sports cars?

Ron. No, but I loved cars from the time I was quite young. I was a typical little boy playing with toy cars; when I rode the bus with my mother I would point them out, "That's a Chevy; that's a Ford."

I was 16 years old when I bought my first car for \$350, a '57 Ford Fairlane 500 convertible with a stick that was in good shape. I parked cars at an upscale restaurant in upstate New York for three summers to earn money to pay for it. Some guys would jump out of their cars and say, "Take care of this for awhile." I loved that.

My second car was a '56 Chevrolet coupe that cost about \$100. Someone sold me a '55 Chevy with a Corvette engine for \$200, and then I took the best parts from both cars and put them in the '56. It had a Corvette engine with three speeds on the floor.

Patti. Ronnie so loved cars, the joke



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Left, Marilyn Schnider with Patti. Center, Ron's first car. Right, Barnet and Ron after a CNCC board meeting.

was that he never allowed anyone to eat or drink in them. So to this day, friends still ask if they can. I'm happy to say at least we can drink water. The other thing is that Ronnie relates everything in his life to the cars he's had, the colors, the year, where he bought them, and how much he paid for them.

Patti, what about you? Were cars important when you were growing up?

Patti. No. I was one of six children in a struggling middle-class family that had a VW bus. My interest in cars started at age 16 when I could drive — it was freedom. We had a little gold VW, a Beetle, that I drove my five siblings, just to drive the car.

Unrelated to cars, as a little girl my grandparents put me in dancing school. When I was 10, I was on the *Ed Sullivan Show* with Robert Goulet, the Peppermint Twisters, and Shari Lewis, who appeared with her puppet Lamb Chop. It was a big deal for my family because I was in *TV Guide* and had an agent in New York.

Ron. When I met Patti she drove a '70 Chevelle Super Sport 396, four-speed. It had such a heavy-duty clutch that I couldn't believe she drove it, and because she doesn't sit too high, you could never see her driving from the back.

Patti. My favorite car was a blue, four-speed, '67 Camaro that was absolutely gorgeous — absolutely fabulous. The exterior had a dark blue roof, trunk, and hood; and the sides were light blue with a tri-colored tape stripe that blended the colors (all factory installed). The interior was also a two-tone blue.

What brought you both to Illinois?

Patti. IBM. Ronnie was promoted to manager and had a job opportunity here.

In 1979 the company transferred me, as an Executive Assistant to the Allstate account. This is home, and we love Chicago and the Midwest .

Have you both retired?

Patti. Ronnie left IBM in 1992.

Ron. I've always followed Willie Mays's philosophy: leave a job on a high because you want people to say, "What are we going to do without you?" not "Boy, are we glad you're going." I was at IBM for 25 years when the company offered employees a great buyout, including full IBM benefits. Patti's exact words were, "Go for it. I want you to know I support you 100% — emotionally; financially you are on your own." She has always been my best supporter.

I was just 49 and wasn't sure what my new career would be; before IBM I was an electrician in New York, and I'd always had an ability to fix things. I came up with the concept of a business called For Women Only, Inc. (a handyman service on the North Shore) with the idea of helping women who didn't have a husband, a father, or son they trusted to come in and fix the broken things in their homes for a fair price. It worked because 20 years later I have over 1,300 customers who I take care of today.

Patti, are you also retired?

Patti. I retired in 2009 after 35 years because I was tired. I had a wonderful career — loved it, loved it, loved it — but corporate life got crazy, and as you get older you start to appreciate having a good quality of life. I started out at IBM as a secretary and ended up as an executive managing a team of 450+ people. I had many opportunities working in technical support, sales, marketing, and busi-

ness development and traveled all over the world.

My last job at IBM, I worked with women business owners globally. I always enjoyed reaching out and mentoring young professionals, especially women. I enjoy working with people and assisting them to become better leaders and to use their voices to negotiate and grow professionally. So I started a business as a business coach, and while I'm not as busy as I would like, I love what I do. I plan to volunteer with veterans' organizations, assisting them in the transition from service back into the work force. I am also contacting several local community colleges to offer presentations for business skills and strategy. This is a way for me to give back.

What is special about owning a Corvette?

Patti. It gives us a way to spend more time together, and we both relax more when we are in it. We take local trips or drive to Wisconsin or Lake Geneva on Sunday mornings. Ronnie initially went to CNCC meetings, as I was not a big club membership kind of person so I didn't go. Then he convinced me to attend, and I found that I enjoy the members; I love the diversity of the personalities in the club, and I enjoy participating in the activities. It is proving to be a fun time for us.

Ron. While there is one of every type of person in CNCC, and I say this in a positive way, we are all nuts! No one wants you to breath on their car or touch the paint of another car; you have to be careful where you park. It's just crazy.

What are your aspirations for the club and where do you see it going?

Patti. I firmly believe that if you belong to an

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CNCC's Vette Talk

Community Day at IMS

By Eric Kirchner

What do you get when you combine unlimited sun, warm temperatures, nine Corvettes, and a Mustang? A great Community Day at IMS, the Indianapolis Motor Speedway. After breakfast at Cracker Barrel and a quick caravan to the Speedway, we were on the famous two-and-a-half mile brickyard for our one lap. Of course our speed was just a bit under what an Indy car can do.

Thanks to yours truly, we parked right up next to the entrance on concrete, not grass like everyone else. Once on our own there was plenty to see — gasoline alley, pit row, the winners' circle, Chevy's display (with lots of Pace Corvettes), food and drink, and lots of concession stands. Also available for touring were the Speedway's luxury box and the timing suite, which has a camera capable of shooting 10,000 frames a second to identify the winner in case of a photo finish.

The museum was free and had lots of interesting past Indy winners, including the Indy 500 winners' trophy — it's a big sucker. The caravan to Indy was a piece of cake compared to the return trip. In the



The Indy 500 Winner's Trophy

morning we passed a nasty two-car accident, the result of a fire on a truck full of hay, and there was a motor cycle incident near Chicago.

All our folks made it home safely. It was a great day with great people. Let's make it a bigger trip next year. ●

Bloomington Gold - 2012

By Sharlene Wayman

This year's Bloomington Gold was held at the end of June, and we were



**Dee Norlin with Bill Stasek
At the 2012 Bloomington Gold**

blessed with mostly good weather. Highlights of the event included the ability to test drive a new Camaro and/or Grand Sport Corvette, all compliments of Chevrolet.

Our club was able to park fairly close to Stasek's hospitality trailer, which afforded us a place to meet up and enjoy snacks and cool drinks. There was a lot to see, admire, and even buy.

Kudos go out to Sue and Rich Stockman, who endured much effort and angst to attain Bloomington Gold "Survivor" Certification for Corvette. During the process of preparing for the judged event, Rich said they learned a lot about their car, which they had only recently purchased.

Although it was the last time for the Gold Tour in St. Charles, an overcast sky did not stop hundreds and hundreds of Corvettes from participating. During the staging phase where everyone lines up, Al and I noticed an unassuming little grey haired man with his grandson next to us. As we pulled out to start the tour, the man put on a multicolored clown wig and off he went!

It was awesome as the people who lined the roads waved and cheered us on, encouraging drivers to peel out. Speed

was also encouraged and afterwards, over dinner, Frank Indrago and Mark Hall bragged about going over 120 mph. Lauriel Sima admitted to a speed of 107, and a new Corvette owner, when asked about his speed, replied, "I am not sure, but I scared myself!"

Next year Bloomington Gold will be held in Champaign, Illinois where a new Gold Tour experience awaits us. Mark your calendar: June 28-30, 2012. ●

Saluting More Veterans

Michael Kamerlink, U.S. Navy, 1962-1970. "I was at NAS Memphis, Millington, Tennessee for helicopter training at the same time Bob Weisman was there. I was also at NAS Glenview at the same time but attached to HS 722, a Helicopter Antisubmarine Warfare unit. I was an aircrew sonar operator and a helicopter plane captain responsible for keeping the helicopters flying.



Mike Kamerlink, U.S. Navy

"Later, while stationed at NAS Willow Grove, Willow Grove, Pennsylvania, I went to sonar school for ASW aircrew training. At NAS Key West, Key West, Florida, I was in a Helo squadron before transferring back to NAS Glenview for the rest of my time in the Navy in HS 722 Helo squadron for Anti Submarine Warfare. I was discharged as ADR 1st Class Petty officer."

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USA's Highway System

Contributed by Susan Frissell

In the year 2006 America's Interstate Highway System marked its 50th anniversary. It began in 1956 when President Dwight D. Eisenhower signed the Federal-Aid Highway Act of 1956. An ambitious undertaking, the interstate highway system transformed how America commuted and migrated. Nowhere in the world is there a transportation system like it.

The Federal-Aid Highway Act of 1956 launched the construction of highways with wide 12-foot lanes designed to better accommodate a growing number of faster vehicles. Inherent in the interstate highway system was the fact that there would be no intersections, no traffic signals, and no railroad crossings. Also designed into the interstate system was the ability to avoid clogged two-and-four-lane thoroughfares.

Created at the same time was the Highway Trust Fund, which would fund the highway system. Revenues would be collected from taxes on automotive fuel and other vehicle fees and held in trust to be returned to the states to build highway projects. At the forefront supporting the legislation of the new highway system was, of course, the American Automobile Association (AAA). The AAA was very much in favor of bringing America's "outmoded" highway system up-to-date, and created the "Program for Better High-

ways," calling for a 15-year, three-phase pay-as-you-go building program.



The program AAA proposed was to be financed by moderate, graduated increases in federal automotive taxes. Ninety percent of construction and maintenance of the project would be paid for by the federal government, and the states would provide a 50-50 split with the government to fund other projects.

Named one of the Seven Wonders of the U.S. in 1994, the Eisenhower System of Interstate and Defense Highways was honored by the American Society of Civil Engineers. Thirty-four billion dollars was dedicated to the making of the highway in 1956, yet in 2006 terms, it was merely a

year's worth of improvements.

Some of the most infamous drives in and around the U.S. interstate system include the following, offering scenic drives, interesting tourist sites and good eating:

- Route 66 in New Mexico
- I-93 through New Hampshire
- Alaska 1 out of Anchorage
- Interstate 90 in South Dakota
- Interstate 10 in Louisiana

An endless source of trivia, the Interstate Highway System has a lot worth knowing about, for instance: Texas has the most interstate mileage (3,233.45 miles); New York is the only state that has not claimed to have the first section of the interstate highway system; the highest elevation on an interstate route is on I-70 at the Eisenhower Memorial Tunnel, Clear Creek/Summit counties, Colorado. It is 11,012 feet on the east side and 11,158 on the west side. And, the lowest elevation is El Centro, California, 52 feet below sea level. North and south routes are assigned odd numbers and east-west routes are given even numbers. Lowest numbered north-south routes begin in the west and lowest numbered east-west routes are in the south.

Juneau, Alaska, Dover, Delaware, Jefferson City, Missouri, Carson City, Nevada, and Pierre, South Dakota are the

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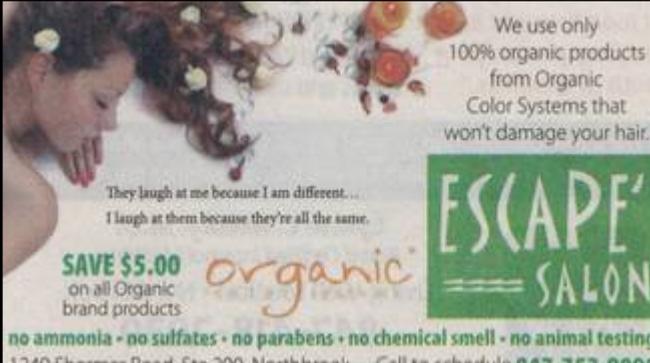


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Why I Love My Corvette

Continued from page 1

derived from traffic studies measuring unencumbered vehicles traveling along a straight flat route. If the speed limit is 40 miles an hour, and 85% of the traffic is moving at 50 miles an hour, then 50 mph is what the posted speed limit should be. Raising the speed limit to the 85th percentile figure does not automatically induce faster drivers; they still drive at the safe 85th percentile speed.

I purposely have a somewhat loud exhaust that brings the engine to life as well as me. Without a rumble in my heart it's like I'm driving a refrigerator and it just won't wash. My exhaust can be a little intimidating depending on my downshifting, which I do to show off.

I remember one driver who was in front of me constantly yakking on a cell phone and not paying attention to the road in front of her so we were backed up an extra 15 to 20 spaces causing driver frustration. I was able to pull around her on the right at a stoplight, and I noticed her passenger-side window was open. The driver was still enthralled in a very lively cell conversation that was more important to the driver than the surrounding traffic. As I watched the traffic signal go through its paces I knew when we would get our turn at the green,

and I was determined to let her know without words how inconsiderate her driving-talking style was. About a second before the light turned green I revved my engine with my tailpipes even with her open window. The exhaust staccato actually interrupted the talker's conversation, and I got a look of disbelief as this was my fault. At this point the light turned green and my pipes spoke to my displeasure with her driving choices as I disappeared down the road way.

By far one of the most exhilarating Corvette excitements is exercising the Vette's suspension and my driving capabilities through turns and curves that most people would take at a cautionary speed. When I enter a curve and accelerate to put the car into "float," I feel as though the Corvette and I driving are one entity. It's almost like sex; the more you put into it the more you enjoy it. Does this driving exercise replace your wife or significant other? No, but it's a heck of a lot more controllable and you can always go out anytime to your favorite turn to practice.

The memory of a bad day always melts away after a Corvette drive. The Corvette puts me into a positive frame of mind. Each time my neighbor asks to borrow mine for a fun drive, I tell him that you have to have your own Corvette to really enjoy the fun. ●

Patti and Ron

Continued from page 8

organization, you should walk-the-walk and take part in helping the group. Each member should participate and contribute in an effort to grow the membership and keep it dynamic. If you have a strong opinion that something could be done another way or a better way, then step up, roll up your sleeves, and let your ideas be known. Change, growth, and new perspectives are healthy. I am already enjoying working with Judy and the newsletter.

Ron. I think CNCC members need to be loyal to Stasek Chevrolet; we don't do enough of that. When you consider buying a car, you should give Stasek the first shot at selling you one. We need to be loyal to Stasek because he is loyal to us. Some people look for the cheapest way to do things instead of going to the person who supports the club.

In terms of the club, sometimes we should double up on jobs because just a few people assume too much responsibility. Maybe we need two people to do a job instead of one. The more people who contribute toward the effort, the better off we will be. The club has grown exponentially, and both Patti and I want to add to the club, to make it the best, most interesting Corvette club possible. ●

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USA's Highway System

Continued from page 12

only five capitals not directly served by the interstate system. New York has the most interstate routes (29 routes totaling 1,674.73 miles).

The ability to drive across the United States has been a boon to tourism. Many a traveler has enjoyed all that each state in our country has to offer, from amusement parks to the national parks. However, because of today's congestion and increased traffic the highway's infrastructure is in need of major repairs. It is estimated that by 2020 port-to-highway travel will increase by 20 percent.

As seen here in Illinois, such ideas as electronic tolling or I-Pass have become more commonplace among regular tollway drivers, helping to fund the aging highway system.

The I-Pass concept also helps to reduce congestion at toll booths and adds extra lanes to accommodate more vehicles. Most recently, other countries have put in bids to buy the tollroads, making it possible to complete large projects.

So this fall as you drive across the more than 46,000 miles of interstate highways, try to imagine what it must have been like before 1956. ●

(Reprinted from the Daily Herald, June 24, 2006; Womenwithwheels.com)

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**August: The 2012 CNCC
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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 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 plan to 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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