



# The Accelerator

*Sponsored by Bill Stasek Chevrolet  
Volume 7, #2; Summer 2013*

## ***President's Message: It's Time For The August Car Show***

With the eighth annual CNCC All-Corvette Car Show coming up, Sunday, August 11, several of us have been busy with the details of just what will happen during the event.

### **Independent Judges**

Of several important changes, the first is that we will have independent judges who will be at the show specifically to judge the cars. There will be no more participant judging. Every other car show does that, and it's a fake; it's a scam. It comes down to, "You vote for me, and I'll vote for you; here's your trophy."

I don't want to do that. No one can say, "They won a trophy because they are in the club." This way the judging is all done by people outside of the club. It will get much better.

### **\$500 Cash Drawing**

While we will have several raffles during the day, a second change is that we will have a final grand prize drawing for \$500 cash. We will not raffle off a television this year because, really, everyone has TVs. Most people can use cash, and \$500 will be a good draw to get people to the show.

Another big draw will be a \$3,000 gift certificate for a two-day driving class from the Bondurant School of High Performance in Chandler, Arizona. I called early in the year to request a certificate because Bondurant gives out only so many and then they are done. The prize is the schooling — it's a driving course; the winner has to supply his own way down there. What a great prize to attract attention to the car show.

### **Sponsors, Vendors**

At this point in the process of organizing the event, we are working to first get



*Looking ahead to the next cruise are John Makris, Eric Norlin, Gary Paetsch, and Ron Lerner*

all of our sponsors together so the show is paid for. We are also signing on vendors. Raffles are getting harder to develop these days because businesses are cutting back in terms of the amount of money they set aside for car-show events. Whereas a few years ago they might spend \$50 or \$100 for prizes or the items they supply for goodie bags, now they are back to \$30 or \$40. It's been hard, but we keep plugging along; and we have some great sponsors who have come back every year.

### **Vendors for The Ladies**

As we did last year, there will be several vendors for the ladies at the show, including a woman who makes purses out of old car interiors. How appropriate is that? I first saw her at a car show and asked, "Who would buy that?" She said, "It's amazing but guys like to buy my things for their wives." Who'd have thought? She does beautiful work that the women will enjoy seeing. Another possible vendor sells jewelry.

For the children we will have a new jumping toy this year based on the feature cartoon film *Cars*. We'll also have Bozo Buckets and little cars for kids to paint. Last year having the children's

items was an experiment. The positive response turned out better than I ever imagined, so now I'd like to expand that part of the show and work to make it better. The idea is to have an area strictly for the kids that is away from the Corvettes.

### **We've Come A Long Way**

Over the past few months, the big change at CNCC has been the new emphasis on charitable contributions; charities are more important now because we are offering a lot of money to several worthy organizations, something we never did before. That says a lot for a Corvette club, especially our organization.

The club has come a long way in the last six months, and I want to be a part of that. It's new for me, and I'm sure it's new for everyone else. Hopefully our members will enjoy the club even more now.

I'm happy with the club, even though I'm stressed at times because there is so much to think about and so many things to do. Many people have stepped up to volunteer — actually more people than I thought would. As a club, we are making good progress. — Gary Paetsch

# CNCC's Charitable Contributions

## Clearbrook

*A non-profit human services agency – creating opportunities for children and adults with developmental disabilities.*

**By Sylvia Walker**

My life has been filled with many riches and blessing — beautiful children, husband, family, friends and a good career. It was time to “give back.” While reading the *Daily Herald*, I came across a short article about Clearbrook’s *Take a Break* (respite care) volunteer program and decided this was a perfect fit for me.

I’ve seen first-hand the struggles that parents of special-needs children face — my sister-in-law and her son who has developmental delay; a neighbor with a Down syndrome son; and friends with children who have Autism. These parents struggle and sacrifice; they juggle work and family with caring for a special needs child. The special challenges they face leave them with little to no extra time to run an errand, read a book, take a bath or go to dinner with a spouse or friend.

Over the past seven years, I’ve been privileged to provide respite



**Sylvia Walker with one of Clearbrook’s special-needs children.**

care to three families. Volunteers in the respite program provide up to four hours of their time to help care for a special needs child. This can range from playing, reading, feeding, administering medications, exercising and providing general care. Sometimes it means playing with a sibling or even just talking with the parent who needs a shoulder to lean on.

What a joy it is to spend time with these special angels, and how fulfilling when a smile appears on the face of one of these little ones who have

no other way to communicate. The worst day at work is suddenly erased with a special smile!

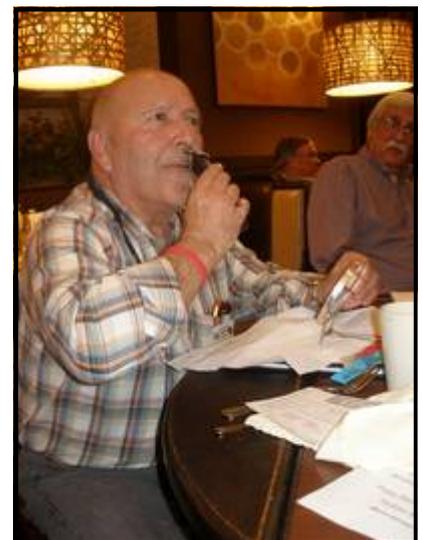
In addition to their *Take a Break* program, Clearbrook provides support to more than 3,400 children and adults diagnosed with autism, Down syndrome, cerebral palsy, and other intellectual/developmental disabilities. They provide a range of services, including physical, occupational and speech/language therapies for children and adults along with occupational skill training, employment placement, day programs and residential options. And they’re the largest provider of home-based services in Illinois.

Thank you to the CNCC members for their prior year participation in the Clearbrook FunFest. Anyone wanting to learn more or find out about volunteer opportunities, please visit [Clearbrook.org](http://Clearbrook.org).

## Clearbrook’s

### Mission

*Committed to being a leader, innovator, and advocate in the field of intellectual/developmental disabilities.*



**Al Schnider shaved off his beard during a CNCC meeting and earned \$100+ for charity. He and his wife Marilyn recently donated 32 pairs of children’s shoes to Wings, a domestic violence shelter in Chicago.**

***Bill Stasek***

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# All In The Family

By Steve Luoma



*Editor's Note: As you walk through the rows of Corvettes at the upcoming 2013 CNCC Car Show, you just may see Steve Luoma sitting next to his 1969 Stingray with its custom paint job in stunning Sunburst Orange and customized side pipes. As Steve will tell you, the car has been in his family for over 30 years, and he is its newest owner.*

I was 10 years old when my father, who lives in northeast Ohio, bought a '69 Corvette from a friend; Dad was the second owner. Not long after, he had it customized to make it show worthy and had the engine rebuilt. It's been in this condition for 30 some years. As its newest owner, I've invested some elbow grease and love in it.

My Dad always had a nice bunch of cars. As a kid I watched as he took the Corvette to get it customized, and I'd hang around with the other sports car owners when we went to car shows. Dad was always involved with car clubs, like the Sports Car Club of America.

When I was 16, I remember making a comment to him that went something like this: "Dad I sure would love to inherit that car someday." When you're 16 you

can say just about anything, right?

I never imagined that 30 years later he would still have the car, so when he called and said, "Son, I'm starting to clean out my garage. I know you've had a love affair with this car forever; I think it belongs in your garage," I happily replied, "I think it does too." It wasn't my birthday or Christmas, but by the way I felt inside, it easily could have been .

## Mark Your Calendars!

**August 11, 2013  
CNCC's 8th Annual  
All-Corvette Car Show**

Before that phone call, we had been talking about his cars a bit. He had called one day and said he thought my son, who was then 31 years old, would really like to have the '82 DeLorean that was part of his collection. I said, "Dad, that is entirely up to you." So once he gave the DeLorean to my son, we started talking about his plans for the Vette. "Well, I know you've had your eye on it," he said, "and I want to keep it in the family."

I asked a member of CNCC about the

best way to get the Corvette transported from northeast Ohio to the Chicago suburbs. The person was Barnet Fagel, who did some research and came up with a freight line that would bring it over. The company picked up the car at my Dad's front door on a Wednesday morning, and delivered it to my front door Wednesday evening.

It's a fun car to drive. I haven't taken it on trips as yet because I want to be sure it is road worthy first. After it arrived I had the fluids changed and the brake lines checked because it had been sitting for awhile. The odometer stopped working at 84,000 miles, so I simply tell people it has 84,000 miles on it. Older Vettes are notorious for this because the speedometer cables are not that good.

I downloaded a speedometer app and put it on the dash so I can tell how fast I'm going. Usually it's a matter of just keeping up with the flow of traffic. It's funny because the car is designed to go fast, but I just cruise with it. For those of you who are interested, it has 351 horsepower and an 11:1 compression ratio, so it runs on high-test fuel — and it runs fast. ●

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# ***“Young Love, First Love” —***

## **In the Driver's Seat With Sandy and Paul Kosiek**

***By Judy Nelson***

“Pam and Brett Bacci, our neighbors down the street, inspired us to buy a Corvette,” remembers Paul Kosiek. “We enjoyed seeing their car, and I thought, boy, it would be so nice to have a Corvette convertible.” Sandy adds, “Of course once we bought our first Corvette — a 1987 C4 — the Baccis said we had to join a Corvette club. It worked out because the car became a way to meet new people.” The Kosieks joined CNCC in July 2012, then became members of the 2013 Board of Directors, Sandy as club Secretary and Paul as Activities Chairman.

“We owned our first Corvette for seven months, July to March 2013,” Paul continues, “we even took it on a trip to Fun Fest in Effingham. Then when I was home recovering from back surgery, I came up with the idea of buying a bigger Vette for the upcoming trip to South Dakota.”

“The C4 was a nice,” Sandy comments, “and we loved the heck out of it; but it had no trunk so we bought the C5. It had 49,000 miles, and it was flawless.” Paul quickly adds, “Literally, we bought the car; we joined the club.”

### **Always A Car Enthusiast**

Paul has had a longtime affection for cars, beginning with his twin brother's Volkswagen Beetle. “He promised it to me once he bought a Buick Opal. He drove the Beetle to the car dealership, following behind my Dad who was driving a new 1979 Buick Electra. Somehow my brother smashed the Volkswagen into my Dad's car, ruining the whole front end. When I got home from school my brother said, ‘You can have the car, but it's all smashed up.’ I thought he was joking, so I went outside to see that it was flatter than a pancake. That was my first car. I fixed it up and drove it, anyway.”

Paul's second car was a '67 Chevy, followed by a 1970 Mustang that he shared with his brother. Once he saved up enough money, he bought a '67 Caddy convertible. Although there were four brothers in the house, Paul was the only



***An anniversary celebration at the February board meeting.***

one buying and selling cars. He remembers that his twin made life difficult because the two always had to share whatever car Paul had. “Sandy and I were dating and had plans to go to prom, but I couldn't take the Mustang because I lost it to a coin flip with my brother.”

### **“I Do; I Do”**

The Kosiek's relationship is the longest imaginable because Sandy and Paul met in grammar school — St. Robert Belarmine School in Jefferson Park. Sandy says, “Paul remembers me, but in truth, I don't remember him. After grammar school he went to Taft High School, and I went to Resurrection; we caught up with each other during our sophomore year of high school at a roller skating party at the Hub. We were 16 when we started dating; of course we broke up and got together again.”

Before they became engaged, Paul sold his '67 Cadillac convertible to buy Sandy's engagement ring. “I drove to a

lawyer's house by Austin and Diversey and sold the car to him, then took the money — \$1,800 cash! — and stuck it in my pockets. Here I am, 21 years old, riding the CTA with all those bills in my pockets. I was a skinny kid, so my pockets were bulging with cash. I was a nervous wreck.”

As you might imagine, Paul proposed to Sandy in a car, in a '78 Grand Prix. At the time he was working for the tollway and on pay days he would cash his check and Sandy would help him divide up the cash to pay bills. “It was a Friday night and he'd just gotten paid,” she remembers. “It wasn't very romantic,” Paul admits, “but I secretly stuck the ring inside a wad of cash.”

Sandy continues, “I was counting out the money, talking, and not pay attention. Then I was shocked, ‘Oh my God! Do you know there is a ring inside of all this cash?’ I couldn't believe it.”

“So I proposed to her in the car,” Paul says. “I had sold one car to buy the ring,

and I proposed in another car.” The Kosiaks were married in 1984, and their son Nick was born July 3, 1990.

### The Dodge Dart

Always on the lookout for cars, Paul remembers one snowy day in January 2003 when he saw something unusual. “As we drove past a transmission shop in Arlington Heights, I noticed car fins sticking out from the snow. I stopped, brushed the snow off, and found a sign that said, For Sale.” The car was a 1960 Dodge Dart Pioneer and the Kosiaks ended up buying it for \$2,500.

“The fabric was all worn out,” Sandy recalls, “and the interior was a mess. While many old cars are just down to the metal, this one had potential; a lot of work had been done to it. We restored it in stages, each year adding something new. We’ve spent about \$20,000 on it.”

“We did everything to the car,” adds Paul. “It’s been painted twice. It has a new headliner and a new interior; the front and rear bumpers are re-chromed, the mirrors re-chromed, and the engine has been de-tailed. It has a new transmission; it has the original tires but new hubcaps.

“The radio is the original tube radio that takes a minute-and-a-half to warm up after you turn the car on, and it still works. The car doesn’t have air conditioning, but it does have good old heat. It has a push button transmission; there is no gear shift.”

Paul says he was so excited to have the car, that he took it to car shows even though it was all beat up.

### Interesting Careers

Today, after working as a welder for 32 years, Paul is retired; he equates navigating a computer with the difficulties of learning Greek. “I’m not one to sit and type,” he admits. After high school graduation, he did maintenance work and later was a mechanic for three years before applying to Triton College where he took evening classes in welding for three years.

Sandy, who has a degree in marketing, is an office manager for Aircraft Propeller Service, located near Palwaukee (Chicago Executive Airport); it is the largest aircraft propeller service in the United States. Just how she got the job is interesting. “After I was laid off, Paul helped by looking in the paper for job openings. He noticed a part-time position at Aircraft Propeller and

woke me up at seven in the morning. ‘Put on your makeup and your clothes,’ he said, ‘and drop off your resume at this place.’ So I did.

“A day later they called and asked me to come in for an interview. Then they contacted me a second time and asked me to meet with the principals of the company. While the job posting was for a part-time position, I went because I needed a job; at the interview they told me it was for full time. I was hired as a full-time Customer Service Rep., and after six months I was promoted to Manager overseeing the work of five employees.”

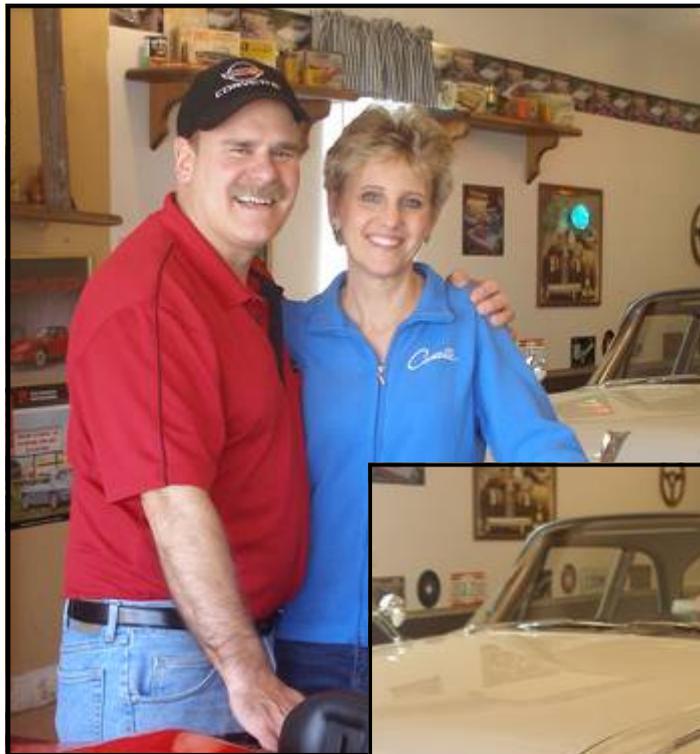
### Always Laughing

You may be surprised to know that Paul enjoys practical jokes, and through the years of their marriage, he is always looking for opportunities to get to Sandy. “Once when we just got cell phones, I called Sandy to tell her I would be working late because someone was sick. Well,

as I talked on the phone, I was actually walking into the house to find Sandy at the kitchen sink. ‘Well, I’m home,’ I said. She turned around and screamed so loud I thought she was going to have a heart attack. ‘What are you doing to me?’ she said.”

To get even Sandy did “a bunch of things” to him one April Fool’s Day. “I took food coloring and put it in his soap dish so when he shampooed his hair, it would change color. I also shut the hot water off when he took a shower. Next I sewed the fly shut on his underwear, and I took coffee grounds and put them on the floor so they looked like ants; Paul hates ants in the house. I got him back all in one year.”

Whether Sandy has a few other schemes in mind for Paul remains to be seen. The CNCC Board is pleased to have the Kosiaks’ input, ideas, and suggestions as they share their expertise to improve our club. ●



**The Kosiak's 1960  
Dodge Dart Pioneer**



# Vette Talk

## *Drowsy Driving*

Contributed by Al Schnider

Safe driving can help save your life and the lives of others. If you drive drowsy, you can be a danger to yourself and others. Like alcohol, sleepiness reduces your ability to drive effectively and to think quickly.

Your reaction time is slower, awareness is decreased, and judgment is impaired. It's serious stuff and can prove just as fatal as driving drunk.

### **Who's Most At Risk?**

While every driver is susceptible to the dangers of drowsy driving, a study by the National Highway Traffic Safety Administration (NHTSA) found that three groups are at highest risk:

- Young people ages 16 to 29, especially males. Drivers younger than 30 accounted for almost 2/3 of drowsy-driving crashes in spite of representing only about 1/4 of licensed drivers.
- Shift workers whose sleep is disrupted by working at night or working long or irregular hours. Night shift workers typically get 1.5 fewer hours of sleep per 24 hours as compared with day workers.
- People with untreated sleep apnea syndrome (SAS) and narcolepsy.

### **Check Your Risk**

Always practice safe driving every time you get in a vehicle because it only takes a split second for things to happen. The following tips can help you avoid falling asleep at the wheel:

- Make sure you get enough sleep.
- Avoid alcohol and eating a heavy meal before driving.
- Limit long distance driving. You should stop every two hours and rest.
- Avoid driving through the night, mid-afternoon, or when you would normally be asleep.
- Beware of medications that can impair your driving ability.
- Keep the temperature in your vehicle cool and check your mirrors often.
- If possible, drive with a companion and switch driving when necessary. ●



## **CNCC Salutes Its Veterans**

**Thank You For Your Service**  
**Thank You For Your Sacrifice**  
**You Are the Pride Of Our Country**

## *Spring Cruise to Milwaukee*

Contributed by Sharlene Wayman

On Saturday, May 18<sup>th</sup>, the Northern Illinois Corvette Club out of Rockford invited CNCC to join them in a tour of the Harley-Davidson Museum in Milwaukee. The weather was in the 70s as 13 of our club's Corvettes and 23 people set out on a new adventure. We took Route 45 north all the way to the I-894 bypass, going east to downtown Milwaukee. Road construction, as always, was a challenge at times, but we persevered and arrived at the museum on time where we had preferred parking with the other club.

The museum is an impressive new structure, built with a lot of steel and recycled materials, including a wooden floor from an old Milwaukee factory. Our tour guide explained how Harley-Davidson has survived since the early 1900s as the only American motorcycle company. There were many exhibits and of course lots of

interesting and beautiful motorcycles to look at and even some to sit on.

After checking out the gift shop, we cruised to New Berlin, about 20 minutes west of Milwaukee on I-894 to Route 43, for a late lunch at The Quaker Steak and Lube. It was fun to have everyone arrive together, then be directed to preferred



parking, set aside for our clubs. Each driver backed into his parking spot to form perfect lines of Corvettes -- it was a real production! The restaurant is full of automobile memorabilia, everywhere. The food and special drinks were great, and it is definitely a place I recommend we to return to. ●

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## Why I Love My Vette

**Tom Pettinger:** I love it just because there's nothing like a Corvette. It's the model that others try to emulate, and it's just a fantastic car for the money. I love to drive it, and at times Lenore and I pick up and go somewhere just to have an excuse to drive it.

**Rich Stockman:** I love my Corvette because it's fun, it's cool, and we can afford



**Rich — Photographing CNCC's Events**

it. It is in incredible condition. I bought it because Susan and I were looking for an older car, not necessarily a Corvette, but we found out how affordable they are. I fell in love with the body style: it's a white C4 coupe. It belonged to another club member (at the time we didn't know him), and it was in absolutely incredible shape. Bloomington Gold certified it as a "Survivor," which means that a certain percent of the car is absolutely original. Above all, the body, the exterior, and the interior were rated about 99% original.

The real reason I love the car is because my wife loves the car and told me to say I love the car!

**Al Wayman:** I love my Corvette because it's Torch Red, my favorite color.

**Joe Cheslak:** My Corvette is my dream. In 1967-68 that was the car I wanted to have when I got home from serving in Viet Nam. In the barracks the guys always had pictures of women or cars; well, I had a picture of a Corvette. Mine is a 1996. Over the last 35 years I've always

had a Corvette, and I'll never be without one.

**Barry Petri:** Ever since I was a little kid, this was the car I've always wanted. I was planning to get one when I retired, and then I realized: Why wait until retirement? Let's have fun now. I still can't believe I own one. I love it every weekend, and I'm enjoying the club.

**Gabby Cinko:** We have a '76 Orange Flame Corvette. It's a fun car — fun to drive. I never understood why guys like driving a Corvette so much, but now I realize it's fun to drive.

**Leo Cinko:** We've had it 6 years, and I've put on about 10,000 miles.

**Bill Van Buren:** I love my Corvette because it doesn't depreciate!

**Karen Makris:** If God came down from heaven and said, "John, your Corvette or your wife?" I'd have to say he'd hesitate for a moment. I'd hope he'd say, "Take the Corvette; I want to keep my wife," but there would be a little doubt in his voice.

**Joe Petykowski:** I have two Corvettes, and it's an equal relationship between the two. One I drive, a black 1999, and the other, a red '64 coup, I just wax all the time. I drive the '99, which is more user friendly. And '64 is nice to drive; you know you are driving a Corvette because you can feel all the bumps. I love them both equally.

**Tom (again):** Another reason I like a Corvette is that you get to enjoy CNCC. You get to meet really nice people and have a good time. ●

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## 1967 Corvette Discovered Contributed by Don Vertone



Corvette fans who stepped into the great hall of the 2012 Bloomington-Gold had the treat of a lifetime: seeing an original 1967 427/390 4-SPEED Corvette coupe in Ermine White with red vinyl interior and red stinger hood. The Corvette was last driven in the fall of 1967 and had only 2,996 miles on the odometer.

Donnie McNamara of Colorado Springs, Colorado, purchased the Corvette new on May 20, 1967. He stored it in a climate-controlled garage in the low humidity of the mountains until he died in July 2011; his estate transferred the vehicle to a couple McNamara had befriended. The car is beautifully preserved with no fading of any of the surfaces and no deterioration of any material. The paint, chrome, stainless, carpet, and interior are in amazing "as new" condition.

This Corvette is equipped with its original L-36, 427/390 with 4-speed, tinted glass, original bolt on wheels, side dual exhaust, telescopic steering wheel, AM/FM radio, original floor mats, and 3:36 positrac rear axle.

The car was never disassembled and was never touched by anyone other than the original owner; it may be the finest, most well preserved, lowest-mile original 1967-427 Corvette Stingray in existence.

Donnie McNamara was a veteran of the United States Marine Corps and highly patriotic. ●

## *"The Accelerator"*

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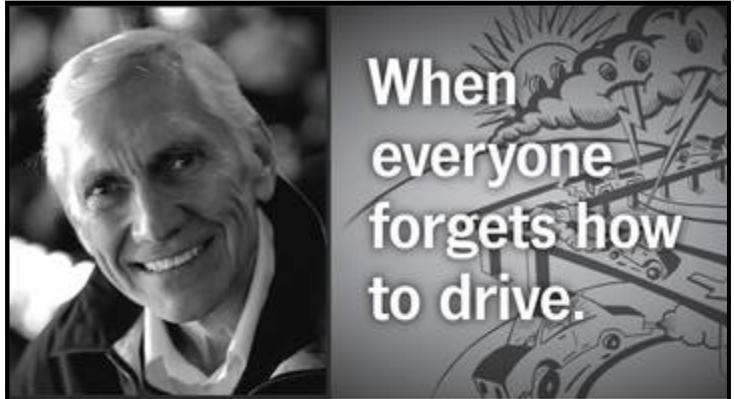
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Tires are an off-brand, 225/60 x 15. Comes with original centers. Price for both is \$300; \$200 for CNCC members.



2. *1978 Corvette Polished Aluminum Rims and Tires.* Will fit 1968 thru 1982.

3. *Polished Aluminum Corvette Z06 Tire/Rims Package.* Kumho 275/35/ ZR18 Supra Ecsta Tires. Two rims have a slight dent from a pothole; no effect in drivability or performance. Low mileage; used only for cruising. List price for tires



and rims is \$1,800. Purchased for \$1,350. Will sell for \$800.

Call Laddie Antiporek at 312-859-1819 for more information about these items.

### Car Trivia Questions — Test Your Car Smarts

1. True or False? The 1953 Corvette came in white, red, and black.
2. What was Ford's answer to the Chevy Corvette and other legal street racers of the 1960s?
3. What was the first car fitted with a replaceable cartridge oil filter?
4. What car was the first to have its radio antenna embedded in the windshield?
5. What car used the first successful series-production hydraulic valve lifters?
6. What was the first official White House car?

Answers on page 14


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## ***CNCC Board of Directors***

### **Elected Positions**

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### **Appointed Positions**

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 Sue Stockman  
 Facebook Contributors: Sue and Rich Stockman  
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### Car Trivia — Answers

1. False. The 1953 Vettes were available in one color: Polo White.



2. Ford's answer to the Chevy Corvette and other legal street racers of the 1960s was Carroll Shelby's Mustang GT350.



3. The first car fitted with a replaceable cartridge oil filter was the 1924 Chrysler.



4. The first car to have its radio antenna embedded in the windshield was the 1969 Pontiac Grand Prix.



5. The car that used the first successful series-production hydraulic valve lifters was the 1930 Cadillac 452, the first production V16.



6. The first official White House car was the 1909 White Steamer, ordered by President William Howard Taft.




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## What is Chicagoland North Corvette Club?

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

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

## How Do You Join CNCC?

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



**[www.ChicagolandNorthCorvetteClub.org](http://www.ChicagolandNorthCorvetteClub.org)**

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