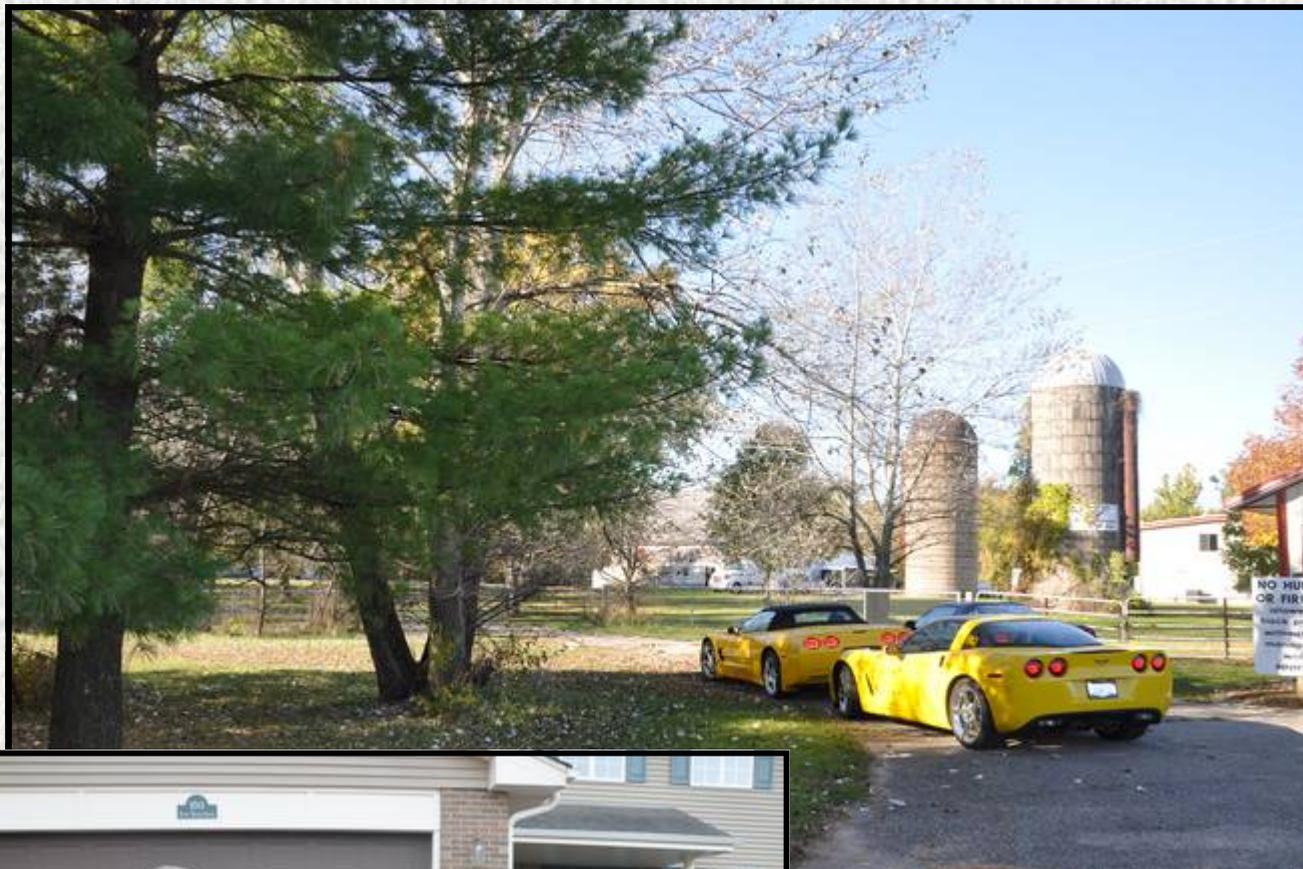


The Accelerator

Volume 8, #4; Winter 2014-15



▲ Corvettes shine in the fall sunlight at Blackhawk Farms Raceway.

◀ Bill and Roni Van Buren with their '99 C5 Torch Red Convertible. "That's my baby!" says Roni.

Chicagoland North Corvette Club
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Wheeling, Illinois
www.ChicagolandNorthCorvetteClub.com

CNCC's Calendar of Events

DATE: February 7, Bowling and pizza at Jeffrey Lanes

Address: 125 North Wolf Road, Wheeling, IL 60090; 847-537-5370
Time: 6:00 pm to 9:00 pm
Event Coordinator: Paul Kosiek
Phone: 847-401-1208

DATE: February 13, First Look For Charity (The Cradle), at the Chicago Auto Show 2015

Address: McCormick Place, 3201 South Martin Luther King Drive (Lake Shore Drive at 23rd Street), Chicago, IL 60616
Time: 5:00 pm to 9:00 pm
Cost: \$250/person
Event Coordinator: Scott Wiscomb
Phone: 847-537-7000

DATE: March 14, Membership Appreciation Banquet at Venuti's Banquets

Address: 2251 West Lake Street, Addison, IL 60101; 630-376-1500
Time: 6:00 pm (bar opens) to 11:00 pm
Cost: \$45/person
Event Coordinators:
Dee Norlin, 847-634-6678
Kathy Gargano, 847-671-0418

DATE: May 3, Cinco de Mayo Dinner at Mi Mexico

Address: 220 Milwaukee Ave., Buffalo Grove, IL 60089 (Next to Chevy Chase Country Club); 847-229-3491
Time: 4:00 pm to 7:00 pm

DATE: May 20, Indy Community Day at Indianapolis Motor Speedway

Address: 4790 West 16th Street, Indianapolis, IN 46222; 309-888-4477
Time: 7:00 am to 5:00 pm
Cost: \$10/person
Event Coordinators:
Eric Kirchner, 224-688-6816
Brett Bacci, 847-702-5690
Meeting Time and Location: 7:00 am for breakfast at Cracker Barrel (6200 Opportunity Lane, Merrillville, Indiana 46410)

DATE: May 31, Cruise to Fireside Theater for dinner and show, All Shook Up

Address: 1131 Janesville Avenue, Fort Atkinson, WI 53538; 800-477-9505
Time: 8:00 am to 3:00 pm
Cost: \$80/person, includes dinner
Event Coordinator: John Makris
Phone: 847-797-8384

Join Us!

For These Regular Events

CNCC General Meetings are on the last Thursday of the month at The Continental Restaurant, 788 South Buffalo Grove, Buffalo Grove, IL 60089; 847-459-4095.
Dinner, 6:00 pm. Meeting, 7:00 pm.

CNCC Monthly Breakfasts are on the second Saturday of the month at The Omega Restaurant, 9100 Golf Road, Niles, IL 60714; 847-296-7777.
9:30 am — 11:00 am.

CNCC Superdawk Cruise Nights are the second Tuesday of the month, April-September, at 333 South Milwaukee Avenue, Wheeling, IL 60090; 847-459-1900.

Turn to page 20 for more events

Events may be cancelled due to inclement weather or anticipated poor attendance.

Call Paul Kosiek (847-401-1208), Mark Hall (847-778-4462), or the event coordinator to answer your questions.

Check www.ChicagolandNorthCorvetteClub.com for more details.



CNCC visits The Gilmore Car Museum, Hickory Corners, Michigan, Summer 2014





President's Message

"Luckily, we have some talented people in this club..."



Lauriel, Susan, and Barry with Mandi Nelson — Friends of "The Accelerator"

I hope everyone had a wonderful holiday and Happy New Year. Now that the hustle and bustle of the season is over, I'm already looking at the calendar and waiting to see if this winter will be as bad as last year's; perhaps you are too. Deep down, it's all about when I can get the car out of storage and see where the road will lead in the new year.

The first change you will notice is that on page 2 of this edition of "The Accelerator," we've added a calendar. Its planning was started thanks to the hard work of Paul Kosiek and Barry Petrie. While it's printed in the issue, there will always be some changes, and, to be honest, some events might not even make it to print, so be sure to check the calendar on CNCC's website — ChicagolandNorthCorvetteClub.com. (By clicking on the top of that calendar, you will be able to see activities, month by month, for the entire year.)

In the last few months a few key things have happened. In November our yearly elections took place, and if you have not heard the results here you go. Each of the

following is for a two-year term ending in December of 2016.

President – Mark Hall
Treasurer – Diane Hall
Members at Large – Michael Walker and Al Schnider

Along with the other members of the board, we look forward to continuing to move the club in the fun and exciting direction it is already headed. But we also would like additional club members to step up and help out whenever and wherever possible. Member participation is what makes a club strong. So if you have an area of expertise that can benefit CNCC, please let us know.

Our first major event of the new year is coming up on March 14 — the Members Appreciation Banquet at Venuti's in Addison, IL. Tickets are \$45 per person, an amazing price for all you will receive. All tickets must be purchased by the February general meeting. We also have events in both January and February that will keep the fun going during the cold months.

While some members have been with us since the beginning of the club, not everyone knows that 2015 is the 10th Anniversary of CNCC, and we will have some exciting things happening throughout the year with events to commemorate this milestone. So make sure you attend.

I would like to give a big thank you to Judy Nelson. She has worked tirelessly for the last 10 years to publish "The Accelerator" quarterly, always keeping its contents fresh and captivating. Some of you know and some don't know that Judy has decided to step aside to have more time with Larry and her grandchildren. While I know she's not going away completely, I wish her the best in everything that life has to offer.

Does this mean an end to "The Accelerator"? The answer is a big *NO*. Luckily, we have some very talented people in this club, and this is just a sign of that. While Judy leaves some big shoes to fill, I have the utmost confidence in the team she has assembled to replace her. Our new Editor is Susan Frissell, who brings a long list of
(Continued on page 4)

President's Message...continued

editorial and automobile-related experiences with her. Susan's first newsletter,

Accelerator," Volume 8, #1 (Spring 2014), in the interview "Fast Cars! Fast



Sylvia, Larry, and Patti — More Friends of "The Accelerator"

"Women With Wheels," was printed in 1989 and led to free-lance writing and a column in the *Daily Herald*, "Women With Wheels." Later, she started her own website with the title "Women..." well, you know what follows.

She often drives new cars for manufacturers and then writes reviews of her reactions to each vehicle. You can read more about Susan's background in the "The

Dogs! Fast Life! — Pausing for Coffee with Susan Frissell." Lauriel Sima and Sylvia Walker will assist as Editors and Proof Readers, Barry Petrie will add his Graphic Design ideas to each issue, and Patti Ross will continue as our Advertising Manager.

As always, it is an honor and pleasure to be your President. Hope to see you soon. — Mark

Vette Facts

- The '53 Corvette sticker price was \$3,498, almost 75% more than Harley J. Earl, GM's chief designer, hoped. It cost \$1,225 more than the second most expensive '53 Chevrolet, the eight-passenger Deluxe 210 four-door station wagon.

- A total of 3,640 Corvettes were built in 1954; they could be ordered in Pennant Blue, Sportsman Red, and black in addition to Polo White, the only color offered for the original '53 Corvette.

- Chevrolet offered its brilliant small-block V8 in 1955; it was the single most important development in the history of the Corvette. Originally displacing 265 cubic inches, the first small block was rated at 195 hp.

- In 1956 GM began racing the Corvette. The only engine offered in the '56 was the 265-cubic-inch V8, now rated at 210 hp, and for the first time it had a three-speed manual transmission. Zora Arkus-Duntov, was now Corvette's chief engineer.

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Indiana's *Classy Classic Cars*

By Charles Falk

In late September Joan and I joined the Classic Car Club of America for a weekend exploration of two antique car museums in Northeastern Indiana. The first was the recently relocated Studebaker Museum in South Bend. It showcases scores of vehicles designed, built, and marketed by Studebaker, from the time of the company's inception as a wagon maker in 1852 until its demise as an automobile manufacturer in March 1966. Excellent examples of Studebaker's "automobile cousins," the Pierce Arrow, Peerless, and Packard marque are also exhibited.

Hudson's in Shipshewana

Next we toured the Hudson Auto Museum in Shipshewana where Eldon "Ziggity" Hostetler's personal collection includes more than 60 Hudson automobiles dating from 1909 to 1956 when the final one was produced. Like the Studebaker Museum, Hostetler's museum is large and well put together. After looking at the style, engineering, and features of both the Hudson and Studebaker automobiles, I could not help but wonder how these companies went so wrong and ended up going out of business.

Shipshewana is in the heart of Indiana's Amish Country, so everyone was also exposed to the history, values, culture, and life-style of the Amish people. And because car people like to eat, there were



'55 Chevrolet Cameo pickup truck in Robert Gollner collection, Kokomo

plenty of good-tasting Amish-prepared meals along the way.

Kokomo and Practical Cars

In mid-October Joan and I took a second driving tour to the Central Indiana town of Kokomo with members of the Antique Automobile Club of America. Kokomo, as we learned, has long been a focal point in the automobile industry. "America's First Practical Car," the Haynes, named after inventor Elwood Haynes, hit the streets there in 1894.

Later, the Apperson automobile, also developed and built there, rolled out of a factory in 1901.

As part of the tour, we viewed several models of the Haynes, Apperson, and other collector cars in Bob and Rosalie Gollner's private collection, followed by additional Haynes and Apperson vehicles and more than 100 other fine collector cars in the Kokomo Automobile Museum. Both of these marques were out of business before the end of the 1920s (Haynes in 1924 and Apperson in 1926). However,

Kokomo has three significant GM and Chrysler auto production plants at the present time.

As you might imagine, there was also plenty of non-car stuff in the area: a tour of the Grissom Air Museum on Grissom Air Force Base; a stop in Logansport to enjoy a ride on a historic carousel from 1913; and a visit to Peru, birthplace of Cole Porter, where a museum spent \$180,000 to restore the songwriter's great-looking black 1955 Cadillac to its original beauty.

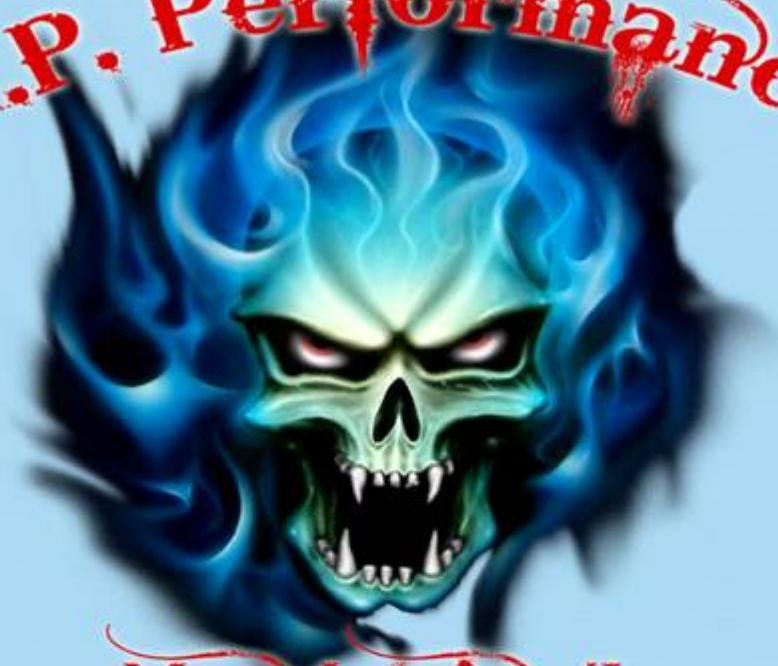
The final historic site of the trip was the Monroe Seiberling Mansion in Kokomo, a spectacular 1891 structure that blends Queen Anne and Romanesque architectural features. There is a car connection to the mansion because Mr. Seiberling is a member of the Ohio family that successfully manufactured and marketed Seiberling automobile tires from 1921 through the 1950s.

As a bonus, everyone on the tour was treated to exhibits of colorful fall foliage decorating the roadsides in and around Central Indiana. No doubt, we'll return there soon. ●



'31 Hudson boat tail speedster in the Hostetler Museum, Shipshewana

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Diane and Mark Hall

“When Harry Met Sally”

(Or, How I Met My Valentine)

Sports Sweethearts

It was 1992 when Mark and I met at the pool by the apartment complex where we lived. He was sitting a couple of chairs down from me, and we just started talking. He invited me to a Bulls playoff party that night at his apartment, solidifying our love of sports. The next night we went out to dinner, and now we have been together for 22 amazing years.

— *Diane Hall*

Memories of Shanghai Lil’s

I met Andrea when we went out with mutual friends on a double date. After dating for six years, I planned to propose at Shanghai Lil’s, then a well-known Polynesian restaurant in Chicago.

When we went to dinner, I told Andrea that my work was transferring me to Milwaukee, but she thought I was leaving her after our six years together. We ordered Polynesian drinks, and once they arrived, I opened up the box that held her engagement ring and said, “Your ship has come in. Will you marry me?” We’ve been married for 37 years. — *Frank Hoffmann*

We Had Other Dates

I met Eleanor at a formal dance. We had a mutual friend, but that night we were both with other dates, so I got her phone number. She was 18, and I was 19. We have been married for 45 years.

— *Paul Plotnick*

Tainted Shrimp

I worked with a fellow whose wife thought her friend Karen would be perfect

for me. The fellow got a video of Karen, recorded at her office Christmas party, so I could see her first. I even asked if he was sure she wasn’t dating anyone. He said no, so we met.

For my first date with Karen, the four of us went to dinner, where I ordered shrimp scampi, and then we went bowling. At the end of the evening we went back to my friend’s apartment, but I suddenly realized my shrimp scampi dinner was tainted. I ended up so sick that I ran out of the apartment and barely got to my car. By the time I got home, both the inside and outside of the car were a different color, and the red cloth interior was never the same. It took me three weeks to call Karen back, but here we are, 23 years later. What can I say? — *Neil Nehring*

Time to Rejoice!

A mutual friend fixed me up with Ken Hedeem; our first date was on the star-

crossed day of October 13th, 2004.

Kenny drove us to the big city and took me to dinner at the Mystic Celt on Southport. (It’s still there!) Dinner was painful, but it did get a little better after the second glass of wine. He just wasn’t my type, whatever that was.

We had one thing in common, however, and that was the desire to bike and ski, so for the next date we went biking. No snow yet. What I didn’t know was that Ken would need a date for his best friend’s wedding in January, which was probably the only reason he kept asking me out. We had a great time, even though he refused to dance or even get near me because he had the “sniffles.” I was intrigued with Ken because of his reluctance, but to be honest he played me like a fiddle. It wasn’t until a month after the wedding that he planted a big smacker on me, and by that time, I was ready for it. It’s been nothing but romantic bliss ever



Far left, Eleanor and Paul Plotnick

Left, Karen and Neil Nehring



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since, and ten years later we are living together. Talk about a whirlwind romance!
— Joyce Aston

Kruizin' Destiny

Labor Day weekend, 1973, I was on a girl's night out with my friends LeAnn and Pam. LeAnn wanted us to meet Murphy, a guy she claimed she would marry one day. We said OK, but we still wanted to go out with NO GUYS!

When we drove over to Murphy's place, he was just pulling up from a road trip to Michigan's UP with several friends. There was Doug who drove (go figure), and a third guy, Don. Don liked Pam so we ended up partying with them for the remainder of the night.

Don and Pam wanted to spend more time together, so Doug and I joined them. We mostly road cruised as money was tight, gas was cheap, and it was something we all liked to do. While driving around together, Doug and I had plenty of time to talk and become good friends.

Doug moved to Denver, and in 1974 I joined him; we soon moved to Dallas where I had family and the economy was better. A month later, on a hot February 14, 1975, we were married in Sunnyvale, Texas.

This February 14, 2015 we will be cruising together for 40 years, discovering new places and people with our three children, grandchildren, and many friends. The only difference is we are now empty nesters and enjoying cruising into retirement. Guess you might say it was our destiny.
— Sue Kiry

(Back Road Kruizers)

Make-Out Time!

Bob and I met on a blind date at a church hayride. We didn't belong to the church, but Bob's buddy and my girlfriend did. What a night! We sat on the hay wagon and watched everyone else make out!

Actually, neither of us wanted to go on a blind date, but our friends talked us into it. My girlfriend said, "Just go and have fun; you're not going to marry the guy." Little did she know! We celebrated our 51st anniversary on August 24, 2014.
— Carol Wiesman

My '57 Plymouth

My friendship with Joan began on the campus of Elmhurst College when I was a senior and Joan was a sophomore. I had been loaning my '57 Plymouth convertible to Joan's boyfriend when they



Above, Joyce Aston and Ken Hedeem

Left, Joan and Charles Falk



**Happy
Valentine's
Day**

needed a private place to be together. Not long after, there came a time when Joan preferred to spend time in the Plymouth with its actual owner — me!

Several trips to basketball games followed by cherry pie and coffee fortified the campus romance. After graduation, Joan and I were married in the college's chapel by the chaplain, who had been our religion teacher. Fifty-four years later, Joan still enjoys spending time in my car, only now the ride is a Corvette or a 'Benz.
— Charles Falk

"Divine" Intervention

For Michael and me, it was "divine" intervention. I had put in a prayer request at my church to meet a nice man who would be a father figure for my three-year-old son. The Pastor, Charles Mueller, reached out to me and said he knew a man who was recently divorced and thought we'd be a good match. A blind date, thanks to our Pastor, led to a proposal, marriage, and the blending of our families. On June 14, 2015, we'll celebrate 23 years of marriage.

— Sylvia Walker

Internet Romance

I met Susan on Match.com. One of the parameters I set was "likes snowmobiling." When I clicked on "search," Susan's name popped up, so I sent her an e-mail. The rest is history.
— Scott Wiscomb

It Began With A Blind Date

It was a warm summer night when I drove to a friend's home to meet the blind date he and his wife had set up. I remember pulling up in my 'Vette coupe. After a few minutes, my friend's wife came through the door with the most beautiful

brunette I had ever seen. Sue and I have been together ever since, and on December 15, 2014, we celebrated 41 years of marriage.
— Lou Grupe

That Carrier Guy

Ron was a territory representative for Carrier equipment, and I was a secretary for a Carrier dealer. He would visit our office once a month. I remember he was always so funny. One day he asked me to lunch, and the rest is history. This coming September we will be married for 23 years.
— Lynda Schluter

Dominick, The Match Maker

When I was in high school, I'd take my mom grocery shopping at Dominick's after school. It happened to be the Dominick's where Frank was a front-end manager, and that's where we met. Frank would greet everyone as they came in. After two months of friendly hellos, he asked for my phone number. Our first date was on January 15, 1977, when we went to his aunt's 50th wedding anniversary party, and we've been together ever since.
— Kathy Gargano

Holding Hands at The Axle

Sandy and I knew of each other when we were students at St. Robert Belarmine's grammar school in Chicago. Then we actually met at a high school roller skating party at The Axle Roller Rink on Harlem Avenue. When I first noticed her, she was roller skating with her girlfriend Diane, so I simply asked if she would like to skate — slow skate. Back in 1976 that meant we got to hold hands, and to this day we still hold hands when we walk together. [LOL]

— Paul Kosiek

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- MAY 5 – Autobahn Country Club, Joliet, IL
- JUNE 25 – Autobahn Country Club, Joliet, IL
- JULY 12/13 – Autobahn Country Club, Joliet, IL

- AUGUST 11 – Road America, Elkhart Lake, WI
- AUGUST 30/31 – Gingerman, South Haven, MI
- OCTOBER 6 – Autobahn Country Club, Joliet, IL

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The Van Buren Fleet

Reving It Up With Bill and Roni

By Judy Nelson



Roni in the family's garage



Bill works on one of the 100+ cars he has bought, repaired, refurbished, and sold.

It's safe to say that in the 40 years of Roni and Bill Van Buren's marriage, their lives have been filled with sports cars, especially Corvettes. Interestingly enough, the couple met when Bill was working underneath a car just after Roni and her parents moved from Chicago to a new home in Des Plaines.

"My mom and I had waited all day for the phone company to come," Roni remembers, "but when they didn't show up Mom suggested I visit the nextdoor neighbor and call to see where they were. Well, the neighbor had this red '66 GTO convertible on the driveway — it was pretty cool — and this fellow's long legs were hanging outside the car. 'Nice ride!' I said. Bill, of course, wheeled himself out from under the car to see who was talking. I introduced myself and asked if I could make a phone call. A few weeks

later he called to see if I wanted to go out." They dated for a year and then became engaged.

Early Car Days

Bill says that cars have always been his passion. Through the years he's bought, repaired, refurbished, and sold more than 100 of them. An early memory goes back to 1960 he was 12. "My uncle had bought a new '54 station wagon that he drove for several years before it developed mechanical problems. After taking it to any number of mechanics, he gave up on the troublesome car and sold it to my dad for \$75.

"Then my dad and I took it apart. Actually, I just handed my dad tools because I was pretty young at the time. My dad installed chrome-plated piston rings because the car didn't have enough compression to start. After putting in a few

hours of repair time, my dad drove the car for six, leaving my uncle feeling somewhat cheated." This incident started a pattern that would continue through Bill's life: buy a car for next to nothing, repair it, and then use it and/or sell it for much more than the original cost. It was a hobby with tangible dividends.

Bill's student years at Thacker Junior High in Des Plaines sealed his passion for cars. "I remember that my homeroom teacher would let me and my buddies spend our study hall sessions in the auto shop as long as our homework was done. The shop had a small room with cutaways of engines where you could actually see the valves, pistons, and push rods. It was cool.

"When I was in seventh grade, a friend's dad went up to Wisconsin and bought a Model A pickup truck. Over the next three summers my friend and I took

it apart and refurbished it. We made an actual hotrod out of it.”

Corvettes, Corvettes

When the Van Burens married in 1974, Bill owned a '71 Challenger convertible and a red '63 Corvette roadster that he bought in 1971. He sold both cars so the couple could buy their first home in Mt. Prospect. The Corvette originally cost \$700, but after putting in a couple hundred dollars in parts plus a few hours of work, Bill sold it three years later for \$2,300. Roni remembers feeling badly about selling the beautiful Vette, but she says, “We were buying our first home before we married in addition to taking on the cost of a wedding so the reality of expenses took over. The sale of the cars paid for a washer and dryer and a kitchen set.”

“When I had the '63,” Bill continues, “I also bought a 1970 LT-1 Corvette from a friend’s neighbor, who sold it because the car blew smoke out the back whenever he accelerated. I bought the car and pulled the cylinder heads off, then added valve guide seals and knurled the valve guides. I was going to resell it, but when the guy I bought it from heard I’d fixed it, he bought it back from me. So I owned the car for two-and-a-half weeks. I never did change the title over because I planned on selling it.”

The Van Buren’s third Corvette was a white '68 coupe, followed by a blue '66 convertible that Bill fixed up and sold. “After I sold those two cars, I bought a '68 Corvette that had hit a tree. My idea was to put it together and drive it, but the job took me longer than I anticipated. I



Roni drove this Dark Metallic Red 1986 C4.

did all the bodywork on the Corvette and intended to paint it white, its original color. Then a friend had a friend who bought it and had it painted red.

“Next I bought another '66 coupe that needed repair after the owner spun it out into a ditch. It was a Café Racer with big flares and wide tires. He basically knocked the flare off the back of the car that I had repaired; the Vette also had a custom paint job, but it was impossible to match the paint. I was interested in the car, so I bought it, stripped it, and painted it.

“When I finished that car, my next Vette was a '67 427 coupe. It needed the least amount of work of all the Corvettes I had worked on; there were some mechanicals, but it basically just needed a cleanup. I paid \$6,000 for it and sold it for \$13,000. Six years later that owner sold it for \$56,000. All of a sudden, these cars became the *primo*; now they sell for \$100,000 plus. I wish I had kept that car.

It was modified, with six tail lights instead of the two.

The Blue '66

Roni says that after they moved into their current home, they started the process of adopting their oldest daughter. “At the same time, Bill found a blue '66 Corvette, owned by a fellow who had multiple cars. He had disassembled the Corvette and painted it, but then lost interest in the project. Even though the car was in pieces, Bill bought it, buffed out the paint, and reassembled it; we had it for a couple of years, and I was hoping we’d keep it. I really enjoyed that car.”

“It was so lucrative,” Bill adds. “I made money on the sale. Every other year I would buy a car and fix it up, usually at the end of summer. I would take it to Roni’s mom’s in Des Plaines and store it in her garage. Then next summer I’d sell it and buy another one.”



Bill’s first '66 Vette was Trophy Blue with a Navy Blue interior.

This '66 stripped-down coupe was modified into a Café Racer. Bill painted it Marlboro Maroon.





Bill & Roni

Roni was a secretary at Stevensen High School in the late 1990s. At the time the Van Burens owned an '86 Corvette that Roni drove to and from work. As is typical of Corvette owners, she would park it far out in the parking lot so no one would scratch it. "A few months after I started working at Stevensen, an administrator realized he had the identical car (same color too) as ours. He came in one day wondering how could I afford a Corvette when he was an administrator, and I was a secretary. My secret — Bill!"

Corvetting to Florida

One of Bill's favorite Corvette memories is a trip the family made to Florida in 1987 to visit his mom. The family's Cutlass station wagon was too small for a family of six. So Bill, along with his nine-year-old daughter Becky, drove his '84 Corvette to Florida. "The '84s had a noto-

rious reputation because they were loud inside and rode really bad, so I was a little leery of making the trip. Then, at 50 mph, the car had this terrible drone sound inside from the exhaust. I usually felt like my brain was rattling from inside. Fortunately, most of the speed limits on the trip to Florida were 70 or higher, and at 70 that droning sound went away.

"Then there was the matter of comfort: I'm 6', 6". I fit in that car one way — and one way only — even with the power seats. I had a ½" of head room and a ½" between my knees, and that was it. As luck would have it, the seats in the Corvette were super comfortable and seemed to form to my body, so it was a good trip, and Becky slept most of the way."

At the Raceway

Bill had a ball at Blackhawk Farms Raceway, driving his Corvette around the track six different times, each for 15 minutes, about 10 laps. During his fifth run, he pushed the car so hard the transmission started to overheat making the temperature light for the transmission go on. "On the straight-aways I was getting up to 118 mph, then coming into a turn I was at 50 mph. Going from that kind of speed and into the turn, the front end of the car started to shake a little because the brakes were getting so hot.

"At the end of the sixth run my chrome wheels looked like charcoal from all the black brake dust, and the whole side of my car was covered with black brake dust. When I opened up the car door, the sill

plate was all black.

"That kind of driving is tough on brakes. The brakes squeal now, plus I need new rotors. You can see, there is a lot of wear on the rotors, including big scores on them. I found out that a lot of guys take the centers out of their wheels because they lose them. You heat the wheels up, and you heat the brakes up."

George Stops By

One day in 2005, George Sianis, one of the Van Burens' neighbors and a long-time friend, stopped by to talk about Corvettes. George had recently bought an '05 from Stasek Chevrolet and wanted Bill's take on starting a Corvette club. George, of course, soon became the cofounder and first President of Chicagoland North Corvette Club. "He said you needed a Corvette to be a member, and I had one."

Bill remembers that, although he became a member of CNCC, he didn't really want to join because his impression was that it would be a lot of old guys who bought new Corvettes. "And that's what I am now," he admits. "I wanted to be with other car guys who liked to work on their cars." For sure, that is now a reality.

Roni says that along with all the cars she's seen through the years, the Corvettes, Firebirds, the Challenger, and the like, she and Bill have had great times traveling and enjoying life together with their children and their friends.

As for the stunning red Corvette that currently sits on the Van Buren's driveway, she simply says, "I don't care if Bill gets the itch to buy another one, that red Vette is *not* going anywhere. That one is *my* baby!" ●



Bill paid \$6,000 for this '67 427 Coupe and sold it for \$13,000. Today this car sells for \$100,000 plus!



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Vette Talk

NCM Motorsports

The National Corvette Museum High Performance Drivers Education season begins April 23-24 at the NCM Motorsports Park in Bowling Green, KY. The program stresses education, safety, and fun. Drivers are separated based on experience, with novice drivers assigned to instructors who teach in a safe, controlled atmosphere. Participants need an SA-rated helmet, long pants, and closed-toe shoes; drivers with convertibles must have an SCCA approved roll bar. Register at corvettemuseum.org. Cost for the two-day event is \$485.

Gold Event

Bloomington Gold will be held June 25-27 at the Indianapolis Motor Speedway, 4790 West 16th Street, Indianapolis, IN. Pre-event tickets are \$45/person for a weekend pass and \$17.50/person for a one-day pass. Pre-event ticket sales end June 7. Bloomington Gold offers clubs such attractions as being able to park with friends, come and go as you wish during the event, and club members receive a GoldClub pin. Plaques will be given to the club with the most Corvettes in attendance and the furthest distance driven.

World of Wheels

March 13-15 is the date of the 53rd annual World of Wheels, at the Donald E.



This '46 Chevy pickup won the 2009 World of Wheels Legend Cup. Gene Elpers, Evansville, IN, is the owner.

Heartland Animal Shelter

By Susan Frissell

Chicagoland North Corvette Club hosted Angelique Walker, Director of Heartland Animal Shelter, at its December dinner meeting on December 18, 2014. She spoke to our membership regarding the shelter's history, the current dogs and cats that are available for adoption, and opportunities to make donations or volunteer.

Heartland Animal Shelter is a no-kill, humane 501 c3 organization, dedicated to finding homeless pets forever homes while educating the public on the importance of spaying and neutering their pets to curb the overpopulation problem.

Founded by Dr. Herbert Preiser, DVM, in 2002, Heartland begins its 13th year in 2015. Heartland's vision is to eliminate euthanasia for any adoptable animal. Rescuing pets from various situations and locations, each pet arrives with its own unique needs. Some require medical care, some emo-



Karen Makris and Angelique Walker, Director of the Heartland Animal Shelter.

tional support, and some behavioral training. All require some TLC.

Heartland is located at 2975 N. Milwaukee Ave., Northbrook, IL 60062; 847-296-6400. Volunteers are welcome; training takes place the last Saturday of each month at 4:15.

Not only did our generous CNCC membership bring supplies for Heartland's pets, they passed the bucket, collecting over \$300 toward its donation.

Thank you, everyone!

Stephens Convention Center, 5555 North Rive Road, Rosemont, IL. There will be over \$35 million worth of cars at this year's show. Judging areas include Best Rod, Best Restored, Best Custom, Best Truck, Best Street Machine Comp, Best Club Display, and Best Bike. Winner of the Legend Cup, an award created in 2007, will receive a \$5,000 cash prize plus a trophy. Entry fee is \$50. Application deadline is 20 days prior to the show. See autorama.com.

Vette Homecoming

Mike Yager of Mid America Motorworks is

the Grand Marshal for the 2015 National Corvette Homecoming, July 16-18, Bowling Green, KY. The event celebrates the assembly of Corvettes moving from St. Louis, MO to Bowling Green in 1981. The event offers six car shows, road tour, speakers and seminars, and vendors and exhibits. Various packages are available. Register at corvettehomecoming.com.

Funfest In September

Mid America Motorworks' 22nd annual Funfest takes place September 17-20 in Effingham, IL. A variety of registration packages are available, ranging from \$25 for weekend admission to \$250 for an "all-access pass to everything." Highlights includes a Thursday Night Fun Run through Effingham, a Friday Night Charity event, and Saturday Night concert. For information go to corvettefunfest.com.

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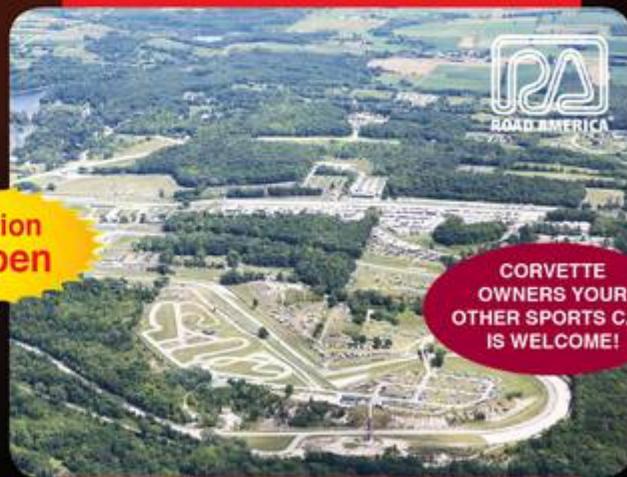
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Of Traitor Joe ...

And Other Vette Musings

It was one of those cold, overcast winter mornings that we all dread. I was driving north in light traffic when I realized I hadn't checked my rear view for a while. Ok; nothing there. Then after a second glance, a low-to-the-ground sports car appeared from out of nowhere — and he was moving. Where did this guy come from, anyway? Another glance. He was getting closer; but no, the car wasn't a Corvette.

In no time this guy passed me, and then I saw it: 2 Vs, 3 Os, an R, and an M. The license plate read, VVROOOM. Or should I say, *VVROOOM*. I couldn't believe it. "OMG," I thought, "that plate seemed familiar. I'm sure I photographed it."

Vette Traitor?

Then suddenly everything changed. I just had to get home to my computer and check out the "License Plates" folder. Early on in CNCC, I realized that Vette owners are creative people with some of the most ingenious vanity plates imaginable. For me, the impulse to photograph them became irresistible. Whatever and wherever the venue, I had to get the camera out. And that I did.

Then reality hit. The car that had passed me wasn't a Corvette. If I had photographed that license plate years ago, it would mean that at one time the owner had a Corvette — *and now he didn't*. "That guy might be a Traitor Joe!" My heart ached. How dare he trade in a beloved Corvette for something else? This suddenly became personal!

Back at home working on the computer, I reviewed my photographs of license plates: HUG A VET, ACCLR 88, CQQL BLU, NASTY C 3, HOT C 6, STNG REY, LAWFUN, BLINK, and on and on. I was sure I'd see VVROOOM in my collection, but nothing was there. There wasn't anything even close to it, like VROOM or VVROOM or even VROOMM. Sigh.

As my thoughts slowed down, I realized I'd better mentally apologize to my imagined Traitor Joe. Perhaps he wasn't a traitor after all, and perhaps he'd owned that black sports car all along and had coined



"Hi" to all from a CNCC All-Corvette Car Show, and a chance to develop another Vette story.

the club's President, and little did I imagine the outcome of his comment — "Say, we need a newsletter" — when I mentioned that I was an editor and worked in magazine publishing. Some 32 issues of "The Accelerator" later, it is an interesting coincidence that my final interview was with Roni and Bill, who took that first step to say hello and introduce Larry to CNCC.

that fun word with all the Vs and Os. Sorry Joe. Guess we're on good terms.

Bill Van Something

The incident reminded me that my husband Larry and I have gone back and forth with ideas for a vanity plate for our Vette. So far, the best is REDIANCE. That's a misspelling of *radianance* to emphasize the deep red color of our Carmine Red C5. I'm hoping that with my retirement from "The Accelerator," we'll have the time to actually decide on an official name for our red bombshell.

We bought our C5 in August 2006. In no time Larry took it to cruise nights, parking it among the other Corvettes. One evening he came home and announced that we were now members of a Corvette club. Oh? "I met this real nice guy, Bill Van *Something*; he came over and introduced himself. He said he belonged to a new Corvette club, that it was a great group of people, and would I like to join?"

Meeting George

That December, Larry drove us to Famous Dave's restaurant for CNCC's holiday dinner, and I happened to sit next to George Sianis. Little did I know he was

Now it's time to pass the proverbial baton (pencil and eraser?) to some talented people who will continue to share the fun of "The Accelerator" with you. I'll miss my quarterly meetings with Al and Sharlene Wayman, who take my mockup and CD of each issue to their printer; my lunches with Patti Ross, as we review the ins and outs of advertising; and my conversations with Lauriel Sima and Larry, who hunt down my typos and fine tune my awkward phrases. Hugs to you all! What a fine group of devoted people who religiously work to make *this* newsletter a reality. It is certainly not a solo performance.

And *Salute!* to all of my CNCC friends who over the years have contributed to "The Accelerator," especially our four Presidents, and to the many people who have shared a glimpse of their Corvette lives with me for the newsletter. It has been fun, and most of all, it has been very special. Thank you.

You can be sure Larry will be happy to have more of my time, but for now, a part of me will certainly miss my creative endeavors on behalf of this newsletter.

That said... see you at the next meeting.

— Judy Nelson

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More...CNCC Calendar of Events

Continued from page 2

DATE: June 6, Road Trip on Route 66 to Country Classic Cars, Staunton, IL

Event Coordinator: Paul Kosiek, 847-401-1208

DATE: June 11-13, Corvette Adventures at Chula Vista Resort, 4031 River Road, Wisconsin Dells, WI 53965

Time: 8:00 am to 7:00 pm

Event Coordinator: Barry Petrie, 773-398-1139



At a recent meeting, Paul Kosiek showed CNCC members his C5 Corvette, painted at the Sip & Paint Art Studio last fall. Everyone enjoyed the event so much, he has scheduled another session for November 2015.

DATE: June 25-27, Bloomington Gold at Indianapolis Motor Speedway, 4790 West 16th Street, Indianapolis, IN 46222

Phone: 309-888-4477

Time: 8:00 am to 6:00 pm

DATE: June 25-27, Back Road Kruizers & Village Auto Tours, Mt. Horeb, WI 53572

Directors: Susan and Doug Kiry

Phone: 608-225-3359

Time: 8:00 am to 7:00 pm

DATE: July 25, CNCC Annual Club Photo at Chicago Executive Airport

Address: 1020 Plant Road, Wheeling, IL 60090

Time: 7:00 am -10:00 am

Event Coordinator: Paul Kosiek, 847-401-1208

DATE: August 9, Chicagoland North Corvette Club All-Corvette Car Show at Bill Stasek Chevrolet

Address: 700 West Dundee Road, Wheeling, IL 60090

Time: 8:00 am to 2:00 pm

DATE: September, CNCC's Annual Picnic, date TBA

DATE: November 7, Paint a masterpiece at Sip & Paint Art Studio

Address: 4412 North Milwaukee Avenue, Chicago, IL 60630

Phone: 773-562-9500

Event Coordinator: Paul Kosiek, 847-401-1208

"The Accelerator"
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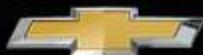


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