

The Accelerator

Now
On-Line



Volume 4, Number 1 – Spring 2010

Co-Presidents' Message

Gary Paetsch –

I would like to welcome all new and current members to a fun filled year ahead. Lots of great things are happening this year. As a club we are always striving to make things better. We welcome new ideas and improvements.

Our 4th annual all-Corvette show was a great success. One of my goals is to make the next one even better so when all the Corvette enthusiasts come to our show they may want to join our club.

The reason I joined CNCC was because of Barnet Fagel and George Sianis. I attended a Corvette show where I met Barnet and shared ideas about detailing our Corvettes. We hit it off really well. He invited me and Frank Indrago to attend an all-Corvette show he was in, and that was where I met George. He greeted Frank and me and made us very welcome.

I was very impressed with how cool this club was. I knew then that this was the group that I wanted to join and participate in.

Let's Make It A Great Year!



months and that is the "Corvette Wave." It may seem innocuous to some at first, but I just saw my first Corvette coming toward me on the road last week. We exchanged waves, and I realized Spring can't be too far away.

This may not seem like a big deal to some people, but it's a seasonal rite of passage for the New Year giving fresh prospects of great things to come. Dreams

will be realized, prayers will be answered, club friendships will be renewed, and old jokes are bound to be retold.

To say our club has grown is not true; our club is GROWING all the time! At the last meeting, we received 10 new Corvette members from Scott Wiscomb, through Stasek. Now it's up to us to extend the Corvette wave to our new members and we, as members, should make them feel welcome. Volunteering to help Sharlene in membership to contact them personally by phone would really raise their comfort level.

This is an enormous benefit to all of us, including Stasek Chevrolet, when it comes to their J.D. Power customer satisfaction rating. It's the most important exercise we can do for Bill and Scott.

Members, I for one rate you very high and ready to greet the 2010 driving season the same way. So for all of you who've still got a Corvette in your garage, uncover them, crank 'em up, and let's have some fun!

Happy Corvette Motoring!

Barnet Fagel –

Corvette owners, in my opinion, are split into two distinctive groups: those who store their cars in the Winter time and those who drive their Corvettes year round. Speaking for myself, I fall into the second group; my car gets dirty, but there is a renewable quality to this dilemma because when I wash my car it feels like it's been reborn.

And so too is our new year and all the prospects it holds for us are, in a sense, being reborn. Another example of this is long over looked during the winter

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[www.chicagolandnorth
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in the future for members
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“Red 1999 Corvette@Yahoo.com”

By Nick Reed

I never imagined that changing my Corvette's oil would lead me to join the Chicagoland North Corvette Club. I was at Stasek Chevrolet, paying my bill at the cashier's office, when I noticed the club's sticker sitting there. My family is good friends with Mr. Stasek, so I talked to Bill's brother Bob about it. "Yes, we have a Corvette Club," he said. "Why don't you join?"

The cost was only \$30 (other Corvette clubs charge almost double that amount), and it happened to be a meeting night, so I thought, "Fun, I'll go do that." After filling out the application, I handed over my \$30. No sooner did I walk in when I saw Barnet Fagel. We had previously met at summer car shows, but I didn't know he was with CNCC. We started talking and from there on I've officially been in.

People often ask if I'm still in school. The answer is yes. I'm currently a junior at Wheeling High School majoring in automotive studies, which shouldn't be a surprise to anyone.

After graduation I'm planning to take ASE (Automotive Service Excellence) certification at Southern Illinois University. I believe it is a four-year degree program. ASE is the standard of mechanics. You have to be ASE certified to work on any type of car in a dealership.

Early Love of Cars

My love of cars probably started because my Dad has worked in car dealer-

ships his entire life. He is now a finance director for the Rosen Auto Group, which sells Nissans, Kias, and pretty much anything you would want. He originally was a car salesman and worked his way up to the top. He isn't at all mechanical, whereas I've always been interested in engines.

My first memories of cars go back to visiting dealerships with my Dad and seeing mechanics at work on all those fancy cars in the backs of the shops. At one time he worked for Motor Werks with those fancy Ferraris and Porches and brought some of the demos home.

We both became partial to Corvettes when he was at Castle Honda; that was when he brought home a 50th-anniversary celebration model. The car had a metallic maroon finish with a brownish top. It was a beautiful C5, but the alarm went off every night for a week until we figured out how to shut it off.



Nick's Red Vette makes an appearance at Super Car Saturday in The Glen

saw the truck coming up the road, knew what it was, and flagged it over.

That night as I came home, I saw a truck parked on the side with men off loading a red Ferrari. It turned out to be Michael Jordan's Ferrari, which they delivered to Jordan's home after the stop at our house. Finally, the men got to our car, and pulled a red Corvette out into the dark of night.

I thought they were bringing the car back to the dealership, but it turned out to be our car. It was a red 1999 C5. Right away Dad took it for a quick spin through town and on the highway. Of course, the car is in my Dad's name until my 18th birthday, but it is basically my car. I'm the one who drives it and takes care of it.

For me, my red Vette is what a Corvette is known for: all the chrome, a custom exhaust, the roof. We also have tinted windows that match. In the winter the Corvette is stored in our garage. Then every weekend in the summer I enter my Vette in car shows, going to probably 30 to 50 each year.

We have a box full of trophies — anything from second to first-place winners in the car division and Best in Show — to show for it.

As you might imagine, Best in Show is the best one. I'm happy to say I won it at a Blackdog Car show. □



A Surprise Like No Other

The next year Dad surprised us — it was a surprise like no other — and bought a used Corvette with 3,000 miles on it off E-Bay from people in Georgia. Since then (I was 9 years old at the time) my life has been Corvettes. As Dad later told me, the car came up from Georgia in a big enclosed truck. He arrived home from work one night,

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Extra Equipment Insurance Appraisals

By Barnet Fagel

A friend of mine named Rob and I were talking last week, and I mentioned that I got a great rate on my car insurance for my Corvette. Not only was I covered with the typical \$100,000/\$300,000 policy, I told Rob that it also included all the extras I had added to my car. He said, “No Way!”

Rob knows insurance because he is an expert on auto theft insurance losses and has testified on dozens and dozens of cases. I told him I provided my agent with a computerized list of all the additional equipment, and he said, “It doesn’t make a damn bit of difference.” I know Rob well enough to know that when he starts swearing, he’s very serious. Rob said if you want to be covered, get your car appraised; don’t accept any other answers from the agent.

So when I went in to see my insurance agent, she reassured me – again – that I was covered and proceeded to show me the list of extra stuff listed in her computer that I sent on my Vette. The agent also had inspected my Corvette and took pictures! I asked her, just to be sure, if she would show me in the policy exactly

where the paragraph was with the wording that spelled out the “extra coverage at no extra cost.”


She couldn’t find it! I perused the policy, and I couldn’t find it. Then her boss said he knew it was in there. I stuck to my guns and said, “Let’s assume it’s in there. How much more would it cost if I got my Corvette appraised for \$100,000?” They looked it up and found out the amount would be a whopping \$64 a year! Without the appraisal and extra rider my insurance company, like any other insurance company, is bound to pay only the car’s book value.

The book value will never replace the amount of work that is put into a car, but the real value will lessen the pain should something befall an owner. If you are going to hang onto your car for years and have put money into it, an appraisal every two to three years is a good investment.

I looked around for appraisers and found out the Volo Auto Museum does appraisals for less than other places I called; the web site is www.volocars.com/so-appraisals.htm. If you are restoring a vehicle, it is wise to have a preliminary value appraisal com-

pleted during the process in the event of an accident or act of nature. Then, when the restoration is complete reappraise and update the value of the car for a nominal fee. Get a free price quote for an auto appraisal. Some very popular accessories Corvette owners buy are wheels and exhaust systems. These items make your Corvette look great, but attract car thieves. So what looks good to you looks good to others except insurance companies. Unless the wheels and exhaust sound good and sparkle, they don’t exist unless they appear on your appraisal. Their cost of \$1,000 to \$3,000 will be like money down the drain unless you protect them not only with assurance (security system) but with an insurance policy with appraised value and separate rider.

Does this really take much thought? The old adage states, “The only time you find out what kind of quality insurance you bought is after you need it.” When I asked the agent if she had ever written a rider like I wanted, she replied, “I don’t remember ever writing one.” In the end it pays to trust your good friends – my thanks, Rob – and to be a cynic like me. □



Gorgeous cars! “Without the appraisal and extra rider, an insurance company is bound to pay only the car’s book value.”

Enjoy an unusual display of luxury garages and cars by visiting to the web site below. Submitted by Paul Urso.
<http://www.luxury4play.com/automotive/36568-worlds-most-beautiful-garages-exotics-insane-garage-thread-50-pics.html>

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The Heyens Visit the Chicago Auto Show

(...or... A Picture is Worth 1,000 Words)



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The Mystery Car — Any Guesses?

Lingenfelter Corvette



Thanks to Molly and Tim Heyen

The Makris's Black Hills Adventure

Two summers ago a friend, also Corvette owner, asked if Karen and I would be interested in a long-distance trip to the Black Hills. After thinking about it, we decided to join him, also convincing Jerry Naegele from the club to join in. The trip is called the *Black Hills Corvette Classic*, and it is sponsored by the Sioux Falls (South Dakota) Corvette Club.

The trip started in Sioux Falls with a huge car show the first night. The next morning we caravanned to Spearfish, only to find there must have been 300 other cars going there. It amazed me when I realize that here were all these Vettes and no spare tires. I only saw one car on the side of the road.

The event ran from Wednesday and ended Sunday morning. There were a ton of things to do so the days were packed with cars shows, drag races, a poker run, autocross, and guided tours of the area. The trip through the hills was well worth



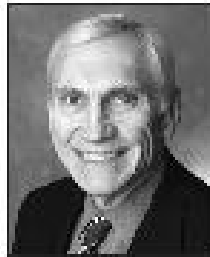
the trip by itself.

Karen and I are now thinking of going to Colorado, which follows the Black Hills Run. You probably could go all the way to California on these outings. I hope everyone has a chance to experience a trip like this.
— John Makris

Pictured from left, Jerry, John, George Washington, and Karen. Editor's Note: The 2010 Black Hills Corvette Classic is July 13-18. Visit www.blackhillscorvetteclassic.com for more information.

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2010 Holiday Gathering

Winning Desserts

First Place

Truffle Dessert

Made by Fran Indrago

- 1 package instant chocolate pudding
- 1 box of chocolate cake mix, such as devils food cake, German chocolate, milk chocolate
- 1 container of cool whip
- 1 bag of toffee bits

Prepare the pudding mix and refrigerate for about 1.5 hours.

Prepare the cake mix and bake in a long flat pan. Cool and cut into small squares.

Assemble the cake in a truffle bowl or a clear bowl. Start with a layer of cake.

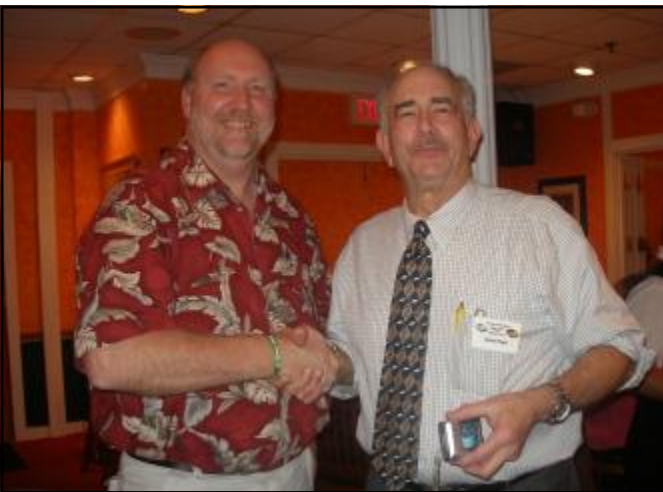
Layer in some pudding on top of the cake,

Layer in cool whip. Sprinkle some of the toffee bits on top

Repeat the layers until you are at the top of the bowl and all of the ingredients are gone. Sprinkle more Toffee bits on the top for a finished look. Refrigerate for at least 4 hours or longer (the longer the better because it tastes better when very cold).

Take out to serve from the fridge to the table and watch everyone enjoy themselves!

Ken Windisch and Barnet Fagel



over top.

Refrigerate. Best made the day before serving.

Third Place

Jello Pretzel Dessert

Made by Susan Giffei

- 3 Tbsp. sugar
- 3/4 C. soft butter (2 sticks)
- 2 2/3 C. (12 oz. bag) crushed pretzels (pretzel sticks work best)
- 1 – 8 oz. package cream cheese
- 1 C. Sugar
- 1 small container Cool Whip



Chef Susan Giffei and Scott Wiscomb

Second Place

Grasshopper Pie

Made by Judy Nelson

12 chocolate Oreo cookies, crushed and combined with 2 Tbsp. butter. Pat into square or oblong cake pan or round pie pan.

24 marshmallows, melted with 2/3 C. milk in the top of a double boiler.

Add 2 Tbsp. Crème De Menthe and 2 Tbsp. white Crème de Cocoa

(or 4 Tbsp. Crème de Menthe, if you don't have Crème De Cocoa).

Let thicken about 1 hour. Fold in 1 C. whipped cream. Pour over cookie mixture. Crumble 2 or 3 cookies

- 2 C. boiling water
- 1 – 6 oz. box strawberry jello
- 1 – 12 oz. container sliced, frozen strawberries

Cream together 3 Tbsp. sugar and butter. Add pretzels and mix.

Press into a 9" x 13" baking pan. Bake at 350 degrees for 10 minutes and let cool.

Beat together the cream cheese and 1 C. sugar.

Add Cool Whip and spread over the pretzels. Put in refrigerator until firm, about 1 hour.

Stir jello and water together until dissolved, next add frozen strawberries.

Let jello partially set before pouring over cream cheese mixture. Refrigerate until firm. □

Your Health: DVT and PE

By Gary Potratz

I survived going through a close call with deep vein thrombosis (DVT) and pulmonary embolism (PE) a few weeks ago after returning home from New York, all because I didn't move enough when I flew. I wish I had known more about it. Anytime you fly for more than eight hours or take back-to-back flights that add up to more than eight hours flying, your risk highly increases. I had flown to New York, Dallas, Phoenix, and New York again in a period of three weeks. It caught up with me.

While DVT is not a well-known condition, popular ESPN reporter Bonnie Bernstein certainly knows about it now. In 2006, DVT nearly killed her. Her story goes back to an Oklahoma-Texas football game. When the final whistle blew, Bernstein made a mad dash to her car a mile away from the stadium to get to the airport for her flight home. As she sprinted to the car, her leg began aching and she had severe shortness of breath.

On the flight, Bernstein's leg hurt more and started to swell. Thinking it was just a muscle spasm – and not connecting the shortness of breath with the leg pain – she went to a chiropractor who gave her stern instructions: “Go to an emergency room. Now! Get checked for blood clots.”

At Lenox Hill Hospital in Manhattan, emergency physicians found a massive clot in her left leg. Parts of the clot had broken off and had moved to her lungs – and that's the real danger. If a part of a clot breaks off and goes to the lungs or the heart, it can cause a potentially lethal complication of DVT known as pulmonary embolism. Doctors treated her with blood thinners and released her from the hospital, but many people aren't so fortunate.

“So many of us are ignorant about DVT and its symptoms,” says Melanie Bloom, widow of David Bloom, NBC television news correspondent, who at age 39 suddenly died of DVT while traveling with troops in Iraq in 2003. “The first time I heard of DVT was the night my husband died,” she said. “The tragedy is that it is totally treatable.” Bloom is now a spokesperson for the Coalition to



Potratz, above, survived DVT and PE, but hundreds of people die from the conditions yearly.

Prevent DVT, an advocacy organization that works to increase awareness of the condition.

While the precise number of people affected by DVT is unknown, the Centers for Disease Control and Prevention report that approximately 200,000 to 400,000 are affected each year, with 100,000 to 200,000 of who have PE. Nearly one-third of those with PE die.

According to polling by the coalition, 60% of Americans don't know about DVT and its potentially lethal complications. Four years ago the number was higher: 74% knew nothing about it. Lack of public awareness led acting U.S. Surgeon General, Rear Admiral Steven K. Galson, M.D., MPH, to announce a Call to Action to Prevent Deep Vein Thrombosis and Pulmonary Embolism, which aims to raise awareness about these conditions and reduce the number of DVT and PE cases.

The good news is that awareness of DVT and PE and how to treat them is very high among emergency department personnel, says Dr. Francis Fesmire, an emergency physician in Chattanooga and a faculty member at the University of Tennessee College of Medicine. As for

patient awareness, the starting point, says Dr. Jeff Kline, a physician with the Carolinas Medical Center emergency department, is knowing these risk factors related to DVT:

- Chronic illnesses such as heart disease or cancer
- Immobility (staying motionless in a hospital bed or an airplane seat)
- Surgery (especially of the hip, knee, or abdomen)
- Age (risk increases with age)
- Using birth control pills or hormone replacement therapy
- Smoking
- Obesity

Having several of these risk factors can predispose an individual to clotting. In Bonnie Bernstein's case, she spent many hours in airplanes as part of her job, took birth control pills, and she learned from her mother (only after her close call) that she had the genetic risk factor, too.

Gary Potratz is a Corvette owner in Lincoln, Nebraska and a friend of John Gordon, who submitted this article to "The Accelerator." Thank you, John.



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Meetings are held on the last Thursday of the month at 7 PM.
 Check the web for
 meeting locations
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 Contact Sharlene Wayman
 For membership information:
 847-358-8872; away1011@att.net

If you have leg pain, cramping, or swelling, go to an emergency room to be checked for a blood clot, says Dr. Kline. “We diagnose one or two cases of DVT every week,” he says. “If you have any symptoms of PE, get to the emergency room immediately,” cautions Dr. Fesmire. “PE is very serious and can cause death.” The symptoms of PE include:

- Difficult breathing
- Faster than normal heartbeat
- Chest pain or discomfort that can worsen with a deep breath or coughing up blood
- Lightheadedness

Dr. Fesmire, says, “This is why knowing the risk factors – in particular, immobility – is so important. That is what killed David Bloom, who had been in cramped quarters inside a U.S. military M88 vehicle in the Iraq War zone for many days and weeks leading up to his death. Although Bloom could not have simply opened the hatch and gotten out for a stretch, a simple way for most of us to help prevent DVT is to stay mobile, says Dr. Fesmire. On a lengthy airplane flight, for instance, get out of your seat and walk in the aisle for a few minutes every hour or so. When walking around isn’t possible, do foot and leg stretching exercises. Often that movement is enough to help prevent the clotting in deep veins.

Melaine Bloom recalls that just a few days before he died, her husband called her. “He was whispering” – he was in the war zone – “and he told me his leg was cramping up. He said it hurt, that he’d had this problem for a month. Two days later he was dead.”

If Bloom had seen a doctor when he started having symptoms, he’d have been quickly diagnosed and treated. Diagnosis of DVT typically involves an ultrasound test, a noninvasive procedure, and if caught early it’s very treatable, says Dr. Kline. Initial treatment involves being put on a combination of oral and injected blood thinners, and may or may not involve hospitalization. In some instances, the patient will be advised to wear compression stockings. “Knee-high stockings are adequate,” says Dr. Fesmire.

“If we can save just one life by telling David’s story, that will make it all worthwhile,” says Melanie Bloom. “That’s why I keep talking about this. Because when we know more about DVT, we can save lives.” Long car rides will do the same. Be sure to get out of your car every two hours to walk on stretch on lengthy trips. □

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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 will be meeting and a map of its location.

How Do You Join CNCC?

It's easy to join CNCC.

Contact our Membership Chairman, Sharlene Wayman at 847-358-8872 or at away1011@att.net. Club membership dues are \$30/year per household, due January 1. We'd really enjoy your friendship, so please contact us to join our club.