

# The Accelerator

Now  
On-Line

CHICAGOLAND NORTH



Volume 5, Number 1 — Spring 2011

## Presidents' Messages

### Muscle Cars and More

A few weeks ago I joined a packed crowd of car fans for a visit to the annual World of Wheels at the Donald E. Stephens Convention Center in Rosemont. While I am no stranger to this show, it is always a thrill to take in the hundreds of cars at this event with their oversized engines and splashy, imaginative paint jobs.

There were probably 500-600 cars on display, many from the 1930s and 40s, including any number of hot rods, muscle cars, low riders, trucks, sports cars, and some specialty vehicles.

While the Corvette Coral had a respectable number of Corvettes, from my perspective, the more Vettes the better. As you might anticipate, a very special Corvette caught my eye. It was a '64 with ZR-1 wheels and a paint job — candy red with 20 coats of clear coat — that was probably worth \$20,000. It just popped! It was gorgeous!

The interior was a two-tone, black and red. Although I didn't stay around for the judging, I later learned it received an award for Outstanding Individual Display.

I imagine a car like that probably cost over \$100,000, easy. It probably had several owners over the years until its last owner, JW Lorett of Purcell, Oklahoma, restored it. I'm talking about years of work and a huge investment. In the end, what a beauty!

Of course the show had a swap meet with parts, wheels, and more along with vendors selling all kinds of polishes, accessories, and T-shirts. The three hours I was there flew by and proved to be a great way to start the 2011 car season.

Now, it's time to plan ahead for CNCC's Sixth Annual All-Corvette Car Show on August 14. We are particularly interested in looking for new sponsors for the event. If any members know of possible sponsors, please have them get in touch with me (708-417-5287; action [poolnspace@yahoo.com](mailto:poolnspace@yahoo.com)). — Gary Paetsch



### Corvette Summer

I know this is the title of a movie that appeared in theaters in the summer of 1978, just a year and a half after I bought my first Corvette. The plot concerns a high school student named Kenneth W. Dantley, Jr., played by a little-known actor at the time Mark Hamill, who later went on to star in *Star Wars*. The movie describes Ken, a gifted high school student ahead of his automotive time, who was consumed with an ability to design dreams fabricated in fiberglass on four wheels.

Kenny takes on an auto shop project to rebuild a badly wrecked 1976 Corvette. As the car is reborn, a metamorphosis

occurs not only in the car, but in Kenny as well. The Stingray becomes Kenny's passion, but his new-love interest Corvette starts to resemble a woman. The hood becomes festooned with multidirectional bulges screaming for attention from every angle.

The front fender shapes thrust a buxom leading edge of a free-loving blonde bombshell. These fenders were never conceived in any Detroit designer denizen, but more from a Paris couturier who saw the first light of day on a fashion runway rather than a French freeway.

The Curvaceous Corvette is topped off with an application of candy apple red metallic flake paint, clinging and glistening like an outfit from Victoria's Secret. Along the Corvette's sides are wide and wild flames framing bulbous side exhaust pipes screaming "I'm Here, I'm Here, Look at Me." The

custom Corvette's hand-formed exterior visually boasts a defining statement of art and dreams for all on the boulevards to share.

The most unusual feature, besides its deeply color-dipped nail polish always wet-in-appearance exterior and deep-dished sports wheels, is its unique steering wheel. Not to be content with the standard driving position, the Summer Corvette's steering wheel is mounted on the right-hand side of the car rather than the left, no doubt designed to promote second and third looks from the motoring public. Using chain and sprocket to transverse the English style driver's spot is no easy trick. *Continued on page 9*

# Introducing Elvis Beltran — Master Technician Extraordinaire

Summer is always busy at Stasek Chevrolet's Corvette Corner when the staff works on 9 to 15 Corvettes daily. While most of the Vettes are in for oil changes, others need the specialized maintenance, servicing, and repairs the dealership is recognized for. The man who most Vette owners ask to oversee their vehicle is Elvis Beltran, Corvette technician extraordinaire. His official title

another state. Finally we go to the GM training center in Glendale Heights, Illinois for hands-on training.

"Each technician trains on every new product, every new engine, and every new transmission. He has to meet all the basic criteria for GM first and then the Corvette criteria on top of that."

Elvis can frequently be found at GM's training facility in Glendale Heights taking classes to stay current with new equipment. "It may be an eight-hour class just on Corvette roofs; the next one may be on Corvette transmissions, and the next one on Corvette engines. For every model that comes out and for every change on some part of the Corvette, there is a class for it. When the power roofs came out, I attended a class for that."



**Elvis is working for GM World-Class Status**

is Master Corvette Technician, but those three simple words don't begin to convey the countless hours of training he has accumulated and continues to pursue. To date he has taken over 467 GM and Corvette classes, from basic material through advanced, highly technical classes.

## GM Training

"To begin with, technicians need to have certain training just to work on GM cars," Elvis says. "It begins with training through the internet on a computer followed by broad-based training through internet conferences with a trainer in

## World-Class Status

Elvis's personal challenge is to earn GM world-class status as a technician. This means a technician is ASE (Auto-motive Service Excellence) certified, which is a nation-wide standard for working in every area of a car. "I am ASE certified, and now I'm going for GM World-Class Technician. I have to complete all the work for ASE certification and for GM training; next I have to pass an eight-hour test for each of eight subject areas for cars. That is eight, eight-hour tests; once I pass each of them I'll have world-class status.

"I have completed two of the tests — master certified in brakes and master certified in air conditioning — and next week I'm going for engines." By the end of the year Elvis intends to complete the remaining tests.

Growing up the son of a professional auto mechanic, Elvis's first automotive teacher was his father. As a young man,

**CNCC Special Event**

**Meet Elvis Beltran**

**At Stasek's**

**Corvette Corner**

**April 16, 11:00 am**

**(Lunch at Portillo's, 1:00)**

he trained at the Lincoln Technical Institute in Melrose Park and then joined the Bill Stasek Chevrolet team 10 years ago as a semi-skilled oil change technician. He soon changed gears, literally, and pursued an apprenticeship to work on cars and do general repairs. The rest, they say, is history. A humble man, he is thankful to God for his special gift.

## Keeping Customers Happy

Elvis always strives to satisfy customers. "It's important for me to talk with people and let them know that I am concerned about their car problems. Also I try to keep people happy by doing little things for them, like putting down mats to keep the car clean when I go in.

"Obviously Corvette owners enjoy their cars, and they like them clean and taken care of. I often compare taking care of Corvette customers to taking care of my home. My first home was newly constructed with a brand new refrigerator - it was beautiful with a nice clean finish. When I used it, I would put a mat down on the ice dispenser for my glass so it wouldn't scratch the finish. The first time it was scratched, I replaced it.

"I take care of Corvettes in the same way. Most Vette owners have worked hard for their investment. I take care of them, like my first home furnishings, although over the years I let things go a little bit. A Corvette is usually a big investment that takes many years to save for. After years of hard work and putting children through

*Continued on page 7*

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# Engines and Aircraft — For A “Car Guy”

By John Jakubco

I have always been a car guy. My first job as a 14 year old in the late 1960s was as a stock boy at the now long gone Martin Auto parts at Ashland and Roscoe in Chicago. This was before the days of chain auto-parts stores. Over the next few years while finishing high school and starting college, I worked my way up to counterman assisting customers and then to the engine rebuilding team where I ground crankshafts and assembled engines. Not all of the engines came out of cars. Some were the straight eight Continental engines used in the Chris Craft racing boats on Fox Lake.

My car at the time was a black two-door 1962 Dodge Dart that I bought from a great-uncle in exchange for a bottle a whiskey. It had 1,200 miles on it when I bought it. No one had ever sat in the back seat, and the only option it came with was a heater. I dressed it up with shag carpeting and mag wheels. That car was tons of fun.

In 1978 I switched careers and moved into banking and computer systems. I was driving a sky blue Triumph Spitfire at the time and loved the top down feel of a sports car and four speed. I spent weekends working on my car or friends' cars and enjoyed outings to Santa Fe Speedway's auto races and Demolition Derbies. One special memory I have of that car includes my wife. If we were out on a Saturday night and I had too much to drink, I would sit on the passenger side and shift gears while she drove us home.

Through the next decades, family and career took precedence over car adventures. But by 2004 I needed something to make me smile as I drove down the road. I knew I wanted a Corvette, but I had to choose a body style. I looked at a few C1s and C2s but this was when prices were starting to climb. Then I focused on C3 models. I found a beautiful 1980 C3

on E-Bay painted in Metallic Claret that was close to perfect. Over the first few years I restored the interior and reworked the suspension.



**John and His Metallic Claret C3**

Now I spend each summer displaying this beauty at car shows (in fact, it's received some 30 trophies) cruise nights, and parades. Generally, I drive my Vette in the Chicago area, probably going no further than St. Charles for the car show there. My family's favorite cruises include a trip we take to the Long Grove area, and in summer we'll drive from our home in Buffalo Grove to Mundelein for ice cream.

Cars are not my only passion. I am also a member of the EAA Warbirds Division and hope to spend some of my future retirement time restoring WWII aircraft. My desire to see rare and unusual military aircraft has led to some interesting situations.

In 2008 I was vacationing in Russia with a friend who offered to get me into the U.S.S.R. Air Force Museum in Mormino, which is outside of Moscow.

Because the museum is attached to an active Russian military base, the government tightly controls access to the area and foreigners are not usually allowed.

The plan was to hide me in the trunk of the car, but being a well-fed American I didn't fit in the trunk of the Russian-made Lada. Instead, I was told to sit in the back, say nothing, and look angry, something like a typical Russian boss. It worked!

I enjoy being around car people and looking at the older or newer cars that people take pride in. I benefit from the camaraderie of the Chicagoland North Corvette Club and the useful information the group provides.

My wife Nancy and I are now working on our next project. This summer we hope to start building our retirement home in the northern suburbs. It will be a two-bedroom ranch with 5 ½ garage spaces so I can provide a decent home for our Corvette, start another car project, and have a workshop capable of letting me produce just about anything I desire. ●

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## Requiem For A Shark *By Tom Sherrick*

Another person honked and waved as we rumbled down the frozen asphalt. I was beginning to think these people had never seen a 1969 Corvette motoring about — albeit late December — with the top down. It was my monthly shark excursion, which dates back nearly five years in a friendly rivalry with my good friend Al Schneider.

I greeted the opportunity to exercise the shark on an arctic cold but dry afternoon with the same optimism I usually reserve for the dentist. The L-46 350 horsepower small block fired up after some energetic foot pumping and settled into a smooth idle, a continuation of its scary good performance last summer.

I backed out of the garage *sans* hardtop with the windows down, wearing my hooded sweatshirt and winter gloves. The Mako eagerly found its way around the four-mile test track I had created more than 20 years ago when the area was all farmland and open spaces. Now the landscape reeks with condos and million-dollar homes, along with two wineries

and the last of Lake County's farms.

The only rule of this monthly journey is to gravitate the water temp needle off of the 100 degree launching pad. I used to try to reach the 180 degree operating temp, but that doesn't happen in Illinois until late May.

The water temp needle finally crept up, signifying the merciful end of the cruise. But a strange thing happened inside the wind blown cockpit that day. I was wearing a huge grin and truly enjoying myself. As I envisioned the run to Bloomington Gold in six months, I had to make sure that the Quadrajet's secondaries were opening.



**Rumbling down the frozen asphalt**

(They were.) I suddenly felt sorry for my warmer friends like Al Pasternak whose 1969 Corvette was undergoing a full restoration and Steve Rubin with his sleeping 1966 roadster.

I took another lap around the test track. A little frostbite builds character, right? ●

## Vette Talk

### Scott Schaeffer, 1974-2011

Scott Schaeffer died on February 4, 2011 after a long fight with cancer. He spoke to CNCC members about The Flying Mile in Texas at the May 2010 meeting. Our warmest wishes go out to his family. Scott developed an affinity for racing in high school. He moved to Arizona in 1999 and became one of the owners of Extreme Motorsports in Tempe. He was a friend of Steve Rubin.

— *Courtesy, Tom Sherrick*

### Relaxing at Car Shows

CNCC member John Gordon plans to spend many warm, relaxing hours at car shows this summer with his 2005 coupe, adding to his collection of trophies. Included on his list are the Blackdog Car shows, the North Shore Corvette Club Chevrolet Car Show on Father's Day, CNCC's All-Corvette Show, and other mixed-marquee car shows with destinations as far away as Elburn and Montgomery, Illinois for judged events.

John's Corvette recently broke the 6,000 mile mark on the odometer. "Now

my Vette is getting worn out and doesn't have that magical showroom smell anymore," he laughs. John wishes he could trade it in for a used 2010 ZR1 — "Well, someday soon!" he says. While he does not go to many of the cruise nights, you may very well see him taking in a few Friday cruise nights in Rolling Meadows on Kirchoff Road once the season hits. Have a great time, John.



**John's '05 Coupe**

### Bloomington Gold

Bloomington Gold, the annual mid-west gathering of Corvettes and their owners, takes place June 23-26 (Thursday-Sunday) on the Pheasant Run Resort grounds in St. Charles, Illinois. Events on Thursday include a variety of two-hour in-depth seminars, such as Selecting a Restoration Shop, Preparing for Certification, and Restore It? Or Not?

Friday and Saturday feature a Gold-Auction (billed as the world's largest Corvette auction), GoldMine (sell your

own Corvette or test drive one), and GoldMarket (over 400 exhibitors and swap meet vendors selling C5 and C6 accessories and C1-C4 parts. Saturday morning features Survivor, for Corvettes over 20 years old that remain over 50% unrestored or unaltered.

Single-day passes are \$15 if you pre-register or \$20 at the gate; four-day passes are \$40 if you pre-register or \$50 at the gate. Parking is free. For information visit [BloomingtonGold.com](http://BloomingtonGold.com) on the web or telephone 309-888-4477.

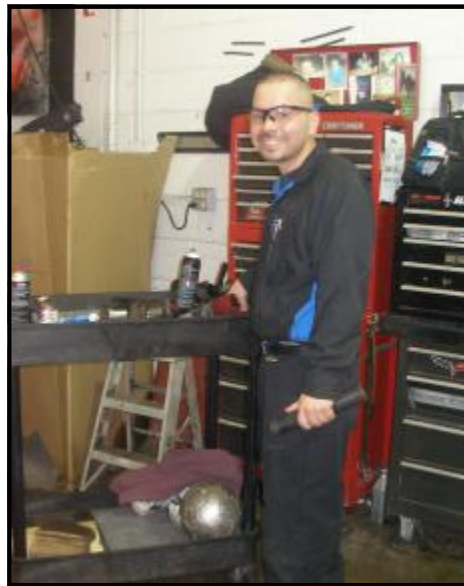
**Elvis Beltran**

**Cont. from page 2**

college, families finally can purchase the car of their dreams — a Corvette.

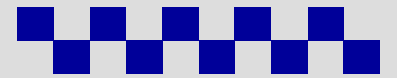
**Don't Miss**  
**"Brakes and Tires"**  
**by Elvis Beltran**  
**In the Summer Issue Of**  
**"The Accelerator"**

"When I know someone has taken his Corvette to another place for service, I ask if the dealership has someone who works only on Corvettes. The person usually says no. As I go through the car, I start to see problems simply because a specialist has not worked on it. By working on Corvettes everyday, I know the problems and the symptoms of the car, and I know how to program its computers. Someone who has never worked on a specific type of car, especially one as complicated as a Corvette, has to learn about the car first, then he has to understand the problem, and then fix the problem. The time delay is amazing, so having



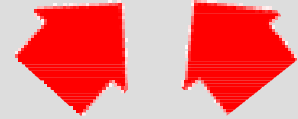
a Corvette specialist benefits the customers and benefits the dealership."

Elvis will give CNCC members a personal look at Stasek's Corvette Corner on Saturday, April 16, at 11:00 am. He will review Stasek's inspection form for Corvettes so owners know exactly what technicians do when they go through a maintenance check. See you there! ●



**Mark Your Calendars**

**August 14**



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# Tasty Desserts

## At CNCC's Holiday Party



**G**ood food, fun, and friendships abounded at the 2011 Annual CNCC Holiday Party. Again held at Gusto Italiano, the restaurant provided a tasty variety of foods from its menu. Our first-time silent auction had members bidding on pictures, books, and an assortment of Corvette paraphernalia; DJ Joey Indrago played music, and everyone had fun voting on desserts for the bake-off contest.

There were many winners that night, including PADS, the charity that received \$400 from the silent auction and bake-off winners Marie Laporta, Judy Nelson, and Lenore Pettinger. If you are feeling creative, here are the recipes for two tried-and-true desserts.

### Kahlua Cake

- 1 box of your favorite devil's food cake mix
- 2-3.4 oz. instant chocolate fudge pudding
- 3 3/4 cup milk
- 1/4 cup Kahlua
- 1 package of crushed Heath Bars (found in baking aisle)
- 2-12 oz. containers of Cool Whip, thawed

Prepare cake according to package directions. Bake in two 8" or 9" pans. Allow cakes to cool. Slice each cake in half so that there are four layers.

Mix pudding, milk, and Kahlua. Pudding will be firm in five minutes.

In a large bowl or trifle bowl, layer the cake, pudding, sprinklings of crushed heath bars, and Cool Whip. Continue with several layers.

Top with remaining pudding and heath bars. Refrigerate. Everyone will love your Kahlua Cake!

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### Chocolate Mint Brownies

#### Brownies

- 1/2 cup softened butter
- 4 eggs
- 1 can chocolate syrup (16 oz. size)
- 1 teaspoon vanilla extract
- 1 cup flour
- 1/2 teaspoon salt
- 1 cup sugar

#### Filling

- 1/2 cup softened butter
- 2 cups confectioners' sugar
- 1 tablespoon water (or a bit more)
- 1/2 teaspoon peppermint extract
- 4 drops green food coloring

**Nick Reed looks at photos during the holiday party's silent auction, far left; bake-off sweets, center; dessert winners Lenore Pettinger, third place; Marie Laporta, first-place winner; and Judy Nelson, second-place winner.**

#### Topping

- 1 package mint chocolate chips (10 ounces)
- 1/2 cup + 1 tablespoon cubed butter

For brownies, combine the first seven ingredients in a mix-master bowl. Beat for 3 minutes at a medium speed, then pour the batter into a greased 13" x 9" x 2" baking pan. Bake at 350 degrees for 30 minutes. Set the pan on a cold surface or wire rack to cool the entire contents.

To make the filling combine the 5 filling ingredients with a mix master, and continue mixing until the batter is smooth and creamy. Once brownie mix cools, spread the filling over the top. Put it in the refrigerator to set.

Make the topping in a small pan by melting chocolate chips and butter over a low flame. Stir frequently; let the mixture cool for 30 minutes. Spread the topping over the cooled filling. Cool the entire brownie mix until the topping solidifies. Cut into small sizes and serve. ●

**Corvette Summer,  
Continued from pg. 1**

The film's high point takes place when car thieves spot Kenny's pride and joy and purloin the peachy one-of-a-kind-creation for nefarious purposes. After a quest for retrieval, Kenny's realization is what the custom Corvette symbolizes, his talent and passion, not the physical car itself. After some protracted CHiPs-style car chases, Kenny recovers his car only to learn more about life than just his world of wheels.

While I don't think of my C5 as a woman, some stark similarities begin to appear as I write this. As I get my Corvette ready for spring and its inaugural drive, I relive the culmination of all the modifications, polishing, and conversations about my Corvette and the experiences with fellow club members as a pure "Corvette experience." While my winter car is fine to drive, the memories of my Vette's power, control, and command of the roadway are joys I have missed all winter.

So for me, I wait with supercharged anticipation, letting my neighbors know



*Fading memories of winter*

***"The Summer Corvette's steering wheel is mounted on the right-hand side of the car rather than the left, no doubt designed to promote second and third looks from the motoring public."***

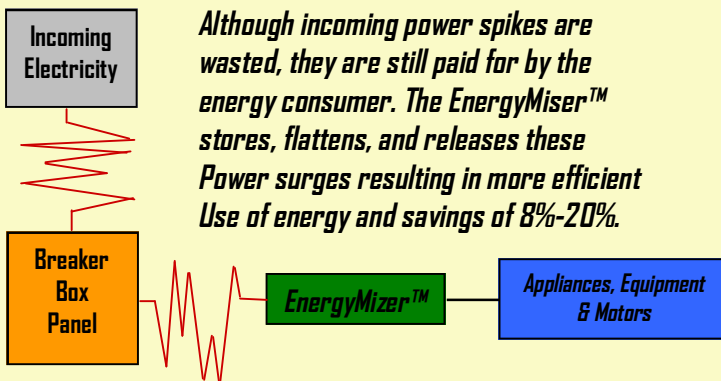
my Corvette Spring has started along with the rebirth of my hobby and passion. I can't wait for our first club "weather-permitting" event that always melts the icy memories and reawakens the automo-

tive adrenalin lying dormant all winter. It's time to refamiliarize and reclaim those summer-day feelings as memories of 22-inch snow falls begin to fade.  
— *Barnet Fagel*

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 Is A Quarterly Publication Of The  
 Chicagoland North Corvette Club

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 Barnet Fagel, Contributing Editor  
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 Alan Wayman, Printing Consultant  
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 Chicagoland North Corvette Club  
 is sponsored by  
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## ***2010 Board of Directors***

### ***Elected Positions***

Co-Presidents

Barnet Fagel, [barnet@comcast.net](mailto:barnet@comcast.net)

Gary Paetsch, [actionpools@aol.com](mailto:actionpools@aol.com)

Vice-President, Glenn Blum

[gablum@comcast.net](mailto:gablum@comcast.net)

Secretary, Tom Pettinger

[tpettinger@sbcglobal.net](mailto:tpettinger@sbcglobal.net)

Treasurer, Les Rubin

[rubicpa@aol.com](mailto:rubicpa@aol.com)

Membership Chairman, Sharlene Wayman

[away1011@att.net](mailto:away1011@att.net)

Newsletter, Judy Nelson

[CNCCeditorial@comcast.net](mailto:CNCCeditorial@comcast.net)

Web Master, Mary Brockhoff

[mbrockhoff@comcast.net](mailto:mbrockhoff@comcast.net)

Activities Chairmen

Tom Sherrick, [biggdogg6969@sbcglobal.net](mailto:biggdogg6969@sbcglobal.net)

Nick Reed, [red1999corvette@yahoo.com](mailto:red1999corvette@yahoo.com)

Sergeant at Arms, Frank Indrago

[frankindrago@yahoo.com](mailto:frankindrago@yahoo.com)

### ***Non-Elected Positions***

Clothing Chairman, Sandy Moses

[smoses4722@aol.com](mailto:smoses4722@aol.com)

Raffle Chairman, John Makris

[jmakris@rswiss.com](mailto:jmakris@rswiss.com)

## ***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](http://www.chicagolandnorthcorvetteclub.org) – for the restaurant where we will meet and a map of its location.

## ***How Do You Join CNCC?***

It's easy to join CNCC.

Contact our Membership Chairman, Sharlene Wayman at 847-358-8872 or at [away1011@att.net](mailto: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.