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CHICAGOLAND NORTH



CORVETTE CLUB

Volume 4, Number 2 – Summer 2010

Message from Barnet

Corvettes are not only distinctive by their styling and speed, but by their drivers too. Within the world of Corvette devotees is a rainbow of diverse personalities, from the technocrats to those who drive to just to look and feel good, even in the winter. I was reminded of this the other day when I pulled into my local gas station for a tank of Hi-test. Notice, I didn't type "service station," those days are long gone.

Generally I raise the hood and check the oil every other fill-up. This is a modest gesture to prolong the engine-life and gives me an opportunity to check other engine essentials. It shows a respect for vehicle ownership by caring for it. As I was looking over the engine check points a neighboring petrol customer came over, looked at the engine, and asked me if it was fast. I said, "Fast enough for me. How much is fast enough for you?" He gave me a puzzled look and then chuckled at the prospect of a definition. He asked me what I was doing under the hood. I told him and he said, "Oh, my dealership does all that for me." I nodded an acknowledging reply and said I preferred to check it myself between dealer visits.

I thought about this for a moment and looked around at other customers. None of them had opened their hoods to see what makes their cars go. Maybe they don't know what to look for, why they need to check, or even how to open the hood!

I was reminded of this when I bought a new car for my son for his high school graduation a few years ago. After a few months I asked him how the car was running and if he had checked under the hood. "Everything is running fine," he said. "Let's look and make sure," I commented. So I asked him to open the hood. He went to the front of the car and proceeded to feel for the hood for a release



Barnet, Gary, Judy from WaPaGhetti's Pizza, and Les

latch near the grill. I asked what he was looking for and he replied, "The hood release."

I let him look for a few more seconds and asked if he had found it. He had an exasperated look on his face. I then said, "I think you'll find it under the dash." Again he groped around under the dash trying to camouflage his attempts without looking. When it was apparent he couldn't find it, I pointed out the hood release lever at the side kick panel. In his attempt to regain composure, he asked when

they moved the hood release to under the dash. "About 30 years ago!" I replied.

There have been many articles that have tried to explain why people choose to drive what they drive. I prefer to think many choose Corvettes simply for their unabashed ego because it makes them feel good. There's nothing wrong with having a healthy ego. Whatever daily pressures or challenges I go through, they melt away when I drive my Corvette. After a few blocks I become insulated from the outside world even with the windows down. I listen to the pristine engine sounds, the exhaust pipes rumbling in concert to the

passing scenery, synced to my right foot. Lest we not forget the pure joy of shifting, manually meshing one's senses with the Corvette's acceleration, becoming a link to the art of fine driving.

No other car this writer can think of has established a ritual road wave in praise of their mutual recognition. Owning a Corvette is one of the American dreams many strive for years to achieve, and it also says something about Corvette lovers and America: Inseparable.

— Barnet Fagel

**Mark Your
Calendar
CNCC Car Show
August 8th**

**See Page 10 For
More Information**

99,999 MILES AND COUNTING

27 YEARS OF ALAN WAYMAN'S RED CORVETTES

BY SHARLENE WAYMAN

It all started when Alan turned 40 in 1983 and fell in love with “Old Red” – a 1970 Stingray convertible in Manza Red. He drove that car everywhere (but not in winter), and blew up the engine in 1984 when it threw a rod. So “Old Red” no longer had matching numbers but it was still very cool. When we met in 1998, we had the car’s upholstery updated, added a new white top, and went off cruising.

We also started going to the Crystal Lake and Rolling Meadows cruise nights where we made lots of new friends. It was a big deal when the speedometer reached 100,000 miles in 2005, an event we photographed as the numbers rolled over from 99999 back to 00000.

Bloomington Gold

In 2006 we attended Bloomington Gold, spending most of that Friday enjoying the stunning cars. We were about ready to leave late that afternoon when someone asked if we had checked out the car dealers. Well, you couldn’t miss them.

Off we went and there, sitting with the sun shining on it, was “New Red.” This was an extremely clean 1998 Torch Red convertible with 21K on it. It was love at first sight. As we added up the dollar cost to fix up “Old Red,” the thought of trading it in loomed through both of our minds.

All the planets aligned that afternoon as the dealer offered to take “Old Red” in trade. While we went to Bloomington Gold in “Old Red,” it was a thrill to drive “New Red” home.

It’s hard to believe that was four years ago, and while we still miss “Old Red” once in a while, we do love the sophistication of a C5 with working air conditioning. There are now four other CNCC members with Torch Red C5 Convertibles, and all five look cool parked next to each other.

Some Great Cruises

Our favorite cruises include taking the back roads to Lake Geneva. We head west to Route 23 and stop at the Abbey; a favorite treat is sitting on the Abbey’s back deck while sipping ice tea and looking at the boats. Next we take Lake Shore drive around the lake through William’s Bay, then turn on to Route 50, east, to

was at the 2009 CNCC car show last summer where we won third place and our first trophy ever. Although we like going to car shows, the thought of sitting for all those hours at each show is not our cup of tea. We would rather be cruising.

The best thing about being in a Corvette is the way it makes you feel. The



Alan, Sharlene, and “Big Red”

Lake Geneva. If you are in the area in the fall, Snake Road is a beautiful detour.

Another good cruise is Route 45 north to Route 173 and east to Sheridan Road going north to Wisconsin. For an interesting side trip along Lake Michigan, stop in Pleasant Prairie to see some nice homes on the water. Continue north along the Lake through downtown Kenosha, which is now rebuilt, and then head up to the Racine Harbor where you can sit in a lawn chair by the entrance to the harbor and watch the boats. We are former boaters so we like to be near water.

CNCC Car Show

The first time we showed “New Red”



Here's that magic number

1970 had the greatest hood and fenders to peer over, and it always got a lot of looks and questions, with people asking, “What year is that car?” A convertible is a must with the wind in your hair.

We always find that when we are cruising, we can go to places that may have been off limits, but not in the Corvette; and you are always shown priority parking. And of course there is the “Corvette wave” shared with strangers... ●

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The C5/C6 Birthday Bash

By Tom and Lenore Pettinger

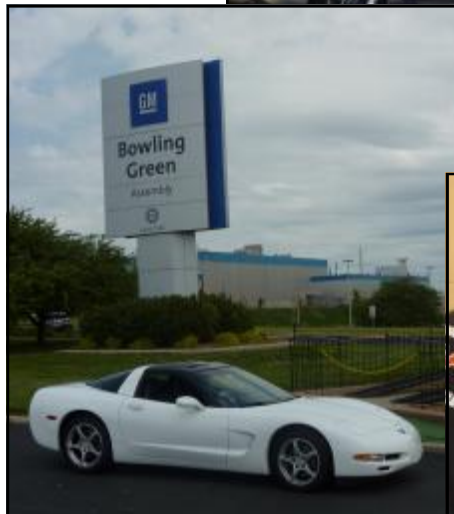
This year we decided to join the North Shore Corvette Club for its annual trip to Bowling Green, Kentucky for the Corvette C5/C6 Birthday Bash. It was our first trip there. We left on Thursday morning, April, 29, to meet a caravan of eight Corvettes at the Cracker Barrel in Merrillville, Indiana. After the drivers' meeting, we were on our way on I65 to Bowling Green. The eight-hour drive seemed to go by rather quickly because everyone talked a lot on the FRS radios.

We arrived at the National Corvette Museum late in the afternoon to pick up our registration package and take a group picture.

From there it was on to the Hampton Inn to check in and meet for dinner at the Montana Steakhouse. The Hampton Inn, which is about six miles from the Museum and Assembly Plant, is a nice hotel and close to a lot of good restaurants.

On Friday we went on a tour of the Corvette Assembly Plant, then saw the newly expanded Museum; next we attended a seminar on the 2011 Corvette, and finally we saw the unveiling of the 2011 Grand Sport. After a busy day it was nice to go to another good restaurant and enjoy the meal with the group.

On Saturday it rained heavily so we decided to go to the Corvette Museum, but when I got to my car I found the roof was leaking badly. One of the guys in our group said that for Birthday-Bash weekends there are engineers and tech-



Lenore and Tom Pettinger at the Birthday Bash, above; engineers at the museum check out the leak in the Pettinger's Vette, at left.

nicians at the Museum who could possibly fix the leaks. When I got to the museum I found that my car was not the only one that was leaking!

The Quality Engineers worked on my Vette for about an hour and were able to fix it at no cost to me. Special thanks to Damian Zink who headed up the team. Great people! That night we went to Smokey Bones, a local BBQ place that was Dee-licious!

The Saturday night banquet at the NCM included good food and a good

band. We saw Damian Zink again, met his wife, got to meet other workers from the plant as well as Corvette enthusiasts from around the country.

On Sunday morning we left Bowling Green in a heavy rain that got even heavier around Louisville. Now I was really glad they were able to fix the roof leaks. In spite of the weather we had a good time and were glad we went.

I've owned Corvettes since 1997 and this is the first time I've been to Bowling Green, the "Home of the Corvette." ●

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24 Hours of LeMons



Corvettes line up



24 Hours of LeMons Coming to Chicagoland

Date: October 23-24, 2010

Application due August 14, 2010

Autobahn Country Club, Joliet IL

Interested in something different this summer? Attend a 24 Hours of LeMons (say "lemons") endurance race-car series event. It's for cars that are fixed up and track-prepped for a cost \$500 or less. As the official website states: It is "nasty, brutish, and not short enough!" Everyone is welcome to enter, from first-time kids to professional veteran drivers. You can expect to see everything from Pintos to Maseratis on the track. Why do it, you ask? Simply because racing is supposed to be fun.

Twelve hours into the race, the car voted People's Choice is called in and awarded a cash prize; simultaneously, the car voted People's Curse is called in and summarily destroyed. At the end of 24 hours, a gala awards ceremony plies the survivors with trophies, plaques, and four-figure purses in canvas bags full of nickels. What's not to like?

If you are thinking of entering, here are some things you'll need to know:

"Entry Fee: \$500 per car + \$100 per driver + \$75 for non-drivers. Each team

must have 4-6 drivers. This fee covers registration, track time, paddock pass, track insurance, on-site ambulance crew, sweatshop-made commemorative stuff, and anything else we come up with by then. Non-driving team members get all the same bennies except track time."

For more information, check out www.24hoursoflemons.com.

Thanks to Bill Bartuska, who recently participated in a 24 Hours of LeMons race, for sharing his photos with us.

CNCC: Our Favorite Trips

Frontage Road Fun

One day after Thanksgiving we were driving back to Chicago from Central Illinois. I saw another car on the frontage road and said, "He looks like he is having more fun than us."

We exited on to the frontage road and during that trip got the car up to 140 mph, the fastest we have taken it yet.

— Molly and Tim Heyen

Forever Cruising!

I really don't take long trips in my Corvette, but my most enjoyable memories are when I just go for a drive on a warm summer's night with the top down. I enjoy looking up at the stars while sitting at a stop light or smelling the fresh air as I drive through a wooded area. It just can't get any better than that.

— Glenn Blum

Moon Over....

Our favorite Saturday morning summer trip is a 20-minute cruise north on the

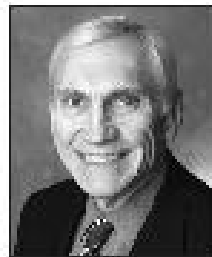


Edens to the Full Moon Restaurant on Rt. 41 near Great Lakes. The roar of the Vette's new muffler is usually accompanied by Larry's favorite tunes from the '50s and '60s as we sing along and enjoy a nearly traffic-free highway.

After breakfast we head for Sheridan Road and a return trip south to take in some of the stunning homes in the northern suburbs. A garage sale or two fills out the morning. Meet you at the Full Moon sometime! — Judy and Larry Nelson

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Dan Burden, A Corvette's Best Friend

By Judy Nelson

Dan Burden retired in 1994, but you would never know it from the schedule he keeps. He works seven days a week, 8:00 to 4:00, in his shop – JB Specialized Auto Detailing & Restoration – in South Barrington. A life-long car buff, Dan used to line up his friend's cars along the *cul de sac* where he and his wife live, each vehicle waiting its turn for his expertise. "My wife would say, 'You know, the neighbors are going to get mad.' I'd say, 'No, they are not going to get mad because I take care of their cars too.'"



Dan and his '96 Corvette convertible in Polo Green.

Dan grew up in Wisconsin in the 1950s, the son of a man who worked on cars. As a 10-year-old, he could name every vehicle on the street. "When I got a car, Dad would work on it. Then one day when I said, 'Dad, there is something wrong with the carburetor.' He said, 'It's about time you fixed it son.' That was it. He said, 'If you have a problem call me,' but from then on I fixed my own cars. I was probably 16 years old."

Dan's first car was a 1953 Plymouth Belvedere hardtop, a used car that his Dad bought for a couple hundred dollars. "I remember that I took all the chrome off and customized it, and that was a big thing back then. Dad, who was a police officer, said, 'Put all that chrome back

on.' I put fender skirts on it and suicide knobs on the steering wheel, and I did some priming work on it. It really shined."

After admiring Corvettes more and more, Dan decided he would buy one once his children were finished with college. Instead (after going to several car shows), he bought one before the children grew up. It was a Stingray, 1976, white with Buckskin leather interior. It was a four-speed L82 Corvette with Gymkhana suspension. "I put 105,000 miles on it. Then the engine was getting tired, and I thought, 'I'm going to add some ponies.'" I took it into my garage and built it up. I put it on a dyno and was done. It had 380

horses at the rear wheels. I took it down to the Joliet race track and just had a ball with it."

Dan took the Stingray to shows but other guys would always beat him. He knew he had a nice car and wondered what he was doing wrong. "I watched the other drivers and decided I would beat them. I went home and detailed the

Stingray out, the engine and everything underneath. Then I'd go back and beat the others."

What a surprise when Dan's competitors started to ask him who was detailing the Stingray. Once Dan admitted to his skill "they started coming to me. I did it as a hobby for friends." He has been at his current shop for four years (his wife found the location) and plans to remain there for many years to come.

If you stop by, most likely you'll see Dan's pride: a 1996 Corvette convertible; it is Polo

Green with a tan interior. "That car has won everything, and it is gold certified. Last year my nephew took it to our club's show, and it won best engine. I was really happy about that. My nephew didn't even know the car won. He left. They called me up later and told me the car won best engine."

Another love of Dan's is his Barrington Square Cruise Night, which is held every Monday night, 6:00 to 9:00 through October. This year he has signed a five-year contract with Hoffman Estates, so he will be there for the next five years with food and good fun guaranteed for everyone who stops by.

Every year Dan sponsors a car show in Huntley with the South Barrington Police Department for the Cancer Society. "It's all for charity. We have a big turnout and a good time. It's a judged car show that I judge with several other older guys. I'm a cancer survivor so the show is important to me. My cancer is in remission now. I've been fighting it for about a year and a half."

Although Dan is not one to complain, he says that at times he gets buried in work. "That's a good thing. When the customers come in, I tell them 'I'm old and I'm slow, but if you want your car done right, if you want to win at the shows, come and see me.'"

For those who know Dan, it's simply his passion for cars that wins every time. ●

A Corvette welcomes folks to 50 W. Higgins in South Barrington



Review: Restoration Project Software — Speedobilia, by Kate Sullivan

Hemmings Muscle Machines, November 2009

Every month in "Restoration Profile" we make the same point - you have to document your teardown. Taking a part off? Take a picture first, then label that sucker. We all know how necessary this is to make reassembly easy - but we also all know it's a pain in the butt to record every last nut and bolt coming off your car. So we get lazy and slip up, only to regret it when it's time to put the transmission back together and realize that a critical bit has gone missing.

Now, though, there's no excuse not to fully document your restoration. *Collector Car Companion* software for PCs makes it almost absurdly easy to keep track of your project - just enter the part into the program and go from there. *Collector Car Companion* will generate a unique part number, enabling you to track your parts easily; you can snap a picture, load it into the program, and make notes on restoration tasks that need to be performed, such as media-blasting or re-chroming. Using a powerful, flexible menu format, the software lets you organ-



- ✓ Easy to use car restoration software
- ✓ Organizes your projects, parts and work
- ✓ Helps you restore and maintain your vehicle

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ize parts by type or category, note where you've stored things, and even print labels to attach to your components.

The software breaks any restoration project down into its three main stages - Strip Down, Restoration, Assembly - and lets you make lists of tasks for each part of the operation. You can easily add and tag photos, make notes on your progress and even print packing lists for sending parts out for restoration.

Collector Car Companion offers a free trial version and a sample project, so you can get the hang of using the software before loading up your current project. It's incredibly intuitive and user-friendly, but

if you have any trouble, there's a great set of FAQs online, along with friendly and knowledgeable support staff ready to answer any questions you have along the way.

It's time to stop cursing and swearing that you'll document the next teardown (really, honestly, I mean it this time) and start organizing your restoration like a pro. When it comes time to put things back together, you won't regret it.

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Meetings are held on the last Thursday of the month at 7 PM.
 Check the web for
 meeting locations
 and up-to-date club activities:
**www.chicagolandnorth
 corvetteclub.org**
 Contact Sharlene Wayman
 For membership information:
 847-358-8872; away1011@att.net

**CNCC 5th Annual
 All-Corvette Car Show**
August 8, 2010, 8 AM to 2 PM
Bill Stasek Chevrolet
700 West Dundee, Wheeling, Illinois

Members' Weekend Schedule

Saturday, August 7

5:00 p.m. Meet at Stasek to assemble
 goodie bags

5:30 p.m. Pizza for everyone

6:00 p.m. Move cars with Scott

Sunday, August 8

6:00 a.m. Meet at Stasek to set up for
 car show time

2:30 p.m. Start clean up when last car leaves

3:00 p.m. Return cars to original position
 on Stasek lot



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**Memories of CNCC's
2009 Car Show**

2010 Board of Directors

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Vice-President, Glenn Blum

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Secretary, Tom Pettinger

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Treasurer, Les Rubin

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Nick Reed, red1999corvette@yahoo.com

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Non-Elected Positions

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Raffle Chairman, John Makris

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 – 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.