



50 Years



March 2024

The official Newsletter of the Award Winning Northern Illinois Corvette Club

Hello Fellow Members!

It's hard to believe that we are in the 3rd month of 2024, and we only had one bad snow for the year. February was a very mild winter month and now we are ready for that early spring. We are eager to get our Vettes out for some road trips. I believe that we have something for everybody to enjoy including road trips that have been planned for our spring and summer weather. So, pick out the ones that you like and sign up and enjoy your cars and the members of NICC.



President's Corner

The attendance at the meetings has been small. I realize that in the winter months some of our members head to the warm weather and that is part of the reason. The weather affects the attendance also, but it's nice when we have large number of members at the monthly meetings. Go to the website 2024 Event Calendar and pick out the activities you want to do or get involved in. We always need volunteers to get involved in the planning and development of activities such as:

1. Wine tasting party
2. Perryville road clean up
3. Wings & Wheels Museum clean-up
4. Smokin' Coops night
5. NCCC Convention week
6. Spring run (Lake Geneva lunch and boat ride)
7. Pecatonica Parade
8. Leaf River Parade
9. NICC /Bachrodt Car Show
10. Bloomington Gold 2024
11. NICC Low speed events
12. Cars & Coffee Car Show

Put on your calendar the first Wednesday of the month and come to the NICC meeting and enjoy the time that we have at our monthly meeting.

Our club meetings are held at Sam's Ristorante, Rockford on the first Wednesday of the month. The newsletter and website publish the schedule for meetings. I would love to see more members attend the membership meetings to add your voice to our decision making and to bring forth innovative ideas. Members are welcomed to attend the Board meeting. Guests are welcome to attend the social hour and membership meetings. Bring a Corvette enthusiast friend and have an enjoyable time.

Please do not hesitate to contact me if you have any questions or concerns for the club.

John M. Stupec

NICC President
Cell 815-997-3906
Email:jmstupec@aol.com



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Love Vettes, Have Fun, Give Back!

2024 - Membership and Board Meetings		
Apr	10	6:00 PM - Social Hour 7:00 PM - Meeting
May	1	5:00 PM - Board Meeting
		6:00 PM - Social Hour 7:00 PM - Meeting
Jun	5	6:00 PM - Social Hour 7:00 PM - Meeting
Jul	3	6:00 PM - Social Hour 7:00 PM - Meeting
Aug	2	6:00 PM - Social Hour 7:00 PM - Meeting
Sep	4	6:00 PM - Social Hour 7:00 PM - Meeting
Oct	2	5:00 PM - Board Meeting
		6:00 PM - Social Hour 7:00 PM - Meeting
Nov	6	6:00 PM - Social Hour 7:00 PM - Meeting

Unless otherwise posted, all membership meetings are held on the first Wednesday of the month at:

Sam's Ristorante
6075 E. Riverside Blvd.
Rockford, IL 61114

Members are welcome to attend the Board Meetings.
Guests are welcome to attend the Social Hour and Membership Meetings.

If you have other appropriate events of interest that you'd like to see publicized please send the details to the email address below. They will be included as space allows.

editor@nicccorvette.com

2024 - NICC & NCCC Events - [See website for updates & flyers](#)

Apr	6	Sat	10:00 AM	Perryville Road Cleanup	Need Volunteers
	6	Sat	5:00 PM	MWR Banquet	Madison, WI
	13	Sat	10:00 AM	Perryville Road Clean-Up	Meet at Cherry Vale Mall
	21	Sun	8:00 AM	Spring Rallye	Milan, IL
	27	Sat	10:00 AM	Wings & Wheels Museum Cleanup	Need Volunteers
May	6	Mon	5:30 PM	Smokin' Coops	Belvidere
	22	Wed	TBD	Spring Run	Lake Geneva, WI

2024 - Other Events of Interest

May 13-19	National Council of Corvette Clubs (NCCC) Convention	website
May 16-17	St. Jude Corvette Drive	website
June 6-8	Corvette Adventures, Wisconsin Dells, WI	website
June 21-22	Bloomington Gold, Illinois State University, Normal, IL	website
July 17-20	Black Hills Corvette Classic, South Dakota	website
July 28	Turning Back Time Car Show, Sycamore, IL	website
August 17	Woodward Dream Cruize, Oakland County, MI	website
August ??	Vettes on the River, LeClaire, IA	website
August 22-24	Corvettes at Carlisle, Carlisle, PA	website

SUPPORT OUR SPONSORS. LET THEM KNOW THAT NICC MEMBERS PATRONIZE THEIR BUSINESSES.

For additions or corrections please contact:
Editor@NICCCorvette.com



Check the Website for updates;
<http://nicccorvette.com>

Important Club Member Dates



Birthdays

Birthdays are good for your health; the more you have, the longer you live.

A FarmersAlmanac.com Philosofact

March

Jamin Unger
Traci Hill
Janet Gruhn
Gregory Osen
Kris Bomgarden
Dana Stadel
Nina Morgan
William Naretta
Debbie Schaefer
Joe Hansen
Darlene Weaver

April

Dan Bomgarden
Cindy Starzyk
Barry Mikels
Roy Thumme
Julie Moore
Louise Gorsch

VETTE QUOTES (St. Pat's Day Version)

"If you're enough lucky to be Irish, you're lucky enough!"

Irish saying

"There is no luck except where there is discipline."

Irish proverb

"The best luck of all is the luck you make for yourself."

Douglas MacArthur

"Luck is great, but most of life is hard work."

Iain Duncan Smith

"There are only two kinds of people in the world: the Irish and those who wish they were."

Irish saying

"Whether I drink often or just once in a while; I'm always sure to raise a glass to the dear old Emerald Isle."

Pat Maloney

"That's what the holidays are for—for one person to tell the stories and another to dispute them. Isn't that the Irish way?"

Lara Flynn Boyle

"Here's to you and here's to me, I pray that friends we'll always be, but if by chance we disagree, the heck with you and here's to me."

Irish toast

Wedding Anniversaries



March

Gordon & Mary Ann Akey

April

No Anniversaries Reported



NICC APPRECIATES ALL MEMBERS!

NICC Sunshine Club

Club Members:
If you know of someone who needs to be remembered by our club, via a card or a note, please notify:

Doris Hicks, Sunshine Club Chair,
at
dorishicks78@gmail.com
815-885-2426

SUPPORT THE NICC BY BECOMING AN ACTIVE MEMBER!

Is your Birthday or Anniversary incorrect or missing? Please let us know!
editor@nicccorvette.com

NICC Minutes

March 6, 2024 Meeting Minutes - Unapproved

1. Opening and Call to Order:

The NICC Monthly Membership meeting was called to order by John Stupec at 6:58 p.m. with 15 members present in the meeting room and six on Zoom for a total of 21 members in attendance.

2. List of Officers, Directors, & Committee Chairs:

President: John Stupec	Sergeant-at-Arms: Mike Lenth
Governor: Dale Samuelson	Editor: Preston Morgan
Secretary: Cindy Starzyk	Social Director: Debbie Schaefer
Treasurer: Louise Gorsch	Quartermaster: Barb Johnson
Membership: Leon Gorsch	Advertising: Ken Starzyk
Parliamentarian: Doris Hicks	Public Relations: Ken Starzyk
Historians: Nancy Bailey & Carolyn Samuelson	Webmaster: Traci Hill
NCM Ambassador: Sherry Putnam	Parade Director: Leon Gorsch
Sunshine Chair: Doris Hicks	Media Director: Traci Hill

3. Introduction of Guests: There were no guests in attendance tonight.

4. Minutes: A motion was made by Ken Starzyk to approve the February, 2024 minutes and it was seconded by Dale Samuelson. The motion was approved.

5. Monthly Reports:

President – John Stupec: No report.

Governor – Dale Samuelson: See Dale's full report in the March NICC newsletter. NCCC membership cards have been mailed. The MWR banquet is April 6th. Make your hotel reservation as soon as possible. The 2024 convention, the week of May 13-19 in Joplin has 250 people signed up so far. Volunteers will be needed for the 2025 convention in the Wisconsin Dells. Help is needed as welcomers, registration/check-in helpers, tour bus organizers, Autocross workers at Road America, etc. NCCC has experienced a severe budget deficit during the past two or three years so there will soon be a dues increase for NCCC memberships.

Secretary – Cindy Starzyk: No report.

Treasurer – Louise Gorsch: On Zoom. The NICC Budget Cash Flow Table for February, 2024 was distributed by Dale Samuelson. A motion to approve the February Cash Flow Report was made by Ken Starzyk and seconded by Cindy Starzyk. The motion was approved.

Membership – Leon Gorsch: On Zoom. Leon had no update at this time.

Parliamentarian – Doris Hicks, absent.

Historians - Nancy Bailey and Carolyn Samuelson: No report.

NCM Ambassador – Sherry Putnam, absent.

Sunshine Club Chair - Doris Hicks, absent.

Sergeant-at-Arms – Mike Lenth: Mike collected \$0 for name badge fines.

Editor - Preston Morgan, absent. Articles for the March newsletter are due by Friday, March 8th.

Social Director – Debbie Schaefer, absent.

Quartermaster - Barb Johnson: No report.

Advertising – Ken Starzyk: No report.

Public Relations - Ken Starzyk: Ken will report under New Business.

Webmaster – Traci Hill: Traci will report under New Business.

Parade Director – Leon Gorsch: Dan Bomgarden is working on the Winnebago parade (July 4th). Pecatonica (May 22nd) is still in the planning process. The Leaf River parade (June 1st) may not happen this year. The Stillman Valley parade (September 22nd) is also in the planning stages. Jarmin Unger suggested going as a group to the Fizz Ehrler Car Show on Sunday, July 28th in Sycamore. It may be a good opportunity to attract new members.

Media Director – Traci Hill: Per Kevin Gugliuzza's suggestion, Traci Hill will create a "group" on our Facebook page in hopes that we can gain more access. NICC members can post their photos of themselves and their cars. Traci proposed charging a surcharge on NICC apparel after we get the new website set up for purchases.

6. Old Business:

Covered in New Business.

7. New Business:

a. New Website – On March 13th the committee will meet again with Lon, the web developer. They have been re-searching the best Corvette club websites, narrowing down which features would benefit NICC the most. One aspect they are discussing is a “Members Only” tab. We will have a link to purchase NICC apparel using Square.

b. Spring Run – Ken reminded everyone that the NICC Car Show is on Saturday, June 15th. We will need volunteers. The spring run to Lake Geneva is booked. You may sign up any time and pay Ken later. We will stop in Capron on the way home for ice cream. 23 people have signed up so far. The cost is \$67.22/person.

c. Summer Run, Louise Gorsch, Colorado Springs – Louise is making reservations at the various spots we will visit. Make your hotel reservations soon. Contact Louise with questions at 815 291-6357.

d. Fall Run (open) – The 30th anniversary of the National Corvette Museum could be a run. Some members felt that the caravan is so large that going individually, or in a small group might be a better option.

e. Club picnic (July 14) – Ken & Cindy Starzyk and Gene & Linda Stimart are still planning to co-host the picnic at Starzyk’s hangar in Poplar Grove. Contact Cindy Starzyk with questions at 815 222-2848.

f. Update on Square (for memberships, car show registration, apparel, etc.) – Dale Samuelson has connected NICC’s Chase account to Square and has acquired the Square Reader. Thank you, Dale! He has tested it with Chase but we will test it again once the new website is activated. Discussion centered around whether we should establish one type and color of shirt for the NICC official shirt. Most members agreed that it would be beneficial to the club if we utilize the same shirt when we are out together running an event or participating in activities as a club.

g. NCCC Convention (update) May 13-19) – discussed under Governor’s report.

h. All Chevy Car Show Kenosha, WI (July 14) – The North Shore Corvette Club is running this. It looks like a great, beneficial show, however the NICC picnic is scheduled for this date and the NICC calendar is full.

i. National Corvette Museum, 30th Anniversary (maybe Fall Run?) – discussed under New Business, “d”.

j. Wine Tasting Party (Host for party?) – Jim and Terra Naumowich wish to host this but they need to wait to determine a date.

k. Additional Comments – Reminder: NICC had voted to suspend the Annual Progressive Dinner for 2024 to make room on the calendar for the Wiener Roast and other preferred NICC activities.

8 New Cars: None

9. Collection of Fines: \$0

10. 50/50 Raffle: The amount was \$27.50 and Dale Samuelson won.

11. Attendance Drawing: \$20.00 – Joe Hanson won. He was not present. Next month - \$30.00.

Adjournment: 8:05 pm. A motion to adjourn was made by Dale Samuelson and seconded by Ken Starzyk. The motion was approved.

Next Club Monthly Meeting:

April 10th, 2024

Social hour 6:00

Member meeting at 7:00 pm

Respectfully submitted by

Cindy Starzyk

Cindy Starzyk

NICC Governor's Report

Submitted by Dale Samuelson, Governor, NICC



NCCC membership cards have been mailed. If you didn't receive yours, please contact me.

The Winter edition of Blue Bars was recently mailed (I've had mine for about a week). If you're not receiving Blue Bars, please contact me. For those that are snow birds, the post office does not normally forward periodicals without extra payment. I can change your address in the database so that the magazine is mailed to your winter address.

The Midwest Regional Banquet will be held in Madison, WI on Saturday, April 6th. Pre-registrations must be received by March 27th – the cost is \$50 per person and that includes your meal as well as an open bar. Additional information can be found at: https://www.mwregion.com/Flyers/flyer2024_banquet.pdf.

Planning for the 2024 NCCC Convention is continuing and it looks like a great time for all. If you have any interest in going, the information is available here: <https://www.corvettesnccc.org/2024Convention/Convention2024.php>. Note that the registration costs increase on March 16th and again on May 1st.

The 2025 NCCC Convention will be held in the Wisconsin Dells August 17 through August 22 and hosted by the clubs of the Midwest Region (that's us). There are many different ways to volunteer. See more details here: [Convention 2025 \(mwregion.com\)](https://www.mwregion.com/Convention2025).

That's all for now,

Dale Samuelson

Governor
Northern Illinois Corvette Club





Are you ready to upgrade your Corvette? This gem is in production.
Check out the details and contact Joe to call dibs!

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2024 Corvette Stingray Coupe 1LT

Exterior Color - Cacti Green

Interior - Trim Leather, Jet Black

Enhanced Safety Features

Bose Performance Audio (14 Speakers)

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NICC ONLY PRICING - \$71,585

Call or text Commercial Manager, Joe K Luy, at (815)238-4429 for all the details on incoming options or to custom order your new Corvette today.

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Rockford, IL 61112

www.Bachrodt.com

Corvettes, Cuisine, & Cocktails

Route 20 Bar & Grill

2051 N. Ayp Rd. #8802 Freeport, IL 61032

(815)233-0560

By Traci Hill



When you see the huge chicken...you made it! That's right. Route 20 Bar & Grill is well known for not only its great food & beverage menu, but also for the Route 20 Race Car complete with chicken welcoming you in upon arrival!



Another bar and grill style option, this time out Freeport way allows not only for a great drive, but also for a terrific visit. The welcome is warm and the food is diverse and tasty. Once again, we aren't going for fancy with Route 20 Bar and Grill, BUT you will not be disappointed in this stop! A variety of low and high top tables in the main dining room welcomes you in along with a bar that is always full of happy customers. There is also a secondary dining room and bar that can accommodate larger parties as well as overflow from the main room. A second bar allows for drinks to flow freely and arrive quickly. You'll find all your faves at the bar as well as some seasonal & Route 20 options. Another perk for this spot is the option of partaking in their Easter or Mother's Day Brunches. These

options both include a huge buffet complete with salad, dinner options, dessert, and all the fixings. Be sure to call for reservations if you plan to stop on those days...they fill up quickly for good reason!

Again, Route 20 doesn't require fancy attire. You'll find yourself right at home with whatever you are comfy in...however they promise if they see Corvette Club apparel they will try their best to give a shout out! Don't be offended if they forget...this crew is BUSY and attentive to all who enter.

Be sure to stop at the front register to get on the list here. They do their very best to get people in and seated as soon as they can. But be sure to snag a beverage while you wait & chat with the bartenders. They are super nice!

When you are seated, you'll be amazed at the diversity of the menu. You'll find everything from appetizers, a great soup & salad bar(my personal fave), burgers, and chicken, to steak. The pork tenderloin sandwich is literally almost the size of your plate and outsizes the bun by at least double or more.



Weekends offer a few additional entrees on the menu, and Route 20 is well known for its Friday Night Fish Fry. Once again, an early arrival or being prepared to wait a bit are helpful if that Fish Fry is your thing. BUT what Route 20 is likely BEST known for is their Sunday All You Can Eat Broasted Chicken. People come from all over to snag this special meal. While they DO take-out orders of this option – you’ll only get the all you can eat version when you dine in...and it is SO GOOD!



Let’s just circle back to the beverages for a moment here. If you haven’t already, now would be the perfect time to try one of their specialty drinks served just for you in a 16 oz, Mason Jar. They have everything from the “Route 20 Punch”, “Summer Hummer”, and “Flyin Hawaiian” to the more common Bloody Mary and Brandy Old Fashion. I’ll be honest... these are WELL worth your time! Check out the Route 20 Bar & Grill Facebook Page as they update multiple times each week with specials, upcoming events, and holiday festivities. They often have live music also,

and you can find that listed on their page as well. While there, sneak a peek at the photos of their food...it’ll make your mouth water and create a VERY challenging decision upon your first visit!

While it makes sense that Route 20 Bar and Grill is indeed right off of Route 20 and an easy drive from most of our homes, the beauty of this spot is that there are numerous winding backroad options to get there also. These make for super fun Corvette rides when you know a great meal is part of the plan!

When you pop in, as always take a photo with your Corvette in the parking lot & share it on their Facebook page. Better yet – invite some of your Corvette besties along for the trip & take a big group selfie! I guarantee that will make the FB feed for sure and you’ll all enjoy a great spot!





MW-465-N02

Midwest Region Party & Awards Banquet Hosted by Mad City Vettes ~ 2023 Club Champions

Saturday, April 6, 2024 ~Marriot Madison West~ 5:00-Midnight
1313 John Q. Hammons Drive in Middleton, WI 53562 (west side of Madison)

Directions, Map and Hotel Reservation information on next page

Cocktails at 5:00 pm ~ Dinner at 6:30 pm

Complimentary Beverages:

Spotted Cow Draft Beer, White and Red Wines
Soft Drinks, Iced Tea, Water, Coffee

Beverages Available for Purchase:

Mixed Drinks and Bottles of other Beer Brands

Recognitions and Awards Presentations at 7:30

Bar will be open thru Dinner, closed during the Awards Presentations
and then reopen for the rest of the evening with last call at 11:45

Meal Choices

Roasted Chicken Breast with special sauce
Grilled Flat Iron Steak with red wine sauce
Seared Salmon with lemon cream sauce
All meals come with a salad, potato, vegetables, rolls, dessert,
coffee and/or iced tea

Anyone with dietary issues and would like to
request a special meal should contact Joan Thomas

Registration and Payment must be RECEIVED by March 27, 2024

Please register as soon as possible. Contact Joan Thomas with any questions
815-494-5985 or teamthomas525@gmail.com

✕—✕—✕—✕—✕—**PLEASE PRINT**—✕—✕—✕—✕—✕—✕

Full Name: _____ Club _____ @ \$50.00
Circle Meal Choice: Chicken Steak Salmon

Full Name: _____ Club _____ @ \$50.00
Circle Meal Choice: Chicken Steak Salmon

Party Registration Check should be made payable to Mad City Vettes in the amount of \$ _____
Mail Registration and check to: Mad City Vettes

c/o Joan Thomas
5681 Oak Village Drive
Roscoe, IL 61073-7009

Event Location: Marriot Madison West Hotel
1313 John Q. Hammons Drive, Middleton, Wisconsin 53562
Local phone number is 608-831-2000 (Rate ~ \$131.00+ 13.50% tax)



MID-WEST CORVETTE CLUB PRESENTS

Allan Fiscus Memorial Spring Rallye

Date Sunday, April 21, 2024

Eriksen Chevrolet – 325 1st Avenue East – Milan IL 61264

Type of Rallye Event

Poker	Sanction MW-054-001
Gimmick	Sanction MW-054-002
Gimmick	Sanction MW-054-003
Remote Control Slalom Race	Sanction MW-054-014

Entry Fees

Day of Event	\$20.00 per Event or all 4 Events \$70.00
Pre-Registration	\$60.00 All four events (by April 4, 2024)
Registration	8:00 AM to 9:00 AM (CST)
Drivers Meeting	9:15:00 AM
First Car Out	9:30:00 AM

Event Chairman

Contact Information

Jeff Bellmyer
309-781-4801 (Cell)
jeffbellmyer@gmail.com

This Event will be held rain or shine.

PRE-REGISTRATION FORM – MUST BE RECEIVED BY APRIL 4, 2024

MAKE CHECKS PAYABLE TO MID-WEST CORVETTES FOR \$60.00 (ALL FOUR EVENTS)

REMIT TO: Mid-West Corvette Club PO Box 111 Milan, IL 61264

Non-NCCC members not insured by NCCC

DRIVER:	_____	NAVIGATOR:	_____
DRIVER NCCC:#	_____	NAVIGATOR NCCC#	_____
CLUB:	_____	VEHICLE TYPE:	_____
EMAIL:	_____	Phone #:	_____

Eggsperts Breakfast and Lunch Cafe Chef's Choice II



Double NCCC CORVETTE SHOW

Date: Sunday, June 2, 2024



NCCC Sanction # MW-351-002 and MW-351-003

LOCATION

Eggsperts Breakfast & Lunch Cafe
9218 W. 159th St., Orland Park, IL. 60462



Event Fees: Early registration discounted price - \$25
after 5/31/2024 and Day-of-show registration - \$30
Show #1 :Stock, Modified and Custom classes
Show #2 : Best of Show (Chef's Choice award)

Registration: 9 a.m. – 10 a.m. CT
Tech: 9:00a.m. – 10:30 a.m. CT
Driver's Meeting -10:30a.m. CT
Show ends by 1:30pm CT

NCCC Members must present current Membership Cards the day of the event
(All entrants must sign the insurance waiver form) Food will be available on-site

Entrants receive 15% discount on all food purchases

Mail Pre-Registration payment to Windy City Corvettes, P.O. Box 353, Orland Park, IL 60462-0353

Governor	Chairpersons	Eggsperts Cafe
Dave Heinemann	Larry Pagliaro	708-737-7867
708-638-0199	708-341-7852	www.eggspertscafe.com
windyz06@aol.com	ShadowLAP@icloud.com	
	Susan Pagliaro	
	708-305-0072	
	srpagliaro@icloud.com	

Pre-Show Registration Form on Page 2:



ROUTE 66 CORVETTE CLUB

4 Rally Events – July 6, 2024

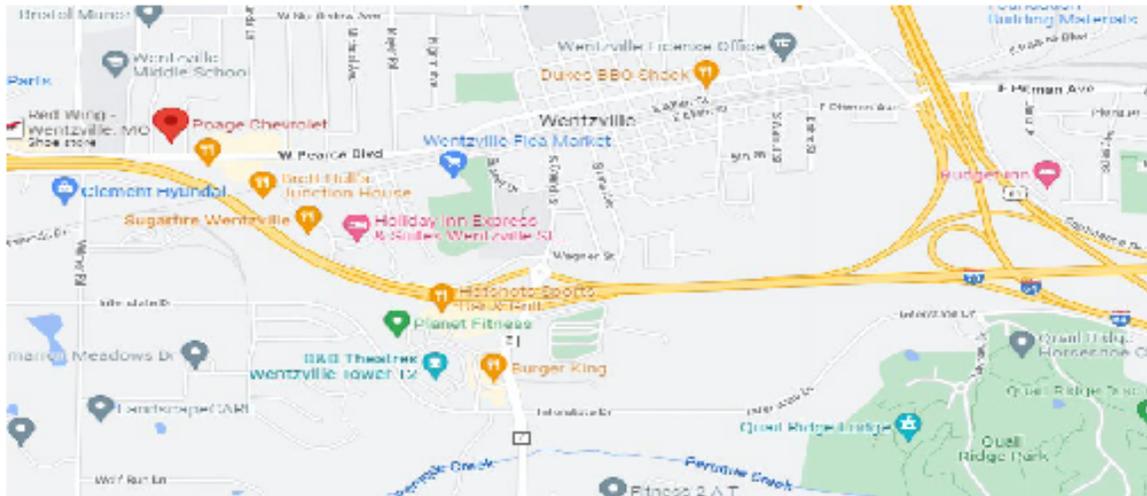
Rally number 1 (Gimmick Rally) – MW470-001 Rally number 2 (Chance Rally) – MW470-002
 Rally number 3 (Chance Rally) – MW470-003 Rally number 4 (Chance Rally) – MW470-004
 "Rallies will be run concurrently"

<u>EVENT FEES</u>	<u>LOCATION</u>	<u>ROUTE 66 CC GOVERNOR</u>
\$40.00 for all four events NO single event pricing	Poage Chevrolet Dealership 851 W. Pearce Blvd. Wentzville, MO 63385 636-327-6268 (for directions only)	Tom Reitz 314-496-3155 cell Fastglass95@yahoo.com Chairperson – Tom Reitz Co-Chairperson – Chris Reitz
NO PREISTRATION FOR THIS EVENT- REGISTER DAY OF EVENTS ONLY		

Registration & Tech (Central Time)

Registration: 8:45 AM to 9:30 AM
 Tech: 9:00 AM to 9:45 AM
 Drivers Meeting: 9:50 AM
 1st Car Off: following driver's meeting

- ALL PERSONS IN ATTENDANCE **MUST SIGN WAIVER**
- **MUST** Present Valid Driver's License to participate (DRIVER)
- **NO** alcoholic beverages permitted during rally (OK after)
- **MUST BE NCCC** member driving a Corvette to receive NCCC points
- Rally end point is Restaurant & Bar, food and beverage service is on you, off menu (awards presented at end point)



The Top 5 Greatest Engines Ever Put In The Corvette, Ranked

By Richard Sachek for Slash Gear at <https://www.slashgear.com/1209372/the-top-5-greatest-engines-ever-put-in-the-corvette-ranked/>

When the Chevrolet Corvette debuted in 1953, it wasn't what you would call an instant success. Critics hammered the fledgling Corvette for its shoddy build quality such as plastic side curtains in lieu of window glass and a suspension system that was lifted straight from a sedan. Those quirks may have been forgivable but sports car enthusiasts just couldn't overlook a weak, 150-horsepower "Blue Flame" six-cylinder engine. Fortunately, a passionate engineer named Zora Arkus-Duntov advocated relentlessly for a bigger powerplant and in 1955, the Corvette got its first V8 engine.



Image: Chevrolet

If it had not been for the introduction of a V8, the Corvette probably wouldn't have survived its first few years, never mind celebrating its 70th birthday in 2023. So it seems appropriate to reflect on some of the classic and contemporary motors that helped define the 'Vette and propel it into becoming such an enduring piece of Americana.

5. 1985 L98 5.7-liter V8

With the introduction of the all-new fourth-generation C4 Corvette in 1984, Chevrolet made great strides in handling, technology, and comfort versus the aging C3 that it replaced. Unfortunately, it was still paired with Chevy's infamous "cross-fire" throttle body fuel-injected L83 engine that produced just 205 horsepower and 290 pound-feet of torque. To add insult to injury, the L83 was as difficult to maintain as it was gutless, quickly earning the nickname "cease-fire!"



Image: Jim Reed/Shutterstock

That all changed in 1985 when Chevrolet unveiled its L98 5.7-liter (350 cubic inch) V8. The L98 had a small bump in compression ratio versus the outgoing L83, but the big news was the tuned-port fuel injection setup with its paired intake runners and an individual injector for each cylinder. All of a sudden, the C3's output jumped to 230 horsepower and 330 pound-feet of torque, which was enough to hustle it down a quarter-mile drag strip in the 14-second range, something which hadn't been possible since the early 1970s.

While hardly the most radical engine on this list, the L98 deserves recognition for lifting the Corvette from its Malaise-era doldrums. The L98 remained the Corvette's base engine until it was replaced with the LT1 in 1992.

4. 1971 LS6 454 cubic inch V8

The 1971 Corvette C3 with the optional LS6 engine is one of the rarest Corvettes ever. It was only offered for one year and only 188 were made. Rated at 425 horsepower and 475 pound-feet of torque, it was the swan song of the big block engines in Chevy's sport car. Sure, the big block 454 (7.4 liters) would continue to be offered through 1974, but lower compression ratios and emissions equipment would strangle this engine with less horsepower every consecutive year.



Image: Sicnag/Wikimedia

Interestingly, the 1971 version of the LS6 differs from the 1970 iteration, which was exclusive to the Chevelle and El Camino. The 1971 Corvette LS6 had a lower compression ratio to better prepare for the takeover of

unleaded gasoline at the pumps, but this potential negative was offset by a set of efficient aluminum cylinder heads, versus steel on the 1970 motor.

The LS6 was said to be underrated from the factory, especially if some freer-flowing tubular exhaust manifolds (a.k.a., "headers") were fitted. In stock form, Car and Driver ran one down the quarter-mile in 13.8 seconds and hit 140 mph in the Nevada desert, an impressive feat for 50-plus years ago.

[Above image by Sicnag via Wikimedia Commons | Cropped and scaled | CC BY 2.0]

3. 1957 283 cubic inch V8

Though the first V8 engine showed up in the Corvette as an option in 1955, that 265 cubic-inch powerplant was an improvement over the standard six cylinder, but still somewhat anemic. That would change in 1957 with the introduction of the 283 cubic-inch V8. The 283 (4.6 liters) was available in a multitude of different horsepower levels and induction options, including a single 4-barrel carburetor, dual 4-barrel carbs, or the new "Ramjet" fuel-injection setup.



Image: Sergey Kohl/Shutterstock

In fact, the 1957 Corvette was the first American production car ever to feature fuel injection. The hottest variant of the 283 "fuelie" produced 283 horsepower, which equated to one horsepower per cubic inch, an accomplishment that was unheard of for a performance car at the time. Besides fuel injection, the 1957 Corvette also premiered a transmission with four forward speeds, a rarity outside of European sports cars. Road & Track drove one from zero to 60 mph in 5.7 seconds and covered the standing start quarter-mile in 14.3 seconds. That was literally race car performance in 1957.

2. 1969 ZL1 427 cubic inch V8

The 1969 Corvette C3 with a ZL1 engine is the holy grail for Corvette collectors. Only two — yes two — were ever sold to the public, one of which fetched \$3.14 million at the 25th Annual RM Sothebys auction in January 2023. What the heck is a ZL1? It's an all-aluminum version of Chevy's famous L88-code 427 cubic-inch big-block engine (pictured above) that debuted in 1967. The L88 was really meant for customers who intended to turn their Corvettes into race cars and ordering one for regular street driving was highly discouraged by Chevrolet and its network of dealerships.



Image: Chevrolet

The ZL1's aluminum components meant shedding the extra weight of an iron block and cylinder heads from the nose of the Corvette, which improved balance and the overall power-to-weight ratio. Unfortunately, the ZL1 option cost an additional \$4,700, which almost doubled the 1969 Corvette's base price of \$4,781. Hence, the reason why so few were purchased.

Chevy advertised 430 horsepower for the ZL1, but these engines were widely rumored to make closer to 500 horsepower in reality. Back in the day, Road & Track magazine drove a prototype from zero to 60 mph in 4.0 seconds and recorded a quarter-mile time of 12.1 seconds at 116 mph.

1. 2023 LT6 5.5 Liter V8

Exclusively available in the C8 Corvette Z06, Chevy's new LT6 powerplant is rated 670 horsepower at a dizzying 8400 rpm. Peak torque comes in at 460 pound-feet at 6300 rpm, which is almost the redline for a regular C8 Stingray. The end result is a rocket that can accelerate from zero to 60 mph in only 2.6 seconds. How does a relatively large V8 rev so high? It has a light-weight, flat-plane crankshaft which eliminates the need for large counter-weights found with traditional crankshafts.



Image: Chevrolet

What's more, some early dyno tests by lucky Z06 owners seem to indicate that Chevy may have actually underrated the LT6. Automotive YouTuber Speed Phenom's Corvette Z06 laid down 610 horsepower on the chassis dyno at Dallas Performance in Dallas, Texas. Typically, parasitic load from a vehicle's drivetrain robs about 15% of the horsepower as measured at the crankshaft. So to end up at 610 horsepower on a chassis dyno, the true output at the crankshaft is likely in the neighborhood of 700 horsepower. All in a package that's tame enough to be your daily driver.

1972 CORVETTE STINGRAY: THE END OF AN ERA

By Vette Vues Magazine at <https://vette-vues.com/1972-corvette-history/>

The Chevrolet Corvette Stingray Coupe, the third generation of the Corvette, was produced from 1968 to 1982 and is recognized as the shark model for its aggressive styling. It is instantly identifiable by its prominent blistered fender design and long dash-to-axle proportion, which gives the impression of motion.



1972 marked the beginning of several exciting nationwide developments in music, art, movies, and technology.

You may know it as the year when the iconic movie, *The Godfather*, was released, or renowned star, Dwayne the Rock Johnson, was born. Some people may even relate this year to the Super-Beetle Volkswagon's popularity or the much-loved video game Pong's commercial success. However, here, we are going to talk about one of the most popular cars of that year, the Chevrolet 1972 Stingray Corvette.

What's so special about the 1972 Corvette? Well, it marked the end of an era for the 3rd Generation in the Corvette series. Read on to know why.

THE 1972 CORVETTE: STAR OF THE 3RD GENERATION CORVETTE SERIES

The Chevrolet Corvette is a ravishing sports car designed and produced since 1953. The 1972 Corvette is part of the 3rd Generation Corvette, known as C3 (the most recent is the 8th Generation). The C3 Chevrolet Corvette was manufactured from 1967 to 1982.

The 3rd Generation marks the second time the name Stingray was used for the Corvette. This name remained in use from 1969 to 1976. However, the name was used as a single term this time, as opposed to Sting Ray used for the C2 Generation from 1963 to 1967. The name was then dropped until the C7 was released in 2014.

Like the other 3rd Generation Corvette, the 72 Corvette Stingray was also characterized by a similar engine and chassis and a redesigned interior and body compared to the Corvettes of the previous Generation.

The design of the C3 Corvette was inspired by the Mako Shark II concept car designed in 1964 by Larry Shinoda under the General Motor Company's styling and design head, Bill Mitchell.

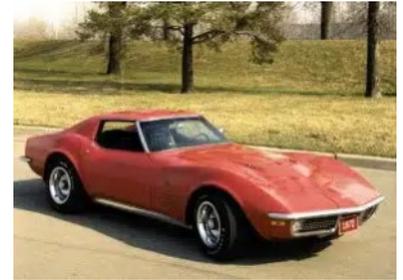
Moreover, the 3rd Generation of Corvettes was produced as convertibles or coupes. As a coupe, the 1972 Corvette came with retractable T-top roof panels and a back window. As a convertible, the classic sports car featured a soft folding top, but you could get a hardtop for an additional cost.

What Changed in the 1972 Corvette?

Rather than adding to its features, Chevrolet dropped many of its specifications with its 1972 model. Let's look at the features removed from the 1972 Corvette.

THE DETAILS OF THE 1972 CORVETTE'S APPEARANCE

1972 Corvette Coupe Stingray marked the end of an era for the 3rd Generation in the Corvette series. As a coupe, the 1972 Corvette came with retractable T-top roof panels and a back window. As a convertible, the classic sports car featured a soft folding top, but you could get a hardtop for an additional cost.



In the model year 1972, nothing major was added to the C3 Corvette appearance-wise. Instead, it marked the end of an era for the 3rd Generation Corvettes. Why? Because Chevrolet made a lot of changes to the car after that year. The Corvettes that came out in 1972 were the last made with both front and rear chrome bumpers, a retractable rear window, and an egg-crate grille. The newer models did not offer any of these features.

REALIGNMENT OF THE ENGINE PROGRAM

In 1971, the C3 Corvette engines were toned down with decreased compression ratios for higher compatibility with lower-octane gasoline. Plus, they were powered by the highest-output engines of that time. The LS6 454 cubic inch (7.4-liter) 425-hp big-block engine and automatic transmission made the Corvettes one of the fastest cars of that era.

But in 1972, General Motor Company realigned its engine programs, bringing noteworthy changes in the engine options offered by the Chevrolet Corvette.

The Engine Options Were Cut Down

The optional engine of the ZR-2 Package, known as the 454 cubic inch LS-6 big-block engine, was dropped by the company due to poor sales.

Only 188 Corvettes equipped with the LS6 engine and just 12 Corvettes featuring RPO ZR2 were sold. Hence, the company decided not to continue the production of this power-packed engine lineup in 1972.

With the removal of the LS-6 engine from the production line, the 1972 C3 Corvette was left with only three engine options, making it a model with the smallest selection of engines since 1956. The available engine options were:

- The Stingray 72 base engine of 350 cubic inches with 200 horsepower
- The optional LT-1 small-block engine with 255 horsepower (Note that 1972 was the year for this engine and the ZR-1 racing package created around it)
- The optional LS-5 454 cubic inch big block engine with 270 horsepower

An interesting thing to note here is that the LS-5 engine was not available in California, even though California was one of the major sales regions for Chevrolet Cars. This was because of the state's stricter emission standards compared to the federal laws and the inability of Chevrolet to get a passing certificate for the engine on time.

But again, all three engines in the 1972 Stingray were similar to how they were in previous years.

The Engine Power Ratings Were Decreased

There was a dramatic fall in the power ratings of the 1972 Corvette Stingray compared to its 1971 predecessors. The reason for such conservative power ratings in 1972 was that it became mandatory to include emission-lowering components like power-steering pumps, water pumps, air cleaners, mufflers, and alternators. The power losses from emission-reducing equipment also made it more appropriate to measure engine output using net horsepower instead of gross horsepower. Although the choice to use net horsepower for measurements lowered the power ratings, they seemed more realistic this way.

OTHER MINOR CHANGES

The Corvette's C3 generation (1968-82) features a Crossed Flags design without a circle motif behind it and a wider stance for the flag poles.

There were no significant changes in the 1972 Chevrolet Stingray besides the reorganization of Chevrolet's engine program. However, some minor changes included the removal of features like the fiber-optic monitoring system, headlight washers, and a 4-speed manual gearbox.

A noteworthy change for the 1972 Chevy Corvette Stingray was that a new center console replaced the fiber optic monitoring system. Chevrolet also made the horn-honking burglar alarm standard across all trims. This system could be activated and deactivated through a lock cylinder at the back of the car.

What Made this Car So Appealing?

Despite the changes in engine power and size, The 1972 Stingray Corvette was immensely popular during the racing season because of its robustness and speed. However, its weight and speed were quite hard on the tires. Hence, the largest tire manufacturers worked on creating durable tires for the 1972 Stingray Corvette.

Some cars are famous for being the first of their kind, but the 1972 Corvette Stingray was popular because it was the last of its kind.

In the 1972 Corvette advertisements, the main theme was "Chevrolet. Building a Better way to see the U.S.A".



These 3 Luxury Sports Cars Hold Their Value Better than the Rest

While luxury cars don't often hold value, luxury sports cars tend to have better resale values. These three models outperform the competition on average, meaning less depreciation over time.

By Marc Wiley for MotorBiscuit at <https://www.motorbiscuit.com/3-luxury-sports-cars-hold-value-best/>

For many, buying a sports car isn't a rational purchase. Rather, it's born of excitement, nostalgia, or fun. However, there are some sports cars out there that can be smart purchases, since they'll hold their value over time. In this case, both the Porsche 911 and Chevy Corvette top the list for luxury sports cars that hold their value better than the competition.

What luxury sports car holds its value best?

2023 Porsche 911 Weissach Package

The Porsche 911 is one of the most iconic sports cars of all time. Instantly recognizable with its rounded shape, round headlights, and elongated taillights, the 911 is synonymous with sports car excellence. With so many different variations of the 911 on sale today, it may be a surprise that they hold their value so well.



Image Credit: Porsche

However, a focus on premium handling and ride quality make this Porsche sports car a desirable choice for many enthusiasts. More importantly, the Porsche 911 is seen as collectable by many, especially considering the number of unique trims and build options that come with each generation.

By the numbers, the 911 is the best sports car for holding value. But what does that mean in the real world?

According to iSeeCars data, the most-popular Porsche sports car has an average five-year depreciation of just 14.6% from the purchase price. Keep in mind though, that the price of a 911 often ranges well into six figures. That makes the scant depreciation percentage a rather lofty \$21,000.

Still, if you've got the scratch and sports cars are your thing, consider parking some of it on the German legend. Most models will hold value well enough to avoid becoming a money pit. In the meantime, you'll get to enjoy one of the most sublime driving experiences money can buy. Plus, special edition models may even appreciate in value over time – just don't go into any car purchase with that expectation.

Porsche 718 Cayman ranks second for holding value

Placing second on the list of luxury sports cars that hold their value is the 911's little brother, 718 Cayman. In fact, the Cayman holds its value for many of the same reasons as its more decorated sibling.

The Cayman is more affordable at the outset, and there are multiple high-performance versions like the GT4 and Cayman Turbo that offer more than the base. In addition, the Cayman delivers a truly remarkable driving experience, blending refinement with razor-sharp handling.



Image Credit: Porsche

How well does the C8 Corvette hold its value?

Sitting just behind the Porsche siblings is the new C8 Corvette. The hotly-anticipated mid-engine Corvette has taken the automotive world by storm, and it's holding value well as a result. With limited in-stock inventory, used Corvette prices remain high. Helping is the fact that first-gen models quickly appreciated in value thanks to limited production.



Image Credit: Chevrolet

Dealer markups aside, a C8 Corvette could be a great option as a more affordable luxury sports car that will still retain value.

As always, there are no guarantees

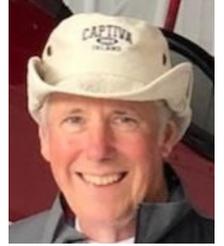
A fluctuating market may put a damper on some of these high-end sports cars, but overall the three models here have always held their value. It's never an easy decision to sell a sports car you love, but these three may make it a bit easier to take.



From the Editor

NICC Editor: Preston Morgan

St. Patrick's Day is coming which means good food and drink will be a plenty. Corned Beef and Cabbage, Irish Stew, Irish Soda Bread, Shepherd's Pie, Irish Coffee, green beer, and Irish Whiskey are just some of the ingredients comprising a festive St. Patrick's Day. And of course most revelers will be hunting for leprechauns or looking for people to pinch. Will you be attending a St. Patrick's Day party or two? Nina and I will be celebrating with friends so we hope you will as well. The article below provides a summary of the history of St. Patrick's Day so that you can impress your friends while attending those parties. As you celebrate with friends, remember this old Irish proverb: "A good friend is like a four-leaf clover, hard to find and lucky to have."



History of St. Patrick's Day

By: History.com Editors at <https://www.history.com/topics/st-patricks-day/history-of-st-patricks-day>

St. Patrick's Day is celebrated annually on March 17, the anniversary of his death in the fifth century. St. Patrick's Day 2024 will take place on Sunday, March 17. The Irish have observed this day as a religious holiday for over 1,000 years. On St. Patrick's Day, which falls during the Christian season of Lent, Irish families would traditionally attend church in the morning and celebrate in the afternoon. Lenten prohibitions against the consumption of meat were waived and people would dance, drink and feast on the traditional meal of Irish bacon and cabbage.



Image: Tim Boyle/Getty Images

Who Was St. Patrick?

Saint Patrick, who lived during the fifth century, is the patron saint of Ireland and its national apostle. Born in Roman Britain, he was kidnapped and brought to Ireland as a slave at 16. He later escaped, but returned to Ireland and was credited with bringing Christianity to its people.

In the centuries following Patrick's death (believed to have been on March 17, 461), the mythology surrounding his life became ever more ingrained in the Irish culture: Perhaps the most well-known legend of St. Patrick is that he explained the Holy Trinity (Father, Son and Holy Spirit) using the three leaves of a native Irish clover, the shamrock.

More than 100 St. Patrick's Day parades are held across the United States; New York City and Boston are home to the largest celebrations.

When Was the First St. Patrick's Day Celebrated?

Since around the ninth or 10th century, people in Ireland have been observing the Roman Catholic feast day of St. Patrick on March 17. The first St. Patrick's Day parade took place not in Ireland but in America. Records show that a St. Patrick's Day parade was held on March 17, 1601 in a Spanish colony in what is now St. Augustine, Florida. The parade, and a St. Patrick's Day celebration a year earlier were organized by the Spanish Colony's Irish vicar Ricardo Artur.

More than a century later, homesick Irish soldiers serving in the English military marched in New York City on March 17, 1772 to honor the Irish patron saint. Enthusiasm for the St. Patrick's Day parades in New York City, Boston and other early American cities only grew from there

Growth of St. Patrick's Day Celebrations

Over the next 35 years, Irish patriotism among American immigrants flourished, prompting the rise of so-called "Irish Aid" societies like the Friendly Sons of Saint Patrick and the Hibernian Society. Each group would hold annual parades featuring bagpipes (which actually first became popular in the Scottish and British armies) and drums.

In 1848, several New York Irish Aid societies decided to unite their parades to form one official New York City St. Patrick's Day Parade. Today, that parade is the world's oldest civilian parade and the largest in the United States, with over 150,000 participants. Each year, nearly 3 million people line the 1.5-mile parade route to watch the procession, which takes more than five hours. Boston, Chicago, Philadelphia and Savannah also celebrate the day with parades involving between 10,000 and 20,000 participants each. In 2020, the New York City parade was one of the first major city events to be canceled as a result of the COVID-19 pandemic; it was again canceled in 2021. The parade in New York and others around the country returned in 2022.

The Irish in America

Up until the mid-19th century, most Irish immigrants in America were members of the Protestant middle class. When the Great Potato Famine hit Ireland in 1845, close to 1 million poor and uneducated Irish Catholics began pouring into America to escape starvation.

Despised for their alien religious beliefs and unfamiliar accents by the American Protestant majority, the immigrants had trouble finding even menial jobs. When Irish Americans in the country's cities took to the streets on St. Patrick's Day to celebrate their heritage, newspapers portrayed them in cartoons as drunk, violent monkeys.

The American Irish soon began to realize, however, that their large and growing numbers endowed them with a political power that had yet to be exploited. They started to organize, and their voting bloc, known as the "green machine," became an important swing vote for political hopefuls. Suddenly, annual St. Patrick's Day parades became a show of strength for Irish Americans, as well as a must-attend event for a slew of political candidates.

In 1948, President Harry S. Truman attended New York City's St. Patrick's Day parade, a proud moment for the many Irish Americans whose ancestors had to fight stereotypes and racial prejudice to find acceptance in the New World.

The Chicago River Dyed Green

As Irish immigrants spread out over the United States, other cities developed their own traditions. One of these is Chicago's annual dyeing of the Chicago River green. The practice started in 1962, when city pollution-control workers used dyes to trace illegal sewage discharges and realized that the green dye might provide a unique way to celebrate the holiday. That year, they released 100 pounds of green vegetable dye into the river—enough to keep it green for a week. Today, in order to minimize environmental damage, only 40 pounds of dye are used, and the river turns green for only several hours.

Although Chicago historians claim their city's idea for a river of green was original, some natives of Savannah, Georgia (whose St. Patrick's Day parade, the oldest in the nation, dates back to 1813) believe the idea originated in their town. They point out that, in 1961, a hotel restaurant manager named Tom Woolley convinced city officials to dye Savannah's river green. The experiment didn't exactly work as planned, and the

water only took on a slight greenish hue. Savannah never attempted to dye its river again, but Woolley maintains (though others refute the claim) that he personally suggested the idea to Chicago's Mayor Richard J. Daley.

St. Patrick's Day Celebrations Around the World

Today, people of all backgrounds celebrate St. Patrick's Day, especially throughout the United States, Canada and Australia. Although North America is home to the largest productions, St. Patrick's Day is celebrated around the world in locations far from Ireland, including Japan, Singapore and Russia. Popular St. Patrick's Day recipes include Irish soda bread, corned beef and cabbage and champ. In the United States, people often wear green on St. Patrick's Day.

In Ireland, St. Patrick's Day has traditionally been a spiritual and religious occasion. In fact, up until the 1970s, Irish laws mandated that pubs be closed on March 17. Beginning in 1995, however, the Irish government began a national campaign to use interest in St. Patrick's Day to drive tourism and showcase Ireland and Irish culture to the rest of the world.

What Do Leprechauns Have to Do With St. Patrick's Day?

One icon of the Irish holiday is the Leprechaun. The original Irish name for these figures of folklore is "lobaircin," meaning "small-bodied fellow." Belief in leprechauns probably stems from Celtic belief in fairies, tiny men and women who could use their magical powers to serve good or evil. In Celtic folktales, leprechauns were cranky souls, responsible for mending the shoes of the other fairies.

Though only minor figures in Celtic folklore, leprechauns were known for their trickery, which they often used to protect their much-fabled treasure. Leprechauns have their own holiday on May 13 but are also celebrated on St. Patrick's, with many dressing up as the wily fairies.



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