



50 Years



December 2022

The official Newsletter of the Award Winning

Northern Illinois Corvette Club

*Hello fellow members:*

November was a very busy month for the club and your personal life. The club has been working on the budget for 2023. We will vote on it this month for the final approval. Also, we are having a few Board member changes and will vote on this at the December meeting. The December meeting will be very important for the coming year.

If you have not signed up for our annual Holiday Party, you should. It will be a great time for all. The event will be held December 17<sup>th</sup> at 5:30 pm at Sherry Putnam's house. The committee has worked very hard to make this a great time for all that attend. For more information, please contact Sherry at 815-501-6830. At this time, we have 25 club members on the list of attendees.

The event calendar is being worked on by Cindy Starzyk. Any new events should be reviewed at the December meeting so it can be added to the calendar for 2023. If anybody has any thoughts for a road trip, please bring it up at the NICC meeting so we can all review your idea.

#### Events in December:

- Holiday Party, December 17, 2022 at 5:30 pm
- Board Meeting, December 18, 2022 at 3:30 pm
- Membership Meeting December 18, 2022 at 6:00 pm (Social Hour at 5:00 pm)
- Event Scheduling for 2023



**President's  
Corner**

Remember this is your club, get involved and enjoy the time that we have together.

Our club meetings are held at Sam's Ristorante, 6075 E. Riverside Blvd., Rockford on the last Sunday 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 new ideas. Members are also welcomed to attend the Board meeting. Guests are welcome to attend the social hour and membership meetings. Bring a Corvette enthusiast friend and have a good 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



#### Contents

|                                |       |
|--------------------------------|-------|
| Schedules.....                 | 2     |
| Birthdays & Anniversaries..... | 3     |
| Meeting Minutes.....           | 4-6   |
| Governor's Report .....        | 7     |
| Bachrodt.....                  | 8     |
| Toy Drive .....                | 9     |
| Holiday Greetings.....         | 10    |
| Goodguys Auto Show .....       | 11    |
| Venice Holiday Parade .....    | 12    |
| 1962 vs. 1982 Vettes.....      | 13-16 |
| Top 3 Generations.....         | 16-18 |
| C8 vs. C7 Service Costs .....  | 19    |
| From the Editor.....           | 20    |
| About NICC & VetteVisions...   | 21    |
| VV Garage Sale.....            | 22    |
| Advertisers & Sponsors.....    | 23-26 |



*Love Vettes. Have Fun. Give Back!*

December 2022

| 2022 - Membership and Board Meetings |           |   |
|--------------------------------------|-----------|---|
| <b>Dec</b>                           | <b>18</b> | <b>3:30 PM</b> - Board Meeting<br><b>5:00 PM</b> - Social Hour <b>6:00 PM</b> - Meeting |
| 2023 - Membership and Board Meetings |           |   |
| <b>Jan</b>                           | <b>29</b> | <b>4:00 PM</b> - Board Meeting<br><b>5:00 PM</b> - Social Hour <b>6:00 PM</b> - Meeting |
| <b>Feb</b>                           | <b>26</b> | <b>5:00 PM</b> - Social Hour <b>6:00 PM</b> - Meeting                                   |
| <b>Mar</b>                           | <b>26</b> | <b>5:00 PM</b> - Board Meeting<br><b>6:00 PM</b> - Social Hour <b>7:00 PM</b> - Meeting |
| <b>Apr</b>                           | <b>30</b> | <b>6:00 PM</b> - Social Hour <b>7:00 PM</b> - Meeting                                   |
| <b>May</b>                           | <b>28</b> | <b>5:00 PM</b> - Board Meeting<br><b>6:00 PM</b> - Social Hour <b>7:00 PM</b> - Meeting |

*Unless otherwise posted, all Membership and Board meetings are held on Sundays 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](mailto:editor@nicccorvette.com)

#### 2022 - NICC Events - [See website for updates & flyers](#)

|            |            |           |                |                      |                            |
|------------|------------|-----------|----------------|----------------------|----------------------------|
| <b>Dec</b> | <b>Fri</b> | <b>17</b> | <b>5:30 PM</b> | <b>Holiday Party</b> | <b>Host: Sherry Putnam</b> |
|------------|------------|-----------|----------------|----------------------|----------------------------|

#### 2023 - Other Events of Interest

|              |  |                         |
|--------------|--|-------------------------|
| May 18-19    | St. Jude Corvette Drive                                      | <a href="#">website</a> |
| June 2-3     | Bloomington Gold, Illinois State University, Normal, IL      | <a href="#">website</a> |
| June 18-20   | Corvette Adventures, Wisconsin Dells, WI                     | <a href="#">website</a> |
| June 24-30   | National Council of Corvette Clubs (NCCC) Convention         | <a href="#">website</a> |
| July 12-15   | Black Hills Corvette Classic, South Dakota                   | <a href="#">website</a> |
| July 23      | Turning Back Time Car Show, Sycamore, IL                     | <a href="#">website</a> |
| August 19    | Woodward Dream Cruise, Oakland County, MI                    | <a href="#">website</a> |
| August ??    | Vettes on the River, LeClaire, IA                            | <a href="#">website</a> |
| August 24-26 | Corvettes at Carlisle, Carlisle, PA                          | <a href="#">website</a> |
| September ?? | Corvette Funfest, Effingham, IL                              | <a href="#">website</a> |
| September ?? | International Route 66 Mother Road Festival, Springfield, IL | <a href="#">website</a> |

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

For additions or corrections please contact:  
[Editor@NICCCorvette.com](mailto: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

#### **December**

|                |        |         |          |
|----------------|--------|---------|----------|
| Russ           | Moore  | Jim     | Millikin |
| Jerry          | Weaver | Dolores | Woessner |
| Virgil (Rusty) | Hill   | Craig   | Meiter   |
| Bob            | Rogers |         |          |
| Preston        | Morgan |         |          |
| Tom            | Stern  |         |          |
| Michele        | Meiter |         |          |

#### **January**

### ***Wedding Anniversaries***

#### **December**

No Anniversaries Reported

#### **January**

Jerry & Darlene Weaver



### **VETTE QUOTES (Holiday Edition)**

How much does Santa pay to park the sleigh?  
Nothing, it's on the house.

What kind of ball does not bounce?  
A snowball.

My new Christmas sweater kept picking up static electricity, so I took it back to the shop. And exchanged it for a new one free of charge.

Why did the snowman get thrown out of the produce department?  
He was picking his nose.

How do you lift a heavy Christmas tree?  
With a lumberjack!

Every year, I'm amazed that advent calendars continue to sell out. I thought their days were numbered.

What kind of bedding do Gingerbread men use?  
Cookie sheets!

What do you call a broke Santa?  
Saint Nickel-less.

What did one snowman say to the other snowman? Can you smell carrots?



***NICC APPRECIATES  
ALL MEMBERS!***

**SUPPORT THE NICC BY BECOMING AN ACTIVE MEMBER!**

Is your Birthday or Anniversary incorrect or missing? Please let us know!  
[editor@nicccorvette.com](mailto:editor@nicccorvette.com)

#### **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](mailto:dorishicks78@gmail.com)  
815-885-2426

## NICC Minutes

November 27, 2022 Meeting Minutes - Unapproved

### **1. Opening and Call to Order:**

The NICC Monthly Membership meeting was called to order by John Stupiec at 6:00 p.m. with 18 members present in the meeting room and seven on Zoom for a total of 25.

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

|   |                                  |
|---|----------------------------------|
| President: John Stupiec                     | Sergeant-at-Arms: Gene Stimart   |
| Governor: Dale Samuelson                    | Editor: Preston Morgan           |
| Secretary: Cindy Starzyk                    | Social Director: Debbie Schaefer |
| Treasurer: Susan Chamberlain                | Quartermaster: Barb Johnson      |
| Membership: Leon Gorsch                     | Advertising: Ken Starzyk         |
| Parliamentarian: Doris Hicks                | Public Relations: Ken Starzyk    |
| Historian: Nancy Bailey & Carolyn Samuelson | Webmaster: Linda Stimart         |
| NCM Ambassador: Louise Gorsch               | Parade Director: Bill Morr       |
| Sunshine Chair: Doris Hicks                 | Media Director: Open Position    |

### **3. Introduction of Guests:** No guests were present tonight.

**4. Minutes:** A motion was made to approve the October, 2022 minutes by Ken Starzyk and seconded by Doris Hicks. The motion was approved.

### **5. Monthly Reports:**

**President** – John Stupiec: No report.

**Governor** – Dale Samuelson: See Dale's full report in the NICC newsletter. NCCC renewals are complete. NCCC's newly elected president is Deb Murphy. Registration for the 2023 NCCC Convention in Bolling Green, KY begins February 1<sup>st</sup>. The Convention will run from June 24<sup>th</sup> to June 30<sup>th</sup>. Be sure you register for the convention first, before you book the hotel, and do it early. NICC's Autocross Fundraisers for 2023 will be on July 8-9, August 4-5 and October 14-15.

**Secretary** – Cindy Starzyk: No report. The NCCC Convention dates conflict with NICC's monthly member meeting. Discussion focused on the possibility of canceling the June NICC meeting. This will be reviewed at a later date.

**Treasurer** – Susan Chamberlain: Louise Gorsch (the fill-in treasurer) distributed budget handouts. After discussion regarding speed event monies and charity monies, some changes need to be made to the 2023 budget so we will vote on it at the December meeting.

**Membership** – Leon Gorsch: The number of members is still 80. There are seven non-renewals for 2023. This is typical, relative to other years for renewal totals. We hope the trend of new members continues upward. Preston inquired as to what reasons there would be for people not to renew. One spouse passed away and another said the meetings are too far away.

**Parliamentarian** – Doris Hicks: No report.

**Historian** - Nancy Bailey, absent.

**NCM Ambassador** - Louise Gorsch: No report.

**Sunshine Club Chair** - Doris Hicks: No report.

**Sergeant-at-arms** - Gene Stimart: On Zoom. Ken Starzyk checked for name tags. Everyone present had one.

**Editor** - Preston Morgan: On Zoom. Preston encouraged everyone to submit articles. Articles for the December newsletter are due by November 30<sup>th</sup> or at the latest, December 2<sup>nd</sup>. In the December newsletter there will be articles about the following: the 1962 Corvette versus the 1982 Corvette, the best Vette for the money, and the C8 Corvette service cost compared to that of the C7!

**Social Director** – Debbie Schaefer, absent. Sherry Putnam outlined plans for the 2022 NICC Holiday Party which is on Saturday, December 17<sup>th</sup>. A blast will be forthcoming in your email. So far, 23 people have signed up for it. The cost is \$10 per person but there is no requirement to bring a dish to pass. There will be three or four baskets raffled off and each couple will bring a \$10 gift card and a wrapped gift of a maximum \$20 value.

**Quartermaster** – Barb Johnson: No report.

**Advertising** – Ken Starzyk: No report.

**Public Relations** – Ken Starzyk: On Friday, December 2<sup>nd</sup>, Lou Bachrodt Auto Mall will hold their Annual Toy Drive. If you would like to come, please bring one or two new, unwrapped children's gifts. Cindy and Ken will arrive there at about 11 am.

**Webmaster** – Linda Stimart: No report regarding the website. Linda briefly described a car show she and Gene went to in Scottsdale which had about 1,000 cars, low speed events, hot rods, etc. & was fantastic!

**Parade Director** – Bill Morr, absent.

**Media Director** – Traci Hill: Traci is watching other Corvette Facebook pages to get a feel for what attracts people to them so she can develop further outreach for NICC. We are on Facebook as Northern Illinois Corvette Club.

#### **6. Old Business:**

- a. Tailgate party at Barb and Don's – Everyone had a great time. Thank you, Don & Barb!
- b. Charity Committee - A motion was made by Barb Johnson to approve an additional \$500 in the budget adding to the \$1,000 we already have designated for The Veterans' Network Committee of Northern Illinois. The intent is to sponsor a guardian to accompany a veteran to Washington next year through this charity. The motion was seconded by Louise Gorsch and approved by the members present. Aaron, from the Veterans' Network Committee will attend our January meeting to accept our check.
- c. Renewals for advertising on web site – The website has been updated.
- d. Blackhawk Farms – The consensus is that there is minimal interest. Only one or two members attend Blackhawk Corvette events. However, hopefully Russ Schaefer can keep us up to date on those events.
- e. Short Runs for 2023 – Runs are usually added to the calendar as members volunteer to organize them.
- f. Cruise nights for club – When the Board works on the 2023 calendar next month, we can add Cruise Nights.
- g. A motion was made by Sherry Putnam to approve a \$50 Holiday bonus for Sylvia, the server at Sam's, which is customary for NICC to do. The motion was seconded by Cindy Starzyk and was approved by the members present.
- h. Dale will make sure the National Corvette Museum sends NICC an invoice for our 2023 membership dues.
- i. John Stupiec presented the Slate of Officers nominated for 2023. Barb Johnson made a motion to accept the nominees. Louise Gorsch seconded the motion and it was approved. We will vote on them at the December meeting.

#### **7. New Business:**

- a. Date for Holiday Party, Dec. 17, 2022 at Sherry's Putnam house – The sign-up sheet went around tonight. 23 people have signed up. The party committee consists of Sherry Putnam, Traci Hill and Debbie Schaefer.
- b. Budget review for 2023 and vote – The budget needs to be voted on at the December meeting.
- c. Event Scheduling for year – The calendar is being worked on by Cindy Starzyk. We will add to it at the Board Meeting in December.
- d. Club trip to Bloomington Gold in 2023 – The consensus is that this would not be a club sanctioned event.
- e. Issue of multiple Car Shows for 2023 – Ken Starzyk will oversee only the Bachrodt Car Show for 2023. If anyone else would like to run another car show, they may do so.



f. Having Austin Coop come to a club meeting in Jan. 2023, to review a trip for NICC – John Stupiec will see if Austin can attend our meeting in February.

**8. New Cars:** None

**9. Collection of Fines:** \$0

**10. Raffles:** No raffle was done due to Debbie Schaefer's absence.

**11. Attendance Drawing:** \$50.00 - Bill Naretta, absent. Next month - \$60.00.

**Adjournment:** 7:01 pm. A motion to adjourn was made by Ken Starzyk and seconded by Sherry Putnam. The motion was approved.

**Next Club Monthly Meeting:**

**December 18, 2022, Board meeting 3:30, social hour 5:00 pm and meeting at 6:00 pm.**

Respectfully submitted by  
Cindy Starzyk

**HAPPY HOLIDAYS TO ALL NICC MEMBERS**

**From**

**Preston and Nina Morgan**



## NICC Governor's Report

Submitted by Dale Samuelson, Governor, NICC



This was my first time doing NCCC renewals using the database. Thanks to NICC Membership Director, Leon Gorsch and Midwest Regional Membership Director, Sandy Arnold the task went smoothly. All members will be receiving a plastic membership card after the first of the year.

At the November Midwest Regional meeting the competition schedule for 2023 was finalized. NICC is co-hosting the following events:

|   |                           |
|---|---------------------------|
| July 8 <sup>th</sup> , 9 <sup>th</sup>  | Location to be determined |
| Aug 5 <sup>th</sup> , 6 <sup>th</sup>   | Crystal Lake, IL          |
| Oct 14 <sup>th</sup> , 15 <sup>th</sup> | Crystal Lake, IL          |

Workers will be needed for all these events. This is a major fundraiser for the club. The Midwest Regional Party/Banquet will be held March 25<sup>th</sup> in Madison, Wisconsin. A limited number of hotel rooms have been blocked. Here is the link for the flier: [https://www.mwregion.com/Flyers/flyer2023\\_banquet.pdf](https://www.mwregion.com/Flyers/flyer2023_banquet.pdf).

The 2023 NCCC Convention will be held in Bowling Green, Kentucky from June 24<sup>th</sup> through June 30<sup>th</sup>. Registration will open February 1<sup>st</sup>. The link for information is: <https://www.corvettesnccc.org/2023Convention/Convention2023.php>. I will send a link for registration prior to February 1<sup>st</sup>.

***Dale Samuelson***, Governor, NICC



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### NICC MEMBER CORVETTES BY GENERATION

| C1         | C2 | C3 | C4 | C5 | C6 | C7 | C8 |
|------------|----|----|----|----|----|----|----|
| 0          | 4  | 7  | 5  | 6  | 12 | 25 | 9  |
| TOTAL — 68 |    |    |    |    |    |    |    |

NOTE: UPDATED 11/20/2022

Source: NICC Membership Roster



Merry Christmas Northern Illinois Corvette Club! We have the perfect gift for the Vette lover on your list this year. We just took this gem in on trade and she's on the showroom floor with nowhere to call home yet. Check out the details and contact Joe to call dibs!

2012 Stingray Coupe 2LT

Exterior Color - Blade Silver Metallic

Interior - Gray

3LT Convertible Pkg

Navigation

Heads Up Display

Premium Bose 9 speaker system

Stock #BC10641A @ Bachrodt.com



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](http://www.Bachrodt.com)

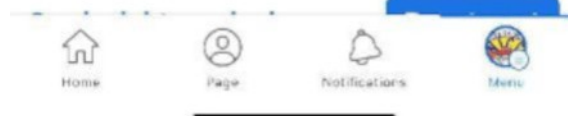
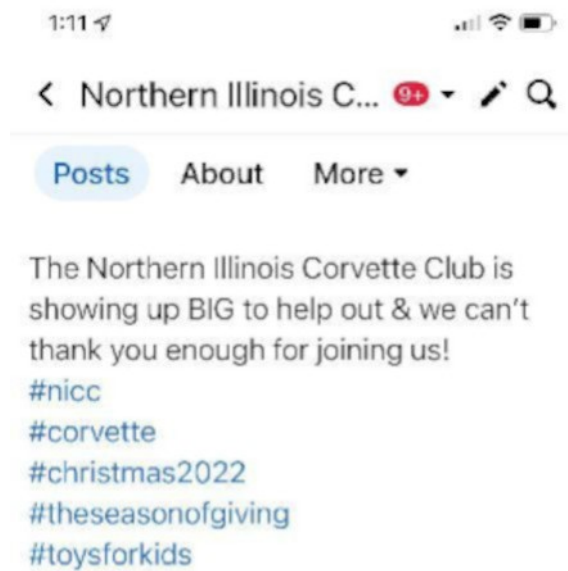


## Lou Bachrodt Auto Mall Holiday Toy Drive

Submitted by Cindy Starzyk Photos by Cindy Starzyk and Traci Hill

On December 2<sup>nd</sup>, 2022, several NICC members visited beautifully decorated Lou Bachrodt Auto Mall in Rockford to donate Christmas gifts to Bachrodt's annual toy drive which would help to bring lots of joy to many children in the surrounding area. Many people either walked in or drove through the dealership parking lot to drop off presents throughout the day. TV Channel 13 was there broadcasting live, showing the hundreds of gifts that were piled high. We had a chance to socialize with our partners from the Salvation Army, our friends at Lou Bachrodt and our fellow club members. There was wonderful food prepared for the event by the Machine Shed Restaurant, consisting of potato soup, chili, donuts and their trademark cinnamon rolls!

The NICC members who attended were John Stupiec, Sherry Putnam, Traci Hill and her grandson, George & Susan Chamberlain, Barry & Caroline Mikels and Ken & Cindy Starzyk. Although he was a slightly detained due to his busy schedule, Santa Claus was also there!



**HAPPY HOLIDAYS FROM THE NICC!**



Image Credit: The Corvette Society



Image Credit: Corvette Club of Connecticut



## Goodguys Auto Show

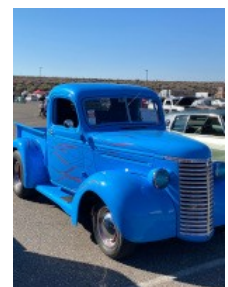
Article and photos by Linda Stimart

On Sunday, November 20<sup>th</sup> Gene and I went to the Goodguys Car Show, at Westworld in Scottsdale, Az. It was a great car show and one of the largest we have ever attended. The majority of cars were hot rods and vintage cars and trucks, but they also had Corvettes and many other spectacular looking cars from all over the country. In addition to the cars, they had a large convention center with vendors of all sorts, a swap meet, a Cars 4 Sale Corral, a low speed autocross, a burn out area, and food trucks. On Saturday they had a Dragster Exhibition.

There were more than 1000 cars and trucks on display from all over the US. I sure got my 12,000 steps in that day. After walking around looking at the cars and trucks, we spent some time sitting and watching the cars come in. We then spent time in the bleachers watching the autocross event. It was sure fun to see how they did it and had an announcer talking about the cars and what time they had. The Corvettes definitely had the advantage on the sharp corners and seemed to have the fastest times.

The vendor area had just about anything you could want. One of the vendors had a huge Rat Fink display. Of course Gene was in 2<sup>nd</sup> heaven because he loves that little ugly rat. LOL! He also got some free merchandise from Griots Garage which was nice.

Although going to car shows isn't my favorite thing to do, I have to say this was the best car show I've ever been to and would definitely go again.



## **Venice, FL Holiday Parade**

By Preston and Nina Morgan Photos by Preston Morgan

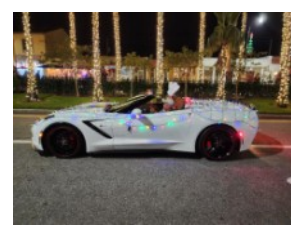
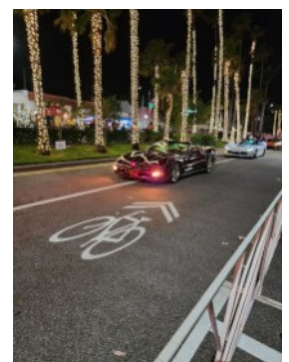
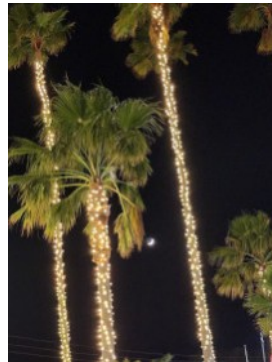
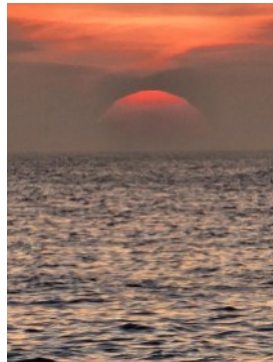
Continuing an over 40-year-old tradition, the City of Venice, Florida Holiday Parade was held on Saturday, November 26, 2022. Preston and Nina Morgan attended the parade to "kickoff" our holiday season.

Thousands of enthusiastic and creative participants representing over 100 local companies, schools, churches, social organizations and music groups join together to make this a fun event.

Thousands of spectators line the parade route early to find and secure their perfect spot to enjoy the festivities. The parade did not begin until 6:30 pm but we had our chairs in place at 3:00 pm. This gave us plenty of time to stroll historic downtown Venice to shop, eat, and even walk to the beach for the sunset (see pictures below).

This is the first time that either of us have attended a parade after dark. What a thrill it was to see the beautifully decorated floats lit up with holiday lights. As the pictures below show, the Venice Corvette Club had some of their members decorate their Vettes to be in the parade. The parade lasted for one hour and a half to give some idea of the number of floats participating.

It was a fun evening and we will be back. Now to attend the Venice Christmas Walk on December 1 for more shopping, eating, listening to the musicians scattered around town, and enjoying the season. The boat parade will be December 3 which will be another holiday spectacular.



## Tested: 1962 Chevrolet Corvette vs 1982 Chevrolet Corvette

From the Archive: Searching for the essence of the Corvette legend with two golden-oldie examples on the street and track. From the March 1982 issue of Car and Driver.

By Don Sherman for Car and Driver at <https://www.caranddriver.com/reviews/a33824629/tested-1962-chevy-corvette-vs-1982-chevy-corvette/>

New Blue trails respectfully as the short chute spirals up and over, feeding into Willow Spring's twisty-turny roller coaster. Old Red has amassed a commanding lead by tiptoeing around a couple of sweepers and rocketing down the straightaways in bursts of close-rationed, ram-inducted, fuel-injected frenzy. Its keening climb to the redline is an orchestra of solid-lifter clatter, half-civilized exhaust bark, and the vigorous snorting of air through one hungry venturi. New Blue's battle cry is a less threatening induction moan, the edge knocked off its exhaust note by the catalytic converter crammed between its dual pipes.



Image Credit: George Lipp|Car and Driver

Even though the new Chevy Corvette speaks more softly, it soon proves that it's hauling the bigger stick. New Blue bites ten yards out of its disadvantage on hard braking, then closes in several feet more as the pairs arcs into the left-hand entry to the uphill ess-section. Old Red stumbles momentarily over the brow, where an elevation change unloads its chassis, while New Blue oversteers adroitly into contention. The pair of Corvettes rushes down to a right-left combination, where New Blue capitalizes on its superior stability to nip by on the inside, as Old red takes a pause to collect itself. Blue seizes the perfect late-apex line through the left-hander and its turbo Hydra-matic snaps a two-three up-shift to keep engine rpm in an effective range down the long back straightaway. The new Corvette reaches a stride that will eventually run up a five-second-a-lap advantage over Old Red.

It's the eve of the Corvette's 30th birthday and the car world needs to know: Can the Corvette be trusted any longer? Is it still a sports car, or has Chevrolet's power-assist program massaged this machine into some sort of two-seat Monte Carlo? Is it roadworthy, or just a personal preenmobile?



Image Credit: George Lipp|Car and Driver

In less than a year, the Corvette will turn 30, shedding its 20-year old chassis and 15-year old body like a lobster in molting season. What better time for a blast to the past to measure progress to date in hopes of seeing where the 1983 Corvette could and should be going?

We've picked two plastic Chevys to run through our full road-course, race-course, test-track wringer before we draw any conclusions: a stunning 1962 fuel-injected roadster from yesteryear and a hot-off-the-assembly-line 1982 T-top coupe to stand up for today's state of the Corvette art.

A 1962 model is apropos to this exercise because it's similar to the '82 in a surprising number of ways. Each is a last-of-its-kind Corvette, from the final year of production before a major redesign. Each is powered by a fuel-injected, small-block V-8. And in each case you're talking \$20,000 to own one of these gems, whether it's a pristine '62 or a fully decked '82.



Image Credit: George Lipp  
Car and Driver

A paltry total of 14,531 Corvettes were manufactured during the whole 1962 model year, so it's not hard to understand why major redesigns were (and still are) few and far between. The '62 chassis was essentially the same X-reinforced ladder frame that Chevrolet's directory of research and development, Maurice Olley, had sketched in the spring of 1952. The original Blue Flame six-cylinder engine was long gone, and a manual transmission had been added, but the 1962 Corvette still suffered through life with crudities shared with the '52 Chevys: slow, heavy steering and an archaic kingpin-type (no ball joints) front suspension.



There were few complainers back then because the '62 Corvette had so much to offer in compensations. The stylists had their act together with the bodywork, having given up on most of the chromium furbelows tacked here and there on earlier Corvettes. A lovely aluminum-cased four-speed transmission was in place with a choice of closely or widely spaced ratios. And every 1962 Corvette was a roadster, pure and simple, with a soft top that could be locked from sight to reveal the sun and stars in all their glory. The whole Western world wanted to sell the farm and ramble down Route 66 in one of these machines.

Early Corvettes were most revered for their engines. Big-blocks, of course, came later, and in retrospect they seem superfluous. The 327-cubic-inch displacement was new for the small-block in 1962, and a few bucks in the right place paid off handsomely in optional horsepower. There were two hydraulic-lifter four-barrel engines producing 250 and 300 horsepower (SAE gross). Or, if you were up for the fuss of solid lifters, you could specify a hotter 340-hp mighty-mite crowned with Rochester fuel injection. Delicious stuff, then and now.



Image Credit: George Lipp|Car and Driver

The '62 in this test is owned by Jim Mederer (a founding father of Racing Beat, the rotary-engine tuning firm) of Anaheim, California. As luck would have it, his car was a fuelie from the factory. Even though the chassis has racked up well over 100,000 miles in its time, Mederer has been through every bushing and ball bearing in a top-to-bottom restoration. You purists will of course spot the liberties taken. The original generator is now an alternator, Mederer has added an oil cooler, modern Sears radial tires have replaced original 6.70-by-15.0-inch bias-ply rubber, and ignition-wire shielding is missing in action. The intention was not to build a 100-point concoursmobile, but rather to rejuvenate a strong performer so that it could be enjoyed on a daily basis. Once our powers of persuasion were brought to bear on Mary Lou Mederer (Jim's mother, who uses Old Red on her work commute), we were off to the races with this fine early-sports-car specimen.



Image Credit: George Lipp|Car and Driver

To shore up the modern half of the bargain, we borrowed one of the first-built 1982 Corvettes from Chevrolet engineering. Freedom of choice is not part of the plan this year, so you either take the 5.7-liter (350 cubic inches) small-block, fed by dual throttle-body fuel injection (TBI) and fitted to GM's 700-4R turbo Hydra-matic, or wait for something better to come along next year.

TBI is the last attempt to inject life into America's oldest car line. Now that we've seen new and old ways to build fuel injection in the same comparison test, we're convinced that Chevrolet (and the other GM divisions) should take a break from "progress" and examine its own 25-year-old system. The '62 Corvette has a torque curve as flat as the horizon in no small part because of the combination of low restriction and long ram tubes offered by the "Ramjet" injection. Across the 2000-to-6000-rpm effective power band, torque never drops more than 20 pound-feet.

This Rochester plumbing is in many ways similar to Bosch's K-Jetronic continuous-flow system. It was doubtless expensive to build, but the advantages in cylinder-to-cylinder distribution and ram tuning for enhanced torque are simply too great to pass up. TBI is a great alternative to a carburetor, particularly on GM's 2.5-liter four-cylinder, where it even affords a cost saving, but it's clearly not what you'd call high-performance hardware.

TBI does pump up both horsepower and torque for '82, but speediness is off a bit with the new four-speed turbo Hydra-matic. Even so, once the sorrow of having no clutch pedal to play with has passed, the new Corvette can actually be entertaining. You may manually lock the transmission in second or third if you like, and



Image Credit: George Lipp|Car and Driver

the fact that the torque converter will lock up in second, third, or fourth makes it feel as though you're managing a seven-speed at times. There is plenty of torque multiplication off the mark (much more than with the close-ratio-manual-transmissioned '62), and fourth is so tall that you roll down the road at the legal limit with the tachometer reading an unbelievable 1400 rpm. This has nudged EPA highway fuel economy up by 5 mpg this year, at least enough to give the Corvette one more reprieve from the insidious gas-guzzler tax. (In case you were wondering, it was that tariff from our now moribund Department of Energy that scotched stick-shift Corvettes for 1982. Thankfully, they'll be back next year. The DOE we're not sure about.)



Image Credit: George Lippi/Car and Driver

In some ways, the four-speed automatic is an aid to handling. On the tight and twisty sections of the Ortega Highway and Willow Springs, we locked the lever in second. Third works fine for the straightaways and high-speed sweepers. Since there's so little shifting to be done, you can brace your left foot solidly against the floorpan and keep both hands on the wheel to make best use of the Corvette's 0.82-g adhesion and excellent overall balance. The steering still feels disconnected at times—during an initial dive-in toward the apex, or running straight over low-frequency-sine-wave pavement at high speeds—but this is the last impractical-to-remove foible in a 19-year-old chassis. The natural tendency is to steer, then correct when the car points ten feet off the mark you were aiming for. A far smoother approach is to ride through that queasy off-center instant and let the tires take a bite into the pavement before you dial in a course correction.

This occasional lapse of linearity is a trivial fault compared with the nasty kinks baked into the 1962 Corvette. It will go straight if the road is flat and true. With a little muscle on the big steering wheel, it will corner on a smooth skidpad to an impressive 0.77 g. And it's better in braking than plenty of new cars on the road today. Combinations of the above, however, invariably tripped up the '62 Corvette in this test, making it a nasty beast to drive anywhere near its limit. Old Red was so cantankerous over the high-speed wavies that co-driver Csaba Csere blanched every time he saw one of the Ortega Highway's steep precipices lurching into sharp focus. Changing throttle position and steering lock at the same time was a definite no-no at Willow Springs. And if any attempt was made to mix late braking with the turn-in maneuver, it was strictly all-hands-on-deck time. Either you're ready and waiting to windlass in handfuls of opposite lock, or the woolly rear axle is likely to wiggle you toward a whole new perspective on life.

Old Red's steering was slow, heavy, and insensitive, while its chassis featured several Bermuda Triangle zones that had to be avoided at all costs. This is what separated the men from the boys back when cars weren't so refined. If you could tune in on the Corvette's idiosyncrasies and use them to advantage, you were a racer, or at least a very fast driver. If you couldn't, you ordered 4.56 gears and made your point peeling out from the Dairi-Freeze.



Image Credit: George Lippi/Car and Driver

These days, anybody can drive a Corvette flat out. Even through the TBI V-8 and turbo Hydra-matic powertrain will pull you to a higher terminal speed than we registered at Old Red's redline, it takes so long to get there, you'll need Nebraska. The handling and braking offer more security than the good hands of Allstate. You can drive out of almost any misfortune you're likely to stumble into just by keeping paws at nine and three and steering away from the more massive fixed objects. If you're talented enough to keep pavement under the flat Goodyear tires, the whole U.S. is Road America and you're qualified just a few rows back from the pole.

The answer to the riddle that set this adventure rolling is, yes. The 1982 Corvette is still a sports car. The Flash Gordon fenders are a bore, the curb weight needs a 10-percent chop, and a five-speed transmission would be a joy, but we've got to hand it to the old girl: New Blue could inhale pavement when its pedal was pushed.

And we found Old Red more fun than a high-school class reunion. It's not every day we get to work with a 6300-rpm redline and launch ourselves to 60 in six seconds. Car-nut heaven had better be stocked with machinery like this, or we've all been wasting our time being good. What more could you ask for than a chestful of that big "competition-type" steering wheel, a handful of close-ratio shifter, and the solid-lifter serenade rattling in your eardrums?

David E. Davis, Jr., summed up the experience twenty years ago when he wrote, "Some guys have it tough." Little did he know how well those words would also fit the engineers at Chevy today, as they toil away on 1983's edition of the legend.



Image Credit: George Lipp|Car and Driver

## **What is the Best Chevrolet (Chevy) Corvette for the Money? Review the Top 3 Generations**

By Car Engineer at <https://www.car-engineer.com/what-is-the-best-chevrolet-chevy-corvette-for-the-money-review-the-top-3-generations/>

Chevrolet Corvettes are widely known in the automotive world for being some of the most affordable sports cars ever conceived. Known to many drivers simply as the "Vette," the Chevy Corvette has gone through 8 design generations in its over 60-year history.

Today, we'll be tackling a very simple question: out of all the generations and models, what is the best Corvette for the money?

### **A Bit of History**

The first Chevy Corvette rolled off the assembly line in 1953, used as a show car for the '53 General Motors "Motorama" event. The Corvette quickly generated buzz for its distinct design. It was first sold to the public in June of that



Source: American Car Collector



Source: Wikipedia

year. In that first model year, 300 Corvettes—all convertibles—were produced.

Whereas nearly every subsequent Corvette has used a V8 engine, the first two model years incorporated a 235-cu 'Blue Flame' 16 engine. This engine was used and loved by that first generation of Corvette owners ... until they were all sold. From that point, Chevrolet decided to shift attention to the more powerful V8 engines.

Starting the 1955 model year, all Corvette's came with V8 engines with improved power, torque, and acceleration.

Several subsequent generations, in 1956 and 1958, received some largely aesthetic makeovers. These included a longer front end, quad headlamps, exhaust tips through the bumpers, and a redesigned dashboard. The 1958 model also introduced hood louvers and twin trunk spears.

A complete redesign came in 1961, when the Corvette acquired its distinctive 4 round headlights.

The wrap around windshield, solid axle in the rear, and convertible body style would not be long for this world, as they were phased out in 1962.

The second generation (C2) officially kicked off in 1963, and the third generation (C3) followed in 1968. The third generation is especially notable for featuring another redesigned body and interior. The third generation of Corvettes lasted all the way until 1983. We'll discuss the generations that offer the most bang for your buck in more detail below.



Source: Bring a Trailer



Source: Wikipedia, courtesy Don DeBold

Zooming ahead a few decades, the Corvette is currently in its eight generation, which just launched in 2020.

While the C8 is indeed a dream machine, it's not exactly the best Corvette for the money right now. The expected price for the 2021 model year is \$59,995. Not outrageous, but not a bargain either.

Sources: The Corvette in Literature and Culture; American Car Collector; CarBuzz.

### What's the Best Corvettes on a Budget?

Turns out, if you want the best Corvette for the money, there are three magic numbers: C3, C4, and C5.

These generation are all extremely reliable even in their old age and make great buys today. What's more, some of them are actually appreciating in value. Pick one up now and it may turn out be a wise investment.

#### 1973 Corvette C3 454

The third generation of Corvettes began in 1967 and carried over most engine and chassis components from the C2 days. It immediately set sales records, and hence there are quite a few of these cars out there even today. However, we've picked the C3 454 as the best value out of all third-generation Corvettes. It is one of the coveted 'Stingray' models, as this nickname was applied to Corvettes made from 1969 to 1976.

This third-generation Corvette is known for its unique body style and 454-cu engine (hence the name). Indeed, no other model had quite the same look. No more chrome front bumper. Instead, this vehicle was fitted with a urethane front piece to meet new governmental regulations. Another notable change with the 454 was side-impact beams added to the doors, air-induction hood, and radial tires.



Source: Bring a Trailer

All these modifications signified that the Corvette was gradually transitioning from a sports car to a cruiser. Its 454-cu big-block V8 engine (that's 7.4L) is quite impressive even today, and the car wasn't shy about it either; big "454" emblems adorned the hood of the original big-block C3 Corvettes. The big-block was available with a 3-speed automatic or 4-speed manual transmission. Even cooler (ha) was the optional air conditioning.

While this Corvette had a slightly reduced 0–60 time, it made up for it with extra handling, power, and reliability. It has a net power of 275 HP.



All in all, this Corvette has a serious disco-era vibe to it. While the aesthetic may not be for everyone, this means that this model has largely been overlooked in the Corvette's storied history.

For this reason, the 454 may be one of the best investments out of all the Corvettes on this list. Its average price these days ranges from \$16,800–24,900. However, some of these Corvettes have been meticulously maintained and may run as high as \$37,000. If you want to save even more, grab the small-block version.

Sources: American Car Collector; Car and Driver; Carfolio.

### 1990–1995 Corvette C4 ZR-1

The C4 first came out in 1984 and immediately stood out from the crowd. As the first complete redesign of the Corvette since 1963, the fourth-generation cars were finally unveiled after years of extensive and quite secretive testing and prototyping.

The 1984 model included a 5.7L “crossfire” V8 engine that was a decent power upgrade from previous models. The chassis featured aluminum break calipers and an all-aluminum suspension that is great for saving weight, enhancing the strength and rigidity of the vehicle, and boosting overall performance. And the electronic dashboard—complete with LCD displays—is still super cool in a retro kind of way.



Source: Hagerty



Source: Wikipedia, courtesy of GrandSport

We spoke to Ron Ignelzi, a specialist at MacMulkin Corvette, the second-largest Corvette dealer in the United States. According to Ron, *“the C4 generation was one of the great performance cars of its time and is still a great buy today.”* He added that *“the C4 generation, with a 375-HP engine, really gave Ferrari, Lamborghini, and Porsche a run for their money”* back when it first came out.

Ron especially wanted to draw our attention to the ZR-1 version of the Corvette C4, produced from 1990 to 1995. The ZR-1 *“is dirt cheap now, you can get a used one for around \$20,000, and you’re getting a lot of car for the money.”*

*“The ZR-1 is a rare bird, in that it has a double overhead cam with 16 fuel injectors in its engine,”* Ron told us. What’s especially cool about this version is how it seemingly transforms from a regular-old car to a race car at a moment’s notice. *“The secondary port vacuum system kicks on when the car hits a certain RPM. They call it a ‘Jekyll and Hyde’ Corvette because it’s very docile at lower power but, when the secondaries kick in, it feels like there’s a turbocharger.”*

Indeed, the “Z” in the name stands for enhanced performance. However, all that enhanced performance technology did not come with an enhanced price tag. The ZR-1 is perhaps the best Corvette for the money you’ll find.

Sources: MotorTrend; phone interview conducted with Ron Ignelzi from MacMulkin Corvette (09/14/2020).

### 2001–04 Corvette C5 Z06

Lastly, let’s have a look at the fifth generation. Out of all the C5 Corvettes, we think the Z06 from 2001 to 2004 is the best of the fifth-generation bunch.

The value of Z06 Corvettes has been rising lately, and it’s easy to see why. The Z06 is a high-performance variant with a fully re-tuned suspension and 385-HP 5.7L engine, along with 6-speed manual transmission. What’s especially cool is that the engine features a titanium exhaust system. Now how often do you see that?

Later on, the power was pushed to 405 HP, alongside 385 lb-ft of torque. It can go from 0 to 60 in 4 seconds, which is quite impressive considering its age. According to Ron, *“the 405-HP C5 generation Corvette was a great performer and more tuned for the track”* than previous models. In many ways, it may be an even better deal than the C4.



Source: Autoevolution



## **C8 Corvette Service Costs Way Up Compared To C7 Corvette**

By Sam McEachern for GMAuthority at <https://gmauthority.com/blog/2021/12/c8-corvette-service-costs-more-expensive-than-with-c7-corvette/>

The average cost to service a C8 Corvette Stingray over a 12-month period is much more expensive than with a C7 Corvette Stingray, according to a new study conducted by WePredict.



The Michigan-based predicted analytics company recently published the findings from its annual TrueCost study, which measures the average amount of money spent by owners and manufacturers of vehicles from model years 2017-2020 after 12 months on the road.



According to WePredict, the average amount of money spent by 2020 Corvette Stingray owners on service visits over a 12-month period was \$967. This was up from \$359 in the 2019 model year Chevy Corvette, which was the final model year for the C7-generation model. The average amount spent on service visits among owners of 2018 and 2017 model year Corvette models was \$350 and \$296, respectively.

The findings from this study suggest the cost to service a C8 Corvette Stingray over a 12-month period is more than double that of a C7 Corvette Stingray. This will be unsurprising to many Corvette enthusiasts, seeing as the vehicle switched to a more advanced mid-engine platform for 2020 that makes servicing a bit more labor-intensive. The C8 Corvette Stingray also features more advanced components, including a 6.2L LT2 V8 engine with a dry-sump oiling system and an eight-speed dual-clutch transmission, which may also drive up service costs. It's hard to say exactly what's driving this uptick in servicing costs without seeing a pricing breakdown from WePredict, though.



Seeing as the C8 Corvette Stingray also sells for a much higher average transaction price than the C7 Corvette Stingray, these higher service costs are unlikely to impact sales. Many buyers of the mid-engine sports car likely anticipated higher service costs, and with performance that rivals many European exotic supercars, we get the feeling they are more than happy to shell out a little extra money for an oil change or a brake job.



## From the Editor

NICC Editor: Preston Morgan

Nina has seemed to take a more than usual interest in poinsettias this year. Let me count the number we have throughout our house. These lovely plants do bring color into our home for the season and can be planted outside later. Our town, North Port, Florida, has its annual Poinsettia Parade and Festival which is always enjoyable. The Christmas season seems to be the only time that I see these plants. But I have never known the connection between the Poinsettia and Christmas. The article below explains.



### **The Legend Of The Poinsettia**

Poinsettias are a true holiday tradition. But just how did this seasonal plant become associated with Christmas? We explain.

By Farmers' Almanac Staff at <https://www.farmersalmanac.com/poinsettia-legend-facts-trivia>

In addition to Christmas trees, poinsettias have long been used to decorate the holiday season. Also known by its Spanish name of Flores de Noche Buena, or “flower of the holy night” and the Latin name of Euphorbia pulcherrima, the poinsettia’s beauty is almost as intriguing as some of the legends that surround it.



#### **Why The Association With Christmas?**

Some say it’s because the scarlet petal-like bracts represent the star of Bethlehem. Others believe it’s more magical and involves a young Mexican girl named Pepita. The legend goes like this:

Pepita wanted more than anything to present to the Christ Child a special gift on Christmas Eve, but she had no money. Crying as she walked to church, she saw an angel who instructed her to gather weeds from the roadside and present them to the Christ Child.



Pepita took the angel’s advice and gathered a bouquet of weeds to take to the church.

Upon entering the church, she placed the weeds at the feet of the Christ Child, and suddenly, her humble weeds burst into brilliant red blooms.

#### **Another Story . . .**

Another story attributes poinsettia’s popularity to Joel Roberts Poinsett, the first United States Ambassador to Mexico. Ambassador Poinsett was so attracted to these crimson-leaved native Mexican plants that he transplanted some to his greenhouses in South Carolina. There, he grew and propagated them, sharing cuttings and plants with many horticultural friends.

The date of his death, December 12th, marks National Poinsettia Day.

#### **Poinsettia Facts And Trivia**

- Poinsettias are the number one potted plant sold in the USA today, exceeding annual sales of all other potted plants combined!
- Poinsettias are not toxic to children or humans but they should not be eaten. A child would have to consume more than 500 bracts (leaves) in order to reach an unsafe level, according to the Poisindex. They are, however, mildly poisonous to cats and dogs, so it’s best to keep them out of their reach.
- Poinsettias come in many colors. From the traditional red to shades of white, peach, pink, and yellow, cultivars are now available in marbled, striped and spotted tones. A seasonal variety, “Jingle Bells,” with its red bracts and pink flecks, is sure to gain popularity among many this holiday.



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PHONE: 815.282.6700

FAX: 815.282.6705

5197 TORQUE RD.  
LOVES PARK, ILLINOIS 61111