



February 2022

The official Newsletter of the Award Winning

Northern Illinois Corvette Club

Hello fellow members:

I want to tell everybody how happy I am to serve the club and all the members.

I wish to extend a special thanks to Leon and Louise Gorsch for the support and help that they have given me in the transition of becoming the new president of NICC.

Last Sunday was my first time heading up the Board and club meetings. Both meetings were very productive. The majority of the Board positions have been filled with the exception of Media Director. If any members have an interest in filling this position for the NICC, please let me know. No experience is required; only a desire to communicate club information through social media.

The Board is working on new ideas and plans for the year such as the budget, activity calendar, charities, website up-dates and the club's 50th Anniversary plans. While we have an energetic agenda planned for the year, we can always use more member input into activities that you would like your club to provide. Please feel free to send me any ideas that you may have and/or volunteer to lead an activity that does not yet have a host. I want everybody to become involved with the club and enjoy the relationships that make the club enjoyable for everyone.

On Sunday, February 20th, the NICC is having a bowling and dinner event. The bowling begins at 3:15 at Park Lanes Bowl. We will bowl two games and then go to dinner. Everyone is welcome to



**President's
Corner**

come to the bowling alley whether you wish to bowl or not. There is always room for cheerleaders. Be sure to contact Cindy by February 18 if you wish to participate. After the bowling we are having dinner at the Backyard Grill & Bar in Loves Park.

Mark your calendars now for Saturday, March 12. The NICC will be having a wine tasting. This is a great opportunity for members to try new wines but especially to socialize and have fun. More details about the wine tasting will be forthcoming soon.

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 publishes the schedule for the 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 welcome to attend the Board meetings. 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

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Love Vettes. Have Fun. Give Back!

February 2022

2022 - Membership and Board Meetings		
Feb	27	5:00 PM - Social Hour 6:00 PM - Meeting
Mar	27	5:00 PM - Board Meeting 6:00 PM - Social Hour 7:00 PM - Meeting
Apr	24	6:00 PM - Social Hour 7:00 PM - Meeting
May	29	5:00 PM - Board Meeting 6:00 PM - Social Hour 7:00 PM - Meeting
Jun	26	6:00 PM - Social Hour 7:00 PM - Meeting
Jul	31	6:00 PM - Social Hour 7:00 PM - Meeting
Aug	28	6:00 PM - Social Hour 7:00 PM - Meeting
Sep	25	6:00 PM - Social Hour 7:00 PM - Meeting
Oct	23	5:00 PM - Board Meeting 6:00 PM - Social Hour 7:00 PM - 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

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

Feb	Sun	20	3:15 PM	Bowling & Dinner Event	Hosts: Cindy & Ken
Mar	Sat	12	TBA	Wine Tasting	Host: Sherry & John
Apr	Sat	9	10:00 AM	Perryville Road Cleanup	Meet at CherryVale Mall
May	Sun	15	TBA	Spring Run	Need Host(s)
	Su-Fr	15-20	8:00 AM	Trip to Biltmore Mansion	Hosts: Louise & Leon
Jun	Sat	4	8:30 AM	NICC/Bachrodt Car Show	Rockford, IL Need Volunteers

2022 - Other Events of Interest

May 12	St. Jude Corvette Drive	website
June 9-11	Corvette Adventures, Wisconsin Dells, WI	website
June 10-11	Bloomington Gold 2022, Bloomington, IL	website
June 12-17	National Council of Corvette Clubs (NCCC) Convention	website
July 13-16	Black Hills Corvette Classic, South Dakota	website
July 31	Turning Back Time Car Show, Sycamore, IL	website
	Vettes on the River, Le Claire, IA	website
August 25-27	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

Feb

Linda Stimart
Jeanette Hansen
Carolyn Samuelson
Jonathan Shrum
Jane Zeien

Mar

Kaitlin Garibaldi
Janet Gruhn
Gregory Osen
K. William Morr
Kris Bomgarden
Nina Morgan
William Naretta
David Welte
Debbie Schaefer
Joe Hansen
Darlene Weaver

VETTE QUOTES

One word frees us of all the weight and pain in life. That word is love.

Sophocles

Lighten up, just enjoy life, smile more, laugh more, and don't get so worked up about things.

Kenneth Branagh

Success consists of getting up just one more time than you fall.

Oliver Goldsmith

Where should you never take a dog? The flea market.

A man who runs behind a car will get exhausted. But man who runs in front of a car will get tired.

What tastes better than it smells? A tongue.

Wedding Anniversaries



Feb

No Anniversaries Reported

Mar

Jonathan & Shelley Shrum
Paul & Jane Zeien
Gordon & Mary Ann Akey
David & Cynthia Welte



***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

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

NICC Minutes

January 30, 2022 Meeting Minutes - Unapproved

Opening and Call to Order:

The NICC Monthly Membership meeting was called to order by John Stupiec at 6:00 p.m. with 25 members present.
List of Officers, Directors, & Committee Chairs:

President: Leon Gorsch	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/s: Nancy Bailey & Carolyn Samuelson	Webmaster: Linda Stimart
NCM Ambassador: Louise Gorsch	Parade Director: Bill Morr
Sunshine Director: Doris Hicks	Media Director: Open

3. Introduction of Guests: Tonight, we had two very special guests. They were Aaron Stain, the president of Veterans Network Committee of Northern Illinois and Dana Fanslow, the Secretary of this organization. They were here to accept NICC's check as our donation.

4. Minutes: A motion was made by Leon Gorsch to approve the December 2021 minutes and seconded by Ken Starzyk. The motion was approved.

5. Monthly Reports:

President – John Stupiec: John recapped the items discussed at the NICC Board of Directors' meeting which was held at 4 pm tonight. 1.) The 2022 Activities Calendar format had been voted on previously. We will utilize the two-sheet format. The second sheet is the listing of all Autocross events. 2.) Two budget items were discussed. One regarding annual dues to be paid to the National Corvette Museum (Louise will contact the museum about this) and the other regarding the monthly allowance for our raffle prizes. The raffle prize amount will be reduced. 3.) The Charity Committee consists of Barb Johnson, Leon Gorsch, Louise Gorsch, Doris Hicks and Cindy Starzyk. For the sake of the car show in June at Lou Bachrodt, we wish to decide at least tentatively, by April, on some of the charities we will donate to so that we can give this information to participants of, and spectators at the car show. 4.) John Stupiec is working with his contact on possible enhancement of our advertisers on the website. 5.) Trophy recovery is being worked on by Nancy Bailey. She is taking a class to help with contacting former members, which may assist in our trophy recovery. 6.) It was proposed that we consider changing the timing of the final approval of each year's budget to the previous December rather than waiting until each January. 7.) Linda Stimart, Webmaster, will check on John's concern regarding blue lines on the website. 8.) Preston will work on the advertising link or alternatives to enhance our supporters in the newsletter. 9.) Leon has the old projector. It was decided that since it still works, we will keep it as a backup or for an additional projector for certain activities or meetings such as at the 50th Anniversary Party. John Stupiec will take possession of it.

Governor – Dale Samuelson – Absent. See Governor's Report included in the NICC Newsletter.

Secretary – Cindy Starzyk: No report.

Treasurer – Susan Chamberlain: On Zoom. The NICC 2021 Cash Flow Chart was distributed. A motion was made by Cindy Starzyk to approve the proposed budget for 2022. It was seconded by Sherry Putnam. The motion was approved.

Membership – Leon Gorsch: 73 members. If anyone would like a roster, NICC postcards, business cards, new name tags, etc., please let Leon know.

Historian - Nancy Bailey & Carolyn Samuelson: See item 5 above, under President regarding trophy recovery.

NCM Ambassador - Louise Gorsch: No report.

Sunshine Club Chair - Doris Hicks: No report

Sergeant-at-arms - Gene Stimart: On Zoom. Leon Gorsch checked for name tags.

Editor - Preston Morgan: On Zoom. Articles are due by February 2nd or at the latest, February 4th. See item 8 above, under **President** about the sponsor link in the newsletter.

Social Director – Debbie Schaefer – Absent. Louise Gorsch conducted the raffle.

Quartermaster - Barb Johnson: No report.

Advertising – Ken Starzyk: Ken has reinstated The Backyard Grill & Bar in Loves Park as a supporter of NICC. We will have our dinner there after the Bowling Event on February 20th. Barb Johnson has also acquired F & F Tire World in Roscoe as a supporter.

Public Relations - Ken Starzyk: State Farm Insurance, Agent Julie Weaver has donated the total cost for travel mugs to distribute to the first fifty pre-registrants at the car show to be held at Lou Bachrodt on June 4th.

Webmaster - Linda Stimart: On Zoom. See item 7 above, under **President** regarding the website.

Parade Director – Bill Morr – Absent.

6. Old Business

Club 50-year Anniversary celebration: Ken Starzyk will email all members a survey of choices regarding the venue, DJ option and other details. He will speak to Joe Luy at Lou Bachrodt about alternatives for the NICC 50th Anniversary photo. His committee consists of Carolyn Samuelson, Nancy Bailey, Linda Stimart, Cindy Starzyk and Barb Johnson. Nancy will set up a separate email for the 50th Anniversary party.

Vote on 2022 Budget: Discussed above under **President** and **Treasurer**.

Tail of the Dragon Trip 2022: Louise has emailed all details to all members who are going on the trip.

7. New Business

2022 Activities Calendar: Discussed above under **President**. The Bowling Event has been changed from February 13th to February 20th.

Bowling Event: Cindy Starzyk stated that six bowlers are signed up for bowling so far and twelve for dinner. There is time to sign up by texting or calling Cindy at 815 222-2848. The deadline to sign up is Wednesday, February 16th.

Wine Tasting: Sherry Putnam graciously volunteered to host the annual wine tasting at her home on March 12th, 2022. Details will be forthcoming. Louise, Barb and Debbie will help Sherry with the wine tasting. Each couple should plan to bring one or two bottles of wine and an appetizer.

Zoom Meetings will continue.

New Cars: None.

8. Collection of Fines: \$0

9. Raffles: 1st winner - Greg Osen - Mystery Box (Photo album and men's jewel box or desk organizer), 2nd winner - Sherry Putnam -backpack & fanny pack.

10. Attendance Drawing: \$10.00 Rod Bennett - not present. Next month - \$20.00.

11. Adjournment: - 6:44 pm. A motion to adjourn was made by Leon Gorsch and seconded by Sherry Putnam. The motion was approved.

Next Club Monthly Meeting:

February 27, 2022.

5 pm Social Hour & 6 pm Meeting

Respectfully submitted by
Cindy Starzyk

NICC Governor's Report

Submitted by Dale Samuelson



The Midwest Regional Banquet will be held March 12th, 2022 in Burr Ridge, IL. Cost is \$40 per person and that includes meal and 3 hours open bar. The cost is subsidized by the Midwest Region. Deadline for registration is February 26th, but the Region would prefer earlier registrations if possible for planning purposes. Details are available on the Midwest Region website.



Reprinted from gmauthority.com

The Midwest Region assigned number program (for autocross competitors) is open for renewals and closes January 31st. New number requests open February 1st. Details are available on the Midwest Region website.

Registration for the annual NCCC Convention to be held this year in Atlantic City, New Jersey opens February 1st. The dates for this year's convention are June 12th through 17th. More information and links to register are available on the NCCC web site.

NICC fundraiser autocrosses are planned for: July 9th and 10th at Wilmot Ski Lodge, Aug 6th and 7th at McHenry County College and Oct 15th and 16th at McHenry County College.

The next Midwest Regional meeting and NCCC Governors meeting will be February 25th and 26th in St Louis, MO.

For additional details, feel free to reach out anytime – my cell phone is 815 979-2352 and personal email is Skyking1992@cs.com



Dale Samuelson, NICC Governor

NICC MEMBER CORVETTES BY GENERATION

C1	C2	C3	C4	C5	C6	C7	C8
1	2	5	5	8	12	20	5
TOTAL — 58							

Source: NICC Membership Roster

NOTE: UPDATED 1/18/2022

For a Limited Time Only...



Now is the perfect time for a trip to the Chevy showroom! For a limited time only you can see the 2022 Convertible and 2022 Coupe side by side as they await slightly warmer weather for delivery.



Wanna know more about 'em or get on the list for a 2023? Call or text Commercial Manager, Joe K Luy, at (815)238-4429 and be one of the first to custom order yours.

Lou Bachrodt Auto Mall
7070 Cherryvale N. Blvd
Rockford, IL 61112

www.Bachrodt.com



The NICC was visited by Aaron Stain, the president and Dana Fansiow, secretary of the Veterans Network Committee of Northern Illinois. They were at the January 30 meeting to accept a \$1500 check as one of our charity donations. The Veterans Network Committee of Northern Illinois provides programs, services and events to all Veterans and their families. As a recognized Honor Flight Network Hub, VNC Honor Flight of Northern Illinois sends Veterans to Washington DC every year to see the Memorials and Monuments erected in their honor.

HAPPY VALENTINES DAY!

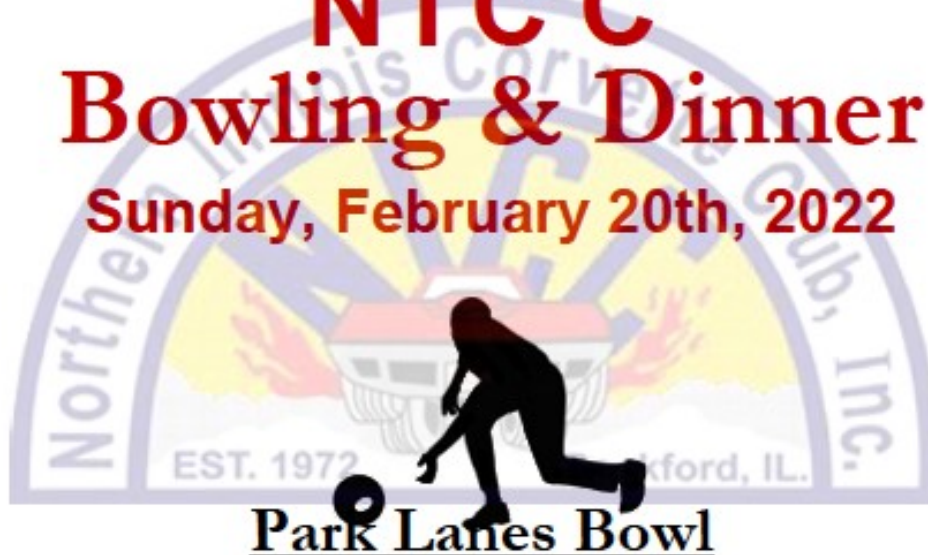


**THE NICC NEEDS MEMBERS TO ORGANIZE RUNS, RALLIES AND OTHER FUN ACTIVITIES!
CONTACT SOCIAL DIRECTOR DEBBIE SCHAEFER AND VOLUNTEER TO LEAD AN EVENT.**

N I C C

Bowling & Dinner

Sunday, February 20th, 2022



5318 N. 2nd St., Loves Park (815) 399-0314

3:15 – 5:15 P.M.

Sign up at the January 30th meeting, or by texting or calling Cindy
by Wednesday, February 16th (815) 222-2848.

We will bowl two games, so the total will be \$9.50 per person.

If you need to rent shoes, pay \$3.50 for shoes at the desk of the
bowling alley.

(Please call Cindy if you sign up but then can't make it)



We will meet for dinner after bowling at:

Backyard Grill & Bar

6473 N. 2nd St. Loves Park
Phone: (815) 636-9430

35 Years Ago, This Is How GM Envisioned a Mid-Engine, 600-HP Chevrolet Corvette

With a race-spec twin-turbo V8, all-wheel-drive, active suspension, four-wheel-steering, and many other interesting innovations, the Corvette Indy remains one of the most beautiful and tech-savvy concept cars ever designed by GM, 35 years after its debut.

By Vlad Radu for autoevolution at <https://www.autoevolution.com/news/35-years-ago-this-is-how-gm-envisioned-a-mid-engine-600-hp-chevrolet-corvette-169813.html>

Most concept cars are conceived to showcase futuristic designs as well as breakthrough technologies. At GM, some of the most famous examples include the series dubbed Chevrolet Engineering Research Vehicles (CERV). The first two iterations were the work of the designer, engineer, former race car driver, and the Father of the Corvette, Zora Arkus-Duntov. These models explored the feasibility of a mid-engine layout and debuted many innovative ideas that would find their way into production models.



In 1985, management decided it was time for the third member of the series. With the legendary Arkus-Duntov retiring in 1975, the development of the CERV III was spearheaded by the Vice President of Design at the time, Chuck Jordan.

He decided to kill two birds with one stone by creating a vehicle that would showcase both the latest technologies that the company was working on and the upcoming twin-turbo V8 CART (later IndyCar) race engine. Jordan also chose to abandon the CERV moniker and use the iconic Corvette nameplate. Legend has it that this was done to gauge the public's reaction to yet another, more modern and exclusive mid-engine version of America's favorite sports car.

Visual inspiration for the bodywork came from a sketch drawn up by Tom Peters, who was among the first employees to be assigned to the project. A full-scale clay model was quickly mocked up, and, according to multiple sources, the show car was built in just six weeks.

Long, wide, and curvaceous, the Corvette Indy stunned the public at the 1986 North American International Auto Show in Detroit. It was built around a bespoke composite monocoque chassis and boasted technologies that captivated both the audience and the automotive press.

That year, GM purchased Lotus, mainly because they wanted to acquire the company's active suspension technology, originally developed by the Britts to give their decorated Formula 1 cars the edge. An innovative version of this system which relied on computer-controlled hydraulics rather than conventional shocks or springs was fitted to the Indy. Furthermore, the chassis tech included traction control and drive-by-wire four-wheel steering.

Once the carbon-Kevlar scissor doors went up, they revealed a futuristic interior riddled with buttons and screens. Instead of traditional gauges, the car was equipped with a CRT instrument display. Additionally, two screens fitted inside each door panel replaced conventional side mirrors. The fourth screen was mounted in the middle of the dash and was used for the central rear-view camera, or to display GPS navigation info. This might not seem like much nowadays when such systems are widely available, but back then, GPS technology was limited to military use, so it was a huge deal, even for a show car.

Should You Buy A Fourth Generation Corvette ZR-1?

By Brett Hatfield for GM Authority at <https://gmauthority.com/blog/2021/10/should-you-buy-a-fourth-generation-corvette-zr-1/>

In 1990, the American car market was just shaking off the Malaise Era of the mid-seventies to late-eighties low horsepower, poor quality, crapbox-on-wheels domestic auto production. Chevrolet needed an explosive halo car, one that could take on the world, a King of the Hill. It found that in the Chevy Corvette ZR-1. With an all-aluminum, 32-valve, DOHC V-8 producing 375 horsepower and 370 pound-feet of torque, the ZR-1 could hit 60 miles per hour from a dead stop in a scant 4.4 seconds, pushing on to a top speed north of 180 miles per hour.

The ZR-1 was equipped with wider bodywork from the rear of the doors back, FX3 Active Ride Control, driver and passenger power leather sport seats, a low tire pressure warning system, a Delco-Bose 200-watt AM/FM/CD system, and a six-speed manual transmission. The ZR-1 package pushed the sticker price of a Corvette coupe to over \$60,000, but many dealers charged premiums that inflated the price beyond \$100,000.

Pros: With total production numbering only 6,922, a C4 Chevy Corvette ZR-1 owner is guaranteed exclusivity. The performance is still very good compared to today's sports cars. The ZR-1 was proven to be quite robust, setting seven world speed records in March of 1990, including 100 miles, 500 miles, 1,000 miles, 5,000 miles, 12 hours endurance, and 24 hours endurance, all at speeds in excess of 173 miles per hour.

Service for these rather impressive cars is available at most Chevy dealers. But the most notable item is this: as fourth-generation Corvette prices have reached their low ebb, so have ZR-1 prices. It is fairly easy to find a 1990 or 1991 model year in good condition, with low miles, under \$25,000. For less than the price of a V-6 Ford Mustang fastback, you can have your very own world-class-performance Corvette ZR-1.

Cons: As can happen with exclusive cars of low production numbers, C4 Chevy Corvette ZR-1 parts can sometimes be tricky and expensive to find. Joining an online forum is helpful. For those who don't know the difference, the ZR-1 looks like every other fourth-generation Corvette coupe. ZR-1 bodywork is unique from the doors back to accommodate eleven-inch-wide rear wheels. In order to achieve the chassis stiffness needed to cope with the initial 375 hp, and later 405 hp, the ZR-1 had to be produced as a fixed-roof coupe only. The 'solar' windshield was made only for this model, and can be both tough to source and costly to replace.

The interiors of all fourth gen 'Vettes tend to wear poorly. Because of the high sills and massive transmission tunnel, getting in and out of them is akin to climbing in and out of a canoe. Starting in 1993, ZR-1 output jumped to 405 horsepower, courtesy of modified cylinder heads and valvetrain. As a result, 1993-1995 ZR-1s are more expensive.

Verdict: With most parts and service readily available, Chevy Corvette ZR-1 ownership shouldn't be an overly-expensive proposition. Moreover, current sales prices on low-mile examples that have had good upkeep are well below the price of your average new car. For a rather reasonable admission price, you are rewarded with exceptional performance, a decent degree of comfort and options, and robust powertrain, all wrapped in a package that is overdue to appreciate. With the collector car market still quite hot, this is a performance bargain with a bit of exclusivity, poised to increase in value. One could find worse investments.



Behind the seats, placed transversely, was the innovative 2.65-liter 265-A twin-turbocharged V8. The power-plant, which made over 600 hp was developed alongside Ilmor Engineering and was originally commissioned by CART team owner Roger Penske.

Driven by the public's reaction, GM management sanctioned the continuation of the project. It would eventually give birth to the 1990 CERV III, a revised version of the Indy, which, by all accounts, almost made it into production.

Shortly after the 1986 auto show, two additional Corvette Indy concept cars were built. One was a static fiberglass model with no headlights or roof originally finished in metallic gray. It was used for promotional purposes and subsequently repainted red. The third car was a fully functional test mule powered by the Lotus-designed aluminum-block LT5 V8, the engine that ended up under the hood of the C4 Corvette ZR-1 a few years later.

Even if it never made it into production, the Indy was one of the most beautiful and tech-laden vehicles to ever bore the Corvette nameplate. It inspired the design of the fourth-generation Chevy Camaro, as well as the Pontiac Firebird, and introduced features that would eventually find their way in mass-produced GM vehicles.

The original 1986 concept is on display at the National Corvette Museum in Bowling Green, Kentucky.



VALENTINES QUOTES

"I saw that you were perfect, and so I loved you. Then I saw that you were not perfect and I loved you even more." —Angelita Lim

"You know you're in love when you can't fall asleep because reality is finally better than your dreams." —Dr. Seuss

"I can live without money, but I cannot live without love." — Judy Garland

"To the world you may be one person, but to one person you are the world." —Unknown

"I love that you are the last person I want to talk to before I go to sleep at night." — *When Harry Met Sally*

Just How Long Will It Be Until Chevy Makes The Corvette Electric?

By Jonathan Lopez for GM Authority at <https://gmauthority.com/blog/2022/01/just-how-long-will-it-be-until-chevy-makes-the-corvette-electric/>

Earlier this week, General Motors announced a bevy of battery-powered models in conjunction with the 2022 Consumer Electronics Show, including highlights like the 2024 Chevy Silverado EV, Chevy Equinox EV, Chevy Blazer EV, and Cadillac InnerSpace AV concept. With GM ramping up to release 30 new EV models globally by 2025, the entirety of the GM portfolio is poised to go all-electric, at least in the longterm. Naturally, enthusiasts want to know – just how long will it be until Chevy makes the Corvette electric as well?



From the off, we should point out a few things, starting with the obvious differences between nameplates like the Chevy Silverado and Chevy Corvette. For starters, the Silverado is GM's best-selling vehicle – period. It's also Chevy's best-selling vehicle, with the Chevy Corvette selling just a fraction of what the Silverado sells. For reference, Chevy sold 115,376 units of the Silverado in Q4 of 2021, and 8,293 units of the Chevy Corvette during the same time period.

Then there's the strong internal-combustion heritage of the Corvette. For nearly the entirety of the nameplate's existence, the Chevy Corvette has offered impressive power (the early C1 models are an obvious exception) and a loud exhaust, two characteristics that will be very difficult to unhitch with regard to enthusiasts' expectations. Would a Corvette electric vehicle have the same sort of appeal? Likely not.



Nevertheless, it seems as though an electrified Corvette is inevitable at this point. GM is going EV, and it'll have to bring the Vette along for the ride.

So, when should we expect a Corvette electric vehicle? Well, considering the GM vehicle lifecycle typically runs about six years, the ninth-generation C9 Chevy Corvette is due out in 2026. That could be the generation where the Vette finally goes pure EV, at least as an option.

In the meantime, the C8 Corvette is already pushing the nameplate towards battery power with two electrified models on the horizon, including the upcoming C8 E-Ray, which will mate the C8's naturally aspirated 6.2L V8 LT2 gasoline engine with a hybrid electric system. The E-Ray will arrive as an indirect replacement for the Grand Sport, which won't be part of the C8 lineup, thus slotting the E-Ray between the C8 Stingray and the new C8 Z06.

Then we have the C8 Corvette Zora, which will mate the twin-turbo 5.5L V8 LT7 from the C8 ZR1 with a new hybrid electric system, resulting in a world-churning 1,000 horsepower and 1,000 pound-feet of torque. Named after the "father" of the Corvette, Zora Arkus-Duntov, the new C8 Zora will slot in as the range-topper of the series.

While purists will undoubtedly rage at the thought of a Corvette electric vehicle, the adrenaline factor will surely be on point, as evidenced by the seemingly unending rise in power levels and performance observed with subsequent eighth-generation C8 releases. However, will it be enough to win over those enthusiasts with gasoline flowing in their veins? That remains to be seen.



From the Editor

NICC Editor: Preston Morgan

Attention students, class is in session! As you know, several NICC members are taking a road trip in May that will travel through the states of Kentucky, Tennessee, and North Carolina. For the next three months, I will be providing a history lesson about the three major attractions on this trip. Pull out your pencils and paper and start taking notes so that you will be better informed about these attractions. They will all be more meaningful to you when you understand the history behind them. Pick up your pencils now and start writing.



The History of the National Corvette Museum

Source: National Corvette Museum at <https://www.corvettemuseum.org/learn/about-the-museum/>

Anyone who wants to understand how the National Corvette Museum came about should take a lesson from the Mississippi River. This greatest of all U.S. rivers traverses the country north and south, travelling 2,339 miles from northwestern Minnesota south to the Gulf of Mexico. By combining with its two major tributaries, the Missouri and Ohio Rivers, it becomes the third largest river system in the world, able to carry massive watercraft.



While not exactly seaworthy, the National Corvette Museum is also like a great vessel, massive not only in actual size and weight, but in the scope of its aspirations. No meandering creek could ever have set it afloat. Not even the tide of enthusiasm released by a dedicated group of Corvette hobbyists could raise it. But when that river of enthusiasts met up with a stream of supporters within Chevrolet and a groundswell of aid from the proposed host community, the Museum was launched.

The building of the NCM, like a trip down the Mississippi itself, was a long, sometimes convoluted journey. This particular history does not pretend to know every mile of it. It is more like a small window on the past offering a view of the scenery as it slips by.

Small Beginnings

Terry McManmon had an idea. The burly 43 year-old with the free-flowing beard had been a member of the National Corvette Restorers Society (NCRS) for four years and shared its passion for the preservation of all things Corvette. Attending his first NCRS convention in August of 1984 at Copper Mountain, Colorado, McManmon spoke up in the general membership meeting in favor of establishing a not-for-profit foundation to gather Corvette-related materials into a common library or archives. "It occurred to me that it was not prudent for us to be in competition with each other for a limited amount of literature," says McManmon. The idea was discussed in the NCRS Board of Directors meeting held during that convention and at the next meeting held November 3, 1984 in Indianapolis. The Corvette Restorer Magazine (Volume 11, Number 3) reported that: "John Amgwert presented a plan to the Board for instituting a Technical Library. The possibility that this Library could eventually become a museum was discussed."

NCRS President Keith Kibbe sent out a memo on September 26 to the NCRS Director/Advisory Board encouraging them to submit lists of materials for a technical library, and by July of 1985 some modest gains had been made in assembling library materials (mostly technical texts and bulletins) and ideas for fund raising were being discussed. In a paper for the upcoming Board of Directors meeting entitled "National Corvette Technical Library & Museum", Amgwert wrote: "For the purposes of soliciting donations by individuals as tax deductions, the library/museum must establish itself as an educational organization and not as a recreational hobby organization (such as NCRS). Therefore, the library/museum should be incorporated as a separate entity."

Kibbe recalls that the need to establish the proposed not-for-profit entity apart from NCRS was stressed by the society's treasurer and financial director, Jon Brookmyer.

"Jon was very much the little man on our shoulder telling us about the need to keep both at arms length," he said.

Sparks Ignite

As the 1986 NCRS convention approached, Terry McManmon took stock of where his idea was headed. Building on the relationships he had established within the organization in the last two years, McManmon had been quietly campaigning, but official channels were moving slowly. Although influential individuals in the NCRS leadership like Kibbe and his successor Bill Clupper were in favor of a library/museum, they had not yet persuaded a majority of the Board to formally declare the project as an organization goal. After nearly two years, the library/museum was still in the theoretical stages, unincorporated and unfunded. McManmon wrote to Amgwert on March 18, 1986, expressing his sense of urgency: *"Per our conversation on Feb. 4, let me urge you and the NCRS board to move forward with the organization of the foundation. We need to preserve the material relating to the development and production of the Corvette. Even as we are talking about organization, material that is important to restorers is vanishing."*

McManmon had been doing what he could to research the necessary steps in setting up a not-for-profit foundation and shared the information with Amgwert and Kibbe; at the same time he offered his services to the proposed foundation. Kibbe wrote McManmon in April formally inviting him to make a presentation to the NCRS Board during the upcoming convention in Sparks, Nevada. Feeling a bit nervous, McManmon made his presentation to the Board on July 28 explaining the advantages of a not-for-profit library/museum foundation separate from the NCRS. He suggested a committee be formed to study the foundation question. The Board approved his suggestion and appointed him chairman of what would eventually be called the Library/Archives and Museum (L/A & M) Committee. Composed of 13 men, the early committee would come to include three others besides McManmon who would follow the project through to its end: Dan Gale, Jon Brookmyer and Ray Battaglini.

On June 1, 1987, Battaglini sent McManmon a letter from his office in New Mexico. Having "read with great interest" in the Spring, 1987 issues of Restorer magazine about the "Committee to develop plans and strategies for an NCRS Museum," wrote Battaglini, "I would like to 'volunteer.'" A former hot-rodder from Southern California, the 37 year-old Corvetter now worked as a professional fund-raiser and grant writer for the American Heart Association. His offer was readily accepted.

With committee members scattered from New Mexico to Massachusetts, correspondence began crisscrossing the United States pondering the distinctions and advantages of libraries, archives and museums, 501(c)(3) tax exempt filings, fundraising strategies and possible locations (at that time McManmon felt that Lincoln, Nebraska and Detroit were the logical choices). McManmon asked committee member and lawyer John Perrette to prepare an analysis of the legal implications of a 501(c)(3) filing.

L/A & M Committee members present for the January, 1988 NCRS Winter Regional Meet at Cypress Gardens, Florida were presented with a startling offer. Ray Quinlan listened to some of the ad hoc meeting going on outside the hotel bar.

"He said, 'You're a bit shortsighted,'" recalls McManmon. "'If you make a museum, I'll give you my car.' Some of us thought he had imbibed a bit more than the rest."

But Quinlan meant every word. His offer to donate his 1953 Corvette was contingent upon the gift being tax deductible, making the tax exempt status even more desirable. When Perrette completed his detailed analysis (all two pounds of it, as McManmon liked to point out) it stressed the fact that in order to obtain the 501(c)(3) status the foundation must serve a public educational purpose beyond the NCRS membership. The current was clearly shifting in favor of a museum.

Another Corvette Museum?

In 1987, L/A & M Committee member Dan Gale visited the Monterey Historic Races in California. Chevrolet was the featured marque, and Gale fell into conversation with Edward Lechtzin, the assistant director of public relations for Chevrolet. To Gale's surprise, Lechtzin revealed that Chevrolet was also looking into the possibility of a Corvette museum. Fellow Committee member Bill Clupper was asked to investigate. As an employee of Packard Electric (a division of General Motors now known as Delphi Corporation), Clupper had enough names in his rolodex to at least start making inquiries. He traced the museum plan back to the Corvette Assembly Plant in Bowling Green, Kentucky.

Joining Up With Chevrolet

Paul Schnoes speaks in a quiet but forceful voice tinged with a Pittsburgh accent, although he called many places home during his long career with GM. In June of 1984 he came to Bowling Green, Kentucky to take over as Corvette Assembly Plant Manager and presided over the drafting of a five-year business plan that included a Corvette museum on plant property.

Enthusiasm for such a project ran high at the plant, but at GM headquarters, it was a different story. Schnoes remembers being pulled aside by then-GM president Bob Stempel while attending a meeting in Detroit.

"He says, 'Paul, I keep hearing about this museum that you folks in Bowling Green are talking about. Tell me about it.'"

"So I gave him a short synopsis of what we had thought we'd like to do. He looked at me. He said, 'Well,' he said, 'you gotta understand, we can never help you fund that. If I fund that one then I've got to fund the Camaro Club, I've got to fund the Buick hobby ... General Motors is not in business to do museums, we're in the business to build cars.'"

Although Schnoes understood that no museum was likely to be built on GM grounds, neither he nor his staff abandoned the idea completely. One of Schnoes' engineers who was working with the Human Resource & Development department began drawing up plans. His name was Darrel Bowlin, a bulldog of a man who was nearing his retirement from GM. When Bowlin heard of the NCRS project he invited Clupper to attend the plant's museum meeting scheduled for May 18, 1988. Clupper thought McManmon would be the better choice to present the NCRS case and advised his friend to bluff his way through security — which he did, telling them he was there "for the museum meeting," recalls McManmon. *"Darrel was making a pitch on building a museum. Chevrolet did not want to take on the expense. They wanted someone from the outside to provide an umbrella. I had the perfect thing for them."*

The contacts made at that meeting would prove more important than the plans being presented. In addition to Schnoes and Bowlin, Chevrolet Public Relations Director Ralph Kramer and C-P-C Civic Affairs Manager Kathy Tanner became supporters of the enthusiasts' efforts.

On July 11, 1988, McManmon presented the "Final Report of the Library/Archives & Museum Committee" to the NCRS Board of Directors in Lancaster, Pennsylvania. Acting upon the recommendation of the committee, the Board approved the formation of the NCRS Foundation and \$2,000 start-up costs. Finally there was a commitment to create a Corvette museum. McManmon drew a sigh of relief. He had been working on the project for four years. He didn't know then there would be another six to go.

In an informal memo to Ray Battaglini shortly after Lancaster, McManmon discussed who should serve on the Foundation's board of directors.

"I guess you and I have a place there also," he wrote, "but as I told you, I need some room to finish some other NCRS projects. You should run it. I'll catch some other title as it comes by. Maybe I could do well as secretary, or vice chair. I have the facilities for the secretary's job."

Battaglini had been busy. He had secured the help of the legal department of the University of New Mexico in drafting a set of bylaws and articles of incorporation which were duly filed on November 3, 1988. The initial board of directors listed five people: Battaglini, McManmon, Brookmyer, Bowlin and Dan Gale.

Some ten days later an organizational meeting was held at the Auburn Cord Duesenberg Museum in Indiana. Although the surroundings provided inspiration on what their museum could be, the task before the attendees was tedious. Five board members—Battaglini, who was elected president, Brookmyer, the new treasurer, McManmon, secretary as predicted, Clupper and Keith Kibbe—plowed through the proposed bylaws and made arrangements for the 501(c)(3) filing. The list of board members included Zora Arkus-Duntov, although his name was misspelled.

Additional board members were added during the first BOD meeting on January 22, 1989 at Cypress Gardens, including Larry Shinoda who was working on a logo for the new foundation and Jerry Burton, editor of Corvette Quarterly magazine. Kent Keech and Dale Fiet, professional architects, were assigned along with Bowlin to the Building and Grounds committee. Bowlin, recalls Fiet, showed him a museum design that had been developed within the plant in the shape of the Chevy bowtie. Fiet was not impressed. After all, he pointed out, you'd have to go up in a helicopter to

even realize what the shape of the building was. Appointed chairman of the committee in May, 1990, he initiated an organized search for an architectural and engineering firm.

Now the question of where the museum was to be located came to the fore. Sites in Nebraska, Michigan, Florida and Nevada had all been seriously considered. But all along, Bowling Green, Kentucky, the home of the world's only Corvette assembly plant, had seemed the intuitive choice. In the end, the museum would belong to the community that wanted it the most.

Home of the Corvette

Bowling Green at the end of the '80s was a community with ambitions. Surrounded by fields of wheat, corn and burley tobacco, the South-Central Kentucky town of less than 50,000 was enjoying greater prosperity and a new-found notoriety since GM opened the Corvette plant in 1981, but it was hungry for more. When the city leaders caught wind of the proposed Corvette museum, they pushed hard to bring home what they believed would be an economic watershed for the town and the region.

A task force was organized, led by Dennis Griffin of the Bowling Green Chamber of Commerce. *"I can't tell you how much time and effort we put into it,"* comments Griffin. The group, which included local banker and later executive director of the museum Wendell Strode, traveled to Cypress Gardens, Florida, in January of 1990 to present a package to the NCRS Foundation Board. What they promised eventually took shape as: a land donation of 32.9 acres close to the plant and visible from the interstate; complete infrastructure provided at no cost to the Foundation; and, a 4.3 million tax-free bond issue to help with the financing. The Board accepted. At the same meeting, they reviewed proposals by architectural design firm Neumann, Smith & Associates and Exhibit Works, a museum display company. Both would eventually be hired.

There was a heady feeling among the cadre of Corvette museum founders in the months following the January meeting. They had their location, their land, a promised bond issue, architectural and display firms.

All they needed now was a little cash.

No Flow

"I am pleased to announce that the Foundation and National Corvette Museum are working hard to achieve a construction start date of December, 1991 or sooner," wrote President Ray Battaglini on July 15, 1990, in a sunny memo to his fellow Board members listing the many revenue-generating opportunities before them. There was possible aid from Chevrolet, access to the dealer network which could raise "six to 11 million," raffles, grass roots support, not to mention the Bowling Green bond financing — if it was needed. Maybe all the money could be raised up front.

"We were naive in the beginning," observes Dale Fiet.

The first reality check came from Jim Perkins, head of Chevrolet. In a meeting with Battaglini, he expressed his enthusiasm for the idea, but, says Battaglini, *"Jim Perkins told me, 'Ray, if we don't start selling cars, we are going to be a museum.'"*

As Perkins points out, '89-'91 were the *"toughest years in [GM's] history. It surely appeared that we might have to turn the lights out."*

Asking Chevrolet dealers for contributions, although the letters came from Perkins' office, did not generate the hoped-for millions.

Consultants were hired in July of 1991 to raise 12 million through a "Capital Campaign." Recalls long-time Board member Gary Mortimer, *"[This company] was going to handle all the fund-raising. All we had to do was sit back and wait for the money to roll in. It never happened."* Expected corporate sponsorships for the most part did not materialize either.

"It's like they say, If you need a helping hand, it's at the end of your arm," says Mortimer.



So the museum proponents prepared to roll up their sleeves. If this was going to happen, they would have to make it happen.

Gale Force

Dan Gale was already famous in Corvette circles before he piloted the National Corvette Museum to completion. He was a founder of the Northeast Chapter of the NCRS and a fixture at Corvette events, where his hijinks were legendary.

"Dan Gale ... was one of the most improper Bostonians I've ever run into," affirms Ralph Kramer. *"He was one of the most enthusiastic, intelligent, entertaining, exasperating people I've ever known."*

Conspicuous for his wide girth and hearty laugh, Gale had the soul and sometimes the occupation of a used-car salesman, but in photos he looks at the world through doleful eyes.

Gale had been with the museum project since 1986 as a member of the original Library/Archives & Museum committee. At the 1990 board meeting, Gale, in his role as public relations contact for the Foundation, cautioned the Board that the close identification of the NCRS Foundation with the NCRS in the minds of many created an obstacle to support. Other directors were of a similar opinion, and one year later the Board voted unanimously on Battaglini's motion to change the name, becoming popularly known from that point on as the National Corvette Museum Foundation. Not coincidentally, at the same time three appointed Directors positions automatically assigned to the NCRS were deleted and four were allotted to leading Corvette club umbrella organizations. The National Corvette Museum would now harbor all enthusiasts. Grass-roots support increased.

Annexed

In 1990, Gale, Bowlin and Battaglini also united behind the idea of a temporary, "storefront" museum called the Annex. Conceived as a self-sustaining gift shop with exhibits, the main purpose of the Annex was to signal the Corvette community and the city of Bowling Green "that we were real ... we were coming," remembers Battaglini. But some worried that such a project would drain scarce resources from the final goal. Terry McManmon was strongly opposed, but in the end was overruled by fellow members of the Executive Committee. Even the fiscally cautious Brookmyer, after warning of the "worst-case scenario" associated with the failure of the Annex, appended his personal comment in an October 22 memo: "Let's do it!"

The NCM Annex opened to great fanfare on November 2, 1990. Present were a host of Corvette luminaries including the eighty year-old Zora Arkus-Duntov. When it was his turn to approach the podium he spoke in a wavering voice of the seminal Corvettes and engines that had been scrapped or sold, concluding, *"It's an absolute necessity to have a museum!"*

"It was a battle cry," remembers Paul Zazarine, then-editor of Corvette Fever and NCM Board Member.

No less so for Gale, who idolized Duntov and desperately wanted his friend to see the museum completed before he died. The time was right to step up his personal involvement.

At the January 20, 1991 Board meeting, Ray Battaglini, a recent widower, spoke to the assembled members. *"A periodic change of leadership is healthy for any organization,"* he told them, inviting them to choose a new president of the Foundation. Bowlin nominated Gale who was elected unanimously.

"Ray was graceful enough to step aside and let Dan take over," comments Burton. *"He also had the grace to stick around and do what he could."* Battaglini would later serve as Gale's vice-president and then as executive director of the Museum. For the time being, however, Paul Schnoes stepped in to the vice-president's office. Brookmyer and McManmon continued on as treasurer and secretary.

Ground Breaking

Help was streaming in steadily from Chevrolet now, sometimes through the front door, and sometimes through the back.

On March 5, 1992, a fund drive was begun with the cooperation of the United Auto Workers union allowing Corvette Assembly Plant workers to make contributions to the NCM Foundation through payroll deductions. This significant step eventually raised \$170,000 according to Schnoes; and although Bowlin had been working almost exclusively on behalf of the museum project for some time, he was still on the GM payroll.

At Chevrolet headquarters, Kramer was lobbying strongly on behalf of the struggling museum. *"It seems like Ralph was talking continuously to me about it,"* recalls Perkins, who told his people to *"Do what you can, short of writing a check,"* says Jim Minneker.

Minneker had only recently joined Corvette engineering when he was invited to speak at a Corvette event on the East Coast. He was two slides into a 50-slide presentation on the history of the Corvette when a voice rang out: *"To hell with that, tell us about the new ZR-1."* It was Dan Gale.

Before long Minneker was serving on the NCM Board. Both his engineering department under Dave McLellan and the design team headed by Jerry Palmer and John Cafaro provided exhibits for the Annex and later the Museum. Cafaro also got involved with the Buildings and Grounds Committee advocating for a cutting-edge architectural design. Perkins approved the donation of the "One Millionth Corvette" to the still-unbuilt Museum, as well as the 999,999th Corvette to be used in a raffle fund-raiser.

Chevrolet was able to provide something else — media exposure. Kramer recalls a choice bit of showmanship ring-mastered by Gale, the June 5, 1992 ground breaking ceremony scheduled to coincide with a Chevy press show at the Corvette Assembly Plant. The Foundation had neither the funding nor the final plan for the building in place. Still, Gale could not pass up the two busloads of reporters that Chevrolet was willing to send his way.

"Dan saw it as an opportunity to get some media attention ... which would translate into money," says Fiet. *"It was an opportunity not to let the momentum die."*

Gale coaxed the hot and tired reporters off the buses with the spectacle of the elderly Duntov, his vintage racing helmet on his head, manning the controls of a bulldozer with a hand-painted Corvette cutout hanging from the side. Soon, reports Kramer, people were down on their hands and knees, scraping up the rocks and dirt for souvenirs—even some of the reporters. Never mind that the whole ceremony took place on the parcel of land where a Wendy's sits today. It was great theatre, and it signalled the next step.



By now Gale, determined to push the project through, had been living in a Bowling Green hotel for three months, and there he would stay until the Museum had opened. And that date was still anybody's guess.

Although thousands of dollars in donations had been received from private individuals, plant employees, the local community, clubs and hobby organizations and Corvette-related businesses, thousands were also streaming out for pre-construction costs. The Annex was showing a modest profit but would never be a significant source of income, nor was it meant to be. The entire project was now projected to cost in the neighborhood of \$15 million. There seemed to be no alternative but to seek a loan in addition to the bond issue.

Based in part on a startlingly optimistic economic impact study, the NCM Foundation secured a \$6.6 million loan from local banks. On June 1, 1993, the Bowling Green/Warren County Tourist Commission agreed to act as partial guarantor for the initial bond payments; shortly thereafter, the city and county stepped in to guarantee the remaining bond payments. Finally, the NCM was afloat. Construction began soon after.

The National Corvette Museum opened its doors on September 2, 1994, ten years and two weeks after Terry McManmon stood up at Copper Mountain, Colorado and proposed a Corvette library. That trickle of support which began with the NCRS had become a flood of Corvette enthusiasts and supporters from within Chevrolet and the Bowling Green area that together raised the National Corvette Museum. It was, according to Zazarine, *"a divergent group of people who all believed the same thing at the same time"*— a powerful idea that is still growing.

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