



50 Years



March 2022

The official Newsletter of the Award Winning Northern Illinois Corvette Club

Hello fellow members:

Well, it won't be long until we can get our Corvettes out of storage be able to enjoy them again. Remember to go thru your check list and do the maintenance needed to keep running all season long.



President's Corner

We are working on car shows, parades, road trips and more. It's important that you attend the monthly meeting so that we get input from all the members, and you get all the information on upcoming activities. 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.

As stated in the last newsletter the Board is working on new ideas and plans for the year, be part of the planning. Such as the budget, activity calendar, charities, website updates and the club's 50th Anniversary Celebration. While we have an energetic agenda planned for the year, we can always use more members input into what you would like your club to provide.

On Sunday, February 20th, NICC held its bowling and dinner event. It was a fun event for all, even for the non-bowlers. After bowling, we met for dinner at the Backyard Grill & Bar in Loves Park, IL. There were 18 members at the dinner party, and we all had a great meal and social time.

Mark your calendar for Saturday, March 12th,

2022. The NICC will be having a wine tasting party. This is a great opportunity for members to sample new wines and the goody's that the members will bring for sampling. The flyer has been sent out with the information and the sign-up sheet will be at February 27th meeting. This will be a great time for all, even if you don't drink wine, bring what you prefer to drink.

The club has other activities planned for the future, such as Perryville clean-up, Progressive Dinner, Bowling Green trip along with extended travel of the Tail of the Dragon, parades, and other road trips and activities.

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

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Love Vettes. Have Fun. Give Back!

2022 - Membership and Board Meetings			
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 & fliers](#)

Mar	Sat	12	5:30 PM	Wine Tasting	Host: Sherry & John
	Sat	12	5:00 PM	Midwest Region Party	Burr Ridge, IL
Apr	Sat	9	10:00 AM	Perryville Road Cleanup	Meet at CherryVale Mall
	Sun	10	TBA	MWR Rallye Event	Rock Island area
May	Sat	14	8:00 AM	MWR Autocross	Southbend, IN
	Sun	15	TBA	Spring Run	Need Host(s)
	Su-Fr	15-20	8:00 AM	Trip to Corvette Museum/Biltmore/ Tail of Dragon	Hosts: Louise & Leon
	Sun	22	9:00 AM	MWR Triple Concours Car Show	Burr Ridge, IL
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

Mar

Kaitlin	Garibaldi	Dan	Bomgarden
Janet	Gruhn	Cindy	Starzyk
Gregory	Osen	Barry	Mikels
K. William	Morr	Roger	DeVries
Kris	Bomgarden	Julie	Moore
Nina	Morgan	Louise	Gorsch
William	Naretta		
David	Welte		
Debbie	Schaefer		
Joe	Hansen		
Darlene	Weaver		

Apr

VETTE QUOTES

It takes a lot of courage to face up to things you can't do because we feed ourselves so much denial.

Zoe Saldana

I've made peace with the fact that the things that I thought were weaknesses or flaws were just me. I like them.

Sandra Bullock

Often, small things give me hope when big things feel so oppressively bleak.

Julien Baker

The best thing a human being can do is to help another human being know more.

Charlie Munger

Why did the banker change careers? He lost interest.

Wedding Anniversaries

Mar

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

Apr

No Anniversaries Reported



NICC WELCOMES Paul Thompson!

Paul Thompson walked into our February meeting and announced that he was thinking he would join our club. He had recently purchased a 1979 Red Coupe that he said needed some work. It is a L82 with a 4 speed. He is hoping to get some advice from club members on his project. Paul lives at Lake Carroll so he has a Lanark address. He had been a member of the Northern Rays in the past, so he knows a little bit about how Corvette clubs work.

Leon Gorsch, NICC Membership Chair

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

February 27, 2022 Meeting Minutes - Unapproved

1. Opening and Call to Order:

The NICC Monthly Membership meeting was called to order by John Stupec at 6:01 p.m. with 25 members present in the meeting room and six on Zoom.

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

President: John Stupec	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 Stimar
NCM Ambassador: Louise Gorsch	Parade Director: Bill Morr
Sunshine Chair: Doris Hicks	Media Director: Open

3. Introduction of Guests: Paul Thompson, who lives at Lake Carroll, was our guest tonight. He owns a 1979, red, L82 Vette.

4. Minutes: A motion was made by Leon Gorsch to approve the January, 2022 minutes and seconded by Dale Samuelson. The motion was approved.

5. Monthly Reports:

President – John Stupec: No report.

Governor – Dale Samuelson – See the Governor’s Report included in the NICC Newsletter. Dale’s report details the following: membership card arrivals in the mail (please check your membership number for accuracy), the Regional Banquet on March 12th, NICC’s Fundraisers, NCCC’s 2022 and 2023 Conventions, NCCC liability insurance information, options for coverage from Haggerty Insurance and approval of NCCC’s budget. There was discussion regarding NICC waivers. NCCC requires one waiver per event when there are “wheels turning” and at any club sanctioned event. Waivers are not required at meetings.

Secretary – Cindy Starzyk: On Zoom. No report.

Treasurer – Susan Chamberlain: Susan distributed copies of the financial report.

Membership – Leon Gorsch: We have 72 members. Our guest tonight may make that 73.

Historian - Nancy Bailey & Carolyn Samuelson: No report.

NCM Ambassador - Louise Gorsch: Louise made a motion for NICC to authorize a \$180 payment to the National Corvette Museum for NICC dues which are overdue. The motion was seconded by Dale Samuelson. The motion was approved.

Sunshine Club Chair - Doris Hicks: Doris sent a sympathy card to NICC member, Jim Millikin. His wife, Helen had passed away last year, and we only recently became aware of it.

Sergeant-at-arms - Gene Stimart: On Zoom. Sherry Putnam checked for name tags.

Editor - Preston Morgan: On Zoom. Articles are due by March 2nd or at the latest, March 4th.

Social Director – Debbie Schaefer: No report.

Quartermaster - Barb Johnson: NICC club shirts are still available in blue and white for men, however women’s shirts are only available in blue and black.

Advertising – Ken Starzyk – On Zoom. No report.

Public Relations - Ken Starzyk – On Zoom. No report.

Webmaster - Linda Stimart: On Zoom. Linda and Cindy are working together on the website's block style calendar and the linear, printable style calendar so that as schedules and events change both calendars will coincide.

Parade Director – Bill Morr – Absent.

6. Old Business:

Club 50-year Anniversary: Dale stood in for Ken due to audio difficulties with Zoom. There are several venues and food options being researched by the anniversary committee. We will have the banquet style celebration in June, July or August. Dale's informal poll of the membership at this meeting demonstrated that the day of the week is not necessarily a limiting factor. It is usually more expensive to have it on a Saturday so the committee will decide on a Friday or a Sunday. After discussion, Barb Johnson made a motion to increase the 50th Anniversary Budget to \$2500. Carolyn Samuelson seconded the motion. The vote will be taken at the March membership meeting.

Vote on NICC's 2022 Budget: This was voted on and approved last month.

Tail of the Dragon Trip 2022: Louise continues to email updates and pertinent information to all those who have signed up for the trip.

2022 Activities Calendar: Bill Morr will give 2022 parade schedule information to Cindy in March so it can be shown on the activities calendars.

Bowling Event: The Bowling Event was a huge success. There were seven NICC bowlers and 18 members at dinner.

7. New Business:

Bowling Green: Discussed above under Tail of the Dragon Trip.

2022 Activities Calendar: John Stupiec stated that the July 9th Progressive Dinner date conflicts with the NICC Fundraiser which is on July 9th and 10th. Options for another date for the Progressive Dinner will be discussed at the March meeting. So far, one suggestion is July 23rd. Sherry Putnam and Barb Johnson volunteered to be two of the three Progressive Dinner hosts.

Wine Tasting: Sherry Putnam, our Wine Tasting host indicated that the Wine Tasting will be very informal. You don't have to be a wine drinker to come. Please refer to the flyer, the website and email blasts for all the information regarding the party.

New Cars: None.

8. Collection of Fines: \$2

9. Raffles: 1st winner - Barb Johnson. 2nd winner - Greg Osen

10. Attendance Drawing: \$20.00 Russ Schaefer. Next month - \$10.00.

11. Adjournment: - 6:45 pm. A motion to adjourn was made by Sherry Putnam and seconded by Dale Samuelson. The motion was approved.

Next Club Monthly Meeting:

March 27, 2022.

5 pm Board Meeting, 6 pm Social Hour & 7 pm Meeting

Respectfully submitted by
Cindy Starzyk

NICC Governor's Report

Submitted by Dale Samuelson



If you plan to compete this year in the Midwest Region and would like an assigned competitor number, the region has a program for that. Requests for new numbers are now being accepted. Applications must be postmarked by March 15th.

The 2022 NCCC annual convention is in Atlantic City, New Jersey, June 12th through 17th. Registration is open, for more information and links to register, check the NCCC website.

Midwest Regional Banquet is March 12 in Burr Ridge, IL. The Region is subsidizing the expense and the final cost is \$40 per person. This includes a meal as well as 3 ½ hours of open bar. Registration is now closed, but if you really want to go, get in touch with me as soon as possible and I will see what I can do.

At the February NCCC Governors meeting, we had a presentation by Hagerty Insurance. They are a major sponsor with NCCC and are looking to get more involved. Look for an email in the next few days. They have a lot to offer, including a free membership into the Hagerty Driving Club.

Check the NCCC as well as Midwest Region web sites for details on all of the above and as always feel free to call me with any questions.

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



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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



Calling all Vette lovers! We have a 2022 Corvette Stingray Convertible 3LT inbound with nowhere to call home yet! Options include...

- Red Mist Tintcoat Metallic
- Upgraded Performance Pkg
- Performance Suspension
- Data & Video Recorder
- Performance Exhaust
- Rear Spoiler
- Bose Audio System & more



Wanna know more about 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



Photo Credit: Chicago Cross Roads Corvette Club

VETTE GRINS— ST. PATRICK'S DAY EDITION

What does it mean if you find a horseshoe in Ireland? Some horse lost its shoe!

Why do Irish people recycle? They like to go green!

Do people get jealous of the Irish? Yes, they're green with envy!

How do you know if an Irishman is having fun? He's Dublin over with laughter!

What's Irish and stays out all night? Paddy O'Furniture.

Why shouldn't you iron a four-leaf clover? You might press your luck!

What does it mean if you find a four-leaf clover? That you have too much time on your hands!

What do you call a leprechaun prank? A saint pat-trick.

Why shouldn't you borrow money from a leprechaun? Because they're always a little short.

How can you tell if a potato is not from Ireland? When it's a French fry.

Source: CountryLiving



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

2022 Bowling and Dinner Event

Report and photos by Cindy and Ken Starzyk

The NICC bowling and dinner event on Sunday, February 20th was certainly fun!! We had a great group of Corvette fanatics, seven of whom were bowlers. Several of those who chose not to bowl came to watch, mingle and laugh. We played two games. Although we did not award trophies this year, we gave rounds of applause to the following high scorers:

- Russ Schaefer for the “Men’s High Series”
- Sherry Putnam for the “Women’s High Series”
- Russ Schaefer for the “Men’s Highest Score”
- Christine Osen for the “Women’s Highest Score”

Congratulations to all!!

After bowling there were eighteen for dinner at Backyard Grill & Bar in Loves Park. We heard several accolades regarding the food quality, and Backyard accommodated our club very nicely. This establishment is one of NICC’s sponsors. Nearly everyone stayed for a while after eating to socialize more and enjoy each other’s company even longer. No doubt, everyone had a truly great time!



Wine Tasting Party
March 12th, 5:30 pm



313 Armadale Way
Loves Park, IL

Each couple brings 1 white & 1 red bottle of wine. If not a wine drinker, bring your drink of choice. Will have plenty of water!

Please sign up for one of the following food items:

Charcuterie Board

Veggie Platter

Dip & Chips

Crackers or Bread

Other appetizers

Desserts

- 1)
- 2)
- 3)

If coming text or call Sherry at 815-501-6830 or sign up at February meeting.



WINDY CITY CORVETTES



MIDWEST REGION PARTY

Saturday, March 12, 2022



CROWNE PLAZA

CHICAGO SW - BURR RIDGE

Crowne Plaza Chicago SW, Burr Ridge

300 S. Frontage Rd., Burr Ridge, IL 60427, 630-325-2900

Early registration by 2/11/2022 is requested to ensure required minimum attendance is met

Midwest Region Hospitality Room ~ 2pm to Midnight

Open Bar ~ 5:00pm to 6:00pm

Family Style Dinner ~ 6:00pm to 7:30pm

Soup, Mixed Greens Salad, Roast Sirloin, Chicken Vesuvio, Mediterranean Cod,
Penne Pasta w/meat sauce, Mashed Potato, Green Beans Almandine, Cheesecake and Coffee and Tea

Recognition and Award Program for the 2021 Competition Season ~ 7:30pm to 8:30pm

Bar Reopens from ~ 8:30pm to 10:30pm, Party closes at 11pm.

Hotel Bar is open until 2am

Door Prize Drawings ~ FREE ONE NIGHT LODGING FOR REGISTERED GUESTS ONLY and a BOTTLE OF WINE

(to make hotel reservations see information on the reverse side of the flyer)

DIRECTIONS TO THE CROWNE PLAZA-SW. BURR RIDGE, IL

From Chicago or Joliet:

1. I-55 Stevenson Expressway (West from Chicago and East from Joliet)
2. Exit at 276, County Line Road South
3. At first traffic light, turn Right (west) onto Frontage Rd.
4. Proceed 1/4 mile; hotel is on the left

From O'Hare and Wisconsin:

1. I-294 Southbound
2. Exit toward I-55 Stevenson Expressway
3. At toll booth, exit Westbound toward Joliet.
4. Proceed Westbound to Exit 276, County Line Rd. South, follow #3 and 4 above.

Please make Party Registration checks payable to Windy City Corvettes

Mail to: Windy City Corvettes, Midwest Region Party, P.O. Box 353, Orland Park, IL 60462-0353

For more information: contact Larry Paoliaro at ShadowLAP@icloud.com or 708-341-7852

FINAL DATE FOR PARTY REGISTRATION IS FEBRUARY 26, 2022

✂-----✂-----✂-----✂----- PLEASE PRINT -----✂-----✂-----✂-----✂-----

Name: _____ @ \$40.00

Club Affiliation: _____

E-Mail Address: _____ Telephone: _____

Name: _____ @ \$40.00

Club Affiliation: _____ Total Enclosed: \$ _____

CORVETTE MIKE MIDWEST NCCC Dealer's Choice "TRIPLE CONCOURS" CORVETTE SHOW Date: Sunday, May 22, 2022



SCAN ME



NCCC Sanction # MW-351-002, MW-351-003 and MW-351-004

LOCATION

CORVETTE MIKE MIDWEST

Sales, Service, Restoration
60 Shore Dr, Burr Ridge, Illinois 60527
630-230-0441
www.CorvetteMikeMidwest.com



Event Fees: Pre-registration (prior to 5/15/2022) - \$20
After 5/15/2022 and Day-of-show registration - \$30
Concours #002: C1-4, C5-7, C8 Stock classes, 2- Mod classes and Custom
Concours #003: Best Paint and Best Engine, Concours #004: Best of Show

Registration: 9 a.m. – 10 a.m. CT
Tech: 9:00a.m. – 10:30 a.m. CT
Driver's Meeting -10:30a.m. CT
Show ends by 3pm CT

NCCC Members must present current Membership Cards the day of the event
(All entrants must sign the insurance waiver form) Each entrant must comply with Illinois health and safety requirements in place on the date of the event. Attendance is voluntary and at your own risk. Food may be available on-site

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

Governor	Chairpersons	Corvette Mike Midwest
Dave Heinemann	Kent Diffenderfer	630-230-0441 (Showroom)
708-638-0199	630-452-0677	www.CorvetteMikeMidwest.com
WindyZ06@aol.com	kdiffend@yahoo.com	
	Rich Krol	
	630-441-8545	
	greenroadking@comcast.net	

Pre-Show Registration Form on Page 2:

Some Of The Most Collectible Chevy Corvette Models Ever

By Brett Hatfield for GM Authority at <https://gmauthority.com/blog/2021/01/some-of-the-most-collectible-chevy-corvette-models-ever/>

Chevy Corvette fans could be accurately described as fanatical. We study the cars, the history, the numbers. We have clubs like the National Corvette Restorers Society and National Corvette Owners Association. We have big gatherings to celebrate our cars like Corvettes at Carlisle, Bloomington Gold, and the NCRS National Convention. We know and love our Corvettes.

Even for the most rabid Corvette fan, there are a few Chevy Corvettes most of us have never seen, and even fewer will get to own. These are the rarest of the marque, the most desirable, or the most valuable, and some of the most collectible. This is a list of some of the most collectible Chevy Corvette models so far.

1963 Chevy Corvette Sting Ray Split Window Coupe

In 1963, the Chevy Corvette had a clean-sheet design. Gone was the Solid Axle platform of the Harley Earl dynasty. The new Corvette had a much more European look, heavily influenced by the 1957 Stingray Racer. The new Corvette had pontoon fenders, hidden headlights, a rear independent suspension with a transverse leaf spring, in-dash glove box, and a center spine that began at the windshield and arced backward, splitting the rear window of the coupe. This styling element had been present on the 1961 and 1962 Corvettes, but the 1963 model year was the first with a coupe in the lineup. The "Split Window" was not universally loved. Zora Arkus-Duntov, then Chevrolet's Director of High Performance, hated the partition because it blocked rearward vision. Duntov was outranked by Styling Section Vice President Bill Mitchell.



The Split Window coupe lasted a single production year, as the 1964 coupe had a one piece rear glass. A bit of trivia here: a number of '63 Split Window Coupe owners sawed the partition out of their cars when the 1964 model was released in the hopes of looking like they had the newest model. In all, 10,594 1963 Chevy Corvette Split Window Coupes were made; far fewer exist now. Hagerty Price Guide valuation for a 1963 Corvette SWC with the top-of-the-line 360-horsepower engine with Rochester mechanical fuel injection and four-speed manual transmission (the most desirable combo) in #1 condition is \$235,000.

1963 Chevy Corvette Z06 Tanker Coupe

The 1963 Chevy Corvette coupe could be optioned specifically for competition use. The Z06 option included the 360-horsepower, L84 fuel-injected V-8 engine, a 36.5-gallon fiberglass fuel tank, a four-speed, close-ratio manual trans, Positraction rear end, heavy-duty shocks and springs, oversized anti-sway bars, oversized finned steel brake drums and cooling fans, a unique dual-circuit, vacuum-boosted master cylinder, and brake-cooling ducts that sent air to the front brakes. The Big Tank Z06 option was only available for the coupes, and only 63 were made. Hagerty Price Guide value for a 1963 Chevy Corvette Z06 Big Tank Split Window Coupe in #1 condition is \$681,000.



Photo Credit: Barrett-Jackson

1967 Chevy Corvette L88

Few Corvettes are as rare as the 1967 Chevy Corvette L88, with production totaling just 20 copies. The L88 was rated at 430 horsepower, but that was at 4,600 rpm, far below the engine's 6,400-rpm peak. True power output was somewhere between 500 and 600 horsepower after a bit of tuning. The L88 engine option had some very specific engineering intended to wring maximum performance from the 427 cubic-inch Big Block. It began with a reinforced cast-iron block, with 4-bolt mains, forged steel crank, forged rods, 12.5:1 compression, a radical solid lifter cam, Holley 850-cfm carb, transistorized ignition, and aluminum intake.



Photo Credit: Mecum Auctions

The L88 came with the Muncie M22 "Rock Crusher" transmission, power-assisted heavy-duty disc brakes, F41 heavy-duty suspension, and the G81 Positraction differential. If you selected the L88 option, you could not have a radio, heater, A/C, power steering, or electric windows. In case you happened to forget just what kind of beast you were piloting, there was a sticker on the parking brake housing that read: WARNING: VEHICLE MUST OPERATE ON A FUEL HAVING A MINIMUM 103 RESEARCH OCTANE AND 95 MOTOR OCTANE OR ENGINE DAMAGE MAY RESULT. Hagerty Price Guide value for a 1967 Chevy Corvette L88 Convertible in #1 condition is \$3.25 million.

1971 Chevy Corvette ZR1 and ZR2

Much like the Z06 option package, the 1971 Chevy Corvette ZR1 was an option focused on competition use. The ZR1 Special Purpose LT1 Engine Package included the 330-horsepower 350 cubic-inch Small Block LT1 engine, Muncie M22 four-speed manual transmission, heavy-duty power brakes, transistorized ignition, special aluminum radiator, special springs and shocks, front and rear stabilizer bars, metal fan shrouds. RPOs A31 Power Windows, C50 Rear Window Defroster, C60 Air Conditioning, N40 Power Steering, P02 Deluxe Wheel Covers, UA6 Alarm System, U69 AM/FM Radio, and U79 AM/FM stereo were not available with ZR1.



Photo Credit: Barrett-Jackson

The ZR2 Special Purpose LS6 Engine Package came with the 425-horsepower 454 cubic-inch Big Block engine and all the same options and restrictions as the ZR1 package. Production numbers were incredibly low, with just eight of the ZR1 package and twelve of the ZR2 package leaving the St. Louis assembly plant. As so few of the ZR1 and ZR2s were built, pricing information is scant. However, a few of these rare Corvettes have crossed auction blocks. In May of 2017, a Chevy Corvette ZR1 coupe in Nevada Silver with only 35,000 original miles bid to \$220,000 at the Mecum Indy auction, but failed to meet reserve. In January of 2019, a 1971 Chevy Corvette ZR2 convertible in Ontario Orange, with both an NCRS Top Flight and Bloomington Gold Hall of Fame certification, sold at the Mecum Kissimmee auction for \$380,000.

These are just a few of the rare and collectible Chevy Corvettes models to be had. If we listed them all, it would make a decent book. Rest assured, this is far from the last collectible Corvette article!

C8 Corvette Theft Made Easy

By Steven Symes for Motorious at <https://www.motorious.com/articles/news/c8-corvette-theft-easy/>

You likely already know the C8 Corvette is one of the hottest cars around these days. It seems like everyone wants to get their hands on the mid-engine Chevy sports car, and that does unfortunately include thieves. The sad reality is these days car theft is an exploding problem which seems to be spreading from high-crime areas to even quiet rural communities.



Rick Conti, perhaps the most well-known Corvette YouTuber out there, recently showed how easy it is to steal a C8. He demonstrates by leaving his Corvette running while he walks far enough away that the key shouldn't be communicating with the vehicle. Then his son climbs inside and drives off.



Even worse, Conti's son is able to turn the C8 Corvette off, then start it again without the key anywhere nearby. The display says there is one restart allowed without the key present, something which should be concerning to every C8 owner out there.

What Conti shows as a solution to this potential 'Vette theft problem is simple: you lock the doors. That sounds idiotic since everyone knows you should lock the doors of a running vehicle if you're not sitting in it. The problem is if you open the driver's door

and then hit the door lock button, it doesn't keep the doors locked. That measure is something you find on other vehicles as a way to prevent unintentional lockouts, but it means some people think they're locking their ride when it's really just a sitting duck.

Instead, C8 Corvette owners need to close the doors and then hit the lock button on the key fob. Then and only then will the doors lock and stay that way. Sure, someone could break the glass and get inside the car, but that can attract attention when just opening the door doesn't.

There are legitimate reasons to leave your vehicle running while you go inside somewhere. Short trips where the engine doesn't reach normal operating temperature can lead to carbon buildup in the engine, which later can cause all kinds of problems. You also might not want to climb inside a freezing cold cabin or you need to defog/defrost the windows, which takes time when the car is cold. Just remember, when you do leave the engine running, lock the doors using the fob instead of using the door lock switch on the door.



Spring Weather Lore

While most of us are familiar with "April showers bring May flowers," there are many other weather folklore sayings associated with the spring season, which is notorious for wild, crazy weather. Which of these have you heard?

By Farmers' Almanac Staff at <https://www.farmersalmanac.com/spring-weather-lore-27086>

Spring has sprung! And while most of us are familiar with "April showers bring May flowers," there are many weather folklore sayings associated with spring, which is a season notorious for wild, crazy weather. Have you heard any of these?

March

Is't on St. Joseph's day (19th) clear, So follows a fertile year; Is't on St. Mary's (25th) bright and clear, Fertile is said to be the year.

April

- If it thunders on All Fool's Day, it brings good crops of corn and hay.
- A cold May and a windy April, a full barn.
- March'll search ye, April try ye; May'll tell, whether live or die ye.
- If the oak is out before the ash then we are in for a splash; But if the ash is out before the oak we are in for a soak.
- April cold and wet fills barn and barrel.
- When April blows its horn Then it stands good with hay, rye, and corn. A cold and moist April fills the cellar and fattens the cow

May

- Hoar-frost on the 1st of May indicates a good harvest.
- A dry May and a leaking June Make the farmer whistle a merry tune.
- Look at your corn in May, And you'll come sorrowing away; Look at it again in June, And you'll come singing another tune.
- A dewy morning brings a good haying day.
A heavy dew at night promises a good day to follow.

June

- If June is sunny, the harvest will come early.
- In June, when there is no dew, it indicates rain.
- A cold and wet June spoils the rest of the year.
- June, damp and warm, does a farmer no harm.
- A good rain in June sets all in tune.

And what's spring without rain? These are the signs that foretell rain:

- Rain before 7 – clear before 11. Rain after 7 – rain all day.
- If it rains on the first Sunday of the month, every Sunday except one usually will be wet.
- When the ants close up their hills, we will have rain in a day or two; if the ant hills are open, it will continue to be fair.
- When leaves turn over, it's a sign of rain.
- Variable wind indicates a coming storm.
- When robins call loudly and steadily, it will rain soon.
- Three foggy mornings and then a rain.
- No dew in the morning indicates rain.
- Low banks of haze in the south indicate rain.
- Step on a spider and it will surely bring rain.
- The louder the frog, the more the rain.



9 cool things about the 2023 Chevy Corvette Z06's LT6 engine

Chevy put together the most powerful naturally aspirated V8 in any production car, ever

By Zac Palmer for Autoblog at <https://www.autoblog.com/2022/02/18/2023-chevy-corvette-z06-coolest-9-things/>

The 2023 Chevrolet Corvette Z06 is home to the most powerful naturally aspirated V8 engine ever in a production vehicle. The 5.5-liter V8 produces 670 horsepower and 460 pound-feet of torque, and it's going to scream like an Italian exotic thanks to the flat-plane crankshaft.



After working on it since 2014, and knowing how special this engine is, the GM engineers who poured their sweat and time into it set aside an afternoon to go into detail about everything someone might want to know. From this, we give you the 9 coolest things about the LT6 in the upcoming Z06.

Race car (and Ferrari 458) learnings

Yes, Chevy initially let on that an exotic flat-plane crank engine was coming via its C8.R race car a long time ago. Since then, we've learned that the 5.5-liter V8 in said race car is hugely similar to the one going into the production Z06 — they share the cylinder block, heads, valvetrain and fuel system. We all know the saying: "Win on Sunday, sell on Monday." GM has taken this mantra quite literally, as the racing program has helped engineers develop the street car engine to a certain degree. What is perhaps even more intriguing, the Z06 street car engineers have helped the racing team improve their version of the Gemini, too.

The main benefit to the production car team was all of the validation data they were able to glean from the race team running the engine in competition over thousands and thousands of miles being pushed to the limit. Engineers got data on wear surfaces, heat management, operating parameters and more. The race and production car teams even shared parts at times, swapping between each other when one wanted to test something new that the other came up with. Even to this day, the two teams are collaborating to finalize what will ultimately end up in buyers' driveways.



As for the Ferrari 458 learnings, you'll enjoy learning that GM bought a wrecked 458 from Europe for \$25,000 years ago, completely tore it down to learn what makes the Ferrari flat-plane crank so good, then applied that knowledge to its own V8. So yes, there's definitely some Italian flair hidden inside this American supercar. A modern 458, anyone?

Cooling and oiling

If you recall the C7 Z06, Chevy had all sorts of cooling issues with that vehicle on-track. Engineers were determined to keep that from happening with the C8 Z06, as its cooling capacity looks over-engineered to the max. The total cooling capacity is increased by 50% over the standard Stingray with the Z51 pack, and it features five total radiators that are augmented by more powerful fans. The front bumper even features a removable aero panel that increases the front grille's opening by 75% — Chevy suggests you remove this panel for track use. The real kicker is that Chevy was able to add all of this cooling without reducing storage anywhere in the vehicle, including the front trunk.



Track rats will be happy to know that the Z06 has a new and bespoke dry-sump oiling system. It features an engine-mounted plastic oil tank, and the system ultimately provides 85% more cooling capacity than the one in the C7 Z06. It features six scavenge pumps, a bottom-mounted oil cooler and is designed for excellent

scavenging even at the high lateral g's the Z06 is capable of pulling. Chevy claims the Z06 with the Z07 package can pull 1.22 g of lateral acceleration on a skidpad.

A mechanical valvetrain with high-tech materials usage

One particularly intriguing aspect of the Z06's engine is its use of a mechanical (not hydraulic) valvetrain that GM claims will never require maintenance or adjustment throughout the life of the engine. It's lashed at the plant, and the clearances are measured three times throughout the life of the engine build, but it should never need service. GM says this is possible through the use of today's modern materials. For example, the finger followers are highly polished with a diamond-like carbon coating and made of hardened steel. The exhaust valves are hollow cavity sodium-filled nitrided steel valves, and the intake valves are made of titanium. Everything is designed to resist wear to an extreme degree. Even in GM's high-mileage validation runs, engineers say that everything remains in spec.



This all goes to underline that while the Z06's engine might be an exotic design, GM says it won't require an exotic level of maintenance and short service intervals. It's been subjected to all the same GM validation tests that the Stingray goes through, so expect it to perform just the same in extreme conditions.

Of course, it's a flat-plane crank design

Ultimately, the reason this Corvette will scream like an Italian exotic is down to its flat-plane (not cross-plane) crankshaft design. This gives you a different firing order and a balanced air and exhaust flow. Chevy says the crankshaft is made of forged steel, and it's 33% lighter than the crankshaft in the Stingray's LT2 engine.

Every engine is hand-built by a single technician

Plus, each Z06 engine gets a plaque that is signed by the single technician who put it together. Chevy says that it takes approximately 3 hours to build a single engine, and all of them will be assembled at the Performance Build Center in Bowling Green, KY.



Once built, every LT6 gets shipped to a local dyno facility where it's put through a 20-minute procedure that runs the engine under full-load and high engine speed. Similar to the standard Corvette, the break-in period is 500 miles long. Torque in first and second gear is automatically limited during this time.

The air conditioning system is track-rated

GM's target for its air conditioning system in the Z06 was to enable proper cabin cooling during track use with an ambient temperature of 100 degrees Fahrenheit. If that isn't the most American supercar target to hit, we don't know what is. To achieve that goal, Chevy had to engineer a new air conditioning system that is different from the C8 Stingray. To run the compressor when the engine is screaming at 8,600 rpm, Chevy used a lower pulley ratio. However, this slowed the pulley down too much at low speeds and at idle, so the team had to increase the A/C compressor size to make up for the change. GM suggests that the air conditioning in the Z06 is actually slightly better than the Stingray now because of this switchup. Plus, you can be nice and cool running on track in extreme conditions.



The exhaust system's adjustable valving is a first for GM

The exhaust of the Z06 is such a key factor to enjoying the car, and GM didn't overlook its importance. In-

stead of a normal adjustable exhaust where the valve has two settings, open (loud) or closed (quiet), the valving in the exhaust system is highly adjustable through many settings. The valves — found in the center pipes — are controlled by the engine ECU using patented software, and it allows GM to tune them in 2 degree increments. The outboard pipes are the Corvette's "low-flow" pipes and do not feature valves. In total, GM allows three different valve preset positions that are selectable by drive mode: Tour, Sport and Track. As expected, Track is the loudest setting, though GM says it's loud enough that you may have to dial it back on racetracks with strict noise regulations.



As for the exhaust performance, GM says its new exhaust architecture results in a 21% backpressure reduction versus the C7 Z06, and the muffler itself is 20 pounds lighter than the C8 Stingray's muffler. Just as you've seen in the photos, it features a center exit that GM says was a last-minute change to drastically improve the sound.

54 Gemini rockets can be found throughout every LT6 engine

Chevy's internal name for the LT6 project was Gemini, in reference to NASA's Gemini space program. The team sees this as a moonshot of an engine, so therefore it wanted to imbue it with some space tributes. If you look hard enough, you'll be able to find a total of 54 Gemini rockets throughout every single engine. Happy hunting!



Chevy still calls it a Small Block

This one's weird. The only thing the LT6 has in common with the traditional Chevy Small Block V8 is its 4.4-inch bore centerline spacing. Also, it's been engineered and designed by the same team responsible for the traditional Small Block V8. Besides that, this engine is a totally new, clean-sheet design. Formally, GM engineers say it's a "Gemini Small Block." In practice, there's nearly nothing similar between this advanced DOHC engine design and the old push-rod V8 found in the regular Corvette Stingray.



Parade

HAPPINESS BEING A
DESSERT SO SWEET,
MAY LIFE GIVE YOU
MORE THAN YOU
CAN EVER EAT.

— IRISH BLESSING



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. I am providing a history lesson about the three major attractions on this trip. Last month I provided a history of the National Corvette Museum. This month we will be studying the Biltmore Mansion. 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.



Biltmore Estate & George Vanderbilt History

By RomanticAsheville.com staff at <https://www.romanticasheville.com/biltmorececil.htm>

The Vision

In the late 1880s, George W. Vanderbilt, then a young man of 25, came upon the perfect spot in North Carolina's Blue Ridge Mountains for a 250-room French Renaissance chateau to be built by his friend, architect Richard Morris Hunt. The great château would be called "Biltmore."

Vanderbilt's decision to locate his mountain mansion near Asheville, NC, led to his purchase of a total of 125,000 acres surrounding the site. Today, Biltmore Estate encompasses approximately 8,000 acres, including formal and informal gardens designed by Frederick Law Olmsted, the father of landscape architecture in America.

While the incomparable beauty of Biltmore Estate is the result of the combined creative talents and vision of all three men—Vanderbilt, Hunt and Olmsted—it is Biltmore House, which continues to be the centerpiece of Vanderbilt's legacy. This great house remains the largest private residence in America, a National Historic Landmark.

George Vanderbilt officially opened the home to friends and family on Christmas Eve in 1895. He had created a country retreat where he could pursue his passion for art, literature and horticulture. After marrying American Edith Stuyvesant Dresser (1873–1958) in Paris during the summer of 1898, George and his new bride came to live at the estate. Their only child, Cornelia (1900–1976), was born and grew up at Biltmore.



Construction of Biltmore House was under way in 1889; it was a massive undertaking that included a mansion, gardens, farms and woodlands. George Vanderbilt engaged two of the most distinguished designers of the 19th-century: architect Richard Morris Hunt (1828-1895) and landscape designer Frederick Law Olmsted (1822-1903). The centerpiece was a four-story stone house with a 780-ft. façade—a monument that would rival the surrounding mountains in grandeur. Hunt modeled the architecture on the richly-ornamented style of the French Renaissance and adapted elements, such as the stair tower and the steeply-pitched roof, from three famous early-16th-century châteaux in the Loire Valley: Blois, Chenonceau and Chambord.

Even after six years, Biltmore House was not complete when George Vanderbilt opened it in 1895; work would continue for years. Its scale continues to be astounding: the house contains more than 11 million bricks; the massive stone spiral staircase rises four floors and has 102 steps. Through its center hangs an iron chandelier suspended from a single point, containing 72 electric light bulbs.

The Collection

Vanderbilt, the grandson of industrialist Commodore Cornelius Vanderbilt, was an intellectual, fluent in several languages, well-traveled and knowledgeable about art, architecture, music, agriculture, horticulture and literature.

Vanderbilt's diverse and cultured tastes influenced his travels with architect Hunt while Biltmore House was being constructed. The two men traveled throughout Europe and the Orient, purchasing paintings, porcelains, bronzes, carpets and furniture. All of it would eventually become part of the collection of objects still in Biltmore House today. Indeed, it is often the collection, reflecting Vanderbilt's personal interests and tastes, that guests then, as well as now, find most fascinating.

Inside, artworks by Renoir, Sargent, Whistler, Pellegrini and Boldini adorn the walls and, in one case, the ceiling. The furniture includes designs by Sheraton and Chippendale. A chess set and gaming table, which belonged to Napoleon when he was in exile at St. Helena, are on display in the salon, and Chinese goldfish bowls from the Ming Dynasty can be admired in the library.

Eight 16th-century Flemish tapestries hang in the Banquet Hall and Tapestry Gallery. Fifty Persian and Oriental rugs cover marble and oak floors.

The House

Upstairs on the second and third floors, in addition to luxurious bedrooms, are areas where guests once played parlor games and took afternoon tea. The Fourth Floor features Maids' Bedrooms and the Observatory, with spectacular views from the top of the front of the house. Downstairs, the domestic servants kept the entire house running smoothly with the help of a state-of-the-art domestic nerve center, complete with a main kitchen, two specialty kitchens, large laundry complex, refrigeration systems and pantries.

Fully electric and centrally heated, Biltmore House, at the time of its completion, was considered one of the most technologically advanced structures ever built and is still admired today for its innovative engineering. It used some of Thomas Edison's first light bulbs, boasted a fire alarm system, an electrical call box system for servants, two elevators, elaborate indoor plumbing for all 34 bedrooms and a relatively newfangled invention called the telephone.

Vanderbilt also wanted his mountain home to provide family and friends with recreational pleasures: an indoor swimming pool, bowling alley and gymnasium are located downstairs.

The Landscape

While Biltmore House is the focal point of the Estate, it is clear when walking onto the library terrace and gazing below into the gardens that Olmsted's genius is an integral part of Biltmore—his sweeping landscape providing a fitting backdrop for this magnificent château. Rare Franklinia and Persian ironwood trees grow side by side with mountain laurel, rhododendron, native azaleas and white pines. A four-acre Walled Garden

features 50,000 tulips each spring, summer annuals in warmer months and chrysanthemums in the autumn, as well as an All-American Rose Garden.

Biltmore's unique horticultural environment creates a blooming season that begins in early spring and continues until the first frost: in other words, something is blooming at Biltmore from March through November. Even during winter months, the conservatory is full of colorful tropical plants such as poinsettias, orchids, lilies, cacti and bougainvillea.

Antler Hill Village includes the Historic Horse Barn, designed in 1900 by architect Richard Howland Hunt, originally the hub of agricultural operations on Biltmore Estate and is once again with crafters, music, displays of original farm equipment and more.

Biltmore Appraised Value

The appraised value of the 135,000 square foot Biltmore House is about \$37 million, according to Buncombe County tax appraisers in 2017. The value of the part of the estate that is open to the public with 2,194 acres, the House, hotels, restaurants, and other buildings exceed \$300 million.

Who owns Biltmore Estate today?

The estate is still family owned. George Vanderbilt's great grandson, Bill Cecil Jr, is current CEO of Biltmore Company. His father (and George Vanderbilt's grandson William Amherst Vanderbilt Cecil) was responsible for most of the dramatic growth of Biltmore. He died on October 31, 2017. His wife Mimi passed away just a few weeks later. In 1957, Cecil married Mary "Mimi" Ryan, a lawyer with a Wall Street firm. In 1960, they moved from New York to Asheville to focus on preserving Biltmore by including tourism. The number of employees at Biltmore has dramatically increased from 100 in the mid 1970s to 2,400 in 2017.



NICC Vette Visions

Northern Illinois Corvette Club, Inc. is a non-profit charitable organization dedicated to the promotion of **Corvette** ownership and operation.

The club provides **Corvette** information and encourages others to participate in its ownership and enjoyment by holding meetings, events (concoors, parades, races, rallies, runs, shows) and socials.

Through the magnetism of the **Corvette**, the club raises funds and supports various local and national non-profit organizations.

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Northern Illinois Corvette Club, Inc.
P.O. Box 2004
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