



50 Years

VETTE
Visions

April 2024

The official Newsletter of the Award Winning

Northern Illinois Corvette Club

Hello Fellow Members!

During our April meeting we reviewed and updated the scheduled activities for 2024. We have so many activities for this year that there is something for everybody to get involved in and enjoy your time with club members. Go to the NICC website 2024 Event Calendar and pick out the activities you want to do or get involved in. We always need volunteers in the planning and developing of activities such as:

Wine tasting party
Perryville road clean up
Wings & Wheels Museum clean-up
Smokin' Coops night
NCCC Convention week
Spring run (Lake Geneva lunch and boat ride)
Pecatonica Parade
NICC /Bachrodt Car Show
NICC Low speed event
Cars & Coffee Car Show

The attendance at the last meeting was much better than last month. Our warm weather members have returned and attended the April meeting. Next month should be better than last month with more members returning from the warmer parts of the country. Put on your calendar the first Wednesday of the month and come to the NICC meeting and enjoy the time that we have at our monthly



President's
Corner

meetings.

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

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

John M. Stupec

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



Contents

Schedules.....	2
Birthdays & Anniversaries.....	3
Meeting Minutes.....	4-6
NICC Gear.....	6
Bachrodt	7
Cuisine & Cocktails	8-9
Event Flyers	10-16
Corvette Competitor.....	17-19
'Vettes of the 1960s.....	19-22
Junk in the Trunk.....	23-24
From the Editor.....	25-26
Random Thoughts	26
About NICC & VetteVisions...	27
VV Garage Sale.....	28
Advertisers & Sponsors.....	29-32



Love Vettes, Have Fun, Give Back!

April 2024

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

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

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

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

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

editor@nicccorvette.com

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

Apr	6	Sat	5:00 PM	MWR Banquet	Madison, WI
	13	Sat	10:00 AM	Perryville Road Clean-Up	Meet at Cherry Vale Mall
	21	Sun	8:00 AM	Spring Rallye	Milan, IL
	27	Sat	10:00 AM	Wings & Wheels Museum Cleanup	Need Volunteers
May	6	Mon	5:30 PM	Smokin' Coops	Belvidere
	22	Wed	9:10 AM	Spring Run to Lake Geneva, WI	Hosts: Ken & Cindy
	27	Mon	TBD	Pecatonica Parade	Pecatonica, IL

2024 - Other Events of Interest

April 18	Cruise Nights, 6401 N. Second St., Loves Park 5:00PM-8:00PM				
May 13-19	National Council of Corvette Clubs (NCCC) Convention website				
May 16-17	St. Jude Corvette Drive website				
June 6-8	Corvette Adventures, Wisconsin Dells, WI website				
June 21-22	Bloomington Gold, Illinois State University, Normal, IL website				
July 17-20	Black Hills Corvette Classic, South Dakota website				
July 28	Turning Back Time Car Show, Sycamore, IL website				
August 17	Woodward Dream Cruise, Oakland County, MI website				
August 24	Vettes on the River, LeClaire, IA 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

April

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

May

Doris Hicks

Wedding Anniversaries



April

Craig & Bonnie Gleason

May

Tom & Micki Stern

VETTE QUOTES

"Life is full of what-ifs, many of which could easily have been realities, had just a few things been different."

Julian Baggini

"One of the most beautiful things in the world I've ever seen or heard is people laughing, even when there seems to be so little reason for them to laugh."

D. L. Hughley

"Slow down and enjoy life. It's not only the scenery you miss by going too fast—you also miss the sense of where you are going and why."

Eddie Cantor

"Make up your minds that happiness depends on being free, and freedom depends on being courageous."

Pericles

"The world as we have created it is a process of our thinking. It cannot be changed without changing our thinking."

Albert Einstein

"Yesterday I was clever, so I wanted to change the world. Today I am wise, so I am changing myself."

Rumi

"A day of worry is more exhausting than a week of work."

John Lubbock



**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

April 10, 2024 Meeting Minutes - Unapproved

1. Opening and Call to Order:

The NICC Monthly Membership meeting was called to order by John Stupiec at 7:00 p.m. with 27 members present in the meeting room and three on Zoom for a total of 30 members in attendance.

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

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

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

4. Minutes: A motion was made by Ken Starzyk to approve the March, 2024 minutes and it was seconded by Sherry Putnam. The motion was approved.

5. Monthly Reports:

President – John Stupiec: No report.

Governor – Dale Samuelson: The MWR banquet was April 6th. Dale displayed a Power Point showing the high-scoring NICC Autocross volunteers. They were Dale, Carolyn, Russ Schaefer, Joe, Ken and Cindy. Each one was awarded a very nice shirt or cap with the NCCC logo embroidered on it. We need to decide as a club which volunteer jobs we will perform for the 2025 convention in Wisconsin Dells. Help is needed as welcome, registration/check-in helpers, tour bus organizers, Autocross workers at Road America, etc. Dale confirmed with the NICC members who were present that we will host and plan a party on the Tuesday evening of the 2025 convention. One theme idea for this could be a 1960's dance with decorations and costumes. NCCC awards a \$1500 scholarship each year to high school and college students. Contact Dale or Carolyn Samuelson for more information.

Secretary – Cindy Starzyk: No report.

Treasurer – Louise Gorsch: The NICC Budget Cash Flow Table for March, 2024 was distributed by Louise. Thanks to Ken Starzyk, NICC again received \$2,000 from our sponsor Lou Bachrodt Auto Mall. A motion to approve the March Cash Flow Report was made by Barb Johnson and seconded by Mike Lenth. The motion was approved.

Membership – Leon Gorsch: The membership count remains the same.

Parliamentarian – Doris Hicks, absent. No report.

Historians - Nancy Bailey and Carolyn Samuelson: No report.

NCM Ambassador – Sherry Putnam: The National Corvette Museum is looking for a new director. You can drive a new E-Ray there. August 29-31 is the Corvette Caravan to Bolling Green which is done every five years. It will be the 30th anniversary of the museum. The plant will be open. More information is on Facebook.

Sunshine Club Chair - Doris Hicks, absent. No report.

Sergeant-at-Arms – Mike Lenth: Mike collected \$2 for name badge fines.

Editor - Preston Morgan: On Zoom - Articles for the April newsletter are due by Friday, April 12th. Look for three intriguing Corvette articles and Traci's "Corvettes, Cuisine, and Cocktails" column. You are invited to submit articles regarding your favorite establishment/s to share with NICC members.

Social Director – Debbie Schaefer: No report.

Continued on Page 5

Quartermaster - Barb Johnson: No report.

Advertising – Ken Starzyk: No report.

Public Relations - Ken Starzyk: There is a 2024 3LT convertible, white with black trim and two-tone interior for sale at Lou Bachrodt.

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

Parade Director – Leon Gorsch: Dan Bomgarden is the lead on the Winnebago parade (July 4th) after which we will picnic at Dan's and Kris' place. We are still planning to attend the Pecatonica parade (May 27th) and the Stillman Valley parade (September 22nd). The Leaf River parade (June 1st) will not happen this year.

Media Director – Traci Hill: Since Traci created a "group" on our Facebook page the NICC website has gained much more traction. NICC members can post photos of themselves and their cars. She has been working with Lon on the new website which is making progress. The photos feature will take longer to set up. Dale Samuelson requested a tab on the site for "NICC History". He and Carolyn will address this feature. Traci explained that "Embroider This" has built a page on their website for NICC members to order via the new NICC website. A new design of club event shirts was shown and favored by all the members present. The majority of the membership present loved the idea of driving Golden Apple winners to the Golden Apple Banquet in their Corvettes in April of 2025. NICC will benefit from the presence of the news media there.

6. Old Business:

Covered in New Business.

7. New Business:

- a. New Website – discussed under Media Director.
- b. Spring Run – There are 31 people signed up for the spring run to Lake Geneva. Please check the website for more information.
- c. Summer Run, Colorado Springs - Louise Gorsch has set up a meeting for participants to be on April 24th at Old Chicago. Contact Louise for more information at 815 291-6357.
- d. Fall Run (open) – The 30th anniversary of The National Corvette Museum could be a run.
- e. Club picnic (July 14) – Contact Cindy Starzyk with questions at 815 222-2848. A sign-up sheet will be passed around at the May and June Members' Meetings and the flyer will be on the website next month.
- f. Update on Square (for memberships, car show registration, apparel, etc.) – Traci and Lon will set this up.
- g. NCCC Convention (May 13-19) – A few members are planning to attend.
- h. All Chevy Car Show Kenosha, WI (July 14) – Our NICC picnic conflicts with this date.
- i. National Corvette Museum, 30th Anniversary – discussed under NCM Ambassador.
- j. Wine Tasting Party (Host for party?) – Jim and Terra Naumowich wish to host this but they need to wait to determine a date.
- k. Spring Perryville Road Clean-up (4/13/24) – Ten members volunteered.
- l. Wings & Wheels Museum Clean-up (4/27/24) Nine members volunteered.

8 New Cars: Bob Rogers has purchased a 2024 white and black LT3 convertible, from Lou Bachrodt. Congratulations, Bob and Janet!!

9. Collection of Fines: \$2

10. 50/50 Raffle: The amount was \$46.00 and Sherry Putnam won.

11. Attendance Drawing: \$30.00 – Louise Gorsch won! Next month - \$10.00.

Adjournment: 8:12 pm. A motion to adjourn was made by Barb Johnson and seconded by Ken Starzyk. The motion was approved.

Board Meeting

May 1st, 2024 @ 5:00 pm

Next Club Monthly Meeting:

May 1st, 2024

Social hour 6:00

Member meeting at 7:00 pm

Respectfully submitted by

Cindy Starzyk

Cindy Starzyk



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Are you ready to upgrade your Corvette? This gem is in production.
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COMING SOON



2024 Corvette Stingray Coupe 1LT

Exterior Color - Cacti Green

Interior - Trim Leather, Jet Black

Enhanced Safety Features

Bose Performance Audio (14 Speakers)

Front and Rear Vision Cameras

AND so much more!

NICC ONLY PRICING - \$71,585

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

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

www.Bachrodt.com

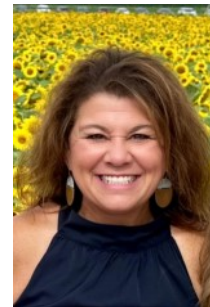
Corvettes, Cuisine, & Cocktails

Hidden Creek Estates

13276 White School Road, Roscoe, IL 6107

815-242-2099

By Traci Hill



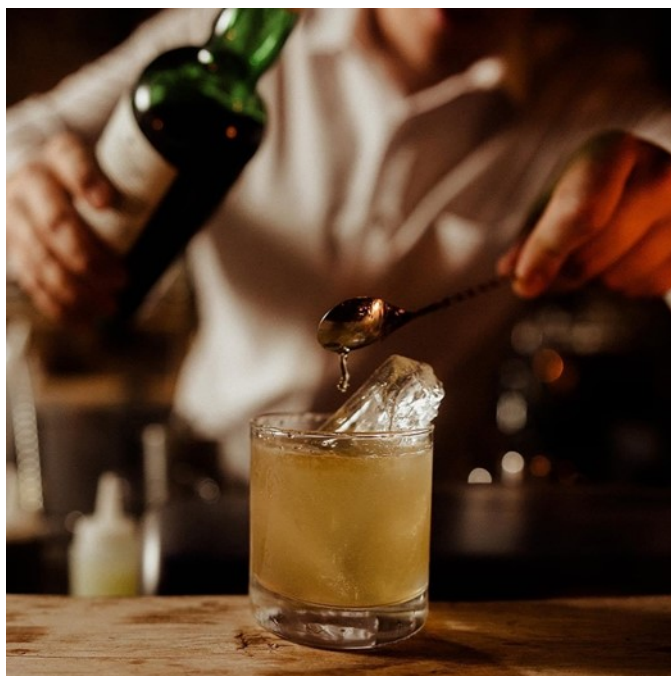
Talk about a hidden gem! Hidden Creek Estates is relatively new & not well known (yet), however it is the cutest little winery/speakeasy with some BIG benefits! This is also a beautiful event space which is currently expanding and planning to offer its even larger venue this May.

Nestled quite a ways off the road, but with easily accessible parking and a short walk through their beautiful grounds to find “The Speakeasy” you’ll enjoy the beauty of this spot immediately.

The Speakeasy is a perfect name for the bar area which takes up the lower level of the barn on the property. From it’s metal ceiling tiles, dark walls, fireplace, and décor to the adorable bar you definitely feel like you are taking a step back in time here, and it’s just so quaint. Open Wednesday through Saturday 4pm -10pm, Hidden Creek Estates is an amazing spot to start your evening. You may just find yourself staying until close. They also offer expanded hours during summer with many events and unique offerings on their property. You’ll want to follow their Facebook page to get continual updates, as they update offerings regularly.

The menu here is definitely beverage focused most days. They have unique and fancy mixed drinks, a variety of wines, and of course the old standards making it a great spot to either start an evening out or end it. While they initially offered just small appetizer list daily, they have really expanded their menu. So if you have been here in the past, you’ll be surprised at the variety you’ll see on their ever changing menu! They are open 4-10 Wednesday through Friday and you’ll want to visit often because the menu changes make every visit an exciting new experience.

With spring and summer upon us, I simply had to share Hidden Creek Estates because their gorgeous outdoor area is fantastic! While you may come for a beverage...you’ll want to stay to watch the sun go down, enjoy their expansive acreage, appreciate the pond with its fountain, or even walk the grounds. But don’t discount them throughout the year! This past winter they added igloos to their repertoire and you can enjoy a charcuterie tray and your beverages in a heated outdoor paradise as an alternative to staying inside The Speakeasy.



As mentioned earlier, Hidden Creek Estates offers many unique events. Most Fridays during nice weather you'll find live music, bonfires, and a larger offering from their food truck. They also offer things such as Mother's Day Brunch, Wine Dinners, and Cocktail Classes. A unique upcoming event on April 18th is Petals & Pastries. During this spring focused event you can create your own flower arrangement, decorate some cookies, and enjoy a complimentary beverage all included in the price. The creative activities here just continue to pop up on the regular making it a really fun stop with a group!

Hidden Creek Estates has an on site Air BNB as well. Situated directly in front of the barn, this makes a unique spot to spend a night or a weekend on this gorgeous property. It's also available to utilize along with large events booked in the barn such as weddings, reunions, retirements, etc. For information regarding booking the house, large events in the barn or the monthly Winery events, it is best to call directly rather than using the Facebook page because they fill up quickly.



One thing that always separates Hidden Creek Estates from some other area venues is the atmosphere they create when there is music and a chance to be outdoors on their property. You'll indeed meet new friends here and enjoy chatting with many people. The feeling you get sitting fire-side, enjoying their food and beverages, and enjoying the property simply can't be easily matched. I guarantee you will leave with a feeling of joy and the desire to come back soon.

Nestled off the road on White School Road in Roscoe, IL Hidden Creek is easily accessible via I-90, however if you are making the trek in your corvette there are numerous backroad routes that are more scenic and enjoyable coming from any direction.

When you pop in, as always take a photo with your Corvette in the parking lot & share it on their Facebook page and our Northern Illinois Corvette Club Facebook Group. Even more fun? Invite some of your Corvette besties along for the trip & take a big group selfie! I guarantee that will make the FB feed for sure and you'll all enjoy a great spot!





Wings & Wheels Museum Cleanup Day!
Saturday, April 27, 2024
10am to 12pm

Here's your chance to perform some community service for a really neat nonprofit organization.

Text or call Cindy at 815 222-2848 to sign up!

Vintage Wings & Wheels Museum
5151 Orth Rd.
Poplar Grove, IL

Let's do lunch after our cleanup project!



NICC Spring Run to Lake Geneva
(Lunch on the Tour Boat)

Wednesday, May 22

Costs:

Single \$67.22

Couple \$134.44

Please make checks payable to Ken Starzyk by May 1st.

Parking will cost \$8.00 in town.

9:10 - Meet at Vintage Wings & Wheels Museum
5151 Orth Rd., Poplar Grove, IL.
to be assigned walkie-talkies.

9:30 – Leave for Lake Geneva.

11:00 - We will meet at the tour boat to check in.

11:15 - Boarding will begin.



MW-465-N02

Midwest Region Party & Awards Banquet

Hosted by Mad City Vettes ~ 2023 Club Champions

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

Directions, Map and Hotel Reservation information on next page

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

Complimentary Beverages:

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

Beverages Available for Purchase:

Mixed Drinks and Bottles of other Beer Brands

Recognitions and Awards Presentations at 7:30

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

Meal Choices

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

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

Registration and Payment must be RECEIVED by March 27, 2024

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

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

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

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

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

Mail Registration and check to: Mad City Vettes

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

Event Location: Marriot Madison West Hotel

1313 John Q. Hammons Drive, Middleton, Wisconsin 53562

Local phone number is 608-831-2000 (Rate ~ \$131.00+ 13.50% tax)



Cruise Nights Hosted by
Gentlemen Car Club





MID-WEST CORVETTE CLUB PRESENTS
Allan Fiscus Memorial Spring Rallye
Date Sunday, April 21, 2024
Eriksen Chevrolet – 325 1st Avenue East – Milan IL 61264

Type of Rallye Event

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

Entry Fees

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

Event Chairman

Contact Information

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

This Event will be held rain or shine.

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

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

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

Non-NCCC members not insured by NCCC

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

Eggsperts Breakfast and Lunch Cafe Chef's Choice II



Double NCCC CORVETTE SHOW

Date: Sunday, June 2, 2024



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

LOCATION

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



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

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

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

Entrants receive 15% discount on all food purchases

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

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

Pre-Show Registration Form on Page 2:



ROUTE 66 CORVETTE CLUB 4 Rally Events – July 6, 2024

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

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

Registration & Tech (Central Time)

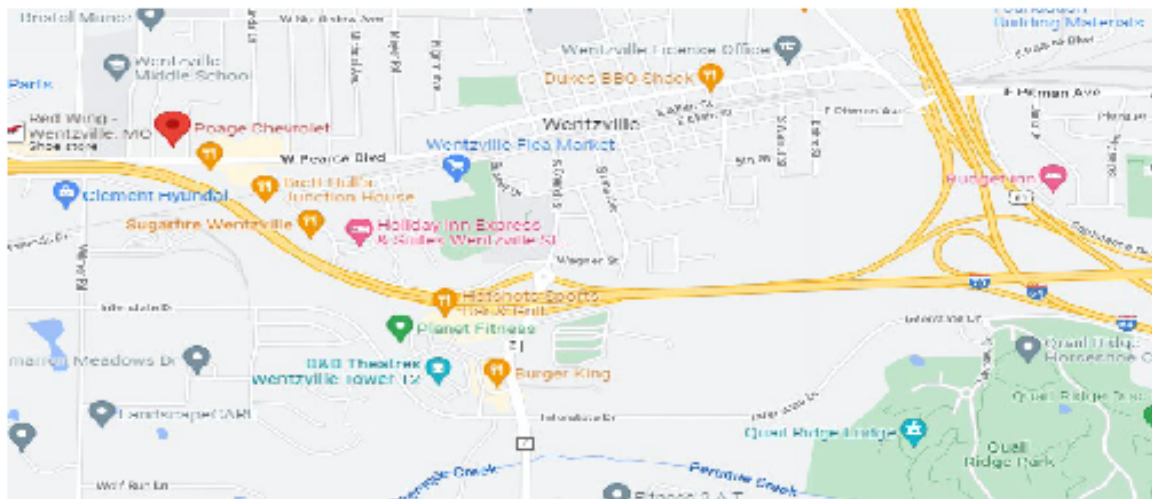
Registration: 8:45 AM to 9:30 AM

Tech: 9:00 AM to 9:45 AM

Drivers Meeting: 9:50 AM

1st Car Off: following driver's meeting

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



Remembering the 1954 Kaiser Darrin, the Forgotten Chevrolet Corvette Competitor

By Ciprian Florea for autoevolution at <https://www.autoevolution.com/news/remembering-the-1954-kaiser-darrin-the-forgotten-chevrolet-corvette-competitor-187172.html>

Introduced in 1953, the Chevrolet Corvette became widely known as "America's sports car" and developed into an icon by the late 1950s. But it wasn't the only sports car that emerged in the U.S. in the early 1950s.



Image: Petersen Automotive Museum/YouTube

The Corvette wasn't even the first vehicle to bring the concept into showrooms. As servicemen brought lighter and more compact European cars to the U.S. after World War II, both carmakers and manufacturers of fiberglass bodies realized there was a new opportunity to be explored.

Nash Motors was the first U.S. automaker to act and introduced the Nash-Healey in 1951, two years before the Corvette arrived. Granted, the sports car was the result of a cooperation between Nash and Healey, the latter a British carmaker, but U.S.-market cars were put together in Wisconsin with inline-six engines sourced from the Nash Ambassador.

1952 saw the arrival of the Woodill Wildfire, a sports car built by Dodge and Willys dealer Robert "Woody" Woodill in Downey, California. Designed by yacht builder Bill Tritt and using a Glasspar fiberglass body, the Wildfire became the first American production vehicle with a complete body made from that lightweight material.

Haven't heard about it? Well, no need to worry about that. Woodill sold only 15 complete cars before it started offering the Wildfire as a kit. Total production reached 300 units in 1958, but by that time, U.S. customers already had access to mainstream sports cars.



Image: Petersen Automotive Museum/YouTube

Chevrolet was the first major Detroit company to take this segment seriously and rolled out the Corvette in 1953. Ford followed with the Thunderbird for the 1955 model year, but one small company introduced the first proper competitor to the Corvette before FoMoCo did.

I'm talking about Kaiser, an automaker that had been on the market for only a few years at the time. Struggling to keep up with Detroit's aggressive roll-out of brand-new cars in the late 1940s, Kaiser Motors went against the tide and designed a compact car, the Henry J. Introduced in 1950, it would become the base of the company's sports car.

The latter arrived in 1954, just as the Henry J was going out of production following a rather unsuccessful four-year stint in showrooms. Designed by Howard "Dutch" Darrin, who had been working with Kaiser since the 1940s, the Kaiser Darrin debuted as a typical two-door roadster with a long hood, a swooping beltline, and a European-style rear end.

Still, the Darrin was far from usual. Unlike most production cars of the era, it was devoid of chrome trim beyond the bumpers and the windshield frame. A bold move in a market that demanded increasingly flashier automobiles.

And just like the Corvette, the Darrin had a fiberglass body. Not because it was a lighter proposition than a steel body, but because fiberglass was a lot less expensive to produce. Kaiser wasn't doing very well in the mid-1950s, you know?

But that didn't stop the company from approving "Dutch" Darrin's idea that the car should have small doors that would slide into the front fenders. The idea was pretty wild at the time, but it made the Darrin difficult to get in and out of. Mostly because the doors were short so that they would fit into the fenders.

Kaiser didn't care much about how impractical the sliding doors were. Their purpose was to turn the Darrin into an exotic appearance that would draw people into dealerships. And those that couldn't afford the Darrin would go home in a new Manhattan or Special.

Unfortunately for Kaiser, things didn't go as planned. While the Darrin looked hot, even when parked next to a Corvette, it couldn't match its rival on the performance front. After all, it was pretty much a re-bodied Henry J.

The result of Kaiser's desire to provide the average American working man with an affordable car, the Henry J was far from sporty. Yet Darrin found the compact's underpinnings suitable for a sports car.

The story goes, Darrin felt that Henry J deserved a sleeker appearance and designed his prototype using his own funds and without talking to Henry Kaiser about it. He finished the vehicle in 1952, a year before Chevrolet unveiled the Corvette.

Kaiser didn't like the idea and dismissed the project on the basis that he wasn't looking to enter the sports car market. But word has it he changed his mind when his wife said it's "the most beautiful thing I have ever seen." The fact that Darrin threatened to build it by himself if Kaiser didn't want it might have convinced him too.

The prototype was shown to the world in September 1952, two months before GM debuted the Corvette. However, the lack of funds and a proper drivetrain prevented the Darrin from arriving in dealerships until early 1954.

With the Henry J's range-topping inline-six engine good for only 80 horsepower and with Kaiser's newly-developed V8 too expensive to build at the time, the company attempted to buy Rocket V8 mills from Oldsmobile.

These also proved to be too expensive, so Kaiser went with an upgraded inline-six rated at 90 horses. Not a lot to throw around.



Image: Petersen Automotive Museum/YouTube



Image: Petersen Automotive Museum/YouTube



Image: Petersen Automotive Museum/YouTube

But the underpowered drivetrain wasn't the Darrin's only issue. It was also more expensive than a Cadillac 62 while lacking luxury features, it was nowhere near as agile as its European counterparts, and the sliding doors had a tendency to jam.

Kaiser planned to build 1,000 cars a year, but the Darrin was discontinued after only 435 units were put together. The project was canceled due to issues unrelated to the Darrin at the company's plant, but the sports car wasn't exactly popular with dealers either.

Despite offering a discount and a \$700 trade-in allowance in mid-1954, Kaiser still had unsold Darrin inventory in 1955. As the company exited the car market that year, Howard Darrin bought as many cars as he could find, replaced their engines, and sold them from his Hollywood showroom.

He retrofitted six cars with 305-horsepower V8 engines sourced from the Cadillac Eldorado and sold them as Kaiser Darrin Specials.

While it wasn't more than just a niche product, many experts argue that the Darrin was actually a success given the state of the American sports car market at the time. But it doesn't matter whether that's true or not. What we do know for a fact is that the Darrin was one of the pioneers of the U.S. sports car market and that only bad luck prevented it from hitting dealerships before the iconic Chevrolet Corvette.



Image: Petersen Automotive Museum/YouTube

'Vettes of the 1960s

A retrospective of three design eras that spanned the 1960s

By John Gunnell for Old Cars at www.oldcarsweekly/features/vettes-of-the-1960s

If you told someone in the '50s that the Corvette would become a luxurious personal sports car, they probably would have laughed at you. The original '53 Corvette was designed as an American sports car. When sports car purists scorned the car's Powerglide automatic transmission and other amenities, Chevrolet took action. Zora Arkus-Duntov was hired as chief engineer and saved the "'Vette" by giving it a harder edge and a gutsier flavor. It became a true world-class enthusiast's machine. It was a sports car — possibly one of the most glittery ones — but a sports car nevertheless.



This part of the Corvette's character changed in the '60s. It started the decade as a bugs-in-your-teeth roadster and ended it as a Grand Touring car with cushy upholstery, air conditioning, power this and stereophonic sound. Big-block V-8s were available to provide all sorts of go power, but go-fast versions of the Corvette were designed more for the drag strip than roads with scary S-curves. That's not to say that late-'60s Corvettes weren't great; they just came out of the decade differently than it went into it.

The '50s spill over

The '60 Corvette was in the old mold. It looked much the same as the '59 model and, actually, many of those before it. The addition of a rear sway bar improved the car's handling. Aluminum cylinder heads and an aluminum radiator were introduced, but later withdrawn. The only model listed was a convertible with a \$3,563 price tag. "Wimpy" owners could add a snap-on hardtop.

'60 Vettes came with a tach, a small-block V-8, dual exhaust, carpeting, seat belts, an outside mirror and an electric clock. A '60 Corvette with the 283-cid, 230-hp V-8 could go from 0-to-60 mph in 8.4 seconds and do the quarter in 16.1 seconds at 89 mph. There were six optional 283 V-8s up to 315 hp, one with dual four-barrel carburetors and four with fuel-injection.



The "Route 66" TV series, featuring Martin Milner and George Maharis driving their 1960 Corvette across the country on the "Mother Road," made its debut this season. The popular show was essentially an ongoing advertisement for Chevy's only two-passenger job. The "M" boys became famous and so did the car they drove. If they didn't already, every red-blooded male in America under the age of 30 dreamed of owning a 'Vette and driving it coast to coast.



On front of the '61 Corvette was a badge with crossed racing flags over a "V." It symbolized V-8 performance. There were five engines, again featuring either a single four-barrel, dual four-barrel or fuel injection. A refined thin, vertical-and-horizontal-bar grille and new duck-tail rear end with four round taillamps quickly set apart the new 'Vette from its predecessors. This design predicted the rear end styling of the upcoming Sting Ray and also added trunk space. The exhaust pipes now exited under the car, rather than through bumper ports (a set up that looked good but ruined many bumpers). This was the last year wide whitewall tires were available and also the last year a contrasting color could be ordered from the factory for the concave side coves.

The most noticeable changes for '62 were cleaning up the side coves (no more tinsel), a flat-black grille and ribbed chrome rocker panel moldings. No more two-tones this year. Engine offerings dropped to four — all with 327 cubic inches in place of the 283. Three engines used a single four-barrel carburetor and one was a fuelie. Standard output was up to 250 hp and the fuel-injected 360-hp option was tops. A '62 Corvette with the latter motor and a 3.70:1 rear axle could go from 0-to-60 mph in 5.9 seconds and do the quarter mile in 14.5 seconds at 104 mph. It had an estimated maximum speed of 150 mph!

In swims the Sting Ray

The 1963 Corvette Sting Ray was "majorly new," said Chevrolet ads. It evolved from a racing car called the Bill Mitchell Sting Ray concept car. Mitchell took over General Motors styling in 1958 and he thought it was important to race the 'Vette and persuaded Chevy's general manager, Ed Cole, to sell him the chassis of the '57 Corvette SS "mule" for \$1. Mitchell then had designer Larry Shinoda create a body for the Sting Ray race car inspired by the sea creature of the same name.

"Oohs" and "aahs" went to a "split-window" 1963 Sting Ray fastback coupe, the first Corvette with a fixed roof. Shinoda created that split-window, which Mitchell loved. Zora Arkus-Duntov was always against its vision-blocking look, but was overruled. The style was offered only one year and is now very collectible. The Corvette styling introduced for 1963 went on through 1967 and 'Vettes of this second generation of the sports car came to be known as "mid year" models.



The '63 front fenders had two long, non-functional louvers resembling brake cooling ducts. The rear deck resembled the '62, but the rest of the car was all-new. Hide-away headlamps were in an electrically operated panel and enhanced aerodynamics.

The recessed fake hood louvers were decorative. The interior had circular gauges with black faces. Under the seats of early '63s was a storage space. Firsts included optional knock-off wheels, air conditioning and leather seats. All four engines were 327s offering 250, 300, 340 and 360 hp. The 360-hp job carried Rochester fuel injection.

Styling was cleaned up in '64. The coupe's split window was replaced by a solid piece of glass. The fake hood vents were eliminated and the roof vents were restyled. A three-speed fan was available in the coupe to aid in ventilation. A quartet of 327-cid V-8s was offered again with 250, 300, 365 and 375 hp. The top engine option was fuel injected.



Three slanting louvers on the sides of the front fenders, a blacked-out grille with horizontal bars and different rocker panel moldings were '65 styling changes. A new hood without indentations was standard, but 'Vettes with a new optional-at-midyear 396-cid "big-block" V-8 used a special hood with a funnel-shaped "power blister." The instruments were changed to a flat-dial, straight-needle design with an aircraft look. The seats had improved support and new one-piece molded inside door panels. A four-wheel disc-brake system was standard, although drum brakes could be substituted for a \$64.50 credit. Fuel injection was phased out at the end of the year. New options included side exhausts and a telescoping steering wheel. The 327 came in 250-, 300-, 350-, 365- and 375-hp versions (all with a four-barrel except the 375-hp fuelie) and the 396 produced 425 hp.

A plated, cast-metal grille with an "egg crate" insert, ribbed rocker panel moldings, chrome exhaust bezels, spoke wheel covers, vinyl-covered headliner and the elimination of roof vents characterized the '66 'Vette. The front fender sides again had three slanting vertical air louvers. The seats had extra pleats. 'Vettes with the new 427-cid V-8 came with a power-bulge hood. The base 327 was up to 300 hp. A higher-compression version hit 350 hp. The big-block 427 came in 390- and 425-hp editions.



Some vote the '67 Sting Ray as the most handsome since its styling was cleaner. 427s had a large front-opening air scoop over the center bulge instead of a funnel. Five functional vertical fender louvers leaned forward. Interior changes moved the parking brake from the dash to console. A new foam-and-fiber headliner was used. Four-way flashers, "lane-change" signal lamps, larger interior vent ports and folding seat-back latches were new.

Two round taillamps were on each side and back-up lamps were moved to the center rear. The optional finned aluminum wheels were restyled with a one-year-only, non-knock-off center. Eight V-8s were offered: two 327s and six 427s. Two rare big-blocks were the 16-built 435-hp Tri-Power L89 and the 20-built 560-hp four-barrel

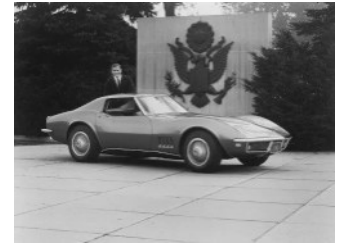
L88.

Make way for the Mako Corvette

The 1968 Corvette marked the model's first major redo since '63. "Corvette '68 . . . all different all over," said Chevy. The design was inspired by the 1965 Mako Shark II concept car. There was a new tunnel-roof coupe with a removable back window and a two-piece detachable "T-top." The convertible's optional hardtop had a

glass window. Front aerodynamics were enhanced. The hidden headlamps were now vacuum-operated and the wipers also “disappeared.”

Except for rocker panel moldings, the sides of '68 Vettes were chrome-free. Push-button door handles were new. The blunt rear deck contained four round taillamps with the word Corvette printed in chrome letters in the space between them. The wraparound, wing-like rear bumper and license plate holder treatment resembled that used on the '67 models. Engine selections were about the same, except the 425-hp 427 was gone.



Some early '68s were problematic. At the time we had a baby food sales route. The supervisor purchased the first new 'Vette sold in New Jersey. It was a white car, but not because it had a clean service record. The 427 ragtop was in the dealer's service department almost every week. It had its fair share of electrical problems. The boss got real frustrated when summer rolled around and he frequently had to drive his company-issued four-door while his expensive (\$4,320) sports roadster was in for repairs.



After a year's absence, “Stingray” (now one word) re-appeared on the front fenders of '69 'Vettes. Backup lamps were integrated into the center taillamps. The ignition was moved to the steering column and the door depression button used in 1968 was eliminated. (A key lock replaced it.) Front and rear disc brakes, headlamp washers, a center console, wheel trim rings, carpeting and all-vinyl upholstery were standard.

Eight engines were supplied again. Small-block cars received a new 350-cid V-8 that came in 300-, 350- and 370-hp versions. The big-blocks were all 427s with 390, 400, 435 and 430 advertised horsepower. That doesn't add up because there were two 435-hp jobs and you can be sure the version with aluminum heads was rated conservatively. In addition, the “430-hp” L88 option was up around 560 hp again, but the feds were looking so Chevy played down the real number and officially used the 430-hp rating.

Industry-wide for 1969, total production of domestic sports-personal cars dropped for the third year in a row, but the 'Vette did not entirely follow the trend. After a slightly rough start in 1968, the new shark-style 'Vette had the marque's best two years of the decade. In fact, the '68 Vette outsold the Olds Toronado, Avanti II, AMC Marlin and Cadillac Eldorado, while the '69 Stingray outsold three of the same models and the fourth — the AMC Marlin — was not in the mix and no longer being sold.



The Corvette's Junk in the Trunk

Because of its huge trunk, the C8 Corvette doesn't look as pretty as it might. But it's a tradeoff that makes the Corvette a real car rather than a weekend plaything.

By Ezra Dyer for Car and Driver at <https://www.caranddriver.com/features/a39797992/the-corvettes-junk-in-the-trunk/>

The 2022 Chevrolet Corvette is 182.3 inches long. That is 7.9 inches longer than the Audi R8, which squeezes a V-10 into its engine bay. It's 3.8 inches longer than the Acura NSX, and 2.6 inches longer than the Ferrari 296 GTB. And much of that extravagant length is concentrated aft of the cabin. The C8 is radically cab-forward, and from a three-quarter view, front or rear, it can look like the front third of the car is being swallowed by an 8/7ths scale version of itself. Or as if it's in the process of telescoping, like the Rinspeed Presto. The Corvette looks fantastic in profile and dead on, but it isn't as tidy, visually, as it might be if it didn't have about 20 inches separating the engine bay from the rear bumper. There's just no disguising the Corvette's big ol' trunk.

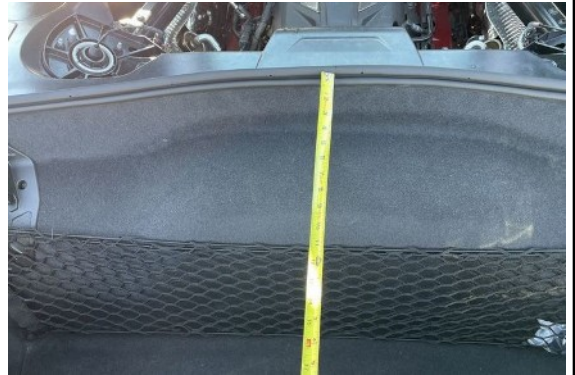


Image: Car and Driver



Image: Car and Driver

But that little stretch aft of the engine bay is what transforms the C8 from a gaudy plaything into a real everyday car. When you start seeing Corvettes with 150,000 miles, that won't be because they get great fuel economy or have Barcalounger seats. It'll be because of the trunk. It's easy to take off on a 600-mile trip when you don't have to think about what to pack. And removing a practical obstacle to road trips means racking up more miles, which ought to be the ultimate goal for a car that treats driving as hedonism rather than a chore. And for this glorious flexibility, we can thank... the roof.

Early on in the C8 planning, Chevy's focus groups confirmed that a switch to a mid-engine layout would not change customers' expectation that all Vettes are convertibles—as in, coupes get a removable roof panel. And if the roof comes off, you need a place to stow it in the car. Hence, the C8's rear trunk isn't designed around your luggage or golf clubs (though it'll hold two sets) or the bags of mulch you might throw in to flex at Home Depot. It's designed to store the roof, and this thing ain't a T-top. That panel is large. And so the C8's total cargo capacity is 13 cubic feet, which is comparable to one of those rooftop cargo bags you might see on an SUV.

As a consequence, when I took a 2022 Corvette on an overnight trip to the North Carolina mountains, I had plenty of room for the bulky detritus demanded by winter—no cramming every air pocket in the cabin with rolled-up jackets and individual socks, no sliding the seats uncomfortably forward to create a few spare cubic centimeters of cargo space, as I've done in an R8. Just get in and go, both trunks filled to the brim but the interior uncluttered.



Image: Car and Driver

And that capaciousness leverages what is otherwise a fantastic year-round road-trip car, a grand tourer in track-rat clothes. When I got a ride in a heavily camouflaged pre-production C8 at GM's Milford Proving Grounds back in 2019, chief engineer Tadge Juechter said, "It's got 911 performance along with the best attributes of the Boxster and Cayman. And some Lexus refinement thrown in, which might surprise people." While the Corvette can execute brutal launch control clutch-drops and hit 60 mph in 2.8 seconds, it can also mellow out on the highway—active exhaust muted, magnetic ride control limber, transmission smoothly slurring from gear to gear. With winter tires, you can blast up a snow-covered mountain road with no trouble whatsoever. And the optional front-end lift system helps the C8 shimmy over steep approaches or speed bumps without grinding. The Corvette isn't a normal car, but it can impersonate one.



Image: Car and Driver

Not everyone is satisfied with the Corvette's compromise between aesthetics and utility. I have a friend who bought the past two Z06s, the C6 and C7, but doesn't know if he'll go back for a third. "The new Corvette just looks weird from some angles," he said. "The last one looks much better to me." And I know what he means, but he's also not one of the people who takes advantages of the Corvette's capaciousness (the C7 had even more cargo space). When I asked him how many miles were on his C7 Z06, he replied, "3000." I got a long way toward that number in one weekend with the C8. Back when I visited Milford, Juechter said, "There are literally a million decisions on the way to making a new car." Going with the removable roof—and hence big trunk—was one of them. And they got it right.



Image: Car and Driver

OK, THE SNOWBOARD DIDN'T FIT IN THE TRUNK. BUT IT ALMOST DID. AND IT FIT IN THE CABIN ALONG WITH ITS 6'4" OWNER.



From the Editor

NICC Editor: Preston Morgan

Meteorologists are able to use powerful visuals from sources such as weather radar and AI-powered forecasting models to help their viewers better prepare for incoming storms. But back in the olden days, weather forecasting was much different. People relied on wind, clouds, The Old Farmer's Almanac, past experience in how the seasons flow, animal behavior signs, and their own arthritic bones to make predictions about the weather. How accurate were these quaint weather forecasting methods? Here are five ways that you can become a weather forecaster without all the high tech gadgetry.



5 Ways You Can Predict The Weather

Become your own weather forecaster. Check out these 5 weather sayings and learn what they mean.

By Farmers' Almanac staff at <https://www.farmersalmanac.com/5-ways-you-can-predict-the-weather>

Don't let it rain on your parade or beach day! Check out these weather sayings then commit them to memory.

1. Hoping for a nice, dry day? Check for dew on the grass. According to weather lore:

*When the dew is on the grass
Rain will never come to pass.
When grass is dry at morning light,
Look for rain before the night.*

Why? If dew has time to form on the ground overnight, it means the night was clear without any clouds. Clear skies allow the earth to cool, and water to condense in the form of dew (or frost at cooler times of the year). If the night is cloudy, the clouds act as a heat barrier keeping the heat in and not allowing dew to form. This saying assumes that if the night skies are clear, the day following will also be cloud-free.



2. Tails have it. No, we're not talking coins; we're talking horses and cattle. According to lore:

*Tails pointing west,
Weather's at its best.
Tails pointing east,
Weather is least.*

If you can locate a cow or horse, note which way their tails are facing. People have observed that cows and horses prefer not to have the wind blowing in their faces, so they usually stand with their backs to the wind. Since westerly winds typically mean arriving or continuing fair weather and easterly winds usually indicate arriving or continuing unsettled weather, a tail is as good a way as any of knowing what the weather will be up to for the next few hours.

3. Summer fog means fair weather is on its way. Fog is made up of condensed water droplets which are the result of the air being cooled to the point where it can no longer hold water vapors. In the summer, the air can only cool enough if the night sky is clear enough that the heat can be radiated into space. If the night is cloudy, the clouds act as a blanket to keep it in. If you see a fog during the summer, it usually means that the next day will be clear. Here's the rhyme:

*Summer fog for fair,
A winter fog for rain.
A fact most everywhere,
In valley or on plain.*

4. Think Fish. There are many weather sayings that are associated with fish. If you fish, you know the weather is a factor in how successful (or not) you'll be that day. This lore has to do with trout. The saying goes:

*Trout jump high,
when a rain is nigh.*

The belief behind this lore is that when air pressure lowers, gasses created by decaying plant matter, which resides on the bottom of the lake or body of water, begin to release. This, in turn, causes the tiny microorganisms that live in these plants to be released into the water, creating a feeding frenzy among the fish. This frenzy sometimes causes the little fish and big fish to start jumping around. Thus the saying.

5. *If the rooster crows on going to bed, You may rise with a watery head.* Many people believe that animals, especially birds, can sense when there's a decrease in air pressure. People have observed that an approaching storm makes birds restless. And when a rooster can't rest, he tends to crow more.

Random Thoughts While Growing Older

The ability to speak several languages is an asset, but the ability to keep your mouth shut in any language is priceless.

Be decisive. Right or wrong, make a decision. The road is paved with flat squirrels who couldn't make a decision.

When I get a headache, I take two aspirin and keep away from children just like the bottle says.

Just once, I want the prompt for username and password to say, "Close enough."

Becoming an adult is the dumbest thing I've ever done

If you see me talking to myself, just move along. I'm self-employed We're having a meeting

Today's 3-year-olds can switch on laptops and open their favorite apps. When I was 3, I ate mud.

Tip for a successful marriage: Don't ask your wife when dinner will be ready while she's reading and drinking wine.

So, you drive across town to a gym to walk on a treadmill?

Old age is coming at a really bad time.

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 (concours, 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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