



50 Years

Vette
Visions

April 2022

The official Newsletter of the Award Winning

Northern Illinois Corvette Club

Hello fellow members:

As of March 20, 2022, spring has sprung, at least on the calendar. All of us have been waiting for this day. After a cold and snowy February (and for any other reason that we have been stuck inside), it's time to get out and cruise in our Vettes - any direction will do. That's what we are working on now; any ideas for a group cruise will be considered. I had several ideas presented to me and I will bring them up at the meetings. Remember, this is your club so get involved and enjoy your time with club members.

On March 12th, we had our wine tasting party. If you didn't make it to the party, you missed a great time. Everybody brought food to pass and wine to drink. There was so much of everything to eat and drink. We had a wine tasting contest which I believe was the highlight of the party. A great time was had by all.

The next big project for the club is the Perryville Road cleanup. This activity is scheduled for April 9th at 10:00 am (weather date is April 16th). The time to complete the clean-up will vary depending on how many volunteers show up to help. Generally, this project goes well and does not take that long. Afterward, the people interested will have lunch together.

The trip to Bowling Green, Kentucky that everybody is anticipating is getting closer. We will be stopping for a few days at the Corvette Museum and then on to the Biltmore Mansion in North Carolina and Tail of The Dragon along the North Carolina/Tennessee border. Louise Gorsch has been planning the complete trip and updating us at each meeting. She will make us aware of any changes that may occur.

One of the largest events of the year is fast approaching - our annual car show on June 4th. The car show is held in conjunction with our sponsor Lou Bachrodt Auto Mall, which will also serve as the



President's
Corner

location for the event. It will be a great place to show off your Corvette and possibly win money or a trophy. Ken Starzyk has worked on this project and has done a great job for the club. Cindy Starzyk has also done the flyer for the car show and entry form. Pre-register and save \$5.00 so you can buy a gallon of gas (LOL).

June, July and August are very busy months for the club. We have several auto-cross events, Bloomington Gold, Old Settler Days parade, NCCC Convention, Sonic Cruise Night, Cars & Coffee Car Show, Progressive Dinner, NICC Fundraiser, Freeport Cruise Night, Road America Run, Club Picnic, and Vettes on the River in Le Claire, IA., And that's just a few of the events that are available for us to enjoy.

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 meetings. Guests are welcome to attend the social hour and membership meetings. Bring a Corvette enthusiast friend and have a good time.

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

John M. Stupiec
NICC President

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Love Vettes. Have Fun. Give Back!

April 2022

2022 - Membership and Board Meetings				
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	No Meeting—50th Anniversary Banquet		
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	
Nov	27	5:00 PM - Social Hour	6:00 PM - Meeting	
Dec	18	3:30 PM - Board Meeting		
		5:00 PM - Social Hour	6:00 PM - Meeting	

Unless otherwise posted, all Membership and Board meetings are held on Sundays at:

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

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

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

2022 - NICC Events - See website for updates & flyers					
Apr	Sat	9	10:00 AM	Perryville Road Cleanup	Meet at CherryVale Mall
	Sun	10	8:00 AM	MWR Rallye Event	Milan, IL
	Sat	23	10:00 AM	Museum Cleanup	Poplar Grove, IL
	Fri	29	TBD	Spring Run—Volo Museum	Volo, IL Hosts: Russ & Debbie
May	Sat	14	8:00 AM	MWR Autocross	Southbend, IN
	Su-Fr	15-20	8:00 AM	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
	Sun	26	9:00 AM	NCCC Corvette Show	Tinley Park, IL

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
August 27	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

Apr

Dan Bomgarden
Cindy Starzyk
Barry Mikels
Roger DeVries
Julie Moore
Louise Gorsch

May

Doris Hicks
William Crull

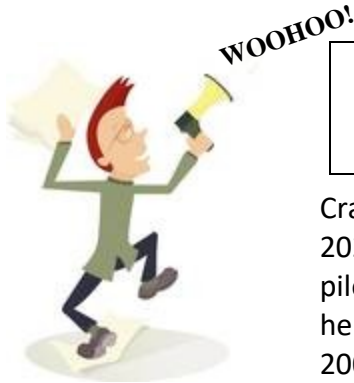
Wedding Anniversaries

Apr

No Anniversaries Reported

May

Tom & Micki Stern



VETTE QUOTES

The most important things in life are not things.

Anthony J. D' Angelo

Edit your life frequently and ruthlessly. It's your masterpiece after all.

Nathan W. Morris

The secret of change is to focus all your energy, not on fighting the old, but on building the new.

Socrates

When you mature, you also get more secure about yourself. You see things differently.

Ana Ivanovic

Everyone thinks of changing the world, but no one thinks of changing himself.

Leo Tolstoy

What happens when you boil a funny bone? It turns into a laughing stock. That's humerus.

NICC WELCOMES Craig Gleason!

Craig Gleason joined our club in January 2022. He knows Ken Starzyk, is a private pilot, and flies radio control airplanes and helicopters. He was a NICC member in 2005. He owns a 2021 silver flare metallic coupe and lives in Roscoe.

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

March 27, 2022 Meeting Minutes - Unapproved

1. Opening and Call to Order:

The NICC Monthly Membership meeting was called to order by John Stupiec at 6:01 p.m. with 25 members present in the meeting room and four on Zoom for a total of 29.

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

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

3. Introduction of Guests: No guests were present.

4. Minutes: A motion was made by Cindy Starzyk to approve the February, 2022 minutes and was seconded by Sherry Putnam. The motion was approved.

5. Monthly Reports:

President – John Stupiec: John discussed the results of tonight's 5:00 board meeting.

Governor – Dale Samuelson: There is no Governor's report this month, but Dale spoke about the recent MWR Regional Awards Banquet. See his summary in the newsletter. Dale also talked about our NICC Fund-raisers, NCCC's 2022 in Atlantic City convention, and the 2023 convention in Bowling Green. He additionally highlighted the 1979 convention.

Secretary – Cindy Starzyk: No report.

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

Membership – Leon Gorsch: We have 73 members.

Parliamentarian – Doris Hicks: No report.

Historian - Nancy Bailey & Carolyn Samuelson: No report.

NCM Ambassador - Louise Gorsch: No report at this time.

Sunshine Club Chair - Doris Hicks: Doris sent a sympathy card to NICC member, Jeanette Hansen because Jeanette's mother passed away recently.

Sergeant-at-arms - Gene Stimart: On Zoom. Fen Hicks checked for name tags. \$0 was collected.

Editor - Preston Morgan: On Zoom. Please consider submitting an article or two. The newsletter is your newsletter, for all members to read, but also to work together on. Articles are due by March 30th or at the latest, April 1st.

Social Director – Debbie Schaefer: No report.

Quartermaster - Barb Johnson: No report.

Advertising – Ken Starzyk: No report at this time.

Public Relations - Ken Starzyk: No report at this time.

Webmaster - Linda Stimart: On Zoom. No report at this time.

Parade Director – Bill Morr: Bill has contacted five municipalities that NICC typically participates in for parades. Loves Park has suspended all parades. We can plan on the Pecatonica parade which will be on May 30th and the Cherry Valley parade on July 4th. The Cherry Valley parade will be earlier in the day this year. Information regarding The Olde Settlers' Parade in Rockton and the Stillman Valley Parade is on hold for now. More details will be forthcoming.

6. Old Business:

Club 50-Year Anniversary: Ken Starzyk announced that the date of the 50-Year Anniversary will be Sunday, June 26th at the Forest Hills Country Club in Rockford. The committee is working on the invitation list and invitations, decorations and other details. Each guest will pay for the cost of the meal they choose and NICC will cover the tax and tip. There will be a cash bar. After additional discussion since last month's meeting, Barb Johnson made a motion to increase the 50th Anniversary budget to \$2500. Nancy Bailey seconded the motion. The motion was approved.

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

Tail of the Dragon Trip 2022: Louise continues to confirm details regarding museum tours, restaurants, the Biltmore visit and other particulars. She would like to have a meeting at her house of all those who are going on the trip, possibly on April 30th but that will be determined later.

2022 Activities Calendar: Cindy Starzyk will continue to update the calendar.

Wine Tasting Event – This was a fantastic event! Everyone truly had a great time.

7. New Business:

Perryville clean-up (April 9th) – A sign-up sheet was passed around.

Museum Workday (April 23rd) – The Vintage Wings & Wheels Museum in Poplar Grove is a non-profit museum. Preston Morgan proposed that we, as a community service-oriented club, organize a museum clean-up day to help not only the museum itself, but also to give NICC more exposure and visibility to the surrounding communities by driving our Corvettes there and parking them for visitors to view while we clean the exterior grounds. Social media and news media will possibly be employed for this beneficial project. There will be notifications sent out to NICC members as reminders. If you would like to sign up to participate, please contact Cindy Starzyk at 815 222-2848.

Spring Run (April 29th) – Russ & Debbie Schafer will head up a run to the Volo Museum in Volo, Illinois where there is an auto museum and antique mall on Friday, April 29th. It will cost \$18 per person for admission. A time for the run is to be determined, so watch the website and your emails to find out the details.

Car Show at Lou Bachrodt (June 4th) – Flyers with registration forms were distributed. Ken Starzyk has many flyers for anyone who is willing to distribute them. Linda Stimart has set it up so you can print the flyer out from the NICC website.

Autocross MWR (July 9th & 10th) – Wilmot Ski Lodge, WI. A sign-up sheet was passed around.

Sonic Night (June 20th) – After some dialogue, most members agreed to change Sonic Night to Smokin' Coops Night. Smokin' Coops is an outdoor eating place in Belvidere on Rt. 20. They are known for their great food and car shows, which they have every Wednesday during the summer. Our club would go on Monday, June 20th. There is some shelter there in the case of rain.

Progressive Dinner (July 23rd) – Appetizers will be at Sherry Putnam's, dinner will be at Caroline & Barry Mikel's and dessert will be at Barb & Don Johnson's. Times will be determined later.

Lake Geneva Run – This is a potential run idea if someone would like to head it up.

Rally – John Stupiec is in contact with Austin Coop from Tulane America regarding information about a Rt. 66 rally. Perhaps he will speak at one of our meetings.

New Cars: None.

8. Collection of Fines: \$0

9. Raffles: 1st winner – Susan Chamberlain. 2nd winner - Greg Osen

10. Attendance Drawing: \$10.00 Mary Ann Akey. Not present. Next month - \$20.00.

11. Adjournment: - 8:00 pm. A motion to adjourn was made by Nancy Bailey and seconded by Doris Hicks. The motion was approved.

Next Club Monthly Meeting:

April 24, 2022.

6 pm Social Hour & 7 pm Meeting

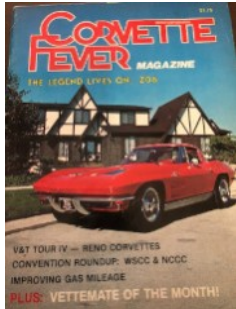
Respectfully submitted by
Cindy Starzyk

NICC Governor's Report

Submitted by Dale Samuelson



Below is a report of the 1979 NCCC annual Convention and printed in Corvette Fever magazine. To put things in perspective, in 1979 NCCC had approximately 5000 members (we have around 18000 members today) and had no clubs west of the Rocky Mountains. The convention location was at the extreme western edge of our membership population and still drew over a third of all members. Northern Illinois Corvette Club had over thirty members attend.



Colorado, land of rugged peaks and fresh mountain air, and most recently rumbling exhausts, lured over 1,700 Corvette fans to the annual NCCC Convention held in Colorado Springs during the week of July 9-14. Many of the visitors to the NCCC this year planned their vacations to coincide with the event, many of them driving out a week early to enjoy the western face of the Colorado Rockies.

Despite the high cost of gasoline – as high as \$1.09 a gallon in some western states - the event was deemed a success.

The week's activities were kicked off on Monday, July 9, with a welcome breakfast held in the ballroom of the International House of the Broadmoor Hotel. The Concourse d'Elegance judging was also held, along with the NCCC Governors' meeting, in the afternoon. Club Competition Night was held at 8 p.m. that evening.

Nearly 150 Corvette Clubs were present at the "Gong Show", sponsored by the Denver Corvette Club. The first four acts displayed their dubious singing talent, plus a little fun "mooning" members of the audience at the conclusion of their acts.

The public display of skin didn't play well in Colorado Springs, however, coming to a rather abrupt end when the hotel management of the hotel reprimanded members of a Corvette Club for the "streak" of the stage. The High Speed Event kicked off the festivities for Tuesday, held at the Pueblo Motorsport track. Meanwhile, competitors were revving their engines for the parking lot autocross located in the state fairgrounds. Both these events were continued on Wednesday as well, with starting times at 8 a.m. Disco was held Wednesday night for those enthusiasts who had the energy.



The drag race time trials were in the limelight Thursday, once again at the Pueblo track. Another party got underway that night.

Friday saw the "Pikes Peak or Bust" rally as miles of glistening Corvettes wound their cautious way up this infamous precipice.

Jeff Easley, NCCC Spina Bifida poster child, was present at the convention, and drew the winning card for the 1979 Hatchback Corvette. Brenda Fourniew, of Flint, Michigan, took home the brand new car, which was sponsored by Cars and Concepts, Inc, of Brighton, Michigan. The father of Corvettes, Zora Arkus Duntov, spoke to the conventioneer at the banquet dinner on Friday.

Dale Samuelson, NICC Governor

NICC MEMBER CORVETTES BY GENERATION

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

Source: NICC Membership Roster

NOTE: UPDATED 1/18/2022



Are you ready to add to your collection? We just took this 2017 Corvette Grand Sport Coupe 2LT in on trade! Sitting on the showroom floor and ready for you to explore. Options include...



- Long Beach Red Metallic - Grand Sport Chrome Aluminum wheels
- Performance Data & Video Recorder w/ Nav - Memory Pkg
- Premium Audio - Front curb view cameras

PLUS we're offering an extra \$500 off for NICC members!
Call or text Commercial Manager and Corvette Specialist, Joe K Luy, at
(815) 238-4429 to schedule your test drive!

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

www.Bachrodt.com

Wine Tasting Event

Reported and photos by Cindy Starzyk

Sherry Putnam was the ideal host for a Wine Tasting. It was realized that Sherry is exceptionally well-versed in the tasting of wines, and in the instruction of other wine tasters!

Once we arrived, we learned that she had organized a genuine, touchy-feely wine tasting! She had wine bottles covered in charming burlap, and numbered. Sherry distributed hand-outs with categories of wine, numbered, and divided the red wine tasters from the white wine tasters. First, the white tasters tried various white wines and marked their "secret" ballots indicating their best guess as to the type of white wine they thought it could be. Mary Ann Akey and Jeanette Hansen tied for first place in the white wine contest!!

Red wine tasting was next. Sherry kept track of who guessed correctly, and Kurt Zawiski was the top guesser of the red wines!

Check out the photos of the wine, the food and the people having so much fun at this event, in the newsletter and on the NICC website. If you think laughing is bad for you, you'd better not attend the next one!

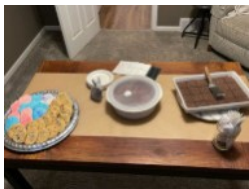
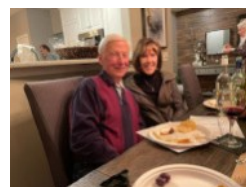
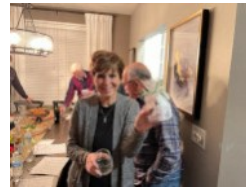


Wine is bottled poetry.

Robert Louis Stevenson

Beer is made by men, wine by God.

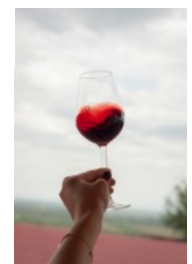
Martin Luther



Wine makes all things possible.

George R.R. Martin

There are good ships, and there are wood ships, the ships that sail the sea, but the best ships are friendships and may they always be.



Midwest Region Party

Reported by Dale Samuelson

The Midwest Region of the National Council of Corvette Clubs held its annual party and competition awards banquet on March 12th in Burr Ridge, IL. The evening started with an hour of open (free) bar followed by a family style dinner. Presentation of 2021 competition awards and two more hours of open bar followed.

The Concourse Champions as well as the Rallye Champions were Mike and Deb Alvarado from MidWest Corvette Club.

The Autocross Champions were Dale and Carolyn Samuelson.

The Regional Championship club was Windy City Corvettes from Orland Park, IL. Northern Illinois finished fourth and was awarded a certificate.

The Men's Overall Champion was Dale Samuelson and the Ladies Overall Champion was Carolyn Samuelson.

The number one worker award went to Robyn Wood from Mad City Vettes. NICC was well represented with Leon Gorsch tied for 10th place, and Susan Chamberlain, Louise Gorsch, and Russ Schaffer all tied for 16th place.

With the 2021 banquet being cancelled due to Covid, it was great to get together with fellow Corvette club members from throughout the region and spend some time socializing.





MID-WEST CORVETTE CLUB PRESENTS
Allan Fiscus Memorial Spring Rallye
Date Sunday, April 10, 2022
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

Entry Fees

Day of Event \$20.00 per Event or all 3 Events \$50.00
Pre-Registration \$40.00 All three events (by April 5 2022)
Registration: 8:00 AM to 9:30 AM (CDST)
Drivers Meeting: 9:45 AM
First Car Out: 10:00 AM

Event Chairman
Contact Information
Butch Thomsen
309-236-9619 (cell)
bthomsen@mchsi.com

Event Co Chair
Contact Information
Don Van Dewoestyne
563-271-8342 (cell)
dkvan1@yahoo.com

Governor
Contact Information
John Severs
563-571-4080 (cell)
johnsevers@yahoo.com

This Event will be held rain or shine

PRE-REGISTRATION FORM – MUST BE RECEIVED BY APRIL 5, 2022

MAKE CHECKS PAYABLE TO MID-WEST CORVETTES FOR \$40.00 (ALL THREE EVENTS)

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

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



Wings & Wheels Museum Cleanup Day!
Saturday, April 23, 2022
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!



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	kdifend@yahoo.com	
	Rich Krol	
	630-441-8545	
	greenroadking@comcast.net	

Pre-Show Registration Form on Page 2:



PROCEEDS TO HELP SUPPORT LOCAL CHARITIES & VETERANS

LET THE GOOD TIMES ROLL

@ LOU BACHRODT AUTO MALL

FREE FOR
SPECTATORS!

-SATURDAY, JUNE 4TH 10 'TIL 2*

*GATES OPEN @ 8:30 FOR PRE-REGISTERED
& 9 FOR DAY OF ENTRANTS

-FOOD TRUCKS & 50/50 RAFFLES

-DJ ROGER "WOLFMAN" PETERS

-VOTE FOR THE FAN FAVORITE

-REMOTE WITH 96.7 THE EAGLE



EVENT INFO @LOUBACHRODTCHEVY

LOU BACHRODT



PROCEEDS TO HELP SUPPORT LOCAL TEACHERS & VETERANS



LET THE GOOD TIMES ROLL

@ LOU BACHRODT AUTO MALL

* AWARDS FOR TOP 10

* DASH PLAQUES
& TRAVEL MUGS FOR
1ST 50 REGISTERED

* PRE-REGISTER \$15.
DAY OF \$20.

* VEHICLES JUDGED
BY PARTICIPANTS

* 200 VEHICLE MAX

SAT. JUNE 4TH 10 'TIL 2*

* GATES OPEN
@ 8:30 FOR PRE-REGISTERED
& 9 FOR DAY OF ENTRANTS



Pre-Registration MUST be received by May 31st, 2022.

Contact Ken Starzyk for more info (815) 222-0281

Name: _____

Phone: _____

Email: _____

Make: _____ Model: _____ Year: _____



Make Checks Payable To:
Northern Illinois Corvette Club
Pre-Register \$15 or Day Of \$20

Mail Registration To:
Northern Illinois Corvette Club, Inc.
P.O. Box 2004, Loves Park, Illinois 61130

EVENT INFO @ LOUBACHRODTCHEVY



NICC's first Annual Smokin Coop Night!!
Monday, June 20th 5:30 pm

Drive your Corvette to Smokin Coop BBQ Pit and enjoy camaraderie and great food.

SMOKIN COOP BBQ PIT
2022 US-20 BUS
Belvidere, IL





Apple Chevrolet & Windy City Corvettes

June 26, 2022 NCCC Corvette Show

**Public
Invited!**



**Split
The Pot
Proceeds will
go to USO**

Dealer's Choice	MW-004-003
Entrant's Choice	MW-004-004
People's Choice	MW-004-005

Entry Fees:

Pre-registration (prior to 6/14/2022) \$20

From 6/15 including day of show registration is \$25

All entry fees will go to support the Illinois Spina Bifida Charity

Registration: 9:00-10:00 am CT

Drivers Meeting 10:00 am CT

Award Ceremony 1:00 pm CT

Awards will be given to 1st, 2nd, and 3rd places in each category; Water, soda and lunch will be available to entrants for nominal fee. No alcohol or pets allowed on show premises

LOCATION: APPLE CHEVROLET
8585 West 159th Street
Tinley Park, IL 60477
(708) 429-3000

THIS WILL BE AN OUTSIDE SHOW

Event Coordinators

Bob and Nancy Burns

burnsnancybob@yahoo.com

(630)222-8308

(630)222-8309

Governor:

Dave Heinemann (708) 638-0199 windyz06@aol.com



Rare Bizzarrini 5300 GT Hits Public Roads, Showcases Corvette-Sourced V8

By Ciprian Florea for autoevolution at <https://www.autoevolution.com/news/rare-bizzarrini-5300-gt-hits-public-roads-showcases-corvette-sourced-v8-170081.html>

There are several reasons why the 1960s are considered the golden era of the automobile. That's when muscle and performance cars really took off. The world's first supercar, the Lamborghini Miura, also arrived in the 1960s. And while Italian companies were building tremendously beautiful cars and the U.S. was rolling out more muscle cars than you can count, some people decided to get the best of both worlds.



That's how cars like the DeTomaso Pantera, Iso Grifo, and Bizzarrini 5300 GT were born. Designed in Italy and powered by American-built V8 engines, these cars are what many of us call "Italian muscle cars." They're the perfect breed, combining the best of what Europe and North America had to offer back in the day.

Unfortunately, some of these cars, especially the Grifo and the 5300 GT, are all that famous and don't get the recognition they deserve. For several reasons. First, they were built by small companies that didn't have dealerships and the marketing power of the large carmakers. Second, these companies disappeared after a short while and didn't get to produce more than a few cars.

As a result, chances are you won't see a supercar like the Bizzarrini 5300 GT very often. And it's safe to say that many of us won't ever see one in the metal. Unless you attend certain car shows that tend to display vehicles like this. The annual Eyes on Design is one of them.

Designed by ex-Ferrari chief engineer Giotto Bizzarrini while running the company wearing his name, the 5300 GT, also known as the Strada, emerged in 1964. It was related to the Iso Grifo, which Bizzarrini designed while working at Iso, but it featured an all-new exterior design and a few different technical solutions. It's also decidedly more track-oriented than the Grifo.

And while Iso eventually opted to go with big-block engines, Bizzarrini for the smaller and lighter 327-cubic-inch (5.4-liter) Chevrolet V8. A mill that Chevy offered in the second-generation Corvette, the V8 pumped 365 horsepower in the road-legal Strada model and 400 horses in the track-spec Corsa version.

This streamlined beauty needed less than seven seconds to hit 60 mph (97 kph) from a standing start and reached a top speed of 174 mph (280 kph).

Bizzarrini built 133 examples from 1964 to 1968, but the actual number of units that survived to this day remains unknown.



58-Year-Old Corvette Has Covered 600,000 Miles With One Owner

By Karl Furlong for carbuzz at <https://carbuzz.com/news/58-year-old-corvette-has-covered-600000-miles-with-one-owner>

Photo Credit: Rick Corvette Conti/YouTube

This particular man and machine will not be separated.

The last production 2020 Corvette has been struggling to find a home, which is likely a combination of its undesirable color scheme and a price that is much too high. Many other examples of the latest Corvette C8 have gone up for sale again quickly as owners realized they could be sold for a massive profit. But one Corvette that has a much more loyal guardian is the 1963 model you see here. Believe it or not, this Corvette Stingray was purchased by its owner, Steve Stone, as a new model when he was just 18 years old. Today, in 2021, Stone remarkably still owns and drives the very same Corvette which has now covered over 600,000 miles. Yes, this isn't a sports car that has spent its life standing in a garage.



Originally ordered in October 1962, Stone's Corvette was only built in February 1963 and he drove it for the first time later that month. In his first year of ownership, Stone covered over 33,000 miles. After trying to sell the car early in its life, Stone eventually decided to hold onto it and the rest is history. The exact mileage is 604,000 miles and it was eight-and-a-half years ago that the car hit the magic half a million mark. Speaking to Rick Corvette Conti on YouTube, Stone says that the current engine - which was installed in 2007 - makes 400 horsepower and has completed 200,000 of the total miles the car has covered.

The Corvette does without power brakes and power steering to this day. The hard-top is the only part of this 1963 Corvette that hasn't been repainted, although Stone retained the original black color. The owner and his equally adventurous wife often use the Corvette for camping, and sometimes the couple will hitch their 21-foot canoe to the back of the drop-top. Inside, the radio has been upgraded to a more modern unit, and the seats have fresh covers but are original below that. It's an incredible story that speaks to both the truly passionate owner and the engineering standards of this 58-year-old sports car.



How To Clean The C8 Corvette's Engine Compartment

By Jonathan Lopez for GM Authority at <https://gmauthority.com/blog/2021/12/how-to-clean-the-c8-corvettes-engine-compartment/>

The C8 Corvette Stingray introduces a fresh mid-engine layout for the iconic American sports car, breaking from decades of tradition. Naturally, many fans will want a peek at the new powerplant, so it makes sense to want to keep it clean. Now, GM Authority is detailing the do's and don'ts of cleaning the C8 Corvette's engine compartment.



Per the C8 Corvette owner's manual, there are a few things to be careful about when cleaning under the hood of the latest eighth-generation Chevrolet Corvette. For starters, owners should avoid using solvents and aggressive cleaners, as they may actually cause harm to underhood components.

Rather, owners should only use water when washing the engine compartment. A pressure washer can be used as well, but with a few caveats. For starters, water pressure must be kept below 2,000 psi, while the water temperature should be below 180 degrees Fahrenheit.

C8 Corvette customers should exercise caution when using a pressure washer under the hood, keeping the nozzle at least a foot away from all surfaces, as well as keeping the nozzle at a 40-degree wide angle spray pattern, or wider. Finally, owners should pay attention to any components under the hood that have a symbol indicating that they should not be pressure washed, as seen below:



As a reminder, the Chevy Corvette Stingray is motivated by the naturally aspirated 6.2L V8 LT2 gasoline engine, which is rated at 495 horsepower and 470 pound-feet of torque when equipped with the factory performance exhaust system. All that output is sent exclusively to the rear wheels through an eight-speed dual-clutch automatic transmission.

Under the sexy exterior, the C8 Corvette rides on the mid-engine Y2 platform. Production of the eighth-generation Corvette takes place exclusively at the GM Bowling Green plant in Bowling Green, Kentucky.



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A Closer Look At The 1986 Chevrolet Corvette Indy Concept

The 1986 Chevy Corvette Indy Concept car was truly the stuff dreams are made of.

By Barnell Anderson for HotCars at <https://www.hotcars.com/a-closer-look-at-the-1986-chevrolet-corvette-indy-concept/>

Some sports cars appear on practically every gear head's list. You have the Ford Mustang, there is the Toyota Supra, but fans also praise the Corvette as it is considered to be one of the greatest muscle cars of all time. But what if we told you that General Motors designed an awesome concept in the mid-1980s that blew the versions of the Corvette that made it to market completely out of that water.

Well, that ride is the 1986 Chevrolet Corvette Indy Concept. Make no mistake, there are other concept cars for the Corvette, but this powerful beast is the one people wish would have been produced and sold to adoring fans. Not only was this car used to test out new technologies, but it also served the purpose of proving what GM was capable of. This, of course, without the pressure of having to bring these ideas to the world.



Overall, the theme of the 1986 Chevrolet Corvette Indy Concept car seems to be the future. From its outward design that deviates from the usual look of a Vette to the mind-bending power it was rumored to produce, this car was all about what could be instead of what was at the time.

Here is a closer look at the 1986 Chevy Corvette Indy Concept. It should be noted that there were three versions designed. One was intended to be shown for publicity, one was fiberglass, and the other was meant to be used to conduct research.

Let's Talk About Power

As with many concept cars, it's hard to fully pinpoint exact specs. This is because most people have never driven them and the public is mostly reliant on personal accounts of the performance of these experimental cars. However, one of the attention-grabbing aspects of the 1986 Chevy Corvette Indy Concept is that it has a max horsepower of more than 600. This was for the original Corvette Indy Concept. The other two differed when it came to engines.



The two additional concept cars were still exciting. According to Motortrend, the fiberglass version had a 5.7-liter V8 that produced 380 horsepower and 370 lb-ft at 3800 RPM of torque. The transmission used in this dream version of the already iconic Corvette is a 3-speed automatic. Some may complain that it's not a manual, but let's re-

member that this car was never sold. Perhaps it was never even intended to be.

There are multiple reports regarding the top speed of this car. Some say 180 mph, but supercars.net states that it's 210 mph. Apparently, this one could go from 0 to 60 mph in only 4.7 seconds.

This Display of Technology Was Unheard Of

The 1980s were an interesting time for the auto world when it came to technology. Sure, some modern advances were featured in vehicles, but nothing super high-tech, at least not by today's standards. This concept had displays on the door for climate and entertainment information. There was also a rearview camera, which, is commonplace on vehicles produced today, but was beyond rare then. The camera came in handy because this Corvette was much longer than the ones that made it onto the street.

This ride also featured a CRT cluster for navigation. However, due to the times, GPS was limited to the military. The 1986 Chevy Corvette Indy Concept also came with both anti-lock brakes and four-wheel steering. As we all know, these features are present on many production cars today. Four-wheel steering less so, but this feature first appeared on a production car in 1988 for the Honda Prelude, according to cartreatments.com.

The automaker also worked with Lotus for several components. One example of this is hydraulic active suspension. This was controlled by a microprocessor.



A Lasting Legacy

When it comes to concept cars, they can go either way. Sometimes nothing comes from them. Meaning, no new technology is derived from it and the car is largely forgotten. However, this one served a purpose. GM threw a lot of innovative technology at this car, and it paid off. Not only did they get the chance to show the world what they could do, but the 1986 Corvette Indy Concept car continues. It later became the CERV III, which was a 650-horsepower concept car. CERV stands for Chevrolet Engineering Research Vehicle.



Also, many consider the Corvette Indy Concept to be a predecessor to the forthcoming C8 Corvette E-Ray.

Today, the experimental vehicle is housed in the General Motors Heritage Center. The 1986 Chevy Corvette Indy Concept car was truly the stuff dreams are made of. It displayed a use of technology that was unheard of then, and it's still inspiring vehicles. If only we could ever get the chance to drive one, or even simply sit inside this spaceship of a car.

VETTE FAST FACT

By Hobby Car Corvettes

A little-known fact in Corvette history is that until just four days before the Corvette was introduced to the public, an American flag stood in place of the red flag on the left. This is how the Corvette logo was originally designed by Robert Bartholomew, but it had to be changed at the last minute because it is illegal to use the American flag on a commercial product. The American flag was replaced with a flag containing the Chevy bowtie symbol and the fleur-de-lis. The fleur-de-lis is a French symbol for peace and purity and literally means "flower of the lily." Chevrolet originally wanted to use a family crest from the French ancestry of Louise Chevrolet, but could not find one in his past. They settled for the fleur-de-lis because of its French origin. Three horizontal lines were also placed just below the fleur-de-lis. The original logos were replaced with the newly-designed logos just before the Corvette's unveiling.



Corvette Racing at Sebring: What a Win!

By Corvette Racing for CorvetteBlogger at <https://www.corvetteblogger.com/2022/03/20/corvette-racing-at-sebring-what-a-win/>

Photo Credit: Richard Prince for Corvette Racing

Corvette Racing made it a dozen victories in the Mobil 1 Twelve Hours of Sebring on Saturday, the first victory in America's oldest sports car race for the mid-engine Chevrolet Corvette C8.R.

Antonio Garcia, Jordan Taylor, and Nicky Catsburg teamed for the landmark win with the No. 3 Mobil 1/SiriusXM Corvette in the second round of the IMSA WeatherTech SportsCar Championship. The trio combined to lead 247 laps or 913.9 miles for Corvette Racing's first Sebring 12 Hours win since 2017 and 12th since 2002.



It also marks the first win for the GTD PRO-spec Corvette C8.R in its second race as part of the new class. The result goes along with a runner-up GTE Pro finish for Tommy Milner and Nick Tandy in Friday's 1,000 Miles of Sebring for the FIA World Endurance Championship.



"Congratulations to Antonio Garcia, Jordan Taylor, Nicky Catsburg, and everyone on the No. 3 Corvette C8.R team," said Jim Campbell, Chevrolet U.S. vice president, Performance and Motorsports. "Winning in class for the 12th time at the 12 Hours of Sebring is the result of great driving, race strategy and execution of pit stops. The Corvette C8.R's 5.5-liter, flat-plane V-8 engine delivered the right combination of performance, reliability and efficiency throughout the

race.

"This win is even more special thanks to the support of so many Corvette owners and fans at the track and around the world," Campbell added. "This has been a great weekend with a runner-up class finish in the World Endurance Championship on Friday and now this win in IMSA. I'm proud of everyone at Corvette Racing and our technical partners at Mobil 1 and Michelin."

The No. 3 Corvette also won the Sebring round of the Michelin Endurance Cup – a championship consisting of Sebring, the Rolex 24 At Daytona, Sahlen's Six Hours of The Glen and Petit Le Mans. Points were awarded at the four-, eight- and 12-hour marks.

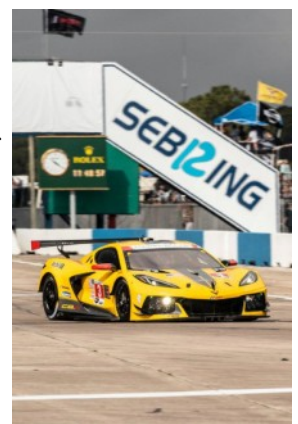
Corvette Racing wasted little time going to the front in the race. Garcia set the table from the beginning as he advanced from his third-place starting position to the head of GTD PRO. He passed six cars in his opening two hours before handing off to Taylor for an impressive three-hour run.

Catsburg drove an equally stirring three hours, 18 minutes in the middle of the race. He soldiered through four full-course caution periods and enjoyed a highlight-reel battle with Pfaff Motorsports' Matt Campbell for the GTD PRO lead at the seven-and-a-half-hour mark. The two raced side-by-side for three corners before Catsburg pulled ahead.

That left Taylor to drive one stint before Garcia closed with a triple-stint to score the victory.

Corvette Racing engineers dedicated significant time at a February test to gain a better understanding of the performance and degradation levels of the GTD Michelin tires, which are different than what the team has used in past seasons. That combined with more than 51,000 racing miles across the familiar bumps around the 3.7-mile, 17-turn Sebring circuit was the right combination.

Corvette Racing's next event in the IMSA WeatherTech SportsCar Championship is April 8-9 at the Long Beach (Calif.) street circuit.



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. We have already studied the National Corvette Museum and the Biltmore Mansion. This month we look at the history of the highway known as the Tail of the Dragon. Buckle your seat belts and pull the straps tightly. Let's go have some driving fun; but be careful!



The Historic Tail of the Dragon

By Ronald E. Johnson for 129 Deals Gap at <https://tailofthedragon.com/historical-tail-of-the-dragon/>

NOTE: This article originally appeared in *American Road Magazine*, Vol. 4, Number 4, 2007

The Tail of the Dragon (US 129) is one of America's best known motorcycle roads. It also has a checkered history that is not widely known. There may even be ghosts that haunt these parts.



Many know about the difficult times settlers had in their westward movement, but few realize the troubles these hardy people met in the southern Appalachians. Not only was the terrain nearly impossible to navigate and the weather intense, but the mighty Cherokee and white bandits posed an even deadlier possibility.

Fort Loudon, near present day Vonore, was built by the British in 1756. Soldiers and armaments including cannons were transported over the rugged mountain trails. Relations with the natives quickly deteriorated and the fort was abandoned in 1760. Many of the fleeing men and women were massacred as they departed.

At about this time the Deal Trading Post was established by a group of brothers and cousins of that name. The post dealt with the Cherokee Indians and other nations of the Five Civilized Tribes. It is no coincidence that the name Deal is on the Cherokee Roles. The trading post was in direct violation of King George's edict banning British settlement west of the Blue Ridge. Some of the Deal family migrated west in the Trail of Tears Cherokee relocation in the 1800s. Others moved into Middle Tennessee and established a trading post at the terminus of the Natchez Trace.

By the early 1800s settlers had ventured into most of the easily accessible regions of America, but this densely forested area remained a no-man's land except for a few Native Americans and those like the Deals who traded with them. Travel was difficult with the only passable trails created by wild animals such as buffalo and deer. The natives had followed these "routes of least resistance" created by natural instincts which bypassed difficult and steep terrain and even led to good water supplies. It was in this manner that the Tail of the Dragon was designed to such perfection. Today the Dragon is one of America's top motorcycle and sports car destinations. It is ironic that it was designed by 4-legged beasts.

Battles were common between Indian tribes long before the white-man ventured into the area. As the white-man moved in tensions mounted over trading, land ownership and hunting rights. Governmental treaties did more harm than good and brought more bloodshed between the whites and the Indians. Add a few bushwhackers and common criminals to the mix and it got even worse.

Blount County Tennessee was formed in 1795 and near-by Cades Cove, a fertile valley hidden deep in the Smokies, was first settled in the 1830s. With the discovery of gold in north Georgia and western North Carolina the Federal Government began the relocation process of the Cherokee Indians to Oklahoma. Many of the Indians moved deeper into the mountains to avoid what would become known as the Trail of Tears. At

about this same time a toll road known as the Tennessee Turnpike was constructed on the North Carolina side that connected present-day Almond to Deals Gap. Tolls were collected by property owners at the state line and several other locations. This was probably the origins of the first store at Deals Gap. The Madisonville/Franklin or Tallasee Turnpike, today known as The Tail of the Dragon, became the major route into Tennessee and Cades Coves. Even today the rugged Parson's Branch Road is an adventure with 19 water fords.



A property at the Parson intersection offered food and bunk rooms for travelers and cattle pens for use by cattle drivers. It was also another toll location. Several wayfarers who tried to sneak through at night without paying were supposedly hanged on the spot.

It was sometime in the mid-1850s that Deals Gap and Deals Branch were named for a local family by that name. On the Tennessee side at the future site of Calderwood the Hardin Family had a plantation employing some 50 blacks by the 1840s.

The 1860s and the Civil War brought even more mayhem to the Dragon. Union and Confederate companies, made-up of conscripts who were bandits, robbers and uneducated backwoods men, operated with little supervision. In 1864 Bas Shaw, a Union prisoner, was murdered by the Confederates as they escaped Union Calvary. Shaw was tied to a tree and shot dead. He was buried along the roadway and for many years travelers tossed rocks on the grave as they passed.

Other incidents resulting in deaths involved innocent non-combatants. The Kirkland Bushwhackers took advantage with their own brand of murder and robbery using Deals Gap as one of their favorite hold-up spots. In one horrid incident the gang held-up a family near the Gap. The couple and infant were taken off the road into the woods. When the infant began to cry it was murdered to keep passersby from hearing it. The Kirklands were so feared that they were never tracked down and arrested. To this day there are rumors of bandits on the Dragon which likely date back to the 1800s.

Traffic on the Little Tennessee and Madisonville/Franklin (Tallasee) Turnpikes (today known as the Dragon) was primarily locals riding pack horses and rugged wagons, cattle drives going to market, and a few westward bound pioneers. One can imagine how desolate and dangerous the Tail of the Dragon was in those times. Even today the road seems wild and remote.

The next major activity came with the construction of the Cheoah Dam (Fugitive Dam) begun in 1916. Alcoa Aluminum needed large amounts of electricity in their production process and the Little Tennessee River was a perfect source. The railway line from Maryville to Chillhowee was extended along the Little Tennessee all the way to the construction site in North Carolina. A town at Tapoco housed some 2,000 workers. Today the Tapoco Lodge built in 1930 is a destination for many motorcyclists. After completion of the dam the private railroad line was extended to the Santeetlah Dam construction site and provided not only passenger service, but lumber hauling for loggers.



After completion of Santeetlah Dam in 1928 Alcoa Aluminum began construction of Calderwood Dam which can be seen today from the Tail of the Dragon Overlook at mile marker nine. A town for workers had been erected at Calderwood. In 1936 a lodge and golf course were added for the enjoyment of Alcoa executives. Remnants of the town, now unpopulated except for rattlesnakes and copperheads, still exist including a cemetery open to the public.

TN 72 and NC 288 were originally rutted, often muddy dirt cattle paths until the coming of motorized vehicles in the early 1900s. This brought better maintenance, but travel was still extremely difficult. The first motorcycle probably crossed this roadway well before it was paved and designated as US 129 circa 1931. The original Tennessee Turnpike (NC 288) followed present day NC 28 from Fontana and connected at the NC/TN State Line. Old NC 108 which dead-ended at Rhymer's Ferry was replaced with US 129. The new road followed the Cheoah and Little Tennessee River to Deals Gap.



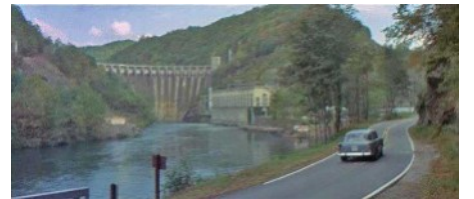
For decades the road was used primarily by Tapoco dam workers, locals, and whisky runners. The formation of the Great Smoky Mountains National Park in the 1930s brought in a few tourists. Road scenes in the 1958 Robert Mitchum movie *Thunder Road* which depicted the culture at the time were filmed on the Dragon.

In the 1950s the popularity of Fontana Village brought more traffic. Tourists flocked to the area to enjoy the natural beauty and cooler mountain temperatures. The store and gas station at the Gap went through some upgrades adding a café and motel. It was known as Moody's, Crafton's (or Crofton's) and Mac's Motel. In the 1990s it became the Crossroads of Time and in 2000 was renamed Deals Gap Motorcycle Resort. Old timers still call it the Crossroads of Time (CRoT) at Deals Gap.

This wild habitat was made even more dangerous by the release of black bears trapped elsewhere in the Great Smoky Mountains. Today bears are often encountered on the Dragon. Other animals sited on the road include deer, wild boar, turkeys, coyotes, fox, and squirrels. Rattlesnakes and copperheads are ever present.

There are legends of gold and silver treasures hidden in the area. An old Cherokee tale says that the gold treasure is protected by the Little People and will never be found. A secret silver mine near Deals Gap is a white man's tale. The mine supposedly contains the bones of one man who discovered the secret cache and was murdered.

Today each week thousands of motorcycle riders and sports car enthusiasts share the mystique of this infamous roadway; a mere path carved by wildlife around the precipitous slopes of the Great Smoky Mountains. The road is still notorious, but in a much different light. There are no bands of mountain bushwhackers, no marauding Cherokees, and no toll takers who act as judge, jury and executioner. Today's adventure seekers bring their modern, high-powered motorcycles and sports cars to challenge their nerve and skills on the Tail of the Dragon's 318 curves in a 11 miles, a federal highway that may well be the world's best road course.



And sometimes the Dragon wins.

One often hears stories about the Dragon that are created by rumors with little basis in fact:

- (1) RUMOR – Someone dies in an accident just about every week. TRUTH – that over the past ten years there have been fifteen deaths (all motorcycle riders) on the 11 miles we call the Dragon.
- (2) RUMOR – The body of a rider missing for several years was found last week and recovery teams located another missing body while on the scene. TRUTH – There have been riders long missing whose bodies were discovered later, but finding the additional body is stretching it.
- (3) RUMOR – There are still bandits on the roadway that hold up women driving alone. TRUTH Not for the past 100 years.
- (4) RUMOR – They close the road to have races. TRUTH – They have never closed the road for racing. Some filming for commercials has been allowed with closing for 15 minutes at a time.
- (5) RUMOR – The road is about to be closed and many variations of this. TRUTH – This is probably one of the most protected roads in America. One side borders the Great Smoky Mountain National Park and the other is a wildlife conservancy area and National Forest. There are studies for I-3 to follow this route from north Georgia to Knoxville, but it will never happen.

NICC Vette Visions

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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.

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