



May 2018

The official Newsletter of the Award Winning
Northern Illinois Corvette Club

Greetings for May

Our May meeting was a little longer than I would like, but it was filled with a lot of good information. It is that time of year when we get to really enjoy our Corvettes with a lot of fun things to do. You can get the details by reading the minutes of the meeting and visiting the activities calendar.



President's Corner

We thank all of the club members that helped with the Perryville Road cleanup. We did get some help with the filled bags of trash from the Cherry Vale Mall Maintenance Supervisor. He wanted to go thru the bags to separate the aluminum cans. We finished the day with a great meal at Old Chicago.

The final vote approved the change in the 2018 budget to increase the club portion of the Winter Party expense by \$600. This will allow the club to help out with the cost so the club members will be able to attend with a smaller financial commitment.

We elected Karin Alfors as Membership Director to replace Tauna Billups. Thank you to Tauna for all of the hard work and dedication to the club.

Thank you to Jeff and Onie for organizing the Spring Run. By the time you read this it will have already happened (**Editor note: the Spring Run has been rescheduled for June 9**). Our first car show is May 19th at the Roscoe Antique Mall. It should be a good time to relax on the front porch and visit with friends. Our parade season goes into full swing with parades on May 26th, May 28th and June 3rd. Please try to participate. This is a great way to show the club's involvement with community service.

In a new policy recommended by the Board and approved by the membership, club members that host a run or a rally will be awarded a \$50 gas card for their efforts. This is a small amount compared with the

personal efforts that are made by some members for the runs they organize, but it is a token of the clubs appreciation for the effort.

Speaking of runs, I wanted to comment on some of the bigger (like in multiple-day) runs the club has done. Last year Dennis and Donna organized the Lap Around the Lake that allowed six club cars to caravan around the entire Lake Michigan. Several years ago Louise and I organized a run to Bowling Green, Tail of the Dragon and the Cherochala Skyway that included nine cars (at least for some of the trip). The club does not do many of these longer runs, but they really provide a great opportunity to get out on the road with the Corvettes and make lasting friendships with our fellow club members. Organizing these runs obviously require a lot more time to prepare, but the rewards are worth the effort for the memories we create. There are also opportunities to join in other caravans like the one for the Corvette Museum anniversary. We joined that one for the 20th and the 25th is coming up in 2019. Several club members have also gone to the Corvette Adventures at Chula Vista Resort where you can join in several caravans for a day

My point is that there are opportunities for all kinds of fun things to do with our Corvettes and our friends. If you have a place you would like to go, maybe others in the club would like to go too. Let me know if you need help organizing a run and I will see if we can pull it together.

If you have any questions or concerns about the club, please let me know.

Leon Gorsch
NICC President

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Advertisers: <http://nicccorvette.com/index.cfm/nicc-advertisers/>

2018 - Membership and Board Meetings				
Jun	3	6:00 PM	- Social Hour	7:00 PM - Meeting
Jul	1	6:00 PM	- Social Hour	7:00 PM - Meeting
Jul	29	6:00 PM	- Social Hour	7:00 PM - Meeting
Aug	26	6:00 PM	- Social Hour	7:00 PM - Meeting
Oct	7	4:30 PM	- Board Meeting	
		6:00 PM	- Social Hour	7:00 PM - Meeting
Nov	4	5:00 PM	- Social Hour	6:00 PM - Meeting
Dec	2	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

2018 - NICC Events - [See website for updates & flyers](#)

May	Sat	19	9:00 AM	NICC Car Show	Roscoe Antique Mall - until 1:00 PM
	Sat	26	8:00 AM	Parade	Young at Heart
	Sa-Mon	26-28	8:00AM	Midwest Rgn Low Speed	Rantoul, IL
	Mon	28	1:00 PM	Parade	Pecatonica
Jun	Sat	2	11:00 AM	Car Fest/Mini Run	Poplar Grove Airport (Starzyk's)
	Sun	3	12:00 PM	Parade	Leaf River
	Sat	9	8:30 AM	Spring Run	Dixon & Union Dairy (Rescheduled)
	Mon	11	5:30 PM	Sonic Cruise Night	Doug & Tauna Billups
	Sat	16	11:00 AM	Parade	Old Settlers Day
	Sat	23	4:30 PM	Progressive Dinner	Smith's, Mikels', & Jackson's
	Sat	30	1:00 PM	Autocross/Safe Training	Christ Lutheran Church (Jack Wilson)
Jul	Wed	4	12:00 PM	Parade	Cherry Valley
	Sat-Sun	7-8	8:00 AM	Low Speed Event	Wilmot, WI
	Sun-Fri	15-20	9:00 AM	NCCC Convention	New Orleans, LA
	Sat	28	10:00 AM	Women's Run	(Louise & Karin)
Aug	Sat	5	TBA	Run	Elkheart Lake, WI
	Sat	11	TBA	Freeport Cruise Night	Freeport, IL
	Sa-Su	11-12	8:00 AM	Low Speed Event	Crystal Lake, IL

2018 - NCCC & MWR Events

<http://www.mwregion.com/schedule.html>

2018 - Other Events of Interest

Jun. 7 - 9	Corvette Adventures	http://www.corvetteadventures.com/
Jun. 21 - 23	Bloomington Gold 2018	http://bloomingtongold.com/
Jul. 29	Turning Back Time Car Show, Sycamore IL	website
Aug. 23 - 26	Corvettes at Carlisle	website

For additions or corrections please contact:
Editor@NICCCorvette.com

Check the Website for updates;

Important Club Member Dates



Birthdays

Birthdays are good for your health; the more you have, the longer you live.

A FarmersAlmanac.com Philosofact

May

Doug Billups
Ron Konieczki
Stephen Jackson
Mary Lai
Doris Hicks
William Crull
Jack Wilson

June

Lynn Foecking
Marq Whitney
Heather Lamping
Richard Woessner
Beth Charlton
C-1 Corvette 6/30/53

Anniversaries



May

Brick & Kris Logan
Tom & Micki Stern
John & Melissa McGonigal
Robert & Mary Lai

June

Jack & Janet Wilson
Lee & Lynn Foecking
Gene & Karin Alfors
George & Susan Chamberlain
Don & Barb Johnson
Gary & Anne Vosberg
Ken & Cindy Starzyk

If you just need a reason to celebrate:

May 12 *Limerick Day*
May 13 *Frog Jumping Day*
May 14 *National Chicken Dance Day*
May 15 *National Chocolate Chip Day*
May 16 *National Sea Monkey Day*
May 17 *Pack Rat Day*
May 18 *Visit Your Relatives Day*
May 21 *National Waiters and Waitresses Day*
May 25 *National Tap Dance Day*
May 31 *World Tobacco Day*
Jun 2 *National Go Barefoot Day*
Jun 5 *World Environment Day*
Jun 7 *National Chocolate Ice Cream Day*
Jun 9 *Donald Duck Day*
Jun 10 *Iced Tea Day*
Jun 18 *National Splurge Day*
Jun 19 *World Sauntering Day*
Jun 21 *Go Skating / Skateboarding Day*
Jul 2 *I Forgot Day*
Jul 3 *Compliment Your Mirror Day*

Courtesy of:

<http://www.holidayscalendar.com>

And your *Vette Visions Editor*

Is your Birthday or Anniversary incorrect or missing? Please let us know!

editor@nicccorvette.com

WOOHOO!



**NICC
WELCOMES
New Members**

Perry & Patricia Triveri 2017 Z06 Red/Black Cpe
David Sanfilippo 2005 Silver Conv

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**

FROM YOUR SOCIAL DIRECTOR

Happy Springtime everyone. Looks like we are having those "April showers" in May this year. We had a good turnout for the Perryville Cleanup despite the less than pleasant weather, but received a lot of compliments on our efforts. Even the manager at DQ offered us free lunches as a thank you. In addition, unfortunately the Spring Run had to be delayed - tentatively scheduled now for June 9th. Be sure to check the website and mark your calendars.

As usual, weekends are booking up for the rest of the summer so take advantage of as much camaraderie as possible. One new event - Autocross Training - has now been confirmed for June 30th which we are all very excited to experience. Also, the Progressive Dinner has been finalized with appetizers at Brent & Jennifer Smith's, dinner at Barry & Caroline Mikels, and desserts at Steve & Barb Jackson's on June 23rd. Be thinking of what you might want to bring and remember there is a \$5.00 fee to cover some of the related costs of this evening. Thanks to everyone who work behind the scenes to make our club such a success!

Finally I want to mention two more pieces of good news. The Winter Party scheduled for January 12th received an increase in budget of \$600.00. Also, Barb Johnson and Doug Billups were the raffle winners for this month.

Barb Jackson

VETTE VISIONS HONOR ROLL

HONORS

Donna Mathews
Tauna Billups
Cindy and Ken Starzyk
Jack Wilson (2)
Nancy Bailey (2)
Karin Alfors
Onie Drewelow
Dennis Mathews

HIGH HONORS

None yet!

VETTE GRINS

Oil, Filters and Flowers

When I go to a local discount store to get oil and filters for my car, I buy my wife a bouquet of flowers on display near the checkout counter.

During one trip, some women in line behind me were oohing and aahing about a husband getting flowers for his wife. "How often do you do that?" one asked.

Before I could answer, the cashier, more than familiar with my routine, said, "Every three months or 3,000 miles, whichever comes first."

Source: WIT and WISDOM

NICC Minutes May 6, 2018 (Unapproved)

1. Opening and Call to Order:

The NICC Monthly Membership meeting was called to order by President Leon Gorsch at 7:05 p.m. with 37 members present.

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

President: Leon Gorsch	Sergeant-at-Arms: Gene Stimart
Governor: Arnie Bailey	Editor: Preston Morgan
Secretary: Cindy Starzyk	Social Director: Barb Jackson
Treasurer: Doug Billups	Quartermaster: Barb Johnson
Membership: Karin Alfors	Advertising: Jeff Drewelow
Parliamentarian: Doris Hicks	Public Relations: Ken Starzyk
Historian/s: Nancy Bailey & Carolyn Samuelson	Webmaster: Linda Stimart
NCM Ambassador: Louise Gorsch	Parade Director: Dennis Mathews
Sunshine Chair: Doris Hicks	

3. Introduction of Guests: No guests tonight. New members: Perry and Trish Triveri.

4. Opening Comments: Leon announced the Women's Run. It will be held on July 28th. He detailed the procedure for it and a sign-up sheet was passed around.

5. Minutes: Leon asked for a motion to review, amend, object to and/or approve the minutes from the April 8th, 2018 club meeting. The minutes were approved.

6. Introduction of Officers, Directors and Chairs: call for reports:

President - Leon Gorsch: We need to get our old trophies back from former members and adopt them out to a new location. Nancy will contact as many trophy holders as she can. Leon stated that NCCC's policy regarding our liability waivers has changed. They do not have to be signed at the membership monthly meetings. They do need to be signed before any competitive events, car shows and parades. Nancy will put the updated waiver online. In order to encourage people to host more runs, a motion was made to give a \$50 gas card to those hosting full day runs. The motion was passed. We are continuing to update the bylaws. Job descriptions are being gathered and confirmed by Doris.

Governor - Arnie Bailey: Arnie defined his job as liaison between NCCC and NICC. See the NCCC website regarding scholarships, convention, insurance, competition/racing, charity (presently St. Jude), Future Corvette Owners. We need good support from our club for Autocross events.

Secretary - Cindy Starzyk: No report.

Treasurer - Doug Billups: Doug stated that the club's balance is \$15,587.31.

Membership - Karin Alfors, Absent.

Parliamentarian - Doris Hicks: No report.

Historian - Nancy Bailey & Carolyn Samuelson: Nancy has old issues of Blue Bars and a few new issues. NICC's 50-year anniversary will be in 2022.

NCM Ambassador - Louise Gorsch, Absent.

Sunshine Club Chair - Doris Hicks: No report. If you know if anyone has circumstances regarding well-being, health or grief please let Doris know.

Sergeant-at-arms - Gene Stimart: No report.

Editor - Preston Morgan: Articles for the April newsletter are due Wednesday, May 9th (Friday, May 11th at the latest). You can be added to the newsletter Honor Roll if you submit articles. Preston suggested that Arnie submit an article regarding NCCC. The Photo Contest entries can be submitted to Preston via email.

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(Continued from page 5)

Social Director - Barb Jackson: Barb reported that the Spring Run is this Saturday, May 12th, our Roscoe Antique Mall Car Show will be held on May 19th, and the Miracle Mile Car Show is May 26th. The Cruise-In Car Fest/Mini-Run & Dog 'N' Brat Day will be on June 2nd and the Old Settlers' Parade is on June 16th. The Progressive Dinner is on June 23rd with appetizers at Jen & Brent Smith's, entrée at Caroline & Dale's and Dessert at Barb & Steve's. August 11th is the Freeport Cruise Night.

Quartermaster - Barb Johnson: "Stitches by Taylor" is now the company that will make our club shirts. We can still use "Embroid This" for various jobs too. Cost for the shirts, depending on size, will range from \$39.50 to \$42. Adding your name is \$6.00 additional.

Advertising - Jeff Drewelow: A few more sponsors have dropped out and some have renewed. Granite City will probably become a new sponsor.

Public Relations - Ken Starzyk: The Roscoe Antique Mall Car Show will be held from 9:00 to 1:00 on May 19th. Most volunteers should arrive at about 8:30. The Dog & Brat Day Mini-Run will begin at Farm & Fleet at 11:00 on June 2nd. Food will be served from 11:30 to 1:30 at the Museum's pavilion.

Webmaster - Linda Stimart: To view Midwest Region, National Corvette Museum, and other NCCC information on the NICC website, scroll all the way down to click on the headings under "Useful Links".

Parade Director - Dennis Mathews: The reasons NICC participates in parades are: to support our community, to interest young future Corvette owners, and to support our restaurant sponsors. Dennis reviewed upcoming parade dates.

7. Old Business:

Bylaw Changes – approved.

Budget change final vote – A motion was made to add \$600 to our expenses for the winter party. The motion was passed. Cost to individuals will be \$25.

Perryville Road Cleanup – The weather did not cooperate and we didn't have many volunteers. There were very large quantities of debris. We did as much as possible, but had to cut it short.

8. New Business:

Elect new Membership Director – A motion was made and passed to elect Karin Alfors as Membership Director. Donna Mathews will help Karin.

Spring Run May 12

Roscoe Antique Mall Car Show May 19

Young at Heart Parade May 26

Pecatonica Memorial Day Parade May 28

Leaf River Parade June 3

Sonic Corvette Night June 11

Auto cross Training Day June 30 – Jack stated that this will be held from 1:00 to 5:00, rain or shine at Christ Lutheran Church on Riverside. Waivers will be required but we won't need helmets. We can use the church restrooms.

Women's Run July 28

New Cars – Perry and Trish 2017 red and black ZO6.

Other? - None.

9. Collection of Fines: \$3.

10. Raffles: 1st winner – Barb Johnson. 2nd winner – Doug Billups.

11. Attendance Drawing: \$10 – Richard Woessner - not present. Next month the drawing will be \$20.

12. Adjournment: - 8:22 pm.

Next Club Monthly Meeting: June 3rd, 2018: 6 pm - Social Hour, 7pm – Members' Meeting.

Respectfully submitted,

Cindy Starzyk

Did you get a new or new to you Corvette and want the club to know? We can't tell it if we don't know it!
Even if someone else tells us we can't publish the news unless you give your permission.
Just send an email and photo to the editor letting us know all about it and we'll put it in the newsletter.

Autocross Driving School and Safety Training

Submitted by Jack Wilson

The NICC will be hosting an Autocross Drivers Training and Safety Class at Christ Lutheran Church, 425 East Riverside, Belvidere, IL. The event will be held 1:00 to 5:00 PM on Saturday, June 30, 2018.

There will be approximately 1 ½ hr. classroom instruction on autocross fundamentals and safety, conducted by Dale & Carolyn Samuelson. Dale & Carolyn have taught this type of training to beginners across the country in prior years.

Following the classroom training, attendees will proceed to the parking lot where a small scale course will be set up. Attendees will be shown actual driving fundamentals using their own Corvette. Dale, Carolyn, and Jack Wilson will instruct and do ride along with the driver for on track familiarization. All three, are experienced racers and National Champions.

No helmets will be required as this is a non-competitive low speed instructional training. Waivers will be signed for this event as a Certificate of Insurance is required and therefore a waiver is necessary for the protection of the church and attendees. This will be a rain or shine training, as autocrosses are run in rain or shine conditions. However, we are praying for no rain. There is no cost to attendees for this training. All that is necessary is to attend, learn, and have fun. A sign-up sheet will be available at the June Membership Meeting. If you have any questions, contact Jack or Dale.

SPRING RUN

Submitted by Onie Drewelow

(Editor's Note: The Spring Run has been rescheduled for June 9, 2018)

Join your fellow NICC members on our Spring Run Jun 9th. We will begin from the Mobil station at South Main and Bypass 20. Begin assembling at 8:30 a.m. for a departure at 9:00 a.m. We will drive to Dixon (not Route 2) to spend about 1 ½ hours at the Northwest Territory Historic Center (Google their homepage for interesting information). The Historic Center is free but please bring some cash for a donation.

We will have lunch across the river at Angelo's Pizzeria (large menu) about 11:45. After lunch we depart for Stockton via some winding back roads and then we head back east on Highway 20 for a stop in Freeport at the Union Dairy. From there we return home with our sugar buzz. We should arrive home around 3:30 p.m. Pray for sunny weather.

To sign up, call Jeff or Onie Drewelow at 815-979-4955 or at our next Vette Club meeting on June 3rd.

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From the Editor

Editor: Preston Morgan



In February, President Leon wrote about his friend, Marvin and their flirtation with a Studebaker Avanti (see February President's Corner in *Vette Visions*). This month I will devote this column to a wonderful trip I took last fall where several Studebaker Avantis reside. I encourage all of you to visit the Studebaker National Museum in South Bend, Indiana (it is about 3.5 hours via I-90).

In 1966, the Studebaker Corporation gifted its 33-vehicle collection to the City of South Bend. This collection, which includes the Presidential carriages, and the Studebaker family's Conestoga wagon, formed the nucleus of the current Studebaker National Museum, and is referred to as the "Original Collection". The museum contains the world's largest collection of U.S. Presidential Carriages. The collection features the Barouche that President Abraham Lincoln used the night of his assassination, President Grant's Brewster Landau, President McKinley's Studebaker Phaeton, and President Benjamin Harrison's Studebaker Brougham.

Studebaker's history of military production dates to 1857 when it filled an order from the U.S. Government for supply wagons to be used in the so-called "Mormon War." From that conflict up through the Vietnam era, Studebaker proudly provided for our nation's defense. In 1964, Studebaker transferred its government contracts to Kaiser-Jeep, which later became AM General. AM General remains a vital supplier of military vehicles.

There is a comprehensive and interesting article written by Fred K. Fox that details the Studebaker family from blacksmithing to wagon makers to making wheelbarrows and other gold mining tools during the California gold rush. The family finally settled in South Bend using their metal working skills to build wagons and finally automobiles.

I encourage you to read Mr. Fox's article published at:

<https://www.hemmings.com/blog/2015/09/16/a-brief-history-of-studebaker-1852-1966/>

VETTE TALK

Are you a new Corvette owner? Maybe you are a veteran Vette owner for many years, having a stable full of these wonderful machines. VETTE TALK is here to provide a forum where members can exchange ideas and views on particular Corvette issues. If you are that Corvette newbie, there are probably lots of questions bouncing around in your head. Submit question(s) to VETTE TALK and the *Vette Visions* Editor will research and/or reach out to other members to find an answer. Submit all questions and/or discussion issues for VETTE TALK directly to the Newsletter Editor through the NICC website under the Officers/Board Members tab. Let's start our engines and get VETTE TALK humming.

VETTE VISIONS PHOTOGRAPHY CONTEST 2018

“Every Picture Tells a Story”

This is a fun contest open to all NICC members. The rules are simple and professional photography skills not needed. A panel of judges who are not members of the NICC will select winning pictures. Prizes will be awarded to three entries. Decisions of the judges are final. Please be safe and responsible when taking pictures. Capture the memories and have fun! Where will take *Vette Visions* in 2018?

Rules

The image **must** include a copy of *Vette Visions* conspicuously visible.

Include a landmark or sign that identifies the location.

Blurry images will not be accepted.

Your Corvette does not have to be pictured, however, extra points will be awarded if a Corvette is included (Corvette does not have to belong to member).

Provide a brief description of the location, people, and any interesting information associated with the image.

Multiple images from the same member are welcomed.

Member must be in good standing with the NICC.

Ensure the safety and well being of all involved and be respectful of other people and their property.

Entries must be submitted by December 31, 2018.

Submission of Entries:

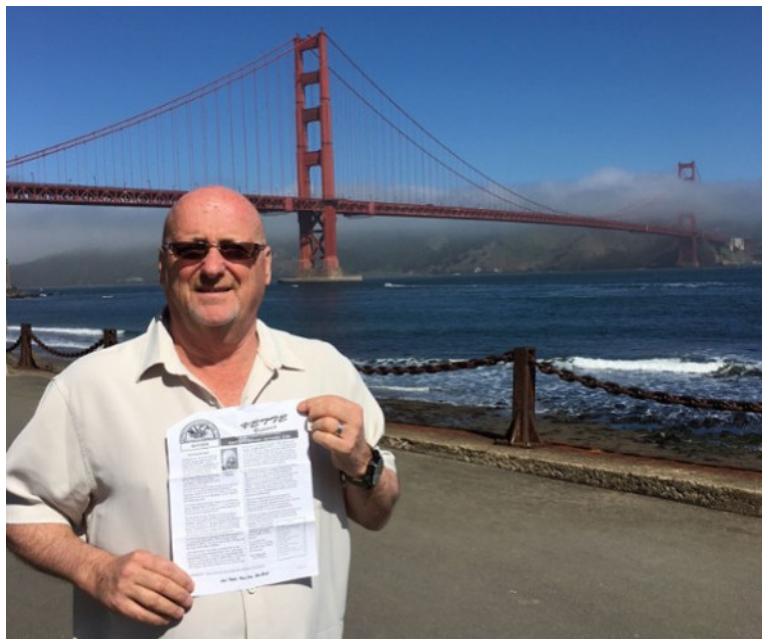
Entries may be submitted multiple methods.

Images can be emailed to the NICC Editor through the website or directly to preston.morgan06@yahoo.com.

Prints may be given to Preston Morgan at monthly meetings.

All images submitted become the property of the NICC and can be used for public relations and other purposes. The Editor reserves the right to modify the image (cropping, resolution, etc.) without materially modifying the scope and purpose in order to prepare it for publication.

VETTE VISIONS PHOTOGRAPHY CONTEST 2018



Craig (pictured) and Bonnie Gleason visited the Golden Gate Bridge in April, 2018. They both walked across the bridge and rented bicycles for additional touring. Where will you take *Vette Visions* in 2018?

1963-64 Studebaker Avanti (and the Corvette connection)

By Dan Jedlicka

The following article is reprinted from: http://www.danjedlicka.com/classic_cars/studebaker_avanti.html

The rakish 1963-64 Studebaker Avanti was among the most daring 1960s American cars, a modern masterpiece with totally unique American styling that even top exotic Italian auto stylists wouldn't attempt to do.

The Avanti had advanced safety features, when no U.S. automaker particularly gave a darn about safety. Such features included a built-in roll bar, padded interior and door latches that became structural body members when closed.

Performance? An Avanti with a supercharged V-8 was one of the fastest 1960s autos. A supercharged model hit 168 mph, while a modified version reached 196 mph--a staggering speed for a 1960s production street car. Some 29 Bonneville speed records were smashed by a supercharged Avanti.

Safety? The Avanti (Italian for "forward") was the first mass-produced fiberglass-body four-passenger American car. It also was the first such car to use caliper-style disc brakes.

Studebaker was more than 100 years old when the Avanti debuted. It began making horse-drawn wagons in 1862 and produced its first cars--electric models--in 1902. But "Stude" was in deep trouble by the mid-1950s. It lacked the economy of scale of larger U.S. automakers and thus its cars, although good, weren't cost-competitive against giants such as General Motors.

However, Studebaker survived the 1950s by producing compact economy Lark models, which sold well in the depressed economy late in that decade, along with some sporty Hawk models, such as the now-classic 1956-58 Golden Hawk.

But then the prosperous 1960s arrived, and Studebaker again had to offer winners from its South Bend, Indiana, headquarters and plants because Lark volume fell by more than half for 1961.

Hard-charging young Sherwood Egbert arrived as Studebaker's new president in 1961 and quickly had Lark and Hawk styling updated on a crash basis by noted Milwaukee-based designer Brooks Stevens.

Stevens did the best he could while dealing with Studebaker's dated cars and engines, and Egbert felt Studebaker needed a dramatic new car. It had to really grab the public's attention to help generate much-needed sales and to rejuvenate the automaker's rather staid image.

Egbert's star car was the Avanti. With Stevens updating higher-volume models, Egbert recruited flamboyant Raymond Loewy, a world-famous industrial designer who had considerable auto design experience. Loewy had come up with the startling, slick 1953 Studebaker coupe--arguably the best-styled American car of the 1950s.

Given a rough idea of what Egbert wanted the new car to look like, Loewy had the Avanti's styling done under his supervision by his hand-picked team of young Tom Kellogg and seasoned Bob Andrews and John Ebstein.

To avoid distractions and interference from Studebaker executives, Loewy sequestered his highly talented team in a rented desert ranch house near Palm Springs, Calif. The team knew the car was urgent business, so they worked 16 hours daily for weeks.

Loewy gave his men instructions that established the Avanti's design theme, such as "Coke-shape a must" and "wedgy silhouette." In fact, GM's most famous styling chiefs worked the same way, initially giving general directions and then specific instructions.

However, Loewy personally designed the Avanti's wheel openings, which had a shape similar to the flight trajectory of the sensational Russian Sputnik space satellite. He knew Egbert loved flying, so the Avanti got an aircraft-style cockpit.

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The Loewy group gathered in Palm Springs on March 19, 1961. It rapidly developed a clay scale model of the Avanti, which Loewy rushed to Studebaker's headquarters. Egbert wasn't a "car guy," but knew a winner when he saw one. He was delighted with the car, and Studebaker's board approved its construction just five weeks after Loewy's team began work on it. No major American automaker had ever done a car so quickly.

The Avanti had a coke-bottle "waist" and thin-section roof with an extra-large rear window and the built-in roll bar. Razor-edged front fenders swept back into the curved rear end and into a jacked-up tail.

The front had no conventional grille--just an air scoop below a thin bumper. The hood had an asymmetrical hump, and the interior featured aircraft-style instrumentation and controls, some placed above the windshield. Occupants sat in four slim-section bucket seats similar to those in an Alfa Romeo sports car.

No time or resources existed for wind-tunnel testing, but the Avanti nevertheless was highly aerodynamic--one reason it could hit nearly 200 mph. Loewy and his team had just guessed at the car's slippery shape.

There also was no time or money for steel body dies, so the Avanti body was made of fiberglass. The car was enormously strong, with a shortened, beefy Lark convertible frame and sport suspension with front/rear anti-sway bars and rear radius rods for superior handling.

Powering the Avanti was a modified version of Studebaker's dated but sturdy 289-cubic-inch V-8. This "Jet Thrust" engine developed 240 horsepower in standard "R1" form, with such items as a 3/4-race high-lift camshaft, dual-breaker distributor, four-barrel carburetor and dual exhausts. It developed 290 horsepower in supercharged "R2" form.

There also were a few supercharged "R3" V-8s with 335 horsepower and an experimental non-supercharged "R4" 280-horsepower V-8 with dual four-barrel carburetors. Then there was an amazing twin-supercharged, fuel-injected "R5" V-8 with magneto ignition. It produced an astounding 575 horsepower.

To Studebaker's delight, the public was crazy about the Avanti, which drew many to Studebaker showrooms. It was upscale and nicely equipped. The 1963 and 1964 models each had a \$4,445 base price, when a less practical Chevrolet Corvette Sting Ray two-seat coupe cost \$4,252.

But quality problems arose because Egbert rushed the car into production, knowing time was running out for Studebaker. It didn't help that production was delayed for months because Molded Fiberglass Co., which also built Corvette fiberglass body parts, botched Avanti bodies--forcing Studebaker to set up its own fiberglass production.

Many Avanti buyers canceled advance orders and bought a Corvette or other sporty cars.

Making matters worse, the word was out that Studebaker was on the ropes and might go out of business. In fact, it closed its South Bend operation in December, 1963, when the last 1964 Avanti barely left its plant.

Suffering from ill health, Egbert had left that November. Studebaker built Larks and a few other models in Canada until 1966. The Avanti 240- and 290-horsepower V-8s actually were available for some 1964 models. But Studebaker engines were gone by 1965, so two Chevy engines were offered for 1965 and 1966, when Studebaker production ceased after totaling 8,947 cars that year.

Only 3,834 Avantis were built in 1963 and just 809 were classified as 1964 models. The general rule is that the 1963 Avanti had round headlight surrounds and the 1964 model had square ones.

The Avanti was too good to die quickly. It lasted for decades after 1963 with Chevy V-8s after being initially rescued by two successful South Bend Studebaker dealers, Nate Altman and Leo Newman.

Altman and Newman bought all rights to the car, formed Avanti Motor Corp., and continued to have it hand-built for years in an old Studebaker plant as the "Avanti II," powered by a Corvette V-8. The revived car's chief engineer was Gene Hardig, the original Avanti head engineer.

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The Avanti II was nearly the same as the Studebaker version, although Altman removed the car's slight front rake, substituted the modern Corvette V-8, gave it much higher quality and let buyers choose various high-grade interior materials such as carpets.

Other individuals continued to build the car for years when Altman passed away in the mid-1970s and the Altman family sold the operation.

The Avanti still turns heads. No car has ever looked like it, and none probably ever will.



The last Avanti to roll off the Studebaker assembly line, December, 1963.
Source: Western Reserve Historical Society.

VETTE GRINS

Lawnmower Words

A small boy was pushing a gasoline-powered lawnmower down the street with a "For Sale" sign on it.

A man stopped him and asked if the mower would run. The boy told him it would, so the man bought it.

A while later, the boy was walking past the man's house and saw him pulling repeatedly on the starting rope with no success.

The man noticed the boy and said, "I thought you told me this mower would run!"

The boy replied, "Well you have to use some cuss words to make it start."

The man responded, "Son, I'm a preacher; I don't know any cuss words!"

"You keep pulling on that starter rope and some'll come to you!"

Source: Pastor Tim.

NICC Vette Visions

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

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

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

NICC is a 100% member club of the National Council of Corvette Clubs (NCCC). Membership is limited to owners of Corvettes.

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*(spouse, dependent, companion)

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VETTE VISIONS, NICC's newsletter, is published monthly on our website and a publication notice is e-mailed to all members, advertisers and Corvette enthusiasts who have provided us with their email address and have expressed an interest in our publication. Materials submitted and published in *VETTE VISIONS* are believed to be accurate and NICC assumes no legal responsibilities of correctness.

The club's mailing address is:
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P.O. Box 573
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Corvette Links

Northern Illinois Corvette Club www.nicccorvette.com

NOTE

When sending emails to NICC members, ALWAYS put "NICC" in the subject. Most of us do not open messages we do not recognize.

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Text file formats are best in .doc, .docx, .rtf or .txt, and photos in .jpg, .jpeg, .png or .bmp files. Thank you.

DEADLINE for all Reports, Items, Advertising, and Articles in EACH issue is the FRIDAY following the monthly meeting.

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<u>Size of Ad</u>	<u>Rate / 12 Months</u>
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Ads for non-members will be published, subject to editorial restrictions, at a fee of \$5.00 per month for a business card size ad. Non-member ads must be renewed each month on or before the Wednesday following the monthly meeting.

Mailing and email contact information is on the previous page.

Web-Link to Classified Ads: <http://nicccorvette.com/index.cfm/nicc-advertisers/nicc-classifieds/>



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