



50 Years

VETTE
Visions

November 2022

The official Newsletter of the Award Winning

Northern Illinois Corvette Club

Hello fellow members:

October has ended quicker than we thought and November weather is here. Most of us have winterized our Vette's and put them away until spring. Hopefully, we will have a mild and short winter and we can get the Vettes out for some road trips that are always a great time. I am working with Austin Coop about a Route 66 trip and am trying to identify a date when he can attend a membership meeting to review a spring trip for the club. If anybody has another idea for a road trip, please bring it up at a meeting so we can all review your idea.



President's
Corner

Events scheduled in November include:
Nov. 11-12 , Midwest Region (MWR) & National Council of Corvette Clubs (NCCC) meetings in St. Louis, MO
Nov. 13, Tailgate party, at Barb & Don Johnson's
Nov. 27, NICC Meeting (5:00 pm Social Hr. and 6:00 pm Meeting)

We also need to review and approve the budget for 2023.

Other ideas to discuss include:
a. cruise nights such as Smokin Coops
b. date for Holiday Party
c. how many road trips for the year
d. do we want to do more car shows

Remember this is your club, get involved and enjoy the time that we have together.

Our club meetings are held at Sam's Ristorante,

6075 E. Riverside Blvd., Rockford on the last Sunday of the month. The newsletter and website publish the schedule for meetings. I would love to see more members attend the membership meetings to add your voice to our decision making and to bring forth new ideas. Members are also welcomed to attend the Board meeting. Guests are welcome to attend the social hour and membership meetings. Bring a Corvette enthusiast friend and have a good time.

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

John M. Stupec

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



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Love Vettes. Have Fun. Give Back!

November 2022

2022 - Membership and Board Meetings		
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
2023 - Membership and Board Meetings		
Jan	29	4:00 PM - Board Meeting
		5:00 PM - Social Hour 6:00 PM - Meeting
Feb	26	5:00 PM - Social Hour 6:00 PM - Meeting
Mar	26	5:00 PM - Board Meeting
		6:00 PM - Social Hour 7:00 PM - Meeting
Apr	30	6:00 PM - Social Hour 7:00 PM - Meeting
May	28	5:00 PM - Board Meeting
		6:00 PM - Social Hour 7:00 PM - Meeting

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

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

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

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

2022 - NICC Events - See website for updates & flyers					
Nov	Sun	13	11:30AM	Tailgate Party	Don & Barb Johnson
Dec	Fri	2	TBD	Christmas Party	Need Host(s)

2022 - Other Events of Interest		
November 19-20	Muscle Car and Corvette Nationals, Rosemont, IL	website
2023 - Other Events of Interest		
May 18-19	St. Jude Corvette Drive	website
June 2-3	Bloomington Gold, Illinois State University, Normal, IL	website
June 18-20	Corvette Adventures, Wisconsin Dells, WI	website
June 24-30	National Council of Corvette Clubs (NCCC) Convention	website
July 12-15	Black Hills Corvette Classic, South Dakota	website
July 23	Turning Back Time Car Show, Sycamore, IL	website
August 19	Woodward Dream Cruise, Oakland County, MI	website
August ??	Vettes on the River, LeClaire, IA	website
August 24-26	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

November

Russ Schaefer
Nancy Bailey
George Titus
Max Garibaldi

December

Russ Moore
Jerry Weaver
Virgil (Rusty) Hill
Bob Rogers
Preston Morgan
Tom Stern
Michele Meiter

Wedding Anniversaries



November

Maxine Byrne & Richard Bowers, Jr.

December

No Anniversaries Reported



***NICC APPRECIATES
ALL MEMBERS!***

**SUPPORT THE NICC BY BECOM-
ING 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

October 23, 2022 Meeting Minutes - Unapproved

1. Opening and Call to Order:

The NICC Monthly Membership meeting was called to order by Ken Starzyk at 7:00 p.m. with 24 members present in the meeting room and three on Zoom for a total of 27.

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

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

3. Introduction of Guests: No guests were present tonight.

4. Minutes: A motion was made to approve the September, 2022 minutes by Gene Stimart and seconded by Doris Hicks. The motion was approved.

5. Monthly Reports:

President – John Stupec, absent. Ken Starzyk substituted for John. No report.

Governor – Dale Samuelson: See Dale's full report in the NICC newsletter. The Poker Rally on October 2nd was an enjoyable, great success with 10 cars participating. NICC's Autocross Fundraiser brought in approximately \$1,000. Thanks goes out to those who volunteered! NCCC is working on their calendar for 2023.

Secretary – Cindy Starzyk: No report.

Treasurer – Susan Chamberlain: No report.

Membership – Leon Gorsch: We have 80 members. We are short about nine renewals for 2023, and not hopeful that they will renew. The deadline has passed.

Parliamentarian – Doris Hicks: No report.

Historian - Nancy Bailey: No report.

NCM Ambassador - Louise Gorsch: No report.

Sunshine Club Chair - Doris Hicks: No report.

Sergeant-at-arms - Gene Stimart: \$2 was collected in name badge fines.

Editor - Preston Morgan: On Zoom. Articles for the September newsletter are due by October 26th or at the latest, October 28th. In the November newsletter there will be an article about the C-2 Corvette, one about a 1988 ZR-1, and also a mystery article about a Z06 secret!

Social Director – Debbie Schaefer: No report.

Quartermaster - Barb Johnson: The Tailgate Party will be held at Barb & Don's home on November 13th. The signup sheet is being passed at the meeting tonight. Barb reported about our charities. The Charity Committee decided to donate to the same charities as we gave to last year. These are: Empower Boone, The Veterans' Committee of Northern Illinois, Gigi's Playhouse, Rock River Pantry and Carpenter's Place. A motion was made by Dale Samuelson to approve up to an additional \$1,000 to the budget if it allows, adding to the \$4,000 we already have for our charities. The motion was seconded by Gene Stimart and approved by the members present. A motion was made by Dale Samuelson to approve the five charities named by Barb Johnson. The motion was seconded by Linda Stimart and approved by the members present. The Charity Committee members are Barb Johnson, Louise Gorsch, and Doris Hicks.

Advertising – Ken Starzyk: Ken has had some ad renewals.

Public Relations - Ken Starzyk: No report.

Webmaster - Linda Stimart: No report.

Parade Director – Bill Morr, absent. No report sent.

6. Old Business:

Fall Run – House on the Rock, Sept. 30 – Thanks to Gene and Linda Stimart. 13 cars took part.

Rally – Oct. 2 – Thanks to Dale and Carolyn Samuelson.

Wiener Roast – October 8 – Thanks to Leon and Louise Gorsch.

NICC Fundraiser – Oct. 15-16 – Thanks to 9 NICC volunteers.

Perryville Cleanup – Oct. 22 – Thanks to volunteers George Titus, Russ Schaefer, Russ Moore, Ken Starzyk and Gene & Linda Stimart. George came all the way from Huntley!

Mecum Auction – Oct. 13, 14, 15 – No NICC members attended but rumor has it that Mecum made \$18 million over the two days of the auction!

Blackhawk Farms Raceway – Oct. 22 – Russ Schaefer attended. There was a sizable crowd. Six classes competed. A C-6 hit the wall.

7. New Business:

Position Changes for 2023:

a. Treasurer – Louise Gorsch will now fill in for and work in unison with Susan Chamberlain through December, which time Louise will probably be officially voted into office.

b. NCM Ambassador – Sherry Putnam

c. Traci Hill – Media Director

Items to talk about:

a. amount of runs for 2023 – Let John Stupiec know if you want to organize a run.

b. amount of cruise nights such as (Smokin Coops)

c. date for Route 66 weekend

d. does club want to do a trip to Bloomington Gold in 2023?? – June 2-3

e. date for the Holiday Party

(Letters a through e above should be discussed at the November meeting or the December Board Meeting under “Calendar of Events for 2023”)

f. do we want to be in more than one Car Show in 2023?? – Discussion: in the past, our car shows have not been very profitable, and a lot of time and work is put on volunteers, however if someone wishes to take the lead on one, please let Ken Starzyk know. Ken will still run the Bachrodt Car Show this year.

g. Tailgate Party on Nov. 13, sign-up sheet?? The sign-up sheet went around tonight, and a sign-up blast will be sent out by Linda Stimart.

h. Budget review – Barb Johnson made a motion to approve the proposed budget for 2023. Dale Samuelson seconded the motion. It was approved. We will vote on it at the November meeting.

i. Leon Gorsch made a motion to pay for Preston and Nina Morgan’s membership dues for 2023. Gene Stimart seconded the motion. The motion was approved by all members present. Preston is unable to participate in virtually any NICC events since he resides in Florida but has accepted the Editor position for the year. This is a difficult position to fill so NICC appreciates Preston greatly for staying on.

Ken Starzyk mentioned that the potential advertisers who saw the newsletter signed on and those who did not see it backed out!

Traci Hill proposed ideas regarding the Media Director’s role. She distributed a handout explaining that we now have two social media sources for NICC, Facebook and Instagram. Please see Traci Hill’s handout in the newsletter.

8. New Cars: None

9. Collection of Fines: \$2

10. Raffles: First winner: Susan Chamberlain. Second winner: Leon Gorsch.

11. Attendance Drawing: \$40.00 John Stupiec, absent. Next month - \$50.00.

Adjournment: 7:36 pm. A motion to adjourn was made by Mary Ann Akey and seconded by Barb Johnson. The motion was approved.

Next Club Monthly Meeting: **Please note change in time!**

November 27, 2022, social hour 5:00 pm and meeting at 6:00 pm.

Respectfully submitted by
Cindy Starzyk

Northern Illinois Corvette Club Social Media

We now have two social media sources for the NICC! Here is where you can find us!

Facebook: Northern Illinois Corvette Club

Instagram: northernillinoiscorvetteclub

Other simple ways to find us...

#northernillinoiscorvetteclub

#NICC

WE LOVE PHOTOS! If you have photos of club activities, events or even ideas for posts, please send them!

The easiest way is by text to Traci Hill: 815-298-3361 - please just let me know a detail or two about the photos **AND** who sent them! (I don't have contacts for everyone in my phone yet 😊)

You can also email them to littlebit8192@gmail.com (but please also just send a quick text saying you did or they may pop into my unknown or junk folders by accident)

Some ideas for growing our social media presence:

- Articles
- Fun facts
- Cartoons/memes
- Area car shows & opportunities
- Opportunities for rides (both close to our area & further)
- Feature on members & their cars (a form would be created to fill out)

Looking forward to providing another avenue to expand our reach to other Corvette enthusiasts!

NICC Governor's Report

Submitted by Dale Samuelson, Governor, NICC



During October, NICC was involved in two sanctioned events – the Jokers Wild Poker rally on October 2nd and the final autocross of the season on October 15th and 16th at McHenry County College. Both events were a success and generated some income for NICC.

The rally had 10 teams enter and after expenses generated a total income of \$170.00.

The autocross had approximately 50 competitors from 14 different clubs, including folks from Illinois, Georgia, Tennessee, Iowa, Wisconsin, Missouri, and Nebraska. The weather was brisk (OK it was cold) but at least it was dry! The event was hosted by four clubs – Northern Illinois Corvette Club, Windy City Corvettes, Sunburst Corvette Club, and Northern Rays, Ltd. Saturday was a long day with lots of cones hit. We finished around 5 PM. Sunday's course was a little smoother and not as many cones were hit – we were done by 2 PM. A huge thank you to all the workers. These events can't happen without you. After expenses the profit to each of the four clubs was \$1036.00.

The next NCCC Governors meeting will be in St Louis on November 11th and 12th. Along with other business, next year's Midwest Region competition schedule will be finalized. I'll keep you posted.

That's all for now,

Dale Samuelson, Governor, NICC



Reprinted from gmauthority.com



NICC MEMBER CORVETTES BY GENERATION

C1	C2	C3	C4	C5	C6	C7	C8
1	2	6	5	7	12	22	6
TOTAL — 61							

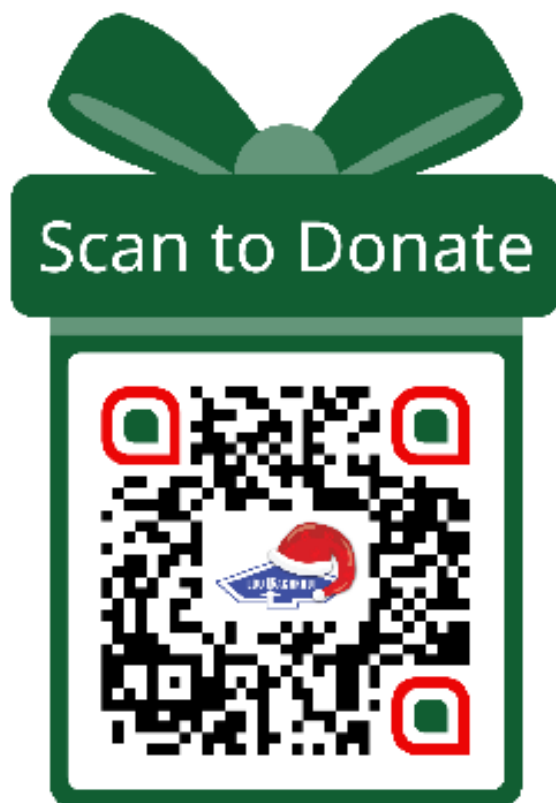
NOTE: UPDATED 6/10/2022

Source: NICC Membership Roster



Can you help us **RESCUE CHRISTMAS?**

The 25th annual "12 Hours of Salvation" Toy Drive is on Friday, December 2nd. It's an event that raises thousands of dollars and toys for local families in the Greater Rockford Area with the Salvation Army of Winnebago County. Your donation of a new, unwrapped toy will help make Christmas for a local family in need. No time to shop, no worries...



Just scan the QR code
to donate to our virtual
red kettle now!



DID YOU FORGET?????
RENEW TODAY!!!!



TIME TO RENEW YOUR NORTHERN ILLINOIS CORVETTE CLUB MEMBERSHIP FOR 2023

It is now that time of year for you to renew your Northern Illinois Corvette Club membership for 2023. We currently have 76 members. Next year will be a great year with runs, parades, car shows, racing events and social occasions with great food, fun and friendship.

All you need to do to renew is to make sure your name(s) is/are entered on the enclosed renewal application, update any changes that have occurred during the past year and sign the application. The deadline for renewing is **October 15th**. Please send your renewal application along with your check made payable to NICC to: **Northern Illinois Corvette Club, P.O. Box 2004, Loves Park, Illinois 61130.**

Please remember to hand out our club brochures and business cards. We can all help to bring in new members. If you need some, please ask me.

There is no change in the cost of renewal dues this year.

\$60 for primary and spouse (or significant other)
\$50 for primary only
\$10 for dependent

Remember, don't miss the October 15th deadline, or it will cost an extra \$10 to renew.

Thank you so much!

Leon Gorsch
Membership Director
815-291-5357 (cell)

HONORING OUR VETERANS

NOVEMBER 11, 2022



"Jokers Wild" Poker Rally

Submitted by Dale Samuelson Photos by Cindy Starzyk

Oct 2nd found 10 teams of driver and navigator willing to try the first NICC Jokers Wild Poker rally. We met at the Loves Park Farm and Fleet. Registration was followed by a quick tech inspection to insure everyone had working brake lights, turn signals, horn, etc. A drivers meeting gave everyone some basic ideas of what to expect. Each team was competing in two separate rallies – one for the driver and one for the navigator. Each driver and navigator would draw a card at the starting point, three checkpoints along the route, and at the end point. Best poker hand would win.

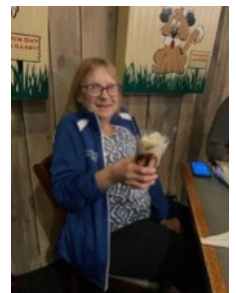
The ten teams represented four different Corvette Clubs from Illinois and Wisconsin including Northern Illinois Corvette Club, Wisconsin Corvette Club, Mad City Vettes, and Badger State Vettes.

After drawing their first card at the start point, navigators were given a set of instructions guiding them along the 40 mile route. Cars were sent out at three minute intervals so they would not just be following the car in front of them. The three check points were at the Poplar Grove Airport, Roland Olson Forest Preserve, and Old Settlers Park. The end point was at Backyard Grill and Bar in Loves Park.

At the end point contestants could elect to purchase one additional card in an effort to improve their poker hand. The winner of the Drivers rally was Brenda Zarth from Mad City Vettes with a full house. The winner of the Navigators rally was Jeanne Cassell from Wisconsin Corvette Club with four Queens. Cash prizes went to the top three places in each rally.

Congratulations to all the competitors. A special thanks to all the workers who did registration, tech, and staffed the check points. This event could not happen without our volunteers.

Who knows – maybe there will be a second Jokers Wild rally next year!



NICC Wiener Roast

Reported by Louise and Leon Gorsch Pictures by Cindy Starzyk and Linda Stimart

The annual bonfire cookout on October 8th was well attended with 20 club members. Once again the side dishes that everyone brought were great; to go with the hot dogs we roasted over a nice hot fire.

The weather was on the cool side making it a perfect evening for a bonfire, to sit around and enjoy hot cider and coffee, toasting a few marshmallows and making Smores.

The full moon coming up over the evening added to a perfect evening of fun.

Thank you to everyone who attended and helping to make it another fun club event.



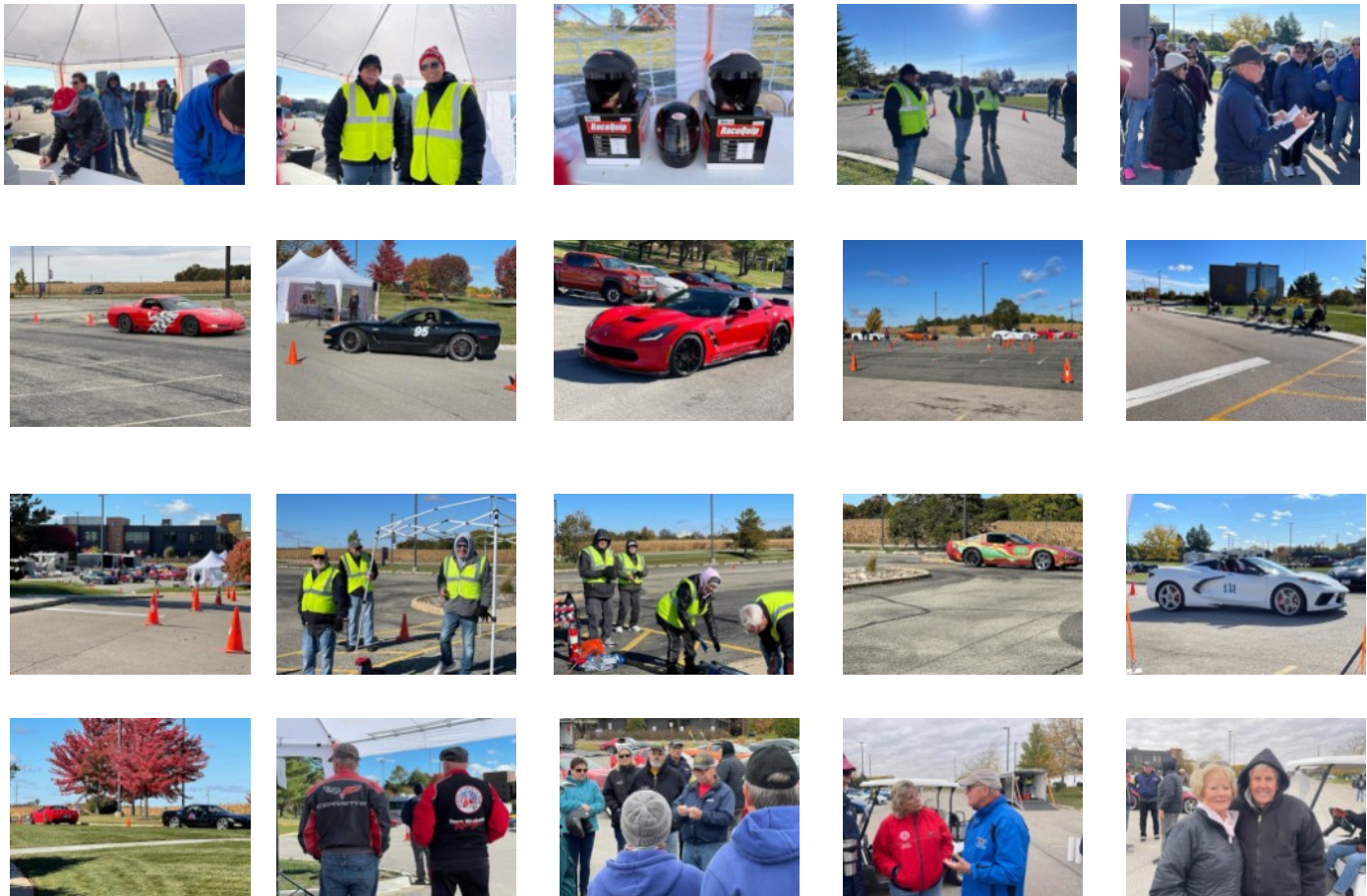
NICC 2022 Autocross Fundraiser

Reported by Cindy Starzyk Photos by Cindy Starzyk

NICC's last Autocross Fundraiser Event for the year brought in a higher number of registered competitors than it usually does. Many spectators also attended despite the cold weather. This event was held on Saturday, October 15th and Sunday, October 16th. Our outstanding volunteers worked the "corners" in the parking lot of McHenry County Community College in Crystal Lake for three to seven hours on Saturday and two to five hours on Sunday. There were plenty of opportunities for all volunteers to get breaks. Sunshine helped to warm up the days. Some volunteers were able to work inside the enclosed tent supplied by the Sunburst Corvette Club. Everyone enjoyed tunes from the playlist that Sunburst also provided. They had excellent collections of music! All attendees were able to eat a full meal from the food truck Grub-N-Go, and there were nothing but rave reviews about the quality of the cuisine! There were a lot of laughs, and the various Corvette clubs mingled with each other. Racers and volunteers alike appeared to be having a great time throughout the two days.

Heartfelt thanks goes to Dale and Carolyn for the amazing job they do every season with Autocross. Their hard work creates substantial revenue for our club. Their exceptional organizational skills make it an easy event to volunteer for. Gratitude also goes out to Russ Schaefer, Russ & Julie Moore, Leon & Louise Gorsch and Ken & Cindy Starzyk from NICC for volunteering and supporting this enjoyable event. Proceeds from this event will help significantly to achieve NICC's goals for its charities.

Thanks again to all the volunteers who made this endeavor a great one for our veterans and other charities!



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

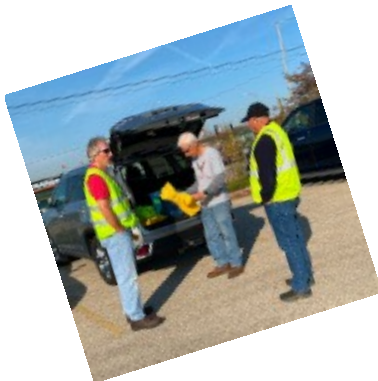
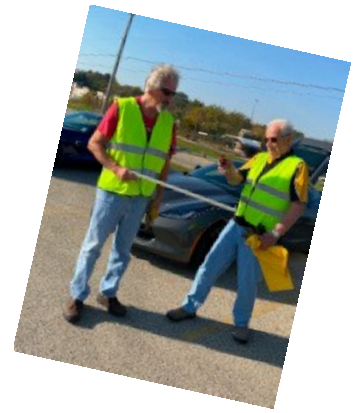
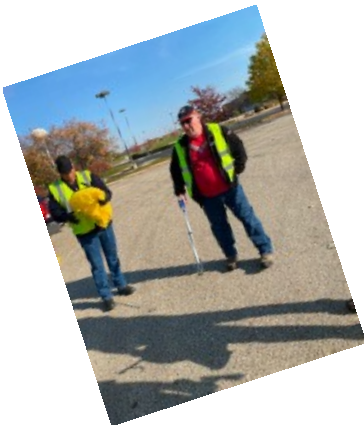


Perryville Road Cleanup

Reported by Linda Stimart Photos by Linda Stimart

The fall Perryville Road cleanup was held on Saturday, Oct. 22nd. Ken Starzyk, Russ Schaeffer, Gene and Linda Stimart, Russ Moore, and George Titus did the cleanup. Although it was a little windy, the temperature was fantastic and it was one of the nicest weather days for the cleanup we have ever had. It's too bad that more members couldn't help out.

After the cleanup, we all went to Old Chicago for lunch. One of our newest members, George Titus, who lives in Huntley, traveled to Rockford for the cleanup and also joined us for lunch. It was nice to get to know more about George and hope he will be able to join us in more activities in the future.





It's that time of year again, **FOOTBALL TIME**. So Tail-Gate Party at the Johnson's. **November 13th**, **BEARS** vs **LIONS** Game starts at Noon, So come a bit earlier 11:30/11:45.

Bring a dish to pass. We will have water to drink. If you drink something special, bring it along. Plates, bowls, utensils provided.

Sign Up sheet will be passed around next meeting October 30th.

Don and Barb

Johnson's 6670 White Oak Drive
South Beloit, IL

Here's Why The C2 Corvette Is One Of The Greatest Automotive Designs Ever

By Micah Zumar for HotCars at hotcars.com/heres-why-the-c2-corvette-is-one-of-the-greatest-automotive-designs-ever/

The second Corvette iteration, dubbed C2, remains arguably one of the most striking automotive designs ever created.

The Corvette is the consensus #1 American sports car. Period. The country that brought us completely nutrient-deficient white bread and cheese you can spray out of an aerosol can, also provided us with one of the greatest sports cars of all time. With a production run spanning over six and a half decades, the Chevrolet Corvette has assumed many forms and donned many skins, but has nearly always prided itself on offering menacing straight-line power at a relatively reasonable price. Unlike some other sports cars, GM was never satisfied with straight-line power, and instead also worked hard to provide drivers with a level of stability that kept all four corner rubbers contacting the ground during turns and bumps.



Image Credit: Covsport

The second Corvette iteration, dubbed C2, remains arguably one of the most striking automotive designs ever created. In fact, the 1963 Corvette Sting Ray was received so well by the general public; GM was presented with Car Life magazine's Award for Engineering Excellence.

Despite its short five year production run from 1963-1967, the C2 featured a slew of iconic design elements and mechanical firsts that place it in the upper echelon of all-time classics.

Futuristic Styling

Inspiration for the C2's radical design came from the XP-755 Mako Shark concept car, designed by Larry Shinoda with direction from GM Styling and Design head Bill Mitchell. The production version flattened the front end somewhat from the triangular nose of the concept, but the C2 still has an overhanging front fender/engine compartment that obscures the chrome bumper and grille, which actually sits below and behind the hood.



Image Credit: Autoweek

The original Sting Ray (changed to Stingray in '69), represented many iconic firsts for GM. While the original 'vette had exposed round headlights, the C2 was the first to feature folding, hidden pop-up quad lights; a special Corvette detail utilized all the way until the '05 C6 was introduced. These pop-ups were initially powered by individual electric motors, but were changed to vacuum-powered for the C3 and beyond.

One of the reasons the '63 'vette is so highly coveted by collectors is the split rear window. Ironically Bill Mitchell fought for this design cue to be included, but initial press reviews heavily criticized it as being a failure due to it potentially obscuring the driver's rear view (also they just didn't like the way it looked). Pressure from GM executives finally convinced Mitchell to throw the white flag, and all subsequent 'vettes came with a heavily curved but more 'normal', single rear glass pane.



Image Credit: RadicalMag

The '65-'67 'vettes featured another incredible design cue officially named the RPO N14. More commonly referred to as 'side pipes' or the side mount exhaust system, there's some controversy surrounding whether they could possibly hamper performance slightly. However there's no disputing the thunderous rumble and amazing visual aesthetic those chrome pipes add to the C2.

Futuristic Engineering

The very first Corvette was a sleek little sports car that featured a solid live-axle rear end and V6 power (yes V6) for the first two years. Once Zora Arkus-Duntov sunk his teeth into the project, the former head Corvette engineer who is often referred to as the 'Father of the Corvette' set out to make the 'vette a race-track terror. All C2's had the potential for big V8 power starting with an optional 360 hp in '63, but '65 was a landmark year for Corvette with the introduction of their first big-block V8. The 396 cubic-inch L78 could push 425 screaming HP through the rear wheels, but that wasn't even the most powerful option. In '67, the final year of C2 production, the 427 L88 with Rochester Tri-Force carburetors was available to a select few adrenaline junkies. This monster required 103-octane racing fuel, and though it was officially rated at 430 HP, many third party aficionados put it closer to 560 horses.



Image Credit: AutoMotoTale



Image Credit: HotRodNetwork

Not satisfied with just straight-line power, the '63 C2 was the first 'vette with a fully independent rear suspension. It utilized u-joints, half shafts and transverse leaf springs, the latter of which lasted for 55 more model years. The RPO Z06 competition-oriented package was available to buyers who first ordered a 'fuelie' (fuel-injected) coupe with a 4-spd manual transmission and a positraction limited-slip differential. The Z06 upgrades included top of the line brakes, a heavy-duty front stabilizer bar, stronger shocks, much stiffer springs, and a dual master cylinder.

The '65 was the first 'vette and one of the first U.S.-made cars with full four-wheel disc brakes. At the time only the Studebaker Avanti also had them (the uber-popular Ford T-Bird featured front discs only).

The C2 had almost twice as much steel as the C1, but actually weighed less thanks to much thinner fiberglass outer panels which by the way, almost never rust. Despite its nickname the 'birdcage', the coupe's steel sub-frame was 90 percent stiffer than the C1. The resulting far superior ride and handling were made even better because 80 more pounds were shuttered over the rear wheels for optimum balance.

In truth, there isn't enough space to list all the ways the C2 Corvette was a ground-breaking, blood-boiling piece of automotive genius. Regardless of the facts and figures, what truly matters is how a car makes you feel when you look at it, sit in it, rev it up then let it propel you down the road at break-neck speeds. For collectors everywhere, nothing does it better than the C2.



1988 Chevrolet Corvette ZR1 prototype

The ZR1 Corvette destined for the crusher somehow escaped the abysmal fate and was resurrected to GM glory.

By David Temple for OldCars at <https://www.oldcarsweekly.com/features/car-of-the-week-1988-chevrolet-corvette-zr1-prototype> All Photos: Brett Henderson

The lives of automobile manufacturers' prototypes are often short-lived. After coming to life as a test bed for design or engineering ideas (or sometimes both), the prettiest and luckiest among prototypes usually stand tall on a display stand at an auto show. After the concepts that these prototypes test become obsolete, they are almost always destroyed to prevent them from becoming corporate liabilities. Only a few have survived, and they are cherished.



Many readers are familiar with General Motors' practice of crushing many of its prototype vehicles because they are not necessarily tested to ensure they meet the requirements to be safely operated on U.S. roads. Furthermore, these prototypes are not always built to the standards required for a reasonably long service life. Such was the case with the 1988 Corvette ZR1 prototype known by its GM code of EX-5023. EX-5023 is one of two prototype ZR1s that was to be sent to the crusher with the rest of the ZR1 prototypes, but miraculously survived.



Corvette EX-5023 is equipped with 17x9.5-inch front and 17x11-inch rear aluminum ZR1 prototype wheels fitted with extremely rare experimental Goodyear Gatorback tires with the words "not for sale" molded on the inner sidewalls.

Developing the 'King of the Hill'

When the Corvette ZR1 program was initiated, the car was officially labeled "King of the Road," or simply "KOH." The "ZR1" moniker came later for the production version of the car.

The roots of the King of the Hill Corvette began with the introduction of the fourth-generation Corvette released for the 1984 model year. The next link in the chain of events leading to the ZR1 took place in 1986, when GM purchased Group Lotus, an engineering consulting and performance car manufacturing company headquartered in the United Kingdom. Soon afterwards, representatives from Chevrolet's Corvette section began discussions with their counterparts at Lotus' engineering facility in Hethel, Norfolk, regarding the development of a special Corvette engineered to become the fastest production car in the world. Lotus agreed to the proposal, and in collaboration with GM's engineers, a new V-8 was crafted with the same bore centers as the Corvette's standard 350 L98, but with extensive modifications including an aluminum block, four overhead cams, 32 valves and a special air management system that would shut off eight of the 16 intake runners and fuel injectors when at a part-throttle state. This engine, labeled as the LT5, was connected to a ZF six-speed manual transmission. Both the LT5 and the ZF transmission entered production for the 1990 model year. The LT5 installed in the feature prototype was the 43rd such engine built.

The new engine, though, required special assembly techniques not possible at the Corvette's Bowling Green, Ky., assembly plant, nor was allocating the work to other GM facilities an option. The solution to the problem arrived in an interesting form — via Mercury Marine Corp. in Stillwater, Okla., roughly 60 miles northeast of Oklahoma City. Once the ZR1 was green-lighted by GM management, Mercury Marine was contracted to produce the engines and send them to the Bowling Green plant.



Of course, more than a high-performance powertrain was needed to make this Corvette live up to its “King of the Hill” label. While Lotus designed the LT5 engine and subsequently tested the ZR1 package, another British company — Hawtal-Whiting Ltd., of Leamington Spa, Warwickshire — was given responsibility to develop the body and chassis modifications needed for the new engine. Hawtal-Whiting Ltd. already had a long-term relationship with GM and, at the time, was working on the development of the 1988 Reatta for Buick.



GM sent to them 1986 Corvettes without engines to design wiring, hydraulics and instrumentation interfaces for the new engine. Attention was also given to braking and steering.

The revised systems resulted in some changes to the standard ZX3 active suspension system. With these revisions, this very high-performance Corvette could not only go fast, but also handle well enough to take advantage of all that power on the racetrack.

This prototype of the Corvette ZR1, EX-5023, built in July 1987, was one of 25 “wide body” cars used in the development of the production version. It is one of only two to still exist. EX-5023 was restored in its original finish of Medium Blue Metallic. It still had the factory build sheet when owner and restorer Brett Henderson acquired the car. He also obtained the hand-written engine engineering book from Lotus.

After test-driving trials were completed at GM’s Milford, Mich., proving grounds, this prototype, along with the others, was shipped to Lotus for additional work. That helps explain its foreign license tag on the back.



Other than the special features previously mentioned, experimental components on this King of the Hill prototype include an 8,000-rpm tach and 17x9.5-inch-front and 17x11-inch-rear aluminum ZR1 prototype wheels fitted with Goodyear Gatorbacks with “not for sale” molded onto the inner sidewalls. The car was also fitted with a camouflage covering to hide the ZR1 tail panel. Those special tires are as rare as rare gets, but to make the car true to its original form, owner Brett Henderson had to try to find a set.

The car received an all-new bright-blue leather interior in 2017, though the original console plate, power key, and the 8,000rpm tachometer that was not available on production cars was retained.

“The car does have prototype rear Goodyear 315s. They are from the run of the 25 wide bodies built along with EX5023,” he said. *“The dated rear wheels are from the same batch of 25 cars.”* (The phrase “wide bodies” is in reference to the wider width of the rear body, one of the distinguishing features of the production ZR1. In all, 25 prototypes were built during July of 1987 for testing.) The original camo tail panel covering was gone, thus it had to be replicated.

Back from the grave

Henderson’s ZR1 prototype was one of what Corvette fans refer to as the “UK graveyard cars.” The ZR1 prototypes were destroyed in the U.K., or were supposed to be fully destroyed, per a GM edict issued in 1990. To the vast majority of people, Henderson’s test car seemed destroyed as per the GM requirement. Indeed, it was badly flattened through the use of a front-end loader, but the frame, suspension and most of the body tub remained largely intact. The majority of the fiberglass bodywork, as well as the windshield frame, were destroyed. However, the chassis and door geometry were not affected. At the time, it was sufficiently damaged to pass for destroyed. After all, no one would try to piece it back together, because it was cost prohibitive. Right? Wrong! As time passed, interest in the C4 generation of Corvettes began to increase. Though still not among the most coveted of Corvettes, there are some serious fans of the design. Furthermore, to some collectors, owning a prototype ZR1 has strong appeal, including to Henderson. He bought the car from Geoff Jeal, who was the chief calibration engineer for Lotus at the time the KOH project was in progress.

The other surviving prototype, EX-4607, was used to test all of the new-for-1988 features. This car was also driven extensively at the Milford Proving Grounds to test all the improvements to the C4 suspension, steering and brakes. Later, it was among the batch of Corvettes sent to England to assist in the development of the King of the Hill prototype. It was registered EX-4607 at the local vehicle licensing office as “E282 LAC” in January 1988. After its U.K. engineering assignment, it should have been returned to the United States or crushed in the United Kingdom, but it was eventually sold to a farmer in Essex in the early 1990s.



Henderson found many of the extremely rare replacement parts needed to bring his car back from the dead. Among them were two NOS pieces — the rear upper surround panel and the luggage compartment tub — plus three empty “birdcages” that were used by General Tire, of Marion, Ind., for panel fitment. (General Tire made panels for GM.) The three birdcage-frames were not stamped with a vehicle identification number. A number of pre-production ZR1 components were used to rebuild the car’s body.



EX-5023 has a Phase II engine “with Simplex chains and different castings. The castings are fairly rough and have no Corvette identification. There are very few production LT5 pieces that will interchange with it.

Henderson purchased a 1987 Corvette with the blue exterior and interior color scheme to get the interior and everything else needed such as trim, the blue-tinted glass top, instrument panel and small under-hood components.

“The top fit like a glove on the first try,” he said. “The geometry of the tub was not compromised when they tried to crush it with the front end loader.”

Other facts regarding this car that Henderson noted is that the build sheet for it refers to it as “KOH” and it has a Phase II engine “with Simplex chains and different castings. The castings are fairly rough and have no Corvette identification. There are very few production LT5 pieces that will interchange with it... it is not an engine you ever want to run for very long — certainly no more than 4,000 miles due to its delicate internals; they are very expensive to rebuild.”

Henderson left no doubt he is not going to be driving this Corvette, *“No driving on the open road for this Phase II LT5... Just on and off the enclosed trailer... just one big conversation piece,”* he said. EX-5023 is currently residing at the Lingenfelter Collection where it was photographed for this story.

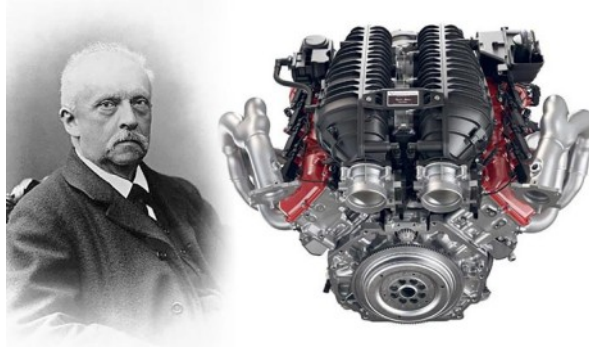
The Corvette ZR1 went into production for 1990, but only as a coupe. Characteristics which distinguished it from other Corvette coupes included its wider tail section, 11-inch-wide rear wheels, its exclusive convex rear fascia with four square-shaped tail lamps and a center high-mounted stop lamp installed at the top of the hatch glass instead of between the tail lamps.



The ZR1 showed it had tremendous acceleration and handling characteristics, but carried a very high price; MSRP for the ZR1 in 1990 was \$58,995, nearly twice the price of a base-model Corvette. By 1995, the final year for the ZR1, the price had increased to \$66,278. This pricing placed the ZR1 in the same price class as the Porsche 964. Fewer than 7,000 ZR1s were produced during the span of its production run. Today, ZR1 Corvettes sell for as little as \$20,000 in driver-quality condition while extremely low-mileage examples are in the \$40,000 to \$50,000 range. Prototype ZR1s that have escaped the crusher may be historically priceless, but one of the two survivors sold for \$75,000 in December 2020.

The Secret to the 2023 Corvette Z06's Torque Comes From a German Physicist Born 200 Years Ago

By Mitch Talley for CorvetteBlogger at <https://www.corvetteblogger.com/2022/02/10/the-secret-to-the-2023-corvette-z06s-torque-comes-from-a-german-physicist-born-200-years-ago/> Photo Credits: Chevrolet, Wikipedia



Who would have thought a man born two centuries ago would have such an important role in the performance of the upcoming 2023 Corvette Z06?

German physicist Hermann von Helmholtz deserves the credit for discovering a phenomenon in the 1800s that will help deliver plenty of torque from the Z06's flat-plane crank 5.5-liter engine, which by the way will become the most powerful naturally aspirated V8 ever built.

Automotive writing legend Don Sherman, in the current issue of Automotive Engineering, explains that Helmholtz discovered that air vibrating inside a closed chamber at a pressure slightly above atmospheric pressure produces the sounds emanating from guitars and whistles.

As Muscle Cars and Trucks explains: *"In other words, if you tune the length and cross-sectional area of an intake just right for a given engine, the vibrations through the incoming air actually help maintain pressures higher than atmospheric – even naturally aspirated, without the use of forced induction."*

GM engineers used this so-called "Helmholtz resonance" to create the positive intake manifold pressures that inflate the LT6's torque curve over a broad range, Sherman says.

Inside the plenum, the Z06 uses a complex series of three "communicator" valves with electric servo motors controlled by the ECU, to connect the two identical halves of the plenum together. The first two valves open at the same time under wide-open throttle beginning at about 2,000 RPM, while the third stays shut until 5,800 RPM. These valves take advantage of Helmholtz resonance to force more air into the engine, thus allowing the Z06's engine to become the most powerful naturally aspirated powerplant ever without having to resort to supercharging.



We normal folks may not understand the science behind the Z06, but suffice it to say that a 200-year-old phenomenon is helping the new Corvette become more powerful with a higher redline and thus a lot more fun to drive.

As Sherman put it: *"Herr von Helmholtz, born two centuries ago, clearly deserves a respectful tip of the hat to celebrate his birthday, and to acknowledge those contributions that enabled the small-block V8's latest leap forward."*

From the Editor

NICC Editor: Preston Morgan

The Cambridge Dictionary defines “coincidence” as *an occasion when two or more similar things happen at the same time, especially in a way that is unlikely and surprising*. I have experienced my share of coincidences in life as I’m sure you have. Throughout time, there have been historical coincidences that are amazing. The article below points out seven interesting ones. Which is most surprising to you?



7 of History’s Strangest Coincidences

Source: Interesting Facts at <https://www.interestingfacts.com/strangest-coincidences-history/YfRM33nUVAAGtuQa>

In their 1989 paper "Methods for Studying Coincidences," math professors Persi Diaconis and Frederick Mosteller defined a coincidence as a "surprising concurrence of events, perceived as meaningfully related, with no apparent causal connection."

It's an apt definition, but it doesn't quite do justice to those coincidences that tie together people and places in a way that almost makes you wonder whether something supernatural is going on. Here are seven such coincidences — some of historical significance, others just downright mind-blowing — that have rational people questioning the odds of just how things could have unfolded that way.

1. John Adams and Thomas Jefferson Both Died on the 50th Anniversary of Independence Day

Founding Fathers John Adams and Thomas Jefferson seemingly shared some kind of cosmic connection. After striking up a friendship at the 1775 Continental Congress, they teamed up to draft the Declaration of Independence, concurrently served in Europe as American diplomats, and became the second and third U.S. Presidents, respectively, before partisan fighting drove them apart. But they reignited a regular correspondence in their golden years through the cusp of the 50th anniversary of the signing of the Declaration on July 4, 1826. That day, as he lay on his deathbed, Adams reportedly delivered his final words, "Thomas Jefferson survives," not realizing his old friend and former rival had passed away a few hours earlier.



Credit: Stock Montage/ Archive Photos via Getty Images

2. John Wilkes Booth's Brother Saved the Life of Abraham Lincoln's Son

It may seem off-kilter to conflate the names Booth and Lincoln for a story with a happy ending, but that's what happened during a near-disaster at a crowded New Jersey train platform around late 1863. Then a student at Harvard, Robert Todd Lincoln found himself pressed against a train that suddenly lurched forward and spun him onto the tracks before a quick-reacting good samaritan hauled him to safety. Lincoln immediately recognized his savior as the famous actor Edwin Booth, though it took a congratulatory letter from a mutual friend for Booth to realize that he had rescued President Abraham Lincoln's oldest son. Regardless, any goodwill between the two families soon vanished when Booth's pro-Confederate younger brother, John Wilkes Booth, fatally ambushed the President in April 1865.



Credit: Historical/ Corbis Historical via Getty Images

3. Mark Twain Entered and Exited the World With Halley's Comet

Two weeks after Halley's Comet passed its November 1835 perihelion — the point of orbit closest to the sun — a boy named Samuel Langhorne Clemens was born in Florida, Missouri. Clemens went on to worldwide fame as Mark Twain, but there was no slowing the passage of time, and in 1909, the septuagenarian author told his biographer that he expected an astronomical book-ending to his days. "It will be the greatest disappointment of my life if I don't go out with Halley's Comet," he revealed. "The Almighty has said, no doubt: 'Now here are these two unaccountable freaks; they came in together, they must go out together.'" The Almighty must have listened, and on April 21, 1910, one day after Halley's Comet again reached its perihelion, Twain died from a heart attack at age 74.



Credit: Bettmannvia Getty Images

4. The Car That Brought About WWI Also Predicted its End

It was the event that triggered World War I, yet also seemingly carried a harbinger for when peace would return to the land. On June 28, 1914, Austro-Hungarian Archduke Franz Ferdinand and his wife, Sophie, were shot at point-blank range by Bosnian revolutionary Gavrilo Princip as they rode through Sarajevo in their touring car. While onlookers converged on the dying royals and their assassin, no one could have grasped the significance of the car's license plate, which read AIII 118. Read another way, with the I's switched to 1's and slight changes in spacing applied, and you have 11/11/18 — the date of Armistice Day, which formally ended the Great War.



Credit: ullstein bild Dtl via Getty Images

5. Wilmer McLean Hosted the First Major Battle and Formal Conclusion of the Civil War

Northern Virginia plantation owner Wilmer McLean was happy to cede his grounds to pro-slavery Confederates for what became the First Battle of Bull Run in July 1861. However, he was tired of the destruction by the time his plantation was again used for the follow-up battle in August 1862, and he moved his family south to the isolated village of Appomattox Court House the following year. Turns out he didn't get quite far enough away from the action, as an aide to General Robert E. Lee requested the use of McLean's new residence for a surrender to Union General Ulysses S. Grant in April 1865.



Credit: Library of Congress/ Getty Images News via Getty Images

6. Two Versions of "Dennis the Menace" Surfaced on the Same Day

On March 12, 1951, "Dennis the Menace" appeared for the first time in the British weekly comic magazine The Beano. That same day, "Dennis the Menace" debuted in 16 American newspapers. Was it the same character arriving in different countries by way of an international distribution deal? Nope. The British Dennis, drawn by David Law, was dark-haired, scowling, and known to deliberately stir up trouble; American Dennis, from the hand of Hank Ketcham, was blonde, friendly, and more likely to foul things up through good intentions turned sour. It was reported that neither artist initially was aware of the other's work, and apparently, neither cared about any sort of copyright infringement, as both the British and American Dennis went on to long, successful runs in their respective countries.



Credit: Tim Gainey/ Alamy Stock Photo

7. The "Jim Twins" Led Remarkably Similar Lives

Finally, there's the case of James Springer and James Lewis, identical twins who went their separate ways as infants through adoption yet went on to live eerily similar lives before reuniting at age 39. Each grew up with a brother named Larry, had a pet dog named Toy, went into law enforcement, and named his first-born son James Allan (with slightly different spellings). And even if you chalk some of those matches up to genetic disposition, it doesn't quite explain how each twin somehow married a woman named Linda before following with a second wife named Betty, or how both settled on the same vacation spot at a small beach in St. Petersburg, Florida, more than 1,000 miles away from where they were separately reared in Ohio.



Credit: The Denver Post via Getty Images



**"Thanksgiving dinner eighteen hours to prepare.
They are consumed in twelve minutes.
Half-time takes twelve minutes.
This is not coincidence."**

-Erma Bombeck



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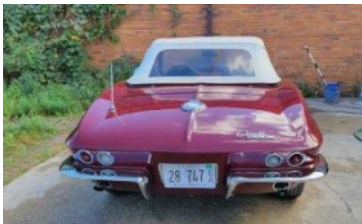
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