



50 Years

VETTE
Visions

October 2023

The official Newsletter of the Award Winning

Northern Illinois Corvette Club

Hello fellow members:

Autumn is here and what a great time to get into your Corvette and take a ride and see the leaves changing color. The first part of October has some warm weather in the forecast, so enjoy that Vette while you can. There will soon be white stuff on the roads and nobody wants their Vette in the snow.

I know that some of our members will be heading to a warmer place for the winter. Have a great winter and we will be seeing you in the spring. Keep us in your thoughts and work on some new activities for the club. We are always open to new activities.

We still have some activities happening this fall that we can drive our Vette's and enjoy them before putting them away for the winter. Here are a few activities that we still have scheduled for the year:

1. Rally, Dale and Carolyn Samuelson, Oct. 1st
2. Wiener Roast at Leon & Louise Gorsch, Oct. 7th
3. NICC Low Speed Event, Crystal Lake, IL., Oct. 14 & 15th
4. Perryville Road Clean up, Oct. 21st
5. Tailgate party at Barb & Don Johnson, November 5th
6. Holiday Party, December 16th

These are activities that are planned for October and November, so get involved.

The NICC October 4, 2023, club membership was down over September attendance. The October meeting attendance was 23 members, including Zoom members.

But remember all the activity that we enjoy would not be available without the members that set up and work so hard to achieve these activities. We are always in



President's
Corner

need of a helping hand to achieve the GREAT times that we have. The club is always open for new ideas for our activity list of things to do, so speak up.

Don't forget the Photo Contest. Take pictures on your trips or any special events and send them to Preston Morgan. Photo submission information can be found in the newsletter.

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 first Wednesday 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!

October 2023

2023 - Membership and Board Meetings				
Nov	1	6:00 PM - Social Hour	7:00 PM - Meeting	
Dec	6	5:00 PM - Board Meeting		
		6:00 PM - Social Hour	7:00 PM - Meeting	
2024 - Membership and Board Meetings				
Jan	3	5:00 PM - Board Meeting		
		6:00 PM - Social Hour	7:00 PM - Meeting	
Feb	7	6:00 PM - Social Hour	7:00 PM - Meeting	
Mar	6	6:00 PM - Social Hour	7:00 PM - Meeting	
Apr	3	6:00 PM - Social Hour	7:00 PM - Meeting	
May	1	5:00 PM - Board Meeting		
		6:00 PM - Social Hour	7:00 PM - Meeting	
Jun	5	6:00 PM - Social Hour	7:00 PM - Meeting	

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

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

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

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

editor@nicccorvette.com

2023 - NICC & NCCC Events - See website for updates & flyers					
Oct	7	Sat	5:00 PM	Wiener Roast	Hosts: Leon & Louise
	14-15	Sa-Su	8:00 AM	Autocross Fund Raiser	Crystal Lake, IL Need Volunteers!
	21	Sat	10:00 AM	Perryville Road Cleanup	CherryVale Mall
	21	Sat	4:30 PM	Rallye Event	Delafield, WI
Nov	5	Sun	TBD	Tailgate Party	Hosts: Barb & Don
Dec	16	Sat	TBD	Christmas Party	Need Host(s)

2023 - Other Events of Interest		
October 21	Blackhawk Farms Raceway Corvette Day, South Beloit, IL	website
November 18-19	Muscle Car and Corvette Nationals, Rosemont, IL	website
2024 - Other Events of Interest		
May 14-19	National Council of Corvette Clubs (NCCC) Convention	website
May 16-17	St. Jude Corvette Drive	website
June 6-8	Corvette Adventures, Wisconsin Dells, WI	website
June 21-22	Bloomington Gold, Illinois State University, Normal, IL	website
July 17-20	Black Hills Corvette Classic, South Dakota	website

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

October

Curt Zawiski
Marie Naretta
Kathleen Morr
Toni Herhold

November

Russ Schaefer
Nancy Bailey
George Titus
Steve Webster
Don Johnson
Michael Lenth

Wedding Anniversaries



October

Curt & Terri Zawiski
Steve & Judy Webster
Gregory & Christine Osen
Preston & Nina Morgan
Craig & Michele Meiter

November

Roy & Lisa Thumme
Maxine Byrne & Richard Bowers, Jr.



VETTE QUOTES

"People make mistakes all the time. We learn and grow. If there's patience and love, and you care for people, you can work them through it, and they can find their greatest heights."

Pete Carroll

"Tolerance, compromise, understanding, acceptance, patience—I want those all to be very sharp tools in my shed."

CeeLo Green

"Writing is good, thinking is better. Cleverness is good, patience is better."

Hermann Hesse

"I remind myself every morning: Nothing I say this day will teach me anything. So if I'm going to learn, I must do it by listening."

Larry King

"The bad news is time flies. The good news is you're the pilot."

Michael Altshuler

"Live in the present, remember the past, and fear not the future, for it doesn't exist and never shall. There is only now."

Christopher Paolini

SUPPORT THE NICC BY BECOMING AN ACTIVE MEMBER!

Is your Birthday or Anniversary incorrect or missing? Please let us know!
editor@nicccorvette.com

NICC APPRECIATES ALL MEMBERS!

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 4, 2023 Meeting Minutes - Unapproved

1. Opening and Call to Order:

The NICC Monthly Membership meeting was called to order by John Stupiec at 7:00 p.m. with 21 members present in the meeting room and one on Zoom for a total of 22 members in attendance.

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: Louise Gorsch	Quartermaster: Barb Johnson
Membership: Leon Gorsch	Advertising: Ken Starzyk
Parliamentarian: Doris Hicks	Public Relations: Ken Starzyk
Historians: Nancy Bailey & Carolyn Samuelson	Webmaster: Linda Stimart
NCM Ambassador: Sherry Putnam	Parade Director: Open Position
Sunshine Chair: Doris Hicks	Media Director: Traci Hill

3. Introduction of Guests: Jan Pausteck attended the meeting again tonight.

4. Minutes: A motion was made to approve the September, 2023 minutes by Sherry Putnam and seconded by Mike Lenth. The motion was approved.

5. Monthly Reports:

President – No report.

Governor – Dale Samuelson: See Dale's full report in the October NICC newsletter. We need workers for the October 14/15 Autocross Fundraiser in Crystal Lake. A sign-up sheet was distributed. **Please call Dale if you can volunteer to work the October 14/15 Autocross at 815 979-2352.** The 2024 schedule for NICC's Autocross Fundraisers is: June 29/30 in Columbus, WI, August 13/14 in Crystal Lake, and October 19/20 in Crystal Lake. The NCCC Convention is May 13th to 19th in Joplin, MO. There will be three hotels within walking distance hosting it. Cars & Coffee in Rockford is putting on an event this Saturday. It is a toy drive fundraiser. Check the Cars & Coffee website. Dale explained that Concourse Car Shows are judged and People's Choice are not judged. Either one can be sanctioned so points can be earned/given.

Secretary – Cindy Starzyk: No report.

Treasurer – Louise Gorsch: Louise distributed the NICC Budget Cash Flow Table for September, 2023. The September balance is \$26,980.02. We are now working on the 2024 budget. **Each Board member needs to send Louise his/her wishes/suggestions and projected expenditures for 2024 as soon as possible.** A motion to approve the September Cash Flow Report was made by Barb Johnson and seconded by Gene Stimart. The motion was approved.

Membership – Leon Gorsch: We have 85 members presently. Nineteen members have not yet renewed for 2024. The deadline for renewals is October 15th. If the deadline isn't met, the cost for renewal is an additional \$10.

Parliamentarian – Doris Hicks, Absent.

Historians - Nancy Bailey and Carolyn Samuelson: No report.

NCM Ambassador – Sherry Putnam: No report.

Sunshine Club Chair - Doris Hicks, Absent.

Sergeant-at-Arms - Gene Stimart: Gene collected \$2 for name badge fines.

Editor - Preston Morgan: On Zoom. Preston stated that articles for the October newsletter are due by Friday, October 6th. Watch for changes in the newsletter in 2024. Keep pictures coming for the photo contest. Email your comments, suggestions, photos and articles to editor@nicccorvette.com

Social Director – Debbie Schaefer, Absent.

Quartermaster - Barb Johnson: Barb can get t-shirts that have "I ♥ My Corvette" imprinted on them with bling. Gene Stimart commented that you can get t-shirts with a picture of your own Corvette on them.

Advertising – Ken Starzyk: No report.

Public Relations - Ken Starzyk: The Bachrodt car show for 2024 will need to be decided on later. The IMSA races at Road America in 2024 will not conflict with NICC's Autocross Fundraiser in August. The IMSA races are August 3-4. Please let Ken know if you want to sign up for the Road America trip at 815 222-0281. There will be a limit of five cars.

Webmaster - Linda Stimart: The vote to be taken at the October NICC meeting regarding approval of an expenditure of up to \$3,000 to develop a new NICC website was canceled for now. The new website developer, Lon, will start in November but not charge the club until January. Linda and Traci Hill will collaborate on the new website and the transition of the Webmaster position to Traci. **Please send Linda your response to her survey regarding what you wish for the new website.**

Parade Director – Open position for 2023. Leon Gorsch will take the position as Parade Director in 2024, however the best scenario is for individual members to volunteer to be responsible for one of the four parades during the season. Ken Starzyk volunteered to oversee the Cherry Valley Parade on July 4th.

Media Director – Traci Hill: Traci is always working on NICC's social media and obtaining more followers.

6. Old Business:

- a. Progressive Dinner – Coops was a good choice. Thank you to Sherry Putnam, John Stupiec and Steve and Judy Webster for hosting appetizers and desserts!
- b. Route 66 Trip (Sept. 24/25) – This was a great excursion. John will look into future trips with Austin Coop.
- c. Renewal for members – See Membership report.
- d. Website update – See Webmaster report.

7. New Business:

- a. Review for new website (vote) – See Webmaster report.
- b. Position open for next year – Leon Gorsch volunteered for the Parade Director position. Gene Stimart's Sargent-at-Arms position is open and the Webmaster position will be taken over by Traci Hill. Preston will remain as editor.
- c. Wiener Roast Leon & Louise, Oct 7 at 5:00 - Please bring a dish to pass.
- d. NICC Low Speed Event, Crystal Lake, IL – Oct. 14/15 **Need volunteers. Contact Dale Samuelson.**
- e. Perryville Road Clean Up, October 21 at 10 am – **Need Volunteers. Contact Cindy Starzyk.**
- f. Tailgate Party (Nov. 5 at Barb & Don Johnson's) Contact Barb Johnson to sign up.
- g. Holiday Party (Dec. 2023) **Need volunteers for hosting & helping. Contact John Stupiec.**

8. New Cars: None.

9. Collection of Fines: \$2

10. 50/50 Raffle: The amount was \$35 and Mike Lenth won it.

11. Attendance Drawing: \$10.00 – Dan Herhold won. Absent. Next month - \$20.00.

Adjournment: 7:56 pm. A motion to adjourn was made by Sherry Putnam and seconded by Linda Stimart. The motion was approved.

Next Club Monthly Meeting:

November 1st, 2023

Social hour 6:00

Member meeting at 7:00 pm

Respectfully submitted by

Cindy Starzyk

Cindy Starzyk

NICC Governor's Report

Submitted by Dale Samuelson, Governor, NICC



Our next autocross/fundraiser will be held October 14th and 15th at McHenry County College. Workers will be needed – Hope to see you there!

Preliminary planning for the 2024 Midwest Region competition schedule has begun. Currently there are three weekends involving NICC. They are: June 29th and 30th, in Columbus, WI; August 10th and 11th, in McHenry County; and October 19th and 20th in McHenry County. These dates will be finalized at the November Midwest Region Governors meeting.

The 2024 NCCC Convention will be here before you know it. The dates are May 13th through May 19th and will be held in Joplin, MO. Additional information can be found on the NCCC Web site linked here: <https://www.corvettesnccc.org/2024Convention>.

Election of officers is currently open for both regional and national officers. They are as follows:

Midwest Regional officers:

Regional Executive – Linda Fairlamb

Regional Competition Director – Bill Docherty

Regional Membership Director – Sandy Arnold

Regional Secretary – Jeanne Cassel

Regional Treasurer – Diane Wagner

NCCC National officers:

Vice President of Competition – Jack Alexander/Rene Cardenas

Business Manager – Allen Morris

Sergeant-at-Arms – Tom West

Secretary – Ellen Schwartz

There are 3 National By-Laws proposals. Two deal with membership requirements and do not affect NICC. The third proposal clarifies where by-law proposals are submitted.

There are 13 rulebook change proposals. Most will have no affect on NICC. If you'd like additional details, you can find them listed on the home page of the NCCC web site or feel free to give me a call.

Dale Samuelson

Governor

Northern Illinois Corvette Club





Are you ready to upgrade your Corvette? These gems are on the way.
Check out the details and contact Joe to call dibs!

COMING SOON



2023 Stingray Convertible 2LT

Exterior Color - Amplify Orange Tintcoat
Interior - Trim Leather, Jet Black
Enhanced Safety Features
Bose Performance Audio (14 Speakers)
Front and Rear Vision Cameras
Z51 Performance Package
AND so much more!

2024 Z06 Convertible

Exterior Color - Cacti
Interior - Trim Leather, Jet Black
Enhanced Safety Features
Bose Performance Audio (14 Speakers)
Front and Rear Vision Cameras
Performance Brake Package
AND so much more!



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

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

www.Bachrodt.com

**LAST CHANCE TO RENEW MEMBERSHIP TO AVOID LATE FEE!
RENEW TODAY!!!!**



TIME TO RENEW YOUR NORTHERN ILLINOIS CORVETTE CLUB MEMBERSHIP FOR 2024

It is now that time of year for you to renew your Northern Illinois Corvette Club membership for 2024. We currently have 85 members. Next year will be a great year with runs, 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



IT'S A WEINER ROAST

SATURDAY, OCTOBER 7, 2023 AT 5:00 P.M.

AT LEON & LOUISE GORSCH'S

11715 FREEDLUND WAY

ROCKTON, IL 61072

**COST IS \$5.00 PER PERSON
TO COVER THE COST OF THE WEINER'S,
BUNS AND THE FIXIN'S FOR "SMORES"
NON-ALCOHOLIC HOT AND/OR COLD BEVERAGES WILL BE FURNISHED**

TABLE SERVICE WILL BE PROVIDED

BRING A DISH OR TWO TO SHARE

**WE WILL PROCEED EVEN WITH RAIN
DRESS ACCORDINGLY!**

SIGN-UP BY OCTOBER 4

ANY QUESTIONS, CONTACT LEON OR LOUISE

815-291-5357 OR 815-291-6357



"IT'S A WRAP, MWR YEAR END" AUTOCROSS

14 LOW SPEED EVENTS

Oct. 14 & 15, 2023



Location: McHenry County College, 8900 US-14, Crystal Lake IL, 60012

EVENT FEES - Day Of

EITHER Saturday **OR** Sunday
Full Weekend Value Package

NCCC Members - \$70 Non-NCCC - \$75
NCCC Members - \$120 Non-NCCC - \$140
Less than a full day of racing \$12 per event

ON-LINE REGISTRATION by 10/9/23

<https://www.corvettesnccc.org/NCCCOOnlineRegistration/Programs/Registration.php?eventId=441>

(If you don't send your fees by Oct. 9th, you are not registered)

Pre-Register by 10/9/23

NCCC Members - 1 Day \$55 Both Days \$110

Please make check payable to "Northern Illinois Corvette Club" and mail to
Dale Samuelson, 6874 Wildlife Dr, Stillman Valley, IL 61084

Lodging: Hampton Inn, 1555 S. Rte 31, Woodstock, IL 815-578-1900 (\$179/night) by 9/15
Holiday Inn, 800 S. Route 31, Crystal Lake, IL 815-477-7000 (\$109 /night by 9/13
Motel reservations are held for Friday Oct. 13 and Sat. Oct. 14 only.

Registration & Tech SAT 8:00am to 9:00am SUN 8:00am to 8:30am
Drivers' Meeting: SAT 9:00am SUN 8:30am
First Event: SAT & SUN Immediately following the Drivers' Mtg.

Sunburst, Northern Illinois, Northern Rays, and Windy City Corvettes Clubs
are pleased to be hosting this weekend of autocrossing.

Overall Chairperson: Dale Samuelson - 815-979-2352 (Cell)
Northern Rays Governor: Dan Wagner - 630-624-0116 (Cell)
Sunburst Governor: Mike Stevens - 847-989-9302 (Cell)
NICC Governor: Dale Samuelson - 815-979-2352 (Cell)
Windy City Governor: Dave Heinemann - 708-638-0199 (Cell)

Saturday
MW-167-003
MW-167-004
MW-135-007
MW-135-008
MW-277-007
MW-277-008
MW-351-008

Sunday
MW-167-005
MW-135-009
MW-135-010
MW-277-009
MW-277-010
MW-351-009
MW-351-010



WISCONSIN CORVETTE CLUB

GIMMICK & DOUBLE CHANCE RALLYE

Charity Rallye to Benefit "The Honor Flight"

**** Driver & Navigator Required ---Open to All Cars****
40 Car Limit

SANCTION # & TYPE OF EVENTS

MW-075-006 Gimmick Rallye (Type II)
MW-075-007 Chance Rallye I (Type III)
MW-075-008 Chance Rallye II (Type III)

DATE: October 21, 2023

PRE-REGISTRATION: Until October 14, 2023
REGISTRATION/TECH: 4:30 pm to 5:30pm CDT
ENTRANTS MEETING: 5:35 pm CDT
FIRST VEHICLE OUT: 6:00 pm (In registration order)
ENTRY FEE; Pre-registered \$25.00
Day of event \$30.00

LOCATION: NAGAWAUKEE PARK & RIDE
HWY I-94 AND HWY 83 (Wisconsin)
Exit 287 Hartland /Wales
After exiting go North
Turn Left on Golf Rd
Park & Ride is on the Right
DELAFIELD, WI 53018

Attendance is voluntary and at your own Risk
Non NCCC members not covered by NCCC Insurance

Information on day of event ph# 414-530-0243

MW-075-006 Chair	MW-075-007 Chair	MW-075-008 Chair	WCC Governor
Mike Thate	Mike Hudy	Karen Hudy	Ed Cassel
9620 S Veronica Dr.			414-507-6923
Oak Creek, WI 53154			ecassel@wi.rr.com
414-530-0243			

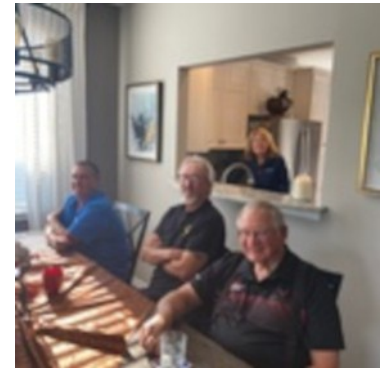
NICC Progressive Dinner

Submitted by Steve Webster Photos by Linda & Gene Stimart and Cindy Starzyk

As first timers to the NICC Progressive Dinner Event, we thought “What a great idea!” Let’s drive around in our cherished cars and eat some (lots) of great food and visit with fellow members. Our evening began September 16th at the home of Sherry Putnam where we were welcomed and then directed to the many selections of fantastic appetizers. Stop one and already moderation was put aside for the evening.

On to our next stop, Smokin’ Coop BBQ. As most of you know, the “Coop” never disappoints. Awesome BBQ and all the fixins’. It’s no wonder the “Coop” is a club favorite. Numerous Corvettes assembled on the lawn of most any restaurant is a beautiful sight.

Our third and final destination was the Steve and Judy Webster home for the culmination of a great dinner – dessert! Several participants provided many delicious offerings (my favorite was the carrot cake). Lots of coffee and sweets capped off a perfect evening. Thanks to everyone who joined in and for all the scrumptious calories, but who’s counting.



Route 66 Trip

Submitted by John Stupek Photos by Cindy Starzyk, Sherry Putnam, Louise Gorsch, and Mike Lenth

Well, after many months of talking about and planning a Route 66 cruise, it finally happened. This was a well planned cruise and was led by Austin Coop, of Two Lane America, and was well done.

The NICC group was small, but very enthusiastic about getting started on our fall cruise. The plan was to meet Austin Coop and another group in Channahon, IL. and head out on our Route 66 cruise. The group, consisting of 10 cars headed out with our first stop at the Launching Pad Drive Inn in Wilmington, IL. This was just a drive by and then on to Buddies Pub and Grub in Gardner IL. This was also a drive by. The next stop, in Dwight, IL., was an Old Texaco Gas Station and it was a photo stop. This was a great stop and should have a lot of pictures attached to this newsletter.

After about a half hour and a lot of photos we were off to Odell, IL. to stop at an old Standard Oil Gas Station. This was another photo stop plus a lot of souvenirs to purchase. The next stop was the Pontiac Car Museum and the Main Museum a few blocks away. In the Main Museum there were three floors of antiques and war memorabilia, along with all the murals on the surrounding buildings. It was time to break for lunch a lot of stops and picture taking.

After lunch we headed to Atlanta, IL. for our dessert" PIE". It was a nice stop and the pie was great. After enjoying this stop, we drove on to Springfield, IL. to stop at Lincoln's Tomb. We went to the next stop which was an old brick section of Route 66. We each picked out a section of the brick road and took pictures of our cars. The next stop was in Litchfield, IL. at the hotel. After a short time to check in and get settled, we met for dinner.

Day two of the Route 66 cruise started out meeting for breakfast and planning the last day of NICC cruise. Several in the group returned to Rockford while others went to the Litchfield Route 66 Museum.

This trip was very well organized by Two Lane America, and I would like to plan another cruise possibly to another destination. This could be for a spring cruise or a fall cruise.



This should only take me a few minutes to fix!

Submitted by Curt Zawiski

Ever say to yourself....I can fix this problem, shouldn't take very long! Then after about an hour you look back and wonder...how in the world did this happen?! Now you're into it for about 8 hours. I've learned over the years.....there's no such thing as a "little problem" that only takes a few minutes to fix! All is good though...got "humpty-dumpty" back together again just in time to rise over the great pumpkin patch!

Happy fall' ya all....1975 Pumpkin Orange Custom Coupe.



C8 Chevy Corvette Variants That Will Be Future Collectibles

By Davies Elabha for TopSpeed at <https://www.topspeed.com/c8-chevy-corvette-variants-that-will-be-future-collectibles/>

While every C8 Corvette is a red-hot entity at the moment, here's why the following models are poised to become the most sought-after variants

When the C8 Corvette made its debut in 2019, everyone was amazed by the brand-new mid-engine sports car with a starting price of \$60,000 and the orders flooded in. Of course, no one kept their car at the base price but even fully optioned vehicles were just above \$90,000. Even with crazy dealer markups and parts supply shortages due to the pandemic, it did not stop people from getting one in any way they possibly could.



Image Credit: Mecum

Fast-forward to 2023, and the new C8 Z06 is the hottest car on the block and the Chevrolet Corvette is celebrating its 70th birthday. Now, the idea of autonomous and electric vehicles going mainstream has led to an appreciation of older cars that deliver unique driving experiences and an analog feeling with classic sports cars, and old-school muscle cars reaching collector statuses.

The Chevrolet Corvette is certainly in that space with special editions of earlier generations going up in value, as the C8 has gone mid-engined. While this may be a departure from the traditional Corvette, it also marks a new beginning for the bow-tie brand. This has now given rise to speculations from today's buyers on

which variants of the C8 will be future collectibles.

2020 Corvette Stingray

The first year and last year of most special vehicles are the most desired among car collectors. The 2020 Corvette is the first production year of a mid-engine Corvette decades after the project was first conceived. Not only was it a fantastic sports car, it was a bargain for a mid-engine platform as you had to spend six figures to get a similar vehicle with European brands. It was the first mid-engine car with proper performance that didn't cost a fortune to buy.



Image Credit: Chevrolet

In addition to being the first year of production, there were a lot of challenges surrounding that production. The pandemic, parts supply shortage, and the 2019 GM workers' strike caused a big delay in the production of 2020 Corvettes. History has shown that cars with the least production year tend to get sought after even if they're not special. But in this case, 2020 is the first year of production and the last year of production. Hagerty also mentioned the 2020 C8 Corvette in its list of future collectibles.

2023 C8 Z06 (Z07 Package)

Special versions of good sports cars have always been sought after, look at the 911 GT3s, Ferrari 458 Specialé, and even the Corvette Z06s. These are special versions of already great cars and people want them even more and in most cases they become collectible from the beginning. The Z06 is the more hardcore version of the regular C8 stingray and it got a new engine to further drive that point. Over the years, only five of the seven generation corvettes got a Z06 model; C2, C5, C6, C7, and the latest C8 generation.



The 5.5-liter flat-plane crank engine is the most powerful naturally aspirated V-8 in history. That fact alone made headlines and piqued people's interest in the Z06 even more. In an era, where forced induction or hybridization is being used to gain more power and pass emissions, the Corvette stands out. Not only was a new engine built for this car, but it is the most powerful unit of its kind. As if the Z06 was not an already special vehicle, the Z07 package is even more special.

Back in the day, if you wanted to race your Corvette, you opted for the Z07 package. This wasn't even an option you could get for your car unless you were going to race with it, you had to express interest in racing to know it existed. It became a factory option in the C6 generation and introduced more track-focused parts to the Corvette. The latest generation C8 Corvette still offers the Z07 package but has taken it to another level.

With the C8 Z07 package, almost every exterior performance part is carbon fiber. You get carbon fiber wheels which is a first for the Corvette, an aggressive carbon fiber aero kit, sticky Michelin Cup 2 R tires, carbon ceramic brakes, etc. Some mechanical adjustments are even made like changes in spring rates to accommodate for the lighter components.

All of these changes are meant to improve the car's performance on the track. While customers can opt for the aero package, the other options like the carbon wheels and mechanical changes cannot be gotten unless you opt for the full Z07 package. Now, this is a collectible already since you have a special car with a special engine and race package.

70th-Anniversary Corvettes

Celebration models are also collectible since those options and combinations can only be gotten in that year. 2023 marks seven decades since the production of the C1 Corvette and the Corvette lineage as a whole. To celebrate, Chevy has introduced a 70th-anniversary package available for 2023 Corvettes only which includes the Z06.



Image Credit: Chevrolet

As mentioned before, special cars with special packages become collectibles.

The 70th-anniversary package is a \$6,000 option on top of a 3LZ-equipped C8 Corvette which is the top trim. Only two colors are available with the 70th-anniversary which are White Pearl Metallic and Carbon Flash Metallic with the option of racing stripes. The white color makes total sense since the C1 Corvette only came in Polo white so the first mid-engine celebration needs to come in white also. You also get special wheels, 70th-anniversary badges, and a lot of red trim inside and out. A custom luggage set with red stitching and a new logo is also available with the car.

C8 Corvettes With Rare Colors

This may sound strange to non-car people, but this is seen in every industry. If a certain item is made in a rare color it raises interest and desire for that product. An example is the yellow Ferrari F50s and Porsche Carrera GTs commanding more prices because fewer cars were produced in that color. Porsche's PTS (Paint to sample) cars are more sought after than ones with regular colors. Even the modern era has seen funky and special colors make a comeback.



Image Credit: Chevrolet

But in every model, there always seems to be a color that is most popular and least popular and the least popular colors tend to become desirable later. The most sold C8 color is Torch Red which makes sense since red is a popular Corvette color. But Zeus Bronze and Caffeine are the least sold with only 509 and 385 cars respectively which are just 894 cars between them. Zeus Bronze looks like brown and Caffeine looks like a car dipped in hot chocolate which aren't colors people would readily go for.

Rare colors like the Copper Corvette, Cascade Green, Honduras maroon, Saddle Tan metallic, etc. may not have been popular color choices, but they are desired vehicles. Lack of sales has even led to Chevy canceling Zeus Bronze as an option so if you want one then you have to pick from the 500+ vehicles available. Zeus Bronze and Caffeine may not be desirable colors and some may even call them ugly, but cars with rare colors like that do become desirable over time because only a handful of them exist.

NICC MEMBER CORVETTES BY GENERATION

C1	C2	C3	C4	C5	C6	C7	C8
1	2	6	4	5	10	24	13
TOTAL — 65							

Source: NICC Membership Roster

NOTE: UPDATED 8/7/2023

What to Look for When Buying a 1968-1982 Chevrolet Corvette

Values are generally on the upswing, but not all C3s were built the same

By Daniel Strohl for Hemmings at <https://www.hemmings.com/stories/c3-corvette-buyers-guide/>

Gearhead wisdom would have it that sales figures for a sports car correspond to those things that make a sports car sporty: more power, more wind in the hair, more driving excitement. If it wins races, if it'll pull like a Saturn V, if it stirs all the emotions, it'll sell easier than ice cream to unsupervised children with twenties falling out of their pockets. And yet the third generation of the Corvette - the generation that included the cars that many gearheads consider least exciting of all the Corvettes - has outsold every generation before or since on average, with those late Seventies low-performing luxu-leather examples still holding single-year sales records for the nameplate more than 40 years later. What's more, those cars are swiftly becoming more popular with today's collectors as budget-conscious shoppers look for alternatives to the cars that gearhead wisdom would normally pick.



Image Credit: GM Media

As with many a mid-to late Seventies vehicle, the later third-generation Corvettes - often called C3s - get a bad rap. They were not immune to the dropping power outputs, the increasing presence of emission equipment, or the loss of the convertible that the rest of the industry saw. But in an era in which Thunderbirds grew to subcontinental size, Cougars could be had as station wagons, and fuel efficiency demands breathed new life into the turbocharger, the Corvette steadfastly remained what it had always been: a two-seat, front-engine, rear-wheel-drive, naturally aspirated, V-8-powered, fiberglass-bodied halo car for Chevrolet dealerships.

It's a formula that worked well in the generation's early years, when the Corvette borrowed styling from Larry Shinoda's Mako Shark II / Manta Ray concept, when it had thin chrome bumpers, when examples raced in the 24 Hours of Le Mans with stars and stripes motifs, and when GM's hairiest big-block and small-block V-8s could be had under the Corvette's hood. But it's also a formula that worked exceedingly well as the image of sportiness carried more cache than actual performance and as brougham luxury became a dominant selling point and a means for fatter profit margins later in the generation's lengthy timespan.

Why Buy a Third-Generation Corvette?

Across many sectors of the collector car hobby, the third-generation Corvettes had long been seen as the also-ran to the highly desirable second-generation "mid-year" Corvettes, notable for the early high-horsepower versions and little else. Yet when collectors began to find themselves priced out of the mid-years, they turned to the relatively affordable third-generation cars.



Image Credit: GM Media

While some examples have now caught up to or exceeded prices paid for mid-years, it's still possible to find third-generation cars to fit pretty much any budget, making it one of the few cars that can be enjoyed by entry-level and hardcore enthusiasts alike.

"You will never find a 1963-'67 Corvette that you can drive away from the seller's garage for anywhere close to \$5,000, and you won't find very many C5's pulling down six to seven figures at auction," Mike McNessor wrote in Hemmings Motor News.

Given that it's a Chevrolet flagship car with a massive following and thus resources aplenty, the possibilities for enjoying a Corvette are about as numerous as the enthusiasts who buy the cars. Multiple organizations cater to the cars while a vast community provides almost limitless support and parts supplies should rarely be in doubt.

In addition, the ease of modifying the cars with modern drivetrains, suspensions, and body alterations has breathed new life and given new perspective to the cars, with some restomods leaning into the Pro Touring capabilities inherent in the car's chassis and other more recent ones blending the familiar Corvette with more exotic supercar, wide body, and high-tech inspiration.

How to Identify a Third-Generation Corvette

Due to its 15-year timespan - longer than any other generation of Corvette - during a time of turbulence for the entire automotive industry, the third-generation Corvette saw an extensive amount of changes while still remaining recognizably a Corvette throughout. Those changes, in many ways, make it rather straightforward to distinguish most third-generation Corvettes at a glance.



Image Credit: GM Media

From 1968 to 1972, the differences in exterior appearance are subtle. All of the cars built during those model years had thin chrome bumpers front and rear and a notchback profile sometimes called "sugar scoop" for its deep flying buttresses over a flat expanse of decklid. The 1968 models had reverse lamps below the bumpers while 1969 and later cars integrated reverse lamps into the inner pair of taillamps. In 1970, the front marker lamps switched from circular to trapezoidal, the grille and the fender vents adopted an egg crate design, and the fenders sprouted small flares. Hoods served as a surefire way to tell whether a car had a small block (low, nearly flat), big-block (domed for clearance), or LT-1 (domed, but with LT-1 graphics).

One subtle, but substantial, change to the third-generation Corvette concerned its naming. While the second-generation Corvette featured badging that read "Sting Ray," the 1968 Corvette featured no such badging while the 1969 through 1976 Corvettes featured badging that read "Stingray."

The 1973 Corvette ended up being a one-year-only design, a sort of hybrid of what was and what was to come, with a molded polyurethane cover for the 5-mile-per-hour bumper in the front and the chrome bumper still in the rear. A simple duct replaced the fender vents and all hoods, regardless of the engine under them, adopted a simple cowl-induction design. In 1974, the rear bumper followed the front with its own urethane cover with integrated license plate mount.

While Chevrolet initially planned targa tops for third-generation coupes, it ultimately went with T-tops for all coupes of this era. No solid-top third-generation Corvettes were built; the closest one could get to that would be a lift-off hardtop for the convertible models.

Aside from the loss of the convertible from the Corvette lineup after the 1975 model year, the next major change took place in 1978 with the profile changing from a coupe to a fastback. That year also saw a pair of special editions: the silver-over-gray two-tone Silver Anniversary to commemorate a quarter century since the Corvette's introduction in 1953, and the more than 6,500 Indy 500 replicas with black-over-silver two-tone paint and front and rear spoilers.

The 1980 cars received revised front and rear bumper covers with integrated spoilers and remained unchanged in appearance through the end of the generation, with the exception of the 1982 Collector Edition, which featured silver-beige paint, special wheels, and an operable rear hatch.

Where Do Third-Generation Corvettes Rust?

Yes, the Corvette is a fiberglass-bodied car, but that doesn't mean that rust can't pose a problem or even lead to the demise of a Corvette just as it does to any conventional steel-bodied car exposed to the elements.

As Chuck Berge, the National Corvette Restorers Society's expert for early third-generation cars, noted, the most typical place for one of the cars to rust is in the so-called "birdcage" - the car's structural supports - near where the VIN tag mounts to the A-pillar. *"If you see rust there, you're in trouble,"* he said. *"Unless you're doing an L88 or something really unique, you're better off not messing with something that has rust there."*

Replacement steel for the birdcage is available, Berge said, but as he noted, the repair process is not as simple as with most other cars. *"You can't just weld it in, you have to take the whole front end and the body panels off."*

Nor is the birdcage the only place where Corvettes rust. The third-generation cars sit atop a perimeter like many contemporary sedans, and the rear section of the frame where the trailing arm connects sometimes rusts through. *"There's a 1/4-inch angled weep hole that's supposed to drain the water, but it easily plugs up when sand and grit gets in there,"* Berge said.

As for the fiberglass bodies, Berge said it generally holds up well under the elements and regular use, though he has seen it crack from oversized tires hitting the fenders and from accidents. *"Usually, you'll want to look in the inner fender area for repairs or patches from accidents,"* he said.

One other note on the bodies - or, at least, the headlamps. The hidden headlamps on all third-generation Corvettes operated via vacuum, and as anybody who's worked on any car from the Seventies or Eighties can attest, leaks in degraded vacuum lines - compounded by multiple complex vacuum operation designs in the early cars - can cause all sorts of headaches. (The headlamps can be actuated manually from underneath the car, but that's not exactly a feasible option when driving down the highway.) It's thus worth the time to check the headlamp vacuum lines for cracks as part of an initial inspection. While you're at it, check the vacuum lines and operation of the Hide-A-Way hidden windshield wiper system, which was known to be problematic.

What Drivetrains Did the Third-Generation Corvette Have?

As a halo car, the Corvette has always been expected to feature the latest, greatest, and most powerful engines in the Chevrolet lineup. However, just as the third-generation's lengthy time on market through a period of upheaval saw a number of changes to the body, so did it lead to a wide variety of drivetrains over that 15-year span: everything from a 180hp 305 and a 165hp 350 to the nominally rated 460hp ZL1 427 and LS-6 454. In all, we counted 21 different V-8s offered from the factory during the third generation.

That 305 was a California-only, 1980-only engine, and Chevrolet only built two ZL1s, so don't expect to come across those in your everyday trawling for third-generation Corvettes. Instead, keep an eye out for 327s (1968 only), 350s from 300 horsepower up in the gross rating years and 180 horsepower up in the net rating years, 427s good for at least 390 horsepower (1968 and 1969), and 454s from 360 horsepower up in the gross years and 270 horsepower up in the net years (from 1970 through 1974). Catalytic converters - along with a requirement for unleaded gas - appeared in 1975, and additional emissions equipment made its way under the hood in ensuing years. That said, the L82 350 proved a capable high-performance small-block through the late Seventies with a forged steel crankshaft, four-bolt mains, and in later years an aluminum intake manifold and stainless steel tubular exhaust manifolds.



Image Credit: GM Media



Image Credit: RM Sotheby's

In 1982, Chevrolet introduced the promising but ultimately compromised L83 with its Cross-Fire Injection dual-throttle-body electronic fuel injection system, the only EFI to appear in a third-generation Corvette from the factory. While disappointing from a performance perspective and difficult to adjust, the Cross-Fire Injection system have ultimately proven reliable as long as previous owners haven't tinkered with it.

Far fewer transmissions were available than engines in the third-generation Corvette. While Saginaw ZW4/M15 three-speed manuals were available early on, they proved unpopular and were discontinued after 1969. Instead, buyers could choose from three Muncie four-speeds - the wide-ratio M20, the close-ratio M21, and the heavy-duty M22 - or opt for the Turbo Hydra-Matic 350 three-speed automatic transmission. In addition to the Cross-Fire Injection system, the 1982 models were also equipped with the new 700R4 four-speed automatic transmission.

The small-blocks and big-blocks used in these cars enjoy widespread reproduction parts availability as well as massive aftermarket support. That said, specific numbers-matching carburetors, smog equipment, and other parts necessary for top scoring in NCRS or Bloomington Gold judging can be difficult to find and expensive to purchase, so determine what you intend to do with a third-generation Corvette (restore for judging, resto-mod, refurbish for the street, etc.) before looking for one to suit that purpose.

How Do Third-Generation Corvette Chassis and Brakes Hold Up?

When reference books note that the third-generation Corvette used the same chassis as the second-generation Corvette, they don't just mean that the former used the latter's general design, but adapted to the new car's dimensions. Instead, with the initial plan to switch the third-generation Corvette to a mid-engine layout scrapped partway through the planning process, GM engineers under Zora Arkus-Duntov simply re-used the second-generation Corvette chassis, down to the 98-inch wheelbase, with only minor tweaks for body mount positioning.

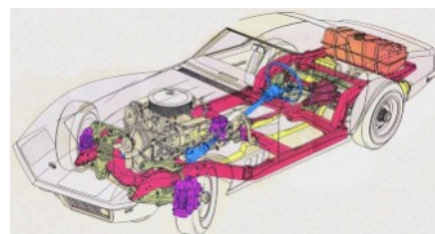


Image Credit: GM brochure

That meant the third-generation Corvette not only got its predecessor's coil-sprung independent front suspension and transverse leaf-sprung independent rear suspension, it also inherited the mid-year Corvette's four-wheel 11-3/4-inch disc brakes. That meant that from the first day of third-generation sales, Chevrolet could offer regular production option items like the F41 special front and rear suspension and the J56 heavy-duty brakes, already well developed after years of second-generation Corvette racing experience.

That's not to say the third-generation chassis didn't benefit from continuing development. Cars equipped with an LT-1 350 could also be had with the ZR1 package, which included racing suspension and brakes and the M-22 four-speed, while in 1971 the ZR2 package offered similar upgrades to cars equipped with the LS6 454. The Z07 off-road suspension and brake package replaced the ZR1 and ZR2 starting in 1973.

As with the drivetrains, chassis restoration and upgrade parts are widely available.

What's a Third-Generation Corvette Worth?

That's a question easier asked than answered. Third-generation cars have the widest range of values of any generation of Corvette by far, with some selling for seven figures and some selling for less than bail money after a night on the town in Bangkok. On Hemmings.com right now, we're seeing everything from sub-\$10,000 late models to early big-block cars at half a million dollars. Classic.com shows similar ranges. For some perspective, Terry Shea, Director of Auction Operations for Hemmings, broke down the price differences between small-block and big-block cars, between coupes and convertibles, and between early (1968 to 1973) and late (1974 to 1982) versions:

"Since the beginning of 2020, we have sold 68 C3 Corvettes on the Hemmings Marketplace, including at least one from each year of production. Likewise, we have seen big-block and small-block cars, originals and customs, coupes and convertibles. For all C3 sold, here is what we have seen year-to-year:

Sale Year / Avg. Sale Price

2020 / \$21,732

2021 / \$29,298

2022 / \$29,062

2023 (partial) / \$23,768

"Because all C3s are not created equal, with collectors preferring chrome-bumper examples, big-block and high-spec small-block cars (LT1, etc.), convertibles and so on, we broke down the numbers a bit more.

Small-Block V8 1968-1982 Corvette Coupes

Sale Year / Avg. Sale Price

2020 / \$15,044

2021 / \$20,821

2022 / \$24,560

2023 (partial) / \$22,197

Small-Block V8 1968-1982 Corvette Convertibles

Sale Year / Avg. Sale Price

2020 / \$38,443

2021 / \$36,225

2022 / \$33,469

Big-Block V8 1968-1973 Corvettes

Sale Year / Avg. Sale Price

2020 / \$48,729

2021 / \$73,238*

2022 / \$44,328

2023 (partial) / \$27,694

* There was one very high-priced outlier in the data; removing that vehicle resulted in an average sale price of \$48,825, which looked nearly identical to 2020 performance.

Early (Chrome-Bumper) C3 1968-1973 Corvettes

Sale Year / Avg. Sale Price

2020 / \$43,503

2021 / \$46,385

2022 / \$32,621

2023 (partial) / \$26,762

Later (Plastic-Bumper) C3 1974-1982 Corvettes

Sale Year / Avg. Sale Price

2020 / \$14,475

2021 / \$19,046

2022 / \$24,021

2023 (partial) / \$19,775



Image Credit: GM Media

"The brief story here is that the early cars, big-block models and convertibles remain the most valuable, despite some pullback in collector investment. But the longer story shows some softening in big-block prices, while also offering a surprising uptick and renewed appreciation for the later cars, despite the drop in factory performance that accompanied the plastic bumper innovation."

3 Great C6 Corvette Model Years

Corvettes have always been highly collectable. Here are 3 of the best C6 Corvette model years.

By Steven Teleky for MotorBiscuit at <https://www.motorbiscuit.com/year-c5-corvette/>

The C6 Corvette is arguably the most important turning point in the history of the Corvette. When the first C1 Corvette was released in 1953, it changed American sports cars forever. Gone were the days of American sports cars only viewed in terms of how fast they were in a straight line; the Corvette was an all-around performance car heavily influenced by European sports cars. The C6 Corvette was a refinement of an already near-perfect American sports car. Here are the highlights for three popular models.



Image Credit: Creative Commons

1. 2010 Corvette C6 Grand Sport

The Grand Sport name is one steeped in Corvette history. The first Corvette Grand Sport was created in 1963 as a race-ready vehicle. This track-bred Corvette featured larger brakes, a 6.2-liter lightweight engine that could produce around 550 hp, and an enormous 36-gallon fuel tank.

These components made the Grand Sport the perfect endurance race car for the 1960s. In 1996, 1,000 special edition Corvette Grand Sport models were produced, but these cars were little more than a special appearance package.

In 2010, the Corvette Grand Sport returned with a purpose. This brand-new Grand Sport features the same wide body and brakes as the Z06 Corvette, with the suspension found in the Z51 performance package typically found as an optional upgrade in the base model Corvette.

This Corvette is also equipped with the base 436 hp V8 engine from the standard C6. The end result is a wide-body Corvette with a huge amount of mechanical grip and just the perfect amount of power.

2. 2009 Corvette C6 ZR1

The first ZR1 Corvette was a performance package offered for the 1970 C3 Corvette. The original ZR1 was a race-ready option with large brakes, a large aluminum radiator, heavy-duty suspension, and a four-speed manual transmission. The 1990 C4 Corvette brought back the ZR1 name with a special performance package that added a Lotus-engineered engine capable of around 405 horsepower at its peak in 1993.

The 2009 ZR1 Corvette changed the world forever for American sports cars. This 2009 ZR1 came equipped with a 6.2-liter V8 that produced 638 hp alongside 604 lb-ft of torque. This 2009 ZR1 is capable of 205 hp as Car and Driver experienced.

3. 2011 Corvette C6 Z06 Carbon Fiber Edition

The Z06 Corvette already had an impressive 505 hp 7.0-liter V8 engine, but the Carbon Fiber Edition brought the Z06 to the next level with adaptive magnetic ride control suspension and added lightweight carbon fiber components from the ZR1.

The Carbon Fiber Edition of the Z06 Corvette gives all the prestige and presence found with a carbon fiber-laden ZR1 without the high price tag.

From the Editor

NICC Editor: Preston Morgan

True confessions: I am not a fan of Halloween. Alright, I have publicly stated it for the first time. I don't mean to be a hypocrite because I have attended Halloween parties and yes one of our Florida Corvette clubs is having a party which we will attend later this month. I certainly made a haul as a youngster wearing the goofy junk my mother put on me so I could go knock on doors and act adoring. I loved the sweet treats but hated wearing the unusual clothing. With all that being said, I have had an interest in the origins of the spooky holiday and why others enjoy it so much. The stores have us so confused I don't know if I'm supposed to yell "Boo!" or sing Christmas carols. After reading the article below, try to guess if I have had a change of heart about Halloween? Email your guess to editor@nicccorvette.com. Happy Halloween!



Why We Hand Out Candy, and Other Halloween Questions Answered

Source: Interesting Facts at <https://www.interestingfacts.com/halloween-questions-answered/Yzu9Vw0dXgAH6vfY>

Americans have been celebrating Halloween for just as long as Thanksgiving, and longer than Independence Day. But while the costume-friendly, sugar-filled holiday feels timeless, the version celebrated today — in the U.S. and around the globe — differs drastically from its Celtic origins. Once a night for honoring the dead, Halloween slowly transformed into a night of revelry and mischief with a supernatural twist. The biggest change? The focus on candy and treats, which American trick-or-treaters have made inseparable from the holiday. Americans are expected to spend \$10.6 billion on costumes, candy, and other Halloween items in 2022, up from the record-high \$10.14 billion spent in 2021. Whether your Halloween plans include a spooky movie marathon or hosting your own monster mash, you can prep for Halloween trivia with these commonly asked questions.

Where Did Halloween Come From?

It's not exactly clear what ancient Celts did during Samhain, the pagan holiday we now link with Halloween, but historians have some idea thanks to a surviving bronze calendar. The first written mentions of Samhain appeared in Europe around the first century, marking winter's swift approach and the start of the Celtic New Year. Celebrated on October 31, Samhain was a time when the wall between the spirit plane and the living world was thought to be at its weakest, allowing spirits to cross the boundary with ease. In an effort to curb vandalism and mishaps from angry ghosts, the Celts hosted welcoming bonfires and left food offerings; eventually, the practice transitioned to dressing as ghouls themselves and traveling door to door in search of refreshments and merriment. Modern Halloween has held tight to many Celtic traditions, like fortune-telling and bobbing for apples, but Roman Christian attempts to squash pagan ceremonies starting around 600 CE started the slow transition from religious festival to the spooky secular event.



Credit: Carole Gomez/iStock

Colonists in early America brought some Halloween traditions with them (telling ghost stories, pulling pranks, and sharing harvest meals) but strict social and religious rules in Puritan communities scaled back the death-centric influence of early celebrations. Halloween would gain back some of its edge around the mid-1800s when a large influx of Irish immigrants began sharing their holiday traditions passed down from Celtic ancestors, such as carving pumpkins and donning costumes. The Halloween we're familiar with today slowly spread across the U.S., and by the 1920s, trick-or-treaters across the country were looking forward to their one night of socially acceptable mischief and candy collecting.

How Did Halloween Get Its Name?

Samhain, Halloween, All Hallow's Eve — a cluster of names surrounding October 31 can make it seem like the fall celebrations are all the same despite having different roots. Samhain, which is still celebrated by pagans worldwide, remains its own holiday that spun off the Halloween traditions we celebrate today. All Hallow's Eve, however, was created in an attempt to replace Samhain as Christianity spread through Europe. Pope Gregory I crafted a calendar of holy days that coincided with non-Christian holidays around the early 600s CE, co-opting the celebrations in an effort to convert new followers. All Saint's Day was set for November 1 with the intention of honoring Christian martyrs and saints around the same time Samhain was memorializing deceased loved ones. The holiday, which also went by the name All Hallow's Day, picked up in popularity; the night prior (October 31) was referred to as All Hallow's Eve. The name morphed into Hallowe'en, with the apostrophe eventually being dropped altogether.



Credit: subjug/iStock

Why Are Orange and Black Halloween Colors?

Halloween decorations primarily come in orange and black, and while there's no definitive answer to when this color palette took root, both hues are fitting for the crisp, autumnal holiday. Orange is thought to signify fall, reflecting the colors of changing leaves and the season's most abundant crops — think pumpkins, wheat, and carrots, which dominate gardens and farms this time of year. If you've ever felt called to decorate with seasonal squash, know the vibrant orange hue is practically contagious; despite being inedible, brightly colored gourds have sent Americans into autumnal decorating frenzies since the 1930s.



Credit: FamVeld/Shutterstock

The use of black has a more clear connection to Halloween, thanks once again to the Celts. Because Samhain was a religious festival honoring the deceased, it wasn't unusual for mourners and celebrants to don dark clothing or veils during festivities. Black also represented the shift to longer nights and shorter days associated with the autumnal equinox. With the blazing days of summer long gone and bountiful harvests with it, black became a visual symbol of death, darkness, and rest.

Why Do We Hand Out Candy?

Surprisingly, candy wasn't always the main focus of Halloween. The Celts were known to carry treats in their pockets or bags during Samhain as a form of protection against unfriendly spirits; danger could be staved off with the bribe of a snack should a traveler encounter a particularly ill-behaved ghoul. While the rise of Christianity throughout Europe snuffed out many pagan practices associated with Samhain, the idea of exchanging food and treats remained. Following the creation of All Saint's Day, British and Irish bakers would give away small, spiced "soul cakes" to revelers who meandered from house to house. Door knockers would promise prayers for the homeowner's deceased family members in exchange for the raisin-topped treats.



Credit: Teri Virbickis/Shutterstock

In America, the early days of trick-or-treating in the ninth century didn't exactly yield pillowcases full of candy either; costumed children roaming from door to door begged for money or food instead of sweets

while older kids and teens went about the business of performing pranks. It's likely that public sentiment about vandalism is what helped candy gain more importance than Halloween hijinks. Trickery was a common part of Halloween festivities through the late 1800s, with rowdy revelers performing relatively benign pranks such as soaping windows and tipping outhouses. But by the turn of the 20th century, holiday mischief was seen less as a right of passage for youngsters and more as vandalism and cruelty. As families moved from small communities to large cities, pranks escalated to include more costly property damage and were no longer tailored to specific victims, but unsuspecting passersby.

Cities began hosting parties, parades, and other events to curb Halloween destruction and create a more positive holiday atmosphere. Despite those efforts, it was World War II that drastically changed the holiday's course; pranks were characterized as a wasteful use of limited resources and a disturbance to factory workers who didn't have time or energy for tricks. After several years of dampened festivities, communities retooled Halloween, promoting the idea of costumed trick-or-treating as an enjoyable, safe activity. With a booming generation of post-war kids who could easily demand treats from their new subdivision neighbors, the concept took off, cementing itself today as the main way to celebrate the spookiest day of the year.

One of the largest Oktoberfest celebrations in the world takes place in Ontario, Canada.

Source: Interesting Facts at [https://www.interestingfacts.com/fact/63460c150b8a7e000a61ee03?](https://www.interestingfacts.com/fact/63460c150b8a7e000a61ee03?liu=c8c7e658f69c5509c9e27cd4f311cf8d&utm_source=daily&utm_medium=email&utm_campaign=1624919375#63460a456da7e90008a43231)

[liu=c8c7e658f69c5509c9e27cd4f311cf8d&utm_source=daily&utm_medium=email&utm_campaign=1624919375#63460a456da7e90008a43231](https://www.interestingfacts.com/fact/63460c150b8a7e000a61ee03?liu=c8c7e658f69c5509c9e27cd4f311cf8d&utm_source=daily&utm_medium=email&utm_campaign=1624919375#63460a456da7e90008a43231)

Cooler weather, shorter days, and changing leaves are small harbingers of one undeniable truth: Oktoberfest is at hand. Most years (except 2020 and 2021) since 1810, the German town of Munich has erected massive beer tents (some capable of seating 6,000 people), tapped kegs filled with liquid masterpieces such as helles, Pilsner, and hefeweizen, and held the world-renowned beer celebration called Oktoberfest — the largest beer festival in the world.

Although Germany will likely never relinquish their beer-guzzling crown, a few towns around the world hold similar Bavarian bashes that rival the original. One of the biggest is the Kitchener-Waterloo Oktoberfest, held about 75 miles west of Toronto. Established with only \$200 back in 1969, the festival has exploded in popularity in the ensuing decades, and regularly attracts more than 700,000 people — including Canada's Prime Minister Justin Trudeau, who opened the 2016 festival by tapping its first keg.



VETTE VISIONS PHOTOGRAPHY CONTEST 2023

"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 you take *Vette Visions* in 2023?

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 **November 30, 2023**.

Submission of Entries:

Entries may be submitted using the following methods.

Images can be emailed to the NICC Editor at editor@nicccorvette.com or directly to preston.morgan06@yahoo.com.

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. All entries are posted on the NICC website.

Below are images entered in the 2023 photography contest.



Gene at Historic Auto Attractions museum Roscoe, IL.

**YOUR
PICTURE COULD
APPEAR IN THIS
SPOT!**

**Submit your entry for the
photo contest for a chance to
win a prize.**



Leon patrolling streets of Pontiac, IL
attracting readers to the newsletter.

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.

	<u>New</u>	<u>Renew</u>	<u>Late Renew Fee</u>
PRIMARY MEMBER	\$50	\$50	\$50 + \$10 (If not postmarked by Oct. 15th)
CO-MEMBER*	\$10	\$10	

*(spouse, dependent, companion)

NCCC Lifetime members are only required to pay NICC dues. For more information on the NICC and NCCC go to their websites at the links below.

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:

Northern Illinois Corvette Club, Inc.
P.O. Box 2004
Loves Park, Illinois 61130-0004

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.

All copyrighted images, trademarks and other materials appearing in the *VetteVisions* newsletter and *NICCCorvette.com* website that are not the property of NICC are the property of their respective owners and are used here with the expressed or implied consent of their owners for the sole purpose of identifying or publicizing the owner's product or service and not for any intended profit or gain by NICC.

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Neither NICC nor NCCC shall be held liable for any opinions or statements expressed in this newsletter.

Newsletter & Website Contributions

Vette Visions is your newsletter. Your contributions are welcome. Corvette related pictures, stories, editorials, ads, or other appropriate materials are welcome. Please email items to

editor@nicccorvette.com or
webmaster@nicccorvette.com

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.

Vette Visions & Website Advertising

Need help developing your ads? Design assistance is free with half or full page 12-month ads and new copy can be submitted at any time. Your ads will appear on our Website.

<u>Size of Ad</u>	<u>Rate / 12 Months</u>
Full Page	\$300
Half Page	\$150

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Web-Link to Sponsors and Supports Directory:

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Member / Non-member Want-Ads

Members are encouraged to use *Vette Visions* and our *website* to buy and sell Corvette related items. This service is free of charge to members. Member ads may contain photos and those might only appear on the website. Member ads will automatically renew until we are told to stop running the ad.

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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