



50 Years



May 2022

The official Newsletter of the Award Winning

Northern Illinois Corvette Club

Hello fellow members:

April was a very busy month. One of our projects was the Perryville Road cleanup which went very well because we had a good number of volunteers. After the cleanup we went to Old Chicago Pizza for a great lunch.

On April 23rd, we continued with spring cleaning mode. A good size group of members met at the Vintage Wings & Wheels Museum at the Popular Grove Airport for spring cleaning. We had a variety of projects to work on at the museum. Areas that we cleaned included the museum itself, along with the outbuilding. It was a nice day so we could clean up some of the outside areas. After a morning of working, we met for lunch in Roscoe, IL. at the Firehouse Pub. The Firehouse Pub advertises on the NICC website. Thanks to Ken Starzyk for signing them up.

Don't forget that we have a Spring Run this Friday April 29th, and we are going to Volo, IL. to a museum which has a lot of cars and other items. We will stop for dinner on the way back to Rockford.

It's getting close. The BIG trip of the year to Bowling Green, KY is fast approaching and will be here soon. We will spend a few days at the Corvette Museum and then on to the Biltmore and "The Tail of The Dragon". Louise and Leon are having a pre-trip meeting at their house on May 1st at 4:00 pm. It will be a good idea to attend this meeting and get all the information on the trip.

The club's yearly car show is scheduled for June 4th and will be at Lou Bachrodt's again this year. Ken Starzyk is heading up this event again and has flyers ready for promoting it. Get some flyers from Ken and pass them out and post them where you are allowed. We want a really huge turnout for the show. Get your cars ready and enter them in the show. Let's get as many Corvettes in the show as possible.



**President's
Corner**

Also, on July 9th we co-sponsor the Midwest Region (MWR) autocross. There will be information on this at the next meeting.

Remember, this is your club so get involved and enjoy your time with club members.

June, July and August will be very busy months for the club. We have more autocross, Bloomington Gold, Olde Settler Days, NCCC Convention, Smokin Coops Cruise Night, Cars & Coffee Car Show, Progressive Dinner, NICC Fundraiser, Freeport Cruise Night, Road America Run, Club Picnic, and Vettes on the River at Le Claire, IA. That's a few of the events that are available for us to enjoy.

Our club meetings are held at Sam's Ristorante, 6075 E. Riverside Blvd., Rockford on the last Sunday of the month. The newsletter and website publish the schedule for meetings. I would love to see more members attend the membership meetings to add your voice to our decision making and to bring forth new ideas. Members are also welcomed to attend the Board 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

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Love Vettes. Have Fun. Give Back!

May 2022

2022 - Membership and Board Meetings				
May	22	5:00 PM - Board Meeting		
		6:00 PM - Social Hour	7:00 PM - Meeting	
Jun	26	No Meeting—50th Anniversary Banquet		
Jul	31	6:00 PM - Social Hour	7:00 PM - Meeting	
Aug	28	6:00 PM - Social Hour	7:00 PM - Meeting	
Sep	25	6:00 PM - Social Hour	7:00 PM - Meeting	
Oct	23	5:00 PM - Board Meeting		
		6:00 PM - Social Hour	7:00 PM - Meeting	
Nov	27	5:00 PM - Social Hour	6:00 PM - Meeting	
Dec	18	3:30 PM - Board Meeting		
		5:00 PM - Social Hour	6:00 PM - Meeting	

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

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

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

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

editor@nicccorvette.com

2022 - NICC Events - [See website for updates & flyers](#)

May	Sa-Su	14-15	9:00 AM	MWR Autocross	Southbend, IN
	Su-Fr	15-20	8:00 AM	Corvette Museum/Biltmore/Tail of Dragon	Hosts: Louise & Leon
	Sun	22	9:00 AM	MWR Triple Concours Car Show	Burr Ridge, IL
	Su-Mon	29-30	8:00 AM	MWR Autocross	Rantoul, IL
	Mon	30	TBD	Pecatonica Memorial Day Parade	Pecatonica, IL
Jun	Sat	4	8:30 AM	NICC/Bachrodt Car Show	Rockford, IL Need Volunteers
	Sat	5	TBD	MWR Rallye Event	Greenfield, WI
	Sat	18	11:00 AM	Old Settlers Parade	Rockton, IL
	Mon	20	5:30 PM	Smokin Coop BBQ Pit Night	Belvidere, IL
	Sun	26	9:00 AM	NCCC Corvette Show	Tinley Park, IL

2022 - Other Events of Interest

May 12	St. Jude Corvette Drive	website
June 9-11	Corvette Adventures, Wisconsin Dells, WI	website
June 10-11	Bloomington Gold 2022, Bloomington, IL	website
June 12-17	National Council of Corvette Clubs (NCCC) Convention	website
July 13-16	Black Hills Corvette Classic, South Dakota	website
August 27	Vettes on the River, Le Claire, IA	website
August 25-27	Corvettes at Carlisle, Carlisle, PA	website

SUPPORT OUR SPONSORS. LET THEM KNOW THAT NICC MEMBERS PATRONIZE THEIR BUSINESSES.

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



Check the Website for updates;
<http://nicccorvette.com>



Important Club Member Dates

Birthdays

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

A FarmersAlmanac.com Philosofact

May

Doris Hicks
William Crull

June

Lynn Foecking
Cynthia Welte
Terri Zawiski
Richard Woessner

VETTE QUOTES

Mother's Day Edition

"That strong mother doesn't tell her cub, 'Son, stay weak so the wolves can get you.' She says, 'Toughen up, this is reality we are living in.'"

Lauren Hill

"If evolution really works, how come mothers only have two hands?"

Milton Berle

"Mother's love is peace. It need not be acquired, it need not be deserved."

Erich Fromm

"I remember my mother's prayers and they have always followed me. They have clung to me all my life."

Abraham Lincoln

"When your mother asks, 'Do you want a piece of advice?' it's a mere formality. It doesn't matter if you answer yes or no. You're going to get it anyway."

Erma Bombeck

Wedding Anniversaries



May

Tom & Micki Stern

June

Russ & Julie Moore
Lee & Lynn Foecking
George & Susan Chamberlain
Don & Barb Johnson
Rod & Wendy Bennett
Joe & Jeanette Hansen
Ken & Cindy Starzyk



***NICC APPRECIATES
ALL MEMBERS!***

**SUPPORT THE NICC BY BECOMING AN
ACTIVE MEMBER!**

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

NICC Sunshine Club

Club Members:

**If you know of someone who needs to be
remembered by our club, via a card or a
note, please notify:**

**Doris Hicks, Sunshine Club Chair, at
dorishicks78@gmail.com
815-885-2426**

NICC Minutes

April 24, 2022 Meeting Minutes - Unapproved

1. Opening and Call to Order:

The NICC Monthly Membership meeting was called to order by John Stupiec at 7:02 p.m. with 38 members present in the meeting room and three on Zoom for a total of 41.

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

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

3. Introduction of Guests: Craig is a recent returning member of NICC. He lives in Roscoe and owns a 2021 silver coupe.

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

5. Monthly Reports:

President – John Stupiec: John commented on the great turnout at tonight's meeting.

Governor – Dale Samuelson: No Report.

Secretary – Cindy Starzyk: Cindy reported that members can go to the NICC website to print out a copy of the activities calendar. It was updated today, April 24th.

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

Membership – Leon Gorsch: We have 73 members. Please ask Leon for NICC cards to give to people who may be interested in joining.

Parliamentarian – Doris Hicks: No report.

Historian - Nancy Bailey & Carolyn Samuelson: No report.

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

Sunshine Club Chair - Doris Hicks: No report.

Sergeant-at-arms - Gene Stimart: \$0 was collected.

Editor - Preston Morgan: On Zoom. Articles for the May newsletter are due by April 27th or at the latest, April 29th. Some articles this month will focus on women, since May 8th is Mother's Day. There will also be motor sports articles, so everyone will enjoy this issue very much.

Social Director – Debbie Schaefer: No report.

Quartermaster - Barb Johnson: No report.

Advertising – Ken Starzyk: Our advertisers who are newly updated are Firehouse Pub, Old Chicago, Backyard Bar & Grill and F&F Tire. Ken is working on several others that are due to renew over the next few months.

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

Webmaster - Linda Stimart, Absent.

Parade Director – Bill Morr: Our first parade will be in Pecatonica on May 30th at 2:00 if confirmed by them. Bill is also waiting for verification for the Olde Settlers' and the Cherry Valley parades. More details will be forthcoming. Please also check the website's calendars for updated information.

6. Old Business:

Club 50-Year Anniversary - Ken Starzyk stated that the invitations will be coming out soon.

Perryville Cleanup – John Stupiec commented that the cleanup went very well.

Museum Cleanup – John said that the museum cleanup also went extremely well, and Ken Starzyk extended from the staff at the museum a big thank you to all the members who helped.

7. New Business:

Bowling Green Trip – Louise Gorsch confirmed that there will be a meeting at her home on Sunday, May 1st at 4pm for all who are going on the May 15th trip.

Spring Run (April 29th) – Russ Schafer advised everyone planning to go on the April 29th Volo Run that the admission fee will be \$17.95 for those under age 65 and \$16.95 for those who are over 65. A signup sheet will go around here at the meeting and Russ will collect the money now or at the museum in Volo. We will meet at the Marathon Gas Station in Poplar Grove on Route 76 at 10am. More details are on the website

Car Show at Lou Bachrodt (June 4th) – Flyers with registration forms were distributed. Ken Starzyk has many flyers for anyone who is willing to distribute them. Linda Stimart has set it up so you can print the flyer out from the NICC website. The NICC car photo will be planned for May or June. It will be done in front of Lou Bachrodt on a Sunday.

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

Cruise Night at Smokin' Coops (June 20th) – Coops is in Belvidere on Rt. 20 and are known for their great food and car shows (on Wednesdays). Our club would go on Monday, June 20th. More details are on the website. You do not have to sign up for this ahead of time.

Autocross MWR (July 9-10) - Wilmot. This is an NICC Fundraiser. Please consider volunteering.

Route 66 Possible Trip (Rally) – John Stupiec is communicating with Austin Coop from Tulane America who will set up the entire trip for us for a fee. It includes the route/itinerary, hotel, meals, etc. September is a very booked up month, however we can discuss other dates/times for this year or consider adding it to our 2023 calendar. We can also consider joining with another group.

New Cars: Jeanette and Joe Hansen have purchased a 2022 Red Mist Metallic LT-3 convertible!

8. Collection of Fines: \$0

9.

Raffles: 1st winner – Paul Thompson. 2nd winner – Greg Osen.

10. Attendance Drawing: \$20.00 Jeanette Hansen. Present. Next month - \$10.00.

11. Adjournment: - 7:50 pm. A motion to adjourn was made by Sherry Putnam and seconded by Cindy Starzyk. The motion was approved.

Next Club Monthly Meeting:

May 22, 2022.

Board Meeting 5:00

6 pm Social Hour

7 pm Membership Meeting

Respectfully submitted by
Cindy Starzyk



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



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

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

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

www.Bachrodt.com

Spring Perryville Road Cleanup

Report and photos by Cindy Starzyk

The Northern Illinois Corvette Club did another great job cleaning it's adopted segment of Perryville Road between Harrison and Newburg during NICC's Annual Spring Perryville Road Cleanup. Twelve enthusiastic volunteers from the club turned out to help. The cleanup was held on Saturday, April 9th. The weather was cool, but the sun remained bright, and the winds were low. It took approximately two hours to complete the task, which is a bit more than usual. The roadside was unusually cluttered this time around!



A reciprocal "Thank you!" goes out to all the people in cars and trucks who honked, waved or yelled, "Thank you!!" to us as they drove by. This helped make the cleanup even more worthwhile and fun.



The NICC members who gave generously of their time and energy were President, John Stupiec, Sherry Putnam, Leon Gorsch, Kathleen and Bill Morr, Russ Schaefer, Dale Samuelson, Barry Mikels, George and Susan Chamberlain and Ken and Cindy Starzyk. Eleven of us dined at Old Chicago (one of our advertisers who just recently re-upped to support our club) and the manager there was very grateful that we continue to support their business. All of us enjoyed their tasty cuisine, the conversation, and the laughter as we recapped the morning.

Please take a look at the photos of the cleanup on the website and in the newsletter. Lou Bachrodt Auto Mall is also very happy to have us there to add a classy touch to the facade of their business since they are our major sponsors!

Thank you so much to all who volunteered!



Museum Cleanup 2022

Report and photos by Cindy Starzyk

There was certainly a respectable turnout for NICC's first Vintage Wings & Wheels Museum Cleanup. Fourteen members as well as the President (Connie Fowler) and Vice President (Greg Fowler) of the Museum eagerly participated. Five Corvettes started out at the Farm & Fleet in Loves Park and drove, caravan style to the Museum.

The weather was windy, but otherwise picture-perfect! The cleanup was a great success! We cleaned several historical buildings on the campus of the Museum. There were floors to sweep, artifacts, cabinets, bathrooms, refrigerators and windows to clean, and weeds to pull. Some of the members even meticulously cleaned a vintage radial airplane engine! We were able to finish the entire NICC project by 12:00! Our hard work was rewarded as thirteen of us dined at The Firehouse Pub in Roscoe.

Thank you so much to all who volunteered: Barry & Caroline Mikels, Gene Stimart, George & Susan Chamberlain, Dale Samuelson, Leon Gorsch, Ken & Cindy Starzyk, Darlene Weaver, John Stupiec, Sherry Putnam, Debbie & Russ Schaefer and Connie & Greg Fowler.





May at Tire Rack 14 Low Speed Events



Saturday, May 14, 2022

Low Speed 1 – MW-351-001
Low Speed 2 – MW-575-001
Low Speed 3 – MW-109-001
Low Speed 4 – MW 109-002
Low Speed 5 – MW 109-003
Low Speed 6 – MW 109-004
Low Speed 7 – MW 109-005

Sunday, May 15, 2022

Low Speed 8 – MW 109-006
Low Speed 9 – MW 109-007
Low Speed 10 – MW 109-008
Low Speed 11 – MW 109-009
Low Speed 12 – MW 109-010
Low Speed 13 – MW 378-001
Low Speed 14 – MW 378-002



Hosting Clubs:

Windy City Corvettes (MW 351)
Chicago Crossroads (MW 575)
Corvette Club of Illinois (MW 109)

Corvette Cruisers of Illinois (MW 378)

Governor:

Dave Heinemann 708-838-0199 email: windyz06@aol.com

Event Fees:

All Entrants – \$120 (all 14 events)
All Entrants – Sat. \$80, Sun. \$80
All Entrants – per Event (\$10)

Pre-register by May 7 2022: \$100 for all events, Sat. \$50, Sun. \$50

Send payment to:

Windy City Corvettes
PO Box 353
Orland Park, IL 60462-0353
Attn: Tire Rack Autocross

Make check payable to Windy City Corvettes

- Lunch provided both days in lieu of awards.
- Participants may be asked to work.
- Contact phone day of event: Ken Linderborg 708-828-5922
email: klinderborg2000@yahoo.com before event

Numbers will be assigned by Registration per assigned number list and available numbers. MWR members requesting numbers other than those assigned by registration will be charged per MWR Rules.

Location:

TIRE RACK
.com

7101 Vorden Parkway,
South Bend, IN 46628
www.tirerack.com

*** Note that Tire Rack is
in the Eastern Time Zone**

Saturday, May 14, 2022

Registration/Tech: 9:00–10:15 am ET*

Drivers Meeting: 10:30 am

1st car on course following Driver's Meeting

Events: 1, 2, 3, 4, 5, 6, 7

Sunday, May 15, 2022

Registration/Tech: 8:00 to 9:00 am ET*

Drivers Meeting: 9:00 am

1st Car on course following Driver's Meeting

Events: 8, 9, 10, 11, 12, 13, 14

Event Chairpersons:

Saturday Overall Ken Linderborg, Phone 708-828-5922

Sunday Overall Marty Linderborg, Phone 708-828-5922

Track Info:

No alcoholic beverages are allowed.

ALL EVENTS ARE CLOSED EXHAUST

CORVETTE MIKE MIDWEST NCCC Dealer's Choice

“TRIPLE CONCOURS” CORVETTE SHOW

Date: Sunday, May 22, 2022



NCCC Sanction # MW-351-002, MW-351-003 and MW-351-004

LOCATION

CORVETTE MIKE MIDWEST

Sales, Service, Restoration
60 Shore Dr, Burr Ridge, Illinois 60527
630-230-0441
www.CorvetteMikeMidwest.com



Event Fees: Pre-registration (prior to 5/15/2022) - \$20

After 5/15/2022 and Day-of-show registration - \$30

Concours #002: C1-4, C5-7, C8 Stock classes, 2- Mod classes and Custom

Concours #003: Best Paint and Best Engine, Concours #004: Best of Show

Registration: 9 a.m. – 10 a.m. CT

Tech: 9:00a.m. – 10:30 a.m. CT

Driver's Meeting -10:30a.m. CT

Show ends by 3pm CT

NCCC Members must present current Membership Cards the day of the event

(All entrants must sign the insurance waiver form) Each entrant must comply with Illinois health and safety requirements in place on the date of the event. Attendance is voluntary and at your own risk. Food may be available on-site

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

Governor	Chairpersons	Corvette Mike Midwest
Dave Heinemann	Kent Diffenderfer	630-230-0441 (Showroom)
708-638-0199	630-452-0677	www.CorvetteMikeMidwest.com
WindyZ06@aol.com	kdiffend@yahoo.com	
	Rich Krol	
	630-441-8545	
	greenroadking@comcast.net	

Pre-Show Registration Form on Page 2:



PROCEEDS TO HELP SUPPORT LOCAL CHARITIES & VETERANS

LET THE GOOD TIMES ROLL

@ LOU BACHRODT AUTO MALL

FREE FOR
SPECTATORS!

-SATURDAY, JUNE 4TH 10 'TIL 2*

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

-FOOD TRUCKS & 50/50 RAFFLES

-DJ ROGER "WOLFMAN" PETERS

-VOTE FOR THE FAN FAVORITE

-REMOTE WITH 96.7 THE EAGLE



EVENT INFO @LOUBACHRODTCHEVY

LOU BACHRODT



PROCEEDS TO HELP SUPPORT LOCAL TEACHERS & VETERANS



LET THE GOOD TIMES ROLL

@ LOU BACHRODT AUTO MALL

* AWARDS FOR TOP 10

* DASH PLAQUES
& TRAVEL MUGS FOR
1ST 50 REGISTERED

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

* VEHICLES JUDGED
BY PARTICIPANTS

* 200 VEHICLE MAX

SAT. JUNE 4TH 10 'TIL 2*

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



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

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

Name: _____

Phone: _____

Email: _____

Make: _____ Model: _____ Year: _____



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

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

EVENT INFO @ LOUBACHRODTCHEVY

SPRING CORVETTE RALLYE

DOUBLE CHANCE RALLYE with DOUBLE GIMMICK RALLYE

****Driver & Navigator Required. Open to All Cars & Motorcycles****



SANCTION #s & TYPE OF EVENTS:

MW-246-001 Gimmick Rallye I (Type II)

MW-598-001 Chance Rallye I (Type III)

DATE: JUNE 5, 2022

PRE-REGISTRATION: now until June 3, 2022

REGISTRATION/TECH: 9:30 a.m. to 10:30 a.m. CDT

ENTRANTS MEETING: 11:00 a.m. CDT

FIRST VEHICLE OUT: 11:30 a.m. CDT

MW-246-002 Gimmick Rallye II (Type II)

MW-598-002 Chance Rallye II (Type III)

CLUBS: Badger State Vettes & Brew City Corvette Club

REGION: Midwest

ENTRY FEE: Pre-registered \$30 for 4 Rallye's

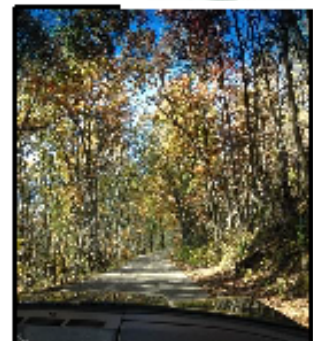
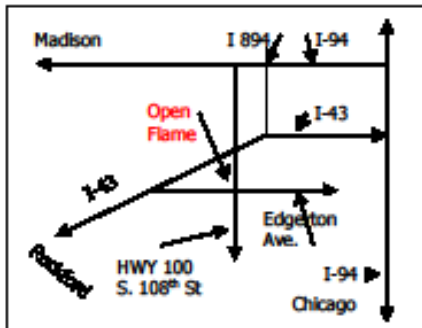
Day of event ~ \$40 for 4 Rallye's

LOCATION: Open Flame Restaurant, 5081 S. 108th St,
Hwy 100 and Edgerton, Greenfield, WI
53228



Attendance is voluntary and at your own risk

INFO ON DAY OF PH #: 262-853-7477



From the East (Milwaukee) Take I-94 west to Zoo Interchange exit 305 A-B southbound I-41/I-894/Hwy45. Drive for 4.7 miles. Take this south to exit 4 to merge onto I-41/Hwy 45 toward Beloit. Drive for 0.6 miles to exit 60 on the left toward Hwy 45/Hwy 100/S. 108th St. Drive for 0.4 miles. Keep right at the fork and merge onto Hwy 45/Hwy 100/S. 108th St. Drive for 0.3 miles. Turn right onto W. Edgerton Ave. Destination will be on your right. Drive to the back of the parking lot.

From the West (Madison) Take I-94 east toward Milwaukee. At the Zoo Interchange take exit 305 A-B onto I-41/I-894/ Hwy 45 south. Drive for 3.4 miles. Take exit 4 to merge onto I-43/Hwy-45 toward Beloit. Drive for 0.6 miles miles to exit 60 on the left toward Hwy 45/Hwy 100/S. 108th St. Drive for 0.4 miles. Keep right at the fork and merge onto Hwy 45/Hwy 100/S. 108th St. Drive for 0.3 miles. Turn right onto W. Edgerton Ave. Destination will be on your right. Drive to the back of the parking lot.

From the South (Chicago) Take I-94 north into Wisconsin; proceed north to bypass, follow signs for I-43/I-894 Madison/Fond du Lac. Keep right at the fork to continue on I-41. Follow signs for Hwy-45/I-894. Drive for 6.1 miles. Keep left at the fork to continue on I-43 S, follow signs for US- 45/ Beloit - Drive for 0.8 mile to exit 60 on the left toward Hwy 45/Hwy 100/S. 108th St. Drive for 0.4 miles. Keep right at the fork and merge onto Hwy 45/Hwy 100/S. 108th St. Drive for 0.3 miles. Turn right onto W. Edgerton Ave. Destination will be on your right. Drive to the back of the parking lot.

From the Southwest (Rockford) Take I-43 northeast toward New Berlin. Take this to exit 59 for Layton Ave. Drive for 0.4 miles. Turn right onto Layton Ave, drive for 0.5 mile. Turn left onto W. Edgerton Ave. Drive for 1.0 mile. Destination will be on your left. Drive to the back of the parking lot.

MW-246 Event Chairpersons:

Steve Miles & Dave Shook

P O Box 61

Muskego WI 53150-0061

Cell # 262-853-7477

Steve: steven.miles@att.net

Dave: 2611@sbcglobal.net

MW-246 Governor:

Craig Wiendl

P O Box 61

Muskego WI 53151-0061

Cell #414-530-4819

CraigWRPh@gmail.com

MW-598 Event Chairperson:

Tom & Lois Muex

8004 W. Casper St.

Milwaukee WI 53223

Cell # 414-687-7580

Tommux08@yahoo.com

MW-598 Governor:

Tom Muex

8004 W. Casper St.

Milwaukee WI 53223

Cell # 414-687-7580

Tommux08@yahoo.com



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

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

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





Apple Chevrolet & Windy City Corvettes

June 26, 2022 NCCC Corvette Show

**Public
Invited!**



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

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

Entry Fees:

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

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

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

Registration: 9:00-10:00 am CT

Drivers Meeting 10:00 am CT

Award Ceremony 1:00 pm CT

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

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

THIS WILL BE AN OUTSIDE SHOW

Event Coordinators

Bob and Nancy Burns

burnsnancybob@yahoo.com

(630)222-8308

(630)222-8309

Governor:

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





THE FOLLOWING ARTICLES ARE DEDICATED TO ALL THE NICC MOTHERS

VETTE GRINS MOTHER'S DAY EDITION

Mothers: The amazing ability to hear a sneeze through 3 closed doors in the middle of the night, three bedrooms away... while Daddy snores next to you.

A: I have the perfect son.

B: Does he smoke?

A: No, he doesn't.

B: Does he drink whiskey?

A: No, he doesn't.

B: Does he ever come home late?

A: No, he doesn't.

B: I guess you really do have the perfect son. How old is he?

A: He will be six months old next Wednesday.



Sunday school teacher: Tell me, Johnny. Do you say prayers before eating?

Johnny: No, ma'am, I don't have to. My Mother's a good cook.

What three words solves Dad's every problem?

Ask your mother.

One day, a little girl is sitting and watching her mother do the dishes at the kitchen sink. She suddenly notices that her mother has several strands of white hair sticking out in contrast to her brunette hair. She looks at her mother and inquisitively asks: "Why are some of your hairs white, Mum?"

Her mother replied: "Well, every time that you do something wrong and make me cry or unhappy, one of my hairs turns white."

The little girl thought about this revelation for a while and then asked: "Mumma, how come all of grandma's hairs are white?"

Honoring The Women in Corvette History

By Mariah Hughes for National Corvette Museum at <https://www.corvettemuseum.org/international-womens-day-honoring-the-women-in-corvette-history/>

The National Corvette Museum celebrates several iconic women who've made a positive impact throughout the Corvette community. Three of the four honorees are in the Corvette Hall of Fame, while the fourth is representative of a newly-founded women's organization here at the NCM. The contributions Dollie Cole, Donna Mae Mims, Betty Skelton, and Elfi Wolfe Duntov have made to Corvette world are each significant in their own right.

Dollie Cole, 2019 Corvette Hall of Fame Inductee

While the world at large first came to know Dollie as the wife of Edward N. Cole, President of General Motors, she wasn't the kind of automobile executive wife to let that be the one thing that defined her. Colorful, beautiful, driven and outspoken, she truly did live life to the fullest, building up a resume of accomplishments that included: accredited test driver and pilot, Senior Editor for a publishing company, author, television host, and she was even a model in print ads for Dr. Pepper. She could work out in the barn all day, and step into the most elite social situation without missing a beat. She was engaging and comfortable with anyone she met regardless of their station in life. She made it a point to make people feel valued whether it be an underprivileged child, the elevator operator, a Hollywood celebrity, top race car drivers, powerful business icons, or even the President of the United States. They all mattered to her, especially those who were defenseless—mainly children and animals. It would be the goal of her life to use her resources, abilities, time and energy to help them rather than looking for ways to be entertained. After her husband's tragic death, Dollie became a cheerleader of sorts for Corvette.



Dollie passed away on August 24, 2014, leaving behind her children, William Jefferson McVey, III, Anne Cole Pierce, Esq., Robert Michael Joseph Cole and Edward Nicholas Cole, Jr., as well as a grateful family of Corvette enthusiasts who will always be in her debt. Dollie Cole was inducted into the Corvette Hall of Fame in 2019, where she joined her husband, Ed Cole, Corvette Hall of Fame Inductee from 1998.

Donna Mae Mims, 2016 Corvette Hall of Fame Inductee

Affectionately known as "The Lady in Pink," the late Donna Mae Mims became a true Corvette enthusiast from the first moment she spotted one, a 1957 Corvette, for sale on a dealership lot. At the time she and husband Mike had never heard of the model, but ended up purchasing a brand new one from Don Yenko Chevrolet. An invitation from a fellow motorist to a sports car meeting is what got Mims involved in SCCA, and in 1961 she started racing, winning the B Production national race that same year at Cumberland. While Mims liked her Corvette, she was not fond of the color. Her husband would not let her paint it pink, so she painted 'Think Pink' on its side. Her subsequent race cars bore the same name, while Mims sported pink coveralls, a pink crash helmet, and full pink wig behind the wheel.



In her championship driving year, she was part of the Yenko/Chevrolet race team that dominated A/Production and B/Production SCCA racing with Corvettes, all while she was driving her little pink H/Production bug-eyed Sprite. Her dedication to racing was not only recreational, but also professional, serving as Manager of Hi-Performance at Yenko Sports Cars.

After retiring from racing in 1974, Mims stayed busy as a worker in Race Control at three Ohio race courses, and remained active in events of the Steel Cities SCCA Region, Corvette Club of Western Pennsylvania, Three Rivers Corvette Club (which she founded), Steeltown Corvette Club, and the Tri-Rivers Car Club Council. Donna Mae Mims was inducted into the Corvette Hall of Fame in 2016.

Betty Skelton, 2001 Corvette Hall of Fame Inductee

Betty Skelton (Frankman), frequently referred to as the “first lady of firsts”, worked side-by-side with some of the biggest names in Corvette, and established unbelievable records of her own in racing, aviation and automotive history. The first woman to be inducted into the Corvette Hall of Fame was also the first woman in the world to drive racing cars to new records through the famous NASCAR measured mile on the sands of Daytona Beach. Skelton established records for Chevrolet behind the wheel of the Corvette, and appeared at major auto shows, as well as national ads and TV commercials.



Harley Earl at the GM Tech Center along with Bill Mitchell, designed a special Corvette for Betty in 1956-57. Skelton drove the translucent gold Corvette to Daytona for Speed Week and then paced all the NASCAR races with it in 1957. In 1959, she was invited by NASA to become the first woman to undergo physical and psychological testing for the first seven astronauts, and was directly involved with arranging America’s first astronauts to become Corvette Owners. Betty Skelton is represented in Hall of Fames and Museums throughout the United States but was inducted into the Corvette Hall of Fame in 2001.

Elfi Duntov, wife of Zora Arkus-Duntov and Inspiration for Elfi’s Silver Pearl Sisterhood

Elfi Duntov is considered the Godmother and First Lady of Corvette. She would often accompany Zora Arkus-Duntov, the first Chief Engineer of Corvette, to car shows and special events. Everyone who met Elfi was immediately impressed with her grace, enthusiasm and knowledge of America’s Sports Car. She attended the Grand Opening of the National Corvette Museum in 1994 and plays a pivotal role in the story of the Corvette. It is an honor to attach her name to this new society – to continue her legacy of philanthropy among like-minded women in the Corvette family. In 1965, Corvette introduced a new and exciting color – Silver Pearl. It was sleek, elegant and powerful, much like the women who love Corvette! Pearls symbolize wisdom acquired through experience as well as generosity, integrity and loyalty. While pearls make the perfect complement to flashier gemstones, they also possess an elegance that can shine alone. Although Elfi is not a member of the Corvette Hall of Fame, a special women’s organization was named in her honor, Elfi’s Silver Pearl Sisterhood.



Elfi’s Silver Pearl Sisterhood is a group of women with a shared passion for Corvette, who enjoy celebrating the Corvette experience, uniting with other Corvette enthusiasts, promoting the traditions of America’s Sports Car, and collaborating to advance the mission of the National Corvette Museum. Members pool their financial gifts and allocate the funds to a project or program at the Museum to maximize the impact of their philanthropy. Each member of the group has a unique opportunity to be connected to other women who are enthusiastic about all things Corvette, and to learn about the Museum’s priorities and initiatives in a group setting specifically geared toward women. Members have an equal voice on how the pooled funds are utilized annually. A member may be as involved as she wishes, from serving as an ambassador to simply making a financial gift.

In the end, each of these four women represented the connection between women and Corvette. Presently, women like Nora Roper, Assistant Plant Manager of the Bowling Green Assembly Plant, Laura Klauser, Sports Car Racing Program Manager at General Motors, and Mary Barra, Chairman and Chief Executive Officer at General Motors continue to pave the way for the next generation.

Elfi's Silver Pearl Sisterhood

National Corvette Museum at <https://www.corvettemuseum.org/support/elfis-silver-pearl-sisterhood/>

About

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Who We Are

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Who Can Join

Any enthusiast, owner, member or friend who wishes to connect to other female Corvette lovers and advance Museum priorities through philanthropic engagement and a collective voice may become a member.

How Does It Work

Each member commits to a gift of \$1,000 per year (donate by Aug. 1 to receive a vote). All donations are deposited into a restricted fund. The full membership of the group will meet at the NCM Anniversary Celebration each year and will vote on the distribution of the funds. Each member has one vote.



How Are Funds Awarded?

The full membership of Elfi's Silver Pearl Sisterhood votes on the distribution of the funds. The amount of money available for distribution is dependent upon the number of members and can vary each year.

Join Us!

To speak with us about this exciting new group or to join, please contact Bobbie Jo Lee, Philanthropy Manager, 270-467-8833 or bobbiejo@corvettemuseum.org.

How Women's Demand For Hairpins Led To One Of The Most Advanced Cars Of The 1950s

Styled by design-legend Brooks Stevens and outfitted with state-of-the-art features, the '57 Gladiator was billed as the "ultimate in personal transportation."

By David Tracy for Jalopnik at <https://jalopnik.com/how-womens-demand-for-hair-pins-led-to-one-of-the-most-1847966425>

Last week I found myself in Friedrichshafen, the epicenter of German zeppelin innovation in the early 20th century. To support zeppelin development, an entire engineering industry sprouted up near that town on Lake Constance. So when two sons of a wealthy Chicago hairpin magnate began searching for a company to develop a ridiculously expensive custom car in the 1950s, Friedrichshafen stood out.



Image: David Tracy

Setting Out To Build The Ultimate

The family's name was Gaylord, and the two brothers looking to design and build their own car were named Jim and Ed — heirs to a fortune that their father, Solomon H. Goldberg, had amassed via his hairpin empire in Chicago. Per a December 1955 Motor Trend article about the brothers' project, Jim said the goal, "Wasn't to be just another sports car, or even something better than that; it must be better than anything in the world for its purpose — the ultimate in personal transportation."

That's some goal.

The article also mentions that the car was "born with the proverbial silver spoon in its grille" and that it "has had every advantage that money can provide." This was definitely the case.

Building A Hairpin Fortune

Established in 1903, Sol's empire was called Hump Hair Pin MFG Co., named after the "humped" center leg that helped the company's patented three-prong hair pin stay in place:

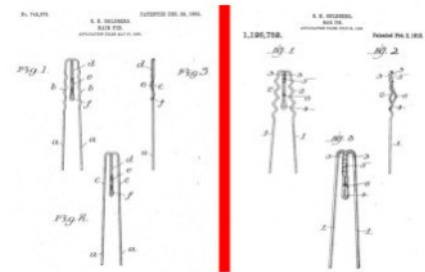


Image: S.H. Goldberg Hairpin Patent Application

Here's a bit of info on that hairpin that catapulted the Goldberg family to the top of Chicago's social ladder, via the Made in Chicago Museum: *In 1903, shortly after procuring a patent for a three-pronged hair pin with a crooked or "humped" center leg (a tiny but significant innovation), Goldberg organized the Hump Hair Pin Company to deliver his creation to the women of the world. The product was, he claimed, "the first hair pin ever devised that does not fall out," as the titular hump could more effectively grip and hold the hair in place, or "Lock the Locks," as the slogan went.*

It might not have been the Model T, but in the heyday of the up-do, the Hump Hair Pin—recognized for its familiar "good luck camel" logo—helped make Sol Goldberg a multi-millionaire. From the 1910s through the 1930s, he became a fairly prominent public figure in Chicago high society, twirling his manufacturing success into high-profile real estate ventures and political influence.



Image: Hump Hair Pin MFG. CO. via madeinchicagomuseum

The Bobbed Hairdo Leads To The Bobby Pin

Bobbed hairstyles became huge in the 1920s thanks largely to famed ball-room dancer Irene Castle; this threatened Goldberg's empire. Luckily, the successful businessman managed to adapt by selling the Bobby Pin, a hair-holding device for short hairstyles that involves two ends of wire pressed together tightly. You see how the two ends of the hairpin are far apart in the

Continued on Page 21

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

image on the previous page? The bobby pin closes that gap:

(I should apologize to women readers, because I'm sure me explaining the difference between hairpins and bobby pins is insulting. I just didn't know! Please forgive my ignorance).

Sol's Wife Ruth Goldberg Changes Her Name To Gaylord

If you read elsewhere about the Gaylord Gladiator — the car that was supposed to be the main subject of this article before I got side-tracked looking at hairpin patents in what has to be the greatest historical article about hairpins ever — you'll probably see websites claiming that the two brothers who commissioned the car made their money from their dad's Bobby Pin invention. In reality, Goldberg made his fortune on his hairpins and all sorts of other smart investments, and while — sure — he made out well pushing Bobby Pins, he likely didn't invent them. From the aforementioned incredible article:

...it's probably safe to say [Goldberg] did not invent the bobby pin. That innovation gets credited to a whole bunch of folks—from Sol's old rival Frank DeLong to Luis Marcus in San Francisco. As for the bobby pin sold by the Hump Hair Pin MFG Co.—marketed as the “Hold-Bob”—not even that concept, it seems, was Sol's.

Many years later, his widow Ruth acknowledged that she'd come up with the idea for the Hold-Bob while out for a leisurely game of golf.

Among Goldberg's other revenue streams was a tire-retreading patent. From the New York Times' story on Goldberg's death:

Early in his career Mr. Goldberg had purchased a patent for retreading automobile tires which he later sold for \$2,500,000 and a royalty of \$1 on each tire so treated.

Anyway, the Goldberg family was very rich, and yet, the family changed its name.

It turns out that, after Sol died of a heart ailment at age 53 in 1940, his wife Ruth took over and changed not just the company name to Gaylord, but also her own last name. Plus, she convinced her sons do to the same, per the Made in Chicago Museum:

There is no clear indication as to what inspired the name change, but Ruth Goldberg clearly loved the ring of it—so much so that she changed her own surname to match it. Even after re-marrying a year later, to a New York industrialist named Jack Weaver, she carried on as Ruth K. Gaylord, and—stranger still—convinced her four adult children to become Gaylords, as well.

Ruth, by the way, was apparently a huge factor in her husband's success, and also quite confident in her abilities. Look at this quote:

“Any woman can outdo her husband in business if she wants to put her mind to it. The trouble is that enough women don't want to put their minds to anything. They'd rather be dumb, because men like them better that way.”

Apparently, when U.S. government tried curbing steel use at the homefront during World War II, Ruth successfully petitioned that hairpins were an important factor in keeping up women's morale:

“The people in charge,” she said in 1943, “had to be educated to the importance of hairpins. What men can't understand is that hairpins, far from being a triviality, are an essential part of women's apparel.” Her efforts worked, as she won some concessions on the number and length of pins her plant could start producing.

The company lasted roughly 30 years after Sol's death; during that time, two of the three sons, Jim and Ed, approached a Friedrichshafen-based vehicle repair company called Fahrzeug-Instandsetzung GmbH Friedrichshafen, or FIF for short, to develop a special vehicle.



Image: Gaylord Products Co.

As Motor Trend put it, the vehicle was to be “engineered around standard American parts by professionals under the inspired direction of 2 young Gaylord Sons, Jim K. and Edward.”

The Gladiator's Ties To Famous Transmission Company, ZF

In the early 20th century, Ferdinand Graf von Zeppelin, the founder of the zeppelin company Luftschiffbau Zeppelin GmbH, needed someone to build quiet, strong transmissions — especially ones that could take outputs from multiple engines and feed them to a single propellor (a complex task that required clutches that would allow motors that died to decouple from the driveline). As a result, the company founded Zahnradfabrik GmbH, also based in Friedrichshafen.

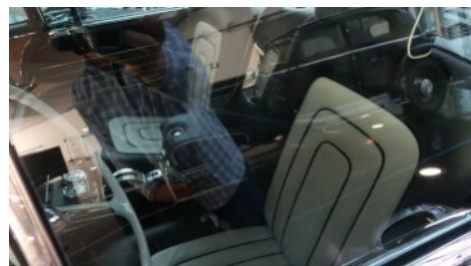


Image: David Tracy

Zahnradfabrik, which translates to “gear factory,” later shortened its name to “ZF,” the name that many automobile enthusiasts know as the maker of arguably the greatest automatic transmission of the modern era, the ZF eight-speed.

I mention ZF because FIF, the company that built the Gaylord Gladiator, later became part of the Zeppelin Group (Zeppelin GmbH), which — like ZF — is a part of the “Zeppelin Foundation” (Zeppelin Stiftung).

This is why ZF showed the Gladiator off to journalists last week at the German Car of the Year event, and it's why I got to see this amazing vehicle in the first place.

The Car Started Off Ugly, But Then Became Beautiful (Mostly)

The car is stunning, and that's not just coming from me. One of the world's leading automobile designers — a man who penned some of the most legendary European supercars — was there in the room, and his take was that the car looks great, though there are a few proportions he would change. (I'm not mentioning his name, since he wasn't aware he was on the record).



Image: David Tracy

Anyway, see for yourself:



Image: David Tracy

The designer specifically pointed out how much he liked the flush turn signals, which were extremely uncommon in the 1950s:

Brooks Stevens, the legendary industrial designer behind the Jeep Wagoneer, Studebaker Hawk, and even Oscar Meyer Wienermobile, was apparently thrilled to have been handed the contract by the Gaylord brothers. Motor Trend interviewed Stevens in its December, 1955 issue, writing:

Brooks Stevens well remembers his first instructions, relayed verbally to him by Jim: “The car must have ‘clamshell’ fender design, different headlight treatment but with function. The theme should be sound rather than futuristic or controversial. The car must be relatively small but still have more passenger room than any other car being built for 2 passengers. It must be completely weather proof, but also fully convertible when wanted. Lastly the grille should be a trademark worthy of perpetuation.

At first reading, the above might seem to be an irrelevant collection of details. Stevens did not react as though it were. He felt that here at last was his dream commission, even tho styling was subordinate to engineering by order. It was the kind of car that everyone talked about but never made.

The car didn't always look this elegant; early prototypes, built by Ravensburg-based German coachbuilder Herman Spohn, actually featured enormous round Lucas P-100 headlights like the ones shown in the ad below; apparently the Gaylord brothers were fans of the lights.



Image: Gaylord



Image: David Tracy

Those lights made way for four smaller lights up front, and the fenders also changed shape, no longer open at the front.

It makes sense that the seasoned designer I was hanging out with in Friedrichshafen mentioned that he'd make some tweaks to proportions, because even in 1955, while the vehicle was being developed, Motor

Trend discussed compromises that had to be made on that front:

Length/width ratio was originally to be based on Jaguar's approximate 3 to 1, which Stevens considers to be good. However, engineering dictated American chassis and engine components so the car's litherness (readily apparent even in the photos) had to be achieved thru styling illusions rather than true dimensions. Using stylists' terminology, the sides were "sucked in" and the length "stretched."

Things Didn't Go Well For Gaylord And Its 'Ultimate' Car

A number of sources say the Gaylord brothers had serious issues when it came to actually building the Gladiators, which the brothers hoped to put into series production of about 25 units, per Motor Trend. Apparently Spohn's bodywork wasn't good enough (a website devoted to defunct car companies, makesthatdidntmakeit.com, says the coachbuilder used lots of lead, which "deteriorated" quickly). Some sources say FIF apparently couldn't satisfy the brothers, either, with Car Throttle writing:

...the Gaylord brothers, already stressed to breaking point by the process of trying to realise their dream car, were not happy with the work done by the German factory. Production was halted and a lawsuit began.

Some re-tellers of the Gladiator story claim that the legal wrangling drove Jim to a nervous breakdown, after which Ed persuaded him to drop the whole idea of building the world's best car. Others tell of a dream thwarted by the economic realities of asking \$17,500 (\$200,000 today) for a car at that time in history.

The Zeppelin Group's re-telling of the Gaylord Gladiator story makes no mention of a lawsuit. What The Zeppelin Group does say is that the Gaylords chose to build their cars in Germany "because the brothers already knew the quality label of 'made in Germany' back then."

The company goes on:

After failing with the first bodywork the brothers decided to give the task to the so-called "FIF", a vehicle repair facility at Friedrichshafen. Building the car took more than a year, lots of sleepless nights, many transatlantic calls and frequent travels of the brothers between America and Friedrichshafen. But they never gave up, believed in their dream and kept on working on the spectacular car. And in the end the FIF delivered.

I myself haven't found a good source that verifies Gaylord's lawsuit with FIF, though issues with Spohn are well-documented.

In any case, it's fairly well-established that a major contributor to the failure of the Gaylord Gladiator vehicle — more so than any lawsuit — was its exorbitant price, coming in at roughly the same as two Mercedes 300 SLs.

And it's really no surprise. Look at Motor Trend's 1955 issue, and you'll see that the magazine sort of predicted such an outcome. Here's the operative quote from the publication:

Every blue moon, a dedicated person or group attempts to produce for sale in at least some quantity an automobile upon which a price is set after it is styled and engineered. Such a car is the Gaylord. In the past, many efforts like this have met with varying degrees of no success. We might cite England's pre-war Squire, post-war Invicta; France's struggle to keep alive the Talbot Lago and disinter the Bugatti; Spain's government-subsidized Pegaso, and America's own Cunningham Vignale.

To be fair, the magazine also mentions Mercedes and Rolls Royce, two automakers that remained despite their high price tags. But it's clear that Motor Trend approached the Gladiator with healthy skepticism.

The Vehicle Was Far Ahead Of Its Time

Even though Gaylord only ever built one production-level car, that doesn't mean the vehicle was lacking. Again, the price of roughly \$17,000 at the time was the main issue — you could buy a nice house for that back in 1957. The car itself was beautifully built, and featured elements never before seen on a production car.



Image: David Tracy

The top, for example. That's not a fixed roof, it's a hardtop convertible actuated via a power switch. That was pretty much unheard of in 1957. Other features like power seats, power windows, power steering, air conditioning, and power-assist brakes were features you'd only find in top-of-the-line automobiles of the era.



Image: David Tracy

As for the chassis, that too was at the Zeppelin museum in Friedrichshafen. It's a tubular construction with a leaf-sprung solid axle out back and a coil-sprung front independent design.

Per Motor Trend, the vehicle focused heavily on isolating the cabin from noise and vibration. Per the publication:

The dual-wishbone frame is constructed front light but super-strong and -costly chrome-moly steel alloy. Nothing is attached to it that is not insulated in rubber. This passion for isolating metal-to-metal contact is even carried into a revolutionary new drive arrangement where the shaft's two pieces are connected one to the other by a strong telescopic rubber grip that can cushion any V8's torque.

I'm assuming Motor Trend is referring to the driveshaft there, though I will note that the long shaft that spans from the engine's water pump pulley to the engine fan also contains two rubber blocks:

The engine, by the way, is a ~360 cubic inch Cadillac V8 (the prototype car shown at the 1955 Paris Motor Show had a Chrysler V8, per Motor Trend) making around 305 horsepower and sending that power through a four-speed GM-developed Hydramatic automatic transmission. Even a four-speed auto was fairly advanced for the 1950s, when two and three-speeds abounded.

There's so much more to this car that you should check out, including a spare tire holding mechanism that slides fore-aft to allow for easy access, a ridiculously cool trunk lid, and a glorious V8 rumble.

The Gaylord Gladiator at the Zeppelin Museum in Friedrichshafen is said to be the only one in existence, not because all others were lost, but because Gaylord only ever completed a single Gladiator.

NICC MEMBER CORVETTES BY GENERATION

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

Source: NICC Membership Roster

NOTE: UPDATED 1/18/2022

Remembering Maria De Villota, The Only Woman To Die By A Formula One Car

The Spanish driver was testing for the Marussia team at the time of her accident.

By Elizabeth Blackstock for Jalopnik at <https://jalopnik.com/remembering-maria-de-villota-the-only-woman-to-die-by-1848371598>

On Oct. 11, 2013, Spanish racing driver Maria de Villota made history when she became the first woman to die as a result of a crash in a Formula One car. Today, nearly a decade after her passing, we want to take the time to remember de Villota for her strengths and for the other wonderful things she brought to the motorsport world.

Born on Jan. 13, 1980, de Villota knew she was destined for racing. Her father Emilio had been a Formula One driver, and her younger brother Emilio Jr. also competed in motorsport. When she was 16, she got behind the wheel of a kart for the first time — and promptly won that first race. She stuck with karting for four more years before moving up to open-wheel racing, like Formula Toyota and Spanish Formula 3. There aren't a ton of details about these races, but de Villota wasn't exactly top of the field.



Image: Mark Thompson (Getty Images)

She left soon after for endurance and touring car racing — the Trofeo Pirelli Ferrari Challenge, the World Touring Car Championship, Spanish GT, ADAC Procar, and more. She even contested the Rolex 24 at Daytona, though it didn't take her long to get back to her true love: Open-wheel. There, she had mixed results in the Euroseries 3000, Formula Palmer Audi, and Superleague Formula. Her best finish was fourth in the Superleague, and she likely would have remained with her team, Atletico Madrid, had it not folded.

Instead, de Villota became the Marussia F1 Team's test driver on March 7, 2012.

De Villota was signed on a multi-season development deal, and while there was no promise that she'd actually compete in a race, there were hints that this was the ultimate goal — and she would also have the chance to take the car out on track for non-race weekend test sessions. Nevertheless, she had a chance to get behind the wheel of a Formula One car, and that's not a deal most people would refuse.

Unfortunately, a dream come true turned into a nightmare for de Villota.

On July 3, 2012, de Villota got her first shot behind the wheel of a Marussia machine for a test session at the Duxford Aerodrome. And at 9:30 a.m. local time, de Villota crashed.

She was carrying out a straight-line test for the team when she drove head-on into a stationary truck that was sitting at the end of the run. Later reports indicated that de Villota felt she would be able to miss the stationary truck but failed to do so. She was traveling between roughly 30 to 40 mph at the time.

Things only spiraled from there. It took over an hour for de Villota to be extracted from the car before being sent to a local hospital with life-threatening wounds to her head and face. Thankfully, she was reported to be conscious, and the day after the accident, Marussia team principal John Booth noted that she remained in "critical but stable" condition. She had lost her right eye.

Thus began even more chaos. Marussia was accused of having a faulty car, which resulted in her crash. No one quite knew what happened. De Villota remained in the hospital for 17 days before being released, and she all but disappeared from the media for several months.

Her first public appearance came in October 2012, when she gave an interview to a Spanish magazine and then spoke to the general media via press conference. In place of her long hair, de Villota was sporting a short pixie cut and an unmistakable eyepatch. She then revealed horrible details about what her life had been like after the accident. She had lost her sense of taste and smell. She suffered from headaches. She was due for even more surgery. She released a computer graphic that showed the horrifying extent of her injuries.

But above all, she wanted one thing: To return to racing. Despite losing an eye, she felt she could easily compete should she be deemed fit and granted a license. She also noted that, if that failed, she wanted to remain involved in motorsport in order to encourage the development of safety measures.

In the year after, de Villota never got behind the wheel of a race car, but she did write an autobiography and take part in several public appearances. She got married in July of 2013. For all the pain, it looked as if she would be able to make something of her life.

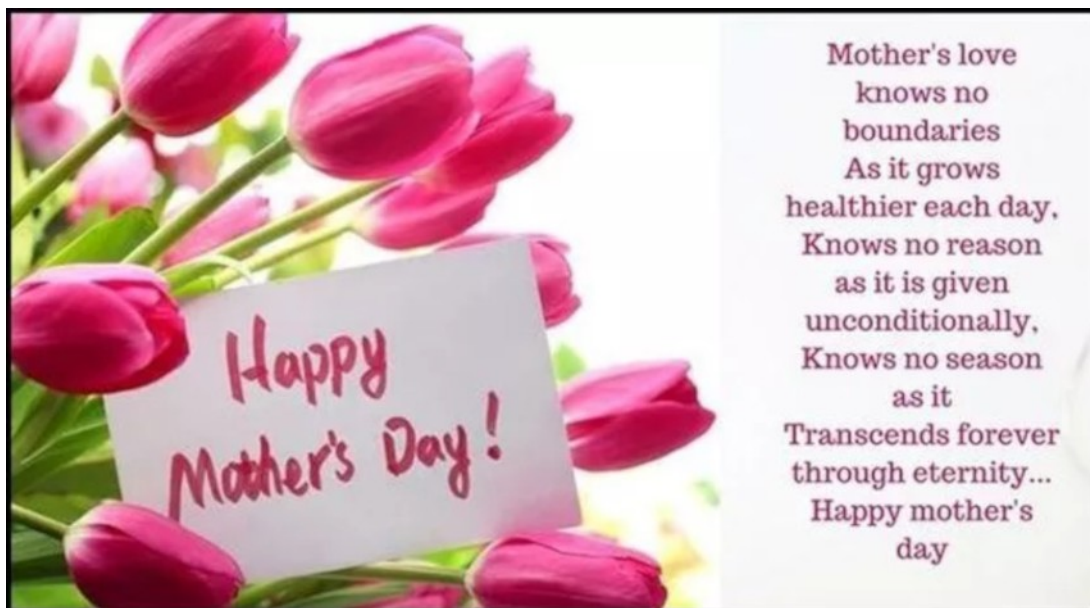
Then, on October 11, 2013, de Villota had been found dead in a Seville hotel room. The initial autopsy report concluded that she had died of cardiac arrest. A later, more intensive forensic report indicated that the cardiac arrest was tied to the neurological issues she'd suffered in her F1 test the year before, though the full scope of what transpired will never be known.

In 2015, the Health and Safety Executive, a UK government agency that evaluates health standards in workplaces, concluded its investigation into the crash. The issue, it said, was not with the Marussia car. Instead, the team had failed to properly instruct de Villota on proper safety measures for an emergency stop. She was likely caught out by the anti-stall system, which activated as she tried to brake to an immediate stop to avoid the stationary truck. Rather than stop, she was propelled into the truck. Her helmet then made contact with the vehicle, resulting in her injuries.

Since her death, de Villota's legacy has remained. In 2014, the Circuito del Jarama organized a Christmas Eve foot race in her honor to serve as a fundraiser. In 2017, the circuit also renamed the final turn before the pit straight Curva Maria de Villota.

Perhaps her largest legacy comes from the Legacy of Maria de Villota, a charity set up by de Villota's family and the Ana Carolia Diez Mahou Foundation after her death. The goal was to provide food to families in need and have been doing so for upwards of 500 people daily since then. According to de Villota's father, at the peak of the Covid-19 pandemic, the Legacy provided food to 1,000 people per day.

De Villota's story is a tragic one. She was one of the first women to truly have a chance at embedding herself in an F1 team, and her dreams came to a tragic end long before she could accomplish her goals. But her efforts helped pave the way for women in motorsport across the world, showing them that F1 — though dangerous — is possible.



From the Editor

NICC Editor: Preston Morgan

Mother's Day is an occasion which is celebrated in various parts of the world to express respect, honor, and love towards mothers. The day is an event to honor the contribution of mothers, acknowledge the efforts of maternal bonds and the role of mothers in our society. This edition of *Vette Visions* is dedicated to all the wonderful mom's in the NICC who work tirelessly to advance the mission and objectives of the club with little to no fanfare. HUZ-ZAH!



Mother's Day 2022

By History.com Editors at <https://www.history.com/topics/holidays/mothers-day>

Mother's Day is a holiday honoring motherhood that is observed in different forms throughout the world. In the United States, Mother's Day 2022 will occur on Sunday, May 8. The American incarnation of Mother's Day was created by Anna Jarvis in 1908 and became an official U.S. holiday in 1914. Jarvis would later denounce the holiday's commercialization and spent the latter part of her life trying to remove it from the calendar. While dates and celebrations vary, Mother's Day traditionally involves presenting moms with flowers, cards and other gifts.

History of Mother's Day

Celebrations of mothers and motherhood can be traced back to the ancient Greeks and Romans, who held festivals in honor of the mother goddesses Rhea and Cybele, but the clearest modern precedent for Mother's Day is the early Christian festival known as "Mothering Sunday."

Once a major tradition in the United Kingdom and parts of Europe, this celebration fell on the fourth Sunday in Lent and was originally seen as a time when the faithful would return to their "mother church"—the main church in the vicinity of their home—for a special service.

Over time the Mothering Sunday tradition shifted into a more secular holiday, and children would present their mothers with flowers and other tokens of appreciation. This custom eventually faded in popularity before merging with the American Mother's Day in the 1930s and 1940s.

Did you know? More phone calls are made on Mother's Day than any other day of the year. These holiday chats with Mom often cause phone traffic to spike by as much as 37 percent.

Ann Reeves Jarvis and Julia Ward Howe

The origins of Mother's Day as celebrated in the United States date back to the 19th century. In the years before the Civil War, Ann Reeves Jarvis of West Virginia helped start "Mothers' Day Work Clubs" to teach local women how to properly care for their children.

These clubs later became a unifying force in a region of the country still divided over the Civil War. In 1868 Jarvis organized "Mothers' Friendship Day," at which mothers gathered with former Union and Confederate soldiers to promote reconciliation.

Another precursor to Mother's Day came from the abolitionist and suffragette Julia Ward Howe. In 1870 Howe wrote the "Mother's Day Proclamation," a call to action that asked mothers to unite in promoting world peace. In 1873 Howe campaigned for a "Mother's Peace Day" to be celebrated every June 2.

Other early Mother's Day pioneers include Juliet Calhoun Blakely, a temperance activist who inspired a local Mother's Day in Albion, Michigan, in the 1870s. The duo of Mary Towles Sasseen and Frank Hering, meanwhile, both worked to organize a Mothers' Day in the late 19th and early 20th centuries. Some have even called Hering "the father of Mothers' Day."

Anna Jarvis Turns Mother's Day Into a National Holiday

The official Mother's Day holiday arose in the 1900s as a result of the efforts of Anna Jarvis, daughter of Ann Reeves Jarvis. Following her mother's 1905 death, Anna Jarvis conceived of Mother's Day as a way of honoring the sacrifices mothers made for their children.

After gaining financial backing from a Philadelphia department store owner named John Wanamaker, in May 1908 she organized the first official Mother's Day celebration at a Methodist church in Grafton, West Virginia. That same day also saw thousands of people attend a Mother's Day event at one of Wanamaker's retail stores in Philadelphia.

Following the success of her first Mother's Day, Jarvis—who remained unmarried and childless her whole life—resolved to see her holiday added to the national calendar. Arguing that American holidays were biased toward male achievements, she started a massive letter writing campaign to newspapers and prominent politicians urging the adoption of a special day honoring motherhood.

By 1912 many states, towns and churches had adopted Mother's Day as an annual holiday, and Jarvis had established the Mother's Day International Association to help promote her cause. Her persistence paid off in 1914 when President Woodrow Wilson signed a measure officially establishing the second Sunday in May as Mother's Day.

Jarvis Decries Commercialized Mother's Day

Anna Jarvis had originally conceived of Mother's Day as a day of personal celebration between mothers and families. Her version of the day involved wearing a white carnation as a badge and visiting one's mother or attending church services. But once Mother's Day became a national holiday, it was not long before florists, card companies and other merchants capitalized on its popularity.

While Jarvis had initially worked with the floral industry to help raise Mother's Day's profile, by 1920 she had become disgusted with how the holiday had been commercialized. She outwardly denounced the transformation and urged people to stop buying Mother's Day flowers, cards and candies.

Jarvis eventually resorted to an open campaign against Mother's Day profiteers, speaking out against confectioners, florists and even charities. She also launched countless lawsuits against groups that had used the name "Mother's Day," eventually spending most of her personal wealth in legal fees. By the time of her death in 1948 Jarvis had disowned the holiday altogether, and even actively lobbied the government to see it removed from the American calendar.

Mother's Day Around the World

While versions of Mother's Day are celebrated worldwide, traditions vary depending on the country. In Thailand, for example, Mother's Day is always celebrated in August on the birthday of the current queen, Sirikit.

Another alternate observance of Mother's Day can be found in Ethiopia, where families gather each fall to sing songs and eat a large feast as part of Antrosht, a multi-day celebration honoring motherhood.

In the United States, Mother's Day continues to be celebrated by presenting mothers and other women with gifts and flowers, and it has become one of the biggest holidays for consumer spending. Families also celebrate by giving mothers a day off from activities like cooking or other household chores.

At times, Mother's Day has also been a date for launching political or feminist causes. In 1968 Coretta Scott King, wife of Martin Luther King, Jr., used Mother's Day to host a march in support of underprivileged women and children. In the 1970s women's groups also used the holiday as a time to highlight the need for equal rights and access to childcare.

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.

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The club's mailing address is:

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Corvette Links

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