



50 Years



November 2023

The official Newsletter of the Award Winning

Northern Illinois Corvette Club

*Hello fellow members:*

It's the first day of November and it feels like it -- cold, windy and it's going to get dark earlier. On November 5<sup>th</sup>, it's time to turn back the clocks and experience shorter days. Also, in November, most of us have prepared our Vette's for the long and cold winter weather and have them garaged.

But also, in November, the Board and club members start working on the year end presentation to the club members. We also start planning the events for the club such as trips and socials in 2024. That's why the November and December meetings are so important to get all the members' ideas and comments on our new Calendar of Events for 2024.

We will have some new members taking several of the club positions to help the NICC make your membership interesting to enjoy for the New Year. Remember, new ideas are always welcome.

The NICC November 1, 2023, membership meeting attendance was up over the October number of 22. The November meeting saw 26 people attending, including the Zoom members.

To all members, the December meeting is the year end meeting and is very important to attend. If you can't attend the meeting in person, use Zoom and you can still be part of the meeting.

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



President's Corner

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. The deadline for submission of photos for the 2023 contest is November 30<sup>th</sup>.

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. Stupiec**

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



#### Contents

Schedules.....	2
Birthdays & Anniversaries .....	3
Meeting Minutes.....	4-6
Governor's Report .....	7
Bachrodt .....	8
Holiday Greetings.....	9
Event Flyers .....	10-11
Bonfire Cookout .....	12
October Autocross.....	13
1963 Corvette.....	15-17
Corvettes Got Good.....	17
Best Special Editions.....	18-22
From the Editor.....	23-24
Photography Contest.....	25
About NICC & VetteVisions...	26
VV Garage Sale.....	27
Advertisers & Sponsors.....	28-31

*Love Vettes. Have Fun. Give Back!*

November 2023

2023 - Membership and Board Meetings				
<b>Dec</b>	<b>6</b>	5:00 PM - Board Meeting		
		<b>6:00 PM</b>	- Social Hour	<b>7:00 PM</b> - Meeting
2024 - Membership and Board Meetings				
<b>Jan</b>	<b>3</b>	5:00 PM - Board Meeting		
		<b>6:00 PM</b>	- Social Hour	<b>7:00 PM</b> - Meeting
<b>Feb</b>	<b>7</b>	<b>6:00 PM</b> - Social Hour <b>7:00 PM</b> - Meeting		
<b>Mar</b>	<b>6</b>	<b>6:00 PM</b> - Social Hour <b>7:00 PM</b> - Meeting		
<b>Apr</b>	<b>3</b>	<b>6:00 PM</b> - Social Hour <b>7:00 PM</b> - Meeting		
<b>May</b>	<b>1</b>	5:00 PM - Board Meeting		
		<b>6:00 PM</b>	- Social Hour	<b>7:00 PM</b> - Meeting
<b>Jun</b>	<b>5</b>	<b>6:00 PM</b> - Social Hour <b>7:00 PM</b> - 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](mailto:editor@nicccorvette.com)

2023 - NICC & NCCC Events - <a href="#">See website for updates &amp; flyers</a>				
<b>Nov</b>	<b>5</b>	<b>Sun</b>	<b>11:30 AM</b>	<b>Tailgate Party</b>
				<b>Hosts: Barb &amp; Don</b>
<b>Dec</b>	<b>1</b>	<b>Fri</b>	<b>11:00 AM</b>	<b>Bachrodt Toy Drive</b>
				<b>Rockford, IL</b>
	<b>16</b>	<b>Sat</b>	<b>5:00 or 5:30</b>	<b>Christmas Party</b>
				<b>Host: Sherry Putnam</b>

2023 - Other Events of Interest		
November 18-19	Muscle Car and Corvette Nationals, Rosemont, IL	<a href="#">website</a>
2024 - Other Events of Interest		
May 14-19	National Council of Corvette Clubs (NCCC) Convention	<a href="#">website</a>
May 16-17	St. Jude Corvette Drive	<a href="#">website</a>
June 6-8	Corvette Adventures, Wisconsin Dells, WI	<a href="#">website</a>
June 21-22	Bloomington Gold, Illinois State University, Normal, IL	<a href="#">website</a>
July 17-20	Black Hills Corvette Classic, South Dakota	<a href="#">website</a>
July 28	Turning Back Time Car Show, Sycamore, IL	<a href="#">website</a>
August ??	Woodward Dream Cruize, Oakland County, MI	<a href="#">website</a>
August ??	Vettes on the River, LeClaire, IA	<a href="#">website</a>
August 22-24	Corvettes at Carlisle, Carlisle, PA	<a href="#">website</a>

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

For additions or corrections please contact:  
[Editor@NICCCorvette.com](mailto:Editor@NICCCorvette.com)



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



## Important Club Member Dates

### ***Birthdays***

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

A FarmersAlmanac.com PhilosoFact

#### **November**

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

#### **December**

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

### ***Wedding Anniversaries***



#### **November**

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

#### **December**

No Anniversaries Reported



**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](mailto:editor@nicccorvette.com)

### **VETTE QUOTES (Thanksgiving Version)**

"Thanksgiving Day is a jewel, to set in the hearts of honest men: but be careful that you do not take the day, and leave out the gratitude."

*E. P. Powell*

"Gratitude is when memory is stored in the heart and not in the mind."

*Lionel Hampton*

"Now is no time to think of what you do not have. Think of what you can do with what there is."

*Ernest Hemmingway*

"Do not spoil what you have by desiring what you have not. Remember what you now have was once among the things you only hoped for."

*Epicurus*

"After a good dinner one can forgive anybody, even one's relations."

*Oscar Wilde*

"I can't cook a Thanksgiving dinner. All I can make is cold cereal and maybe toast."

*Charlie Brown*

### **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](mailto:dorishicks78@gmail.com)  
815-885-2426

## NICC Minutes

### November 1, 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 22 members present in the meeting room and five on Zoom for a total of 27 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:** Tonight we had Nina and Tony Stachewcz from Pearl City as guests. They own a 2023 rapid blue Corvette. They found out about NICC at our Bachrodt car show last summer.

**4. Minutes:** A motion was made by Sherry Putnam to approve the October, 2023 minutes and was seconded by Dale Samuelson. The motion was approved.

#### **5. Monthly Reports:**

**President** – John Stupiec: No report.

**Governor** – Dale Samuelson: See Dale's full report in the October NICC newsletter. Dale thanked the October Autocross workers. They were Mike Lenth, Ken Starzyk and Cindy Starzyk. NICC's share of the proceeds was \$714!

**Secretary** – Cindy Starzyk: No report.

**Treasurer** – Louise Gorsch: Louise distributed the NICC Budget Cash Flow Table for October, 2023 and a draft of the NICC 2024 Budget Proposal. The October balance is \$29,009.75. It is possible that we will end 2023 with a greater balance than we did last year. Please let Louise know if there is any part of the 2024 budget that you think needs to be changed. Louise explained that if you host an event, depending on how it is done (catered, etc.), you will be reimbursed. If it's just set up that everyone will bring a dish, there is usually nothing, or very little that would be reimbursable. A motion to approve the October Cash Flow Report was made by Dale Samuelson and seconded by Mike Lenth. The motion was approved. Louise (along with Barb & Don) presented an idea for a five day (or more) run to Colorado Springs which would possibly take place during the last part of July, 2024. It was discussed that five days may not provide enough time. Louise will continue to research this.

**Membership** – Leon Gorsch: We have 85 members presently. Nineteen members have not renewed for 2024.

**Parliamentarian** – Doris Hicks: No report.

**Historians** - Nancy Bailey and Carolyn Samuelson: No report.

**NCM Ambassador** – Sherry Putnam: No report.

**Sunshine Club Chair** - Doris Hicks: No report.

**Sergeant-at-Arms** - Gene Stimart: On Zoom. Mike Lenth collected \$0 for name badge fines.

**Editor** - Preston Morgan: On Zoom. Preston stated that articles for the November newsletter are due by Friday, November 3<sup>rd</sup>. November is the last month for submitting photos for the contest. Email your comments, suggestions, photos and articles to [editor@nicccorvette.com](mailto:editor@nicccorvette.com).

**Social Director** – Debbie Schaefer: No report.

**Quartermaster** - Barb Johnson: No report.

**Advertising** – Ken Starzyk: No report.

**Public Relations** - Ken Starzyk: The Perryville Cleanup was a success thanks to the six members who participated. They were John Stupiec, Sherry Putnam, Mike Lenth, Traci Hill, Barry Mikels and Ken himself. They began an hour earlier than usual (9:00). This was beneficial because the winds increased considerably by 10:00. Most of the group went to Sweet Basil for breakfast. On December 1<sup>st</sup>, Bachrodt Auto Mall is again hosting their annual Toy Drive. Channel 13 will be broadcasting from there. Ken encouraged members to attend. It is not necessary, but if possible please bring an unwrapped toy/Christmas present and wear a club shirt. Enjoy Santa and the food items Lou Bachrodt provides. This will enhance exposure for NICC and support for our sponsor, Bachrodt. Please arrive around 11:00. The 2024 Corvette Caravan and 30th Anniversary Celebration is August 29-30.

**Webmaster** - Linda Stimart: Linda will meet again soon with the web designer. There is still a little time to send your feedback to her regarding changes to the NICC website. She will continue to post your contest photos.

**Parade Director** – Leon Gorsch: Leon will contact each of the communities hosting the parades when they have their schedules finalized. We have eliminated the Rockton parade.

**Media Director** – Traci Hill: Absent.

## **6. Old Business:**

- a. Position open for next year - Sargent-at-Arms.
- b. Cookout (wiener roast) Leon & Louise, Oct. 7 – Louise thanked everyone for coming and bringing numerous delicious sides.
- c. NICC Low Speed Event, Crystal Lake, IL, Oct. 14/15 - Discussed above by Dale Samuelson.
- d. Perryville Road Clean-up, Oct. 21 - Discussed above by Ken Starzyk.

## **7. New Business:**

- a. Review for new website - Discussed above by Linda Stimart.
- b. Position open for next year (filled) – Leon Gorsch volunteered for the Parade Director position.
- c. Tailgate Party, Oct 5 – Barb & Don Johnson. Please bring a dish to pass.
- d. Holiday Party, December, 2023 - Sherry Putnam volunteered to host this again. She will have it catered. Debbie Schaefer and Mike Lenth volunteered to be on the committee.
- e. Walkie-talkies for runs (sample sheet). A motion to purchase ten walkie-talkies @ \$149.99 was made by Sherry Putnam and seconded by Mike Lenth. The motion was approved. John Stupiec will order them. Ken will be the custodian of these.
- f. Activities for 2024 (new ideas). Cindy Starzyk went over the first draft of the Proposed NICC Calendar for 2024. We will possibly eliminate the September Progressive Dinner in order to fit in the Wiener Roast.
- g. Membership Registration (new ideas for increasing membership). Ken Starzyk presented the idea of having a membership drive at Sam's Restaurante for Corvette owners who are not members of NICC. We would need to utilize our social media and advertise or acquire invitees in some way. We would buy attendees dinner and hopefully acquire some new members. In the past, it was called "The Membership Drive Dinner Meeting". It's best to do it in the spring. Preston asked if Bachrodt is still mentioning NICC's one-year free membership to anyone purchasing a new Corvette at Bachrodt. Ken will explore that. Mike Lenth suggested having business cards to hand to Vette owners we meet. Leon has business cards.



h. Charities – Barb Johnson, the chair of the Charity Committee, explained that the committee would like to donate again to all five charities that we gave to last year. In addition the committee would like to increase the amount for the Veterans (The Veterans Network of Northern Illinois) to \$1,500. This would total \$5,500 that NICC would donate to all five charities. A motion was made by Leon Gorsch to approve the additional \$1,500 for the Veterans. The motion was seconded by Bob Rogers. The motion was approved. Barb will contact the charities asking if they would like the checks mailed or presented in person by the NICC Charity Committee.

**8. New Cars:** None besides that of our guests as indicated above.

**9. Collection of Fines:** \$0

**10. 50/50 Raffle:** The amount was \$32.50 and Barry Mikels won.

**11. Attendance Drawing:** \$20.00 – Gordy Tormohlen won but was not present. Next month - \$30.00.

**Adjournment:** 8:07 pm. A motion to adjourn was made by Cindy Starzyk and seconded by Mike Lenth. The motion was approved.

**Next Club Monthly Meeting:**

**December 6<sup>th</sup>, 2023**

**Board Meeting 5:00**

**Social hour 6:00**

**Member meeting at 7:00 pm**

Respectfully submitted by

*Cindy Starzyk*

Cindy Starzyk

**PLEASE JOIN ME IN GIVING THANKS FOR BEING A CORVETTE OWNER**



Image: Bad Boy Vettes

## NICC Governor's Report

Submitted by Dale Samuelson, Governor, NICC



Many thanks to the NICC members who worked the NICC fundraiser autocross on October 14<sup>th</sup> and 15<sup>th</sup>. Despite rain and cooler temperatures we had a good time, a reasonable crowd, and made a profit for the club.

Please put the following 2024 NICC fundraiser autocross dates on your calendar. They are: June 29<sup>th</sup> and 30<sup>th</sup>, in Columbus, WI; August 10<sup>th</sup> and 11<sup>th</sup>, in McHenry County; and October 19<sup>th</sup> and 20<sup>th</sup> in McHenry County.

I have completed electronic voting on behalf of NICC for Regional and National officers, bylaw changes, and rulebook changes.

I will be processing NICC/NCCC renewals within the next few days. You may get an automated email message as I complete this. If you'd like a digital membership card, the link is: <https://www.corvettesnccc.org/NCCCMemberDatabase/MembershipCards/MembershipCard.php?ncccNumber=MW-167-#####>. Replace the four "&" with your membership number. Plastic 2024 NCCC membership cards will be sent out in early (probably February) 2024.

Registration for the 2024 NCCC convention in Joplin, MO is scheduled to open on February 1<sup>st</sup>. Check the NCCC web site for the latest information: [www.corvettesnccc.org/2024Convention/Convention2024.php](http://www.corvettesnccc.org/2024Convention/Convention2024.php)

That's all for now,

***Dale Samuelson***

Governor  
Northern Illinois Corvette Club





This Z06 is on the showroom floor. Come see it for yourself!

### 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.

26th Annual  
"12 Hours of Salvation"  
TOY DRIVE

This event raises money and toys to insure a happy holiday  
for local families in the Greater Rockford Area with the Salvation Army of Winnebago County.  
Your donation of new, unwrapped toys will help make Christmas for  
a neighbor in need. We're making it easier than ever to lend a hand this holiday...

Just scan the QR Code to donate to our Virtual Red Kettle.  
-OR-  
Bring new, unwrapped toys to Lou Bachrodt on or before 12/1.  
You can even order online and ship 'em straight to us!

Dec. 1 | 7 a.m. to 7 p.m.  
at Lou Bachrodt Auto Mall  
Visit [bachrodt.com](http://bachrodt.com) to learn more!



## HONORING OUR VETERANS

NOVEMBER 11, 2023





**It's that time of year again, FOOTBALL TIME. So Tail-Gate Party at the Johnson's. November 5<sup>th</sup>, BEARS vs SAINTS Game starts at Noon, So come a bit earlier 11:30/11:45.**

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

**Sign Up sheet will be passed around next meeting October 4<sup>th</sup>.**

**Don and Barb**

**Johnson's                      6670 White Oak Drive  
South Beloit, IL**

### **1863 Thanksgiving Proclamation by President Abraham Lincoln**

It is the duty of nations as well as of men to own their dependence upon the overruling power of God; to confess their sins and transgressions in humble sorrow, yet with assured hope that genuine repentance will lead to mercy and pardon; and to recognize the sublime truth, announced in the Holy Scriptures and proven by all history, that those nations are blessed whose God is the Lord.

We know that by his divine law, nations, like individuals, are subjected to punishments and chastisements in this world. May we not justly fear that the awful calamity of civil war which now desolates the land may be a punishment inflicted upon us for our presumptuous sins, to the needful end of our national reformation as a whole people?

We have been the recipients of the choicest bounties of heaven; we have been preserved these many years in peace and prosperity; we have grown in numbers, wealth and power as no other nation has ever grown.

But we have forgotten God. We have forgotten the gracious hand which preserved us in peace and multiplied and enriched and strengthened us, and we have vainly imagined, in the deceitfulness of our hearts, that all these blessings were produced by some superior wisdom and virtue of our own. Intoxicated with unbroken success, we have become too self-sufficient to feel the necessity of redeeming and preserving grace, too proud to pray to the God that made us.

It has seemed to me fit and proper that God should be solemnly, reverently, and gratefully acknowledged, as with one heart and one voice, by the whole American people. I do therefore invite my fellow citizens in every part of the United States, and also those who are at sea and those who are sojourning in foreign lands to set apart and observe the last Thursday of November as a day of Thanksgiving and praise to our beneficent Father who dwelleth in the heavens.

Abraham Lincoln

**Lou Bachrodt's Toy Drive!!**  
**Friday, Dember 1<sup>st</sup> 2023**  
**NICC is invited!**



**~Just show up at 11 am ~**  
**Wear a club shirt**  
**If possible, please bring an unwrapped toy/Christmas present**  
**Enjoy the food!**  
**Santa will be there!**  
**Channel 13 will be there!**



7070 Cherryvale N. Blvd, Rockford





## **NICC Bonfire Cookout**

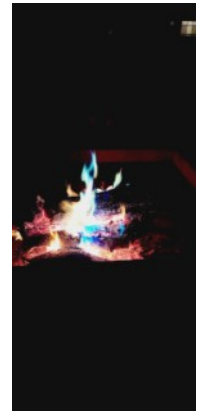
Submitted by Leon & Louise Gorsch Photos by Linda Stimart and Louise Gorsch

This year's club cookout was well attended. We had 22 people enjoy the evening of October 7<sup>th</sup> with a big fire burning. The weather was a little on the cool side, but after 10 years of having this event, everyone knows to bundle up and enjoy the fire.

There was a lot of discussion around the fire, on the correct way to roast a hot dog, and various stages of how the hot dog should look when it is ready to be enjoyed. Chili soup was added to the evenings' choices of food and was well received. We had great salads, baked beans, veggies, and a nice variety of desserts. Hot cider with whipped cream with Carmel sauce or coffee was enjoyed by many.

Later in the evening we gathered around the fire with our hot beverages, making S'more's and enjoying great conversation and a warm fire.

Thank you to everyone who joined us.





## **NICC 2023 October Autocross Fundraiser**

Submitted by Cindy Starzyk    Photos by Cindy Starzyk

NICC's last Autocross Fundraiser Event for 2023 was held on Saturday, October 14<sup>th</sup> and Sunday, October 15<sup>th</sup>. Our volunteers worked registration and the "corners" in the parking lot of McHenry County College in Crystal Lake alongside the Sunburst, Windy City, and Northern Rays clubs. There were plenty of opportunities for workers to take breaks. Saturday's weather built lots of character due to the cold, rainy, and windy weather. Pop-tents were provided by the Sunburst Club, which helped quite a bit. Mother Nature was much kinder on Sunday. It was still frigid, however sunshine helped to warm up and brighten the day. Some volunteers were able to work in the college building and nice restrooms were inside also. We met many very nice people from the other clubs and had fun chatting with them. Helpers and racers were able to eat a full meal from the food truck Grub-N-Go, and there were rave reviews about the quality of the cuisine! Working the "corners" was a busy job. It takes concentration, attention, and quick response time so it's good exercise for the brain! Racers and volunteers had a great time throughout the two days in spite of the weather.

Heartfelt thanks goes to Dale and Carolyn for the amazing job they do every season with Autocross. Their hard work generates substantial revenue for our club. Their exceptional organizational skills make it an easy event to volunteer for. Appreciation is extended to Mike Lenth, and Ken & Cindy Starzyk from NICC for volunteering and supporting this event. Proceeds from this event will help significantly to achieve NICC's goals for its charities.

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





## Perryville Road Cleanup

Submitted by Ken Starzyk Photo by Ken Starzyk

I'd like to thank Traci Hill, Sherry Putnam, John Stupiec, Barry Mikels and Mike Lenth for coming out on October 21<sup>st</sup> to help clean Perryville Road for our fall community service event. The weather was good, about 45 degrees with clear skies. We did start an hour earlier at 9 am due to forecasted high winds expected that day. It's not fun trying to put pieces of garbage into a plastic bag that's flopping around. Since it only took us about an hour to clear the road, most of the group agreed it was time for breakfast. We decided to go to Sweet Basil Cafe which was near the mall. The food was good and served in large portions. Half the group had containers to take home. It was a nice change of pace, having breakfast with the club members instead of the usual lunch or dinner.

Hope to see more faces at our next Perryville cleanup next spring!



### 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

Famed engineer Zora Arkus-Duntov was already experimenting with this mid/rear-engine design approach on the 1959 lightweight, open-wheel, single-seat CERV I concept. GM equally considered building a rear-engine Corvette. In fact, the marquee had come as close as developing a full-scale mock-up designed around the Corvair's entire rear-mounted power package, including its air-cooled flat-six, as an alternative to the Corvette's usual water-cooled V8.

Finally, in 1959, elements of the novel Q-Corvette project, and Bill Mitchell's Sting Ray racer, would be integrated into the company's experimental design program XP-720. The focus was on improved passenger comfort and luggage space as well as improved driving and handling performance. In short, the XP-720 project was earmarked to deliver superior performance over previous Corvettes. This program represents the final lap in the 1963 Corvette Stingray's developmental journey.

While Duntov, the man fondly regarded as the father of the Corvette, worked on the innovative new chassis, GM's design team focused on adapting and fine-tuning the basic look of the racing Sting Ray for the production model. Improved aerodynamics was a major focal point in the development of the second-gen Corvette Stingray. It was the very first time in the history of the Corvette nameplate that wind tunnel testing would determine the final design of not just the exterior, but also the interior, windshield curvatures, and tooling limitations.

#### **A Closer Look At The 1963 Chevrolet Corvette 'Split-Window' Stingray**

Notably, the 1963 Stingray was aerodynamically optimized. As such, the interior got equal attention as did the exterior in terms of aerodynamics. While the outer panels were made of fiberglass as were the 1958 – '62 Corvettes, the new Stingray model features twice the steel support in its central structure. However, a reduction in fiberglass thickness not only countered the extra weight, but also left the new Stingray slightly lighter than the previous Corvettes.



Image: Flickr

The cockpit was stronger and safer, thanks to the reinforced steel girder. Also, the interior is quite roomy despite the tighter wheelbase.

The 1963 Corvette Stingray came at a time the automotive industry was growing more mindful of the difference between race and road cars. Duntov went to work creating the Corvette Z06 to help the marque's motorsport team make their mark on the track. While Shelby's Cobras would not let the Corvettes win anything, Bill Mitchell's design vision, as actualized in the road-going 1963 Chevrolet Corvette Stingray was a resounding success.

It was the first coupe Corvette featuring a split rear window, two unmissable features that made the car stand out, drawing just about everyone's attention. Despite the prototypical vibe around the car, the split rear window turned out a design flaw as it obstructed rearward vision. GM got rid of the design in the 1964 model, and now, the split window is a hot collector-spec.



Image: Flickr

The 1963 Stingray was offered as coupes and convertibles, both of which had the same specifications right from the fiberglass-body-steel-ladder-frame chassis. The updated rear end comprised the CERV1-inspired

independently sprung suspensions by half shafts and a transverse leaf spring. The front suspension was mostly carried over from the previous Corvettes and comprised unequal A-Arms and a standard anti-roll bar.

Braking was provided by 11-inch drums, but was replaced with discs in 1965. Interestingly, almost all of Stingray's features could be optioned. As such, variations like the L88, Z06, or COPO427 eventually stood out due to their rarity and performance.

The 1963 Corvette Stingray was powered by the same V8 engine as its predecessors. The engine was paired with either a 3-speed manual, Powerglide automatic, or a Borg-Warner manual 4-speed. The engine was good for 356 horsepower at 6,000 rpm and 352 lb-ft of torque at 4000 rpm, with the power delivered to the rear wheels. It had a base price of \$4,037 for the convertible and \$4,257 for the coupe. The marque struggled to keep up with demand for the Stingray.

## **The Moment the Corvette Got So Good**

### **And an embarrassing moment in racing for Porsche**

By Douglas Barton for CorvSport at <https://www.corvsport.com/the-moment-the-corvette-got-so-good/>

It's been nearly 40 years since the Corvette brand shook the world stage with the all-new 4th generation Corvette. There are many facets to the introduction of the fourth generation in 1984, like the venerable "King of the Hill" ZR-1 coming soon after, missing a production year in 1983 (the only time this happened in Corvette history), and the second-longest production of any generation, just to name a few interesting tidbits about the C4.

But today we are going to focus on what happened to the Corvette in the popular SCCA racing series. The C4 with its supercar handling numbers (0.9 -g cornering), reliable Chevy small-block V-8 performance, and excellent brakes, quickly proved it could not only compete in the SCCA Showroom Stock GT series but kick butt.

From 1985 to 1987 the C4 left the Porsche 944 Turbo in its rearview mirror, amassing a 29-0 record. To say the series was shocked would be an understatement, and oddly enough racing might be the only sport where winning is penalized.

Sure Corvette enthusiasts were happy, but this dominance threatened race participation by other brands as well as attendance. So the C4 went from kicking butt to getting kicked out of the series. Key figures inside and outside of GM got together and the Corvette Challenge Series was born. Major sponsors were lined up resulting in a series purse of \$1 million dollars, almost unheard of for the time.

The Corvette Challenge Series cars cost just over \$33,000, more than \$90,000 in today's money, and the teams also paid \$15,000 for the installation of a roll cage, racing seat and harness, onboard fire system, Bilstein shocks, Dymag magnesium wheels, racing brake pads, and other minor items. Other than that the Corvettes were showroom stock. A TV deal with ESPN was set up and as they say, the rest was history.



Image: Motor Trend

It was a two-and-done series, as Chevy and GM were focused on launching the ZR-1 in 1990, but it will go down in history as a milestone for the Corvette and how revolutionary the vehicle was in the sports car universe. The C4 went back to the SCCA and raced for many successful years in the World Challenge series.



## **The 10 Best Special Edition Corvettes Ever Made**

By Jeff Harper for SlashGear at <https://www.slashgear.com/921513/the-10-best-special-edition-corvettes-ever-made/>

The Chevrolet Corvette is an icon and one of the greatest American cars of all time. Since its introduction in 1953, the sports car has been a leader in performance, speed, and technology.



Image: Sergey Kohl/Shutterstock

There have been many innovations over Corvette's nearly 70-year history, such as independent rear suspension released in 1963 on the split-window C2. In 1990 Chevrolet introduced the double overhead cam design on the ZR-1 Corvette with the 5.7-liter all-aluminum LT5 V8 engine. And in 1997, Corvette made a leap in technology when Chevrolet built the C5 with a new construction process known as hydroforming that eliminates welding of the frame rails. The resulting ridged frame allowed construction of the convertible without the usual stiffening components required for a convertible's design.

These innovations and others kept Corvette's performance on par with European sports car rivals, but at a fraction of the price. While the Corvette has typically been more expensive than many other cars, it has always been within reach for the average enthusiast that dreams of owning a high-performance sports car. Furthermore, while the most recent C8 Corvette price might be out of reach for many, it still offers supercar performance for less than six figures.

Throughout Corvette's long history, Chevrolet has celebrated key design achievements and significant milestones with special editions. There have been over 75 in total, and most have been affordable for the average buyer. Here are the ten best special edition Corvettes ever made.

### **1969 Corvette Stingray L88**

Most car enthusiasts agree the 1960s are the golden era of American muscle cars. American car manufacturers offered big-block V8s delivering drag-racing performance in a street vehicle, all at an affordable price. While the 1960s Corvettes are most often classified as high-performance sports cars, they offer performance characteristics on par with most muscle cars, and the famed L88 was the top performer.



Image: Oleg Mirabo/Shutterstock

Corvette design in the late 1960s was exceptional. The now-classic shark body with its bulging fenders, wide rear haunches, sloping front end, and side gills made the Vette, with its flowing curves, one of the most seductive cars of the era. While the C3 (1968–1982) enjoyed immense popularity, its rarest version, the L88, has gained legendary status with enthusiasts and collectors.

In 1969, Chevrolet made only 116 Corvette Stingray L88 models, promoting them to race teams rather than the average buyer. The limited-edition Vette featured three primary differences from the standard C3 Stingray: an interior without options, a high-rise hood, and the highly modified version of the 457-cubic-inch V8 engine generating nearly 580 horsepower. The L88 delivered power to the rear wheels via a four-speed manual transmission, accelerating to 60 mph in a mere 5.5 seconds on its way to an estimated top speed of 170 mph. The Stingray L88 added over \$1,000 to the \$4,781 base price of a Corvette but has appreciated significantly since its release in 1969. Prices at auction vary from \$550,000 to \$750,000.

### **1995 Corvette Indy 500 Pace Car Replica**

In 1995, the Corvette paced the Indianapolis 500 for the third time in the car's history. To commemorate the honor, Chevrolet built 527 replicas of the convertible. The automaker painted each with the pace car's striking purple and white colors and installed a white soft top, leather interior, and special Indy 500 graphics. The Vette rode on five-spoke ZR-1 alloy wheels and 275/40×17 Goodyear GSC tires.

The Corvette Pace Car that led the start of the 79th Indianapolis 500 was a stock LT1 Corvette Convertible, fitted with the mandatory safety features required by the Indianapolis Motor Speedway. Chevrolet equipped the car with a camera featuring strobe lights, an onboard fire suppression system, a five-point safety harness system, and a special rollbar. Chevrolet built only three pace cars for the race, equipping two with an automatic transmission and the third with a six-speed manual gearbox.



Image: Doctorindy/Wikimedia Commons

The 2-door convertible Pace Car Replica boasted a 5.7-liter V8 generating 300 horsepower and 340 lb-ft of torque. Fitted with the 4-speed automatic transmission, the car accelerated from 0 to 60 mph in 5.8 seconds, reached the quarter-mile in 14.1 seconds, and achieved a top speed of 163 mph. Chevrolet built all the 1995 Pace car Special Corvettes in March and April of the same year, and the first 50 cars featured all-black interiors. The Indy 500 Pace Car Replica option added \$2,816 to the \$36,785 base price of the 1995 Corvette. Today, a Pace car in good condition sells for \$10,000 to \$15,000.

### 1996 Corvette Grand Sport

In 1996, Chevrolet offered the Grand Sport in a Coupe (\$3250 option) and a Convertible (\$2880 option), limiting production to just 1000 units, 190 convertibles. All versions included the LT4 engine, available with the 6-speed manual transmission, and were painted with a special Admiral Blue. An Arctic White racing stripe ran down the car's center, and two red hash marks over the left front fender commemorated the original 1963 Grand Sport Corvettes.



Image: Sfoskett/Wikimedia Commons

The Grand Sport's 5.7-liter LT4 engine produces 330 bhp at 5800 rpm and 340 lb-ft of torque at 4500 rpm. The output is 30 horsepower more than the LT1, rated at 300 hp at 5000 rpm and 335 lb-ft of torque at 3600 rpm. The additional horsepower came from higher-flow aluminum heads, larger valves, a more aggressive camshaft, higher-compression pistons, roller rocker arms, and new high-flow fuel injectors. While the extra output of the LT4 (over the LT1) is not close competition for the ZR-1's 405-horsepower LT5, the additional "pop" is noticeable, mainly through third gear.

Perhaps the best performance improvement of the 1996 Corvette Grand Sport over the standard six-speed Corvette comes from the coupe's front-mounted 275/40ZR-17 Goodyear radials and the 315/35ZR-17s in the rear. The convertible trim has 255/45ZR-17s in front and 285/40ZR-17s in back, like standard Corvette coupe and convertible models. The Grand Sport option featured front brake calipers finished in a special gloss black with the "Corvette" name in bright aluminum. The larger tires gave the Grand Sport more grip through the turns.

### 2003 Chevrolet Corvette 50th Anniversary Special Edition

The 2003 Chevrolet Corvette 50th Anniversary Special Edition is easily identified by its one-year-only Anniversary Red. The unique color is a glossy burgundy with Xirallic aluminum-oxide flakes visible under a tinted clear coat. The interior includes special anniversary badges.



Image: Jack Snell/flickr

The 50th Anniversary Vette features a 5.7-liter V8 generating 350 horsepower and 360 lb-ft of torque, sending power to the rear wheels via a 6-speed manual gearbox, or a four-speed automatic, which accelerates the Corvette to 60 mph in only 4.9 seconds. More importantly, the Special Edition employs a unique suspension technology, Chevrolet's Magnetic Selective Ride Control system (MSRC). Chevrolet made the MSRC system available as an



option on all 2003 Corvettes but standard equipment on the Anniversary Vette.

Output from a special electromagnetic coil inside the MSRC shocks sends signals that adjust the consistency of a special Magneto-Rheological fluid and change shock damping. Each wheel contains a sensor that feeds road information to a computer that continually modifies the damping to optimize both ride and handling. Adjustments made nearly 1000 times per second are based on vehicle speed, wheel travel and speed, lateral acceleration, brake application, steering-wheel angle, and temperature.

Dave Hill, Corvette Chief Engineer, said: *"This is a suspension technology with great, great capability. And what it enables us to do as a company is to very skillfully tailor the ride personality of a vehicle just for a targeted kind of customer group. So the technology can be applied to a luxury sedan or to a sports car."*

### **2004 Corvette Z06 Commemorative Edition**

2004 marked the C5's last year of production, but the Corvette went out with a bang. Chevrolet offered an optional Commemorative Edition of the Z06 that celebrated Corvette's back-to-back class victories at the 24 Hours of Le Mans. Performance and technology upgrades to the Z06 included the addition of a carbon fiber hood, which saved about 10 pounds of total weight.



Image: Randy von Liski/flickr

Chevrolet offered the Commemorative Edition in Coupe, Convertible, and Z06 models featuring the unique Le Mans Blue paint used on the two C5-R contenders at the 2004 Le Mans. The Commemorative package is distinguished from standard models with a special Shale-colored interior. The headrests incorporated embroidered Corvette cross-flags, and exterior badges honored Corvette's Le Mans success.

Apart from the appearance changes for the Commemorative Edition, GM engineers tuned the Z06 chassis and refined the shock valves for more damping, improved performance, and better vehicle control while providing a smoother ride for daily driving. The upgrade diminished the impact of yaw and roll effects on performance, especially in quick, transient maneuvers in a series of tight corners or "S-turns." The refinements result from the development and extensive testing, including high-speed sessions at Germany's Nurburgring circuit.

The 5.7-liter LS6 V-8 in the Z06 delivers 405 horsepower at 6000 rpm and 400 lb-ft. at 4800 rpm. Power is sent to the rear wheels via 6-speed manual transaxle. The 2004 Chevrolet Corvette Z06 Commemorative Edition accelerates from 0 to 60 mph in a mere 4.4 seconds and reaches the quarter-mile in 12.3 seconds.

### **2008 Chevrolet Corvette 427 Limited Edition Z06**

Chevrolet offered the 427 limited edition Z06 in 2008 to pay homage to the fabled 427. The hood on the Z06 imitates the same feature on the 1967 Corvette Sting Ray 427 "stinger," and the limited-edition trim package adds a distinctive Crystal Red Tintcoat color. Unique wheels, a body-color spoiler, and body-color trim on the door handles helped to mimic the old Vette.



Image: Steve Ferrante/flickr

In 1965, when the Chevrolet Mark IV V-8 debuted in the Corvette, it was designated the "big block" for its larger physical size compared to other Chevrolet V8 engines. Chevy offered the engine in a 396-cubic-inch displacement producing 425 horsepower. In 1966, Chevrolet bored out the cylinders to its legendary 427-cubic-inch form. The automaker offered it with either 390 hp or 425 hp.

By 1967 the Corvette's 427 engine featured a unique induction system that included an inline trio of two-barrel carburetors. The "L71" engine was distinguished by its large, chrome triangular air cleaner assembly. Rated at 435 horsepower, the 1967 big-block Corvettes were easily recognized by their small-block siblings by a raised "stinger" hood.

Many Corvette enthusiasts hail the attractive sculpted exterior of the 2008 Chevrolet 427 Limited Edition Z06, but what lies under the hood makes the car a significant high-performance sports car competitor. The LS7 engine in the Z06 produces 505 horsepower accelerating the car to 60 mph in a blistering 3.7 seconds. It reaches the quarter-mile in 11.7 seconds at 125 mph and achieves a top speed of 198 mph.

### **2009 Chevrolet Corvette GT1 Championship Edition**

The Chevrolet Corvette competed in the American Le Mans racing series beginning in 1999 and at the 24 Hours of Le Mans starting in 2000. The Corvette C5-R and its successor, the C6-R achieved an impressive record of success, including over 70 victories and eight championships for the Corvette GT1 racing program in the American Le Mans Series. To celebrate, the automaker released a special road version of the car: the GT1 Championship Edition. Corvettes now compete in the GT2 class with the likes of Ferrari.



Image: Corvetteblogger/flickr

The championship package is a trim and appearance option, with no power improvements but several performance enhancements. Starting with a fully optioned C6 Corvette 4LT, including a heads-up display, memory seats, and premium stereo, the GT1 package added the Z51 Performance Package with stabilizer bars, performance springs, shocks, and tires, as well as large cross-drilled brake rotors. Other performance enhancements included a dual-mode performance exhaust, ZR1 body-colored spoiler, and forged chrome aluminum wheels.

The Z06 Championship Special Edition 2dr Coupe produced 505 horsepower and 471 lb-ft. of torque, with acceleration to 60 mph in 3.6 seconds. Chevrolet offered the GT1 Championship Edition as a Corvette coupe at \$65,310, convertible at \$71,815, and the Z06 at \$86,385 in either black or velocity yellow. In 2009 Chevrolet had planned to produce 600 GT1s divided equally among the Coupe, Convertible, and Z06 models. However, the 2008 global recession hit the automotive industry hard. The automaker sold 125 GT1 editions: 53 coupes, 17 Convertibles, and 55 Z06s.

### **2011 Chevrolet Corvette Z06 Carbon Limited Edition**

Chevrolet launched the Z06 Carbon Limited Edition in 2011 to celebrate 50 years since the Corvette first competed at the 24 Hours of Le Mans in 1960. Designed to bridge the gap between the Z06 and ZR1, Chevrolet built only 500 units. The Z06 Carbon Limited Edition offers the look, feel, and many of the ZR1 capabilities without the six-figure price tag.



Image: Rivitography/flickr

Chevrolet builds the Limited Edition starting with the base model Z06 boasting a 7.0-liter V-8 generating 505 horsepower and 470 lb-ft of torque.

Although the car has 133 less horsepower than the ZR1, the performance figures are impressive. The sports car accelerates to 60 mph in 3.7 seconds and reaches the quarter-mile in 11.6 seconds at 123.6 mph, not far behind the ZR1, which takes 3.3 seconds to accelerate to 60 mph and 11.2 seconds to reach 130.5 mph in the quarter-mile.

Chevrolet adds the driver-adjustable magnetorheological shocks, 15-inch carbon-ceramic brakes, and black 19-inch front and 20-inch rear wheels fitted with Michelin Pilot PS2 rubber from the ZR1. Although the Z06 Carbon Limited Edition makes extensive use of carbon fiber, there is no significant weight loss compared to

other Z06s. However, handling performance compares well with that of the ZR. The Carbon comes to a standing stop from 60 mph in 93 feet (97 in the ZR1) and laps the Motor Trend figure eight in a mere 23.3 seconds with 1.07 lateral g, while the ZR1 laps the course in 23.1 seconds with 1.10 lateral g.

### 2017 Corvette Grand Sport

The 2017 Grand Sport model combines the chassis of the Z06 with a Stingray powertrain. The naturally aspirated LT1 6.2-liter V-8 is standard equipment on the Grand Sport but includes the dual-mode exhaust system (an option on the base Stingray) plus the Z51 dry-sump arrangement. The 16-valve V8 with direct fuel injection generates 460 hp at 6000 rpm and 465 lb-ft of torque at 4600 rpm.



Image: Art Konovalov/Shutterstock

With the Grand Sport, Chevrolet targeted the buyer looking for excellent performance but less punch than provided by the Z06 equipped with a supercharged 6.2-liter LT4 V8 generating 650 horsepower and 650 lb-ft of torque. After all, how often can you fully exploit 650 horsepower on the street? While the Grand Sports' output sounds inadequate compared to sports cars producing 600 to 700 horsepower, the Vette posts impressive performance numbers. It accelerates from 0 to 60 mph in 3.7 seconds, reaches the quarter-mile in 11.9 seconds, and tops out at 175 mph.

With its roots in racing and special editions, the Grand Sport matches the Stingray Coupe as a top-selling Corvette trim. According to Corvette Blogger, in 2017, the Corvette Stingray Coupe accounted for 34.3% of production, the Grand Sport Coupe made up 30.2% of production, and Z06 had 18.9% of the total Corvette production. The base price of a 2017 Grand Sport was \$66,445, but with options such as the 2LT package, including a head-up display, heated and ventilated power seats, and auto-dimming mirrors at \$4455, it could easily reach \$80,000.

### 2018 Corvette Carbon 65

Chevrolet commemorated the 65th anniversary of the Vette with the special Corvette Carbon 65 Edition. The automaker produced only 650 models as package upgrades to the C7 Grand Sport 3LT and Corvette Z06 3LZ trims. As the name suggests, these special edition Corvettes come complete with carbon-fiber trim bits, including the spoiler, visible carbon-fiber ground effects, and part of the hood. Chevrolet equipped the Coupes with a carbon-fiber roof and intake ducts, and the convertible with a carbon tonneau cover to match its blue soft top. The carbon fiber on both cars is complemented with a ceramic matrix gray color and blue graphics.



Image: Kaukola Photography/Shutterstock

The Carbon Edition interior comes with the competition seats clad in black suede, highlighted with blue stitching. Many trim bits not covered in soft-touch materials are made with glossy carbon fiber, and even the steering wheel is covered in lightweight carbon fiber.

The C7 Grand Sport 3LT trim keeps the naturally aspirated 6.2-liter V8, producing 460 horsepower and 465 lb-ft of torque. The Corvette Z06 3LZ trim boasts a supercharged 6.2-liter that cranks out 650 hp and 650 lb-ft of torque, making it the fastest Chevrolet to date.

The Corvette Carbon 65 Edition option added a hefty sum (\$15,000) to the base price of the C7. In 2018, the buyer of Grand Sport Carbon shelled out \$91,190 before options, while a Z06 Carbon Edition started at \$104,390. However, the Corvette was still less expensive than many European supercars with similar specs.

## From the Editor

NICC Editor: Preston Morgan

I remember watching the woolly caterpillars crawling across the road during the fall. I knew from folklore that they were weather prognosticators, telling us if the winter was going to be snowy and cold or mild. I would get down close to one (making sure I would not get run over) and try to tell what that little woolly creature was trying to tell me. Made no difference because I couldn't remember how to tell what that crawling creature was forecasting. So much for remembering folklore. Below is an article that unlocks the truth about the woolly little worm. Enjoy the read. And I wish you all a very Happy Thanksgiving!



### **How Did A Woolly Bear Caterpillar Become A Weather Forecaster?**

**The woolly bear caterpillar has long been associated with winter weather folklore. But why? And what does he turn into come spring?**

By Amber Kanuckel for Farmers' Almanac at [https://www.farmersalmanac.com/woolly-bear-caterpillar-facts?utm\\_source=jeeng&utm\\_medium=email&trigger=click](https://www.farmersalmanac.com/woolly-bear-caterpillar-facts?utm_source=jeeng&utm_medium=email&trigger=click)

The caterpillar weather prediction is a popular topic with our fans and friends. The banded woolly bear, also known as the woolly worm caterpillar, is considered a natural indicator for predicting winter weather (ranking #18 on our list of 20 signs of a harsh winter). According to folklore, a narrow orange band on the caterpillar signals a snowy winter, while a wide band suggests a mild one.



#### **Woolly Bear Caterpillar Predictions**

It is said that a typical banded woolly bear has thirteen segments, with many people believing that each segment represents one week of winter. Fewer orange segments indicate milder weeks, while more black ones foreshadow more weeks of severe winter weather.

Some also examine the thickness of the hair—thick hair implies a harsh winter ahead, and sparse hair indicates a mild one.

Another weather belief related to this tiny forecaster involves the direction it's heading when found. If the woolly worm is traveling north, anticipate a mild winter. If it's moving south, brace yourself for a long, cold winter.

But how did these caterpillars become winter weather forecasters? And what else do we know about them? Although we only focus on them during one stage of their life cycle, there's much more to these furry predictors than meets the eye. Here are some fascinating facts to consider:

#### **Why Do Woolly Bear Caterpillars Appear In The Late Summer And Fall?**

As a caterpillar, the woolly bear is technically the larva, which is the first stage of life for a moth or butterfly after it lays eggs. The eggs hatch in the fall, which is why woolly bear caterpillars are commonly seen during this season. However, early hatchlings can also be spotted during the summer months.

#### **What Does A Woolly Bear Caterpillar Become?**

Woolly bear caterpillars hunker down over the winter, and turn into the Isabella tiger moth (*Pyrrharctia Isabella*) in the spring. You can recognize these moths by their yellowy-orange coloration, black legs, and small black spots on wings and thorax.



The Isabella tiger moth (*Pyrrharctia Isabella*) emerges in the spring.

### **Woolly Bear Food, Habitat, and Lifecycle**

Woolly bear caterpillars are considered generalist feeders, meaning they eat a wide range of natural food sources, with a preference for leaves. During the summer and fall months, they consume a variety of greenery, including native plants such as herbs like dandelion, plantain, and nettle, as well as tree leaves and other types of foliage.



While in caterpillar form, woolly bears tend to be nocturnal, eating at night and sleeping during the daytime, generally under fallen leaves or in other hidden spots. Of course, this isn't always true, which is why we see these fuzzy caterpillars quite often meandering slowly about during the day.

As the weather turns colder, the woolly bear caterpillar goes into hibernation, choosing a sheltered spot in a fallen log, under a stone, or another good winter hiding place. Interestingly, these caterpillars might just be nature's ultimate survivor—woolly bears produce a kind of antifreeze that protects their organs and other soft tissues while the rest of the caterpillar freezes solid over the winter. Because of this, they can survive temperatures as low as -90 degrees Fahrenheit!

When daytime temperatures reach around 50 degrees in the spring, the woolly bear caterpillar becomes active again. It feasts on spring-time greens such as dandelions, replenishing its energy. Once it has eaten enough, the caterpillar will create a soft cocoon using its own fur and begin the transformation into an adult Isabella tiger moth. After spending approximately 10 to 15 days inside the cocoon, the moth will emerge and complete its metamorphosis.



### **So How Did Caterpillars Became Associated With Weather Forecasting?**

These caterpillars and their legendary ability to predict winter weather have been part of American folklore since the colonial era, but were popularized by entomologist Dr. Howard C. Curran, curator of insects at the American Museum of Natural History in New York City, when he decided to put it to the test. In 1948, Curran headed to Bear Mountain, New York, to study the caterpillars. There he found that over half of his test subjects had wide orange bands, meaning the upcoming winter would be milder-than-average. And it was. He relayed his findings to a reporter and the story was published in the New York Herald Tribune.

Dr. Curran continued his study for eight more years but was never able to fully conclude whether the woolly bear was a reliable prognosticator. But the folklore continues to this day.

### **Are All Black Caterpillars Woolly Worms?**

Caterpillars that are entirely black, entirely brown, or any other color are actually a different species, not *Pyrrharctia Isabella*. So don't assume that their appearance predicts a harsh winter!

While not everyone believes in the woolly bear method of weather forecasting, observing these caterpillars in the autumn remains an exciting American tradition that is unlikely to change anytime soon. In fact, there is even a famous Woollybear Festival held annually in Vermilion, Ohio, which celebrates the caterpillar's remarkable abilities.



## LAST CHANCE TO ENTER!

## 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**.

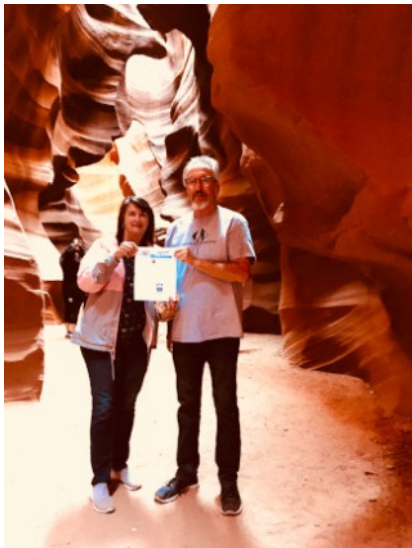
### Submission of Entries:

Entries may be submitted using the following methods.

Images can be emailed to the NICC Editor at [editor@nicccorvette.com](mailto:editor@nicccorvette.com) or directly to [preston.morgan06@yahoo.com](mailto: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.



Linda & Gene navigating Antelope Canyon, Page, Arizona.



Ken speed reading the newsletter.



Preston getting a drink from the Fountain of Youth at St. Augustine, FL.



Leon enjoying the fall colors near Galena, IL.

## 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](http://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.

All Corvette Trademarks and Logos on this site are used under license granted to NCCC by Chevrolet Motor Division. Corvette is a registered trademark of the Chevrolet Motor Division, General Motors

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](mailto:editor@nicccorvette.com) or  
[webmaster@nicccorvette.com](mailto: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

## 2023 NICC Officers / Directors

<b>President</b>	<b>John Stupac</b>	815-997-3906
<b>Governor</b>	<b>Dale Samuelson</b>	815-979-2352
<b>Secretary</b>	<b>Cindy Starzyk</b>	815-222-2848
<b>Treasurer</b>	<b>Louise Gorsch</b>	815-291-6357
Parliamentarian	<b>Doris Hicks</b>	815-885-2426
Sgt.-at-Arms	<b>Gene Stimart</b>	
Membership	<b>Leon Gorsch</b>	815-291-5357
Social Director	<b>Debbie Schaefer</b>	
Editor	<b>Preston Morgan</b>	941-875-4576

## Advisory Committee Chairs

Webmaster	<b>Linda Stimart</b>	815-298-8415
Advertising	<b>Ken Starzyk</b>	815-222-0281
Historians	<b>Nancy Bailey</b> <b>Carolyn Samuelson</b>	815-979-9824 815-234-7273
Parade Director	<b>Leon Gorsch</b>	815-291-5357
Quartermaster	<b>Barb Johnson</b>	
NCM Ambassador	<b>Sherry Putnam</b>	815-501-6830
Public Relations	<b>Ken Starzyk</b>	815-222-0281
Sunshine Chair	<b>Doris Hicks</b>	815-885-2426
Media Director	<b>Traci Hill</b>	815-298-3361

## **VV Garage Sale**

**Web-Link to Sponsors and Supports Directory:**

<http://nicccorvette.com/index.cfm/nicc-advertisers/sponsors-and-supporters/>

### **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/>



*Love 'Vettes, Have Fun, Give Back!*

# NICC ADVERTISERS AND SPONSORS



When You've Got An Appetite For Fun!

# Backyard Grill

backyardgrill.com

& bar

Loves Park, IL  
6473 N 2nd Street  
815-636-9430



Find us on  
Facebook

Backyard Grill and Bar

**GOODYEAR**

**BFGoodrich**  
Tires

**FF** **TIRE**  
**& WORLD**  
AND SERVICE CENTER



5257 Swanson Road • Roscoe, IL 61073

**815-637-4055**

**Neil**

**KELLY TIRES**  
A GOOD DEAL ON A GREAT TIRE™





# Firehouse Pub and Grill



10670 Main Street  
Roscoe, IL 61032  
815.623.8389

Mon-Wed: 11:00 am - 12:00 am

Thu-Sat: 11:00 am - 2:00 am

Sun: 11:00 am - 11:00 pm

Kitchen: Sun-Thu. until 10 pm

Fri-Sat. until 11 pm

*Thanks for Coming!*

*Carryouts Available!*

# OLD CHICAGO


— PIZZA & TAPROOM —

CRAFTED  
— Since —  
**1976**



**6280 EAST STATE ST**  
**ROCKFORD, IL 61108**  
**815-227-4040**

[www.oldchicago.com](http://www.oldchicago.com)

Find us on 

SUN 11am - 11pm

MON 11am - 11pm

TUES 11am - 11pm

WED 11am - 11pm

THUR 11am - 11pm

FRI 11am - 1am

SAT 11am - 1am

**Happy Hour**

Mon-Fri: 4pm to 6pm

**Late Night:**

Daily: 10pm to Close

# Power Road Auto Body

1140 Power Rd  
Machesney Park, IL  
815-633-4536

[powerroadautobody.com](http://powerroadautobody.com)

**GINO GALLUZZO**  
PROPRIETOR

- Catering As Late as 2:00 A.M.
- Private Rooms 10-600 People
- Delivery / Carryout
- Dine In
- 2 Locations Available
- Online Ordering



6075 E. RIVERSIDE BLVD.  
ROCKFORD, IL 61114  
PHONE: (815) 877-2127  
[www.samsristorante.com](http://www.samsristorante.com)  
e-mail - [g.galluzzosams@comcast.com](mailto:g.galluzzosams@comcast.com)

## TECH-SYSTEMS INC.

ATM Sales and Maintenance • Bank Related Equipment  
Card Access Systems • Drive-Up Bank Equipment  
Safes & Vaults • Security & Video Systems

**Craig Meiter**  
President

3549 Merchandise Drive  
Rockford, IL 61109  
Alarm License # 127-000-823  
Locksmith License # 191-000-414  
1-800-382-5737  
(815) 874-7786  
Fax (815) 874-8029  
[cmeiter@rockfordts.com](mailto:cmeiter@rockfordts.com)  
[www.rockfordts.com](http://www.rockfordts.com)

**YOUR AD COULD APPEAR IN THIS  
SPACE!**

**Contact Ken Starzyk at  
815.222.0281**

## RICOTTA'S AUTOMOTIVE



Electrical Repairs  
Air Conditioning  
Tune Up and Brake Work  
Stainless Steel Calipers in Stock  
Transport Available



**TOM & SONS**

PHONE: 815.282.6700  
FAX: 815.282.6705  
5197 TORQUE RD.  
LOVES PARK, ILLINOIS 61111



## **A Detailed Look Back At The 1963 Chevrolet Corvette Stingray**

By Philip Uwaoma for Hotcars at <https://www.hotcars.com/1963-chevrolet-corvette-stingray/>

**It was available as a convertible and a coupe, with the legendary split rear window.**

Most times, the 1963 Chevrolet Corvette (split-window) Stingray is the first, if not the only car that comes to mind when people mention 'split-window' cars. That just highlights the incredible significance of the 1963 Stingray, as it's literally stolen the 'split-window' show from other '40s to '60s classic cars sporting a similar design, which includes the split-window 1952 – '53 VW 'Zwitter' Beetle, the 1937 Bugatti Type 57SC Atlantic Coupe, and the 1948 – 1952 Porsche 356.



Image: Mecum Auctions

Notably, the split rear windshield is not the only reason '63 Stingray is a collector's dream car today. In fact, the customers weren't as thrilled with the styling back in the day as we are today. However, the Chevrolet Corvette Stingray has always been a well-loved and respected nameplate since the 1959 Stingray Racer concept that became the primary inspiration for the development of the second-generation (C2) Corvette Stingray.

It packed a satisfying array of advanced vehicular technologies eliciting applause from test drivers. Though a bonafide sports car, Stingray was a de facto grand touring car with the mettle to go toe-to-toe with the best of Europe in the GT class. The 1963 model year ushered the Corvette into its second generation, and it was just as special and attention-grabbing as its 1953 launch.

### **A Brief History Of The Second Generation Chevrolet Corvette**

The 1963 Corvette Stingray kicked off the second generation (C2) of the Corvette sports car models manufactured by the Chevrolet division of General Motors. The C2 would be produced through to the 1967 model year. The development of this car has roots in two separate GM projects, namely, the Q-Corvette and the Bill Mitchell racing Sting Ray.



Image: Flickr

Renowned American automobile designer Bill Mitchell was blown away by the strong horizontal styling of cars like the Abarth 750 Streamliner and Alfa Romeo Disco Volante paraded at the 1957 Turin Auto Show. The Q-Corvette project on the other hand referred to the Chevy GM Ed Cole's initiative to build cars whose defining features are a front-mounted engine and a rear-mounted transaxle. Mitchell showed pictures of the cars he'd seen at the Turin Auto Show to the Q-Project design team.

However, the project would later be scrapped, following the exit of GM Chairman Harlow Curtice. Still, the idea of a smaller, but more advanced coupe-only Corvette did not die with the Q-Project. By that time, GM's engineers were already enthralled by the mid and rear-engine designs and the Q-Corvette's proposed 4-wheel disc brakes and inboard-mounted rear brakes. The cars they envisioned would have a long snout, peaked fenders, and a short tail.



Image: Flickr