



Steel Town News



Editor: Lory Husar - contact@steeltowncorvetteclub.com

November 2025



Submitted by: *Perry Minnis*

From the Prez:

I want to thank the many members who attended our October election meeting. I appreciate your involvement and your support. We were able to conclude the election of new Board Members in record time again this year. Based on the results of the election, we are looking forward to another successful year for STCC.

The newly elected members for the 2025-2026 year are: Perry Minnis, Suzy Young, and Eli Zorich.

Mike Sears was reelected to be 1st Alternate. New nominee Nick Kryzmanich was elected 2nd Alternate.

Remaining Board members whose terms are still active are:

Frank Holby, Dave Oreski, Mark Schneider, Mick Yarina, Dave Seibel, Paula Lewis, Lory Husar (Committee Chair-Newsletter) Bill Englert (Committee Chair-Internet Page)

The board will determine any changes in assignments at the November board meeting.

Please take time to thank the members of the STCC Board of Directors when you have a chance. Because of their devotion to the club and their continuous efforts to improve the organization, we all get to enjoy *our* Steel Town Corvette Club.

Thank you all, *Perry*

2025 STCC Calendar

November 8	Veteran's Day Parade - Pittsburgh	Paula Lewis
November 11	Veterans Day Car Cruise at Tapestry Senior Living – 2:00-4:00	Dave & Carol Seibel
November 18	Member Meeting: – Al's Café / Charity Auction	Perry Minnis
December 6	Christmas/Awards Banquet – Rockefeller's Grille, McKees Rocks	Rick & Marion Tartaglione
December 16	Member Meeting: – Al's Café -- Cookie Exchange/Ugly Sweater/OOPS Award	Chris Fiedler

Remember to read THIS schedule thoroughly each month for additional events!

If you have an idea for an additional Event/Cruise throughout the year, please contact Dave Seibel at contact@steeltowncorvetteclub.com.



Steel Town Corvette Club 45th Annual All-Chevy Show – Sunday, July 26, 2026

Next year's event will be held outdoors at the
Bridgeville Volunteer Fire Department
 370 Commercial Street, Bridgeville, PA 15017
 One mile off I-79 at the Bridgeville Exit 54 or
 Heidelberg/Collier Exit 55

Sponsored by Colussy Chevrolet
*Celebrating 107 years as the oldest family-owned Chevrolet Dealer
 in the country!*

Save
the
Date

Special Celebrations:

November Birthdays

2 – Lynne Coppola
3 – Miffy Morgan
3 – Jo Post
8 – Terri Dakan
8 – Lora Prell
10 – Frederick Talak
11 – Chris Englert
16 – John Caton
18 – Marian Tartaglione
19 – Pat Hogan
22 – Ron Stout
23 – Tom Franczyk
26 – Rob Stokes
28 – Patti Stout
29 – George Coppola

November Anniversaries

1 – Tim & Lora Prell
8 – Wayne & Madonna Crouse
23 – Jim & Aimee Henry
28 – Lee & Betty Marks
29 – John & Helga Stanton III



By [Mick Yarina](#), Points Chairperson

What are points and how do you earn them? The Point System is designed to acknowledge the members who have been most active in supporting our Club. The point system is rather straightforward, rewarding those who show the most Club enthusiasm and those who are involved in making the Club a success. The Club year runs from November 1st to October 31st. The Board of Directors assigns point values for various levels of participation in the club during that period. Members can even earn points when they receive awards at car shows. Board members (including alternates) and their spouses are excluded from point's awards. Since the members who have earned the most points are honored at the annual Awards Banquet Christmas party, there will not be a Tally this month of the points leaders.



Fall Cruise to Oglebay, West Virginia

Sunday -- October 5th, 2025

Submitted By: [Sean P. O'Rourke](#)



Oglebay Park Glass Museum



The Palace of Gold



Generations Restaurant/Pub

On Sunday, October 5th, 2025, the Steel Town Corvette Club, led by Dave & Carol Seibel, rallied into Wild West Virginia, hosting a scavenger hunt along the way. Winners were Paula and Troy Lewis.

Our first stop was the Oglebay Institute Glass Museum, Oglebay Park, Wheeling, WV. The Folks at the Museum, cordially provided an unguided tour and a Glass Blower. The museum tour offered various exhibits detailing the history of the American Glass Industry, specifically in West Virginia and examples of all types of glassware. The Blower is quite an artisan. He made several seasonal ornaments, such as Pumpkins, and explained the fine points of his age-old craft, with the most important thing, is not to INHALE!!! OglebayFest, was in full-swing and some of our members took some time to see Oglebay's annual fall event.

We reconvened in the parking lot to head out on the 1st leg of our scenic ride through the West Virginia countryside. Shortly, into the anticipated ride, a '95 Wood-Grain sided Chevy Station Wagon Pace car jumped in the lead, and led us along the snaking Big Wheeling Creek Road at blinding speeds, tipping just over 25 mph, for the next 8 miles!

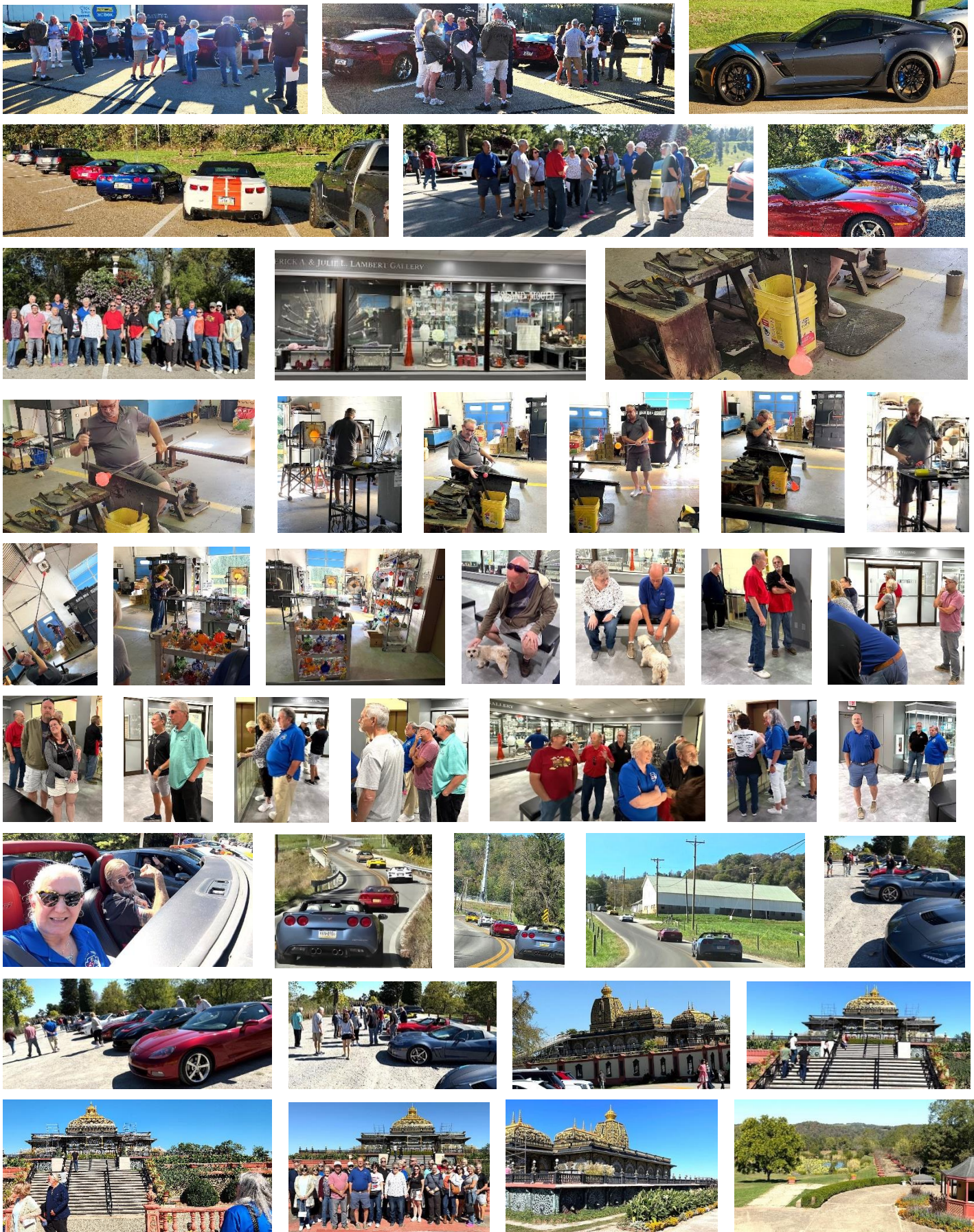
Nearing Noon, we rolled into The Palace of Gold, New Vrindaban, WV. As we ascended the brick road towards The Palace, a prized Peacock tried to enlighten itself as the hood ornament on Randy and Becky Baker's car. Thank Vishnu, no paint scratches!

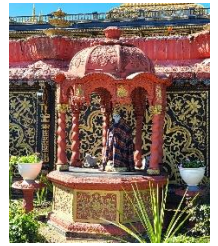
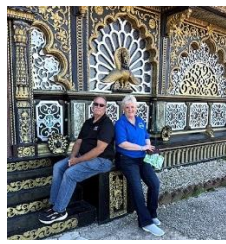
The Palace of Gold is a wonderful place, providing moving vistas of the surrounding WV countryside, Beautiful Gardens, ponds, and of course a tour of The Palace of Gold. Originally built as a home for Prabhupada, a missionary credited for bringing Krishna consciousness to the US in 1965, and now a temple to honor his name, is lined with exotic marble, stained glass, wood carvings, and of course Gold Leaf, just about 5 lbs. of it.

After we were all spiritually lifted, we stripped our blue booties and smelling of Nag Champa and humming the Beatle's My Sweet Lord, we were off on the last leg thru the wilds of West Virginia. A spirited ride, offering hints of the Triple Nickle, but with Frak Trucks owning the road, we motored off the mountain to get our last Wheeling Feeling at G-Spot, Generations Restaurant & Pub.

Generations is a local establishment offering a variety epicurean delights and cold beverages. All were in good spirits, offering lively conversations and great laughs!

I would like to thank Dave and Carol for their help in organizing this cruise and to offer a huge Shout Out to Dick O'Rourke and Bill Childers, who spearheaded the Wheeling movement! Thank you, Gentlemen, we look forward to the next event into the hillbilly hollers!





Steel Town Corvette Club Movie Night “The Quest”

Submitted By [Dave Oreski](#)

What to do on a rainy Sunday night?



On Sunday night, October 19th, Steel Town Corvette Club held its first ever movie night at the historic Strand Theater located on Main Street in Zelienople. The Strand Theater, one of the oldest theaters in Pennsylvania, was built in 1914, featuring silent films as well as Vaudeville-style shows on its small stage. After a long run of plays, movies, and musicals the Strand closed in the mid-1980s and sat abandoned for over 20 years. In 2001, the Strand Theater Initiative was formed to renovate and save the theater. The theater re-opened in July, 2009 and is now an acclaimed venue for concerts, musicals, and theatrical performances.

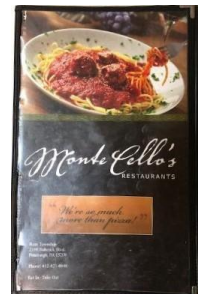
The featured movie, “*The Quest*”, is a must-see movie for all Corvette enthusiasts. “*The Quest*” chronicles the appearance in June, 1960 of four Corvettes at the famous 24 Hours of Le Mans Endurance Race in France. This was the first time Corvettes had entered Le Mans. The film re-caps that historic race and what happened to the four Corvettes and their drivers with the focus on the #3 Corvette. The class winning #3 Corvette was acquired and restored by “Corvettes at Carlisle” promoters Lance and Chip Miller. The #3 Corvette was then returned to Le Mans to mark the 50th anniversary of the #3 Corvette’s class’s win with one of the original drivers of the #3 Corvette, legendary racer John Fitch. To celebrate the 50th anniversary of the #3 Corvette’s win, the 92-year-old John Fitch takes a victory lap of the track in the restored #3 Corvette.

Enjoying the movie along with STCC members were members from other Pittsburgh area Corvette Clubs: Corvettes of PA, Three Rivers, Shenango Valley, and North Pittsburgh. It would be great if the Pittsburgh area Corvette clubs got together for more events in the future.



October 21st, 2025 -- Member Meeting Monte Cello's Restaurant and Lounge

Submitted By: *Dave Seibel*



It was Election night, October 21st, 2025, held at Monte Cello's Restaurant and Lounge located at 2198 Babcock Boulevard, Ross Township. 55 Members were greeted by Ashley and Samantha with full menus of delicious Italian food and drink. After dinner, Perry started the meeting and asked Frank Holby for a Treasurer Report which he gave. Then asked Paula about next year's All Chevy Show – she stated that it's too early to start and mentioned we had t-shirts from this year's All Chevy Show for sale. We sold a few t-shirts tonight during the meeting.

Perry then asked Mick about the Points and Mick stated the Points will be completed AFTER tonight's total is added. Perry asked me about upcoming events and I reported only about November, which is the Auction Meeting and December's Awards Meeting and when we have the Cookie Exchange/Oops Awards and Ugly Sweater Meeting.

Perry then started the Election Process. Four Board members were up for re-election – Perry, Eli Zorich, Paula Lewis, and Mike Sears. We needed one member to fill out the card – Gene Kern was not coming back to the Board. I nominated Nick Krizmanich – which filled the need on the Board. So, Perry asked for a show of hands to elect those that were running. By raising hands, the members agreed with all nominees.

Rick Tartagleone reminded all the members about the Awards Banquet and to send the money in if they wanted to attend. Karen Buell was lucky to win the 50/50 for \$225.00 and Gene Kern & Lisa Nestor were the winners of the Monte Cellos \$25.00 Gift Cards.

Carol and I would like to thank the members and Ashley & Sanantha for doing an outstanding job making this a great meeting.

Thank You,

Dave and Carik Seibel







TAPESTRY
SENIOR LIVING

VETERANS

DAY

2:00 PM TO
4:00 PM

550 CHERRINGTON
PARKWAY
CORAOPOLIS, PA 15108

11.11.2025

HONORING ALL

WHO SERVED

PINNING CEREMONY, APPETIZERS AND
LIBATIONS

RSVP TO TIFFANIE BY CALL/TEXT AT 412-480-4683
OR TIFFANIE.LIGHTNER@TAPESTRYSENIOR.COM



Advanced
Home Health & Hospice



LET'S HEAR IT FOR SANTA'S KIDS!

2025

Submitted By: Chris & Paula Fiedler



Each year for our November meeting, we raise money for one of our club's important charities, known as **Santa's Kids**. This event takes place on **Tuesday, November 18th** at **Al's Cafe** located at **425 McMurray Road, Bethel Park, 15102**. Dinner will be available **from 5:30 to 7:00 pm**. **Event to start at 7:30**

In case you are a new member, this event is a lot of fun, as it is both a raffle and an auction. You can **bid** to win *auctioned items* and **purchase** tickets on *raffles*. Members try to out-bid each other for this worthy cause which gets exciting.

100% of the money raised goes to help underprivileged families who cannot afford Christmas gifts. This charity collects over 200 needy families from local organizations and churches. Santa's Kids then contacts each family to find out what their children want and need for Christmas. The organization then buys, wraps, and delivers the presents, along with a gift card from a local grocery store on the afternoon of Christmas Eve.

Some of the items include corvette and other car items. Sports, collectibles, household items, and jewelry just to name a few. If you have any donations, please let Chris Fiedler know **ASAP**. E-mail is: contact@steeltowncorvetteclub.com. These items make great Christmas gifts or perhaps an addition to your corvette collections.

To read more about this charity visit their web site at: www.santaskids.org

Our club is known for its generosity and support for our charitable endeavors. A great deal of time and effort is put forth for this event. So, we are counting on you, once again, for your attendance and participation!

This is a big one, and, we look forward to *your* support to make this another success!

Thank you for your participation
Chris & Paula Fiedler



(Remember your checkbook! Purchases are tax deductible!)



Vettes for Vets Christmas Sparkle!



Submitted By: Jo Post



Two vans full of Christmas joy for the children of our deployed service members in need were collected last year!!! ***Lets' do it again!!*** I'm starting the toy drive at the September thru the December meetings. If there is a meeting or cruise that I can't attend, please give your toy donations to Eli & Bev Zorich or Dave & Carol Seibel. They are incredibly helpful with the Vettes for Vets collections. Our service members appreciate each and every toy you donate.

If you prefer to donate money for me to purchase the toys myself, that's fine too. I watch for sales and get a military discount, which allows me to maximize the number of toys for the money.

Thank you again for all you do for our military families in need!!

Jo Post



(2024 Toy Collection)



VETTES for VETS

Submitted By: Jo Post



I have started collecting toys for the children of deployed service members in the Pittsburgh area again this year - September thru December - to deliver to Deb Krall, coordinator at Operation Home Front. See details in number 3 below. Our Board considers and donates money for commissary gift cards to ensure that the families of deployed service members, who are in need, will have a Christmas meal with all the trimmings. For those of you who would rather not shop, I accept donations and shop for you..

Additionally, there are several ways that individuals can contribute that will help our military families immensely. Currently, listed below are *four* of the most pressing ones...***Let's roll on this!***

1. ***To help our wounded warriors:*** Just continue bringing your old cell phones to the next meeting. I will ship them to our partner recycle company, with all funds to be sent directly to The Wounded Warriors Project.
2. ***To help our deployed troops relax a little with a good movie, when they have off-duty time:*** Just bring DVDs – *used or new*. They will be given to our service members before deploying, by Deb Krall, Operation Home Front coordinator.
3. ***For the children:*** Bring a new, unwrapped toy for any age child, newborn up to 17 years old, or you can donate a cash amount for someone to shop for you. **Normally, at a special function, the children will be entertained while the Operation Home Front parent chooses a toy for each child, in another room, that can be used as a Santa gift or as a gift from them, determined by that parent's need. Once again, due to COVID, toys will have to be sorted and delivered individually, so please donate early.**
4. ***Backpacks:*** New empty ones, any kind for the **Back-to-School Event**.

Now we have four great reasons to clean out a few drawers, and contribute some much needed support to our troops. Please bring the items to our monthly cruises or meetings, I will do the rest. If for some reason I'm not in attendance at an event, please **give them to Carol & Dave Seibel or Eli & Beverly Zurich**. **They'll get them to me** - I'll do the rest. I can also meet individually to pick up toys, if you are unable to attend cruises or get-togethers right now. Thank you again for all that you do to help others in need!!

Jo Post



Steel Town Corvette Club *Cordially invites you to our*

Annual Christmas Party & Awards Banquet

Saturday 12/6/2025 6 P.M. to 11 P.M.

Where: **Rockefeller's Grill Banquet Hall in Kennedy Square**
1833 McKees Rocks Road 412-403-3317
McKees Rocks, PA 15136

Please **submit check and submission slip** below by **11/15/2024**

to Marian and Rick Tartaglione at a meeting or Mail to: 107 Doray Drive, Pgh, PA 15237

Details:

Cocktail hour 6 p.m. to 7 p.m.

Dinner Buffet Served at 7 p.m.

Mixed Greens Salad & Freshly baked rolls served at the table,

Buffet features:

Chicken Romano, Baked Scrod, Beef Tenderloin with mushrooms in au jus,

Green Beans Almandine, Baked Penne.

Included freshly brewed coffee/decaf/assorted teas, freshly brewed iced tea and fountain drinks,

Cash Bar featuring Top Shelf liquor/Wine and Beer

Dancing with DJ Rick Wirth following Awards Presentation

Door Prizes *** Favors**

Price: \$25 per person or \$20 per person if paid by 10/10/2025

(no exceptions)

clip below and return with your check **payable to STCC**

Payment Must be received no later than 11/15

Name(s) of Guests

Amount paid/Cash or Check #

Date

Please print and return form with check or cash.

Salute to All STCC Members Who Have Served in the Military

Requested By **Lory Husar**



STCC Members

STCC is planning a salute to **all** members who have served in the Military. We want to Honor ALL Army, Navy, Marine, Air Force and Coast Guard Veterans in an upcoming Newsletter. Please submit a Photo in Military uniform, *if available*, and dates with Branch of Service to our newsletter editor Lory Husar, contact@steeltowncorvetteclub.com for inclusion in a **future** STCC Newsletter.

Thank You,
Lory Husar

WE WANT



NOTE: Due to unforeseen events: the Veteran's Salute will be in the December Newsletter. Sorry for the delay in publication. **Lory Husar.**



Here's What Running Out of Gas Does to Your Engine.

Submitted by: [George Husar](#)

JALOPNIK

BY [SHANE SCHMID](#) OCT. 14, 2025 6:25 PM EST



Who hasn't experienced being behind the wheel and anxiously glancing at the fuel gauge as the needle hovers over empty? Whether it's due to forgetfulness or an effort to squeeze as many miles out of the tank as possible, running out of fuel doesn't do your engine any favors, and it can be detrimental to you as well. A while back, it was reported that a man was found dead after running out of gas in Death Valley. Even if you happen to be in a populated area with services nearby, when your vehicle becomes starved for fuel, it's hard on certain parts.

Gasoline isn't only instrumental in the combustion process, but it also serves to cool certain fuel system components. For instance, the fuel pump (which is responsible for moving gas from the tank to the engine) can start to heat up as you near empty. To function properly, the pump needs a consistent supply of gas. If that supply drops too low, the pump will start moving air instead, which can result in substantial damage.

This scenario can become even worse if you're driving an older vehicle with many years of debris on the bottom of the fuel tank. As you may imagine, once the pump is desperate to suck up any fuel with a nearly empty tank, that bottom-dwelling sludge can get pulled up into the system and create a clog. According to Kelly Blue Book, to have the fuel pump replaced, you're looking at between \$390 and \$900, which is certainly not worth delaying a trip to the gas station.

Running out of gas can also damage the engine and catalytic converter(s)

It isn't only the fuel pump that suffers when pushing your luck with the gauge on empty — other vehicle components can also experience trauma. Modern engines are complex and computerized, and they're able to adjust precise details during operation, like the specific mixture of fuel to air. When gasoline becomes scarce, insufficient fuel is going to reach the cylinders, throwing off the mixture, and causing misfires.



The engine not firing properly is bad enough, as misfires can cause jittery acceleration and choppy idling, but it can get worse. The ECM (engine control module) takes in data from various sensors around the engine. When your cylinders start misfiring, the ECM will adjust the combustion mixture to include more fuel. The problem is, if you're on empty, there isn't any more fuel to deliver, and this can lead to something called engine knock. Essentially, the sound is a result of mistimed waves of pressure colliding within the cylinder. Over time, engine knock can cause serious internal damage.

Misfires can also allow what little fuel is entering the engine to escape unburned and make its way to the catalytic converter. A catalytic converter is a component in the exhaust system, which, through a series of complex chemical reactions, converts toxic materials into less harmful ones before allowing them to leave the car's tailpipe. For a more thorough explanation, this catalytic converter deep dive explains that expensive black box under your car. If too much unburned fuel reaches the catalytic converter, it can cause the part to overheat, which can result in substantial damage and an expensive repair.



How To Read the Dots on Your Oil Dipstick (And What You Might Be Doing Wrong)

Submitted by: [Leif Erikson](#)

JALOPNIK

BY [ABHIK DAS](#) JULY 7, 2025 6:05 PM EST



It sounds like a basic procedure — pull the dipstick, check the oil level, and top off if needed. However, if that is your whole game plan, you might be missing what the dots and lines on that metal stick are actually telling you. You see, those markings are not just for decoration. They are calibrated indicators that help you avoid overfilling, underfilling, or causing serious damage to your engine. Many drivers get this wrong, especially when they check the level too soon, on uneven ground, or misread the difference between hot and cold readings.

Every dipstick has its own markings, but generally, the top dot means full when the engine is warm, and the bottom one means you're low, add oil. Some manufacturers will stamp an "F" and an "L" for full and low while some will simply have a hole punched in along with a cross hatched section or variations of these.

So, what about the space in between? This section typically accounts for around one quart of oil. If the reading is just above the bottom dot, that usually means you are about a quart low. Topping up, however, should be done carefully. Why? It's simple — too much engine oil can be just as harmful as too little.

How to read it right and avoid rookie mistakes

First things first, make sure the car is parked on level ground. Checking on a slope can give you a false reading and lead to an unnecessary top-up. Let the engine sit for five to fifteen minutes if it is hot, as this will allow the oil to drain into the oil pan for an accurate reading, and be smart about adding engine oil to a hot engine. Pull the dipstick, wipe it clean with a rag or paper towel, then reinsert and pull it again for the true reading. Do not rely on the first swipe. Residual oil can give a misleading result.



The dots or crosshatch patterns at the end of the dipstick tell the story. If your oil level is between the bottom and top marks, you are within the ideal range. Below the bottom mark means the engine is low on oil and more needs to be added. If the oil film is above the top marking, then the engine has too much oil and the excess needs to be removed.

Why accuracy matters more than you think



Using a dipstick correctly helps maintain the correct oil pressure, keep internal temperatures stable, and helps to ensure that every moving part stays lubricated. Running below the low mark reduces the oil's ability to absorb heat and increases friction between components leading to overheating or worse, damage to components like bearings, cylinder walls and camshaft. If your oil light flickers during braking or cornering, you are likely too low.

Too much oil is not harmless either. Overfilling creates aerated oil, full of tiny air bubbles, reducing the oil's lubricating and cooling properties. Bearings need a solid film of oil to work correctly, not foam. Oil pressure can increase because of overfilling engine oil and this will put more stress on seals and gaskets accelerating their wear.

The takeaway is simple. Check your dipstick regularly, do it properly, and respect what those markings tell you. Just in case your car is fairly modern, you may not have a dipstick in the engine

bay, in which case your car will digitally measure the engine oil and tell you if the engine oil is outside the normal range. You could've skipped this article entirely, but on the brighter side, now you know more to help others out. Although, can you trust that digital oil life monitor?

Whatever the case may be, maintaining the correct engine oil level is important and the markings on a dipstick are not optional guidelines. They are your front line of defense against damage that starts small and ends with a big repair bill.



If You See Bubbles on an Oil Dipstick, This Is What It Could Mean

Submitted by: [Leif Erikson](#)

JALOPNIK BY [JORDAN A. RODRIGUEZ](#) JULY 20, 2025 10:05 AM EST

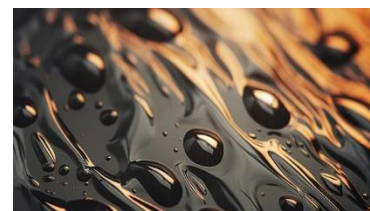


We still don't entirely understand why new cars have stopped coming with oil dipsticks installed. Car manufacturers claim the shift towards digital monitoring is happening to improve accuracy and convenience, but dipsticks can do a lot more than tell you if your oil level is low. They can also tell you about the quality of your oil and if it's gone bad. However, if you retrieve the dipstick and it has bubbles on the oil layer, then you may have a problem.

If you check your oil regularly and occasionally see bubbles, it might be no big deal. The motion of the crankshaft introduces some air to the oil as it turns over, which means that bubbles may form in the oil through natural agitation. That's just science, and these bubbles shouldn't pose much of a problem. However, the size of the bubbles, their frequency, and how long they last can tell us if something more is going on. Here's what you should keep an eye open for.

The type of bubbles

A little bit of bubbles on the dipstick isn't a real issue if they disappear quickly after the engine is turned off. However, if they're persistent, large, or accompanied by a milky foam substance, then there can be a few things wrong. More often than not, frothy bubbles in the oil mean the car engine coolant has found its way into the engine oil. If this happens, then you need to see a mechanic, pronto.



Bubbles in the oil can also be caused by aeration. Oil aeration is the process of air mixing with the engine oil, which leads to air bubbles that prevent the oil from keeping engine components properly lubricated so they don't grind together and cause engine wear. Aeration can happen during an oil change, although another common cause is high engine speeds. When an engine hits high RPMs, air can be forced into the oil, which in turn, will cause bubbles to form. This can lead to reduced lubrication, overheating, and lower engine efficiency.

Aeration may not be as bad as a coolant leak, but if you notice bubbles in the oil, this could be an early sign that you're already experiencing some excessive engine wear. Last, but not least, overfilling your oil can also cause bubbles, so make sure you know how to check your dipstick properly — assuming your car still has one, that is.



These Driving Habits Don't Seem Illegal, But Could Get You Pulled Over!

Submitted by: [Lagertha Rothbrok](#)

JALOPNIK

BY [B. L. JOHNSON](#) SEPT. 28, 2025 8:25 PM EST



Maybe you're a safe driver who always obeys the speed limit. You drive defensively and have never been in an accident. You're glad to install that monitoring device the insurance company sent, because you consistently get the discount for safe driving. Good for you.

But don't think any of that guarantees the police won't pull you over. There are lots of things you could be doing on your daily commute that are illegal, and you're not even aware of them. And these laws can be hard to keep track of, since they differ from state to state.

Those cute fuzzy dice that decorate your rearview mirror? They could get you pulled over in states like Michigan. Do you have a four-legged best friend who rides in your back seat? That could be a ticket in three states if he's roaming free back there.

Have you modded your car? Is the tint on your windows too dark? Do you know what's considered too dark for window tint in your state? Do you have underbody lights? What color are they? These are things you have to take into consideration if you don't want to get cited.

Even seemingly innocuous things could get you pulled over. Lots of drivers honk when they see a friend along the side of the street. But that, at least theoretically, could get you a ticket in states that don't allow honking for non-emergency reasons.

It doesn't end there. Driving with your hazard lights on, staying in the left lane too long, and not clearing all the snow off your car before taking it on the road could all get you a ticket. And the list goes on and on. The important thing is to know the rules of the road wherever you drive.

Be careful whom you're honking at in these places

We know, you honked at that guy who cut you off because you wanted to help him to see that what he was doing was unsafe. You're a responsible driver and that honk was meant as constructive feedback, motivated by your desire for him to get home safely. And the names you loudly called him were meant merely to drive the point home.



If we're being honest with ourselves, many of us honk at others because we're angry or annoyed as much for safety reasons. But honking just because you're mad is illegal in Florida, as is honking at a friend you're passing by. Basically, the statute prohibits honking for any reason other than safety. Fortunately, alerting that driver in front of you who's too busy going through his phone's playlist to notice that the light has just turned green is considered a valid safety reason. Anchorage, Alaska has a similar ordinance about honking. It forbids using your horn except as a warning of danger. California is another state where you can get pulled over for honking your horn for a non-safety reason.

Multiple U.S. cities also have ordinances that make it illegal to honk for non-emergency reasons. New York City prohibits this and has even installed noise-detection cameras activated by sounds over a certain number of decibels, including honking. If you're caught honking your horn unnecessarily, your plate will be noted, and you'll get a ticket in the mail.

Dallas, Denver, and Chicago also prohibit trivial use of your horn. Interestingly, the Ohio Supreme Court has ruled that honking is protected as free speech under the state's constitution.

Make sure Fido is buckled up in these states



You're probably as alarmed as we are when you pass by a driver with a dog on his or her lap. Maybe you've even remarked that doing that should be against the law. Well, it is illegal in some states. In Hawaii, for example, you could get fined \$97 if a cop sees you driving with Mr. Cuddles on your lap. The law in that state makes it illegal to have a pet loose anywhere in a moving car.

New Jersey will fine you up to \$1,000 if Spot isn't seated in a harness, a crate, or a seat belt. Rhode Island laws are similar, but allow the dog to sit on a passenger's lap. A law like this may seem like common sense, but a bill banning dogs in laps was met with stiff backlash in New Hampshire.

What about dogs riding in the backs of pickups? As dangerous as this is, only six states restrict this: Maine, Connecticut, New Hampshire, California, Massachusetts, and Rhode Island. (Cue Gen-Xers flexing about how, when they were kids, not only did their dogs ride in the back of pickups, but they rode back there with them.) Some of the states, like New Hampshire and California, specify that dogs in pickup beds must be restrained in some way to keep them from falling or jumping out. In our experience, though, most dogs will jump out of a moving pickup only once, regardless of how it turns out.

Washington and Oregon prohibit transporting any animal, not just dogs, in this manner. Washington law also bans transporting animals on the hood, running boards, or fenders. We're not sure what's going on over there in Washington, but someone felt it necessary to make that a law.

Move over, Grandma!

Few things frustrate us more than encountering happy campers on the interstate. We're not talking about folks driving RVs or pulling camper trailers. No, we're talking about all those slow drivers camped out in the passing lane because they don't seem to know what that lane is for. We mean, it's in the name, "passing" lane.



It turns out that state lawmakers around the country share our frustration. Every state in the union has a law restricting the use of the left lane. It is against the law in Arkansas, Florida, Georgia, Virginia, Indiana, Utah, Colorado, and Kansas to drive in the left lane or block overtaking cars unless you're passing or making a left turn. New Jersey takes it a step farther by requiring drivers in most cases to use the rightmost lane. This restricts use of not only the left lane, but also the center lane, unless you're passing or turning left, though the law allows for local jurisdictions to make their own laws about the center lane.

Yet, somehow in spite of all these laws, many Americans seem to be confused about when to drive in the left lane. Add to that the drivers who have appointed themselves to govern everyone else's speed by occupying the left lane to make sure no one behind them can drive too fast. Just be warned, this kind of driving can get you pulled over.

Honorable mentions



You're probably doing a whole host of other things that can get you pulled over and you don't even know it. Do you have one of those pine-tree-shaped air fresheners dangling from your rearview mirror? Hanging anything from your mirror could get you cited in Minnesota, California, and Pennsylvania.

Have you ever been caught in severe rain or fog on the road that forces you to slow down because visibility is so bad? Some drivers feel that's a good time to use their hazard lights. But turning on your hazards while the car is moving is illegal in Kansas, and Louisiana, among other states. You could even be charged with a misdemeanor.

Those neon underglow lights used to trick out some cars look pretty cool, don't they? Well, they can get you pulled over in Connecticut, Maine, and Michigan. Other states have restrictions on these

lights, like what colors they can be. And you definitely want to avoid any lighting that makes your car resemble an emergency vehicle.

Maybe you've rushed out of your house on a cold winter morning only to find your car covered in snow. If you were running late for work, you may have been tempted to remove just enough snow and ice so you could see out of your windshield and maybe some other windows. But not finishing the job by taking the snow off of the roof and hood could get you fined in New Hampshire, Connecticut, New Jersey, Rhode Island, and Maine. This is because an ice sheet could come off and strike another vehicle, causing a serious accident.

Driving habits you probably think are illegal, but they're not

Do you like the freedom of driving unbound by shoes while you feel the dirty gas pedal against the skin of your uncovered sole? Neither do we. Driving barefoot seems like it would be uncomfortable, kind of smelly in some cases, and most of all, unsafe — so much so that it should be illegal. But it isn't. Not a single state outlaws barefoot driving.

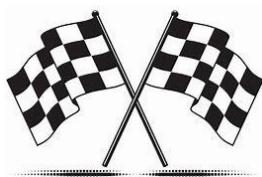


Remember your dad or mom freaking out during nighttime road trips any time you dared to turn on the dome light, as if you had done something that could get the whole family killed? Yeah, it turns out that's not illegal either. Mom and Dad were freaking out over nothing.

Those stop signs inside parking lots look pretty official. Surely you could get ticketed for running one of those, right? No, not always. In California, for example, the vehicle code applies only to "highways", or public streets and roads, not private property, unless there's a sign stating that the vehicle code is enforced there. We should note that this applies to stop signs inside the parking lot, not the one where the lot exits onto the street.

But before you head to the parking lot of your local supermarket to practice your stunt driving, there are some things you should know. Laws vary from location to location. And you can still get ticketed just about anywhere for things like reckless driving and parking in a handicapped spot. Besides, just because you can't get a ticket for something doesn't make it safe.

Remember, nothing you've read here constitutes legal advice. Research the laws where you live, obey stop signs wherever they are, and most of all, drive safely.



Submitted By: Paula Lewis

Overflow Parking at the Corvette Assembly Plant

Submitted by: [Eli Zorich](#)



By [Keith Cornett](#) -Oct 3, 2025

How about a visual reference to describe the current shipping situation at the [Corvette Assembly Plant](#) in Bowling Green?



Every time we visit Bowling Green, we always make a point to drive past the Assembly Plant and then follow the service road around to the back side where you can see the vast parking lot where completed Corvettes are stored as they are awaiting to be shipped. When we were there at the end of August for the NCM 31st Anniversary Celebration, the STOP SALE Order had been in effect for just one week and the parking lot was just starting to fill up due to no Z06 or ZR1s being shipped.

Now exactly one month later, I see these two photos from our friend [Rick 'Corvette' Conti](#) who shows that there are so many Corvettes are ready to be shipped that they are now having to park them single file on the service road that goes around the assembly plant. As far as security goes, the gates are locked, and it appears there is a security guard posted in a car at the front of the line.



We have been blogging about the Corvette for 20 years now and I can't recall a time of ever seeing this many completed Corvettes in their white transport covers awaiting shipment. However, the good news is that all these cars do have the spilled fuel diverter part in place and now are just waiting their turn to get shipped.



Earlier in the week, another friend of ours shared these photos to the [MidEngineCorvetteForum.com](#) showing that the parking lot for the new Corvettes awaiting R8C Deliveries at the National Corvette Museum was also full after receiving new Corvettes that have the new spilled fuel diverter part installed. Due to the stop sale on Z06s and ZR1s, none of these Corvettes could be delivered until now.



If you are one of those customers waiting for your Corvette to either, be shipped to your dealer, or to have your R8C Museum Delivery planned, stay patient as you can see just how many new Corvettes we are dealing with.



When The Battery Light Comes On, How Long Is It Safe to Keep Driving?

Submitted by: [George Husar](#)

JALOPNIK

BY [ALVIN REYES](#) SEPT. 29, 2025 6:25 PM EST



Consider yourself pressed for time if the battery warning light turns on while you're driving. The red or amber light generally means one of two things: Either your 12-volt battery is weak and on the verge of failing or your car's alternator is toast. A bad alternator is the most likely cause of an illuminated battery light, and this means you don't have much time before the vehicle shuts down completely and leaves you stranded. On average, you can continue driving for about 30 minutes to an hour with a lit battery light, but the actual time depends on the condition of your car's 12-volt battery.

You see, the alternator recharges the battery and supplies power to electrical accessories like the power windows, headlights, infotainment system, air conditioning, and heated seats. It generates juice by converting the crankshaft's mechanical energy into electricity via a serpentine belt connected to the alternator's pulley. As the belt rotates the alternator's pulley, it generates an alternating current. An internal rectifier then converts that alternating current into direct current to recharge the battery and power vehicle electronics.

The alternator is a robust unit and could outlive the factory warranty. However, intense heat, excessive wear, and water damage can shorten its lifespan. It's normal for the battery light to illuminate briefly when turning the key and starting the engine. But if the light remains on after the engine warms up, cancel your plans and bring the car in for service ASAP. If your alternator fails while driving, the 12-volt battery will be your car's only source of electricity, which means time is not something you can afford to waste.

What are the symptoms of a bad alternator?

Besides a battery warning light, a failing alternator can display a few other symptoms. These symptoms include dim headlights, a flickering instrument cluster, unresponsive electrical accessories, whining or grinding noises from under the hood, hard starting, and a smell of burning rubber or scorched wiring. The rubbery smell could be due to a snapped, misaligned, or poorly tensioned serpentine belt, making it unable to spin the alternator's pulley to produce electricity.



A typical alternator consists of many parts, such as the rotor, pulley, stator, rectifier, and voltage regulator. Any weak point can cause the alternator to fail and trigger the battery warning light. Unfortunately, alternators are expensive and replacing one can cost between \$750 and \$850. The alternator is typically maintenance-free and doesn't require fluid changes or adjustments. However, there are things you can do to make it last as long as possible.

That includes keeping the alternator dry and avoiding water splashes or fluid contamination. Periodic inspections of the drive belts and pulley bearings are also essential for long-term operation. Watch out for rattling or grinding noises coming from the alternator, which are classic symptoms of worn-out bearings. Meanwhile, screeching noises when starting the vehicle or when driving could mean a belt replacement is in the cards.

What to do if the battery light turns on while driving

Since time is critical when the battery light turns on, your best recourse is to continue driving and hope that the battery has enough power to take you home or to the nearest service center. The least you can do is try to minimize the electrical load in the hope of conserving power and extending your range. Turning off non-



essential accessories like the heated seats, stereo, and air conditioning will help greatly when it comes to preserving juice.

Don't turn the engine off unless you're home or in the garage, as the battery probably won't have enough reserve power to restart the car. If you feel that the vehicle is getting weak and is about to shut off, find a safe place to pull over ASAP and call for help. In addition, ask the mechanic to replace or recharge the 12-volt battery after replacing the alternator.

The alternator's failure may have weakened or severely compromised the battery. For reference, a new 12-volt sealed lead-acid battery starts at around \$200, but you could get a better deal on a Costco battery, depending on your vehicle.



Evolution of Fuel Injection

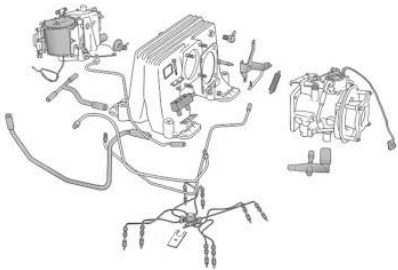
Submitted by: [Dave Seibel](#)



Corvette Central news@corvette-central.com - October 6, 2025 at 8:00:48 PM EDT

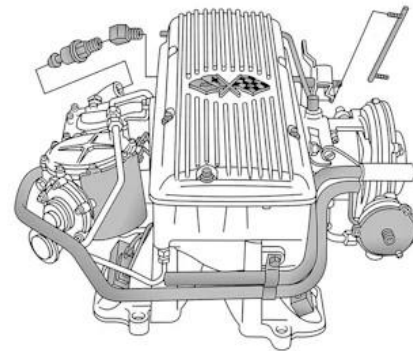
Like any ingredient in the Corvette's recipe for success, there have been changes and evolutions in the fuel delivery system. Follow along as we dive into the evolution of fuel injection systems used in Corvettes from the earliest versions to today's power-packed and highly efficient combinations. We offer replacement parts and upgrades for nearly every fuel injection system in the Corvette legacy, so let's dig into the history and evolution of Corvette fuel injection systems.

C1 - 1953-1962



The most common fuel delivery enhancements for early Corvettes came in the form of multiple carburetors. However, the engineers at General Motors and Rochester developed a revolution-nary new method to feed the famous small block Chevy V8. The Rochester Ramjet fuel injection system debuted in the 1957 model, enabling the 283ci small block to produce one horsepower per cubic inch. This mechanical fuel injection system had its flaws. Still, it was a step in the right direction from a marketing perspective, as it elevated the Corvette's status in the sports car industry. Rochester fuel injection started with a ribbed top in 1957 through 1959, then changed to a smooth casting in 1960 and remained in place until the end of the C1 generation.

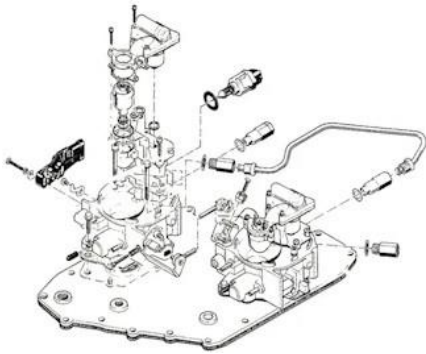
C2 - 1963-1967



The C2 Corvette rocked the world with its futuristic body, four-wheel independent suspension, and increased horsepower offerings. Part of the formula was an updated version of the Rochester fuel injection unit. When used on Chevrolet's hottest 327ci small block, this combination produced 375 horsepower. A lack of replacement parts and a general lack of information on the fuel injection units led many Corvette owners to swap the injection for carburetors. When Chevrolet rolled out the 396ci big block engine in 1965, fuel injection took a back seat and would not return until the end of the C3 generation.



C3 - 1968-1982



Fuel injection was wiped off the Corvette's option list for nearly two decades. Even during the height of the horsepower wars, carburetors were once again the leading form of fuel delivery. Fast forward through the smog era, and we land in the 1980s, where technology began making its way into the conversation. In 1981, Chevrolet equipped the small-block Chevy engine with an electronic Quadrajets carburetor, which allowed a computer and a series of sensors to optimize the fuel flow. The general idea was to lower emissions and increase fuel economy, but the unique Quadrajets only lasted one year. The only fuel-injected Corvette from the C3 generation was the 1982, which featured the ill-fated Cross-Fire fuel injection system. The cross-ram style intake manifold was reminiscent of the '69 Camaro Z/28 cross-ram. However, instead of two carburetors, the Cross-Fire system featured two throttle bodies, operated by an onboard computer and a series of sensors.

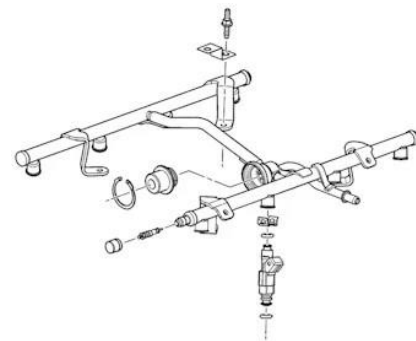
C4 - 1984-1996



Although the Cross-Fire fuel injection system debuted at the end of the C3 generation, it is most known for its use in the 1984 Corvette. Plagued with problems from this system, GM changed course to develop the Tuned Port

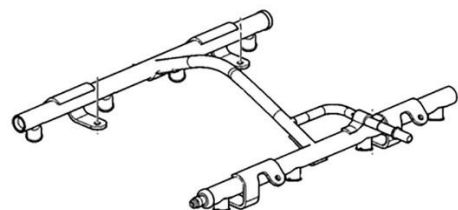
injection system for the 1985-1991 L98 engine platform. This configuration featured port fuel injectors and a long ram design fed by a dual-blade throttle body. The next update came in the form of the Gen II LT1 in 1992. The new LT1 featured a host of high-tech upgrades, including a reverse-flow cooling system, improved fuel injection, and an Optispark ignition system, replacing the small block's recognizable rear-mounted distributor. The standout of the C4 generation was the LT5, only used in the 1990-1995 ZR-1, with a horsepower peak of 405 and plenty of room for upgrades.

C5 - 1997-2004



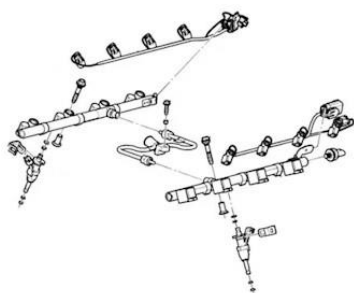
The modern rendition of Chevrolet's conventional V8 platform, called the LS1, included an aluminum block, aluminum cylinder heads, and entirely new valve train geometry to produce excellent horsepower. By this point, General Motors had a good handle on in-tank fuel pumps, pressure regulators, and injector sizing for optimal economy and performance. The Gen III small block engine remained as the go-to engine throughout the C5 generation, and the fuel injection system was unchanged for most of those years. The LS1 and LS6 engines from C5 Corvettes prove to be excellent platforms for LS swaps into older Corvettes, as adapting the modern fuel system and electronics is relatively simple with the use of aftermarket components.

C6 - 2005-2013



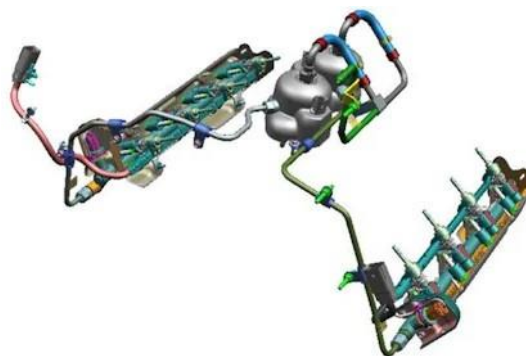
The C6 Corvette, based on the LS platform but with updated internals, brought it into the Gen IV classification. The base model engine was the LS2, a 364ci (advertised as 6.0 liter) powerhouse. The new normal became 400 horsepower with excellent fuel economy, thanks to efficient cylinder heads and a 10.9:1 compression ratio, enhanced in 2008 with the introduction of the 430-horse LS3. The 2007-2013 Z06 LS7 427ci (7.0-liter) LS7 will go down as one of Chevrolet's most impactful engines, as it broke the 500-horsepower barrier, but retained most of its standard fuel system. Next up was the reintroduction of the 2009-2013 LS9 ZR1 model, which opened the door to GM's first supercharged LS combination, which required additional fuel flow.

C7 - 2014-2019



The LS engine, phased out in 2014, made way for a new generation of LT engines. The Gen V LT1 (not to be confused with the other two LT1s from years past) was the base model engine through the entire C7 generation. This engine was the first to feature direct injection, a type of fuel injection that sprays fuel directly into the combustion chamber. This form requires a standard in-tank fuel pump to feed the system, in addition to a high-pressure mechanical pump that sends upward of 2,900 psi of fuel pressure into the injectors. Much like the mechanical fuel pumps of the old days, a lobe on the camshaft drives the high-pressure pump.

C8 - 2020-Present



Moving into the C8 generation, the base model engine became the LT2, an updated version of the LT1 from the C7, so the direct injection system remained in place. Next to debut was the LT6, an all-new naturally aspirated 5.5-liter V8 with a flat-plane crankshaft and double overhead camshafts. The LT6 is a wildly different concept, so the fuel system received a significant overhaul.

General Motors engineered the direct injection system to feed from the "hot side" and increased fuel pressure to an operating range of 1,450 to 5,000 psi. The injectors are pointed upward instead of down toward the piston, like previous designs. The high-pressure fuel pump lives in the lifter valley, driven by a driveshaft with eccentric lobes, similar to a camshaft. The LT7 from the C8 ZR1 uses both a direct injection system and a port injection system to feed the 1,064-horsepower beast.



The Boat Company That Built the LT5 Engine For the C4 Corvette ZR-1

Submitted by: [Lory Husar](#)

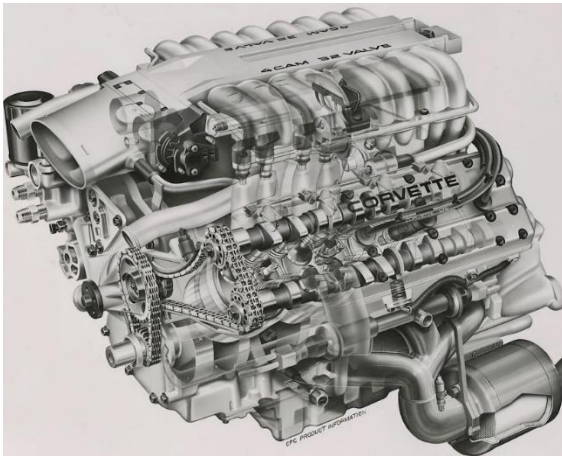
CORVSPORT [Eduardo Zepeda](#) · Corvette · October 2024



In the late 1980s, the world of high-performance sports cars witnessed an unexpected collaboration that would leave a lasting mark on automotive history. Chevrolet, known for its iconic American muscle, teamed up with Lotus, a British engineering legend, and Mercury Marine, a company best known for building boat engines. Together, they embarked on a mission to create something extraordinary—the LT-5 engine for the ZR-1 Corvette, a car that would redefine the boundaries of performance and innovation in American sports cars.

But what makes this story truly fascinating is the role Mercury Marine played. A company more accustomed to designing engines for the open seas, Mercury Marine, became an unlikely partner in crafting one of the most powerful Corvettes ever built. How did this maritime expert end up at the heart of an automotive legend? The answer lies in a surprising engineering journey, collaboration, and a shared vision to elevate [the Corvette](#) to unprecedented heights.

The Beginnings of the LT-5 Engine



Historically, the Chevy Corvette has been the brand's flagship sports car, but on the other hand, Chevrolet had never really made any money with it. So when GM approved the project to create [the first all-new Corvette in 20 years](#), Chevrolet decided to go high-tech with the 'Vette, ramping up the price of the car but still managing to be way less expensive than European competitors like the Porsche 911 or Ferrari Testarossa. Even though the C4 Corvette had excellent handling, partly thanks to its five-link rear suspension, the car didn't pack a punch. Emissions regulations and the Cross-Fire fuel injection system that didn't give much room for modifications were the culprits of the C4's lackluster output.

Chevrolet was at a loss. Its engineers knew they had to go back to the drawing board and come up with a solution to give the C4 some serious muscle to regain the [credibility that the C4 Corvette had initially lost](#). They evaluated putting a turbocharged V6 but dropped the idea because no Corvette enthusiast would ever conceive the idea of a six-cylinder 'Vette. Then, they considered twin-turbocharged small-block options. However, once again, emission regulations came into play. The twin-turbocharged small blocks wouldn't meet fuel economy standards. Plus, no GM transmission at the time could've handled the 500 pound feet of torque those turbo V8s were making. This is where Lotus comes into the picture.

Engineered by Lotus, Built by MerCruiser

Since Lotus was part of GM, the British firm was asked to incorporate the 4-valve heads from the 32-valve V8 engine Lotus developed for its Etna concept car onto the Corvette's old small block. However, this new engine turned out too large to fit in the Corvette. So, GM greenlighted Lotus to

develop a V8 engine from scratch, dubbed LT-5, capable of delivering the grunt Chevrolet envisioned for [the C4 Corvette's ZR-1s option package](#) without making it a gas-guzzler.

In early 1986, Lotus Engineering began developing the Corvette ZR-1's LT-5 V8 in England. Meanwhile, General Motors executives grappled with how to produce this advanced engine. GM's engine plants were ruled out due to high demand, the low-volume nature of the LT-5 project, and the complexity of the engine's aluminum castings, which required exceptional quality standards. Realizing an outside contractor was needed, GM chose Mercury Marine's MerCruiser division in Stillwater, Oklahoma, to manufacture the LT-5.



MerCruiser's expertise in precision manufacturing and its relationship with GM made it the ideal choice. The result was an engine that not only met but exceeded GM's stringent quality standards, earning the prestigious GP3 Level 1 certification. This collaboration between Lotus, GM, and Mercury Marine would ultimately create one of the most iconic engines in Corvette history.

A Corvette with World-Class Performance Was Born



The LT-5 built by MerCruiser was a naturally aspirated 5.7-liter all-aluminum V8 with 32-valve dual overhead cam heads. Lotus engineered a distinctive intake system that temporarily deactivates eight of the 16 cylinders at lower throttle settings. This design enhances the car's power delivery across a broader range of speeds while still delivering the same peak power output and

improving fuel efficiency. The LT-5 produced 375 horsepower and 370 pound-feet of torque, which was [increased in 1993 to 405 horses](#) at 6,400 rpm and 385 lb-ft at 4,400 rpm, thanks to four-bolt main caps, enhanced cylinder heads, redesigned pistons, updated cam timing, and new exhaust manifolds.

The LT-5 engine's design was not only about raw power but also about refinement. It featured a dry-sump lubrication system, which improved engine performance and reliability, especially under extreme conditions. Additionally, the engine was equipped with a dual-throttle body system, enhancing throttle response and overall driving experience. Chevrolet equipped the ZR-1's LT-5 engine with a six-speed manual transmission to make things more exciting. This combination allowed drivers to fully exploit the engine's capabilities, whether on the racetrack or the open road. The LT-5 became the most celebrated Corvette engine, breaking three world endurance records in 1991 with a modified ZR-1.

The "Wette Vette" Boat Concept

Mercury Marine also wanted to bank on this unprecedented collaboration. They began promoted the joint effort with Corvette [by introducing the "Wette Vette" boat concept](#). The company aimed to highlight that MerCruiser was meticulously handcrafting engines for the exclusive Corvette ZR-1.

Mercury Racing adapted one of these engines for marine use to showcase this and installed it in a specially modified Baja boat. The Wette Vette boat and its corresponding ZR-1



Corvette "tow vehicle" were featured at various boat and car shows side by side, which were widely published in automotive and marine enthusiast magazines worldwide.

What Happens If a Transmission Speed Sensor Goes Bad?

Submitted by: [Carol Seibel](#)

JALOPNIK

BY [CHLOE CLOUGHER](#) SEPT. 28, 2025 4:25 PM EST



Most modern vehicles come with two transmission speed sensors, which are responsible for monitoring the input and output shaft speeds of the transmission. These sensors send information to your car's powertrain control module (PCM), which then compares actual gear ratios to desired ones. If one or both of these sensors fail, several issues can occur, including some that are pretty easy to spot.

One of the first and most obvious signs that you'll be able to detect is harsh shifting. See, the PCM relies on accurate data from the sensors to control gear changes. Without that data, shifts can become rough, delayed, or premature. This is a serious problem, and not just because it can cause an uncomfortable driving experience — automatic transmissions are designed to shift smoothly and at the right times, and harsh or poorly-timed engagement can cause damage to internal components, such as valve bodies, hydraulic lines, or even the gears themselves.

Another common symptom is cruise control failure or malfunction. Since the transmission speed sensors provide essential speed data, the PCM will disable cruise control if that data is unreliable. Furthermore, a failing speed sensor can cause your speedometer to act wild and unpredictably, too, which can make using cruise control tricky, if not outright dangerous.

Diagnosing and repairing a faulty transmission sensor

If you have a faulty transmission speed sensor, chances are it will illuminate the check engine light (CEL) on your dashboard. While this is a common symptom of a bad transmission speed sensor, the light itself isn't a diagnosis, as many things can cause it to appear. That said, you don't have to be a mechanic to outsmart your check engine light — all you need is a basic OBD-II code reader. Then, you can identify the code that triggered the light, which will point you in the direction of the deeper problem.



As for replacing a faulty transmission sensor, whether it is a DIY job or not depends on your car's transmission and your abilities. Most vehicles have sensors that are relatively easy to reach, meaning you can generally remove and replace them without specialized tools. In these cases, most home mechanics and anyone diligent enough to follow a handy YouTube tutorial should be able to tackle the replacement. However, depending on your vehicle, the sensors may be harder to access. If you're inexperienced or are struggling to identify the sensor, it's probably best to leave your replacement to a professional.

So, while driving with a faulty transmission speed sensor may technically be possible, you risk damaging internal components, which can cost an awful lot more than a simple sensor replacement. Addressing the issue promptly will protect both your wallet and your transmission's health in the long run.





Stars, Cars, & Rock Stars



Submitted By: [Lory Husar](#)



By [Faustino Gregoroff](#) August 07, 2025, 09:04 hs

Think All Chevys Are the Same? Roy Orbison's Corvette Was in a League of Its Own

This wHe wore dark sunglasses, sang with a voice that could melt hearts, and wrote some of the most hauntingly beautiful songs of the 20th century. But when it came to cars, Roy Orbison didn't mess around. He didn't just cruise – he cruised in style. His ride of choice? The legendary 1967 Chevrolet Corvette Stingray. Keep reading for more details about this classic machine.



This wasn't your average Sunday cruiser. It was powerful, Iconic, and American to its core, just like Orbison himself.

Inside the Stingray: Cool, Classic, and Built for the Spotlight

Step into the 1967 Covette Stingray, and you're immediately greeted with a mix of muscle car aggression and sports car elegance. The interior was pure '60s cool, a dual-cockpit dash, and a three-spoke steering wheel that just felt right in your hands.



The gauges were big, bold, and right in your face, reminding you that this car wasn't just about looks – it was built for business. And with Roy behind the wheel, you can bet this Stingray saw plenty of wide-open highways with a little rock 'n' roll on the radio and maybe a pair of signature sunglasses on the dash.

Under the Hood: Muscle That Could Make a Guitar Cry



This Stingray didn't just look fast – it was fast. Under the hood was a 427 cubic-inch(7.0-liter) V8 engine, pushing out a tire-meting 390 horsepower. That's serious muscle, even by today's standards

This wasn't a car for casual drivers. It was a car for someone who understood power, speed, and the thrill of control. With that V8 rumbling under the hood, every stoplight was a chance to remind the world that yes, **The Big O drove a car with a voice just as powerful as his own.**

What It's Worth Today: A Rock Legend's Ride with a Rockstar Price Tag

The 1967 Corvette Stingray isn't just a collector's item – it's a cultural icon. And if it happens to be one as clean and rare as Roy's? You're looking at a serious price tag. According to [Classic.com](#), a top sale for this car reached a jaw-dropping \$3.2 million.



The Spirit of Zora: Duntov's Legacy Lives On With This 1957 Corvette Fuelie Racer

Submitted by: [George Husar](#)

CORVSPORT [Douglas Barton](#) · 1957 - C1 Corvette · - September, 2025

Now on exhibit at the Saratoga Automobile Museum, see the story of how a group of men were inspired to pay tribute to Zora's racing DNA with this 1957 Fuelie
















The Spirit of Zora is what happens when passionate, like-minded men get together to pay homage to the racing roots of the grandfather of the Corvette. While [Zora Arkus-Duntov](#) needs little introduction, **did you know about this little gem of a race car?** The men who birthed the Spirit of Zora and call themselves TEAM ZORA USA came together in

2024 to celebrate America's Sports Car and honor the legacy of Zora Arkus-Duntov. Their creation and quest are quite remarkable. The original founders were Michael Moss and Martyn Schorr, with Ken Kayser and John Cutrone later joining the team. Today's feature, along with most of CorvSport's digital content, is **FREE** and not behind a paywall. When any pop-ups appear, please click to dismiss them and continue enjoying the article.

Initially, the team had hoped to race the Spirit of Zora, a 1957 Corvette Fuelie, in various historic ["Mille Miglia" racing events](#), starting with the 1000 Miglia Warm-Up event in the Washington D.C.-Virginia area last October. Unfortunately, those plans were delayed due to weather events and damages beyond their control. But there is a silver lining, because instead of racing around the track, the Spirit of Zora landed at the Saratoga Automobile Museum.

The museum's [Speed-Style-Legacy, The Corvette Story](#), highlights notable Corvettes from around the globe and runs until October 26. We'll be doing a deeper dive into the whole exhibit soon, but now let's get to know the Spirit of Zora a bit better. Then, we are going to take a journey, and I think you'll enjoy it.

The Spirit of Zora Highlights:

-  The Basics: 1957 Corvette Fuelie with a 283/283 HP V8, RPO-579C
-  Transmission: Borg-Warner Close-Ratio T-10 Four-Speed, RPO-685
-  Rear End: Positraction 3:70:1, RPO-677
-  Induction: Rochester Ramjet Fuel-Injection
-  Air Cleaner: 1957 "Sebring" dual filter-element
-  Cylinder Heads: "539"
-  Compression Ratio: 10.5:1
-  Camshaft: Duntov "097" Solid-Lifter .393/.399-inch-lift, 287/287-degree-duration, lightweight valve train
-  Crankshaft & Rods: Forged Steel
-  Suspension, Brakes & Steering: HD Racing Components, 16.4:1 Fast Steering, RPO-684
-  Wheels: 15×5.5-inch Wide Steel w/Small Hubcaps, RPO-276
-  Tires: Dunlop CR65 Vintage Racing, 600L-15 w/#204 compound
-  Interior: Column-Mounted 8,000-rpm AC Mechanical Tach (RPO-579D engine option), and Radio Delete Block-Off Plate



While there were many ways to walk you through this cool 1957 Corvette Fuelie and the men behind it, we thought it would be interesting to witness their journey as it unfolded on Facebook. And no worries if you are not on the platform, because we pulled the text and photos from each post, so you can enjoy the trip without having to click on the provided links. Now, let's take a journey through Facebook and get to know "The Spirit of Zora" better, straight from the inspired men who created her.

The Spirit of Zora's Social Media Journey From TEAM ZORA USA:

1) August 26, 2024



"TEAM ZORA USA's racing historian, '57 FI Corvette restoration expert, and former GM & Chevy engineer, Ken Kayser with "Sebring air cleaner" assembly that will be installed on the Spirit of Zora '57 Fuelie's 283/283 engine."

3) September 4, 2024



"Team Zora USA dazzles at Rolex Monterey Motorsports Reunion, story & photos..."

2) August 27, 2024



"SNEAK PEEK @ RM Motorsports, Wixom, MI, with Bud Bennett, Tony Pardo, and the Spirit of Zora '57 FI Corvette. RPO-579C 283/283 FI engine with "Sebring" dual-filter air cleaner, RPO-684 HD brakes, and RPO-276 5.5-inch wide steel wheels with small hubcaps and Dunlop racing tires. Getting closer to returning to Sarasota, FL for TEAM ZORA USA livery."

4) September 8, 2024



"GM PRESIDENT MARK REUSS CHECKS OUT TEAM ZORA USA CORVETTE! Corvette historic racer Jake Angel

blogs about sharing a common interest when he and Mark Reuss talk about racing a vintage Corvette at the Monterey Historics."

5) September 11, 2024



"The Spirit of Zora, a work in progress. Fuel-injected '57 Corvette, TEAM ZORA USA's entry in 1000 Miglia events in

USA (2024 warm-Up, Virginia) and Italy (2025 Mille Miglia), business office with AC 8,000 rpm tach and radio block-off plate!"

6) September 16, 2024



"TEAM ZORA USA & Spirit of Zora '57 Fuelie "backstory" was covered in a video interview I did on Motor Mouth Radio with those car-crazy guys, Ray & Chris yesterday.

Everything you've always wanted to know, including what Zora Arkus-Duntov had for lunch when he visited GM's Tonawanda, NY engine plant while ZL1 blocks were being machined in 1969!

If you have some time, check it out at <https://youtu.be/FDfUmYbh-Q>" ({space}-Q)

7) December 24, 2024



"2025 MILLE MIGLIA INTERRUPTUS!

Sadly, TEAM ZORA USA, Sarasota, FL, has been forced to postpone entry in the 2025 Bescia-Rome-Brescia 1000 Miglia Regularity Race (Mille Miglia Storica) for

one year. To participate in the Mille Miglia Storica in Italy, it is mandatory to first compete in one of the many 1000 Miglia events worldwide. The Team's 1957 Fuel Injection Corvette, was prepared by RM Motorsport, Wixom, MI in time to compete in the 1000 Miglia Warm-Up event in the Washington DC-Virginia area. Team Zora USA was registered to run in the Warm-Up on October 22-27, 2024. Unfortunately, that was not possible.

Mother Nature plays by her own rules, and unleashed multiple hurricanes – Helene (Category 4, Late-September) & Milton (Category 3, October 19th) on Florida's west coast, inflicting unprecedented damage in Sarasota and its barrier islands. Team Zora USA principal and owner-driver of the '57 FI Corvette, Michael Moss, and wife Ellen's home

is on Siesta Key, one of Sarasota's barrier islands. It was the one hardest hit. Their home received massive interior and exterior damage. A surge of more than three feet of toxic (Red Tide) saltwater flooded its garage, destroying the ex-Peter Revson Can-Am Lola T163, brand new Maserati MC20, new Volvo SUV with approximately 100 miles on its odometer, and a neighbor's vintage Mercedes! The Mille Miglia '57 Corvette was safely stored at RM Motorsports.

It was virtually impossible for Mike to participate in the Warm-Up three days after Milton made landfall in Siesta Key. Contact with the toxic water surge left him in the hospital fighting infections. He is currently on the mend.

Team Zora USA is now focusing on running one event in the USA in 2025, and the Mille Miglia Storica in Italy in 2026. Stay tuned for updates. Marty Schorr, Team Zora USA Chief Communications Officer."

8) February 22, 2025



"SUNDAY!! TEAM ZORA USA will be displaying our fuel-injected, big-brake '57 Corvette tomorrow, February 23rd at the 1000 MIGLIA Experience Florida "stop & stamp" event in

Centennial Park, Venice, Florida, hosted by the local AACA Chapter club.

1000 MIGLIA EXPERIENCE FLORIDA! From tomorrow until 25 February, 70 teams will cross South Florida in 3 legs. Three classes into which the cars are divided: from the design masterpieces eligible for the Most Beautiful Race in the World (1927-1957), to the Classic Icons (1958-1994), to the more modern Supercars and Hypercars.

After this first day dedicated to the training day and the technical and administrative checks, the first leg of the race will start tomorrow, taking the 140 participants from Coral Gables, along the historic U.S. Route 41, through the Everglades and the wild Big Cypress Nature Reserve, all the way to Naples. From here, the route will continue to Tampa, passing through

Fort Myers, Venice, and St. Petersburg, cities rich in charm and history.

In the second leg, the route will return to the southeastern coast of Florida, passing through Cape Canaveral, before starting the descent to the finish line in West Palm Beach. In the last leg, the transit through the symbolic places of the City will be a prelude to the final arrival in Miami Beach."

9) May 3, 2025



"CORVETTES ON THE CIRCLE, St. Armands, Sarasota, FL. Random shots while spending the day with my Sarasota Café Racers and TEAM ZORA USA friends. The annual show, which has 175 cars,

is sponsored by the local Skyway Corvette Club. TEAM ZORA USA's Mike Moss took home some show gold for the '57 FI Corvette, not prepared for show, but for 2026 Mille Miglia in Italy."

10) May 3, 2025



"TEAM ZORA USA '57 FI Corvette also took the Club Favorite award, in addition to Third in C1 Class. Not a bad day's haul!"

11) May 4, 2025



"The Devil is in the Details! Full story on Team Zora USA's four knuckleheads, '57 FI Corvette with all its RPOs, Mille

Miglia and photos [@CarGuyChronicles](https://www.instagram.com/CarGuyChronicles)."

12) June 8, 2025



"The TEAM ZORA USA (Mike Moss, Marty Schorr, Ken Kayser & John Cutrone) Spirit of Zora '57 FI Corvette, replete with Sarasota Café Racers livery, is on display in The Corvette Story, Speed-Style-Legacy exhibit at the Saratoga (NY) Automobile Museum. It's sharing space with rare production Corvettes, one of the five Grand Sports, iconic racecars, and legendary Concept Corvettes from GM's Heritage Collection. The Spirit of Zora will participate in the 2026 Mille Miglia in Italy."

13) September 12, 2025



"CONSUMMATE CORVETTE CLASSIC. "Toward An American Classic ... The 1957 Corvette With Fuel Injection!" Zora Arkus-Duntov was instrumental in the

first Corvette becoming the Poster Car for a factory-built, production two-seater, evolving into a racecar, and ultimately becoming America's Sports Car. TEAM ZORA USA's Spirit of Zora Corvette honors the legacy of the Corvette's Godfather, and celebrates America's Sports Car. Owned & driven by Mike Moss, it will be going to Italy in 2026 to compete in the Mille Miglia! It's currently on display until October in the Saratoga (NY) Auto Museum."



Raceway Corvette Tracking, Event Scheduler, And Track Schedule!

Submitted By: [Gene Kern](#)

As the snow accumulates on the Corvette while waiting for the January/February thaw, my thought has turned to the upcoming season of track events.

Of course, not all groups have published their schedules as of this article. Thus, this month, I will be outlining what is needed for getting on track. Most of these inspections should be done as part of "putting the car back on the road."

A suitable vehicle: Yes, I know that is obvious. The type of vehicle is dependent on the type of event. For most performance driving events, the rules specify the vehicle must be wider than it is high. This rule eliminates normal (standard) pickups, vans, and SUVs for high speed (more than legal highway speed) events.

Brake system: Your vehicle should have significant brake pad remaining. For a high-speed event with significant braking, the brake fluid should be not more than a year old. Preferably newer.

Wheels and Tires: The tires should be in good condition. No cracks, bulges, or other defects. It would be a good idea to have the tires balance checked if you are getting a vibration while driving at the speed limit or above. Wheels should not be out of round. This problem will show up when the balance is checked. Wheels should not have curb rash! With today's typical low profile tires, it is very easy to brush a low curb and scrape the rim.

Suspension and Steering: For some track events, the tech inspection involves grabbing the tire and shaking it to check for looseness or noise. Typically, this shaking is done while the tire is on the ground. Do this for all four corners of the car.

The interior of the vehicle: The interior needs to have all loose items removed when you arrive at the event. For on track and autocross events, you and your vehicle may exceed 1 g of braking or cornering force. Imagine that water bottle getting stuck under your brake pedal the second time you get on the brake to slow down for a corner. The first time it jumped out of the holder and landed on the floor. Cameras and data recorders need to be securely mounted to avoid becoming a missile or being damaged by contact with something hard.

Driver's (passenger's) Head: You will need a helmet with the appropriate Snell rating. Snell ratings are every 5 years (2010, 2015, 2020). Most groups I have run with allow the 2 prior rating years to be used for their events. This year the local groups will allow the 2015 and 2020 rated helmets. Next year, the 2015 will not be allowed. If you are planning to buy a new helmet, buy a 2020 rated helmet it will be good for 10 years (2 rating periods). All groups look for the official Snell label on the inside of the helmet. See the photo of the inside of my helmet for what to look for. Don't want to spend \$200 - \$1500 until you decide you want to continue. PittRace has rental helmets for events at PittRace.



Figure 1: Valid Snell SA2015 Sticker

Known to me sources for helmets:

- [Summit Racing](#) (This could be a cruise to the store.)
- The internet! (Of course)
- [SPS \(Solo Performance Specialties\)](#) This store has a page on how to measure your head for a helmet.
- [Track First, Akron Ohio](#)

Really? All of that? Not really. Except for the helmet issues, what is mentioned above is what you are doing as you wakeup your Corvette from its winter slumber.

Don't want to track your Corvette? Why not?

My next article will describe the types of available opportunities to drive your car at the speed you want without your passenger screaming "SLOW DOWN A(*%^^E".



Figure 2: Not Valid but Helpful Sticker

EVENT SCHEDULER

Date	Event Type	Location	Organization
11 / 02 / 2025	Autocross	North Park Pool Lot	NHSCC

TRACK SCHEDULE

Car and track event schedules are now out.

For those of you who know the types of events, I'll list the event dates first. If you are not sure what you will be doing at an event, I'll have the explanations after the event dates.

Date	Event Type	Location	Organization
11 / 02 / 2025	Autocross	North Park Pool Lot	NHSCC

I realize that some of the dates above overlap with our Corvette club dates. It cannot be helped.

Event type explanations:

- Autocross: Autocrosses are low speed events typically run on parking lots. Cones are setup to define the course to be followed. A typical run lasts 20 – 40 seconds.
- Novice HPDE: This event type is an on-track event with classroom instruction and track sessions with an instructor in the car. This HPDE is designed for drivers who have not driven on track. The classroom session typically covers basic car control concepts and track rules.
- HPDE: This event type is an on-track event with classroom instruction and track session with an instructor in the car. HPDE groupings are usually divided into Novice, Intermediate, Advanced, and Instructor groups. Novice and Intermediate drivers have instructors until the instructor feels the student can be soloed.
- Track Night: Track night is short for Track Night in America (TNiA). This event is an on track event without in-car instruction. Groups are Novice, Intermediate, and Advanced with the driver self assigning based on personal experience. There are 3 30 minute sessions for each group starting at 3 or 4 in the afternoon.
- Time Trials: Time trials are competition events.

Web sites for additional information:

Novice HPDE: <https://www.pittrace.com/post/pitt-race-performance-drivers-education>

AutoInterests: <https://autointerests.com/2025-schedule-inside>

Chin Track Days: <https://chintrackdays.com/pitt-race.aspx>

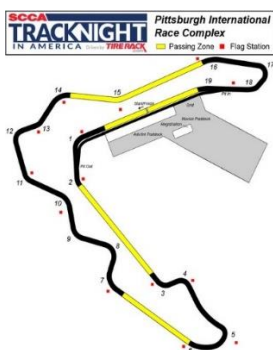
Track Night: <https://www.scca.com/articles/2019231-track-night-in-america-takes-on-2025-with-fantastically-fun-10th-anniversary-schedule>

STC Autocross: <https://stcsolo.com/schedule/>

NHSCC Autocross: <http://www.nhsc.com/schedule.php>

ARPCA: <https://arpca.com/>

If driving on track is not your thing, try Cars and Coffee. From 9 to 12 every Saturday from April to October. Pittsburgh Cars and Coffee meets at either Generoasta Coffee & Cafe in Warrendale or Dual Devils Garage in Houston. <https://pghcnc.com/calendar/>



Wanna Go Racing?

Submitted By **Mark Snyder**

KEYSTONE Raceway EST. 1967

Events:

- 12** FUNNY CAR Nationals
- 18 19 20** OUTLAW DIESEL SUPER SERIES
- 26 27** 660 IN-CHASSIS
- 27 28** 65 AUTOMOBILE PID-KEYSTONE NOSTALGIA
- 16** NIGHT OF FIRE
- 24 25 26** GHOSTS GOBLINS AND GEARHEADS

Sponsors: Sanco's, Seubert, DD Metal Recycling, Hampton, RACER, SPEED, FUEL FACTORY, Summit, JONES, REAL PAINTING INC., TOPFUEL ENERGY SERVICES, PALCO POWER SYSTEMS, LUTTY'S AUTO WAREHOUSE, TRACKSIDE, RFS, GUTUS TRUCKING LLC, SHERWIN WILLIAMS, SE SCOTT ELECTRIC, MILLER TOWN.

KEYSTONE RACEWAY PARK 538 STONE JUG RD. NEW ALEXANDRIA, PA 15670 724-688-7600

2025 SCHEDULE

KEYSTONE Raceway

MARCH	JULY	SEPT. CONTINUED
RACER'S MEETING 15TH	POINTS RACE #8 4TH	2ND ANNUAL ODSS DIESEL NATIONALS 18TH
OPENING DAY & TEST N TUNE 29TH	POINTS RACE #9 5TH	TEST N TUNE 19TH
APRIL	POINTS RACE #10 6TH	& 20TH 20TH
TEST N TUNE & SWAP MEET 5TH	TEST N TUNE & GAMBLERS RACE 11TH	26TH
TEST N TUNE & CHASSIS CERTIFICATIONS 12TH	18TH ANNUAL FUNNY CAR NATIONALS & POINTS RACE #11 12TH	20TH ANNUAL PID/KEYSTONE NOSTALGIA NATIONALS 27TH & 28TH
TEST N TUNE 16TH	TEST N TUNE 18TH	OCTOBER
EASTER EGG HUNT RACE 19TH	TRACK RENTAL (AM) 19TH	TO BE ANNOUNCED 4TH
TEST N TUNE 25TH	& HOG'S HEAVEN (PM) 19TH	TEST N TUNE 11TH
POINTS RACE #1 26TH	TEST N TUNE 25TH	CLOSED FOR SBRA BRACKET FINALS 14TH
POINTS RACE #2 27TH	9TH ANNUAL 660 JUNIOR NATIONALS 26TH & 27TH	MASON DIXON DRAGWAY 15TH
MAY	AUGUST	16TH
TRACK RENTAL (AM) & TRUE STREET TEST N TUNE (PM) 3RD	TEST N TUNE & GAMBLERS RACE 1ST	23RD ANNUAL GHOST GOBLINS & GEARHEADS 24TH & 18TH
TEST N TUNE & GAMBLERS RACE 9TH	POINTS RACE #12 & BUICK DAY 2ND	25TH
POINTS RACE #3 & POWDERPUFF RACE 10TH	TRACK RENTAL (AM) 9TH	& 26TH
TEST N TUNE 16TH	& TRUE STREET TEST N TUNE (PM) 9TH	NOVEMBER
TO BE ANNOUNCED 17TH	TEST N TUNE 15TH	TEST N TUNE 1ST
POINTS RACE #4 23RD	23RD ANNUAL NIGHT OF FIRE & POINTS RACE #13 16TH	TEST N TUNE 8TH
4TH ANNUAL MEMORIAL TRIBUTE & POINTS RACE #5 24TH	TEST N TUNE & GAMBLERS RACE 22ND	ANNUAL RACER'S BANQUET & HALL OF FAME CEREMONY 15TH
TEST N TUNE 30TH	POINTS RACE #14 23RD	
FORD NATIONALS 31ST	POINTS RACE #15 24TH	
JUNE	TEST N TUNE 29TH	
TRACK RENTAL (AM) & TRUE STREET TEST N TUNE (PM) 7TH	CHEVROLET NATIONALS 30TH	
TEST N TUNE & GAMBLERS RACE 13TH	SEPTEMBER	
TO BE ANNOUNCED 14TH	TEST N TUNE & GAMBLERS RACE 5TH	
TEST N TUNE & GAMBLERS RACE 20TH	BRACKET FINALS WARM UPS 6TH	
POINTS RACE #6 & PONTIAC DAY 21ST	& 7TH	
POINTS RACE #7 22ND	3RD ANNUAL WDRA BRACKET FINALS 11TH	
TO BE ANNOUNCED 28TH	12TH, 13TH & 14TH	

FOR MORE INFORMATION PLEASE VISIT OUR WEBSITE WWW.KEYSTONERACEWAYPARK.COM

Sponsors: O'Reilly, COMETIC, Holiday Inn, Harland Sharp, ROSSLER TRANSMISSIONS, LATROBE AUTO GROUP, GIS AUTOMOTIVE, PGI, REAL PAINTING INC., RUSTY AUTO SALVAGE.



APPLICATION FOR STCC MEMBERSHIP 2025

Member Dues: \$50 per year - singles, couples (married, sig. other, friend or relative)

Make checks payable to Steel Town Corvette Club, Inc. or STCC

Please complete all questions and mail application and check to:

Steel Town Corvette Club

c/o David Oreski

235 Spang Road

Baden, PA 15005

Date _____ **New** ____ **Renewal** ____ **Year joined STCC** _____

Name _____ **Date of Birth (Month/Day)** _____

Address _____ **City, State, Zip** _____

Phone (mobile) _____ **Phone (other)** _____

E-mail address _____

Spouse/Sig Other _____ **Date of Birth (Month/Day)** _____

Phone (mobile) _____ **Phone (other)** _____

E-mail address _____

Wedding Date Anniversary (Month/Day) _____

Corvette(s) owned _____

Year _____ **Model** _____ **Color** _____

Year _____ **Model** _____ **Color** _____

Year _____ **Model** _____ **Color** _____

Would you be willing to work on Club projects? Yes ____ No ____

Which projects? _____

STCC member sponsoring you for Membership _____

Your main reason for joining STCC _____

Are you willing to share your address, email address, phone # with club members Yes ____ No ____

CHECK IT OUT!

By Bill Englert billenglertjr@gmail.com

It's July, and our driving season is here. Most of our members follow us on Facebook, which provides the most updated information about events and club news. This is the best way to keep informed! "Like" us on Facebook and you'll be in the loop. We have numerous events every season as you know from reading our monthly Newsletter – incredible publication! These two options provide a terrific way to stay up to date!

<https://www.facebook.com/pages/Steel-TownCorvette-Club/300247939988861>

Steel Town Corvette Club - Home

In addition, have you visited our Steel Town Corvette Club Web page lately? We regularly update our site and have a formidable presence on the World Wide Web.

contact@steeltowncorvetteclub.com

Our site features articles of interest to all Corvette enthusiasts along with updates on our club activities, initiatives, and accomplishments. Of course, we have a variety of club information and photos. You might even find a picture of your car in our photo gallery, which is continuously growing. Or you might come across something of interest that is for sale. For example, right now you will see a brand-new set of wheels and a used set of wheels our members are selling. Check it out!

<https://steeltowncorvetteclub.com/for-sale-by-stcc-members>



BY STCC MEMBERS:



Missed the Car Show? T-Shirts Still Available!

Submitted By [Paula Lewis](#)

We have a limited number of t-shirts left over from the car show!
Available for the after-show-special price of \$10.00/ea.

Available in sizes medium to 2XL.

Receive a commemorative dash plaque with the purchase of a t-shirt.

While supplies last.

Anyone interested please contact Paula Lewis!

contact@steeltowncorvetteclub.com



STEEL TOWN BOARD OF DIRECTORS ***

President	Perry Minnis	contact@steeltowncorvetteclub.com
VP & Car Show	Eli Zorich	contact@steeltowncorvetteclub.com
Secretary	Paula Lewis	contact@steeltowncorvetteclub.com
Treasurer	Frank Holby	contact@steeltowncorvetteclub.com
Events	Dave Seibel	contact@steeltowncorvetteclub.com
Membership	Dave Oreski	contact@steeltowncorvetteclub.com
Points	Mick Yarina	contact@steeltowncorvetteclub.com
PR	Mark Schneider	contact@steeltowncorvetteclub.com
Newsletter	Lory Husar	contact@steeltowncorvetteclub.com
Social Media	Susie Young	contact@steeltowncorvetteclub.com
Webpage Admin	Bill Englert	contact@steeltowncorvetteclub.com
1st Alternate	Mike Sears	contact@steeltowncorvetteclub.com
2 nd Alternate	Nick Krizmanich	contact@steeltowncorvetteclub.com



General Steel Town Club Information

The Steel Town Board of Directors – We are currently following the latest safety protocols as it relates to the Covid Virus. Board Meetings are being conducted virtually using electronic meeting media. We will notify members when we return to meetings in person.

General Membership Meetings – Meetings and membership dinner cruises are the 3rd Tuesday of every month. **Winter meetings (Oct-March)** are held at **various locations** determined by a volunteer member of the board. **Monthly meeting/Dinner cruises (April/Sept)** are determined by the cruise leader, times vary.

Newsletter Submissions – All articles and pictures should be submitted by the Thursday following the regular Members meeting for the next newsletter. Please send via email to: contact@steeltowncorvetteclub.com

Events – We would love to see all members bring fresh ideas and fun to our monthly events and additional cruises. At any time throughout the year an additional cruise can be approved, so don't be shy, step up and volunteer to host an event!!
contact@steeltowncorvetteclub.com

Steel Town Clothing – It is easy to order quality clothing on-line with no extra charge for the logo. <https://steeltowncorvetteclub.qbstores.com/> Ships directly to you! Great prices and specials!

Steel Town Nametags – We now have a new online ordering process for STCC nametags that allows members to order a new nametag and have it shipped directly. Access the website and template to create nametag(s) here:
https://namebadge.com/pre_made/337

Follow us on the web: <http://www.steeltowncorvetteclub.com>

Like us on Facebook: <https://www.facebook.com/steeltowncorvetteclub/>

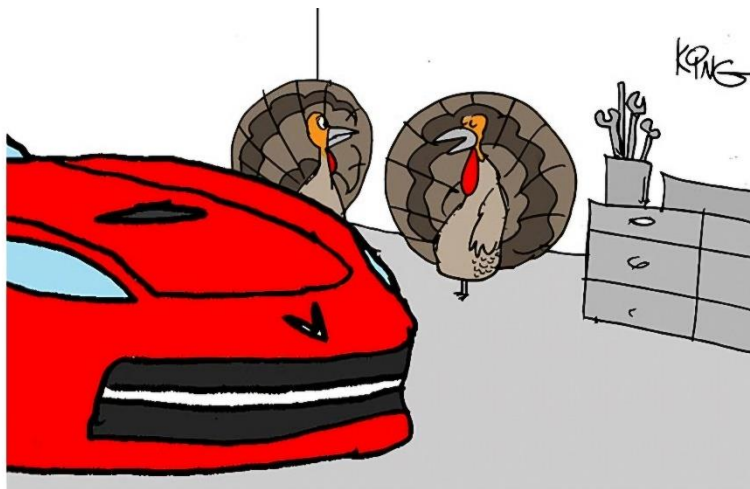
Purchase STCC Clothing: <http://steeltowncorvetteclub.qbstores.com/>

Order Name Tags: <https://www.namebadge.com/badges/9573138/populate>

Popular Links: right click and press open hyperlink-

Big Al's List	www.bigalslist.com
Car Cruises Online	www.carcruises.com
Colussy Chevrolet	www.colussychevy.com
Corvette America	www.corvetteamerica.com
Corvette Forum	www.corvetteforum.com
Corvette Trader	www.corvette traderonline.com
Corvettes at Carlisle	www.corvettesatcarlisle.com
HV3D	http://www.hv3dworks.com
Kim's Gold Dust	www.kimgolddust.com
Mid America	www.mamotorworks.com
National Corvette Museum	www.corvettemuseum.com
Steel Town Clothing	http://steeltowncorvetteclub.qbstores.com/
Steel Town Corvette Club	www.steeltowncorvetteclub.com
Steel Town Corvette Club	https://www.facebook.com/pages/Steel-TownCorvette-Club/300247939988861
US Automobile Museums Map	US Automobile Museums Map - Driving Test Sample
Yogi Bair's Corvettes	http://www.bairscorvette.com/
Yogi Bair's Parts & Services	http://www.bairs.com/

Corvette Funny:



"To keep from being the Thanksgiving dinner,
I learned to be an awesome Corvette mechanic.
Who says self preservation can't be fun."

Special Thanks to Colussy Chevrolet



Colussy Chevrolet in Bridgeville is Steel Town's *Dealer Sponsor*! To be recognized as an official Corvette Club, it is necessary to secure a dealer sponsor. Colussy Chevrolet has not only served as our sponsor but also has been exceptionally supportive of Steel Town events such as the annual All Chevy Show. In addition to great deals on new cars and trucks, Colussy is known for its large selection of used cars. They offer excellent service and feature an extensive body shop. Be sure to visit Colussy Chevrolet when you are shopping for a new or pre-owned vehicle, or when your vehicle is in need of service! And remember to mention you are a member of the Steel Town Corvette Club.

412-221-1600

<http://www.colussychevy.com>

Thank you to our Sponsors!





HV3DWorks LLC

Making
"Un-Obtainium"
Obsolete!

Paul A. Vorbach

CEO

3D Scanning/Design * 3D Print Managment
for Automotive Restoration/Customization
Metal - Composite - Plastic & more

322 Compton Court Dr.
Sewickley, PA 15143

Office 724-266-7925
Cell 412-303-1725

3d@hv3dworks.com
www.hv3dworks.com



Dale Schneider

Enhanced Inspection
State Inspection
Emissions Inspection

SCHNEIDER TRUCK INC.

1190 Margaret St.

McKees Rocks, Pa. 15136

Phone: 412-771-2288

Cell: 412-613-2465

Fax: 412-771-7240

Kimberly N. Porter

724.945.5184 (EST)

kim@kimsgolddust.com

kimsgolddust.com

**KIM'S
GOLD DUST**

**Corvette Jewelry
at its finest!**