Steel Town News



Editor: ***Lory Husar*** **-** ***contact@steeltowncorvetteclub.com***

November 2026



Submitted by: ***Perry Minnis***

From the Prez:

I want to thank the many members who attended our October election meeting. I believe we had 65 members in attendance. Your involvement and your support are greatly appreciated. We had several new volunteers for board positions which speaks well for the quality and enthusiasm that you, our members, place with the organization.

After the votes were tallied, the following members were elected to the board: Frank Holby, Mick Yarina, Nick Krizmanich, Dave Seibel, Rick Conwell, and Randy Baker. Given the quality of these leaders, we are looking forward to another successful year for STCC.

Remaining Board members whose terms are still active are

Perry Minnis, Dave Oreski, Mark Schneider, Eli Zorich, Martha Bobeck, Sue Young, Lory Husar (Committee Chair-Newsletter) Bill Englert (Committee Chair-Internet Page)

The board will determine the positions of responsibility 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

2026 STCC Calendar

January 20	**Member Meeting:** Monte Cello's, Ross Township	Dave & Carol Seibel
January 24	**Event:** Pittsburgh 2026 World of Wheels & dinner at Bill's Bar & Burgers	Dave Oreski
February 17	**Member Meeting:** Monte Cello's, Ross Township	Dave & Carol Seibel
March 17	**Member Meeting:** Monte Cello's, Ross Township	Dave & Carol Seibel
March 27 – 29	**Cruise** – Power Piston @ Cleveland, OH. All types of machines with Pistons from Lawnmowers to Airplanes	Dave & Carol Seibel
April 18	**Cruise – Demon's Backbone – SR 536 Ohio**	Dave Oreski
April 21	**Members Meeting:** -- Celebrations Bar and Grill @ Imperial	George & Lynn Coppola
April 26	**Cruise – Quaker Steak & Lube @ Sharon, PA**	Nick Krizmanich
May 2	**Cruise – Fish @ North Park**	Dave Bobeck
May 16	**Cruise –** Bair's Corvette Show @ Linesville, PA	Dave Oreski
May 19	**Member Meeting:** Dee Jay's BBQ Ribs & Grille @ Collier	Eli Zorich
May 25	**Parade -- Memorial Day Parade** - Coraopolis	Dave & Carol Seibel
May 30	**Cruise – South Western Veteran's Center Car Show**	Stu Benson
June 4-6	**Cruise –** Wright-Patterson Air Force Base – Dayton, OH	Rick & Cecelia Conwell
June 13	**Cruise** – Cochran Chevy Fest Car Show	Eli Zorich
June 16	**Members Meeting –** Cenci's Pizzeria & Bar / Rt 228 Cranberry	Dave & Carol Seibel
July 4	**Parade** -- **4th of July Parade**- Brentwood	Dave & Carol Seibel
July 18-19	**Cruise –** Titusville Railroad Trip W/overnight Caboose Stay	Nick Krizmanich & Frank Holby
July 21	**Member Meeting:** -- Celebrations Bar and Grill @ Imperial	Jo Post & Wayne Anderson
July 26	**45th All Chevy Show** @ Bridgeville VFD	Eli Zorich
August 9	**Cruise** –Tapestry Senior Living Car Show @ Moon Township	Dave & Carol Seibel
August 18	**Member Meeting:** –Red Lobster @ Route 51	Nick & Joan Krizmanich
August 22	**Cruise –** Keystone Raceway / Watch Racing (*can race your car*)	Mark Schneider
August 27-29	**Cruise** – Corvettes at Carlisle	Eli Zorich
September 13	**Cruise** – Lancaster, OH 21st Annual Ohio Corvette Club Alliance Corvette Gathering / Hugh White Chevrolet	Perry Minnis
September 15	**Member Meeting:** --Cenci's Pizzeria & Bar – 11530 Perry Hwy, Wexford, PA 15090 Member Appreciation	Dave Oreski & Chris Fiedler
September 19	**Cruise** – Ohio's "Triple Nickle" -- Scenic drive of Route 555	Gary Degnan
September 27	**Lou Gagliardi Pizza in the Park** – Scott Twp Park	Board of Directors
October 3	**Cruise** –E.H. Schwab Metal Fabrication Company	Dave & Carol Seibel
October 17	**Cruise – Deep Creek, MD / The Green Turtle - Maryland**	Bill Englert, Jr.
October 20	**Member Meeting:** – Monte Cellos, Ross Township – Election Night	Dave & Carol Seibel

October 31	**Cruise** – Fall & Leaf Cruise	Nick & Joan Krizmanich
November 7	**Parade** – Veteran's Day Parade / Downtown Pittsburgh **(10:30 am)**	Perry Minnis
November 7	**Three Rivers Karting** – Leetsdale **(3:00 pm)**	Dave & Carol Seibel
November17	**Member Meeting:** -- Al's Café / Charity Auction	Chris Fiedler
December 5	**Christmas/Awards Banquet** – Rockefeller's Grille, McKees Rocks	Rick & Marion Tartaglione
December 12	**Cruise** –Steubenville Nutcrackers, Festival & Lights, & Generations	Dave & Carol Seibel
December 15	**Member Meeting:** – Al's Café -- Cookie Exchange/Ugly Sweater/OOPS Award	Chris & Paula 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*.







Bentley & Bella – Owners Bob & Kathy Snape





Special Celebrations:

November Birthdays

2 – Lynne Coppola
3 – Miffy Morgan
3 – Jo Post
10 – Federick Talak
11 – Chris Englert
13 – Kathy Snape
16 – John Caton
18 – Marion Tartaglione
19 – Pat Hogan
22 – Ron Stout
23 – Tom Franczyk
26 – Bob Stokes
28 – Patti Stout
29 – George Coppola
30 – Bruno Mastroianni

November Anniversaries

8 – Wayne & Madonna Crouse
23 – Jim and Aimee Henry
28 – Lee & Betty Marks
29 – John & Helga Stanton III





STCC Welcomes New Members



George & Lori Palmieri George and Lori are owners of a 1965 Milano Maroon Stingray Convertible Corvette. They live in the McDonald area.

We warmly welcome George and Lori to our STCC Corvette Family.

Submitted By: ***David Oreski,*** Membership

STCC ALL ABOUT POINTS

Revised 10/1/2023

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.

Golden Oldies







Veteran ‘s Day Parade
Saturday, November 7th, 2026

Submitted By: ***Perry Minnis***





Hi fellow STCC members. I am coordinating STCC’s participation in the 2026 Veteran’s Day parade.

The purpose of the Pittsburgh Veteran’s Day Parade is to honor our veterans, raise awareness of those who serve them, and to salute members of our currently serving military. The parade features groups representing veterans of all eras, military units, civic and youth groups (including Junior ROTC), businesses, and more. Floats, military and vintage vehicles and other special elements add to the spectacle and excitement. *The Parade starts at the intersection of 11th St. and Liberty Avenue and proceeds down Grant Street and The Boulevard of the Allies.*

The Parade takes place on Saturday, November 7th, 2026 at 10:30 AM. This year, it starts at the intersection of Grant Street and The Boulevard of the Allies. This is a *new route* in 2026 chosen because The Boulevard of the Allies was named in the early 1920s to honor the Allied nations of World War I and stands as a lasting tribute to the soldiers and nations allied with the United States.

There are normally several Corvette clubs that participate in the parade. STCC has been proudly involved for a number of years. I don’t know where we will be asked to meet and organize *yet*, but in past years we (STCC) have been asked to meet on Penn Avenue and then we wait until’ it’s our turn to join the parade. I will let you know the details of where and what time we are expected to meet and get organized -- once I have been provided with the details from the event coordinators. After the parade several of our members meet at the Eat n Park on Banksville Road to eat lunch. This, of course, is *optional*.

Please let Perry know if you plan to join us as we drive the parade route through downtown Pittsburgh (*contact@steeltowncorvetteclub.com*). The parade organizers usually request a car count before the actual parade.

Thank you, *Perry*

Perry Minnis
President - Steel Town Corvette Club



Let's Go Karting…
Three Rivers Karting – November 7th, 2026

Submitted By: ***Dave & Carol Seibel***

Let's go racing! Steel Town Corvette Club will be cart racing on Saturday November 7th, 2026, at 3:00 pm. All members will drive directly to ***Three Rivers Karting at 541 Avenue B, Building 10, Leetsdale, PA 15056 (412) 527-8464***.

This is a rain or shine cruise. Please bring your daily driver in case of bad weather. We will be racing against the clock - *not each other.* Members can go on line ***(https://threeriverskarting.com/)*** to pre-register at Three Rivers Karting.

At the October member meeting, I will have info on the cost and possibly coupons to offset some of the cost to race. Any member interested in attending should sign up. There will be a sign-up sheet at October's meeting. You can also contact me at ***contact@steeltowncorvetteclub.com*** by October 30th, so I can alert the manager how many will be attending.

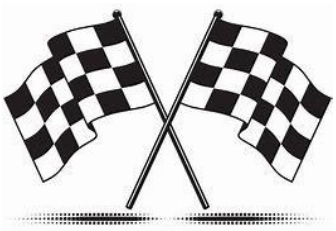
After the racing is done and the dust settles, we can have a late lunch/early dinner at the Eat N Park - about three miles from the track.

South Hills members maybe meeting at the Wendy's at Great Southern Shopping Center at 2:00 pm and leave at 2:10 pm as a group.

Thanks to all members participating with this cruise. I will be blasting all members a week before the event as a reminder.

Thanks,

Dave and Carool Seibel













LET'S HEAR IT FOR SANTA'S KIDS
Tuesday, November 17th,2026

Submitted By: Chris & Paula Fiedler







Each year for our November meeting, we raise money for one of our club's charities, known as ***Santa's Kids.*** This event takes place on: **Tuesday, November 17th** at:

Al's Café

425McMurray Road

Bethel Park, PA 15102

***Dinner will be from* 5:30 pm to 7:00 pm, with meeting starting at 7:30 pm.**

This is both a **raffle and auction event** If your purchased raffle ticket is pulled, you may select any item on the raffle table. Some of the items include: Corvette items, household items, jewelry, as well as Christmas crafts and sport items.

As for the **auction**, we have several items to auction off. The highest bidder will be the winner!

100% of the money raised goes to help underprivileged families who cannot afford Christmas gifts. These donations help provide for 200 needy families from local organization and churches. The organization contacts each family to find out what their children want for Christmas. Once gifts are purchased, they are wrapped and delivered, 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 are attending the Auction OR 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.***

As *always*, we need **your** support to make this another successful year!

Thank you for ***your*** participation.

and

Remember to bring your check book!



Chris & Paula Fiedler

Steel Town Corvette Club *Cordially invites you to our*

Annual Christmas Party & Awards Banquet

Saturday 12/5/2026 6 P.M. to 10 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 registration slip** below **by 11/1 for discount**
Send check (payable to **STCC)** to Marian and Rick Tartaglione at a meeting
or Mail to: 107 Doray Drive, Pittsburgh, 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 available featuring Top Shelf liquor, Wine and Beer

Awards presented 8 p.m.

Dancing with DJ following Awards Presentation

DOOR PRIZES **********FAVORS)

Price: $25 per person until 11/1/26

$30 until cut-off date of 11/13/26 (no payments accepted after 11/13)

Please clip registration slip below and return with your check **payable to STCC**

Payment Must be *received* no later than 11/1 for discount

.....

Please make Check payable to STCC

_____

Name(s) of Guests

_____ _____ _____

Amount paid Check # Date paid Email Address

Please print and return slip with check

Call with any questions to Rick or Marian 412-298-1575 or 412-638-7387

E.H. Schwab Metal Fabrication Company
Saturday – October 3rd, 2026

Submitted By: ***Dave Seibel***

On Saturday, October 3rd, 18 members and 2 guests met at the E.H. Schwab Metal Fabrication Company located at 1281 Rodi Road, Turtle Creek. PA 15145. We all gathered in the conference room and Dale Harrison (owner and fellow Corvette Member) talked about the history of the factory from when his father and uncle started it, when his father took ownership, and how he got involved in the business.

Dale discussed all the products that are made plus a lot of specialty items they make there. We then went into the factory to watch a number of techs making parts. We watched one tech start with a 4-foot-inch diameter flat-round disk made of aluminum and by hand turned it into a large bowl-shaped item that was used by another manufacturer to make Industrial Lighting. We watched another tech use a huge laser machine cutting out parts from a sheet of aluminum that was 8-10 feet long. This machine was used by this tech to cut out the ornaments we received at the end-of-the year banquet for the last two years. This was a very interesting tour about items we take for granted, use every day, and see while we are driving around



The tour was 2 hours long and afterwards we all headed to Carl's Tavern for lunch. During lunch, Dale gave everyone a beer bottle opener he had a tech make and engrave it with our Club Logo. Dale surprised us all by buying everyone's lunch!



I want to thank *all* the members and guests that attended this tour and *especially thanks* to Dale for having tour his factory and for lunch!

Thanks, Dave Seibel





























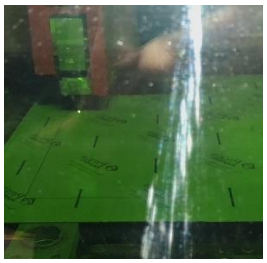




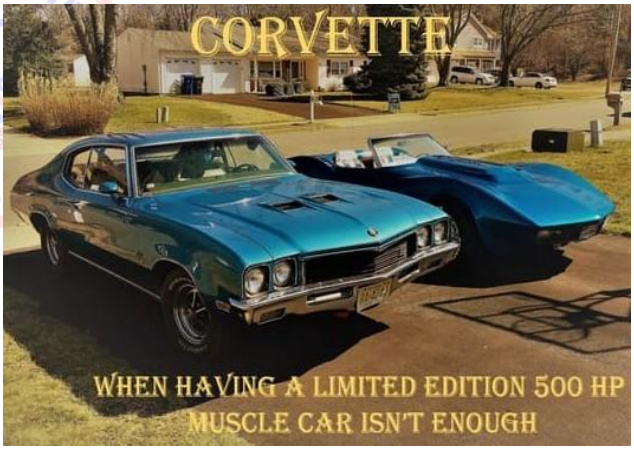










Wife said “See you home at 8”
I heard “Bring home a C8”

CORVETTE
WHEN HAVING A LIMITED EDITION 500 HP
MUSCLE CAR ISN'T ENOUGH

DODGE: WE CREATED THE
WORLD'S FASTEST DEMON
1,025 HP
945 lb-ft
CORVETTE ZR1X: IT IS TIME FOR DODGE
TO PACK ITS BAGS AND GO BACK HOME.
1,250 HP
973 lb-ft
@corvetteclub_

Look! I can tow like the big boys!
That's Cute
Fullsize

Cruise to Deep Creek Lake, MD
Saturday, October 17th, 2026

By Bill Englert contact@steeltowncorvetteclub.com

All's Well that Ends Well!



Our cruise North to Deep Creek was held on Saturday, October 17. You may recall it was cold, damp and raining in some locations around Pittsburgh that morning. However, we still managed to attract 10 Corvettes for a fall cruise. Eli Zorich even brought his prized Corvette that seldom sees rain! Our destination was the Green Turtle in Deep Creek Maryland. All told, we had 12 cars and 21 members for this cruise.



We met at McDonalds off Racetrack Road and proceeded south on I-79 to Bridgeport WV. Our stop featured expert service to Lory's car for low tire pressure! Eli added the air via a pump provided by Dave Seible. Dave, Carol, Lory and Jo were on hand to monitor the progress! We then traveled on US Route 50 east into the mountains. As the clouds began to scatter, we were treated to bits of sunshine mixed with downpours that accentuated the beautiful scenery. We welcomed blue skies as we regrouped before traveling ***North to Deep Creek*** via Rt. 219.











The final few miles featured picturesque views of Deep Creek Lake surrounded by mountains. We even enjoyed a glimpse of the Wisp Ski Resort across the lake. Our private room at the Green Turtle was waiting and Mark distributed raffle tickets to each participant as we settled in. The manager donated a $25 gift card, and the Club provided a $20 gift card and a bottle of wine for our raffle.









Nick Krizmanich won the $25 gift card, Karen Buell won the $20 gift card, and Mike Sears won the bottle of wine. After lunch we departed on our own back to the 'Burg. Beautiful scenery, clear skies and dry pavement greeted us with each mile of the way home.

All-in-all, that dreary start blossomed into a bright, enjoyable day. Just over 280 scenic miles on our fall cruise through the mountains of West Virginia! Thanks to all the participants!

And as Nick reiterated…

All's Well that Ends Well!

STCC Members Meeting
Monte Cello's Restaurant & Pizzaria
Tuesday – October 20th, 2026

Submitted By: ***Dave Seibel***

The October members' meeting on October 20th was held at Monte Cello's Restaurant on Babcock Boulevard. Sixty-five (65) members were greeted by Ashley and Gracie with drinks and menus for dinner.

This was one of the biggest attendance meetings of the year. It also was election night! After a delicious Italian dinner, Perry started the meeting and called on Frank Holby for a Treasury update, called on Mick Yarina for a Points update, and me for an Events update.

Perry then explained that 3 Board Members will be returning and there are 2 positions open for election. After the paper ballets were collected, Bill Englert, Rick Tartagleone and Nick Krizmanich tallied the ballots. Perry announced the winners, and they will be introduced at the end-of-the-year Banquet held on Saturday, December 15th, 2026 at Rockefellers Restaurant in McKees Rocks.

The 50\50 drawing was drawn and won by George Coppola. The gift card tickets were drawn and Suzie Young and Ed Krakowiak both won $25.00 gift cards from Monte Cello's Restaurant.

I would like to thank *all* the members who attended this very important meeting to elect the Board Members needed to keep the club running and to Ashley and Gracie for talking such good care of us.

Hope to see everyone at the November meeting because it will be the Auction Night to raise money for one of our charities we support – ***Bill Hillgrove's Santa Kids for Underprivileged Children***.

Thanks,

Dave and Carol Seibel



























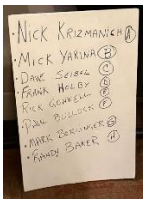











Nick Krizmanich
Mick Yarina
Dave Seibel
Frank Holby
Rick Gorecki
Paul Bullock
Mark Bosinger
Randy Baker







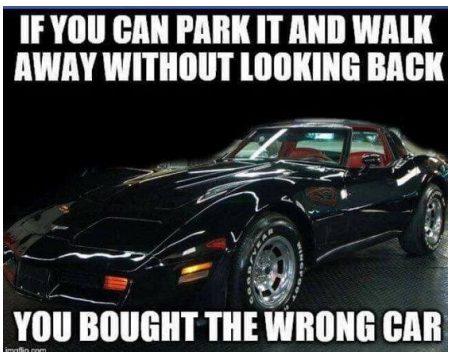








Happy Birthday
September
October
Members


DUDES FACES WHEN THEY SEE
"Must be her Husbands car"
A FEMALE DRIVING A
CORVETTE

IF YOU CAN PARK IT AND WALK AWAY WITHOUT LOOKING BACK
YOU BOUGHT THE WRONG CAR

VETTES for VETS

Submitted By: ***Jo Post***







I have started collecting toys for the children of deployed service members in the Pittsburgh 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 meeting, 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 at *contact@steeltowncorvetteclub.com*.







APPLICATION FOR STCC MEMBERSHIP 2026

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 ___

Why PURPLE ?¿?

By ***Lory Husar***

75 YEARS FAMILY Handyman BY ***Rebecca Wright*** - ***Family Handyman's Editorial Process*** - Aug. 29, 2025

If You See a Purple Parking Space, Here's What It Means

Wondering what a purple parking space indicates? We looked into it for you so you know whether or not you can park in one.



Parking your car can be an ordeal, especially if you're out shopping on a busy day. We all know the frustration of thinking we see an available space, only to find that a smaller car or a motorcycle is occupying it. Perhaps even more frustrating, however, is driving up to a space only to find a sign stating that that it's reserved in some way. You're likely familiar with the blue accessible parking spaces, so you know they're unavailable. And other reserved spaces usually have signage explaining who can park in them and when. But what if you've found a purple parking space? Can you park in it?

What Does a Purple Parking Space Mean?

According to **CS/HB 1029** from the Florida State House of Representatives, "around the United States parking spaces are being created in parking lots, which are reserved for combat injured veterans." This bill went into effect July 1, 2021.

Why pick purple for these spaces? The Florida bill explains that it's a nod to the Purple Heart medal, which is "presented to service members who have been wounded or killed as a result of enemy action while serving in the U.S. military.

Can I Park in a Purple Parking Space?

When it comes to reserved parking spaces or accessible parking spaces, you cannot park in them without consequences. Unless you meet the stated criteria, you run the risk of having to deal with repercussions. Parking enforcement may ticket your car, tow it away, or do something else, like fine you. For accessible spaces, fitting the criteria means having the correct placard to display. Meanwhile, for reserved spaces, you must follow the stated rules to use the space. But what about a purple parking space?

Per the Florida bill, "while not officially reserved or protected, these spaces are designed to honor those who were wounded in combat." So, you can technically park in them even if you're not a Purple Heart medal recipient. However, politeness dictates that you should leave the space available if possible.

However, this isn't the case across the board. These spaces are being designed at the local levels rather than the federal. That means that it's up to the cities and states to decide how they want to enforce their rules. The **Berkeley Heights Township of New Jersey** is much stricter about who can use the parking spaces in question. If you don't have the proper stickers designating you a combat-wounded veteran or a Purple Heart medal recipient, you'll face penalties. The township can fine you $253 for a first offense and $253 plus 90 days of community service for further offenses.

Source

- **CS/HB 1029 Purple Heart Recipient Parking Spaces,** House of Representatives Staff Analysis, April 1, 2021.
- **An Ordinance Reserving Certain Parking Spaces at the Berkeley Heights Municipal Building for Combat Wounded/Purple Heart Military Veterans**, Berkeley Heights Township, NJ, April 2022.

Wheels, Stance, and the Shape of a Generation:
The C7 Corvette Story

Submitted By: ***Bob Snape***

VETTE VUES MAGAZINE
The Corvette Enthusiast's Magazine

Guest Contributor **-** Aug 19, 2026, 10:01 AM



When Chevrolet unveiled the C7 Corvette Stingray for the 2014 model year, most of the conversation centered on its sharp new bodywork, the direct-injected LT1, and a cabin that finally felt worthy of the price tag. The wheels got less attention at the time, which is a little unfair, because they were doing more structural work than anyone gave them credit for.



Every C7, from the base Stingray to the track-honed Z06 and the supercharged ZR1, rides on a 5×120.65mm bolt pattern, a detail that hasn't wavered across the platform's six-year run from 2014 to 2019. What has changed, trim to trim, is size. A standard Stingray left the factory on an 18-inch front and 19-inch rear staggered setup, a combination chosen to balance ride quality with the grip Chevrolet knew buyers would eventually push toward. Order the Z51 Performance Package, though, and the fitment steps up to a 19-inch front and 20-inch rear, the wider footprint answering the firmer suspension tuning that comes bundled with it. Move up to the Z06 or the supercharged ZR1, and the staggered spread widens further still, front-to-rear differences engineered specifically to put LT4 power down without asking the front tires to do more than they should.

None of that is accidental. GM's engineers treated wheel and tire sizing as a suspension component in its own right, not an afterthought bolted on once the chassis was finished. That's part of why C7 wheels have become their own small subculture within the broader Corvette hobby: get the sizing wrong, even by half an inch of width or a few millimeters of offset, and the car's factory-tuned balance shows it.

Original Stance, Shrinking Supply



If you spend time around C7s at shows and cruise-ins these days, you'll notice how much attention factory-correct wheels get from serious collectors, even though the platform hasn't yet aged into the judged Corvette meets that older generations go through. Stock C7 wheels were built as one-piece cast aluminum units, straightforward but not particularly forgiving. Curb rash, corrosion pitting behind the spokes, and the occasional bent barrel from a pothole have taken a steady toll over a decade of daily use, and clean, original sets, especially the Z06-specific wheels, are getting harder to source at swap meets and online marketplaces. That scarcity is starting to shape restoration decisions the way original-paint-code hunts already shape C3 and C4 projects: owners chasing a numbers-correct refresh are finding that finish-matched, unmarked OEM wheels sometimes take longer to track down than the mechanical parts do.

That pressure has pushed some Stingray owners toward a workaround worth mentioning: a reproduction wheel styled after the factory Z06 design, sized to match the Z06's wider rear fitment and sold as a single rear wheel rather than a full set. It's a practical answer to a real problem. A base Stingray owner who wants the visual weight of the Z06's stance, without competing for an increasingly thin supply of genuine take-off wheels, can source a 20×10 rear wheel cast to the same 5×120.65mm pattern and call it done, no fabrication or bracket swaps required. Owners exploring that

route are usually browsing within the broader C7 wheel category rather than hunting a single listing, since Z06-style and reproduction options tend to surface alongside factory-pattern replacements there. It isn't a substitute for the real thing on a numbers-matching build, but for a driver-quality car, it closes the gap between what left the factory and what an owner actually wants to see in the wheel well.

Getting the Fitment Right the First Time



For owners weighing an upgrade rather than a replacement, the math gets a little more involved. Offset determines how far a wheel sits into or out of the fender opening, and backspacing decides how close the barrel sits to the brakes and suspension components behind it. Get either one wrong on a lowered C7 and the tire will rub the fender liner or, worse, the strut. *AmericanMuscle* put together a *C7 Corvette Wheels Buying Guide* that walks through those calculations in more depth, useful reading before ordering anything outside the factory spread.

A Generation Still Finding Its Footing



With C7 production having wrapped in 2019, the wheel conversation around this generation hasn't settled the way it has for older platforms. Prices on clean factory sets are still moving, reproduction options keep multiplying, and the "correct" answer depends heavily on whether a given car is headed for a show field or a Saturday morning back-road drive. That's not a bad problem to have. It means the C7 is far enough removed from new-car status to have a real secondary market, but not so old that anyone has fully agreed on what "original" should mean fifteen or twenty years from now.

Next time you're walking a show field or a club meet, take a slower lap past the wheels before you get to the paint. On a C7, they're telling you more about the car's history, and its owner's priorities, than almost anything else on the body.





OOPS…..

Here's Really Why the Corvette No Longer Features A Locking Fuel Filler Door

Submitted By: ***Carol Seibel***

GMAUTHORITY By ***George Barta*** -September 13, 2026 12:01 am



The 2026 Corvette has quietly lost its locking fuel filler door, but the change had little to do with a bean-counter trimming equipment from America's sports car. According to Corvette Chief Engineer Josh Holder, GM removed the feature because it added complexity without providing meaningful protection.

Holder addressed the change during the 32nd National Corvette Museum Anniversary Celebration, after an audience member asked whether the decision was due to cost-cutting. His answer was direct. "We got rid of the locking solenoid because it didn't do anything," Holder said. "It made noise and locked, but it was easily defeatable."

The locking mechanism operated with the Corvette's central locking system, securing the fuel filler door whenever the owner locked the vehicle. However, Holder said the solenoid could be easily defeated, undermining its purpose. The Corvette's fuel system already prevents fuel theft through siphoning, removing another reason to retain the hardware.

The component created other problems, too. Holder explained that it "blocked airflow for induction systems" and added assembly time at the Bowling Green Assembly Plant in Kentucky. Eliminating it, therefore, gave GM more than a small production savings.



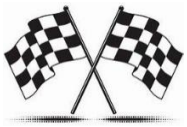
"It made your car lighter, improved induction airflow, and improved NVH," Holder said. NVH refers to noise, vibration, and harshness, meaning the deletion also helped reduce an unwanted source of cabin noise. Holder noted that some owners had complained about a popping sound, unaware that the fuel door lock was causing it. "We did get some complaints like 'I'm hearing a pop noise,' because people didn't know what it was," he said. "It was the locking fuel door."

GM introduced the change during the 2026 model year, so early-production cars may still have the locking mechanism while later builds do not. The adjustment appears to apply across the C8 Corvette lineup and likely will continue into future model years.



Holder ended his explanation with a line that framed the change as an improvement rather than a downgrade: "So, you're welcome that we got rid of it."

For Corvette owners, the practical difference is minor. The fuel door no longer locks with the vehicle doors, but the car remains difficult to siphon, and the deleted mechanism removed weight, assembly time, induction restrictions, and an irritating pop.



Why the 2005 Chevrolet Corvette C6 Was the Most Controversial Corvette in Years

Submitted By: ***Dave Seible***

MOTORTREND ***Todd Lassa*** - Writer ***Wesley Allison*** -Photographer- Jul 31, 2026

The C6 received a new bod, new threads, and 400 horsepower—just for starters.

[*This story originally appeared in the February 2004 issue of MotorTrend*] Don't believe your eyes. This car may look like the current Corvette with fixed headlamps, but it's an all-new interpretation of the Classic American Sports Car.



Actually, Chevrolet's engineers and designers have changed a lot of things you can see—and, more important, many more you can't—in a comprehensive, if not total, makeover. For starters, its new Gen-IV LS2 V-8 makes 400 horsepower in base form.

The 2005 sixth-generation (C6) Corvette is five inches shorter than the C5 and within 0.1 inch of its longtime street and track rival, the Porsche 911. And the interior has finally climbed above rental-car-level quality and materials. The whole treatment creates a global sports car designed to appeal to Corvette traditionalists and successfully woo conquest buyers who've previously chosen leaner, cleaner Euro hardware.

How substantial are the nips, tucks, and organ transplants? "You could put all the parts [carried over from the C5] in a bushel-basket," says Dave Hill, vehicle-line executive for Corvette and XLR and just the third chief engineer in Corvette's history, after Dave McLellan and Zora Arkus-Duntov.

Hill promises higher revs and better ride, handling, and brakes that serve up international dynamics to match its new international proportions. Is it convincing? We can't speak for the dynamics—yet. But this reveal details the car's design, engineering, and powertrain.

Behind the C6 Design

Chief Designer Tom Peters reinterpreted the curvilinear Corvette profile with a look that suggests "a Coke bottle designed by Picasso." Front and rear fenders arc down at the doors, with a complicated inverse shoulder line connecting them midway through the doors. The side cove is big and pumps up the car's muscularity, and the jet-fighter canopy is body-colored, with a B-pillar that leans back; on the C5, it slants forward. At launch, only one body style will be offered: a hatchback with a single, removable roof panel. The convertible roadster variant will make its public debut at the Geneva Auto Show in March.

After more than 40 years of disappearing headlamps, a Corvette with flush-glass lighting will take some getting used to. Peters notes that "there was a lot of internal commotion about this, and the decision to go or not go with fixed headlights was nearly 50/50." Some feel they're cleaner and more modern; others disagree, citing them as busy and perhaps strangely shaped. Without question, they are mechanically simpler.



High-intensity Xenon high- and low-beam headlamps reside under a clear plastic cover, allowing a "flash-to-pass" feature for European markets. Front fenders kick up at a sharper and taller angle from the hood, compared with the C5, making the tops of the fenders more prominent from the driver's seat, like a 911's. The combo produces a familiar look: Ferrari 456 meets Dodge Viper, or perhaps Panoz Esperante. Brake-cooling inlets are hidden, from the bottom of the front bumper in the C5 to the underbody in the C6, for better airflow and to prevent front-end lift.



Hidden door handles—like on the Cadillac XLR, the C6's chassis cousin—have a matte-charcoal vertical accent stripe that makes them easy to locate. The matte look repeats in a lip spoiler on the tail that incorporates the center high-mounted stop-lamp. The C6 uses the XLR's keyless entry and ignition: keep the key fob in your pocket and hit the ignition button. A hidden key system backs it up in case of electrical failure. Side glass is indexed, so when you touch the electrical connection under the door handle, the glass powers down slightly to unseal it from the roof. This makes a tighter seal, and Hill promises no window "blowout" up to 180 mph.

Like the C5, the C6 has a bubbletop roof contour, but now it's more distinctive. The hatch glass tapers more sharply into what Hill calls a boattail (shades of the 1971 Buick Riviera and, of course, the original Sting Ray). A drainage system channels rain water away from the luggage compartment when the back hatch is opened. The C6's tail is tightened and horizontally creased midway from top to bottom, but it still looks huge. Its taillights go back to a rounder, typical-for-Chevy look, and four chrome exhaust tips are enclosed in a lower valance.

Much has been done to address criticism of the C5's cheesy interior. On the C6, the lighter of its two-tone colors extends three-quarters of the way up the doors, and more liberal use of the seat color throughout is designed to make it feel more spacious. The unloved "membrane" power-window controls are replaced by conventional black plastic ones, and black interior trim has been replaced by lustrous ebony. Seats have power lumbar and power side bolsters, with airbags built into the sides. And the doors sport side pockets, with a "hold on!" vertical grab-handle for the passenger.

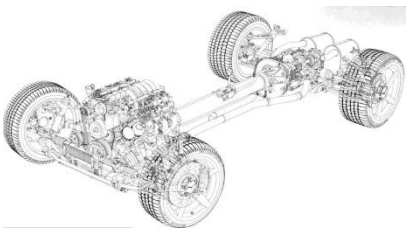
Like the Cadillac XLR, the C6 has power-button interior door releases in place of handles. The C5's two "fairly lousy" cupholders (Hill's description) are replaced by a covered two-cup compartment next to the shifter. The instrument cluster features white LEDs and high-contrast needles. The coolest interior feature is the new head-up display, which has a tach dial with two track modes and alternatively displays directions from the optional DVD-navigation system. The tach/track modes display a rev-counter meter, with a digital readout of speed underneath and lateral acceleration in g. Neat stuff. Overall, the interior is clean and businesslike, if not dazzling. It's better than the C5's, in terms of design and materials quality, and makes the C6 a lot nicer piece to drive or be driven in.

Let's Talk Engineering

As predicted in our April 2003 cover story, the architecture of the Corvette is new and yet remains similar to the C5 in layout, materials, and assembly. This evolution of the Corvette formula makes for a more-compact, stylish, potent, and still relatively affordable premium sports car.

"We weren't out to fix what wasn't broken or to reinvent the wheel," Hill says. "On the other hand, 85 percent of the car's mass and 70 percent of the part numbers are new."

The new car's chassis consists of a hydroformed steel frame with robust side rails of tubular steel and a highly rigid box-section central tunnel. The tunnel, with its bolt-on closeout panel, contributes to the car's torsional rigidity and, with the rails, adds to the car's bridging strength. This frame is designed to be stiff and shudder-free, despite the open-top design. It's reportedly beefy enough to handle serious suspension loads generated by high speeds and impressive levels of tire grip.



Don't fix it if it ain't broke. Although 70 percent of the C6's part numbers are new, according to Dave Hill, the new Vette's basic layout remains the same: a front midship-mounted high-output overhead-valve V-8, rear-mounted transaxle, aluminum A-arm suspension with transverse leaf springs, magnetic variable-assist steering, and monster disc brakes. The real magic, however, is how all these pieces work together.

Compared with the C5, the C6's wheelbase has been stretched from 104.5 inches to 105.7. But the overall length of the car has been trimmed from 179.7 to a more athletic 174.6, thanks to shorter front and rear overhangs. A Porsche Carrera is 174.5 inches overall and rolls on a 92.6-inch wheelbase. The Corvette still outweighs the Carrera by roughly 100 pounds, but the flat-six Porsche serves up only 315 horses, so the Vette maintains a worthwhile power-to-weight advantage.

The removable polycarbonate and magnesium roof is bigger, but lighter, than the C5's roof panel. Three latches hold the lid in place, and it stows neatly under the rear hatch. Hill says there's now more stowage area under the roof when it's removed and fitted under the glass hatch. The rear composite tub is stouter and designed to keep the car quieter and improve its overall solidity.

An extruded structure, aluminum and magnesium welded and adhesively bonded, is bolted to the front of the fabricated-steel passenger compartment and provides the uprights for the door hinges, the swoopy windshield frame, and the instrument panel support. Passenger and driver seats are again bolted through floor panels made of steel sheet and balsa wood. Hill insists these offer outstanding noise, vibration, and recyclability benefits.

Suspension, Steering, Brakes

Attached to the main ladder frame at the nose and tail are cast-aluminum subframes to which the aluminum A-arm front and rear suspensions are bolted. These subframes are also the platforms for the transverse composite leaf springs. Most of the new suspension hard parts are shared with the XLR, and the suspension travel is up 13mm in front, 20mm in the rear. GM tunes it for a cushier ride in the XLR, while the Vette driver can put "the power down earlier in corners for higher exit speeds at a track," Hill enthuses.

The C6 has three suspension levels: base FE1, F55 (with electronic dampers), and the firmer Z51 set up for racing weekend-warriors. The base suspension is designed for better grip and ride than that exhibited by the previous car. The magnetic selective ride-control suspension offers Sport and Tour settings, like the current Corvette. Hill says the differences between those settings have been dramatically increased for the C6. If you can't wait for the 2006 Z06, the Z51 offers stiffer springs, higher-rate anti-roll bars, larger Sachs dampers, and more aggressive tires. This firmer package will be offered on coupes and convertibles. With the 400-horse engine standard, you can nearly match C5 Z06 performance levels in top-down form, Hill contends.

Controversy surrounds the C5's magnetic-variable-assist steering. Some drivers like it. Some say it's too light and uncommunicative. Hill says the C6 has a retuned version of the C5's rack-and-pinion system repositioned forward in the chassis to accommodate the longer Northstar V-8 in the XLR. The new system also has eight-degrees more caster for better "on-center feel and precision." The turning circle is less than 40 feet to pass the European standard.

Big four-wheel discs with standard anti-lock stop the car. Rotors are cross-drilled on the hotter Z51, mostly for a "performance look"—Hill admits it doesn't give the brakes much of a performance advantage. The massive brakes communicate with the pavement through a set of Goodyear Eagle F1 "extended-mobility" run-flat tires, because space for a spare and jack is gone. Hill claims the third-generation run-flat tires are quieter, have greater ride compliance, and offer a more aggressive footprint.

What About That Powertrain?

Forget those old proposals for turbine and rotary-powered Corvettes: Chevy has wisely stuck with, and continues to improve, the small-block pushrod V-8.

Latest is the Generation-IV, all-aluminum engine with cast-iron liners, its displacement bumped from 5.7 liters in the Gen III/LS1 to 6.0 liters in the new LS2. The new engine makes a fat, square 400 horsepower (up from 350) and 400 pound-feet of low-rev torque and yet spools to a lofty 6500 rpm. It packages neatly into the same space as the LS1 but shaves 15.4 pounds. Stroke remains 92mm (3.6 inches). The bores are hogged out to 101.6mm (4.0 inches) from 99mm (3.9 inches). The

compression ratio is up from the LS1's 10.1:1 to 10.9:1 in the LS2, putting additional squeeze on the intake charge to improve brake-specific fuel consumption. Powdered-metal forged connecting rods spin on a cast nodular-iron crank.

On the breathing side, Hill reports a 30-percent cut in restriction. Valve sizes are unchanged at 2.0 inches for the intake and 1.6 for the exhaust, with no fancy sodium fill for the stems. The deeper breathing comes from intake-manifold improvements and a hotter cam with greater lift. On the exhaust side, system backpressure is down 10 percent and the spent gas now flows out through thin-wall cast-iron manifolds. This reduces noise, relative to the former fabricated-steel units.

Engineers have (so far) dismissed Displacement on Demand for the LS2, reportedly after resonance problems with the Vette chassis made it obvious the car was running on four cylinders. Besides, GM says customers are happy with the C5's fuel economy—Motor Trend managed nearly 30 mpg on long trips—and the extra cylinder shut-down hardware adds valvetrain inertia that would cut the engine's rev capability. But one insider reports that a DOD C6 in early trials netted 35 mpg on the highway.

The Tremec T-56 six-speed manual is a carryover transmission, and the automatic gets upgraded from the 4L60E in the C5 to the 4L65E, with its higher torque capacity, in the C6. Alas, it's still a four-speed and offers neither multiple shift modes nor any sort of manumatic control, although the latter is still under consideration. Last month, we incorrectly anticipated use of the XLR's five-speed automatic or even a six-speed unit, but Hill says it can't handle the output from the LS2. The manual gearbox's linkage effort has been improved for shorter stick and wrist-flick ratio changes. The automatic sports a better version of the company's performance algorithm shift system. This reportedly allows the automatic box to intelligently hold lower gears through twisty road sections for better dynamic control.

The Bottom Line

So, there you have it: the details on Chevy's red, white, and blue sports car—now with a dash of Eurostyle thrown in. GM is walking a tightrope by going after the 911 customer while trying to please and retain its traditional base. We have a lot more to analyze before we declare the C6 a winner or loser: We'll have details on the new convertible soon, that all-important first drive and track test are pending, as is the next Z06. We'll say this much: A trimmer, more powerful C6 should make for a more maneuverable, more fun car to drive. Some traditionalists will embrace the new look, others may not. But with 400 horses on tap in the base car, everyone will have a lot to like in the 2005 Corvette.

MotorTrend's C6 Top (and Bottom) 10 List

LIKE	DON'T LIKE
1. 400 Horsepower	**1.** No 6-speed, or even 5-speed, automatic
2. Better interior materials, finish, & design	**2.** Wheel to wheel-opening relationship still not close enough
3. Trimmer "international Style	**3.** Big and busy rear-end styling
4. Quieter, more rigid hydroformed frame	**4.** Front-end looks resembles others (like Viper..)
5. Promise of Euro ride & handling	**5.** Wide body-fits gaps
6. Bolder exterior styling that still looks mature	**6.** Busy-looking headlamps not for everyone
7. "Track mode" makes HUD useful	**7.** Some transparent sharing with XLR
8. F-22 Style canopy greenhouse	**8.** Off-the-shelf (Malibu, et al.) steering wheel
9. More interior space	**9.** We have to wait a year for the Z06
10. Did we mention 400 horses?	**10**. Not much else so far

1983 Corvette
(The One & Only)

Submitted By: ***Eli Zorich***

CORVSPORT By: ***Josh Boyd*** · *Special Series Models - 2019*

The Car That Never Should Have Been: The Story of the 1983 Corvette



Within the **National Corvette Museum's Skydome** sits the only remaining 1983 Corvette; a car best characterized as a *survivor*, in every sense of the word. According to the Macmillan Dictionary, a **survivor** is, *"someone or something that still exists after every other member of a group has died or been destroyed."* This as it may, the 1983 Corvette lives up to this title.

Usually, whenever the words car and survivor run subsequent to one another in a sentence, there is a story of epic proportions that is to follow. Not to leave you disappointed, this is one such case. The story behind the only remaining 1983 Corvette's survival is undoubtedly intriguing. Some of the details are known as absolutes. Others however have been resigned to points of folklore.

The Facts

What is known for certain is that the early 1980s was a time of great change within GM engineering, as it pertains to the Corvette. Since 1968, the **C3 Corvette** had reigned supreme.

However, Corvette enthusiasts and performance aficionados alike had begun to question which direction GM's design and development team would take the iconic American sports car in the future. At the same time, engineering was well underway for what would later become the answer to these quandaries.

From the earliest point of the C4 Corvette's development, design plans were uniquely ambitious, and the stage had been set for the widest sweeping generational advancements thus far. GM engineers were poised to meet the 30th-anniversary milestone with a true show-stopping specimen of American horsepower. However, this wasn't meant to be.

The Folklore

With such monumental revisions in store for the Corvette line during the 1983 production year, testing and redevelopment projects proved to be far more tedious and time-consuming than had previously been expected. A number of potential reasons for this excessive time spent in pre-production planning have been tossed around throughout the years.

One such common claim states that the delay in the C4's launch stemmed from, at least to some extent, the extensive time that was needed to engineer, test, and re-engineer the vehicle's powertrain to meet the new stringent emissions standards of the era. More specifically, the **desire to comply with new California emissions regulations were said to be the reason for the ensuing delays**.

Perhaps the most widely believed theory for this mysterious delay comes from tales of a late insistence by **former GM General Manager, Lloyd Reuss, to dump a previously planned T-top design in favor of a Targa style top**. This last-second design change was said to have caused a lack of structural rigidity. This required a complete redevelopment of the C4's frame rails to offset this change and ultimately consumed an excessive amount of time.

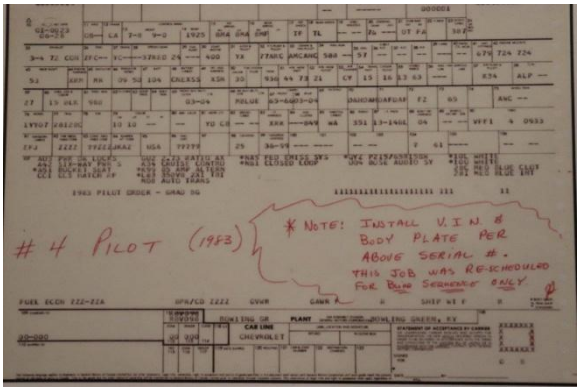
What had become certain, during the lengthy design process of the C4, was that a delay in the intended late 1982 release date was imminent. Posed with the question of how best to confront this issue, **GM execs decided to forgo the 1983 production year in its entirety**, instead, focusing on

the C4's release as an early 1984 model. As a result, **no true production run of 1983 Corvettes was ever built**.

Heading

However, GM turned out 43 pilot cars for testing and research purposes that were billed as true 1983 Corvettes. Of these 43 early C4 Corvettes, all were marked for destruction upon the completion of their pre-production duties, per GM and industry standards.

This is where, for all intents and purposes, the story of the 1983 Corvette should have ended. Instead, *the odyssey of how the car that was never meant to be had just begun*.



The world's only 1983 Corvette began an unexpected rise to infamy upon its departure from the General Motors Bowling Green Assembly plant, where all of the original 1983 pilot and prototype Corvettes were produced.

Known solely by its pre-production identification number, **pilot car RBV098** was sent to the GM Milford Proving Grounds for use in testing and research. Once RBV098's time in Milford was complete, it was returned to Bowling Green, Kentucky, first to serve as a training car, then to await its fate with the crusher.

Theories on Survival

What exactly happened next is not certain, but what is known as fact is that every other pre-production 1983 Corvette went to the crusher as intended. RBV098, on the other hand, did not. *But how can a single car avoid the commissioned destruction that all of its counterparts ultimately faced?*

The Cowboy Boots

One of a handful of stories that have become common lore regarding RBV098's survival revolves around an employee's reluctance to waterlog a new pair of cowboy boots. As strange as this sounds, it is a scenario that is reiterated by many as being the unwavering truth.

As legend has it, when the destruction of all remaining 1983 pre-production Corvettes was commissioned, the Bowling Green Assembly Plant rented a mobile crusher and had it delivered. In the process of crushing the Corvettes, a heavy downpour commenced.

The operations engineer manager overseeing the destruction of the 1983 Corvettes decided to halt the day's events, due to becoming unsettled at the prospect of dirtying his new pair of cowboy boots. When he reported for duty the following day, he observed that the crusher had moved off-site, therefore leaving a single 1983 Corvette unscathed.

Upon this discovery, the engineer informed his superiors and relocated the world's only remaining 1983 Corvette to the plant's backlot. After Paul Schnoes took the reigns as general manager of the Bowling Green Assembly Plant, he became aware of RBV098's presence on the premises.

After this discovery, Schnoes recognized the significance of such a find and made the call to detail the car and bring it inside the plant for safekeeping, where it remained until its eventual donation to the National Corvette Museum.

The Rescue Plan

Yet another theory regarding the only remaining 1983 Corvette's survival is based upon a rescue mission of the car on behalf of the Bowling Green Assembly Plant staff. In this sequence of events, plant staff was not keen on the idea of destroying all that remained of what would have been the Corvette's 30th anniversary year. From this sentiment, a plan was conceived.

While the vast majority of these pre-production cars met their demise in the crusher, **the staff at the plant set aside one remaining 1983 Corvette for preservation**. With an *"out of sight, out of mind"* ideology as their manifesto, the surviving pre-production car was shuttled by staff to a predetermined location on the complex and concealed under a car cover until its reprieve from destruction could be negotiated with GM at a later date.

Where Did It Turn Up?

Although the exact origins of how car RBV098 avoided an untimely date with a crusher is still uncertain, what is **well documented is the fact that this iconic car became a resident of the Bowling Green Assembly Plant, sitting on display from 1984 until 1994**.

During its tenure at the plant, the C4 was embellished with a red, white, and blue paint scheme and served as a piece of historical pride among plant employees.

A Home at Skydome

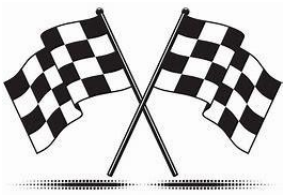
With the opening of the National Corvette Museum in 1994 came a change in venue for car RBV098. General Motors loaned the car for permanent display in the museum's Skydome. At this point, **the iconic C4 had been returned to its original white paint scheme** and was displayed prominently in this manner among the other Corvettes within.

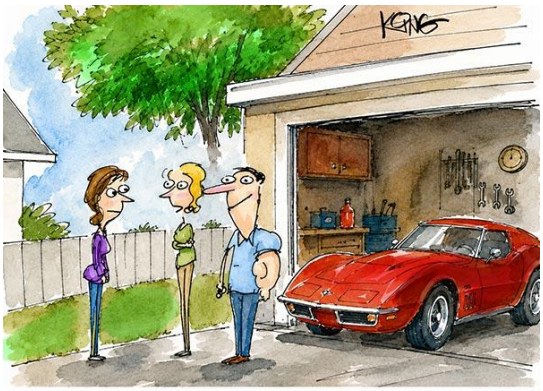
To add yet another chapter of survival to the 1983 Corvette's already legendary history, the car in question held its ground during the **2014 Skydome sinkhole collapse**.

Upon news that the 1983 model was not one of the eight cars to fall victim to the sinkhole's collapse, Corvette enthusiasts worldwide breathed a collective sigh of relief, aware that the destruction of such a car would have drawn to a close one of the most epic stories ever told of a vehicle that refused to be plucked from the pages of history.

Though the world will probably never know all of the details of how the only remaining 1983 Corvette managed to escape insurmountable odds to avoid the fate that awaited it, *one indisputable fact remains.*

The single remaining **1983 C4 Corvette stands as a true testament to GM's relentless effort to push the envelope** in all that is cutting edge, effectively demonstrating that the Corvette is truly America's sports car.





"He washes and waxes his car a lot."

Steel Town Board of Directors — TBD*

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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

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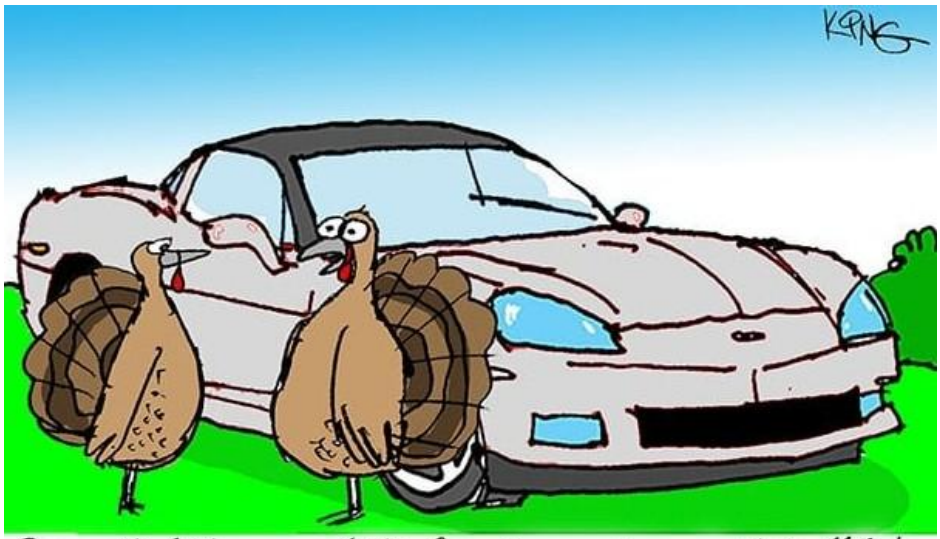
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Corvette Forum	www.corvetteforum.com
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Corvettes at Carlisle	www.corvettesatcarlisle.com
HV3D	http://www.hv3dworks.com
Kim's Gold Dust	www.Kimsgolddust.com
Mid America	www.mamotorworks.com
National Corvette Museum	www.corvettemuseum.com
Steel Town Clothing	http://steeltowncorvetteclub.qbstores.com/
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Yogi Bair's Corvettes	http://www.bairscorvette.com/
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Corvette Funny:



Do you think the owner of this Corvette can give us a ride to Mike's house? He asked us to be there 10 hours early for Thanksgiving.

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 need of service! And remember to mention you are a member of the Steel Town Corvette Club.

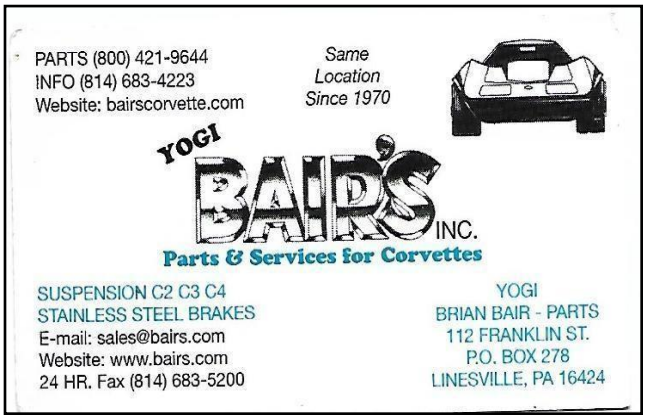
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