



Steel Town News



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

February 2026



Submitted by: *Perry Minnis*

From the Prez:

Hello fellow STCC members.

In early January we were blessed with a few inches of snow early on and I thought, well, that will cover the season and we can THINK about getting our cars ready for the new season. After all, how much more snow can we get? HOW ABOUT 16" DUMMY!! Looks like we will be socked in for a while.

I don't know about you, but I can't wait for spring and the start of cruising season. Last year's events were so much fun, and this year's activities are shaping up to be even more amazing. If you have an idea for a cruise or other event that you believe would interest your fellow members, please contact Dave Seibel (contact@steeltowncorvetteclub.com) with your idea. Dave will help you out to make the event happen (e.g., setting a date, defining the cruise route, and perhaps choosing a venue if you don't already have one in mind, etc.).

As I stated earlier, we have some intriguing events already scheduled for this year, but there are always opportunities in the calendar that could be filled by *your* ideas.

Lastly, I am looking forward to seeing and talking with all of you at our events. If you have ideas or changes you would like to discuss as to club activities or processes, I am always eager to listen. Thank you and keep participating in our events. That's what makes us such a super organization.,

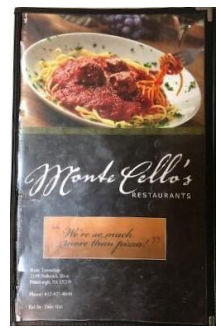
Thank you all, *Perry Minnis*

2026 Winter Member Meetings

It's winter time and all the corvettes are tucked away or covered in our garages and storage facilities looking forward to Spring. Our Winter Meetings are being held at Monte Cello's Restaurant & Lounge at 2198 Babcock Boulevard, Pittsburgh, PA 15209 412-821-0600 on Tuesday - January 20th, Tuesday - February 17th, and Tuesday - March 17th.

Dinner will be from 5:00 pm – 7:00 pm with a meeting starting at 7:00 pm. During the meeting, I will be talking about the Calander of Events for next year like all the Member Meetings, cruises we will be taking, and any member suggestions for events they would like to attend. So, think where, when you would like the Club to participate in. Last year, we had 23 events and 12 Member Meetings. So let me know at this meeting your thoughts.

If you are attending this meeting, please let me know by text or message at contact@steeltowncorvetteclub.com. Thanks, Dave Seibel. Members responding to article *and* texting by the Friday BEFORE the meeting will be eligible for a prize!!!



WINTER / 2026 STCC Calendar

February 17	Member Meeting: – Monte Cello's, Ross Township	Dave & Carol Seibel
March 17	Member Meeting: – Monte Cello's, Ross Township	Dave & Carol Seibel

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

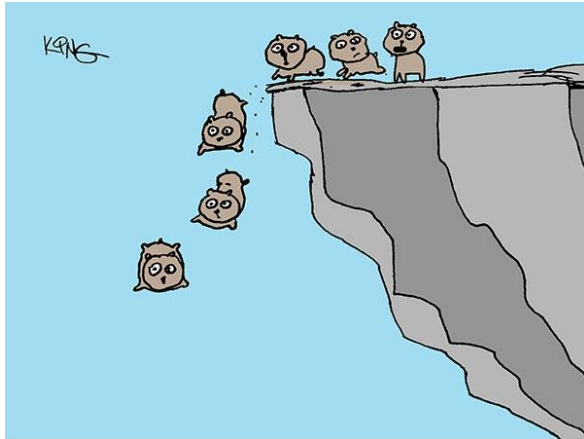
If you have an idea for an additional Event/Cruise throughout the year, please contact Dave Seibel at contact@steeltowncorvetteclub.com.

2026 STCC Calendar

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 21	Members Meeting: -- Celebrations Bar and Grill @ Imperial	George & Lynn Coppola
April 26	Cruise – Quaker Steak & Lube @ Sharon, PA	Nick Krizmanich
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	Paula Lewis
June 5-8	Cruise – Windsor, Canada - Waterfront Corvette Show <i>(Passports REQUIRED!)</i>	Perry Minnis
June 16	Members Meeting -- TBA	???
June TBA	Cruise – South Western Veteran's Center Car Show	Stu Benson
June TBA	Cruise – Keystone Raceway / Watch Racing (<i>can race your car</i>)	Mark Schneider
June TBA	Cruise – Cochran Chevy Fest Car Show	TBA
July 4	Parade -- 4th of July Parade - Brentwood	Dave & Carol Seibel
July 21	Member Meeting: -- Celebrations Bar and Grill @ Imperial	Jo Post & Wayne Anderson
July 26	45th All Chevy Show @ Bridgeville VFD	Eli Zorich
August TBA	Cruise –Tapestry Senior Living Car Show @ Moon Township	Dave & Carol Seibel
August 18	Member Meeting: –Red Lobster @ Route 51	Nick & Joan Krizmanich
August 20-23	Cruise – Corvettes at Carlisle	Eli Zorich
September TBA	Cruise – Lancaster, OH 21 st Annual Ohio Corvette Club Alliance Corvette Gathering / Hugh White Chevrolet	Perry Minnis
September TBA	Cruise – Ohio's "Triple Nickle" -- Scenic drive of Route 555	Gary Degman
September 15	Member Meeting: -- ???—Member appreciation	Dave Oreski & Chris Fiedler
September 20	LOU GAGLIARDI PIZZA in the Park – Scott Twp Park	Board of Directors
October TBA	Cruise -- TBA	TBA
October 20	Member Meeting: – Monte Cellos, Ross Township – Election Night	Dave & Carol Seibel
November11	Parade – Veteran's Day Parade / Downtown Pittsburgh	Paula Lewis
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.



*"There's no way I'm going over that cliff.
I just bought a new Corvette."*

CORVETTEBlogger.com



*"It's a note from Punxsutawney Phil. It says if you see him
driving his Corvette, then there will be an early spring."*



Special Celebrations:

February Birthdays

3 – Mary Lauren Little
6 – Dale Harrison
8 – Janet Pattera
8 – Gary Thomas
12 – Dave Bialowas
12 – Lynn Eismann
16 – Bernie Pattera
18 – Randi Berliner
19 – Joanna Chmiel

February Birthdays *(continued)*

22 – Cate Bullock
22 – Betty Marks
22 – Lisa Wolk
24 – John Stanton III
26 – Bill Englert, Jr.

February Anniversaries

5 – Bob & Bernie Bodvake



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. The members who have earned the most points are honored at the annual Awards Banquet Christmas party.

DESCRIPTION OF ACTIVITY	PTS
Attending a monthly meeting	3
Bringing a Corvette to a club meeting	3
Attending an approved club event	3
Attending an Approved overnight club event	5
Wearing STCC Logo to a meeting or event	3
Bringing a Corvette to an approved club event	3
Sponsoring a new member	5
Writing an article for the Newsletter (Corvette or STCC related only)	5
Submitting photos to the Newsletter (Corvette or STCC related only)	3
Submitting photos to the to the Website (Corvette or STCC related only)	3
Submitting an article for the Newsletter (Corvette or STCC related only)	3
Serving as Chairperson for a minor event (cruises, brunches, etc.)	5
Serving as Chairperson and/or Co-Chairperson for a major event (overnights, Holiday Party, Picnic)	15
Serving as a committee person for an event	2
Donating a Gift Basket for All Chevy Show Chinese Auction (2 pts per Basket)	2*
CAR SHOWS	PTS
Best of Show	5
People's Choice	5
Best Corvette	5
Class Winner or equivalent	2
Farthest Distance	1

*Revised 10/1/2023

After seven events for the 2025-2026 time-period, the Points Leaders as of January 27, 2026 are;

Marian Tartaglione	49
Rick Tartaglione	49
Jo Post	41
George Coppola	27
Wayne Anderson	26
Steve Tadolini	24
Patricia Tadolini	24
Richard O'Rourke	21

65th Annual World of Wheels Custom Car Show & Dinner

Saturday, January 24th, 2026

Submitted by: Dave Oreski



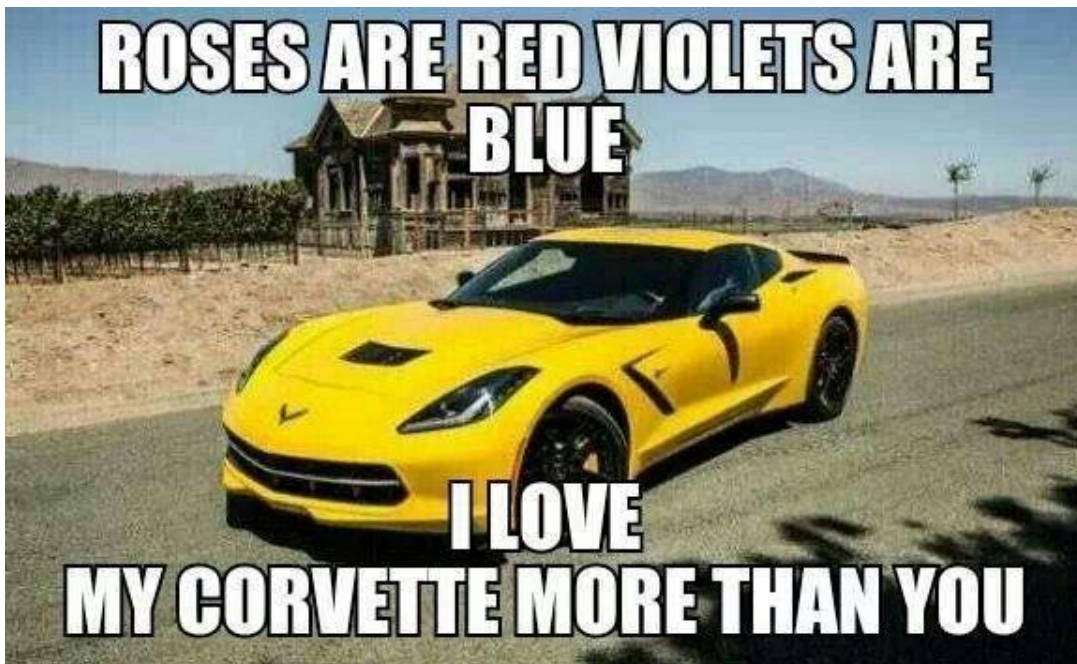
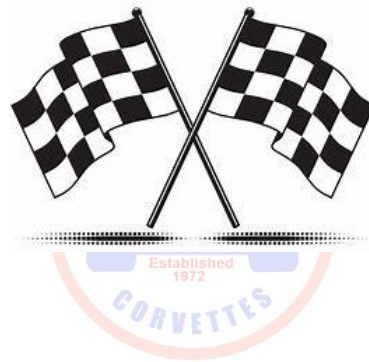
As usual, the weather wasn't very co-operative but that didn't stop thousands of automotive enthusiasts from attending the 56th Annual World of Wheels Custom Car Show January 23rd – 25th, 2026 at the David L. Lawrence Convention Center in Pittsburgh. Walking through the lobby doors one was immediately visually assaulted with a fantastic panorama of dazzling automobiles, trucks, and motorcycles. From subtle matte black finishes to brilliant shades of more colors than one can imagine in a Crayola crayon box. The vehicles stood in tribute to their owners' creative imagination and ingenuity.

We walked aisle after aisle looking at the collection of vehicles on display. There were top tier national award winners on display as well as local builders displaying their remarkable show vehicles. For those with a sense of nostalgia, on display were the vehicles from the "Dukes of Hazard" television show. Steel Town member, Bill Fetcko, had his beautiful 1965 white Corvette Roadster showcased in the Show Sponsor "Fuel Required" display.

After walking the convention floor for hours admiring the vehicles and making some culinary vendor purchases, chocolate fudge, cinnamon cashews, and moonshine aperitifs, we made our way to the PA Hot Rods display to admire STCC member, Dave Oreski's 1st Place award winning 1956 Chevrolet 210. The car features a Blueprint Engineering 383 ci/475 hp stroker motor topped with an Eldebrock intake and two four-barrel carbs backed by a Muncie 4-speed. Updated creature comforts include upgraded 12v wiring, a new interior, power steering, air conditioning, power windows, and intermittent wipers.

From here, it was time to brave the cold for the short walk to Bill's Bar & Burgers in the Westin Hotel where we were greeted by more STCC members at the bar. The food, drinks, and service were great as was the Steel Town Corvette Club comradery enjoyed by all the members.





January 20th, 2026 – Member Meeting

Submitted By: *Dave & Carol Seibel*



Monte Cello's
Italian Restaurant
2198 Babcock Boulevard,
Ross Township, PA 15209

The January 20th meeting was held at Monte Cello's on Babcock Boulevard. 53 members endured the cold to attend. We were greeted by Ashley and Gracie who took care of us with a delicious Italian dinner and drinks from a full menu. After dinner, Perry started the meeting thanking all the members for attending. He introduced Deb Krall from Operation Home Front for photos and afterward we used the opportunity to have a photo-op with Deb and the board members holding the facsimile check representing the real check previously donated to Operation Homefront..

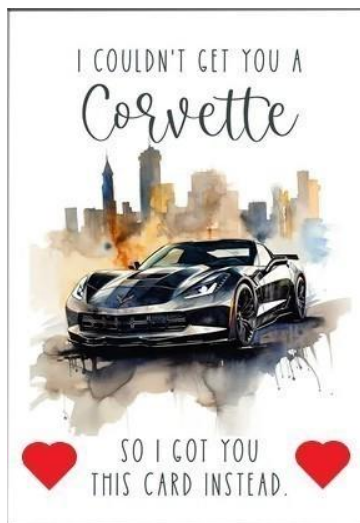
Dave Oreski then talked about the World of Wheels Car Show at The Pittsburgh Convention Show January 23rd – 25th, then mentioned a spring cruise he was going to set up. Eli Zorich then gave an update on the progress of the All-Chevy Show scheduled for July 26th, 2026. He then talked about the Corvettes at Carlise weekend in August. I then spoke about this years upcoming events. So far, we have 12 monthly meetings and 21 events & cruises scheduled. I also handed out maps and challenged the members for someone to come up with different cruises we can take.

Nick Krizmanich and Frank Holby asked for a show of hands how many members were interested in taking an overnight cruise to Titusville for a train ride and sleeping in a Caboose. Rick Conwell then talked about a cruise to Dayton and taking a tour of Wright Patterson Air Force Museum and stay overnight.

We had the January Birthday members stand up and sang Happy Birthday to them. We gave Ashley and Gracie a round of applause for the outstanding job they did. And the 50/50 was won by Dick O'Rourke. Gail Minnis and Rick Conwell won the gift cards for texting me that they were attending the meeting.

I would like to thank all the members for attending the meeting despite the extremely cold weather. Hope to see everyone the next meeting on February the 17th. If you *are* attending the meeting, please let me know by text or message at contact@steeltowncorvetteclub.com. Members responding to article **and** texting BEFORE the meeting will be eligible for a prize!!!





Cleveland Piston Powered Auto Rama Car Show

March 27th – 29th, 2026

Submitted By: *Dave and Carol Seibel*







I-X Center located in Cleveland is holding the 60th Annual Powered Piston Auto Rama Car Show on March 27th-29th, 2026, located at 6200 Riverside Drive, Cleveland, OH 44135, Phone # (216) 676-6000.

Advanced tickets are available for \$17.00 at Car Parts Warehouses, \$20.00 General Admission Online, and \$25.00 General Box Office Admission. Parking is \$12.00 per car. The Show hours are March 27th, 2026 (Friday) – 11:00 am – 8:00 pm; March 28th, 2026 (Saturday) – 9:00 am -8:00 pm; and March 29th, 2026 (Sunday) – 9:00 am – 6:00 pm.

There is more than one-half million square feet that has every kind of vehicle ranging from go karts to Rat Rods, Antique vehicles, motorcycles, sport cars, custom cars and specialty vehicles.

It's an easy drive from Pittsburgh, about 2 hours and plenty of hotels if your thinking of staying overnight. This year, the show is being sponsored by the Car Parts Warehouse. Simple Directions to the Show from the Ohio Turnpike:

-  Take Exit 161 and follow I-71 North towards Cleveland.
-  Take Snow Road Exit until it Dead Ends.
-  Turn Left onto State Route 237 South
-  The I-X Center is on the Right Side PAST the First Traffic Signal.

Any member interested in attending, please call Dave Seibel or leave a message at contact@steeltowncorvetteclub.com and we can make arrangements to meet and go as a group. Thanks in advance for your participation.





ANNUAL OLDIES DANCE



OPEN TO THE PUBLIC

MARCH 28, 2026

7:00 P.M. — 11:30 P.M.

CHARTIERS ROOM

BRIDGEVILLE FIRE DEPARTMENT

370 COMMERCIAL STREET

BRIDGEVILLE, PA 15017

If you like to dance, listen to oldies or just visit with friends, this is the place to be. For just \$40.00 per person, you get a dinner buffet, set-ups (BYOB), snacks and beer. Music will be provided by DJ Jake Werkmeister and there will be a Chinese Auction.

Seating is limited and reserved under your party's name so get your tickets early. Tickets must be pre-paid and are non-refundable. Must be 21 or older to attend.

For tickets or questions contact Dave Morgan (412-215-1867)



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

*Established in 1972,
Steel Town is celebrating
54 years as one of Pittsburgh's
finest Corvette clubs!*



This 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 108 years as the oldest family-owned Chevrolet Dealer in the country!

Schedule of Events: (no cars before 8:00 a.m.)

9:00-11:00 am	Registration	<u>Also featuring:</u>
9:00-11:00 am	Arrival / clean-up	T-Shirts to 1 st 150 entrants
11:00 am	Participants Judging begins	50-50 drawings
1:30 pm	Participants Judging ends	Dash Plaques & Goodie Bags
2:00 pm	Chinese Auction	Door Prizes
2:30 pm	Trophy Presentation	Food & Refreshments
Includes Best of Show & People's Choice trophies plus a DJ!		

\$20 advance registration - \$25 day of show (space permitting)

All Cars are encouraged to Pre-Register by July 18 @ \$20.00 per car
for Express Check-in and a Special Drawing.

All who pre-register are guaranteed a show t-shirt.

Participant Judging / STCC members' cars are not eligible for judging.

Free Spectator Admission

Proceeds benefit numerous local charities!

For The Safety of Spectators and Participants DRONES are Prohibited

Steel Town Corvette Club 2026 All-Chevy Show Registration Form

Sunday, July 26, 2026 – Bridgeville Volunteer Fire Department

Name (please print) _____ Car Make (Chevrolet)

Address _____ Car Model _____

City _____ State _____ Zip Code _____ Car Year _____

Email Address _____ Car Class (see below) _____

Phone _____ SHOW SHIRT SIZE: (circle) MD LG XL XXL XXXL

How did you hear about the All-Chevy Show? (circle) Email Flyer Internet Site Word of Mouth

Are you a member of Steel Town Corvette Club? Yes / No

Please Note: Cars will be allotted one space, no saving spots, no canopies/tents in parking spots.

STCC reserves the right to deny participation to any individual deemed to be inappropriate, unruly, uncooperative, or disruptive.

Event Contact: Eli Zorich (contact@steeltowncorvetteclub.com)

Official Use Only

Complete Registration Form and mail along with check payable to:

Entered _____

Steel Town Corvette Club

Ck Email _____

317 Pine Valley Drive

Response _____

Bridgeville, PA 15017

T-shirt size _____

Placard _____

Any three changes / alterations from stock are considered Modified Class. No Class change once registered.

Class #1	Stock Corvette	1953-1962
Class #2	Stock Corvette	1963-1967
Class #3	Stock Corvette	1968-1982
Class #4	Stock Corvette	1984-1996
Class #5	Stock Corvette	1997-2004
Class #6	Stock Corvette	2005-2013
Class #7	Stock Corvette	2014-2019
Class #8	Stock Corvette	2020-2026
Class #9	Modified Corvette	1953-1982
Class #10	Modified Corvette	1984-2026
Class #11	Stock Chevrolet	1911-1954
Class #12	Stock Chevrolet	1955-2006
Class #13	Modified Chevrolet	1911-2026
Class #14	Stock Camaro	1967-1992
Class #15	Stock Camaro	1993-2025
Class #16	Modified Camaro	1967-2025
Class #17	Stock & Modified Chevy II Nova, Corvair, Chevelle and Monte Carlo	All Years
Class #18	Stock & Modified Chevy Trucks (all years thru 2026) All Chevrolet Models 2007-2026 & Trailered Vehicles	All Years thru 2026

Corvettes at Carlisle August 27th -- 29th, 2026

Submitted By: [Eli Zorich](#)

As fast as 2025 went, August will be here before we know it. We are hoping to get enough members to sign up for the fun field to have Steel Town Corvette club assigned an area in the Fun Field. We need at least 5 members to sign up in advance. When registering, under the club affiliation, *Steel Town is listed in the pull down.*

Some of us are staying at the Hampton Inn by Hilton Harrisburg West, 4950 Ritter Road, Mechanicsburg, PA, 17055, 1-(717) 402-2021 [<https://hamptoninnmechanicsburg>] which is one exit from the Fairgrounds.

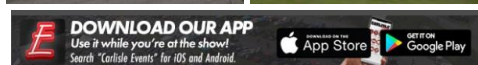
The other hotel offering a special pricing if the Hampton is full is the Courtyard by Marriott Harrisburg West/Mechanicsburg, 4921 Gettysburg Road, Mechanicsburg, PA 17055, 1 (717)-766-9006, for \$159.00 USD - \$169.00 USD per night. [[Book your group rate for Steel Town Corvette Club](#)] Last day to book is Thursday, August 13, 2026.

If you pre-register please give me an email at contact@steeltowncorvetteclub.com so we can see if we get enough members to be assigned our own area as we had in the past. Always an interesting and fun time!



The Carlisle Events Holiday Sale is Here!

We're excited to announce our **2025 Holiday Sale** is kicking off **TODAY - Black Friday**. This is your chance to save BIG on your **Fun Field Registration, Spectator Admission, and Event Passes** for Corvettes at Carlisle (**August 27 - 29, 2026**). There's no reason to pay full price to attend one of the largest Corvette shows in the world! You can also save on **Season Passes** to use throughout the car show season! And **gift cards** always make a great gift. Buy for yourself or a loved one. But hurry, this offer ends **January 5!** We can't wait to see you in 2026!



World's Most Expensive 1967 Corvette L88 Fails to Sell Again!

Submitted By [Marian Tartaglione](#)



[Daily Machines](#) - January 12, 2026 at 6:00 AM

World's Most Expensive 1967 Corvette L88 Fails to Sell Again Despite \$2.6-Million Bid!



The 1967 Chevrolet Corvette L88, widely regarded as one of the most valuable Corvettes ever built, has once again failed to sell at auction despite drawing bids as high as \$2.6 million.

Originally introduced in 1967, the L88 package transformed the C2 Corvette into a street-legal race car. Powered by a 427-cubic-inch (7.0-liter) V8, the L88 featured lightweight aluminum heads, larger ports, an aggressive camshaft, high 12.5:1 compression, and race-focused hardware that required 103-octane fuel. Although officially rated at 430 horsepower, real-world dyno testing showed output exceeded 500 horsepower.

The L88 option was extremely expensive in its day, adding about 35% to the price of a standard Corvette, and as a result, only 20 examples were built in 1967. Today, these cars rank among the rarest and most desirable Corvettes ever produced.

The red-on-red 1967 L88 coupe discussed here holds a special distinction: it is the only example in this color combination and has been considered the world's most expensive Corvette for over a decade. It sold for \$3.85 million in 2014, then changed hands again in 2024 for \$3.2 million.

In 2025, the car returned to the auction circuit but failed to meet its reserve three times in seven months.

In January at Mecum Kissimmee, bidding stalled at \$2.5 million.

In May at Mecum Indy, bids climbed to \$2.7 million, still short of the seller's expectations.

In August at Mecum Monterey, the highest offer reached only \$2.6 million, and once again, the car left the stage unsold.

Each time, the Corvette received Mecum's familiar "bid goes on" status, meaning private negotiations would continue behind the scenes.

Despite the lack of a sale, the car's credentials are exceptional. It is fully numbers-matching, shows just 11,995 miles, and has accumulated only 33 miles since 2022. It has also earned top-tier recognition, including the NCRS Duntov Mark of Excellence, an NCRS Top Flight score of 98.4, and Bloomington Gold certification.

While the car is almost certainly worth over \$3 million to the right collector, current market conditions may be working against it. With the classic car market showing signs of instability and fears of a global economic slowdown, even elite collectors appear hesitant to commit to multi-million-dollar purchases.

For now, the world's most famous and most expensive 1967 Corvette L88 remains unsold, waiting for a buyer willing to meet its price.





Stars, Cars, & Rock Stars



Submitted By: [Lory Husar](#)

TORK By [Faustino Gregoroff](#) – Dec 18, 2025

Remembering Greg Biffle Through One of His Most Powerful Passions: The Corvette ZR1



Today is a difficult day for the motorsports world. Greg Biffle, a driver whose career was defined by speed, discipline, and quiet intensity, tragically passed away in an accident. For fans, colleagues, and anyone who followed American racing over the past two decades, the news lands heavy. Biffle wasn't just another name on a timing sheet — he was part of a generation that shaped modern stock car racing.

When remembering someone like Greg Biffle, it feels right to reflect on what he loved most: **performance, precision, and machines built to be pushed to their limits.** Few cars embody those values better than the **Chevrolet Corvette ZR1**, a car that mirrors the same philosophy Biffle brought to the track every time he strapped in.



A driver built on control, not noise



Greg Biffle was never about theatrics. His reputation was forged **through consistency, mechanical sympathy, and an ability to extract speed without abusing the car.** Championships in the Truck Series and Xfinity Series, plus years of competing at NASCAR's highest level, **proved that his talent wasn't situational – it was foundational.**

That mindset aligns perfectly with the Corvette ZR1. It isn't performance for the sake of headlines. It's engineering pushed to the edge, **executed with discipline.**

The Corvette ZR1 with purpose

The modern Chevrolet Corvette ZR1 represents the absolute peak of Corvette performance. **At its heart sits a twin-turbocharged 5.5-liter flat-plane-crank V8,** the most powerful engine ever placed in a production Corvette. This isn't brute force alone – it's carefully engineered **aggression, delivering massive output while maintaining balance and control.**



Flat-plane crankshafts favor high revs and razor-sharp throttle response, characteristics that feel right at home in a racing driver's world. Add twin turbos, **and the ZR1 becomes a machine that demands respect,** not recklessness. Just like Biffle's driving style, **it rewards precision far more than ego.**

A Corvette that reflects a racer's mindset

The ZR1 isn't built for casual cruising. **It's stiff, loud, demanding, and unapologetically focused.** Everything about it – from its aerodynamics to its cooling systems – exists to serve performance first. That's why it resonates when **connected to someone like Greg Biffle.**

This is a car for people who understand consequences. **For drivers who know that speed is earned, not given.** Biffle spent his career living in that space between control and chaos, **where the smallest mistake matters and preparation is everything.**

Remembering more than the numbers

It would be easy to reduce Greg Biffle's legacy to stats, wins, and trophies. But motorsports is emotional, and loss reminds us that behind every helmet is a human being who gave everything to the craft.

Cars like the Corvette ZR1 are extensions of that same pursuit – **pushing boundaries, chasing perfection, and accepting risk with respect rather than arrogance.** In that way, remembering Biffle through a machine defined by discipline and extreme performance feels appropriate.

Today isn't about speed records or horsepower figures. **It's about honoring a racer who understood what those things truly mean.**

Greg Biffle will be remembered not just for how fast he drove, but for **how seriously he took the responsibility of speed.** And that is a legacy worthy of respect.



Your Corvette wasn't Really Fiberglass— Here's What Chevy Used Instead

Submitted By [Lory Husar](#)



AUTOPOST Story by [Ethan Reynolds](#) • JAN 14, 2026 •



If there's one thing most people associate with the Chevrolet Corvette, it's those muscular, sculpted body panels traditionally described as fiberglass. That reputation is only partly true. In the early 1970s, right around the same era GM was modernizing everything from emissions to transmission fluids, Chevrolet quietly transitioned the Corvette's exterior to a different material known as SMC—sheet molded compound—a move that would permanently reshape how America's sports car was built.

The reason for the change was simple and very GM. While traditional fiberglass, or glass-reinforced plastic, was light and strong, it was labor-intensive and inconsistent when produced at scale. SMC used chopped glass fibers mixed into resin and formed under pressure, allowing panels to be molded faster, with less human labor and far better uniformity. The result was improved impact resistance, a higher strength-to-weight ratio, and smoother surfaces that required less finishing.

The transition wasn't overnight. GM began experimenting with press-molded panels in the late 1960s, gradually introducing SMC across the car. By 1973, every Corvette body panel had fully moved to SMC, with earlier applications appearing in instrument panel supports, rear quarters, and end panels. Along the way, a short-lived material called Genite appeared on select panels, recognizable by its light gray tone before SMC became the clear long-term solution.

SMC didn't mean Corvette stopped evolving. Over time, Chevrolet layered in even more advanced materials. Carbon fiber began appearing on special-edition hoods in the early 2000s, later expanding to fenders, floor sections, and aerodynamic components. By the C7 generation, every Corvette featured carbon fiber elements, blending mass-production efficiency with exotic performance materials once reserved for race cars.

Ironically, fiberglass wasn't even the original plan. Early Corvettes were supposed to wear steel bodies, but tight deadlines forced Chevrolet to adopt composites—and that decision proved visionary. Lighter weight, complex shapes, and immunity to rust helped define the Corvette's identity for decades. One can only imagine how wild things might have looked if GM had leaned into fiberglass's translucent qualities back in the 1950s. Glowing Corvettes may be the greatest "what if" in Chevy history, but the material choices that followed helped make the icon what it is today.



Why Did Corvettes Switch from Fiberglass to SMC Body Materials?

Submitted By [Lory Husar](#)

JALOPNIK

Story by Paul Stadden • JAN 12, 2026

If there's one factoid the average person knows about Corvettes, it's that those muscular molded panels are made of fiberglass. Well, they were, anyway. That factoid was only true up until around the era where General Motors stopped using [whale oil in its automatic transmission fluid](#). In 1973-ish, Chevrolet switched the Corvette's body panels to a material called SMC, which stands for "sheet molded compound," "sheet molding compound," or "sheet molded composite," depending on how much you want to cover your bases.



The timeline of the plastic fantastic's move away from glass reinforced plastic (GRP), which isn't just a synonym for fiberglass but one type of fiberglass, is a little complicated, so we'll address that later. Before discussing the "when," we must discuss the "why," which is a lot easier to explain. GRP is a reasonably light, strong material that works beautifully in boats and airplanes as well as Corvettes, but if GM can find a superior material for its cars, it will.

As-long-as that material is cheaper and easier to work with, anyway.

SMC is pretty miraculous compared to GRP. Though these materials are reasonably similar, with GRP using thin glass mats embedded in resin and SMC using chopped glass fibers strewn throughout resin, SMC is far less laborious and faster to make. And SMC can be injection molded, requiring less human labor, resulting in more consistent quality. Even better, SMC is more impact-resistant and has a superior strength-to-weight ratio. Plus, SMC is usually smoother and more uniform in appearance than fiberglass. There are literally no downsides to switching from GRP to SMC, so

GRP to SMC is A-OK

Corvette body panels completely transitioned from fiberglass to smoother, stronger, lighter SMC by 1973. The thing is, it didn't happen all at once, as individual pieces became SMC after GM moved to the press-mold panel process in 1968. In 1970, the instrument panel supports became SMC. By 1971, SMC took over the rear quarter and end panels. In 1984, C4s got one-piece lift-off SMC roof panels to replace the T-tops, and in 1993, some inner panels started using recycled SMC.



A transitional material called "Genite" was apparently also used. "Genite was a proprietary material created by the General Tire and Rubber Company and people posting in Corvette forums note that it was used for Corvette doors in late 1969, as well as some rear quarter panels in 1970. Genite panels are described in the forums as being light gray vs. the dark gray or black of earlier fiberglass panels. SMC panels are apparently also light gray, though SMC is noted to have a slight marbling effect not seen in Genite.

[Corvettes still rely on sheet-molded compound](#) as the primary composite for their body panels, but other materials have been added over the years. In 2004, Le Mans Edition C5 Corvettes received a carbon fiber hood. In 2006, C6 Z06s got carbon fiber fenders, floorboards, and wheel liners, while C6 ZR1s received carbon fiber hoods and splitters. For the 2014 C7 generation, all 'Vettes got carbon fiber hoods and removable roofs.

Thou shalt not steel, Corvette

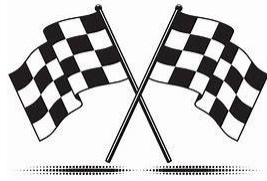


Corvettes weren't supposed to have fiberglass bodies. The original plan was to use steel stamped out on Kirksite dies. But to get that spiffy new Corvette finished in time for the January 1953 Motorama show, Chevrolet had to turn to GRP, which could be churned out way faster.

At first, the Corvette's fiberglass panels were made by laying hand-cut glass mats into phenolic or wood molds, coating the mats in resin, and pressing any bubble out with a roller or paint scraper. This might have been fine for a one-time-use [concept car destined for the crusher](#), and even for a limited production hand-made car, but certainly not for something mass produced. Eventually, Chevy contracted out to suppliers who were experienced in making fiberglass panels with the vacuum-bag method, which is both quicker and more consistent.

Abandoning steel turned out to be a big-brained move long-term, as fiberglass is lighter and easier to make in weird, flowy shapes. It never rusts, either. It was even stiff enough to use for the C4-C7 Corvette transverse leaf springs, aka "monoleafs." (Or is it monoleaves?)

All this said, the Corvette did drop the ball in one area. GM design honcho Harley Earl was inspired to use GRP for the Corvette after seeing the Glasspar fiberglass-shod Naugatuck Chemical Alembic I sports car. That car used a property of fiberglass to its advantage for publicity: Translucence. During a photo shoot in Life magazine in the fall of 1951, the unpainted car's body was lit from underneath, causing it to glow, which you can see documented in this [Hagerty](#) piece. Where are our glowing Corvettes, GM? We could have had them this whole time!



Mach 5 Dreams Made Real: A Speed Racer Fantasy

Submitted By [Carol Seibel](#)



By: [Caecey Killian](#) - January 12, 2026

For many enthusiasts, the Mach 5 was never just a cartoon car. Introduced in the 1967 Japanese anime *Mach GoGoGo* and later brought to American audiences as *Speed Racer*, the Mach 5 represented the ultimate childhood fantasy. Built by Pops Racer as his fifth and most advanced creation, the car blended sleek styling with imaginative technology that felt limitless to young viewers. Long before most fans could spell horsepower or understand chassis tuning, they knew one thing clearly. This was the coolest car in the world.



The Mach 5's white body with red accents became instantly iconic, but its real magic lived behind the steering wheel. Seven buttons activated gadgets that defied reality, including rotary saws, auto jacks for jumping obstacles, a homing robot, and a sealed canopy for underwater travel. These features were not just plot devices. They turned the Mach 5 into a character in itself, helping Speed Racer overcome danger and outsmart rivals. For many who grew up watching the series, that sense of innovation and adventure never faded.

Bringing Fiction into the Real World

That lasting emotional connection is precisely why Mach 5 tribute cars continue to capture attention decades later. This example takes a particularly compelling approach by combining fantasy-inspired styling with proven American performance underpinnings. The car is built around a 1979 Chevrolet Corvette chassis, giving it a solid and recognizable foundation that makes it more than a static showpiece.



Power comes from a 350ci L48 V8 engine fed by an Edelbrock four-barrel carburetor, with output sent to the rear wheels through a three-speed automatic transmission. While it does not feature cartoon-era gadgets, the drivetrain delivers a familiar and dependable driving experience that aligns with classic Corvette character. Fiberglass body panels recreate the Mach 5 silhouette, complete with nose and fender cones, rear wings, and helmet fairing. The exterior is finished in white with Mach 5-style graphics, staying faithful to the source material.

Details That Complete the Tribute



Inside, the red interior continues the theme with racing harnesses, digital instrumentation, and an aftermarket steering wheel fitted with fabricated buttons that pay homage to the original gadget controls. Fixed headlights, polished 15-

inch alloy wheels with faux knock-off spinners, and a dual exhaust system round out the visual and mechanical package. The driver can also enjoy a white helmet that features Speed Racer-style graphics, adding yet another layer of nostalgia.



A Nostalgic Result at Auction

Offered with a clean Oklahoma title describing it as a 1979 Chevrolet, this Mach 5 tribute recently crossed the [auction block on Hagerty](#), where bidding closed on January 9th with a final price of \$21,000. For some, that figure represents far more than fiberglass and horsepower. It is the tangible realization of a childhood dream, one shaped by imagination, Saturday morning cartoons, and the belief that cars could be heroic.



Most Drivers Ignore This Heater Setting, Even Though It Makes Their Car Warm Up Faster

Submitted By [Eli Zorich](#)

JALOPNIK

BY [B. L. JOHNSON](#) JAN. 11, 2026 9:25 AM EST

If you live in a particularly cold climate, you know there's no such thing as rushing out to work on a winter morning. Your car needs time to warm up. You tell yourself you're letting the engine warm up, but you're really doing it to let the car warm up for you, as well. We get it. Who wants to drive in sub-zero temperatures? But you could cut down on the time it takes to warm up the car by pushing just one button that lots of drivers overlook.



That button is the recirculate button. This button usually has a little picture of a car on it with a swoopy arrow that kind of curves back in on itself. You've seen it. Everyone has. But maybe you haven't used it, at least not to its full potential. Or maybe you use it all the time, but never turn it off. That's not the optimal way to use it, either.

The truth is, everyone should turn on recirculation when heating up or cooling down their car. The HVAC system won't work as hard to heat the air, resulting in a toasty cabin. The same is true on those hot days when the inside of your car feels like it's been pre-heated for baking muffins. Turn on the recirc button when you turn on the A/C, and that 130° Fahrenheit air will be pushed out a lot faster. You can also use the recirc button to keep wildfire smoke out. Don't leave it on all the time, though. Your air quality might suffer and your windows could fog up faster on cold days.

Why and how this little button works so well

So, why does recirculation help warm your car up faster? Well, let's say it's 20° outside. But you would rather it not be 20° inside your car, as you are not a fan of developing frostbite while you drive to work. A balmy 70° F is more your speed. Your heater may have to start out by heating 20° air. If the recirc button is not on, the heater continuously pulls 20° air from the outside. But if recirculation is turned on, at some point the heater is cycling through air that it has already heated. Each time the air goes through the system, it gets a little warmer until the desired warmth is reached, and the system doesn't have to work so hard.



Of course, the same is true when you're trying to cool your car. Recirculation allows the system to cycle through air that has already been cooled, so the compressor can cycle off. That's one of the advantages of using the recirculation button: components like the compressor and blower motor don't have to work as hard or wear out as fast. EVs, in particular, run more efficiently when the recirc button is used, with a 2019 study published in the International Journal of Refrigeration finding it extended a vehicle's range by 11-30%. That's good, since extreme temperatures are hard on EVs. It can help a gas engine run more fuel-efficiently, as well.

Using the recirc button is also great for keeping out pollutants and smells from the outside. As the Mazda 3 owner's manual says, "The recirculate mode should be used when driving through tunnels or while in a traffic jam, or when you would like to shut off outside air for quick cooling of the interior."

The downsides of recirculation and when not to use it



The recirculation button is not a new feature. In fact, recirculation was the only option for the first factory-installed vehicle A/C units in the 1940s. This is because these units were mounted in the trunk, so it would have been very hard to draw in air from the outside. But that became a problem when there were

smokers in the car. So nowadays, you have the option to let fresh air into the car, and there are times when you should use it.

We mentioned smokers, but everyone exhales carbon dioxide. With multiple passengers, a lot of CO₂ can build up over time, which isn't good for air quality. Leaving the recirc button on full-time can lead to dizziness, drowsiness, and headaches. It can even make it harder for the driver to concentrate or make decisions quickly. Also, keeping out fresh air can cause the windows to fog up more quickly on cold and wet days.

So, use the recirc button for the first few minutes you want to heat or cool your car. If you're driving through an area with lots of pollution or unpleasant odors, that would be a good time to run it, too. If you're driving outside of urban areas and there is no pollution, let the fresh air in. It's also a good idea to let fresh air in regularly to avoid trapping moisture in the A/C. Trapped moisture can cause that dirty sock smell, and who needs that? That little recirc button is an important part of your HVAC system, if you know when to use it.



Specialty Vehicle Engineering (SVE) Launches Twin-Turbo 2026 YENKO/SC C8 Corvette

Submitted By [Steve Tadolini](#)



By [Mitch Talley](#) -Jan 15, 2026



Specialty Vehicle Engineering is reviving one of the most storied names in American performance – with the most radical Corvette the company has ever built. Meet the [2026 Yenko/SC C8 Corvette](#), a twin turbo, limited production supercar that pushes the mid-engine Stingray far beyond anything Chevrolet has offered from the factory.

For SVE, the project is a deliberate nod to the COPO muscle cars of the late 1960s—factory-backed machines that were quietly ordered through back-channel paperwork and delivered with performance levels far above GM's official numbers. The new [Yenko/SC C8](#) aims to capture that same spirit.

Only 50 examples will be built for 2026, split between two escalating performance levels:



Stage I: 1,000 horsepower



Stage II: 1,250 horsepower



The Corvette's familiar 6.2-liter LT2 V8 serves as the foundation, but almost nothing inside the stock 495-horsepower engine remains untouched. SVE blueprints the LT2 before adding a pair of Garrett 58mm ceramic ball bearing, water cooled turbochargers, transforming the naturally aspirated LT2 into a full blown forced induction monster.



To handle the boost, the engine receives a long list of heavy-duty internals: a forged steel crankshaft, forged H beam connecting rods, forged 2618 aluminum pistons, ARP head and main studs, CNC ported high flow cylinder heads, an upgraded valvetrain, and a proprietary camshaft. A custom intercooled intake manifold feeds the system, while upgraded fuel components and auxiliary port injection ensure the engine can run on E85 without breaking a sweat.

SVE also reinforces the transmission and adds custom tuning with Boost-By-Gear control, allowing the car to manage traction as power ramps up. Out back, Yenko exclusive exhaust tips signal that this is no ordinary C8.

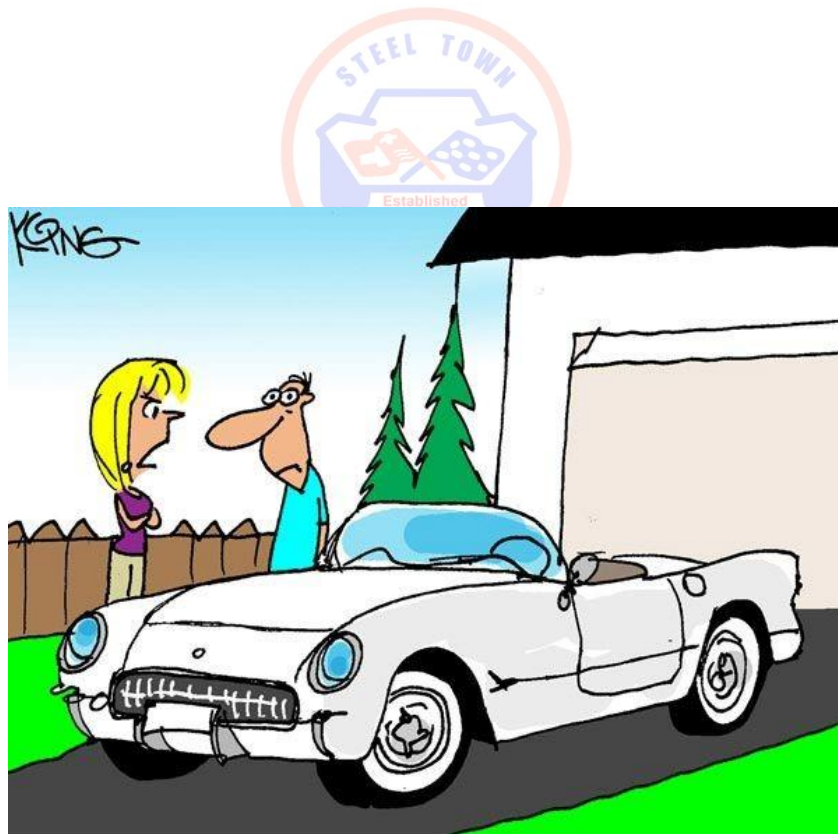
Despite the extreme performance, SVE hasn't forgotten the cosmetic touches that make a Yenko special. The 2026 model can be ordered as either a coupe or a convertible and is available in any factory Corvette color. Inside, each car receives Yenko branded embroidery on the headrests and floor mats.



Customers can also choose from multiple graphics packages—carbon fiber or reflective white accents, color matched brake calipers, and three different stripe layouts. The result is a car that can be as subtle or as bold as its owner wants, though with 1,250 horsepower on tap, subtle may not be the point.

Pricing hasn't been announced, and SVE is handling sales exclusively through authorized GM dealers. Given the limited production run and the performance numbers involved, it's safe to assume demand will outpace supply.

For enthusiasts who grew up hearing the Yenko name whispered with reverence—or for those who simply want the wildest street legal C8 Corvette yet—the 2026 Yenko/SC offers something rare: a modern supercar with old school attitude. Is one on the way to your garage?



*"I realize you love driving your Corvette,
but quit driving it to the end of the
driveway to check the mail!"*

Corvette Brake Evolution

Submitted By [Dave Seibel](#)



By [Josh Langley](#) - January 07, 2026

Our Corvette evolution email series explores how the parts and pieces of our beloved Corvettes have changed over the past 70-plus years. This time, we're diving into the brakes, an area that is equally as important as horsepower, as it relates to overall performance capabilities.

C1 – 1953-1962



At the dawn of the Corvette legacy, drum brakes were the option, even though manufacturers like Jaguar, Crosley, and Chrysler were already implementing disc brakes. The Corvette's braking system used an under-dash swinging brake pedal assembly and a firewall-mounted single reservoir master cylinder made out of cast iron. The brake plumbing was simple. C1 Corvette brakes remained unchanged during the entire 10-year production run, except for the RPO codes 684 (1957-1960) and 687 (1961-1962). Sometimes referred to as "big brakes". These brake parts are challenging to find, but when it comes to standard drum brake replacement parts or even disc brake upgrade kits, we have you covered.

C2 – 1963-1967



1963-1965

1965-1967

Four-wheel drum brakes continued into the C2 generation, but upgrades include larger 11-inch drums for greater stopping power. Two brake upgrade options were available: power brakes, which used a vacuum canister fed by the engine, and sintered metallic brake shoes for better bite on the cast-iron drums. The Z06 package include many race-ready upgrades, including

special brakes. A huge breakthrough came in 1965, as four-wheel disc brakes were standard equipment on the Corvette. Buyers could still opt for drum brakes as a downgrade in 1965, but from 1966 onward, four-wheel disc brakes were the only option. Another significant change in 1965 was the introduction of the dual-circuit master cylinder, used only on power-brake cars. Manual brake cars continued to use a single-pot master cylinder until 1967. Many rebuild options are available for these cars, as well as easy disc brake conversions for early C2 Sting Rays.

C3 – 1968-1982



Braking technology remained similar throughout the C3 generation. Four-wheel disc brakes were the only option, and power-assist was becoming much more common. The reason was that disc brakes required more leg effort than earlier drum brake designs. Throughout the C3 era, the master cylinders remained very similar, with the only differences between the manual and power brake options. Manual brake cars featured a 1-inch bore, and power brake cars had a 1-1/8-inch bore. Brake rotors and pads remained the same from 1965 through 1982, making it easy to find replacement parts, whether you're looking for original style pieces or performance upgrades. We also offer Wilwood disc brake upgrades, giving you incredible braking power, but be aware that most of these high-end upgrades require 17-inch or larger wheels.

C4 – 1984-1996



84-87

88-96

The major Corvette redesign during the 1983 off-year was revolutionary in many ways. All-new suspension and an all-new braking setup changed how the car performed and handled. The disc brake system evolved throughout the C4 generation, so there are some specific differences you need to know about. From 1984 through 1987, the rotors and pads remained the same, but from 1988 through 1996, Chevrolet introduced a new design. The master cylinder gets tricky as 1984 and 1985 have specific designs, and then a new setup in 1986 and 1987. Another new design came from 1988 through 1991 and then again from 1992 through 1996. In later C4s, the sensor port differs, so always double-check your parts before you place an order.

C5 – 1997-2004



Front

Rear

The C5 saw another evolution in the braking system, with larger rotors and calipers than the C4 generation. Like many aspects of the C5, the production run from 1997 through 2004, was very steady, so brake parts from any year C5 will interchange, even on the Z06. The brake booster works for all C5 cars and even bleeds into the C6 generation. The master cylinder is also a standard piece, used from 1998 through 2004.

C6 – 2005-2013



Front

Rear

Braking power continued to grow as horsepower numbers escalated north of the 500 mark. Standard C6 Corvettes came with 12.79-inch front rotors and 12-inch rear rotors, while the Z51 upgrade package features 13.38-inch front rotors and 13-inch rear rotors, utilizing better calipers. Then, of course, the Z06 used 14-inch front rotors and 15-inch rear rotors with massive calipers. The ZR1 had even larger rotors: 15.5-inch front and 15-inch rear.

C7 – 2014-2019



Front

Rear

The C7 brought back the Stingray name and lots of new performance capabilities. The braking system once again had multiple tiers. It starts with the standard Brembo four-piston calipers and 12.6-inch front rotors and 13.3-inch rear rotors. On the Z51 package, you got 13.6-inch front rotors, but the rest of the brake components were the same as on the standard model. Then, the Z06 had its own brake package, featuring 14.6-inch front rotors and 14.4-inch rear rotors, clamped by Brembo six-piston calipers up front and four-piston calipers out back. You could go one step further with the Z07 package, which features 15.6-inch carbon-ceramic front rotors and 15.3-inch rear rotors for incredible stopping power.

C8 – 2020-Present



Like most components of the C8, the braking system was an entirely new concept with a brake-by-wire master cylinder. For some of us old-timers, the idea that there is no brake pedal pushrod seems scary, but this technology is not uncommon these days. This system which Chevrolet calls E-Boost, sends a signal to the computer when you push the brake pedal. The

amount of pressure the driver applies to the pedal determines the force applied to the calipers. While the standard rotors remained 12.6-inches up front and 13.6-inches out back, the Z51 package upgrades to 13.3-inch fronts and 13.8-inch rears. For the first time, the Corvette features a Brembo Electronic Parking

Brake, activated by a button. Of course, the C8 ZR1 has the biggest and best brakes ever to roll off the Chevrolet production line, especially when you add option code J59. This option features carbon-ceramic 16.5-inch rotors, with 10-piston front and 6-piston rear calipers.



The Great 8 Comparo: One Road, Eight Corvette Generations, One Winner

Submitted By [Lory Husar](#)

CORVSPORT [Douglas Barton](#) - Best Vette -- DEC/2025

What happens when you pit 70 years of Corvette evolution against each other? Hop into the seat and experience 8 generations and a surprising winner



It's time to experience one road, eight generations, and one verdict. Have you ever wondered what it's like to drive all eight generations of the Corvette back-to-back, in one day? While that is nearly impossible for most enthusiasts, today you'll meet somebody who did just that. You'll hear one cohesive perspective and eight comprehensive reviews. Not speculation. Not bench racing. **But one driver, one canyon road, and more than 70 years of America's Sports Car** experienced in a single, uninterrupted journey.

Who was the man who attained that impossible dream? Meet Brad Hansen, the creator behind [Retro Cars Forever](#), a YouTuber with 37,700 subscribers, who set out on a history-making mission: drive and review every Corvette generation from C1 to C8, consecutively, on the same road. Filmed in Southern California's Little Tujunga Canyon country, **this wasn't just a comparison — it was a celebration**. A passion project. As he openly admits throughout the video, this was a dream come true, the kind of once-in-a-lifetime opportunity Corvette people fantasize about.

The community responded in force. With 117,156+ views, 4,500+ likes, and 1,404 comments, the video went viral — **because authenticity always does**. At CorvSport, we're grateful for creators like Retro Cars Forever who pour time, respect, and heart into telling Corvette's story. And at the end of this journey, he doesn't hedge. He names a winner — and an honorable mention — after a day living with every generation back-to-back. Brad's winners may take you by surprise!

The Great 8 Comparo

C1 Corvette: Where the Dream Began and Nothing Was Easy (1:14)

Sliding behind the wheel of the C1 is like stepping into a living museum — except this one fires up, rattles, and demands your full attention. Retro Cars Forever doesn't approach the first Corvette with modern expectations. Instead, he treats it as a historical moment brought to life, openly acknowledging that just driving a C1 at speed is an achievement in itself. **This is the car that dared Chevrolet to dream bigger**, even if it didn't yet know how to execute that dream.

On the canyon road, the C1 feels tall, raw, and unapologetically mechanical. Every input requires intention. The steering wheel dominates your chest, the brakes require muscle, and the engine communicates through vibration rather than refinement. Yet somehow, **that struggle becomes the magic**. You aren't piloting the car so much as negotiating with it, learning its language corner by corner.

The Good

- Pure, mechanical driving experience
- Lightweight & engaging at modest speeds
- Iconic styling & historical importance

The Bad

- Modest power by modern standards
- Primitive brakes and handling
- Least refined driving dynamics

By the time he steps out, the takeaway is clear: the C1 isn't about speed, comfort, or even confidence. **It's about courage**. It represents a moment when Chevrolet took a risk without knowing the outcome. Every mile driven feels earned, every corner an exercise in respect. Without this imperfect, ambitious beginning, the rest of the Corvette story simply doesn't exist.



The Test Vehicle: 1960 (283 CI V8, 4-speed manual)

Brad's Most Memorable Quote: *"The great thing about a classic car like this, it forces you to be present in every moment. Nothing about it is easy, but that's kind of part of the charm."*

C2 Corvette: The Moment Corvette Found Its Confidence (7:17)

The transition from C1 to C2 feels seismic. As Retro Cars Forever rolls onto the road, the difference is immediate — lower seating, sharper responses, and a sense that this Corvette finally knows what it wants to be. The C2 doesn't ask for patience the way the C1 does; **it rewards trust**.

Through the canyon, the Sting Ray feels alive in a new way. The independent rear suspension settles the car mid-corner, the disc brakes inspire confidence, and the engine finally feels like it belongs in a sports car. There's still effort involved, still correction required, but now the car works with you instead of against you.

The Good

- Significant performance leap over C1—by 1966, the standard V8 had swelled to 327 Cubic inches, delivering 300 gross-horsepower
- Iconic Sting Ray Design
- The first Corvette to offer a fully independent suspension and four-wheel disc brakes

The Bad

- Still demanding to drive at the limit
- Less forgiving than later generations
- High collector values limit accessibility

As he pulls back in, the realization hits: this is the first Corvette that could genuinely take on the world. The C2 doesn't just improve the formula — **it defines it**. This is where Corvette stops experimenting and starts competing. It establishes the balance of beauty, performance, and ambition that every generation afterward would chase. In many ways, everything that follows is built on this confidence.



The Test Vehicle: 1966 Convertible (327 CI V8, 2-speed auto)

Brad's Most Memorable Quote: *"The C2 was the first Corvette that I consider to be a world-beating car."*

C3 Corvette: Style First, Attitude Always (14:32)

Dropping into the C3 is like stepping into a time capsule from the wildest era of automotive design. *Retro Cars Forever* immediately leans into its personality, T-tops off, long hood stretching endlessly ahead. This Corvette isn't subtle — **it's theatrical**.

On the road, the C3 feels more like a grand touring cruiser than a razor-edged sports car. The steering wanders, the body moves, and the power delivery is more about torque than urgency. But context matters. For its time, this car was still quicker than most of what shared the road with it — and far more dramatic.

The Good

- Iconic Shark Styling
- Early C3s were offered with enormous engines, with 427 and 454 cubic inch displacements available
- The C3 reach unprecedented sales figures, peaking in 1979 with 53,807 units, a record that still stands
- Affordable entry into classic Corvette ownership

The Bad

- Wandering steering and body movement
- Chintzy interior materials
- Limited cargo space

By the end of the drive, the C3 earns respect not for precision, **but for presence**. It's a Corvette that prioritizes emotion over execution. This generation leaned hard into design, culture, and personality. It may not be the sharpest tool in the shed, but it's one of the most memorable. The C3 proves that Corvette is as much about feeling as it is about figures.



The Test Vehicle: 1974 (350 L48 V8, 3-speed auto)

Brad's Most Memorable Quote: *"In a weird way, time has been really kind to this car because no one in their right mind is going to use a car like this for anything other than cruising. And that's where this car excels at."*

C4 Corvette: The Comeback Kid That Changed Everything (22:57)

When the C4 fires up, the tone of the entire test shifts. This is no longer nostalgia — **this is performance**. *Retro Cars Forever* calls it out immediately: this is the first Corvette in the lineup that truly pins you back in the seat.

On the canyon road, the C4 feels planted, wide, and serious. The steering is sharp, the grip is real, and the car finally communicates like a modern machine. It demands respect, but rewards

commitment, reminding you that this generation was **Chevrolet's declaration that Corvette was back** in the performance fight.

The Good

- Huge leap in handling & performance
- The 300hp LT1, revealed in 1992, could catapult the C4 from 0 to 60 mph in 5.4 seconds
- Advanced tech for its era (ABS, traction control, airbags)
- The C4 annihilated its competition in the SCCA Showroom stock racing series
- Exceptional value

The Bad

- Difficult ingress and egress
- Early build quality issues
- Targa top rigidity compromises

As he climbs out, the verdict is simple: the C4 may not be pretty to everyone, **but it saved the Corvette**. It reestablished credibility at a time when it mattered most. This was the reset button. Without the C4's engineering leap, the modern Corvette story never happens. It's the foundation that everything else stands on.



The Test Vehicle: 1994 (LT1 V8, 4-speed auto)

Brad's Most Memorable Quote: *"This is the first one I really feel like a race car driver!"*

C5 Corvette: The Everyday Superpower (32:17)

This one hits differently — because this is the Corvette Brad lives with. Jumping into the C5 feels almost too easy, almost too normal. And that's exactly the point. The C5 doesn't overwhelm you; **it invites you**.

On the road, everything just works. The LS1 pulls smoothly, the chassis feels balanced, and the car shrinks around you. It doesn't shout for attention — it earns trust. This is the Corvette you could drive every day, across the country, without hesitation.

The Good

- LS1 power and reliability, with its 350hp. Propelling the C5 from 0 to 60 mph in just 4.9 seconds
- The C5 structure was 4 ½ times stiffer than the C4, due to advanced hydroformed side rails, a strong central backbone, and stiff floor panel sandwiches of balsa wood and fiberglass
- Massive interior and cargo improvements
- For the first time, the transmission was moved to the back, which helped balance weight distribution and allowed for far more foot-room
- Everyday usability

The Bad

- Less charisma than earlier generations
- Interior materials feel cheap
- Known EBCM issues

As the miles click by, the C5 reveals itself as the great bridge between eras. It blends modern performance with analog feel in a way that feels effortless. This is the Corvette that taught Chevrolet how to make speed livable. It may not stir the soul immediately, but **it wins you over quietly** and completely. The C5 is confidence on four wheels.



The Test Vehicle: 2003 50th Anniversary (LS1 V8, 6-speed manual)

Brad's Most Memorable Quote: *"This is in a lot of ways the last truly analog Corvette."*

C6 Corvette: The Sweet Spot Where Everything Clicked (40:48)

The moment the C6 stretches its legs, the conclusion begins forming. This is speed without intimidation. Power without chaos. Retro Cars Forever feels it instantly — the LS3 surges, the steering talks, and **the car begs to be driven harder.**

On the canyon road, the C6 feels playful rather than punishing. It delivers thrills without fear, balance without boredom. It's fast enough to excite, refined enough to trust, and raw enough to feel like a Corvette should.

The Good

- Outstanding performance from the 430hp 6.2L LS3, with 0 to 60 mph arriving in 4.3 seconds
- Refined chassis and steering (2008+)
- Comfortable, usable, and thrilling

The Bad

- Rising costs
- Because the C5 was a hit in sales and accolades, Chevy's changes to the C6 were more evolutionary than revolutionary
- Loss of pop-up headlights
- Increasing tech creep

By the end of the drive, the C6 feels inevitable. This is where all the lessons come together. It captures the soul of earlier Corvettes while benefiting from decades of refinement. Nothing feels excessive, nothing feels compromised. The C6 isn't just great — **it's complete.**



The Test Vehicle: 2012 Grand Sport (LS3 V8, 6-speed auto)

Brad's Most Memorable Quote: *"Think of the C6 like the C5 with all the rough edges just sanded down."*

C7 Corvette: When Performance Outpaced Engagement (49:41)

The C7 is stunning from the first glance to the last. Inside, the materials finally match the performance promise. Press the throttle, and the response is immediate — violent, even. This Corvette doesn't build speed; **it detonates it.**

But on the canyon road, something changes. The limits are so high, the pace so extreme, that enjoyment starts to shrink. You're managing capability rather than exploring it, **respecting the car more than bonding with it.**

The Good

- Best interior quality yet
- Explosive performance, with an all new 455hp 6.2L LT1
- Corvette's first use of variable valve timing, direct fuel injection, and cylinder deactivation
- Seven-speed manual with rev matching, the last 3 pedal Corvette

The Bad

- Styling lacks classic Corvette elegance
- Speed reduces engagement
- Expensive, and holding its value better than most generations

- The last front-engine Vette
- The new fully aluminum frame was not only lighter than the C6s, but 57% stiffer

The C7 is extraordinary, but it signals a shift. **Performance begins to outpace intimacy.** The car is almost too good at what it does. It's a reminder that faster doesn't always mean more fun. And it sets the stage for what comes next.



The Test Vehicle: 2018 Grand Sport (LT1 V8, 7-speed manual)

Brad's Most Memorable Quote: *"In some ways, it is more fun to drive a slow car fast than a fast car slow."*

C8 Corvette: A Supercar Rewrites the Rulebook (1:00:45)

The C8 doesn't feel like the next Corvette — it feels like a different species. Sitting low, surrounded by technology, Retro Cars Forever likens it to piloting a fighter jet. **The mid-engine balance** transforms everything.

Acceleration is instant. Cornering is surreal. The car feels unstoppable. But that perfection comes with distance. You marvel at it more than you converse with it, **experiencing awe instead of intimacy.**

The Good

- Revolutionary design, including its mid-engine placement
- Astonishing performance, with the evolutionary LT1, now named the LT2, seeing a power bump to 490hp
- Incredible chassis balance
- Modern supercar presence

The Bad

- No manual transmission
- Overwhelming speed
- Less emotional feedback
- DCT shifting issues and complicated service recommendations

As the test concludes, the truth settles in. The C8 is the most capable Corvette ever built. **It redefines what the nameplate can do on a global stage.** But it also raises a deeper question about connection versus capability. And that question makes the final verdict all the more compelling.



The Test Vehicle: 2021 Z51 (LT2 V8, 8-speed dual clutch)

Brad's Most Memorable Quote: *"I really do feel like I'm piloting a fighter jet."*

The Ultimate Corvette Showdown Winner

After driving all eight generations back-to-back, Brad doesn't hedge, hesitate, or soften the verdict. He frames the decision around what matters most to real enthusiasts today — performance, comfort, style, reliability, and value — and then delivers it plainly: ***"Without further ado, I present the sixth-generation C6 as my winner."*** In his eyes, the C6 occupies a rare and fleeting moment in Corvette history, where old-school character and modern capability overlap perfectly. Older Corvettes may tug harder at the heartstrings, and newer Corvettes may dominate the stopwatch, but neither blends the full experience quite like this one.

What ultimately seals it is balance. Brad explains that ***"the C6 represents the sweet spot of everything that makes the Corvette great, at a reasonable cost."*** It's spacious and comfortable

enough to live with every day, yet still delivers performance that far exceeds what most drivers can responsibly use. Add in what he calls “**classically attractive Corvette design**,” and the equation becomes even stronger. He’s especially clear-eyed about the sweet spot within the generation itself, noting that “*the improved 2008 and later model years*” elevate the C6 even further. For the broadest audience — from weekend warriors to daily drivers — this is the Corvette that simply makes the most sense.

The People’s Champion: The C5 Corvette’s Enduring Value

The honorable mention lands close to home, and Brad doesn’t disguise his admiration for the C5. He points directly to the market reality, saying that “***if you’re shopping for a Corvette in the \$15,000 to low \$20,000 range, where you’ll find either a late C5 or an early C6, I personally recommend going with the late C5.***” While it may not be as quick or as refined as the C6, the C5 delivers something increasingly rare: simplicity. Brad describes it as offering “*a simpler, more natural feeling motoring experience*,” calling it “*easily the most user-friendly of all the Corvette generations.*” For buyers focused on value, approachability, and everyday enjoyment, it remains one of the smartest performance bargains on the road.

The CorvSport Takeaway: The Sweet Spot Isn’t an Accident

At CorvSport, this conclusion surprises us — but not really. **Having owned and lived with both the C5 and C6**, we’ve long understood why these two generations continue to dominate real-world enthusiast conversations. The C6 truly is the sweet spot: modern enough to feel special every time you drive it, analog enough to keep you connected, and attainable enough to still feel like a win. The C5, meanwhile, remains one of the greatest performance values Chevrolet has ever produced, **a Corvette that rewards drivers rather than intimidating them**. Brad says it best when he reminds us that “*there’s not a bad one in the bunch*,” and we couldn’t agree more. For every taste, every budget, and every kind of enthusiast, there really is a Corvette waiting — and that’s what makes this story, and this car, timeless.



To watch the video of: “*The Great 8 Comparo: One Road, Eight Corvette Generations, One Winner*”: Video”: (approximately 1:10:00 1 hour 10 minutes long).

- Place the cursor anywhere on the URL below.
- Hold the CTRL key & CLICK your Mouse key.
- Press the red ► in the middle of the circle/picture and the video will automatically start.
- The Video will automatically start.

[Driving EVERY Corvette Generation - Which Is BEST? \(C1, C2, C3, C4, C5, C6, C7, C8\)](#)



2026 STCC MEMBERSHIP RENEWAL DEADLINE

Submitted By: *Dave Oreski*

The deadline for 2026 Steel Town Corvette Club membership renewals is February 28th, 2026. If you have not renewed your membership by February 28th, you will be dropped from the active STCC membership list. You will no longer receive the Steel Town monthly newsletter, emails related to STCC club activities and events, or any other emails from STCC. Do not let this happen to you. There is a membership application conveniently located in the monthly newsletter. Take a few minutes to complete it and mail it with a check for \$50 to David Oreski, 235 Spang Road, Baden, Pa 15005. Steel Town Corvette Club has a great lineup of events scheduled for 2026 that you do not want to miss.

Looking forward to seeing you and your Corvette this year at Steel Town events. No *one* has fun like Steel Town Corvette Club!!





APPLICATION FOR STCC MEMBERSHIP 2026

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

All 2025 STCC memberships expire February 28, 2026

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 _____

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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

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

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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-

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Corvette Funny:



"Sorry, these aren't for you. They're for my Corvette. It's our one year anniversary together."

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.

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