



Steel Town News



Editor: Lory Husar - contact@steeltowncorvetteclub.com

March 2026



Submitted by: *Perry Minnis*

From the Prez:

Hello fellow STCC members.

AAH, the smell of spring and the disappearance of 16 inches of snow brings the eager anticipation that soon we will be back cruising in our Vettes, enjoying some new and some traditional cruises, and the camaraderie with our fellow members.

If you need proof that the friendships among members are real, all one needs to do is attend one of our Member Meetings. We had a full house at our February Meeting – 60+ members. Member meetings are a great way to spend an evening! March will be our last meeting at Monti Cello's Restaurant for a while as we move into our cruise season.

Instead of waiting for the start of our cruise season, Dave Seibel is organizing some events for the coming months. See our monthly newsletter for details on our Go-Kart event as well as the trip to Cleveland to take in the I-X Piston Power Show.

Dave has done a wonderful job coordinating an exciting schedule of events for the coming cruise season. In April, we will be starting up cruises, both on meeting nights and special cruises to a variety of very interesting venues. Dave has been diligently working with members who have expressed a desire to lead special cruises throughout the summer. Please read the Newsletter to keep updated on *all* the STCC activities that are being planned.

Remember also, we have our annual "All-Chevy Show" July, 26th. The show will again be held at the Bridgeville Volunteer Fire Hall. As always, we are looking for sponsors for our shirts and trophies, as well as Auction Baskets and Goody Bag items. Obtaining these items is something any member can do. If you have questions, feel free to contact Eli Zorich, Bill Englert, Mick Yarina, or myself for assistance.

Finally, remember, while our schedule is filled with some exciting events, there is always room for more. If you have an idea for a cruise, local or overnight, please contact Dave Seibel (contact@steeltowncorvetteclub.com) and he can help you flesh out the arrangements. You *don't* have to lead the cruise if you don't want to, just let Dave know of your idea and we can work plans out together.

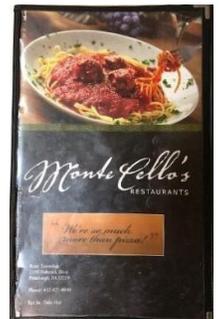
Thank you *all* again for attending our meetings and I look forward to seeing you all soon. Thanks again, *Perry Minnis*

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

January 20	Member Meeting: – Monte Cello's, Ross Township	Dave & Carol Seibel
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

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	???
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	Paula Lewis
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 16	Members Meeting -- TBA	???
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 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 TBA	Cruise –Tapestry Senior Living Car Show @ Moon Township	Dave & Carol Seibel
August 18	Member Meeting: –Red Lobster @ Route 51	Nick & Joan Krizmanich
August 27-29	Cruise – Corvettes at Carlisle	Eli Zorich
September 13	Cruise – Lancaster, OH 21 st Annual Ohio Corvette Club Alliance Corvette Gathering / Hugh White Chevrolet	Perry Minnis
September 15	Member Meeting: --Cenci's Pizza – Rt 228 Cranberry Twp— Member Appreciation	Dave Oreski & Chris Fiedler
September 19	Cruise – Ohio's "Triple Nickle" -- Scenic drive of Route 555	Gary Degman
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

November 17	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.



Special Celebrations:

March Birthdays

1 – Bill Fetcko
4 – Tim Prell
6 – Wayne Crouse
7 – David Bobeck
7 – Kelly Wilding
10 – John DeVita
13 – Madonna Crouse
14 – Lory Husar
14 – Joan Krizmanich

March Birthdays (continued)

17 – Jay Barbarossa
17 – Jayne Miley
17 – Michael Thomas
22 – Michelle Szymanski
25 – Ron Wolk

March Anniversaries

24 – Jim & Patty Larkin
25 – Bill & Chris Englert, Jr..



Happy Anniversary

STCC Welcomes New Members



Shadrach & Kathleen Jones Shadrach and Kathleen are owners of a Steel City Grey 1972 LT-1 Corvette. They live in the Wexford area.

We warmly welcome Shadrach and Kathleen 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. 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 eight events for the 2025-2026 time-period, the Points Leaders as of February 21, 2026 are;

Marian Tartaglione	54
Rick Tartaglione	49
Jo Post	41
Steve Tadolini	35
George Coppola	33
Patricia Tadolini	30
Richard O'Rourke	27
Wayne Anderson	26
Lynne Coppola	24
Bill Fetcko	24
Jenny Fetcko	24
Dave Bobeck	24
Martha Bobeck	24

February 17th, 2026 – Member Meeting

Submitted By: *Dave & Carol Seibel*



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

The second Winter Meeting was held at Monte Cello's Restaurant on February 17th with 54 members in attendance. We were greeted by Ashley and Gracie who provided excellent service with drinks and delicious Italian dishes from a full menu.

After dinner, Perry started the meeting asking Board Members their reports: Frank Holby gave the Treasury Report and Eli Zorich gave the progress of the All-Chevy Show scheduled for July, Dave Oreski gave an update on the membership of the Club and Perry Minnis introduced our new Secretary, Martha Bobeck, who took over after Paula Lewis stepped down. Bill Englert had nothing to report and neither did Lory Husar regarding the Newsletter. Mick Yarina talked about the Points for Members obtained so far this year.

Dave Seibel mentioned The Piston Power Car Show in Cleveland, OH on March 27th – 29th. Dave Oreski talked about the Spring Cruise on August 18th to the Demon's Backbone in Ohio and Bair's Corvette Cruise on May 16th. Then Nick Krizmanich talked about the Lou Gagliardi Cruise to Quaker, Steak, & Lube Car Show April 26th and the cruise to Titusville for the Train Ride and over-night stay in a Caboose on July 18th. Then Rick Conwell talked about his cruise to Dayton, OH for the Wright-Patterson Air Force Museum from June 4th – 6th. Then Gary Degman gave an update for The Triple Nickle Cruise on September 19th and Corvettes at Carlisle on August 27th – 29th. ALL these cruises will be on the Calendar in the newsletter until the end-of-the-year in case there is a change or addition of new events. So, please read the Calendar to keep informed every month!

The 50/50 was won by Gracie, one of our servers, who has planned a trip soon. The cash will come in handy for it – *Congratulations Gracie!* The Gift Card winners we pulled for the members that "texted" me they were attending the meeting and were picked were Rick Conwell and Mark Schneider—*Congratulations to both winners!*

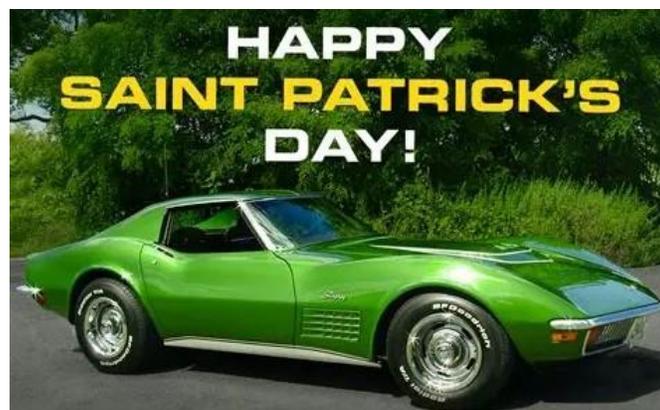
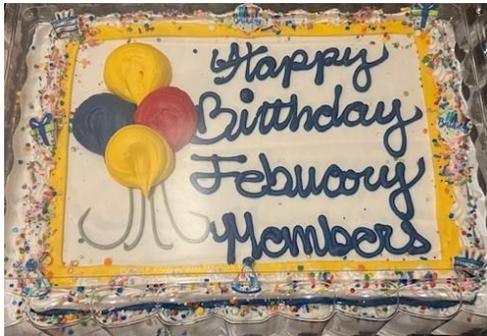
Dave Seibel announced there will be three speakers at our March Meeting. One will be Joel Kohler, the new owner of Bair's Corvettes, which he purchased from Brian Bairs last year. The second speaker will be Darrel Charlier, manager of Three Rivers Karting. He will be talking about all the new things going on there. And third, Dave Boback, who is the President of his Fishing Club. He will be talking about how they use our donation to help fund a "Day of Fishing for Under-Privileged Children to Learn How to Fish".

I would like to thank Ashley and Gracie for taking care of us throughout the evening and to ALL the members that attended and to remind ALL the members the March Meeting is the LAST Winter Meeting at Monte Cello's before all the events and cruises start. See everyone next month.

Thanks, Carol and Dave Seibel







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 send an email asap to Dave Seibel at contact@steeltowncorvetteclub.com and we can make arrangements to meet and go as a group. Thanks in advance for your participation.





CLUB

PITTSBURGH, PA

ANNUAL OLDIES DANCE



OPEN TO THE PUBLIC MARCH 28, 2026

7:00 P.M. — 11:30 P.M.

CHARTERS 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) OR
Charlie Weinheimer (412-335-0721)

STCC Spring Cruise: Saturday April 18th, 2026

Demon's Backbone (Ohio SR 536)

Submitted By: *Dave Oreski*

RoadRUNNER CLASSIC ROADS By: *Ile Kauppila*



When thinking of challenging, twisty motorcycling roads, Ohio may not be the first place to pop into your mind. But that's probably because you haven't heard of SR 536.

This stretch of asphalt has many names, including the Ohio Dragon and Ohio's Tail of the Dragon. But what state doesn't claim to have its own Dragon?

No, the SR 356 is also known by a much more evocative name—the Demon's Backbone. And let me tell you, the demon's back is as twisted as his ways.

The Demon's Backbone begins officially as soon as the New Martinsville Bridge crosses from West Virginia to Ohio, but the first half mile or so is unsigned. Just hang a right at the bridge, then shortly turn left at the entrance to the Hannibal Locks, and you'll be on the demon's back.

Of course, you'll avoid this issue if you simply turn onto the road at the north end off SR 78.

Once you've mounted the demon, I hope you're ready to put in some effort to tame him. The Demon's Backbone is among the most challenging riding roads in all of Ohio.

It's one curve after another, with only short sections in between. Some turns are mellow, but you'll also encounter sharp hairpins that'll keep you on your toes as you weave through the stunning scenery.

The road goes through very rural surroundings with few homes, although some new ones are being built. Take in the peaceful farmland and the lusciously green (or blazing orange, depending on the time of year) forests at your leisure.

My personal favorite beauty spot was the absolutely gorgeous — albeit brief — vista of rolling hills and bushy trees east from the top of Hannibal Ridge. Sadly, there are no pullouts there, so you might want to slow down for the view.

As usual with remote, curvy rural roads, be cautious of wildlife and remember to give farm vehicles a wide berth.

Some gravel may find its way onto it from farm entrance roads, especially after heavy spring or fall rains. Overall, the pavement is in decent condition and I encountered road crews doing repairs to the more deteriorated sections.

Really, the only downside of the Demon's Backbone is that he's not very tall. At roughly 13 miles in length, the curves don't last all that long.

Then again, that only means that you can turn around and let the demon feel your wheels again on the same day.

Save the date – Saturday April 18, 2026. This will be an all day cruise event with dinner at Dee Jay's BBQ Ribs & Grille in Weirton, W. Va. Further details will be available at the March 17th STCC members' meeting and in the STCC April newsletter.

Time to Think Spring!
Sunday, April 20th, 2026
The Lou Gagliardi Memorial Cruise to Quaker Steak & Lube

Submitted By: *Nick Krizmanich*



Left Lane Louie!

Spring will soon be here! So, it's time to announce the **Lou Gagliardi Memorial Cruise to Quaker Steak & Lube** located in Sharon, Pa. The Shenango Valley Corvette Club is planning this event for Sunday, April 26th, 2026.

Lou Gagliardi was an exceptional member of our club. Among other things, he led this cruise for many years before his unfortunate passing. Those who followed Lou up I-79 to Sharon know how he earned one of his Nicknames, *Left Lane Louie!* Louie would merge onto the Interstate and immediately take the left-hand lane, *and* stayed in the left lane until exiting I-79. *And*, his pace prevented him from seeing the speed limit signs.



If you joined us in the past, you may remember Lou's wife -- Donna, her son -- Michael, and daughter -- Michelle were all able to attend. And, Michelle would provide T-Shirts to commemorate the event. Yellow of course, just like Louie's favorite car. The printing on the front appropriately defined Lou's driving style.



Those who regularly participated remember the mornings were always chilly & damp. Nevertheless, the club members made a bold statement with a large showing from Steel Town as we pulled into the parking lot!

So, let's dig out those Yellow T-Shirts and be ready for this year's cruise to Quaker Steak & Lube. It's a great way to honor and remember one of our *most* prominent members -- ***Left Lane Louie!***

Here are the details:

The South Hills Folks will meet @ the Great Southern Shopping Center in Bridgeville at 8:15 am. At 8:30 am, we will cruise up to Starbucks near the Wexford Exit, off I-79 to meet up with our North Hills Group.

The North Hills Group will assemble @ Starbucks by the Wexford exit off I-79 at 9 :00 am. At approximately 9:15 am, we will depart on our journey to Quaker Steak & Lube in Sharon, PA.

I will have directions to hand out when we all meet at Starbucks...
Let hope the weather will be in our favor!

Thanks,
Nick



Titusville & Oil Creek Railroad Trip

Saturday July 18th, 2026

Submitted By: [Nick Krizmanich & Frank Holby](#)

STCC Members...

So, the only date available for the group to have Nine Caboosees is Saturday, July the 18th. So, I booked Nine Caboosees - Eight cars will have King size beds, and One car with Two Twin beds. They only have Eight cars available with King size beds.



Total for the night will be:

\$116.00 Dollars with Tax

AARP & AAA Members will be: \$ 95.00 + Tax

Veterans & Military will be: \$ 85.00 + Tax



#75 in Fall Foliage



#85



#3568



First Class Car



First Class Car interior



Coach Cars



Coach Car interior



Open Air Car

Check in time is 3:00 pm, so, with the Train Departing @ 1:00 pm, we'll check in *after* the Train Ride.

Train ride costs are: Adults are: \$22.00 Dollars 60+:: \$20.00 Dollars

Train Trip is approximately 3 hours and is a 27 Mile round-trip ride.

We'll still need to plan for Restaurants and things - which hopefully we'll get all that information out soon.

So for now, please review and make sure the July 18th date works for everyone. If not. please let me know.

Any concerns, please feel free to reach out to Frank or myself ...

Thanks,

Nick Krizmanich Email: contact@steeltowncorvetteclub.com

Frank Holby Email: contact@steeltowncorvetteclub.com

We have a few people signed up for the day cruise only!

Back to the Future: Corvettes at the 2026 Pittsburgh Vintage Grand Prix Raceway Weekend July 18th & July 19th

Submitted By: [Stu Benson](#)



The 2026 Pittsburgh Vintage Grand Prix (PVGP) will be bigger and better than ever. If you recall, last year, the bridge over Panther Hollow was closed, necessitating the vintage races having to be run going in a counterclockwise track around Schenley Oval. The motorsports conducted on the portion of the “old track” by the golf course was used for a Hill Climb event, which was a wonderful addition, but not as exciting for the spectators, as wheel-to-wheel racing. There were also “drifter cars” exhibiting how quickly they could burn up their tires. This year, however, it has been announced by the City of Pittsburgh that the bridge over Panther Hollow – by Phipps Conservatory – will be *open* for the race. Not only has a contract been awarded for the bridge repair, but structural engineers have determined that even if the bridge repair is *not* completed by the racing weekend of Saturday, July 18th, 2026 and Sunday, July 19th, 2026, the Jersey Barriers presently in place to keep traffic off the bridge will be *removed* and their weight is actually more than the force that would be placed on the structure by the race cars. Hence, the bridge will be *open* for the racing *for certain!*

While there will be Hill Climb exhibitions conducted during lunchtime and when racing is not ongoing, the main focus of the on-track efforts will be the Vintage Racing, with the PVGP the only vintage race course on city streets in the United States. Please go to [Pittsburgh Vintage Grand Prix | Home](#) and check out the many opportunities to register for events that will support the charitable efforts of the PVGP. And the registration for the American Car Show is conducted on-line near the bottom of the Home Page. Scroll all the way down to the bottom of the Home Page and you will see Schenley Car Shows and underneath that is the Caliente Car Show and under that is the American Car Show where Corvette owners will register their cars.

Speaking of the American Car Show, the Corvettes are *going back* to the North Side of the Bob O'Connor Golf Course (the side where the Clubhouse is located and where most of the American cars will be displayed) after some years on the South Side of the Golf Course when the Corvette was the Marque of the Year a few years ago. So be prepared to turn *right* onto the golf course this year with your Corvette instead of turning left off Schenley Drive when you go through the entrance Saturday morning. This year the “Spotlight Car of the Year” is *Pontiac* and they will be displayed, along with Studebakers (where the Corvettes have been the past few years).

This year the PVGP “Marque of the Year” is *Jaguar*. The Jaguar Club of Pittsburgh is bringing the International Jaguar Festival of the Jaguar Clubs of North America (the “IJF”) to be imbedded into the PVGP. This is a big deal. There will be lots of Jaguars from across North America on the field for Concours judging as well as just for Display. Check out this link to get a feel for the IJF and the associated events they are conducting - including bringing the Grand Marshal, Ian Callum, to the PVGP (Ian is a famous car designer with multiple companies but including Aston Martin and Jaguar

and you can learn about him by clicking on this link: put your *cursor over the link and hold down the Control button and click on the link at the same time*) or using your browser to go to <https://www.jaguarclubofpittsburgh.org/ijf> to see the article posted about him). Go to <https://pvgp.org/car-show-overview/jaguar2026/> to the click on the photo of the XK120 to experience a super video created for the PVGP that also incorporates the IJF. Make sure your speakers are turned up in volume! This is a special version that is longer than the non-IJF video posted on the PVGP Home page.

STCC now has four members who are passionate about both Corvettes and Jaguars, all of whom will be involved in the IJF. **John Putzier** has been on the Board of Directors of the PVGP for many years and attends many of its charitable events. **Stu Benson** is Chairman of the IJF, fully participates in the PVGP charitable events, and serves on the PVGP Car Show Committee (he represents the Jaguar Club of Pittsburgh [JCOP] but fully supports Jim Kinest's efforts as the PVGP representative for the eight Corvette Clubs in our area). **Rick Conwell** is a new member of JCOP and **Shadrach Jones** from JCOP is our newest incoming member of STCC (he has a 1972 LT-1 Corvette in Steel Cities Gray that won an award at the Hilton Head Concours in 2025). So, this will be at least the third C3 LT-1 in STCC along with Mark Schneider and Stu Benson's LT-1's.

Be sure to come to the Jaguar field located by the track and catch up with all four STCC members and see their Jaguars on the field in 2026 with the International Jaguar Festival being held in Pittsburgh. The Jaguar Club of Pittsburgh is committed to introducing our fair city, region, and PVGP to guests coming from all around North America that have never been here before, let alone their getting to experience a "show within a show" of fabulous cars and racing all at the same time.

Let it be known that loving *both* Corvettes and Jaguars is *not* a mutually exclusive passion – which has been evident now for some years from everyone who has attended the annual Veteran's Show put on by JCOP at the Southwestern Veterans Center in Highland Park where owners must decide which of their marques to display in any given year. The Veteran's Show involves STCC showing up in mass which "makes the show" what it is! The Southwestern Veteran's Center has not yet provided available dates for any 2026 Veteran's Show but Stu Benson will advise ASAP once they are available to hopefully find a date that fits into the 2026 STCC calendar.

Sign up for other PVGP events and have a lot of fun and at the same time enjoy the charitable nature of the fundraising from the events. Meet other car owners. And think about returning to Schenley Park on Sunday for the racing and seeing more cars again. The PVGP wants to encourage a larger return turnout on Sunday after the big Saturday events so let's do so. The Jaguar owners in STCC may even bring *their* Corvettes when they return on Sunday.



2026 Pittsburgh Vintage Grand Prix Schedule

See colorful, classic cars navigate the park's bends. Cheer for your favorite car or driver and grab a snack or a cool drink at Vendor Village. Check out the **2026 PVGP Race Week** lineup:

- July 11 | **Black Tie & Tailpipes Gala**
- July 12 | **Kick-Off Rallye at Dual Devils Garage**
- July 13 | **Walnut Street Invitational**
- July 14 | **Waterfront Car Cruise**
- July 14 | **Sewickley Stampede & Roundup**
- July 15 | **Downtown Car Display**
- July 15 | **Tune-Up Party at SouthSide Works**
- July 16 | **Countryside Tour**
- July 16 | **Grand Prix Garden Party at Phipps**
- July 17 | **Evening of Speed** at Frick Fine Arts Building
- July 18 | **Schenley Park Car Show and Qualifying**

- Car Show 9:30 a.m.-5 p.m.
- Vintage Races 8:30 a.m.-4:30 p.m.
- July 19 | **Schenley Park Race Day**
 - Car Show 9:30 a.m.-5 p.m.
 - Vintage Races 8:30 a.m.-4:30 p.m.

Race Weekend has lots of **family-friendly**, automotive-themed activities. Whether you're a car enthusiast, a spectator or just curious to know more about the event, come and spend the weekend experiencing the excitement of the races and the beauty of the landscape.

2025 Schenley Park Map – PDF



INTERNATIONAL CAR SHOW

American Cars	French Cars
British Car Club (Caterham)	German Hill
Italian Classics	

SPONSOR TENTS

Avanti Drive - San Diego	29	Arco	38
Jack Winkler	40	Autos of Pittsburgh	20
Brooklyn Pittsburgh	38	Snake Skin Sports	21
Madagascar Appearance	24	Stonington	5
Brook Avenue Specialty	53	Volare Philadelphia	8
Castle	26	WPA of Pittsburgh	46
Colburn Plaza	4	Wright	36
Continental Catering	59	Yamaha Electric Power	41
Dennis Wayne	34	Proper Gas Kids Tent	29
Dubois Auto	22	PHS	34
Dual Devils Garage	10	Pittsburgh	33
Franz - Philadelphia	1	Rainbow Farm Center	31
George's Race and Shop	12	Sam Lane	25
Malcolm's Restoration	26	Tank	11
MBB International Dist	24	Traverse Egan	3
PHS	7	WPA	15
30's Franklin's Cafe	21	EPAC Cooking/Beer	10
King Electric Service	12	Wine & More	52
Landscape of Philadelphia	4	Wright	36
Luxury Off Road	27	Year Team Rallye Club	21

CAR CLUBS / SHOWS

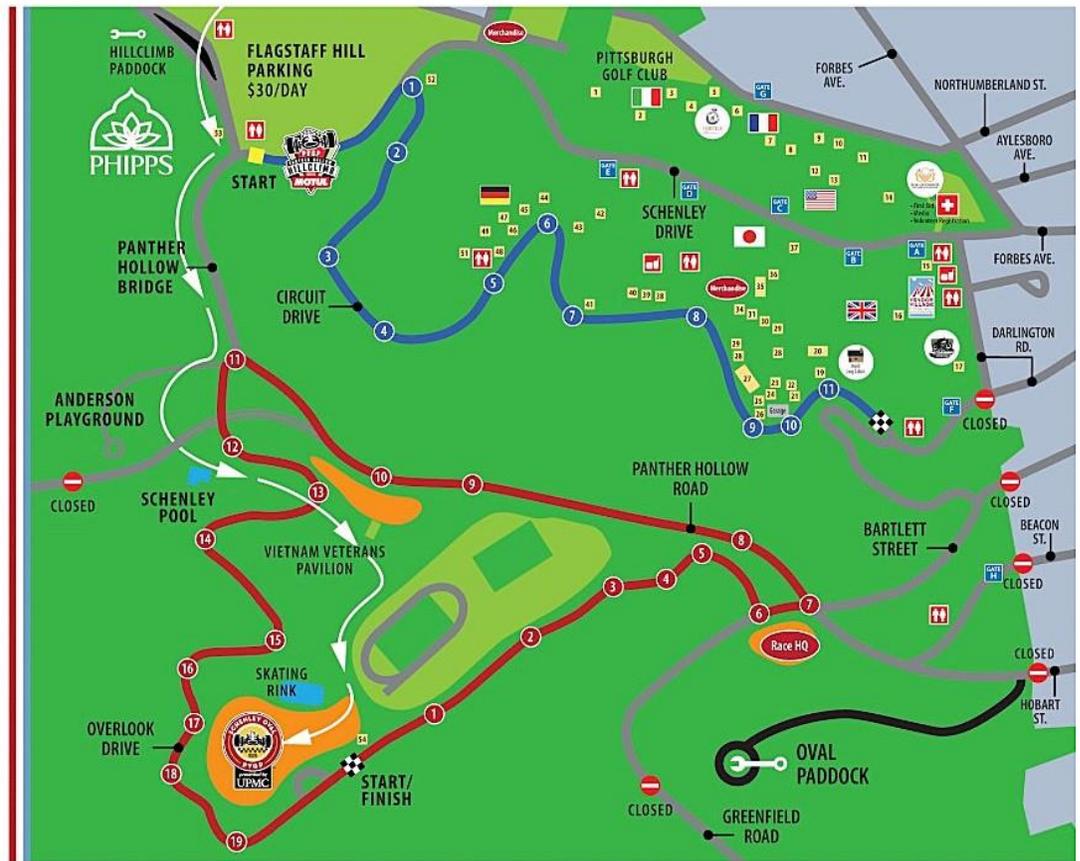
All Speed	2251	Year of the Year	20
Autos Club	41	WPA	35
BMW Club	41	WPA	46
Car & Coffee	9	WPA	17
Classic Cars	31	WPA	45
Classic Cars	1051	WPA	42
Classic Cars (USA) Club	41	WPA	46
Classic Cars (USA) Club	41	WPA	46
Classic Cars Club	41	WPA	46

ENTRY GATES

Vendor Village	A	Vendor Village	I
Autos Club	B	Vendor Village	J
American Car Show	C	Vendor Village	K
Autos Club	D	Vendor Village	L

LEGEND

- Hot Concessions
- New Starts (aka Photo Booth)
- American Motor Club (AMC) Tent
- American Car Show and Race Qualifying
- Race HQ
- Special or Specialty Area
- White Arrows: Walking Route for the Schenley Day



Bob O'Connor Golf Course at Schenley Park
 Schenley Drive & Darlington Road
 Pittsburgh, PA 15217

Directions

There are several construction projects throughout the summer – please consult your navigational GPS before departing.

From the North

From the South

From the East

From the West

If you are coming from the North

Take I-279 South towards Pittsburgh and across the Fort Duquesne Bridge.
From the Parkway East 376, take Exit 72A/Oakland to Forbes
Follow Forbes Avenue through the Pitt campus.

To Public Parking on Flagstaff Hill

Take Forbes Ave through Oakland and turn right onto Schenley Drive. Go 1 block to light and turn left, remaining on Schenley Drive. At the next light bear right, remaining on Schenley Drive. Cross bridge to stop sign (towards Phipps Conservatory). At the Stop sign turn left onto Frew Street. Make an immediate right onto Flagstaff Hill and park. Parking is \$30 and includes wristbands for up to 5 people and a free shuttle to the car show and start/finish line.

To Car Show and Golf Course – Car Show Participants only

Take Forbes Avenue through Oakland. Proceed up the hill past Carnegie Mellon University. At top of the hill turn right onto Schenley Drive. Proceed to the stop sign at Darlington Drive. You will then be directed to the proper gate. Each Car Show has a specific gate entrance.

GATES

- A Vendors Village
- B Access Lane for Sponsors and Land Rover
- C American Car Show
- D Asian Car Show
- E BMW, Porsche, Mercedes, VW, MINI and European Car Show
- F British Car Day-Sat, All-Squad– Sat. Patron Parking-Sun.
- G Italian Cortile Car Show, French Quarter, Panoz and Cars N Coffee

Directions

There are several construction projects throughout the summer – please consult your navigational GPS before departing.

From the North

From the South

From the East

From the West

If you are coming from the East

From PA Turnpike take Pittsburgh Exit #6
Take 376 West toward Pittsburgh.

To Public Parking on Flagstaff Hill

Take Exit 73B/Oakland.
Turn right on Bates Street and cross Boulevard of the Allies
Proceed 0.3 miles then turn left onto South Bouquet Street,
Right on Roberto Clemente Dr which turns onto Schenley Dr.
Proceed on Schenley Dr across bridge, turn left on Frew St.
Make immediate right onto Flagstaff Hill and park.
Parking is \$25 and includes wristbands for up to 5 people and a free shuttle to the car show and start/finish line.

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Directions

There are several construction projects throughout the summer – please consult your navigational GPS before departing.

From the North

From the South

From the East

From the West

If you are coming from the South

Take I-279 North towards Pittsburgh, to the Fort Pitt Tunnel.
Follow signs to I-376 East.
Take Exit 72A/Oakland.
Follow Forbes Avenue through the Pitt Campus.

To Public Parking on Flagstaff Hill

From Forbes Ave turn right at Hillman Library onto Schenley Dr.
Go 1 block to light and turn left, remaining on Schenley Drive.
At next light bear right, remaining on Schenley Drive.
Cross bridge to stop sign (towards Phipps Conservatory).
At stop sign turn left onto Frew Street.
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Directions

There are several construction projects throughout the summer – please consult your navigational GPS before departing.

From the North

From the South

From the East

From the West

If you are coming from the West

Take 376 West to I-279.
Take I-279 North towards Pittsburgh, to the Fort Pitt Tunnel.
Follow signs to I-376 East.
Take Exit 72A/Oakland.
Follow Forbes Avenue through the Pitt Campus.

To Public Parking on Flagstaff Hill

From Forbes Ave turn right at Hillman Library onto Schenley Dr.
Go 1 block to light and turn left, remaining on Schenley Drive.
At next light bear right, remaining on Schenley Drive.
Cross bridge to stop sign (towards Phipps Conservatory).
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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://hamptoninmechanicsburg>] which is one exit from the Fairgrounds.

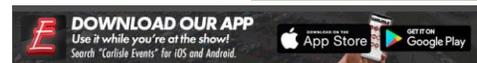
The other hotel offering a special pricing if the Hampton is full is the Courtyard by Marriott Harrisburg West/Mechanicsburg, 4921 Gettysburg Road, Mechanicsburg, PA 17055, 1 (717)-766-9006, for \$159.00 USD - \$169.00 USD per night. [[Book your group rate for Steel Town Corvette Club](#)] Last day to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



Annual Gathering of Corvettes In Lancaster, OH September 13th, 2026

Submitted By: [Perry Minnis](#)



STCC has historically supported the Ohio Corvette Club Alliance gathering of Corvettes held in Lancaster, OH on September 13, 2026. Hundreds of Corvettes line Main Street in Historic Downtown Lancaster for the Annual Corvette Gathering. The show is presented by the Ohio Corvette Club Alliance which is comprised of many Ohio Corvette clubs (i.e., Cleveland, Lancaster, Akron, etc.). View hundreds of Corvettes, shop automotive vendors, food trucks, stop in downtown restaurants and shops, dance to the DJ, and much more. Free admission for spectators, door prizes, silent auctions, music, food, and lots more.

STCC has partnered with Three Rivers Corvette Club (TRCC) on the cruise from Pittsburgh to Lancaster. The cruise will take us through many historic towns on a very scenic enjoyable route. It is usually a 2-2 1/2 hour leisurely drive. Click on this link if you want more information about the show

<https://visitfairfieldcounty.org/events/the-21st-annual-corvette-gathering/>

Dave Morgan, President of Three Rivers Corvette Club, has completed the creation of a block of rooms at the Holiday Inn Express for the Lancaster Ohio 2025 Ohio Corvette Gathering. They are now prepared to begin accepting your travelers' reservations. [See booking instructions below.](#)

If you are planning to attend this event, I strongly suggest you call the hotel directly at (740) 654-4445 [Extension 0](#), [Do not push 1](#) for reservations as that connects you to Jababby-Land and they don't have access to the Block of rooms. Mention that you wish to book a reservation with-in the "2026 Three Rivers Corvette Club Room Block." Block Code: **TRC**. (Note: You will be asked for a credit card number when making the reservation, but payment will not be processed until the day the reservation is due to arrive). Reservations should be made for the *evening* of September 12, 2026.

https://www.guestreservations.com/holiday-inn-express-suites-lancaster/booking?gad_source=1

Once you have made your reservation, please send me the names of the people going so I know who will be joining the joint caravan/cruise to Lancaster, OH. Typically, we will join the TRCC folks at the McDonald's on Race Track Road to form the caravan. I will send more specifics as to the meeting times and routes that we will take as we get closer to the actual event date.

Why Did Automakers Stop Making Cars With Pop-Up Headlights?

Submitted By: [Lagertha Lothbrok](#)

JALOPNIK BY [JASON MARKER](#) MARCH 8, 2025 4:25 PM EST



As a child of the 1980s who came of age in the early '90s, pop-up headlights are, in my mind, the peak of automotive cool. All the raddest, most interesting cars of my childhood — Lamborghinis, Starions, Trans-Ams, Fieros — had pop-ups. Heck, even mom cars like Honda Accords had 'em. I once even had the pleasure of owning a car with flip-up headlights, my 1990 Dodge Daytona. Unfortunately, you just don't see pop-up headlights anymore, which is a real bummer.

Why, though? Why don't cars have flip-up headlights anymore? Is it forgotten knowledge? Nah. Is it a conspiracy? Nah. Is it because carmakers don't know how to make cool cars anymore? Okay, well, that last one is mostly true, but it's not why we don't have flip-up headlights anymore. Not really, anyway. No, unfortunately, a combination of tightening pedestrian crash regulations, advancements in headlight technology, and the introduction of the Ford Taurus is what killed the best automotive feature since the electric starter.

The birth of cool

So, let's talk about why cars don't have flip-up headlights anymore, and why that's proof that we live in the bad timeline. First, though, a little history.

According to our friends over in Ann Arbor, the first car to offer pop-up headlights was the devastatingly beautiful 1936 Cord 810. In the Cord's case, the headlights were hidden so as to not break up the front fender lines with the big, goofy, bug-eyed headlights used at the time. Pop-up headlights were used on and off over the next few decades by a variety of carmakers, but they were rare. It wasn't until the '60s and '70s when car designers started hiding dorky looking and federally mandated sealed beam headlights behind various covers and grilles, and hidden headlights really took off, especially pop-up ones. They were almost de rigeur in the early '80s, especially if you wanted to sell a cool, futuristic, wedge-shaped car like the aforementioned Starion.



The golden age of the pop-up headlight



The go-go 1980s is when the pop-up headlight really began to shine. Everything from the humber Buick Reatta to the strange and beautiful TVR 350i. The most '80s cars of all, the Ferrari F40 and the Lamborghini Countach, each sported a pair of pop-ups. The 1980s are the only time Subaru put pop-up headlights on a car in the form of the very cool XT (which we sadly didn't get in the states.) And who could forget the greatest little pop-up light bearer of all, the Mazda MX-5 Miata NA. What a cutie. You can make

it wink! The popularity of pop-up headlights was helped in part by a popular TV show at the time "Knight Rider" featured a semi-sentient car named KITT—a Pontiac Firebird Trans Am with, you guessed it, pop-up headlights.

Totally bogus, dude

Unfortunately for the pop-up headlight, and the general coolness of the world at large, pop-up headlights were on borrowed time by the mid-80s. They'd always been finicky, touchy things, and the complex mechanisms that operated them — electric motors, vacuum pumps, tiny little levers and hinges, etc. — were

prone to failure. Cars with busted pop-ups were often left with a winky face, one headlight up and one down, or had their pop-ups permanently fixed in the open position. Some, like the headlights on my '90 Daytona (which were broken), could be manually opened and closed with dials just inside the hood, but that was a huge pain.

Drivers put up with it, though, 'cause sometimes you gotta suffer to look cool. Then, in 1984, a little old automaker from Dearborn, Michigan, called the Ford Motor Company started events in motion that would directly lead to the death of the pop-up headlight.



To be fair to the Taurus...



See, Ford had been lobbying the feds all throughout the development of the Taurus to get headlight regulations relaxed, because the company just couldn't make their new wundercar with regular old sealed beam headlights. No, they needed these new, flush, composite lights that the boys over at the lab had come up with. Eventually the feds relented, loosened restrictions on what headlights could look like and how they could be made, and the rest is history.

To be fair to the Taurus here, the demise of pop-up headlights wasn't totally its fault. Pop-ups remained relatively popular into the '90s, but their star was on the wane for sure. By the late '90s pop-ups were pretty much only for sports cars and exotics like the Cizeta Moroder V16T. Then, in 1998, an EU mandate regarding pedestrian safety regulations essentially killed pop-ups in Europe. Over here in The Colonies, pop-ups soldiered bravely on, but by the early aughts only two cars had them anymore: the C5 Chevy Corvette and the Lotus Esprit V8. Those were the last cars to be equipped with pop-up headlights in the U.S., and by the middle of the decade they were all but gone, replaced by squinty, weird-shaped composite lights, gaudy angel eyes, and annoying HIDs.

So, there you have it. The death of pop-up headlights was caused by a number of factors, but it all boils down to, essentially, improved pedestrian safety and changing tastes. Cars may be safer nowadays, but they're a lot less cool and we're poorer for it.



How To Start Your Car When the Key Fob Battery Is Dead

Submitted By [Dave Siebel](#)



By [Christine Persaud](#) Feb. 11, 2026 8:17 pm EST



It happens to the best of us. You realize that your car key fob battery is low, but you figure you have plenty of time left before it dies, and usually you do. But inevitably, it will run out of power to start your car. Many new vehicles have a push-start engine button that relies on the smart key to work.

A smart key fob is designed to function just like the physical keys of yesteryear, locking and unlocking the vehicle, but also starting the car's engine. There is a way, however, to make sure that you aren't stuck until you can get to the local convenience store to grab a new coin cell battery.

The keyless entry method does have a backup that involves proximity sensing. You probably have an extra key fob (since most cars come with two), and the fob likely has a hidden physical key you might not even realize is there the whole time! If you've been worried about being stuck in a snowstorm and your car won't start because the key fob died, don't. Car manufacturers have made sure there are alternative ways to get it going.

Alternate proximity options

Usually, with a smart key fob, all you need to do is be close to the vehicle or touch a door sensor with the key fob in tow, and the car's engine will roar. If the battery is dead, some vehicles come with fobs that work via proximity sensing. If this is the case, you should still be able to start the car by holding the smart key close to the start button. In some cases, an induction coil in the key fob can be energized by an induction coil in the steering column, allowing the car to start when you place them close to one another.



Some new Ford vehicles have a secret spot in the center console where you can insert the fob, dead battery or not, and it will start the car. If you're unsure, check your owner's manual, and it should indicate where the backup option is for starting the car with a key fob that has a dead battery.

For especially high-tech cars, you might be able to use a companion app to remotely unlock the car, though you might not be able to start it. These include models from manufacturers like Audi, Acura, BMW, Buick, Chevrolet, GMC, Ford, Honda, Hyundai, and more. Some do, however, require a subscription to a specific service. There's also an option to store your car keys on your iPhone or on your Android phone with certain manufacturer apps that support digital keys.

Physical backup options



As with any technology, an analog backup is always useful in emergencies, and you have that with smart key fobs. First, most car manufacturers provide two key fobs with any new vehicle purchase. So, if the battery dies in one, just grab the second one. You might keep this in a safe spot at home, maybe your partner or teenager has it. Wherever it is, chances are it's used less often, and the battery still has plenty of juice.

Another option is a clever one that some people don't even realize exists. There's usually a button on the key fob you can slide to reveal a physical key blade inside. Yes, these high-tech smart keys still have an actual key if you need it. Use it to unlock the door, then turn the ignition, and the car will start just like it did in the old days.

If none of these options work, or your car doesn't have a physical key slot, your best bet is to contact roadside assistance or find another way to get to a store and grab a replacement battery. But chances are, you won't have to since these cars are designed to be unlocked and started even if the key fob is dead or malfunctions.

Here's Why the C8 Corvette ZR1 Doesn't Have a Front Trunk

Submitted By [Carol Seibel](#)



By [Jonathan Lopez](#) - August 1, 2024 1:59 pm



The 2025 Corvette ZR1 just got its big reveal last week, debuting the latest go-faster variant for the mid-engine C8 Corvette lineup. The specs are impressive, with GM framing the new ZR1 as the fastest and most powerful production vehicle to ever wear the Corvette nameplate. All that power is matched with a long list of complementary bits and pieces, including new aero. Notably, the C8 Corvette ZR1 doesn't have a front trunk, either.

For those readers who may be unaware, all three of the previous C8 variants (C8 Stingray, C8 Z06, and C8 E-Ray) feature a front trunk, which is essentially an open space in the nose of the vehicle that provides additional cargo room in the absence of a front-mounted engine (all C8 variants are mid-engined). The C8 Corvette ZR1, however, is different, and doesn't include a front trunk.

The reason for this is down to the new aero treatment. Among the various aero enhancements introduced by the ZR1 is a flow-through hood, with air entering via the front grille and directed through the intercooler heat exchanger before exiting out the top of the hood, thus not only cooling the charge air temperature, but also increasing front-end downforce.



The lack of a front trunk also results in reduced cargo capacity, with the C8 ZR1 offering just 9.1 cubic feet (258 liters) of cargo volume. By contrast, the C8 Stingray and C8 Z06 both offer 12.6 cubic feet (356.8 liters) of cargo volume, while the E-Ray offers 12.5 cubic feet (354 liters).

As a reminder, the C8 ZR1 is motivated by the twin-turbocharged 5.5L V8 LT7, which is rated at 1,064 horsepower and 828 pound-feet of torque. Applied to the rear wheels, it's enough to send the ZR1 down the quarter mile in less than 10 seconds, with top speed estimated at 215 mph.



All C8 variants ride on the GM Y2 platform, and all variants are produced at the GM Bowling Green plant in Kentucky.



C8 Corvette ZR1 And ZR1X Lack These Front Trunk Features

Submitted By [Carol Seibel](#)



By [Jonathan Lopez](#) – January 30, 2026 1:03 am



The Corvette ZR1 and ZR1X reign supreme as the two most extreme production Corvettes ever made, rocking insane specs and world-beating performance. Naturally, this is done at the expense of some practicality, including deletion of a front trunk. Now, *GM Authority* is diving into the front trunk features missing from the Corvette ZR1 and ZR1X.

Among the features missing from these top-dog performance machines are a front fascia-mounted hood release button, a 12-volt accessory power outlet in the front compartment, and a self-closing, or auto-cinch, hood latch. For those C8 Corvette variants that *are* equipped with a front trunk (C8 Stingray, C8 Z06, and C8 E-Ray), the hood can be released using a touch pad located in the front fascia near the driver-side headlamp. When pressed with the key fob nearby, the hood electronically releases. This exterior touchpad is not included with the ZR1 and ZR1X, and instead, owners must use either the key fob or the hood release button located on the driver's door panel to open the hood.



The C8 Stingray, C8 Z06, and C8 E-Ray also include a 12-volt accessory power outlet in the front storage area, which is designed for light-duty accessories such as phone chargers. With no front trunk on the ZR1 and ZR1X, the 12-volt power outlet is eliminated. As a result, trickle charging for vehicle storage must be done by connecting clamps directly to the 12-volt battery located up front, rather than plugging into an accessory outlet.

Finally, newer C8 Corvette models (2024 model year and later) equipped with a front trunk also feature a self-closing power latch. When closing the hood, the latch automatically cinches shut. However, the ZR1 and ZR1X do not include this auto-cinch feature, and instead, hood operation mirrors that of the 2020-through-2023 Corvette, requiring the hood to be manually pushed down to fully engage the latch.

As covered previously, the absence of a front trunk on the Corvette ZR1 and ZR1X is the result of their unique aerodynamic and thermal management design. Chief among these changes is a flow-through hood system, where air enters through the front grille, passes through the intercooler heat exchanger, and exits through the top of the hood. This layout improves charge air cooling while also increasing front-end downforce, but occupies the space traditionally used for front cargo storage on other C8 variants, making a frunk impossible to package.



Do You Know What That Little Button on Your Seat Belt Is For

Submitted By [Lief Erickson](#)

**family
handyman**

By [Alex Shoemaker](#) -*Family Handyman's Editorial Process*, Published on Dec. 04, 2024



Discover the purpose of a seat belt stop button and why it's essential for convenience and safety. Learn where it's located, what happens if it breaks, and how to replace it easily.

The little button on a car seat belt might not seem like a big deal, but it actually plays an important role in keeping things convenient and safe. Known as a stop button or retainer button, it's that tiny plastic piece on the **seat belt strap** that stops the metal latch plate—the part you click into the buckle—from sliding too far down when you're not using it.

Imagine if that button wasn't there. The latch plate would just slide all the way down to the base of the seat belt, making it a pain to grab when you're ready to buckle up. Thanks to this simple button, the latch plate stays in an easy-to-reach spot, saving you time and frustration.

Where is the Stop Button Located?

Most seat belts actually have two of these buttons. One is near the latch plate to keep it from sliding down toward the **floor**, and the other is closer to the top, preventing the metal piece from slipping too far up toward the shoulder strap. Together, they make sure the seat belt stays in the right position for when you need it.

What Happens if Your Stop Button Breaks?

Over time, these buttons can wear out or even break off, but they're easy to replace. You can find replacement buttons online or at auto stores, and they're pretty simple to install with basic tools.

It's one of those little things you don't really think about until it's gone. But once you realize how much hassle that button saves you—and how it helps keep the seat belt working as it should—you'll definitely appreciate its small but mighty job.



SVE Reveals 2026 Yenko/SC Corvette E-Ray With 1,564 HP

Submitted By [Mick Yarina](#)



By [Jonathan Lopez](#) - February 9, 2026 3:37 pm



Specialty Vehicle Engineering has unveiled a new forced induction upgrade for the C8 Corvette E-Ray, boosting the hybrid sports car to a claimed 1,564 horsepower. The package builds on SVE's long-running Yenko/SC program, which also includes high-performance upgrades for other GM products, like the Chevy Silverado and Cadillac Escalade. This time, however, the tuner is pairing forced induction with GM's electrified, all-wheel-drive C8.

At the core of the 2026 Yenko/SC package is a heavily reworked 6.2L LT2-based V8. The aluminum block is reinforced with a forged steel crankshaft, forged H-beam connecting rods, forged 2618 aluminum pistons, and ARP high-strength head and main studs. CNC-ported high-flow cylinder heads, an upgraded valvetrain, a proprietary camshaft grind, and a custom intercooled intake manifold further elevate airflow and durability. Custom valve covers with integrated oil separators are standard, while optional custom manifold paint is available.



Boost is provided via twin Garrett 58mm ceramic ball-bearing turbochargers, each water-cooled and paired with water-cooled wastegates. Together, the system delivers an eye-widening 1,564 horsepower when running E85 fuel.

To support the massive output, SVE upgrades both the high- and low-pressure fuel systems, with auxiliary port injection and flex-fuel capability. The Corvette E-Ray package requires a minimum of 91-octane E10 fuel, though maximum performance is achieved on E85.

Drivetrain modifications include a Stage III 8/9 dual-clutch transmission with billet baskets and enhanced pressure controls, engineered to withstand the significant increase in torque while maintaining drivability.

The 2026 Yenko/SC Corvette E-Ray also receives substantial chassis and appearance upgrades. Forged and CNC-machined lightweight wheels measure 20 inches by 10 inches up front and 21 inches by 13 inches at the rear, with multiple styles, finishes, and centercap graphics available. Yenko-branded brake calipers are included, while the exhaust system features exclusive Yenko/SC dual-dual exhaust tips. A black factory exhaust finish is offered, with a high-flow exhaust recommended as an option



Exterior graphics can be specified for the hood and sides in nine standard colors, along with optional carbon fiber, reflective white, or custom hues. Inside, the Yenko/SC Corvette E-Ray receives embroidered front floor mats, sYc-embroidered front headrests, doorsill plates, and numbered key fobs and power badges.

Production is limited to 50 units total, each identified by an individual build number. No pricing information was provided, but interested customers are encouraged to contact SVE directly for more info.

Here's How Much Each Generation Chevy Corvette Would Cost New Today

Submitted By [Dave Seibel](#)

JALOPNIK

BY [FRANKIE CRUZ](#) JAN. 31, 2026 4:45 PM EST



When the eighth-generation Chevy Corvette entered the market for the 2020 model year, its sub-\$60,000 base MSRP was a major selling point. The starting price of a C8 Corvette today, however, has climbed to about \$72,500. That \$12,500 hike is certainly notable, but it isn't the first time Corvette pricing has seen such a jump within a single generation. For instance, a 1984 Corvette had an original base price of roughly \$22,000, which ballooned to nearly \$32,000 in 1990.

Whilst comparing price surges throughout history and assessing the base MSRP for each model year of the Corvette, it's easy to think that things used to be so much cheaper. However, the dollar amount of these original sticker prices don't tell the whole story. With that in mind, we set out to clarify just how much each generation Chevy Corvette would cost today when adjusted for inflation. To achieve this, we referenced the U.S. Inflation Calculator for the first model year of each generation, starting with the C1. We also sprinkled in some other data points, too, such as the final model year pricing and prices for elevated models like the Z06 and ZR1.

C1 Corvette: \$42,463.62

When the very first Chevy Corvette hit the scene back in 1953, it had a base MSRP of \$3,498. When adjusted for inflation, the cost of that same car would be \$42,178.15 in today's money. For reference, that adjusted dollar amount is hardly even enough to get a used C8 Corvette – as C8 Corvettes are still \$55,000 cars – though one could likely find a fairly decent C7 for that amount. The later C1



Corvettes have updated looks and a more powerful V8 under the hood in place of the original "Blue Flame Six" inline six-cylinder engine. Those looking for one of those enhanced versions might be curious to know that the \$4,038 sticker price for a 1962 model would translate to \$43,046.55 in 2026.

On a positive note, if someone managed to buy a C1 Corvette new, then they've made out pretty well. According to the Hagerty Valuation Tool, pretty much all C1 Corvettes in good condition are worth at least \$60,000. This means that the value of these machines has outpaced inflation, making them sound investments for folks who had the foresight to preserve theirs.

C2 Corvette: \$42,760.80



In 1963, the base price of a C2 Corvette was \$4,037 for a convertible model and \$4,257 for a coupe. Adjusted for inflation, that comes out to \$42,473.33 and \$44,787.95, respectively. Although you can certainly find C2s listed for sale in this price range, most clean examples are quite a bit more expensive. A quick look at auction prices on Bring A Trailer will show you plenty of six-figure sales, with project C2s selling in the mid-\$30,000 range.

Of course, values for the first-ever Corvette Z06 are way higher. A 1963 Z06 equipped with a small tank is worth about \$334,000 in good condition. Meanwhile, one with a big tank is valued at a whopping \$452,000. To put that in perspective, the 2026 Chevrolet Corvette ZR1X starts at \$207,395.

In other words, you could buy two of the most capable Corvettes that Chevy has ever cooked up for less than the price of the OG, which was only offered for the '63 model year.

C3 Corvette: \$40,236

By the time the Chevy C3 Corvette entered the market for the 1968 model year, the base price had only increased to \$4,320 for the convertible and \$4,663 for the coupe. Adjusted for inflation, those figures come out to about \$39,965 and \$43,139, respectively. Notably, values for C3 Corvettes vary greatly depending on factory options. For instance, a 1968 coupe that was originally equipped with an L79 V8 is worth a modest \$24,000 in good condition, while an L89 convertible is valued at a much loftier \$102,000. An L88 is even higher still, sitting at a sky-high \$366,000.



Of course, if you know about the history behind the L88 designation, then you already know what makes these particular models so desirable. The L88 option is said to have added roughly \$1,000 to the base price of a Corvette in the late '60s, and there were reportedly less than 220 L88 Corvettes ever produced. Corvette historians will also tell you about an even rarer 1969 Corvette ZL1 model, which may very well be the rarest of them all; supposedly, only two ever reached the hands of the masses. While the L88 package was about one-fourth of the price of the car itself, the ZL1 package more than doubled the MSRP.

We once speculated that the one-off 1969 Corvette ZL1 could bring \$3 million at auction. Well, RM Sotheby's saw one cross the block for an eye-watering \$3.14 million. You can find other C3s for much cheaper prices, but expect to pay up for earlier models with the front and rear chrome bumpers. The same goes for later units equipped with manual transmissions.

C4 Corvette: ~\$75,000



Given the 16-year gap between the C3 and C4, pricing had climbed quite a bit by the time Chevy brought the C4 Corvette to market for the 1984 model year. When it arrived, the C4 Corvette had a base MSRP of about \$24,000 according to most sources, though there isn't much agreement on exact pricing.

Adjusted for inflation, that comes out to more than \$74,000 today. In that regard, one could say a new Corvette is more affordable today than it was 42 years ago.

Regardless, the C4 Corvette has made quite a comeback. Chuck it up to the popularization of the '80s aesthetic. We used to be able to find these things for hundreds of dollars in running condition on Craigslist and The Paper Shop. It's still possible to find running examples for a few thousand on Facebook Marketplace today, though they tend to be a bit more sketchy than they were years ago. What's more, the pendulum has swung for special edition models like the Grand Sport and ZR1, which have started to make their way into collector car territory.

C5 Corvette: \$75,210.30

Although pricing for the first model year of the C5 Corvette is nearly \$15,000 more than the original MSRP for the first model year of the C4, the difference is actually much smaller when adjusted for inflation. For reference, the original base MSRP for a Corvette in 1997 was \$37,495, and that would be \$75,210.30 today. C5s aren't quite as affordable as C4s, though. You can still come across listings with prices below the \$10,000 mark, but at that price point it will likely come with a few headaches.



Notably, a convertible C5 wasn't offered until 1998. In that year, the base price for the coupe had grown to \$37,995 while the convertible came in at \$44,425. Adjusting for inflation yields costs of \$75,044.32 and \$87,744.28, respectively. Fast-forward to 2001, and the Corvette Z06 returns to the lineup with a starting price of \$48,055, translating to \$87,406.62 in today's money. The convertible of that year would be \$85,133.01 based on its original price of \$46,805, while the coupe comes out to \$73,264.77 following its own original \$40,280 cost.

By the time the C5 reached its final model year in 2004, starting prices had grown to \$43,835 for the coupe, \$50,835 for the convertible, and \$52,185 for the Z06. When adjusted for inflation, those figures come out to \$74,708.16 for the coupe, \$86,638.29 for the convertible, and \$88,939.10 for the Z06.

C6 Corvette: \$72,541.59



The C6 can be considered the last of the classic-looking Corvettes. When it debuted for the 2005 model year, it had a base price of \$43,710 for the coupe and \$51,445 for the convertible. When adjusted for inflation, those figures equate to \$72,053.91 and \$84,804.70, respectively. Meanwhile, used values for 2005 models in good condition are about \$23,000 for coupes and \$22,000 for convertibles. If you abide by the mantra of "there's no replacement for displacement," then you should know that those numbers pretty much double when it comes to the Z06.

The first C6 models were nothing to sneeze at with their 6.0-liter engines. But when the Z06 hit the scene in 2006, it came equipped with a beefy 7.0-liter V8 that pumped out 505 horsepower. Torque is plentiful, too, with a peak rating of 470 pound-feet. The Z06's initial price tag was \$65,800, which adjusts to \$105,078.62 in today's money. For reference, pricing for the 2026 model starts at \$119,695. On the other hand, a used 2006 Z06 in good condition is valued at approximately \$37,000.

C7 Corvette: \$72,075.98

Those who were quick to pull the trigger when the C7 Corvette arrived in 2014 enjoyed a base price of \$51,000, which adjusts to \$69,356.13 when accounting for inflation. However, Chevy raised its price by \$2,000 during the first week of March of that year. The same holds true for the convertible, which rose from \$56,000 to \$58,000. The increased prices come out to \$72,075.98 and \$78,875.60 when adjusted for inflation.



The high-performance Z06 would debut the following year with a base price of \$78,995 for the coupe and \$83,995 for the convertible. These prices adjust to \$107,299.84 and \$114,091.40, respectively. The carbon fiber and Z07 performance packages were an additional \$2,995 and \$7,995, or \$4,095.68 and \$10,933.20 in today's money. Slotting between the base Stingray and Z06 was the C7 Grand Sport, which arrived for the 2017 model year with a price tag of \$68,270 for the coupe and \$72,270 for the convertible, or \$90,273.37 and \$95,562.57 when adjusted.

By the end of the C7's run in 2019, the top-shelf ZR1 also joined the lineup, coming in at \$123,720 for the coupe and \$128,220 for the convertible. Unlike the other C7s, stick-shift ZR1s are worth much more today than when new. Adjusted numbers come out to \$155,797.76 for the ZR1 coupe and \$161,464.51 for the ZR1 convertible, and used prices reflect those higher costs. We're sure there are folks who are kicking themselves for not pulling the trigger on one when they were new, especially since Chevy was offering manufacturer discounts for them.

C8 Corvette: \$74,629.63



We previously touched on C8 Corvette values, referencing the \$72,500 base MSRP for the 2026 model year in comparison to the initial \$59,995 base MSRP when it debuted for the 2020 model year. Out of curiosity, we adjusted the 2020 price, which comes out to just around \$74,629.63. In that case, it seems like the newest Corvette is technically a bit cheaper than it was before.

That said, the market is very different compared to when the C8 first entered the market. Back then, greedy dealers were tacking on plenty of extra fees, and inventory was limited due to supply chain issues caused by COVID-19. Today, however, dealers are offering significant discounts on new C8 Corvettes that have been sitting on lots throughout the country. Certain dealer discounts could range from \$10,000 to \$15,000 — if you're lucky enough to find them before someone else snatches them up.

Now, there are all sorts of ways interpret this data and draw different conclusions. But one thing's for sure: there are plenty of options for buyers who are in the market for a Corvette. Given the data we've just reviewed, or regardless of it, which generation would you spend your hard-earned money on?



Time to get the Vettes ready...





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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!!
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"Building a snow Corvette was funner than building a snow fort."

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