



Steel Town News



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

July 2025



Submitted by: *Perry Minnis*

From the Prez:

We are rapidly approaching our 44th "All-Chevy" show. The car show committee, Paula Lewis, Bill Englert and Mick Yarina and myself have coordinated their efforts to organize all the various factions that go into making the show a success.

We believe we are on track to achieve another annual successful show. We have pretty much put most of the pieces in place – we have all but two of the T-Shirt sponsors needed, 18 Trophy sponsors, and the sponsors for all the special show awards.

As usual, we have asked our members to step up to the challenge by volunteering to work the various jobs at the show, donate baskets for the Chinese Auction, as well as gather door prizes and goody bag items and they have, as always, responded wonderfully. Let's pray that the weather cooperates and that we get a beautiful, sunny day.

I hope as many of you that can make it, attend, and support the show. This is one of our biggest money-making events that help us subsidize many club events throughout the year and, more importantly, give us the ability to support the many charities that need our help more now than ever.

I want to thank everyone who, to date, have volunteered to work in the show and I look forward to seeing many of you at the show

Thank you all,

Perry

Special Celebrations:

July Birthdays

1 – Gary Degnan
8 – Donna Gagliardi
10 – Edward Krakowiak
11 – Eli Zorich.
13 – Cathy Lunz
15 – Helga Stanton III
18 – Chris Fiedler
18 – Nick Krizmanich
19 – Jennifer Childers
27 – Susan Franczyk
29 – Karen DeStefano
31 – Libby Pavlakovich

July Anniversaries

9 – Bob & Sandi Stokes
15 – Stu & Ruth Benson
17 – Rick & Cel Conwell
20 – Bill & Jenny Fetcko
29 – Dan & Kathy Gilligan



STCC Welcomes New Members



Paul and Cate Bullock Paul and Cate are owners of a 2008 Silver Corvette. They live in the McKees Rocks area.

We warmly welcome Paul, and Cate to our STCC Corvette Family.

Submitted By: **David Oreski**, Membership

STCC ALL ABOUT POINTS

Revised 10/1/2023

By *Mick Yarina*, Points Chairperson

What are points and how do you earn them? The Point System is designed to acknowledge the members who have been most active in supporting our Club. The point system is rather straightforward, rewarding those who show the most Club enthusiasm and those who are involved in making the Club a success. The Club year runs from **November 1st to October 31st**. The Board of Directors assigns point values for various levels of participation in the club during that period. Members can even earn points when they receive awards at car shows. Board members (including alternates) and their spouses are excluded from point's awards. Since the members who have earned the most points are honored at the annual Awards Banquet Christmas party.

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 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 the first seventeen events for the 2024-2025 time-period, the Points Leaders as of June 19, 2025 are:

Marian Tartaglione	101
Rick Tartaglione	98
George Coppola	66
Steve Tadolini	63
Dick O'Rourke	60
Jo Post	57
Dave Bobeck	54
Lynne Coppola	54
Sean O'Rourke	51
Jack Robinson	51
Wayne Anderson	48
Bill Fetcko	48
Jenny Fetcko	48

2025 STCC Calendar

May 4 CANCELLED	Cruise – Quaker, Steak & Lube, Sharon, PA – (\$10 a car) C A N C E L L E D T B D	CANCELLED
June 17	Member Meeting: – Rochester Inn / Hardwood Grille – North Hills	Rick & Marion Tartaglione
June 28	Cruise –Southwestern Veterans Hospital – Jaguar Club/STCC	Stu Benson
June 28 RESCHEDULED	2025 Chevy Fest - #1 Cochran Chevyfest, 22610 Rt. 19, Zelienople, PA 16063	RESCHEDULED
July 4	4th of July Parade - Brentwood	Dave & Carol Seibel
July 15	Member Meeting: -- Celebrations Bar and Grill @ Imperial	Jo Post & Wayne Anderson
July 27	All Chevy Show @ Bridgeville VFD	Board of Directors
August 3	Cruise – 2 nd Annual Tapestry Senior Living Veteran Recognition Car Show 12-3 pm Coraopolis	???
August 19	Member Meeting: – ??? Member Appreciation	Dave Oreski & Chris Fiedler
August 21-23	Cruise –Corvettes at Carlise	???
September 6-7	Cruise –Lancaster, OH – 20 th Annual Ohio Corvette Club Alliance Corvette Gathering / Hugh White Chevrolet	Perry Minnis
September 16	Member Meeting: -- Elia Mediterranean Grille @ Warrendale	Stu Benson
September 21	Lou Gagliardi Pizza in the Park – Scott Twp Park	Board of Directors
October 19	Movie Night: -- Strand Theater “The Quest” (a Corvette Movie 7:00 pm)	Dave Oreski
October 21	Member Meeting: – Monte Cellos, Ross Township – Election Night	Dave & Carol Seibel
November 8	Veteran’s Day Parade - Pittsburgh	Paula Lewis
November 18	Member Meeting: – Al’s Café / Charity Auction	Perry Minnis
December ??	Christmas/Awards Banquet – Rockefeller’s Grille, McKees Rocks	Rick & Marion Tartaglione
December 16	Member Meeting: – Al’s Café -- Cookie Exchange/Ugly Sweater/OOPS Award	Chris Fiedler

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

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



APPLICATION FOR STCC MEMBERSHIP 2025

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

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

Please complete all questions and mail application and check to:

Steel Town Corvette Club

c/o David Oreski

235 Spang Road

Baden, PA 15005

Date _____ New _____ Renewal _____ Year joined STCC _____

Name _____ Date of Birth (Month/Day) _____

Address _____ City, State, Zip _____

Phone (mobile) _____ Phone (other) _____

E-mail address _____

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

Phone (mobile) _____ Phone (other) _____

E-mail address _____

Wedding Date Anniversary (Month/Day) _____

Corvette(s) owned _____

Year _____ Model _____ Color _____

Year _____ Model _____ Color _____

Year _____ Model _____ Color _____

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

Which projects? _____

STCC member sponsoring you for Membership _____

Your main reason for joining STCC _____

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

Thunder in the Glen 2025 Watkins Glen, New York

By Bill Englert

<https://watkinsglen.com/corvette-thunder-in-the-glen/>



The first Corvette event in Watkins Glen was in 2023 and it was very well attended. Unfortunately, the organizers couldn't secure a date for 2024. But *Thunder in the Glen* returned this year and was a huge success. After a dismal weather forecast all week, Saturday, May 17 was warm and sunny! And just over 120 Corvettes arrived in Clute Park at the southern tip of Seneca Lake for Thunder in the Glen. The weekend activities included a banquet Saturday night with guest speaker Richard Prince.

Watkins Glen is in the Finger Lakes Region of New York. If you've been there, you are familiar with the beauty of upstate New York. If not, you may want to add it to your bucket list. It's less than six hours from Pittsburgh! I stayed in nearby Hammondsport and arrived at the Keuka Lakeside Inn on Friday afternoon. There's something special about a Corvette parked next to Keuka Lake.

After checking in, it was straight over to Watkins Glen for a reception organized by Watkins Glen Promotions. Kookalaroc's featured an outdoor BBQ and live music. Parking was tight but a fellow named Tony guided me into a prime spot next to his black classic (just to the right of my car).



"Tony" turned out to be Tony Vickio, the event organizer – what a great guy! On Saturday morning I arrived early to secure a spot next to the lake, cleaned up the car, and volunteered to assist with parking. That's the best way to see all the cars! Here are two examples. One reminded me of our friend and president, Perry, and the other, Mark Schneider, of course!





The rain finally arrived just after 4:00 when I was on my way back to Hammondsport. I had to pull over and take a picture of this scenic route between lakes. The showers quickly dissipated and Ron, the owner of the inn, suggested I dry off the car in his side yard.



Locals claim, “*The Story of Corvette Begins at Watkins Glen*”. There appears to be considerable documentation that verifies that claim. This quote is courtesy of the National Corvette Museum.

“Harley Earl is the father of the Corvette. The Corvette was his idea pure and simple. He was influenced after World War II watching Jaguars and MG’s run road-racing courses like Watkins Glen. He felt America needed its own sports car and he convinced GM to develop its own, inexpensive two-seater.”



I returned home Sunday morning and missed the police escorted cruise and the laps at Watkins Glen International racetrack. So, I pulled these two picks from the Internet. This event is already on my list for next year!

Windsor, Canada Corvette Show

Sunday, June 8th, 2025

Submitted By: [Perry Minnis](#)

Steel Town Corvette Club was again well represented at this year's Annual Windsor Waterfront Corvette Show hosted by the Corvette Club of Windsor on Sunday, June 8th, 2025. The show is held annually at Dieppe Park across the Detroit River from downtown Detroit and the GM headquarters building. Steel Town participants were Bill Englert, Mick & Theresa Yarina, Perry & Gail Minnis, George and Lory Husar and Joe Fossati

Our caravan started on Friday morning. After making sure everyone had current passports, we drove straight through to Windsor, making periodic rest stops along the way. The weather was horrible as we encountered heavy rain for much of the trip.

After crossing the border at the Ambassador Bridge, we arrived to our hotel late Friday afternoon. We met our Canadian friends, Joe & Liese Sabelli, for dinner at The Keg Restaurant.

Saturday turned out to be a beautiful day. After breakfast we met Joe and Liese who lead our group to tour a Canadian Classic Car Museum and, later, a visit to an antique/craft store for some shopping. We then had lunch followed by a relaxing afternoon spent at Joe and Liese's beautiful home. Of course, this included a visit to Joe's Corvette themed "man-cave" in the basement of their home. Joe has collected a plethora of collectible Corvette items over the years, and he has most of them beautifully displayed in his little corner of the world.

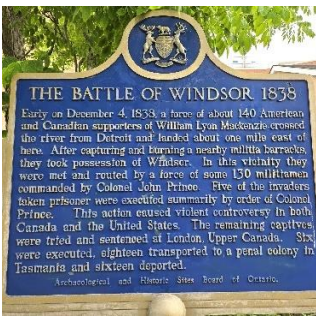
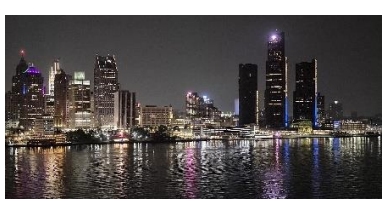
Sunday was also a very pleasant day at the Windsor Club Corvette show. There were hundreds of beautiful Corvettes on display at the show. Congratulations to our own Joe Fossati who was awarded a second-place trophy in the C4 class. This award is very special since the show uses very experienced, professional judges to determine the which Corvettes are awarded. Joe had his car in pristine condition, and it showed well.

Bill and George & Lory left for home right after the show while the rest of our group followed the show with a wonderful dinner with Joe and Liese. After dinner we thanked them for planning a wonderful weekend before saying our goodbye.

Monday was our travel day home. Before crossing the border, we stopped at the Duty-Free store for some shopping. Once across the border, the weather again turned horrible, with torrential rain all the way home. When combined with lengthy construction zones on the highways, the trip home was a true test of patience.

All in all, it was a great trip and a fun weekend made even better by the comradery we enjoyed with our STCC friends





The Dieppe Raid

The Dieppe Raid on 19th August 1942 was the only large-scale assault on the coast of German-occupied France prior to the allied landings in Normandy in June 1944.

Essentially largely to Canadian troops, its objective, to be accomplished within one day, was not to hold a bridgehead, but to test the feasibility of seizing a harbour intact; then considered a prerequisite to the landing of the vast allied force needed to liberate Europe.

Of the 6,000 soldiers who embarked from the English South coast 5000 were Canadian and the remainder, British Commando troops with 50 American engineers and 20 free French. Eight destroyers (7 British, 1 Polish) escorted them.

Assault groups landed on the Western and Eastern beaches to disperse as many as possible of the German batteries and machine guns posted on the cliffs in advance of the main landing on the beaches. These landings were mostly successful.

At 0520 hours on the 19th August 1942, the main Canadian assault began landing on Red and White Beaches supported by bombardment from both sea and air. The air battle was the largest single day battle of the war. The Essex Scottish Regiment was assigned to Red Beach, which reached from the harbour entrance on the east to approximately 200 metres west on the main sea front of Dieppe. Of the 553 members of the Essex Scottish Regiment assisting this

location, only 51 would be evacuated to England after that day, two of whom subsequently died of their wounds. Those who survived and were not evacuated spent the rest of the war as prisoners. The Essex Scottish sustained the highest level of losses of any assault group engaged in the raid.

FOLLOWING THE RAID

Back home, the casualty figures from that morning dramatically knocked virtually every family in Windsor and Essex County as they lost fathers, sons, brothers, grandsons, cousins, nephews, neighbours, school mates, work mates and friends. MP Paul Martin Sr. noted, "That was one of the saddest days in Windsor's history." This could have been the death knell of the Regiment but it was rebuilt and went on to become a key contributor in the major battles of 1944 and 1945 through Caen, Falaise, Dieppe once again, the Scheldt, the Hochwald Forest, Groningen, and into Germany.

DIEPPE Memorials

You are standing in Dieppe Gardens, officially dedicated in 1989 along with the original mine and bunker on the upper level. This park was named in honour of the Essex Scottish and all the men who served in this engagement and in the memory of those from the area who were in Canada's armed forces in World War II.

The local granite quarry and monument in front of you, dedicated August 19, 2010, is identical to the original dedicated in Dieppe, France on August 19, 2010. It was designed by University of Windsor student Ray O'Carroll. At present, 100 pm (and some each year on the 19th of August, the next origin with the single full moon, commemorating the end of the raid on Dieppe. The beach stones around this monument were collected from the beach of Dieppe.

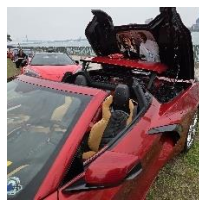
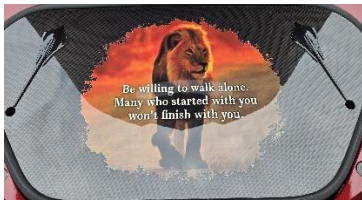
The monument commemorates the Regiment's sacrifice in Dieppe, but also those that made throughout southern Europe until final victory 1945. The engineering, construction and landscaping was undertaken under the supervision of The Essex and Kent Scottish by Delta Canada, the civilian affiliate of the Regiment. The Regiment further acknowledges the generosity of the citizens of Windsor and Southwestern Ontario, the Government of Canada and the Ville de Dieppe.

The plan is Operation BURNIE, the 1942 raid on Dieppe, France. Credits: The Essex Scottish Foundation collection.

The Essex and Kent Scottish

- 1760 - the Essex Company and the Kent Company were part of the (British) Detroit Militia
- 1764 - 1812 - Regiment of Essex Militia and the Regiment of Kent Militia brought with the British and 1805 - formation of the 21st Essex - Battalion of Infantry
- 1899-1900 - Sixteen members of the 21st Battalion, Essex, fought in the South African War.
- 1914 - Locally born infantry battalions were raised for service in WWI but only the 18th Battalion, Canadian Expeditionary Force were sent to a unit.
- 1917 - Regiment member Lance Sergeant Ellis Schmitt awarded the Victoria Cross, the highest recognition of valor in combat at Vimy Ridge on April 9
- 1927-1948 - The Essex Scottish with the Canadian Infantry Corp as the best militia infantry eight times during this period.
- 1939 - The Essex Scottish and the Kent Regiment mobilized for war, but only the Scottish went overseas as a formed unit. The Canadians were 2,350.
- 1940 - Locally born infantry battalions were raised for service in WWII but only the 18th Battalion, Canadian Expeditionary Force were sent to a unit.
- 1945 - Regiment member Major Fred Tilton awarded the Victoria Cross, the highest recognition of valor in combat at Hochwald Forest on March 1
- 1954 - The Essex Scottish and the Kent Regiment were amalgamated to form The Essex and Kent Scottish.
- 1975 - The Essex and Kent Scottish won the King's Trophy as the best militia unit in the Army.
- 1946 and beyond - Members of the Regiment have served in many overseas peacekeeping missions, conflicts and wars, including Cyprus, the Former Yugoslavia and Afghanistan.





CORE-Vette DAY

June 14th ,2025

Submitted By: *Frank Holby*



On June 14th, 2025, 24 STCC members made their way to CORE (The Center for Organ Recovery and Education) and were greeted by Necole Lazaro, Community Outreach Coordinator, who was our guide and explained the transplantation process. CORE'S Mission and Vision is "To save and heal lives through donation, and that every potential donor will make the pledge for life."

We learned that there are over 100,000 people on the waiting list for an organ transplant, and that most of them are for kidneys. We were also told that a single donation can help up to 75 individuals. In addition to the organs, heart, lungs, kidneys, and liver, we can also donate cornea, tissue(skin) and bones. One use of bone is, bone grafting in dental surgery. The bone comes from a donation. One use for skin is for burn victims. There is no age limit for donations. One donor was a 98-year-old man. Doctors will make the decision if an organ is suitable or not for transplantation.

CORE is one of 57 OPO's (Organ Procurement Organization) that are approved and regulated by the Federal Government. Their service area is ½ of Pennsylvania and West Virginia. CORE is a 24/7 operation and there were people there working on placing and receiving organ donations. While we were there, we were told that a potential donation was in progress.

Once a donation is made, they try to place the organs within their region; however, if that is not possible, they contact UNOS (United Network for Organ Sharing) which is a federal organization and is responsible for maintaining a list of all people on the wait list, and vital information necessary to determine who is the next in line to receive that organ.

Next, we were taken to the "Fly Out Room" and introduced to Laura Cwynar, Organ Recovery Manager. One of her responsibilities is to make sure that all necessary items needed by the recovery team is available for them to "grab and go."

Laura also said that developments in the design of containers used in the transportation of organs has improved greatly, which has also improved transplant outcomes and increased time available to transplant the organs.

Once a donation is made, all additional costs for the hospital are covered by the OPO, and, they are reimbursed by insurance companies and the government.

If you want additional information or want to register to be an organ donor, go to their web site: www.core.org.





June 17th, 2025 - Members Meeting

Submitted By [Marion & Rick Tartaglione](#)



The Rain Gods were working overtime on June 17th! Despite that, we had a whopping 65 members in attendance!

Rochester Inn and Grill slammed it, bringing drink and food orders out quickly.

Susie Young was the 50/50 winner, taking home \$220! Jo Post and Bill Fetcko were each winners of \$25 gift cards for Rochester Inn and Grill.

We thank all those who signed up in advance, allowing us to give the restaurant an estimated attendance count. Please be gracious enough to **RSVP** for the remaining meetings!

If you have not run a meeting, please consider signing up for one next year!

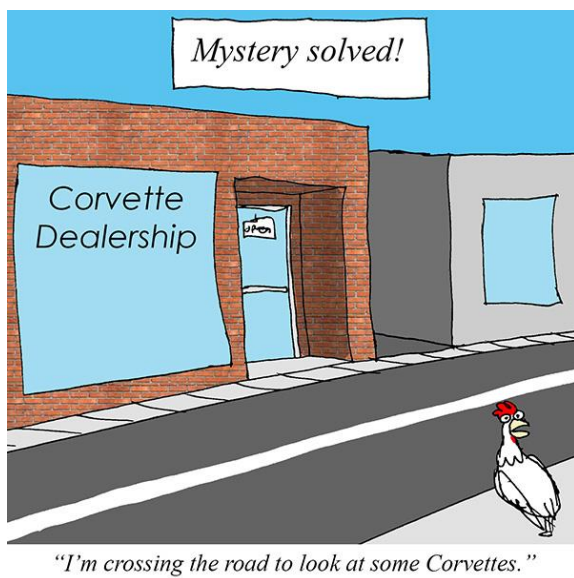
As always, it was wonderful to see all your smiling faces!

Thank you,

Marian and Rick Tartaglione







Wanna Go Racing?

Submitted By [Mark Snyder](#)

KEYSTONE Raceway EST. 1967

12 FUNNY CAR Nationals

18 19 20 OUTLAW DIESEL SUPERSERIES

26 27 660 JUNIOR NATIONALS

27 28 66 AUTOMOBILE PID/KEYSTONE NOSTALGIA Nationals

16 NIGHT OF FIRE

24 25 26 GHOSTS GOBLINS AND GEARHEADS

Sponsors: Sams, Seibert, DD Metal Recycling, Hampton's, KAPPA, SPEED, FUEL FACTORY, Summit, JONES, REAL PRINTING INC., TOPFUEL ENERGY SERVICES, PALCO POWER SYSTEMS, LUTTY'S CLOTHES WAREHOUSE, TRACKSIDE, RJS, GOTOS TRUCKING LLC, SHERWIN WILLIAMS, MM, SE SCOTT ELECTRIC, MILLER TOWN.

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

2025 SCHEDULE

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

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

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

2025 VETERANS' CAR SHOW

Submitted By: [Stu Benson](#)

Saturday, June 28th, 2025



STCC once again turned out in force for the 2025 Veterans Show organized by the Jaguar Club of Pittsburgh (JCOP). There were more Corvettes present than any other marque and while there were some really nice British cars (including a 1947 Bentley, a 1968 Jaguar E-Type, a 1973 Triumph Stag in concours condition, a passel of other Jaguars) and a 2011 Lamborghini Gallardo, it was the Corvettes that everyone else and every one of them was just gorgeous.

While the weather forecast was, shall we say, "up in the air" for weeks and days leading up to the Veterans Show, Saturday, June 28th dawned sunny and nice. While clouds came in a bit, they cleared during the show and not a drop of water fell on the show. If anything, it was sunny although near the end we heard thunder since there were localized storms in the area but none touched us.

The Veterans turned out *en mass* to see the cars and talk with all of us. Coming out of the Southwestern Veterans Center with aides from the Red Cross or their families, the vets utilized canes, walkers, wheelchairs, and even a mobile bed. Amputees, double amputees, and other impairments were observed. We got to interact with more vets than in previous years and the person at the Southwestern Veterans Center who worked with the Jaguar Club to organize the event not only thanked both clubs for the great turnout of cars but more importantly how interactive and friendly the car owners were in talking with the disabled veterans. Various family members and Red Cross volunteers who wheeled vets around all reported that so many of the vets had a glint in their eyes they had not seen for some time and they attributed it to the substantial socialization enjoyed by the vets with the car owners.

By all accounts, more vets came out of the center to see the cars and talk with their owners than in any previous year. It was a two-way treat since STCC was present for that very purpose, namely to be a resource to interact and talk with the disabled veterans; the cars were just the incentive to get conversations started about cars the vets owned and drove in the past, what cars they liked the best that were at the show and those they like that were not present, and this all segued into discussions about their service for our country. There was the obvious pride by the vets regarding the specific service branch they were in (Army, Navy, Marines, Air Force, Coast Guard) but competition between the branches took second fiddle today to the camaraderie enjoyed by everyone with everyone else. Just as STCC members were found enjoying the "other marques" and the owners of non-Corvettes enjoyed seeing the Corvettes and all owners talking with the other owners. After all, Stu Benson is not the only one who has more than one type of car even if he sometimes comes to the Veterans Show in a Jaguar and sometimes in a Corvette. Stu wore both club name tags at this Saturday Veterans Show even though he brought his red Jaguar E-Type Open Two-Seater (that's British-speak for a convertible or roadster).

JCOP arranged this year to provide, free of charge, a nice selection of donuts from Oakmont Bakery, coffee from Starbucks, and multiple coolers filled with all kinds of ice-cold soft drinks and water. It was a warm day and the drinks were welcome.

While the Show was scheduled to run from 10:00 AM (which was when the Corvettes came up the hill from Washington Blvd and the rumble of the engines could be heard a long distance away) until 2:00 PM, it was decided to wrap up a bit early for a number of good reasons. One was the threat of rain with some thunder occasionally heard in the distance; looking on mobile phone weather apps showed showers that were localized here and there. Another reason was the Southwestern Veterans Center advising us that after a huge turnout of vets into the show lot, the vets went to lunch and after lunch they were scheduled for bingo and “nothing interferes with their bingo.” Since no more vets were going to be visiting with us, we all agreed to wrap up the show most successfully and enjoyably. Members of STCC and JCOP interacted extensively and made new friends with each other, sharing many adventures from their work, family, and social and car histories that resonated with each other.

If anyone has any suggestions on improving the Veterans Show or other feedback, don't hesitate to share the same with Stu Benson (contact@steeltowncorvetteclub.com). The consensus was that the show should be reprised once again in 2026.

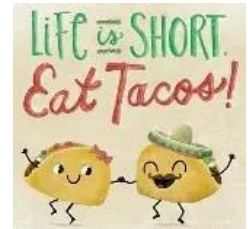




Celebrations Bar & Grill

July 15th, 2025

Submitted By *Jo Post & Wayne Anderson*



Please join us for “TACO TUESDAY” for our July monthly cruise and meeting!

This one-of-a-kind Steel Town Corvette Club event will take place on the back deck of:

Celebrations Banquet Bar and Grill
8110 Steubenville Pike
Imperial, PA 15126

Please wear your most **FIESTA** style *summer clothes for* a chance to win an amazing prize for best outfit! Especially important, **PLEASE RSVP ON or BEFORE July 10th** to have your name entered into a drawing for a \$25 gift card (Two of them)!! E-mail is contact@steeltowncorvetteclub.com -- *notice that my email address has changed*. Please include the head count in your party along with each name for the drawing!

The festivities will begin when we meet at 5:15 PM in the parking lot next to Thai Foon, 1950 Settlers Ridge Center Drive, Pittsburgh, PA 15205 for the Cruise. This is in Settlers Ridge Shopping Center in Robinson Township. At the opposite end from Giant Eagle. We will rev our engines and leave at 5:30 PM for a rip-roaring ride through hills and dales, boonies, and tiny towns to arrive at Celebrations at 6:00 PM for food, drinks, and fun! Wayne Anderson will be leading the pack, so be **afraid**, be very **afraid**! You never know what this **wild** enthusiast will do! Of course, Jo Post will be by his side egging him on! You sure don't want to miss it!!





Steel Town Corvette Club 44th Annual *All-Chevy Show – Sunday, July 27, 2025*

*Established in 1972,
Steel Town is celebrating
53 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 107 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!

Steel Town Corvette Club 2025 All-Chevy Show Registration Form

Sunday, July 27, 2025 - 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: Paula Lewis (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	2020-2025
Class #9	Modified Corvette	1953-1982
Class #10	Modified Corvette	1984-2025
Class #11	Stock Chevrolet	1911-1954
Class #12	Stock Chevrolet	1955-2006
Class #13	Modified Chevrolet	1911-2025
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 2025) All Chevrolet Models 2007-2025 & Trailered Vehicles	All Years thru 2025



2nd
Annual

VETERAN

recognition

CAR SHOW

SUNDAY AUGUST 3RD
12 PM TO 3 PM

All donations are for



TAPESTRY
SENIOR LIVING
Senior Living

550 CHERRINGTON PKWY
CORAOPOLIS, PA 15108



Erica Nochi Bruns
TREASURER



Humana



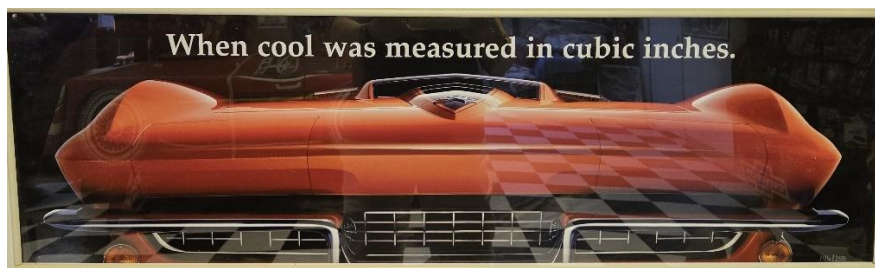
44th Annual Steel Town Corvette Club All-Chevy Show

Submitted By: [Paula Lewis](#)

What makes the annual Steel Town Corvette Club car show successful and the most anticipated show of the year? YOU! Without the help and dedication of our club members, our show would not be going into its 44th year. Even if you are not able to attend the show or can only volunteer for a few hours, your contributions are greatly appreciated.

There will be a volunteer sign-up sheet at the June and July meetings. Please consider helping throughout the day at the show even if it is just for an hour or two. If you are not able to attend, we greatly welcome donations for door prizes, goody bags and auction baskets.

Please reach out to Paula Lewis (contact@steeltowncorvetteclub.com) with any questions or comments about the show.



CHECK IT OUT!

By Bill Englert contact@steeltowncorvetteclub.com

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

<https://www.facebook.com/pages/Steel-TownCorvette-Club/30024793998861>

Steel Town Corvette Club - Home

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

contact@steeltowncorvetteclub.com

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

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



BY STCC MEMBERS:



C6 2008 **NEW** FR:18"/RR: 19" (*more info on Website*)



Four (4) stock silver wheels (2 front / 2 rear) for 2023 C8 Corvette. Stingray Racing center caps. Wheels have about 6,000 miles. Ceramic coated. Excellent condition. No nicks, no scrapes. \$600 for the 4 wheels. Front Dimensions: 19"x 8.5" Rear Dimensions: 20"x11".

Randy Baker at contact@steeltowncorvetteclub.com

Salute to All STCC Members Who Have Served in the Military

Requested By [Lory Husar](#)



STCC Members

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

Thank You,

Lory Husar

2025 PVGP SCHEDULE

After wrapping up another successful event this past summer, the Pittsburgh Vintage Grand Prix is preparing for 2025. The 43rd annual motorsport festival will run from July 11 through the 20th, with the signature Schenley Park Race Weekend on July 19 and 20.

Lotus is the 2025 Marque

The PVGP has come full circle as Lotus was our first honored marque 40 years ago in 1985. We will have a strong representation of British racing legends, including the Lotus Seven, FJ18, 23, 51 and Elan.



Mazda Miata Spotlight Mazda and Miata will be our Spotlight. Introduced in 1989, the Miata is now the best-selling sportscar of all time, and the local clubs are sure to fill the car shows throughout the 10-day festival.

2025 PVGP RACE WEEK

- **Kick-Off Rallye** at Dual Devils Garage - Sunday, July 6 [Details](#)
- **Black Tie Gala** at Heinz History Center - Friday, July 11 [Details](#)
- **Historics at Pitt Race** - July 11-13 [Details](#)
- **Walnut Street Invitational Car Show** - Monday, July 14 [Details](#)
- **Waterfront Car Cruise** - Tuesday, July 15 [Details](#)
- **Sewickley Stampede & Roundup** - Tuesday, July 15 [Details](#)
- **Downtown Pittsburgh Car Display** - Wednesday, July 16 [Details](#)
- **Tune-Up** at SouthSide Works - Wednesday, July 16 [Details](#)
- **Countryside Tour** - Thursday, July 17 [Details](#)
- **Grand Prix Garden Party at Phipps** - Thursday, July 17 [Details](#)
- **Schenley Park Race Weekend & Car Show** - July 19/20 [Details](#)

VETTES for VETS

Submitted By: [Jo Post](#)



I will begin collecting backpacks again this year for the “*Pittsburgh Back to School Event*” through Operation Home Front, starting at the May cruise thru August 15th. This is in coordination with Deb Krall, Operation Home Front providing the children of every deployed service member, from every branch of the military in our local area, that they know are in need of some assistance, with a new backpack filled with school supplies from the Dollar Store. This will ensure that the children will start school off with everything they need to participate and learn. I’m hoping that the Board and our members will continue this much needed support.

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

1. **To help our wounded warriors:** Just continue bringing your old cell phones to the monthly meeting. They will be shipped to our partner recycle company, with all funds sent directly to The Wounded Warriors Project.
2. **To help our deployed troops relax a little with a good movie, when they have off-duty time:** Just bring DVDs – used or new. They will be given to our service members by Deb Krall, Operation Home Front.
3. **For the children — May thru August 15th:** Bring a new, regular sized, gender-neutral backpack or, if you prefer, donate any amount you want to contribute toward a backpack and I will combine the money to purchase additional backpacks in order to supplement any donation that was made by the club, or send another check to Operation Homefront if I reach at least \$100. They need \$2,000 to purchase the minimum number needed. In the past, donations have been given to Perry to be sent along with any donation approved by the STCC Board. If you don’t want to shop, and would like to help, you can donate to Perry or me.

Now you have three great reasons to clean out a few drawers, and contribute some much-needed support to our troops. This is the perfect time to start working on this. Please bring the items to our monthly cruises or meeting, give them to ***Jo Post or Wayne Anderson*** - we’ll do the rest. Thank you again for all that you do to help others in need!!



Steel Town Corvette Club Movie Night

“The Quest”

Submitted By **Dave Oreski**



Steel Town Corvette Club is presenting a Movie Night on Sunday night, October 19th, 2025, starting at 7:00 pm at the historic *Strand Theater*, 119 North Main Street, Zelienople, PA 16063. The Strand Theater, one of the oldest theaters in Pennsylvania, was built in 1914, featuring silent films as well as Vaudeville-style shows on its small stage. After a long run of plays, movies, and musicals the Strand closed in the mid-1980s and sat abandoned for over 20 years. In 2001, the Strand Theater Initiative was formed in hopes of saving the structure. By 2006, enough funds were collected to start the renovation process. In June 2007, work began on the interior of the theater. A

complete rebuilding of the structure began in March 2008. The theater re-opened in July 2009. It is now an acclaimed venue for theatrical performances.

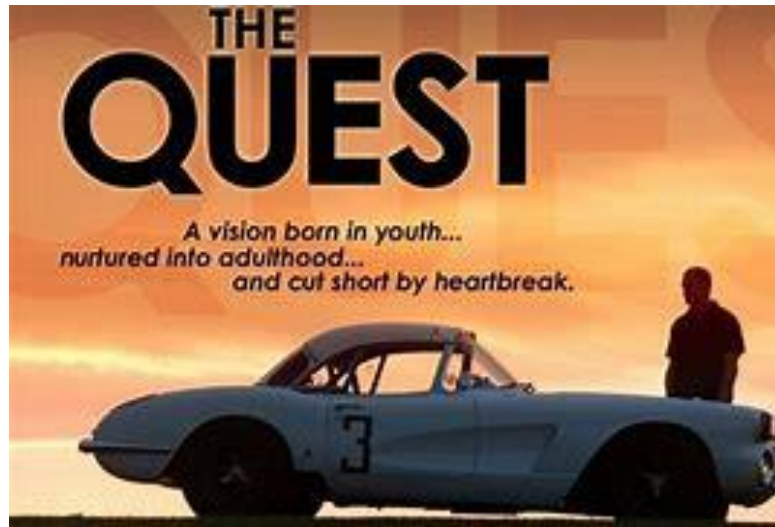
The featured movie is “*The Quest*”, a must-see movie for all Corvette enthusiasts. “*The Quest*” chronicles the beginnings of Corvette Racing at the famous 24 Hours of Le Mans Endurance Race in France. Corvettes first appeared there in June of 1960. The film re-caps that historic race and what happened to both the Corvettes and their drivers. Following the race, all four Corvettes were lost for decades. Collectors, restorers, and enthusiasts came to recognize the historical significance of these cars and comprehensive search efforts were put into place. Three of the four 1960 Le Mans Corvettes were eventually located. “Corvettes at Carlisle” promoters Lance and Chip Miller set a personal goal of finding the last missing Corvette -- the 1960 class-winning #3 Corvette -- acquiring it and restoring it. The goal was to return it to Le Mans with one of the original drivers, legendary racer John Fitch, to mark the 50th anniversary of the car’s win. “*The Quest*” reveals a series of intermingled stories that all feed into the emotional tale of a son doing what he felt compelled to do in honoring his father’s wish. Told by many of the people directly involved, “*The Quest*” uses archival materials to weave a story never told in its entirety...until now.



Tickets, **\$10.00 per person**, are available from Steel Town Corvette Club, c/o David Oreski, 235 Spang Road, Baden, PA 15005. Checks should be made out to “Steel Town Corvette Club”. All tickets are advance sale. *No tickets sold at the Strand Theater*. See the [event flyer](#) for additional ticket ordering information.

Steel Town Corvette Club Presents

Submitted By: [Dave Oreski](#)



Four Corvettes raced at the 1960 24 Hours of Le Mans Endurance Race but the whereabouts of only three were known. Many decades later, Lance and Chip Miller of "Corvettes at Carlisle" decided to find the class winning #3 1960 Corvette and restore it to as raced condition. Depending on their success at finding and restoring the #3 Corvette, their ultimate plan was to return to Le Mans for the 50th anniversary of the #3 Corvette's historic victory with the car and one of the original drivers of the car.

"*The Quest*" is a riveting story told by those who experienced it all firsthand.

7:00 pm – Sunday, October 19th, 2025

The Strand Theater, 119 North Main Street, Zelienople, PA 16063

Limited number of tickets: **\$10.00** in advance. **No** tickets sold at the theater.

Ticket order forms *must be* received by September 30th, 2025

Make checks payable to "*Steel Town Corvette Club*". Mail check and order form to: Steel Town Corvette Club, c/o David Oreski, 235 Spang Road, Baden, PA 15005

Information: David Oreski (412) 427-3375 E-mail: oreski@zoominternet.net

Name: _____ # of tickets _____

Address: _____ @ \$10.00 ea.= _____

City: _____ State: _____ Zip: _____

Phone: _____ Corvette Club: _____

Here is the Reason Why Chevy Didn't Call the ZR1X the ZORA

Submitted By [Juno Quintilis](#)



By [Mitch Talley](#) -Jun 18, 2025



After years of speculation on the internet that the ultimate mid-engine C8 Corvette would be named in honor of its original champion, [Zora Arkus-Duntov](#), Chevy let the air out of our sails this week with the introduction of the...ZR1X.

So after going to the trouble in the past few years of [trademarking the name ZORA](#) (perhaps to prevent some other company from doing so?), why did GM not take things a step further and pay tribute to the engineer who was there almost from the very beginning and always wanted the Corvette to switch to a mid-engine format?

Well, *Road & Track* has the [official answer straight from a GM spokesman](#): “ZR1X is an extension of the ZR1 family, so we believe ZR1X is a fitting name for the new variant.”

That makes sense in some ways, since the new C8 variant [unveiled this week at the Bowling Green assembly plant](#) is basically a ZR1 on steroids – with the addition of all-wheel drive and an even more powerful electric motor than is used in the similar hybrid (and less powerful) E-Ray to produce the 1250-horsepower behemoth.



“I know ZORA was broadly speculated by enthusiasts, but since it was future product, it was never something we weighed in on,” the same Chevy spokesperson told R&T. “What I can tell you is the team felt this Corvette was deserving of the ZR1 designation, and it was an opportunity to show that even though ZR1 and ZR1X are different cars, they have strong familial resemblance and represent ultimate Corvette performance.”

Road & Track also suggested its own theory about the name, writing: “Chevy isn’t saying this, but maintaining the ZR1 designation ensures a ‘greater’ version of the Corvette doesn’t minimize the herculean car that the ZR1 is. Like Chevy says, they’re different cars, but both the ZR1 and ZR1X represent ‘ultimate Corvette performance.’”

As for the use of the “X,” which officially stands for nothing, Chevy says there was “no grand scheme behind it” and that it “was about sticking close to ZR1.”

Perhaps, Chevy might make amends to enthusiasts who were hoping for the “ZORA” by offering a special package, say, like the Atlantic and Pacific editions of the C7, but those were appearance options and go against the hardcore, performance-oriented nature of Arkus-Duntov throughout his career. After all, he hated the split-window in the '63, so we wonder if he would be in favor of its reappearance on the new ZR1X coupe (though the blind spots aren't as much of a concern now thanks to technological advances).



Submitted By: [Lory Husar](#)

CORVSPORT [CorvSport](#) · L88 - April 17, 2025

DeLorenzo's First Corvette L88

(This article was first published on our sister site SportsCarDigest.com. It has been re-published for CorvSport readers to enjoy.)



This 1967 Chevrolet Corvette Convertible was the first Corvette produced with the RPO L88 option package. The only Tuxedo Black 1967 L88 built in convertible form, it was driven in competition by Tony DeLorenzo Jr., one of the most successful Corvette racers in history.

The son of GM Public Relations Executive Anthony G. DeLorenzo, Tony's association with high-performance GM machinery dated back to his early youth, when the family driveway was home to an ongoing parade of factory executive demonstrators that included 389 Tri-Power Pontiacs, a customized and turbocharged 1963 Corvair from GM Styling Chief Bill Mitchell's personal collection, and Chevrolet General Manager Ed Cole's Silver fuel-injected 1963 Corvette split-window coupe, which he loaned to DeLorenzo Sr. before production officially began.

When Tony's attention turned to sports car racing, he asked his father if he could order a new 1964 Corvette company car for the summer. Unaware that his son planned to take the Corvette to the SCCA's driving school at Watkins Glen, New York, Anthony DeLorenzo Sr. agreed to place the order, which young Tony and his older brother Peter specified as a black-on-black coupe with fuel injection, an M20 4-speed manual transmission, heavy-duty finned drum brakes, knock-off aluminum wheels and radio delete. Immediately upon its arrival, the brothers prepared the Corvette for track duty, stripping it down and installing a roll bar.



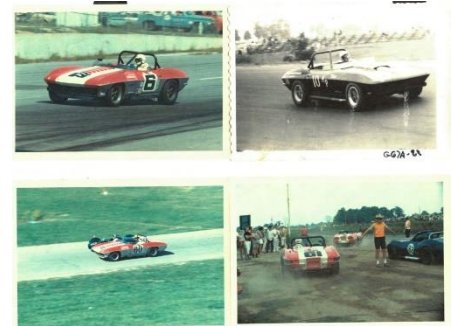
As recently recounted by Peter, one day while working at his summer job with Chevrolet Sales Promotion, Tony received the phone call of a lifetime. On the other end of the line was Corvette Godfather Zora Arkus-Duntov, who after enquiring as to Tony's plans for the Corvette, asked him to deliver the car to Chevrolet Engineering in Warren, Michigan, to "take care of a few things." Arkus-Duntov soon presented Tony with his Corvette, which had been extensively modified, including revisions to the brakes, suspension and engine. The trip to Watkins Glen ended with the chief instructor telling Tony he didn't need any more instruction, and his racing career began soon after at the wheel of a more affordable 1965 Corvair.

As Tony polished his driving skills in SCCA A Production competition, Arkus-Duntov's Corvette Engineering Group back in Warren began developing the new 427 Mark IV engine for use in the Corvette as a full-bore endurance racing engine, and in 1967, their work came to fruition as the centerpiece of the racing-purposed RPO L88 option package. Using a reinforced cast-iron block with 4-bolt mains and incorporating a forged and Tuftrided steel crank, forged rods, 12.5:1 pistons, aluminum heads, a radical solid-lifter cam, a dual-feed Holley 850 CFM 4-barrel carburetor atop a plenum aluminum intake manifold, and K66 transistorized ignition, the L88 was a formidable powerplant. While what little company literature there was rated the L88 engine at a paltry 430 HP, it could in fact be tuned to produce approximately 560 HP at its 6,400 RPM redline and 470 lb-ft of torque at 5,200 RPM.



In addition to the mighty Mark IV engine, the L88 option could only be had with a lightweight flywheel and heavy-duty clutch, a required M22 “Rock Crusher” 4-speed manual transmission, J50 special heavy-duty power brakes with J56 heavy-duty calipers, F41 suspension, the bullet-proof G81 Posi-traction rear end, special cross-flow radiator and radio/heater delete; it gave the Corvette almost boundless potential in competition.

The L88 instantly established its racing dominance with the Tuxedo Black 1967 convertible offered here, the very first regular-production L88 Corvette built. It was delivered to Hanley Dawson Chevrolet in Detroit, which also supplied the young DeLorenzo with all the equipment and financial backing necessary to mount a full campaign in SCCA A Production racing. Delivered into the Hanley shops directly from the transporter, the car was immediately prepped to A Production specs and then entered into its first event at Wilmot Hills, Wisconsin, which it won going away. At the next event at Elkhart Lake, the car’s 155 MPH top speed was such a shock to Anthony DeLorenzo Sr., who was watching from the pit straight, that it was two years before he would attend another of his son’s races.



That successful first season qualified the car for the SCCA Runoffs at Daytona Beach, where Tony qualified third among a snarling trio of 427 Cobras driven by pole-winner Ed Lowther, Jack Hurt and Dick Smith. Some of Tony’s strongest competitors were eliminated in an early multi-car wreck, which he avoided in driving to a second-place finish behind Dick Smith’s Cobra. Tony’s performance at the Daytona Runoffs drew considerable attention, especially after it was reported in the pages of Chevrolet’s quarterly “Corvette News.”



Teamed with Chevrolet engineer and accomplished Yenko Stinger Corvair racer Jerry Thompson, who won the 1967 SCCA National D Production Championship, they raced the car successfully through the 1968 season under sponsorship from Hanley-Dawson Chevrolet and then Owens-Corning. After the 1968 season, DeLorenzo sold the L88 to Doug Hooper, who raced the car for

several years in B Production. It was subsequently campaigned by a race team in Canada throughout the 1970s with a winning record that culminated in the 1982 Canadian Road Race Championship. During its racing career, the DeLorenzo 1967 L88 received multiple body modifications that were typical for many extensively campaigned Corvette race cars of the period.



In 1982, the car was purchased by Wayne Walker of Zip Products in Virginia and expertly restored by Corvette specialists Ken and Gary Naber of Houston, Texas. The quality of the work earned Bloomington Gold certification and multiple NCRS Top Flight awards in 1984, National NCRS Top Flight award, NCRS Performance Verification and an invitation to the Bloomington Gold Special Collection in 1985. Walker featured this car on both the front cover and back cover of Zip Product’s mail-order catalog.

Steve Hendrickson of Minnesota purchased the L88 in 1986. During Hendrickson's ownership, Franklin Mint produced a special L88 die-cast model of this car and it was invited to the Bloomington Gold Special Collection in 1988 and 1992. The car later became part of the Larry Bowman collection in 2000. In 2003, the car made a special appearance at the Monterey Historic Automobile Races, where it was reunited with its first owner for one last race, an event that delighted Tony DeLorenzo Jr. and an appreciative audience. Bowman sold the L88 in 2010, and soon after, it was part of the Showcase Display at the Corvette and Muscle Car Nationals, where it earned the Triple Diamond award. More recently the L88 earned the NCRS American Heritage award in 2013 during the ownership of Chuck Ungurean.



The first of 20 L88s produced in 1967, this car boasts a very impressive racing career that has made it one of the most historically significant L88s in existence. Restored to concours-quality standards by the Naber Brothers and documented with the original title, Protect-O-Plate with Al Grenning affirmation and a Letter of Testimony from Tony DeLorenzo Jr., this L88

certainly qualifies as the centerpiece of any collection, a premier example of the most powerful and dominant production Corvette racer of its era.



The Chevrolet Corvette ZR1X Is the Most Powerful American Car Ever

Submitted By [George Husar](#)



[GARY GASTELU](#)

Published: Jun. 22, 2025 11:13 PM ET Updated: Jun. 23, 2025 04:34 AM ET

The newest Corvette is a hybrid hypercar

The Chevrolet Corvette ZR1X is the most powerful car GM has ever built.



Last year, Chevrolet launched the fastest car ever built by a mainstream American automaker.

The [Corvette ZR1](#) has a 1,064 horsepower V8 and a top speed of 233 mph. GM president Mark Reuss even took on the job of testing it at maximum velocity himself. Surely because he's a stickler for quality control and not because he has a lead foot.

However, it wasn't the most powerful American car. Not even close. That title belonged to the Lucid Air Sapphire sedan, which has three electric motors that produce a combined 1,234 horsepower. Even the latest tri-motor GMC Hummer EV pickup is rated at 1,160 horsepower.

So, what did Chevrolet do? Well, it got one of those electric motors and stuffed it into the ZR1.

The Corvette ZR1X combines a mid-mounted V8 engine with a front electric motor.



The new 2026 Corvette ZR1X is essentially a Corvette ZR1 with an electric motor under the hood. It powers the front wheels and adds 186 horsepower to give the car a combined 1,250 horsepower and all-wheel-drive. Chevrolet followed a similar formula when it turned the Corvette Stingray into the hybrid [Corvette E-Ray](#), but with a milder 655 horsepower output.

Chevrolet hasn't confirmed the Corvette ZR1X's top speed, but it likely won't be faster than the Corvette ZR1's. The electric motor in the Corvette E-Ray is geared to cut out at 150 mph, as it is mostly about aiding with traction and acceleration, and the Corvette ZR1X's should follow suit.

To whit: Chevrolet says the Corvette ZR1X can accelerate to 60 mph in less than two seconds and the rear-wheel-drive Corvette ZR1 needs 2.3 seconds. The Corvette ZR1X wouldn't be as quick if the extra power had just been sent to the rear tires, which are already at the limits of grip. The Corvette ZR1X can also cover a quarter-mile in less than nine seconds, while the Corvette ZR1 needs 9.6 seconds. In the drag racing world, that difference is an eternity.

Chevrolet will announce more precise performance figures closer to when the Corvette ZR1X enters production late this year, but it isn't primarily designed for straight-line speed. It has a computer-controlled suspension and is available with an optional rear wing and bodywork modifications that generate up to 1,200 pounds of aerodynamic downforce, which helps it stick to the pavement while going around curves, just like a racing car.

The Corvette ZR1X is available in a high-downforce configuration for track driving.



Despite it being a hybrid, don't expect The Corvette ZR1X to be particularly fuel efficient. The Corvette E-Ray has the exact same 19 mpg combined fuel economy rating as the Corvette Stingray, but at least the power boost doesn't come with a penalty. The Corvette ZR1 gets just 14 mpg, and that's when you're taking it easy, not when you're taking advantage of its performance.

Chevrolet hopes customers will consider the Corvette ZR1X not just as a mere supercar, but as a bargain "hypercar" that competes with multi-million-dollar offerings from exotic European brands like Ferrari, McLaren and Lamborghini. Exactly how much of a bargain it will be has not yet been revealed, but the Corvette ZR1 starts at \$175,195 so the Corvette ZR1X's price will probably fall somewhere above \$200,000.

That's a lot for an American sports car, but it will be far from the most. The 815 horsepower [Ford Mustang GTD](#) that just went on sale will be the Corvette ZR1X's top domestic rival. It's not as quick or fast as the Chevy, but has a base price of \$327,960.

Sometimes being second isn't a bad thing.



Evolution of Corvette Tires

Submitted By [Dave Seibel](#)



news@corvette-central.com

Keeping up with the Corvette's incarnations through the years has meant changes in the tires, from simple bias-ply to radial styles, with each generation increasing size, traction, and performance to match the evolving Corvette bodies' requirements. Follow the story of how the tires changed and were adapted for each generation.

C1 - 1953-1962



America's Sports Car has evolved in many ways through the years, and a special part of the high-performance formula is traction. Every legend starts somewhere, and the Corvette began with bias-ply tires with a contact patch of less than five inches. The 6.70-15 bias-ply size remained the same for the entire first generation of Corvette production from various brands during that first decade. Goodyear, BFGoodrich, Firestone, and others were available, and the only other variances came with the width of the whitewalls. Early C1 Corvettes used the widest whitewalls, sometimes as wide as three inches, but these whitewalls got incrementally smaller year by year. Finally, in 1962, a significant change occurred across all American auto manufacturers, resulting in a transition to one-inch whitewalls. Black wall tires were also an option in 1959-1962.

C2 - 1963-1967



Although the C2 had an outstanding chassis update, it retained the 6.70-15 bias-ply tires from the previous generation. As horsepower increased, a lack of traction became a real problem. The initial solution involved a new tire size, which provided a slightly shorter sidewall and a wider contact patch. Introduced in the 1965 model year, the 7.75-15 size became the standard tire size for the Corvette. In terms of sidewall styling, the one-inch whitewall remained in the lineup from 1963 to 1965, then reduced to 5/8-inch for 1966-1967.

The 1965 and 1966 models offered special gold stripe tires. By 1967, the gold stripes had become red, and the 7.75-15 sizing remained in place for the final year of C2 production. Black wall tires were also an option in 1963-1965 (Option Code P91)

C3 - 1968-1982



When the major body redesign took place for the 1968 production run, a significant improvement resulted from the physically wider body, allowing the car to accommodate a wider tire and wheel combination. At this point, there was also a nationwide transition from standard bias-ply sizing nomenclature to alphanumeric sizing. The 1968 Corvette rolled off the assembly line with F70-15 tires, and this size remained in place until the transition to radial tires in 1973. GR70-15 became the standard size for Corvettes until 1977 when P-metric sizing nomenclature gained popularity in the American market. 1978 through 1982 Corvettes features P225/70R15 tires, while an optional P255/60R15 increased the contact patch significantly. Sidewall styling during the C3 era changed drastically, with pinstripe whitewalls and red stripes being popular early on and raised white letters coming in strong for many years.

C4 - 1984-1996



One of the most significant changes in Corvette tire technology occurred with the introduction of the high-tech C4 in 1984. This all-new chassis required a positive offset

wheel and a revolutionary tire size that mimicked supercars of the era. The P255/50VR16 was the first high-speed-rated tire for the Corvette, marking the first deviation from the standard 15-inch wheel diameter. These tires remained standard equipment until 17-inch wheels came along as a Z51 and Z52 option in 1988. The 17s would become standard the following year, utilizing P275/40R17 sizing until 1992, when most Corvettes left the factory with staggered P255/45ZR17 and P285/40ZR17 tires. From 1990 to 1995, the famous ZR-1 featured giant P315/35ZR17 rear tires in combination with the 275 fronts for an unforgettable stance.

C5 - 1997-2004



Staggered tire fitment continued into the C5 generation, which featured a 17-inch front wheel and an 18-inch rear wheel. Standard sizing came in a P245/45ZR17 up front and P275/40ZR18 out

back for the entire C5 run, except for the Z06 models, which featured a P265/40ZR17 front tire and P295/35ZR18 rear tire. The most significant revolution of the C5 era was the standardization of the run-flat tire, which had been optional a few years prior but became standard in 1997 with the introduction of the new C5 platform. These tires have mixed reviews and often get replaced with standard high-performance radial tires. Despite the conflicting views on the tire, the technology allowed Corvette owners to safely drive to a service center for repair rather than swapping a spare tire onto the car.

C6 - 2005-2013



Like the C5 generation, the staggered tire and wheel size continued into the C6 generation, this time utilizing an 18-inch wheel up front and a 19-inch wheel on the back.

Standard tire sizes from 2005 to 2013 included P245/40ZR18 on the front and P285/35ZR19 on the rear. The Z06 used the larger P275/35ZR18 and P325/30ZR19 tires, and the 2010 -2013 Grand Sport editions used

the Z06 fitments. The largest fitment in the C6 generation was available with the ZR1 package, which increased tire size to P285/30ZR19 front and P335/25ZR20 rear.

C7 - 2014-2019



Starting with the 2014 model year, all Corvettes came equipped with Michelin tires straight from the factory. While many aspects of the C7 generation changed, the tire and wheel sizes remained the

same, with standard tires being P245/40ZR18 at the front and P285/35ZR19 at the rear from 2014 through 2019. The Z51 package featured slightly shorter sidewalls, stepping down to P245/35ZR19 tires at the front and P285/30ZR20 tires at the rear. The Grand Sport, Z06, and ZR1 packages all had the same tire sizes, with P285/30ZR19 tires at the front and P335/25ZR20 tires at the rear.

C8 - 2020-Present



The mid-engine C8 Corvette featured the most extensive list of chassis changes of any car in the Corvette legacy, and once again, tire sizes changed to accommodate the new platform. Now, a standard

Corvette rolls on P245/35ZR19 front tires and P305/30ZR20 tires, providing maximum grip for the potent package. The E-Ray, Z06, and ZR1 share a tire size combination, using a P275/30ZR20 up front and a massive P345/25ZR21 out back.



Tracy Gaudu Becomes First Woman to Race a Corvette at Pikes Peak See Her at Corvettes at Carlisle 2025

Submitted By [Lory Husar](#)

VETTE VUES MAGAZINE

The Corvette Enthusiast's Magazine

[Corvette News](#)

Tracy Gaudu—trailblazer in women's motorsports and the first to drive a Corvette at Pikes Peak.



In 2025, it's still possible to make history in motorsports—**especially when you're Tracy Gaudu**. On **June 22**, during the 103rd running of the **Pikes Peak International Hill Climb**, Tracy will become the **first woman to race a Corvette to the summit**. Her car of choice? A track-prepped **2008 Corvette Z06** in brilliant **Atomic Orange Metallic**.

Then, just two months later, you can see the car (and the trailblazer behind the wheel) at **Corvettes at Carlisle, August 21–23**, where Tracy will appear in the **Racer's Reunion tent**—her first time attending the show.

A **U.S. Air Force veteran, vascular surgery and trauma physician assistant, and champion driver**, Tracy is a force both on and off the track. Her racing accomplishments speak volumes:

- 🏆 2008 NCCC National Champion
- 🚩 Three-time NASA Southeast Champion (TT1 and TTU)
- 🏆 2nd overall at the 2021 Grand Prix of Chattanooga
- 👑 2023 Car Chix Woman in Motorsport
- 🏆 2023 SCCA Appalachian Hillclimb Series Champion
- 🏆 2024 NASA Southeast Super Unlimited Champion
- 🏆 2024 Hoosier Hero

In 2025, she adds a new milestone: **first woman to race a Corvette at Pikes Peak**. Tracy Gaudu becomes the first woman to race a Corvette at Pikes Peak, seen here in her Atomic Orange Z06 climbing the hill.



The Car That's Making History



Tracy Gaudu in her 2008 Corvette Z06 racing at a NASA Southeast event—proving this Pikes Peak-ready car is built for speed. Her Corvette is far from stock. Powered by a **Lingenfelter LS7 427 Eliminator Spec R** engine producing **650 max HP and 560 lb-ft of torque**, the car is prepped for peak performance in both hillclimb and circuit racing. This one-woman racing team handles it all—from funding and

maintenance to driving and competing.

"To be the first woman ever to drive Pikes Peak in a Corvette is historic and I'm honored. I can't believe I'm the one making this kind of history." — Tracy Gaudu

A Corvette Dream Realized Tracy Gaudu's Corvette Z06, equipped with a Lingenfelter LS7, powers through a turn before its historic Pikes Peak debut. Tracy's passion for Corvettes started when she was a child. Her first Corvette was a **2005 C6**, but after joining the **Longhorn Corvette Club** and competing in autocross, she knew she was meant for more.



"I looked around the dealership one day, and that's where I found my current love—a 2008 Z06," Tracy shared.

Catch Her at Corvettes at Carlisle



Meet Tracy Gaudu and see her Corvette Z06 up close in the Racer's Reunion Tent at Corvettes at Carlisle 2025. You can meet Tracy in person, take photos, and get a close-up look at her record-setting Corvette during **Corvettes at Carlisle, August 21–23, 2025, in Carlisle, PA.**



Cool Concept Cars



Submitted By [George Husar](#)

CARS / CONCEPT CARS - BY [JUSTIN OWEN](#) - FEB. 14, 2022 3:21 PM EST



The all-new 2020 Corvette set the automotive industry on fire and turned everything we know about American muscle upside down. GM introduced the C8 Corvette, moving the engine from the front to the middle (via Car and Driver). For some, it was sacrilege. For others, it was about damn time. If the "father of the Corvette," Zora Arkus-Duntov, had his way back in the late 60s and 70s, the

Corvette would have had an Italian configuration decades ago. While it was not the first iteration of a mid-engined Corvette concept, the XP-882 of 1976 is the most interesting and coolest. The 1970s proved to be a time when automakers had to adopt an "innovate or die" mantra, so new ideas swirled in the engineering and design departments of General Motors.

In one of the more interesting examples, GM began the development of Wankel rotary engines. Arkus-Duntov used the rotary engine in an earlier Corvette prototype, but it was a four-rotor monster that would power the Aerovette. The end design is sleek, particularly the gullwing doors. It very much looked like the future at the time.

However, problems soon arrived. GM dropped the Wankel, so Arkus-Duntov replaced it with the 400-cubic-inch small-block V8 (via Motor Trend). It made the rounds at auto shows and the design eventually became the basis for the facelifted C3 produced toward the end of the '70s. The mid-engine approach proved too radical and production cars opted for the traditional front-engine design we know today.

2023 C8's & Newer – Maintenance Schedule (US / CAN)

Submitted By: [Steve Tadolini](#)

Tire Rotation and Required Services Every 12 000 km (7,500 mi).

Tires are rotated to achieve a more uniform wear for all tires. The first rotation is the most important.

Anytime unusual wear is noticed, rotate the tires as soon as possible, check for proper tire inflation pressure, and check for damaged tires or wheels. If the unusual wear continues after the rotation, check the wheel alignment. See [When It Is Time for New Tires](#) and [Wheel Replacement](#).

- Perform Multi-Point Vehicle Inspection. See [Multi-Point Vehicle Inspection \(MPVI\)](#).
- Lubricate body components. See [Exterior Care](#).

Additional Required Services — Normal Service

Every 12 000 km (7,500 mi)

- Check engine oil level and oil life percentage. If needed, change engine oil and filter, and reset oil life system. Or when the CHANGE ENGINE OIL SOON message displays, have the engine oil and filter changed within the next 1 000 km (600 mi). If driven under the best conditions, the engine oil life system may not indicate the need for vehicle service for up to a year. The engine oil and filter must be changed at least once a year and the oil life system must be reset. Your trained dealer technician can perform this work. If the engine oil life system is reset accidentally, service the vehicle within 5000 km (3,000 mi) since the last service. Reset the oil life system when the oil is changed. See [Engine Oil Life System](#).
- When the REPLACE AT NEXT OIL CHANGE message displays, the engine air filter should be replaced at the next engine oil change. When the REPLACE ENGINE AIR FILTER SOON message displays, the engine air filter should be replaced at the earliest convenience. Reset the engine air filter life system after the engine air filter is replaced. See [Engine Air Filter Life System](#).
- The initial transmission external canister filter change must be performed at 12 000 km (7,500 mi). This service can be complex. See your dealer.
 - If the canister filter is replaced more than 800 km (500 mi) prior to the initial 12 000 km (7,500 mi) break in period, the filter still needs to be replaced again within 800 km (500 mi) +/- the 12 000 km (7,500 mi) service interval.
 - The transmission maintenance schedule needs to be restarted if the transmission assembly is replaced. The new unit will require the same initial break-in maintenance.

Caution: The transmission external canister filter must be changed at 12 000 km (7,500 mile) during the break-in period. Failure to replace the external canister filter can cause damage to the transmission and potentially void any warranty.

Every 36 000 km (22,500 mi)

- Replace the passenger compartment air filter. Or every 24 months, whichever comes first. More frequent passenger compartment air filter replacement may be needed if driving in areas with heavy traffic, poor air quality, high dust levels, or environmental allergens. Passenger compartment air filter replacement may also be needed if there is reduced airflow, window fogging, or odors. Your GM dealer can help determine when to replace the filter.
- Change the dual clutch transmission external canister filter. Check the transmission fluid life percentage. If the percentage is less than 10%, replace the fluid and external canister filter.
- Change the external canister filter every 36 000 km (22,500 mi) thereafter. This service can be complex. See your dealer.

Every 72 000 km (45,000 mi)

- Change the transmission fluid and external canister filter. Change the external canister filter every 36 000 km (22,500 mi) thereafter. This service can be complex. See your dealer.
- Or when the CHANGE TRANSMISSION FLUID SOON message displays, change the fluid and external canister filter within the next 1 000 km (620 mi). Failure to change the transmission fluid at required intervals can lead to reduced transmission performance. The transmission fluid must be changed at least every three years and the Fluid Life System must be reset. Your dealer has trained service technicians who will change the fluid and reset the system. If the system is ever reset accidentally, the fluid must be changed at 72 000 km (45,000 mi) since the last fluid change. See [Dual Clutch Transmission Fluid Life System](#).

Every 156 000 km (97,500 mi)

- Replace spark plugs. Inspect spark plug wires and/or boots.

Every 161 000 km (100,000 mi)

- Replace hood and/or body lift support gas struts. Or every 10 years, whichever comes first. See [Gas Strut\(s\)](#).

Every 240 000 km (150,000 mi)

- Drain and fill engine cooling system. Or every six years, whichever comes first. See [Cooling System](#).

Required Services — Severe Service

- There are no additional required services for severe service for this vehicle. Follow the requirements under normal service.

Owner Checks and Services

Every Five Years

- Replace brake fluid. See [Brake Fluid](#).
- Replace front lift system fluid (if equipped). See [Recommended Fluids and Lubricants](#).

Every Seven Years

- Replace Air Conditioning Desiccant every seven years. The air conditioning system requires maintenance every seven years. This service requires replacement of the desiccant to help the longevity and efficient operation of the air conditioning system. This service can be complex. See your dealer.

Raceway Corvette Tracking, Event Scheduler, And Track Schedule!

Submitted By: [Gene Kern](#)

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

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

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

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

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

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

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

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



Figure 1: Valid Snell SA2015 Sticker

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

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

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

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



Figure 2: Not Valid but Helpful Sticker

EVENT SCHEDULER

Date	Event Type	Location	Organization
07 / 07 / 2025	Novice HPDE	PittRace	PittRace
07 / 08 / 2025	Track Night	PittRace	SCCA
07 / 25 – 27 / 2025	HPDE	PittRace	Allegheny Region PCA
08 / 04 / 2025	Novice HPDE	PittRace	PittRace
08 / 07 / 2025	Track Night	PittRace	SCCA
08 / 22 – 24 / 2025	Time Trials	PittRace	STC
08 / 10 / 2025	Autocross	PittRace	STC
08 / 23 / 2025	Autocross	PittRace	STC
08 / 24 / 2025	Autocross	PittRace	STC
08 / 29 – 31 / 2025	HPDE	PittRace	AutoInterests
09 / 06 – 07 / 2025	HPDE	PittRace	Chin Track Days
09 / 07 / 2025	Autocross	North Park Pool Lot	NHSCC
09 / 08 / 2025	Novice HPDE	PittRace	PittRace
09 / 17 / 2025	Track Night	PittRace	SCCA
09 / 19 – 21 / 2025	Time Trials	PittRace	SCCA
09 / 20 / 2025	Autocross	PittRace	STC
09 / 28 / 2025	Autocross	North Park Pool Lot	NHSCC
10 / 04 / 2025	Autocross	PittRace	STC
10 / 05 / 2025	Autocross	North Park Pool Lot	NHSCC
10 / 05 / 2025	Autocross	PittRace	STC
10 / 06 / 2025	Novice HPDE	PittRace	PittRace
10 / 11 / 2025	Autocross	PittRace	STC

Date	Event Type	Location	Organization
10 / 12 / 2025	Autocross	North Park Pool Lot	NHSCC
10 / 15 / 2025	Track Night	PittRace	SCCA
11 / 02 / 2025	Autocross	North Park Pool Lot	NHSCC

TRACK SCHEDULE

Car and track event schedules are now out.

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

Date	Event Type	Location	Organization
06 / 07 – 08 / 2025	HPDE	Nelson Ledges	AutoInterests
07 / 07 / 2025	Novice HPDE	PittRace	PittRace
07 / 08 / 2025	Track Night	PittRace	SCCA
07 / 25 – 27 / 2025	HPDE	PittRace	Allegheny Region PCA
08 / 04 / 2025	Novice HPDE	PittRace	PittRace
08 / 07 / 2025	Track Night	PittRace	SCCA
08 / 22 – 24 / 2025	Time Trials	PittRace	STC
08 / 10 / 2025	Autocross	PittRace	STC
08 / 23 / 2025	Autocross	PittRace	STC
08 / 24 / 2025	Autocross	PittRace	STC
08 / 29 – 31 / 2025	HPDE	PittRace	AutoInterests
09 / 06 – 07 / 2025	HPDE	PittRace	Chin Track Days
09 / 07 / 2025	Autocross	North Park Pool Lot	NHSCC
09 / 08 / 2025	Novice HPDE	PittRace	PittRace
09 / 17 / 2025	Track Night	PittRace	SCCA
09 / 19 – 21 / 2025	Time Trials	PittRace	SCCA
09 / 20 / 2025	Autocross	PittRace	STC

Date	Event Type	Location	Organization
09 / 28 / 2025	Autocross	North Park Pool Lot	NHSCC
10 / 04 / 2025	Autocross	PittRace	STC
10 / 05 / 2025	Autocross	North Park Pool Lot	NHSCC
10 / 05 / 2025	Autocross	PittRace	STC
10 / 06 / 2025	Novice HPDE	PittRace	PittRace
10 / 11 / 2025	Autocross	PittRace	STC
10 / 12 / 2025	Autocross	North Park Pool Lot	NHSCC
10 / 15 / 2025	Track Night	PittRace	SCCA
11 / 02 / 2025	Autocross	North Park Pool Lot	NHSCC

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

Event type explanations:

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

Web sites for additional information:

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

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

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

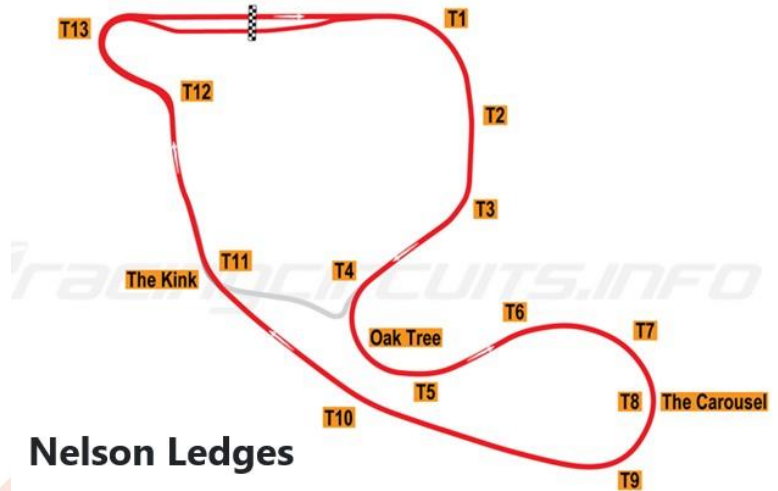
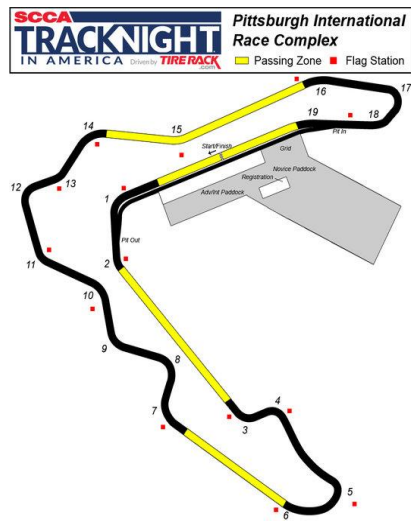
Track Night: <https://www.scca.com/articles/2019231-track-night-in-america-takes-on-2025-with-fantastically-fun-10th-anniversary-schedule>

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

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

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

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



Top 10 Most Unique Corvette Trim Packages

Submitted By: [George Husar](#)



By [Joe Kucinski](#) - May 19, 2025

GM has offered quite a few interesting Corvette trims and options over the years. From suspension upgrades to car covers, here are ten of the most unique.

Intro



There have been countless Corvette trim options and packages offered since 1953. Many of these options go far beyond the simple 1LT, 2LT and 3LT trim levels. Some are performance upgrades, others are for style, and some were forced upon us due to government regulations. We are taking a look back at ten of the most unique trim options ever offered and explaining what makes them stand out from all the others. We probably could have tripled the size of this list, so we know we didn't cover everything. If there are some unique options that you think should be included, please let us know. Our list is sorted from oldest to newest.

1. 1963 Z06 Package



Some younger Corvette owners may not realize that the Z06 model was not always part of the Corvette lineup. The Z06 as a standalone model was not offered until 2001. However, 38 years earlier, in 1963, RPO Z06 was offered for \$1,818. That single option was nearly half the price of a base Corvette at the time. That is one reason why only 199 people checked the Z06 box. But those who chose the pricey option were rewarded with what was essentially a factory race car. Upgraded brakes and suspension were part of the package. And a prerequisite to selecting the package was choosing a fuel-injected coupe equipped with a four-speed manual transmission and a Posi-traction limited-slip differential. This is one of the most unique and impressive trim options ever.

2. 1964 – 1966 Knock-Off Wheels



Can you imagine buying a new car today and having to take a hammer to the wheels in order to remove them? That is what you were faced with if you bought a Corvette with knock-off wheels back in the day. The design was inspired by racing as they reduce weight and make tire changes faster. On top of that, they look cool. And it is the looking cool part that sells these wheels because they are not really practical on a street car. The modern-day equivalent is centerlock wheels that Porsche and other automakers offer. They have that motorsport look but are a hassle to deal with.

3. 1969 ZL1 Package



If you thought the Z06 option in 1963 was expensive, wait until you see the ZL1 option. This single option doubled the price of the car. It's one of the rarest options ever, with only 2 1969 ZL1 cars ever produced. They are worth millions of dollars today. You got an aluminum big block L88 engine that was notoriously underrated at 430 horsepower. The ZL1 was made for competition, and that is really what the car was suited for.

4. 1970 ZR1 Special Purpose Engine Package



The ZL1 was no longer an option in 1970, but another exciting option became available, the ZR1. Like the Z06, the ZR1 would eventually become its own model, but in 1970, it was simply an option package. Only 25 1970 ZR1-optioned cars were ever made. Each one came with the LT1 small block engine that was good for 370 horsepower. It is not as outrageous as the ZL1, but make no mistake, the 1970 Corvette with a ZR1 package is a

special machine. The one pictured here sold at Mecum earlier this year for nearly half a million dollars.

5. 1974 – 1982 Gymkhana Suspension Package



In 1974, GM offered the Gymkhana Suspension Package for the Corvette for the first time. With firmer, specially calibrated shocks and higher spring rates, the option buttoned down the handling of the Corvette. But that by itself is not what makes the option so unique. It is so unique because of the price. In 1974, it cost \$7 bucks for the option. Even adjusted for inflation, that is less than \$50 today. This might be the greatest performance upgrade bargain of all time.

6. 1978 – 1982 CB Radio



It looked cool in Smoky and the Bandit, but did Corvette drivers really talk to truckers on the CB? Well, for a number of years, adding a CB radio was actually a fairly popular option for Corvette buyers. The option even trickled into the first couple of years of C4 production, but it was far less common by then. Today, talking on a handheld device is outlawed pretty much everywhere. But having a CB in your Corvette looks even cooler today than it did back then.

7. 1980 RPO Code LG4 California Small Block



This 'option' was not really an option at all. If you lived in California in 1980, this was the only Corvette you could get thanks to tighter emissions standards. You got a weaker 305 cubic inch engine that made just 180 horsepower. To make matters worse, the engine was only available with an automatic transmission. Ugh. Even GM felt bad for foisting this car on the California residents, so they offered a \$50 credit for those that were forced into selecting the option.

8. 1987 – 1991 Callaway Twin Turbo B2K Option



This is well and truly one of the most unique Corvette options of all time. In 1987, a base Corvette coupe cost \$27,799 and made 235 horsepower. But check the B2K option box and both those numbers skyrocket. The price of the package was \$19,995. But a pair of turbos boosted the power to 345 horses. By 1991 the price of the package soared to \$33,000 which was actually more than the \$32,455 price of a base Corvette. And with the new ZR-1 now released, the Callaway twin turbo was no longer viable.

9. 2011 Z06 Carbon Limited Edition



If you like carbon fiber, RPO CFZ is for you. It was offered only on the Z06 in 2011 and included many carbon fiber bits, including the front splitter, rockers, roof panel, and rear spoiler. The reduced weight, thanks to the extensive carbon fiber usage, made the Z06 Carbon Limited Edition even quicker around a racetrack than the already formidable C6 Z06. The car was built to celebrate the 50th anniversary of Corvette's first race in the 24 Hours of LeMans. Only 500 examples were ever built.

10. C7.R Corvette Car Cover



The Corvette Z06 C7.R Edition came with this car cover as part of the package. But you could also order it for other C7 Corvettes. What is more unique than a cover that looks like a race car? At around \$1,000, it is expensive for an indoor car cover. But name a cover that has as much style and presence as this one.



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Webpage Admin	Bill Englert	contact@steeltowncorvetteclub.com
1st Alternate	Gene Kern	contact@steeltowncorvetteclub.com
2 nd Alternate	Mike Sears	contact@steeltowncorvetteclub.com



General Steel Town Club Information

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

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

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

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

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

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

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

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

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

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

Popular Links: right click and press open hyperlink-

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

Corvette Funny:



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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