



The Price Is Right Returns in January

The Annual Price Is No Object Extravaganza Is Back!

With the mid-terms in the rearview mirror and the holidays straight ahead, it's time to turn

our attention to one of our favorite reasons to look forward to exchanging our annual wall calendar – it means that January is coming, and for the 17th

CONSECUTIVE YEAR we get to enjoy a little diversion with all LCCC members that we call "The Price Is Right"!

LCCC's annual prognosticating extravaganza, "The Price Is Right", is

your opportunity to join your fellow club members in a 5-day friendly competition where you get to showcase your sometimes supernatural ability to peer into the



future and predict the exact "hammer price" of about 30 (plus-or-minus) plastic-bodied beauties – specifically selected by your fairly sadistic and somewhat depraved Master of Cer-

emonies from the entire auction field of Corvettes at January's Barrett-Jackson Scottsdale Auction. Just for fun, we'll throw-in a few unique "non-Corvettes" crossing

the stage on "Big Money" Saturday to keep it interesting for those that have stumbled along the way and are out of the running for

top prizes.

As always, we'll have prizes for the top three finishers, the top rookie, the player with the most "bull's eyes", the team

Continued on page 4

Seven Years of Memories

President's Message

THIS EDITION MARKS THE LAST IN MY RUN AS NEWSLETTER EDITOR

This is the 84th and final edition of The EnCorvette Review that I have had the privilege of publishing.

On pages 6 through 8, you will see thumbnails of each edition. Don't ask why I decided to do this but the variation of colors makes for an interesting tapestry. Over the years I attempted to keep things interesting by making small changes to the layouts and styles. I also tried to have something of a theme for any given year which is why some years

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Club Store



Designs Unlimited in Elizabethtown has expanded the list of available items within the Lancaster County Corvette Club's 'Store'. There are now 14 different items to choose from ranging from t-shirts to polo shorts to fleece

ware. In men's and ladies styles.

Members will pay by credit card and the order will be done in two weeks. Designs Unlimited can ship the order or a member can pick it up.

A link to the ordering page can be placed on our website and one will be on Designs Unlimited web site: https://stores.inksoft.com/lancaster_county_corvette_club/shop/products/all?page=1

All Products

Showing 1-14 of 14 results

New Selections!

Sort by ▾



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2023 Executive Board & Committee Leaders

President	Kurt Steidle
Vice President	Rick Evans
Secretary	Sharon Roberts
Treasurer	Carl Lally
Governor	Clyde Mooney
Lt. Governor	Scott Breneman
Membership	Scott Lewandowski
Newsletter	Tony DeFelice
Parades	Ken Unger
Activities	Marvin Fox
Webmaster	Kurt Steidle

December 2022



Sun	Mon	Tue	Wed	Thu		
				1	2	3
4	5	6	7	8	9	10
11 Christmas Angels Shopping	12	13	14 6:00 PM Annual Christmas Dinner & Membership Meeting	15	16	17
18 	19	20	21 6:00 PM Executive Board at the Roberts	22	23	24
25 	26	27	28	29 Newsletter Deadline	30	31

2023 E-Board Meetings

The E-board meetings begin at 7:00PM. The following are the host locations for 2022:

December 21st	Jim & Sharon Roberts
January 25th	Kurt & Joanie Steidle
February 22nd	Jim & Sharon Roberts
March 22nd	Scott & Mary Anne Lewandowski
April 26th	TBD
May 24th	TBD
June 28th	TBD
July 26th	TBD
August 23rd	TBD
September 27th	TBD
October 25th	TBD
November 15th	TBD
December 20th	TBD

Find us on Facebook!

<https://www.facebook.com/groups/443144169116017/>



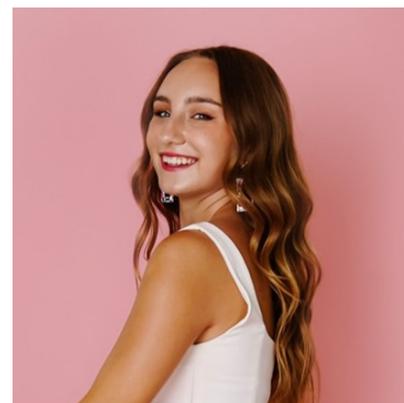
Ali Murphy—One Night Only!

Friday, December 23rd, 7:00pm @ Loxley's

LCCC member Ali Murphy will be back in the Lancaster area from Nashville over the holidays and will be performing at Loxley's on Centerville Road on Friday, December 23rd starting at 7:00pm. Ali will feature songs from her debut EP "A Long Time Coming", along with playing your favorite holiday tunes and classic rock and contemporary music.

For more information, visit www.alimurphymusic.com, or check out her social media @alimurphymusic.

For reservations at Loxley's, call 717.898.2431



The Price Is Right Returns in January—Jeff Murphy

that ultimately vanquishes the others, and maybe a few other awards. "Penalty Bands" will remain the same as the past few years: guess within 25% of the actual selling price, and your "penalty" will simply be the difference between the two. Miss by more than



25% but less than 50%, and we'll double the difference. Miss by 50% or more, and you'll enjoy a 3X penalty along with some "time in the barrel" of your MC's daily commentary, and some well-deserved giggles from your fellow competitors. For those new to the action, if you're concerned that you'll be the only one who frequents the triple-punishment category, we can assure you that you'll have plenty of company by everyone who plays – nobody escapes unscathed! Our very popular (and often game-saving) "Get Out of Jail Free" rule is back (which automatically eliminates your single worst penalty), once again accompanied by the "Kevin Hart" rule, which completely removes from our contest any vehicle where some idiot (aka, Kevin Hart) bids the price up so absurdly that the "Get Out of Jail Free" rule must be applied to our entire field on a single car. If you're still not sure why this rule exists, Google "Barrett Jackson 2021 Lot 1358", or "Kevin Hart spends way too much on a Corvette". Results will be provided each day after the final gavel falls via email (in both .pdf and Excel spreadsheet format), accompanied by the widely anticipated comedic commentary from your MC which adds just the right degree of levity to the proceedings that our TPIR veterans have come to relish and expect.

Barrett-Jackson **The Price Is Right**

Based on the successful process we've managed to follow in the last few years, the official LCCC "The Price Is Right" auction entry form WILL NOT appear

in the January newsletter and will ONLY go out to all members via email blast in early January. All entries must be received VIA EMAIL no later than Saturday, January 21, 2023 at 9:00pm CST (that's 10:00pm for you folks in the Keystone state). Once the field is set, last year's top finishers will draft their teams from the full roster of all participants, select an appropriate moniker for their band of combatants, and then the fun begins!

As the action reaches a climax on Saturday night, the "The Price Is Right" wrap-up viewing party is always a great gathering, where camaraderie and good-natured ribbing of fellow competitors is as widely-shared as the potluck food and drink. Kurt and Joanie Steidle have graciously offered to host this year, so stay tuned for more details coming soon!



Questions? Ask anyone who has participated over the last few years, drop me an email at zr1-zo6@comcast.net, or just give me a call at 717.201.4690. This is clearly an activity where "the more the merrier" rings true, so there's really no good reason to sit on the sidelines and let others have all the fun. Besides, with most of us giving our credit cards a well-deserved "post-Christmas timeout" following their late-2022 abuse, what else are you going to do? ☹

Wishing everyone good luck and good guessing, your
Master of Ceremonies,

Jeff Murphy

Membership Report—Scott Lewandowski

Please remember to use our LCCC business cards in this effort to invite fellow Corvette enthusiasts' to join us. I will have the cards at each monthly general meeting.

Please send any personal data changes for our records to me: Scott Lewandowski, Membership, at slewand18@gmail.com and copy Clyde Mooney, Governor, at mooneyvette1966@aol.com, so we

can accurately maintain our Club's Roster. That also goes for any inquiries regarding your membership status.

Club member count: is now 137.

NOTE: New membership cards were mailed to members in January. This card includes your password to the Members Only section of the club's website.

Member Birthdays—Barbara Seibert



During 2022, Barbara Seibert has provided the newsletter a list of members birthdays to share in the newsletter. Please make sure the information you provide to Scott Lewandowski is correct as this is the reference. Also, if you are interested in taking this role, please let Tony DeFelice know.

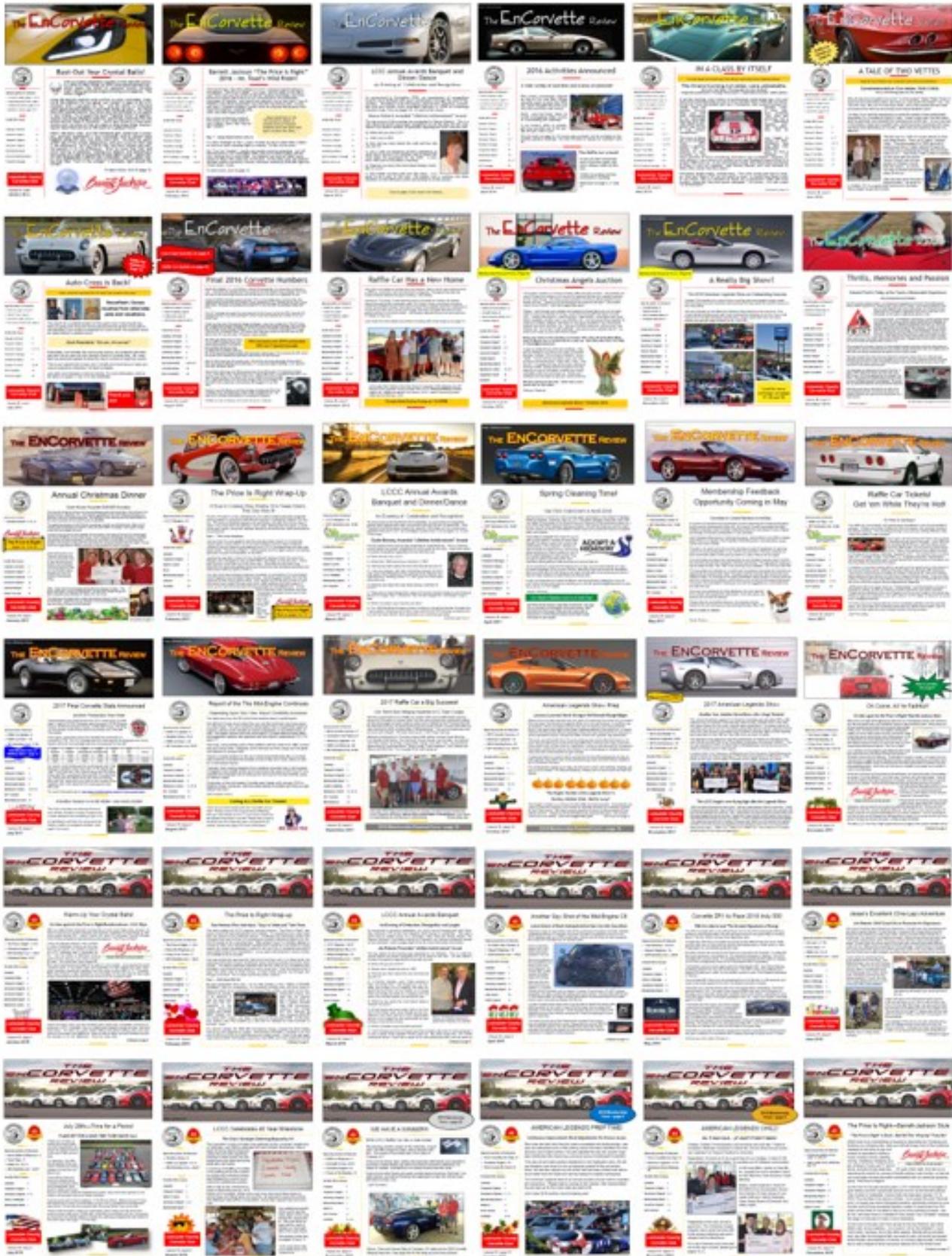
Jeffery Murphy	12/02
Peter Botta	12/06
Rosemary LaFata	12/17
Henry Cifuni	12/25
Scott Lewandowski	12/26
Janelle Kingsboro	12/28
Alison Murphy	12/30

2023 Carlisle Events

EVENT SCHEDULE	2023	
AUTO MANIA AGRI-PLEX / ALLENTOWN FAIRGROUNDS / 302 N. 17TH ST. / ALLENTOWN, PA 18104	Jan. 20-22	GM NATIONALS CARLISLE PA FAIRGROUNDS / 1000 BRYN MAWR RD. / CARLISLE, PA 17013
WINTER CARLISLE AUTO EXPO CARLISLE EXPO CENTER / 100 K ST. / CARLISLE, PA 17013	Jan. 27-28	CHRYSLER NATIONALS CARLISLE PA FAIRGROUNDS / 1000 BRYN MAWR RD. / CARLISLE, PA 17013
CARLISLE AUCTIONS Lakeland Winter Collector Car Auction SUN 'N FUN EXPO CAMPUS / 4175 MEDULLA RD. / LAKE LAND, FL 33811	Feb. 10-11	TRUCK NATIONALS PRESENTED BY A&A AUTO STORES CARLISLE PA FAIRGROUNDS / 1000 BRYN MAWR RD. / CARLISLE, PA 17013
SPRING CARLISLE CARLISLE PA FAIRGROUNDS / 1000 BRYN MAWR RD. / CARLISLE, PA 17013	April 19-23 *	CORVETTES AT CARLISLE PRESENTED BY EBAY MOTORS CARLISLE PA FAIRGROUNDS / 1000 BRYN MAWR RD. / CARLISLE, PA 17013
CARLISLE AUCTIONS Spring Carlisle Collector Car Auction CARLISLE EXPO CENTER / 100 K ST. / CARLISLE, PA 17013	April 20-21	FALL CARLISLE CARLISLE PA FAIRGROUNDS / 1000 BRYN MAWR RD. / CARLISLE, PA 17013
IMPORT & PERFORMANCE NATIONALS PRESENTED BY EBAY MOTORS CARLISLE PA FAIRGROUNDS / 1000 BRYN MAWR RD. / CARLISLE, PA 17013	May 12-13	CARLISLE AUCTIONS Fall Carlisle Collector Car Auction CARLISLE EXPO CENTER / 100 K ST. / CARLISLE, PA 17013
FORD NATIONALS PRESENTED BY MEGUIAR'S CARLISLE PA FAIRGROUNDS / 1000 BRYN MAWR RD. / CARLISLE, PA 17013	June 2-4 *	CARLISLE AUCTIONS Lakeland Fall Collector Car Auction SUN 'N FUN EXPO CAMPUS / 4175 MEDULLA RD. / LAKE LAND, FL 33811
		June 23-24
		July 14-16 *
		Aug. 4-6 *
		Aug. 24-26
		Sept. 27- Oct. 1 *
		Sept. 28-29
		Nov. 10-11



Seven Years of Memories—Kurt Steidle

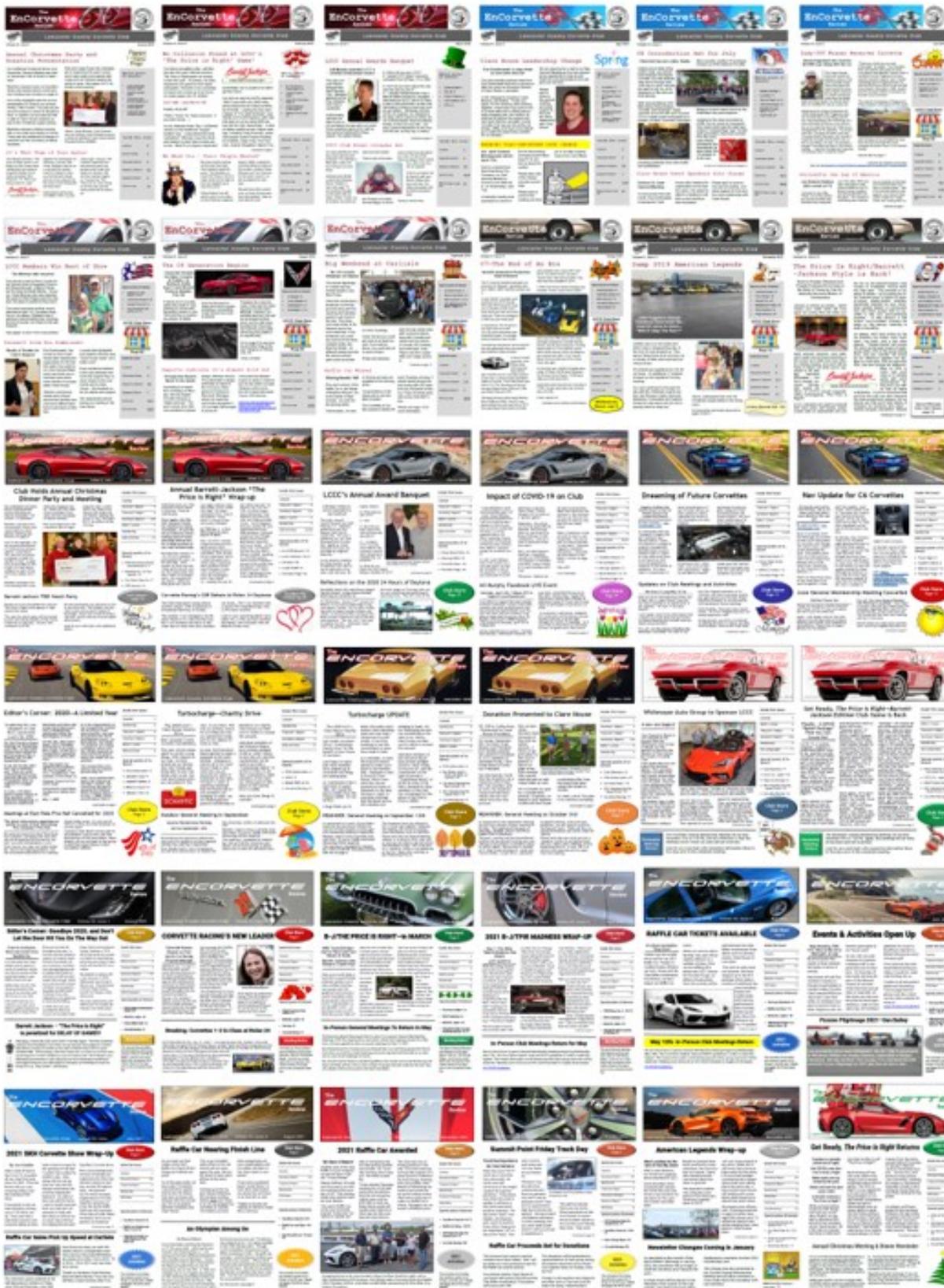


2016

2017

2018

Seven Years of Memories—Kurt Steidle



2019

2020

2021

Seven Years of Memories—Kurt Steidle



2022

featured while cars, others highlighted design features with close-up images. Some years had a rotation of different cars, a few had repeat images for two or three months and one year kept the image for the entire year.

Here's a question for the members—With the exceptions of the 2018 editions where a group photo was used of generations one through seven, any other group of more than two cars and one American flag painted car, what color Corvette has been used in the title frame more frequently than any other? The answer can be found elsewhere in this edition.

My thanks go to numerous club members who have contributed either in story or photo content over the years. I am taking a risk of missing someone but I do want to mention the support of a number of people such as Jeff Murphy who is a wonderful writer and is again providing "The Price Is Right" game for January. Of all the features in this newsletter, one of the most memorable is Jeff's "Goodbye Old Friend" trib-

ute to his C4 ZR1. Jeff was also key in supplying ideas for improving the newsletter and its distribution.

Dan Bailey has provided considerable content over the years ranging from reports and photos from Daytona during speed weeks to Cumberland Valley Corvette Club's Pocono weekend to Corvettes at Carlisle during the pandemic along with a variety of other contributions.

Scott and Mary Anne Lewandowski have provide additional insight on things related to the National Corvette Museum ranging from Museum in Motion events (such as Daytona) to other NCM activities.

Jesse Landis provided a very interesting article covering his cross country trip in his Corvette with his brother. Jesse also provided a story on his co-driver year with Jim Roberts for One Lap of America.

Speaking of Jim, every year he kept the club up to date on his annual One Lap of America adventures and there were many.

Also, thank you to Sharon Roberts for her contributions keeping the Christmas Angels in everyone's memory.

Early in this seven year run, I tried to get members to share about their love of their Corvette with a "Brag On Your Baby" feature. Many thanks to those who contributed like Clyde Mooney and Paul Wenger.

Steve Witmer shared his adventure at Summit Point with Jim and provided a great poem from last year's Christmas Dinner.

More recently, thanks to Barb Seibert for proving a birthday list for each edition.

Those who provided photos were numerous and very much appreciated. Thank you Joe Schulter, Jesse Landis Ruth Fox, Aldie King, Scott and Mary Anne Lewandowski, Jim Roberts and Joanie Steidle. I know I am forgetting others and I apologize. It just didn't feel right to just do a 'blanket' thank you.

One last special heart-felt thank you to my wife Joanie for proof-reading everyone of these.

Second Ride of a Lifetime—Eileen Scotten

On Saturday, 29 October, I received the second "ride of a lifetime". Last year, Jim Roberts invited me to Summit Point Motorsports Park for Instructor Appreciation Day. Not having a suitable car to take, Mike and I went as passengers. This year, we trailered my '84 Corvette with the 383 Stroker. We drove down Friday afternoon and met Jim at Glory Days Grille for his traditional cheeseburger. It was an enjoyable evening of food and conversation.

We met for an early breakfast on Saturday morning and then drove to the track. After a quick classroom session on rules and flags, the first group was ready to go. Jim was in this group, and I rode along while he gave me pointers on where to brake, accelerate, and start my turns. My group was on the track at 10:00. Jim made the

first three laps with my car, then we switched. My biggest fear was watching the road and checking for cars wanting to pass. As Jim termed it, I definitely had "sensory overload" on my first run. Jim gave me another ride on his second run, and then we stopped for a delicious, catered lunch. Afterward, my group was first out, and I felt more confident and did "OK." I could watch for approaching cars and get a little more speed. I hit 99 mph three times, so my goal on my 3rd run would be to break 100.

Mike rode with Jim on his third run, hitting 153 mph on the straight. He said the g-force on the turns was incredible! It's hard to imagine what a car can do in the hands of an expert driver. I hit 108 mph on my third run, and I thought that was fast

enough for a rookie driver with a new car. Unfortunately, I only completed five laps and was flagged off the field. There was smoke behind the car. Upon later inspection, it appeared that a slight transmission fluid leak had hit the exhaust. I wish I could have finished because I was much more comfortable on the third run.

With Jim's help in getting me a new set of tires the week before, I wouldn't have been able to have the second "ride of my life"! He was patient with me on the first run while I tried to remember the instructions he had given me. His skill at high speeds is amazing. Thank you, Jim, for another great day!

Eileen Scotten



National Corvette Museum News

Callaway Corvettes: 35 Years of Making Fast Faster

By Chris Chessnoe for the National Corvette Museum
October 17, 2022

For thirty-five years, the most powerful and distinctive Corvettes in the world have been created by a team of dedicated engineers located in Old Lyme, CT, Temecula, CA, and Leingarten, Germany – they are the cars known as Callaway Corvettes, and their creed is “Powerfully Engineered Automobiles.”

Known for their engineering and fine attention to detail in the craftsmanship of their products, Callaway has been on the top of the high-performance field for over four decades. Originating in the garage of his Old Lyme home in 1977, Reeves Callaway began with modifications upon BMW 3 Series cars. Out of that work came his first turbo system that received a rave report when reviewed by Car & Driver Magazine. With his first project deemed a success, Callaway continued to develop other products, often with major vehicle manufacturers, such as Alfa Romeo, constructing the twin turbo system for their GTV6.



It was the Alfa GTV6 Twin Turbo which sparked interest within the ranks of General Motors (GM) towards Callaway Cars and their engineering abilities. In the early 80s, GM was looking at high performance powertrain options for the Corvette, including turbocharging and multi-valve technologies. GM was aware of Callaway's reputation and the cars it had produced. In fact, they had taken a Callaway Alfa Twin Turbo and examined the work closely. After GM's own single and twin turbo V6 and V8 projects had run their course, Dave McLellan, then Chief Engineer for Corvette, gave the nod to Callaway, authorizing development of a prototype. The resulting powertrain option was introduced in June 1986 under Regular Production Option (RPO) B2K. With 345 hp and 465 lb. ft of torque, the Callaway Twin Turbo engine option was engineered to be the ultimate Corvette package, producing tremendous power while retaining its emissions controls and a warranty.

With Chevrolet's blessing, the Callaway Twin Turbo was officially launched, available through select Chevrolet dealers. It continues to hold the distinction of being the only engine package for the Corvette produced outside of GM to hold a RPO code. Produced between 1987 and 1991, 510 of these special Corvettes were built in coupe, convertible, and at the close of production, in Speedster form. By ordering a Corvette through the dealer, checking the box for RPO B2K triggered a series of events, including special equipment and handling under SEO Z5G.

Throughout production, evolutionary changes were made. Optional cast magnesium Dymag wheels were available in 1987 in a 16-inch diameter and, later, a 17-inch size. In 1988, power levels increased to 382 and torque to 565 lb-ft. That year also saw the 17-inch Dymag wheels as standard equipment with other options such as an automatic transmission and full leather interior being offered. A new option for the 1989 B2K was the handsome AeroBody™ designed by Paul Deutschman and was first seen on the Callaway Sledgehammer Corvette, which achieved 254.76 MPH, a world-record that would stand for over 25 years. For 1990, horsepower rose to 390 and torque output was 562 lb-ft. However, the automatic transmission was discontinued. 1991 was the final year for this engine package and power was up again, to 403 hp and 575 lb-ft of torque. In 1991, the breathtaking Speedster model was revealed; 10 Series I Speedsters were built, each a unique color combination.

In 1992, GM introduced the second-generation LT1 small block V8. Given inherent challenges to turbocharge, the Callaway SuperNatural™ Corvettes were born. Previously, Callaway Corvettes made their increased power through positive manifold pressure; now they made additional power through increased engine displacement or finesse. Initially called the CL1 (LT1) and CR1 (LT5), they designated the chassis from which they were built upon and were offered with a host of options: AeroBody™, special paint colors, full leather interiors, special wheels, brakes, and exhaust systems. Cars could either be ordered and shipped directly to Callaway's facility in Old Lyme or a select authorized installer. Existing Corvettes could also be sent for conversion. Available between 1992 and 1996, the series evolved from SuperNatural™ 400, designating 400 horsepower, it grew to become the 425, 435, 440, and finally the 450 model for LT1 (and LT4) based cars. 475 or 490 hp being available for LT5-based cars. Callaway expanded the SuperNatural™ line to Camaro and Impala mod-



National Corvette Museum News



els. Callaway also constructed three special vehicles featuring bespoke twin-turbocharged LT5's: Two Super Speedsters and a ZR1-based coupe.

In 1998, Callaway debuted their own new model called the C12, based on the chassis of the newly released C5 Corvette. With an entirely new body and suspension, this Callaway shared little with the Corvette upon which it was built. To comply with Le Mans GT rulebook, it was built to a maximum width of 2 meters; nearly 6 inches wider than the standard C5. Powered by a naturally aspirated Callaway LS engine, the C12 was beautiful to look at, and extremely powerful. The C12's new skin was penned by Dr. Paul Deutschman and constructed from lightweight carbon fiber. The racing variant C12R took pole position at Le Mans in 2001. In addition to the C12, Callaway also offered a product line for fifth-generation Corvettes called "Power Groups", which included Honker™ airboxes, top end packages, exhaust, brake, wheel, and interior enhancements.

In 2004, Callaway Cars elevated the performance of Corvettes with their SuperNatural™ offering for the newly introduced C6 model. Initially offering naturally aspirated packages, SuperNatural™ 490 and 550 (horsepower) packages were available through select Callaway Dealer. In 2006, Callaway returned to positive manifold pressure on Corvettes, supercharging the C6 with impressive results.

Initially introduced as the Callaway SC560 SuperCharged Corvette, an optional 616 horsepower package was soon available by combining the SuperCharged Corvette options and specific components from the SuperNatural™ series. With the introduction of the LS3 engine in 2008, power climbed to 580 on the Callaway Corvette and later to 606 with the advent of the TVS2300-series SuperCharged cars. For those who sought even more power, Callaway supercharged the venerable LS7 in the Z06 Cor-

vette, as part of the SC652 model, delivering tremendous power in an extremely well-mannered package.

In 2007, Callaway launched project C16. Debuting their handcrafted version of their Corvette-based supercar at the Los Angeles Auto Show, it was fitted with a hand-trimmed full leather and Alcantara interior, along with options from the Callaway Corvette – Le Mans brakes, coilover suspension, carbon fiber/magnesium wheels and more. Each C16 was built to order and available as a coupe, cabrio or speedster.

For 2012, the 25th Anniversary of working with the Corvette, Callaway was re-issued their original RPO (B2K) for use on a limited run of Corvettes. Featuring special paint and equipment from Chevrolet, twenty-six identical Corvettes (25 production and a pilot car) were drop-shipped to Callaway facilities for final conversion under this program. All were Cyber Gray, and as a coupe or convertible, automatic or manual, they delivered 620 supercharged horsepower and featured a full list of Callaway equipment.

In 2014, GM launched the 7th Generation of Corvette and Callaway was ready with their new GenThree Triple-Cooled supercharger system, which raised horsepower to 627 on the Stingray and featured a through-hood design, allowing convective heat transfer from cooler ambient airflow. The following year, the C7 Z06 debuted, and Callaway applied their supercharger (32% larger than the o.e. unit) resulting in 757 hp/777 lb-ft.

With the introduction of the C8 Stingray, Callaway was again issued a RPO (PCY) to commemorate the milestone anniversary for the 35th year of working with Corvette. Specific Callaway content is included in this anniversary model with Corvette order documents, build sheets and other paperwork identifying this significant milestone. Only 35 of these vehicles were built, available through authorized Callaway dealers now.

Callaway Corvettes: 35 Years of Making Fast Faster is NOW OPEN at the National Corvette Museum until late February 2023.

For information on these "Powerfully Engineered Automobiles", visit Callaway Cars online at callawaycars.com, and check out callawayownersgroup.com for owner's resources and more.

Clare House Thank You Note to LCCC



Dear Clyde of The Corvette Club,
I wanted to take some time to send my thanks for the incredible amount of support that you have given to Clare House. Year after year, your team goes above and beyond selling raffle tickets, planning inclusive events, and purchasing Christmas gifts to support Clare House and our families, and your gifts have a massive impact

that allows us to continue serving the families in our care. Our team is so grateful to you all, and we want you to feel the depth of our appreciation. THANK YOU for all that you do for us, and we look forward to continuing to share our thanks with your community.

With gratitude,
Kate Knight
Clare House Board President

You Were Seen At: AMT Christmas Show Dinner



A special thank you to Carl and Valerie Lally for making the arrangements for this year's AMT Christmas Show and dinner at Reflections.



Corvette Colors Used On The Cover 2016-2022

As I mentioned on page 8, the table at right shows the number of times various colors of Corvettes were used in the title header. These do not count photographs of more than two cars or a multicolored car.

Given my preference for greens, golds and greys, I am surprised that I didn't use them more. I hope you enjoyed them.

Color	Count
Red	18
Blue	11
White	9
Yellow	8
Silver	8
Gold/Bronze	6
Orange	4
Black	3
Green	3
Dark Grey	2

Lancaster County Corvette Club



PO Box 4622
Lancaster, PA 17604
<https://www.lcccpa.com>

*Sharing and enjoying
the passion for
Corvettes since 1978*

The EnCorvette Review is the official monthly publication of the Lancaster County Corvette Club, Inc.; PO Box 4622; Lancaster, PA 17604.

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Have news to share via an e-mail blast? E-mail Scott Lewandowski at slewand18@gmail.com

In the subject line, write "e-mail blast for (example) Perry County Show" In the body of the e-mail, provide the information to share (example) "Going to Perry County Show—want to join me?" Include the time, place, contact phone or e-mail detail.

Just to emphasize—write the body of the e-mail with the info you want out—so Scott does not have to re-write anything.



<https://www.whitmoyerautogroup.com/>

Corvette News

GM Confirms Two More High-Performance Corvette Variants

BY JONATHAN LOPEZ — NOV 21, 2022

The C8 Corvette Stingray, C8 Corvette Z06, and upcoming C8 Corvette E-Ray are only the beginning when it comes to the eighth-gen Chevy Corvette C8, with The General currently developing several other Corvette variants, per previous GM Authority coverage. Now, GM President Mark Reuss has confirmed that the automaker is cooking up two new high-performance models, namely the C8 Corvette ZR1 and C8 Corvette Zora.

During the recent GM Investor Day event held last week, Reuss discussed two upcoming high-performance Corvette model variants, and although he declined to specifically name the new models, he did provide some interesting insights to help build hype.

With regard to the upcoming C8 Corvette ZR1, Reuss said that "as C8 was designed as an early architecture, we keep stepping it up, so this will again set the standard of the world for performance for Chevrolet, and I couldn't be more excited for that."

For those readers who may be unaware, the C8 Corvette ZR1 is set to be a highly capable all-round performer offering ultra-high-performance for both the road and the track. Making this possible will be the new twin-turbocharged 5.5L V8 LT7 gasoline engine, which will arrive as a boosted variant of the 5.5L V8 LT6 that motivates to current C8 Corvette Z06. Output from the new ZR1 is expected to peak at 850 horsepower and 850

pound-feet of torque. A pallet carrying the LT7 name recently foreshadowed the development of the new twin-turbocharged engine, as GM Authority covered previously.

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Source: GM Authority website