



Legends Ledger August 2026

Why Aren't C4 Corvettes Worth More?



The fourth-generation Corvette, aka the C4, was a massive, computer-aided leap forward for America's sports car when it debuted in 1984. It won awards. It won races. It sold well. It improved consistently throughout its whole 13-year production run. It did everything you expected a Corvette to do. Yet C4 Corvette prices have remained surprisingly, almost stubbornly, low. Our own Kyle Smith recently snagged one for a measly \$1,800, and he did so "without really trying."

That's an extreme example, but there are plenty of others. Just look at what C4s sell for; the median value for one in #2 (excellent) condition is just \$21,800. Then look at the transaction prices of their peers, like the Nissan 300ZX Turbo or the contemporary BMW M3, few of which go any faster or look any better. The Vette looks like a screaming bargain. Why is that?

The C4 was one of those "right car, right time" products for GM. Its predecessor, the C3 (1968–1982), was long in the tooth. By the early 1980s, the C3 had become almost a caricature of its original self. With the end of the Malaise Era in sight, Corvette buyers needed something fresher, and faster. So while the C3 was basically a major overhaul of the old C2 (1963–67), the C4 was an almost entirely new design from stem to stern. Arguably, the C4 represents the Corvette's most significant leap forward in technology until today's mid-engine C8.

Its cleaner, wedge body produced less drag than the C3's. The "uniframe" chassis combined a traditional rail frame with separate frames for the windshield and B-pillar. GM used forged aluminum for the front A-arms and spindles and, for the first time, used computers to design them. The multilink rear suspension utilized a transverse leaf spring made of fiberglass. The initial 1984 model came as a coupe only (technically, there was no '83 Corvette), but a removable roof panel bolted in between the A- and B-pillars. The all-digital instrument cluster was the stuff of the future. Car and Driver called the C4 "a true-born, world-class sports car loaded with technical sophistication."

Though Motor Trend also named the C4 the "World's Best Handling Production Car" in 1984, the latest and greatest Corvette wasn't perfect. Initial complaints zeroed in on the new Vette's jarring ride as well as the squeaky, rattly, plasticky cabin. The 1984 model also carried over the 205-hp L83 engine, with Cross-Fire (aka "Cease-Fire") fuel injection, from the '82 Corvette. Transmission choices were either an automatic or a competent but odd "4+3" manual, built by Doug Nash Equipment & Engineering, which was essentially a traditional four-speed with overdrive on the top three gears.

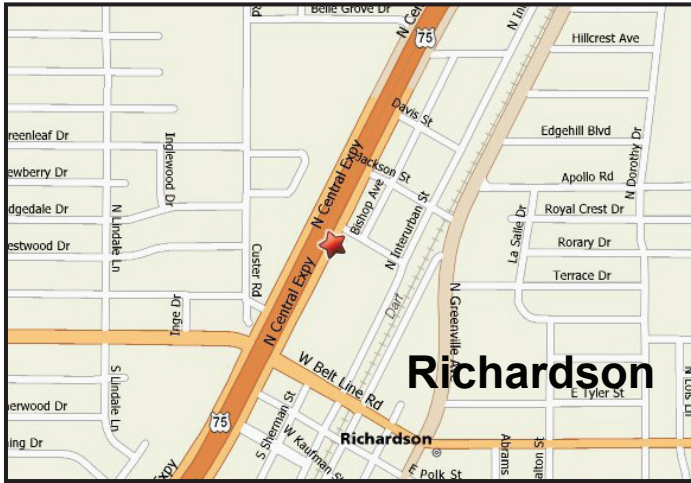
Improvements and additions arrived quickly, and

August Meeting

11 am, Saturday, August 8

Guest Speaker: Grey Acuna,

Owner of Fortified Film Solutions will be speaking about PPF (XPEL) and Ceramic coating.



Spring Creek BBQ

270 N Central Expy/US 75

****Richardson****

NOT McKinney (972) 669-0505

South-bound US 75-Exit 24 to Belt Line. U-turn under Hwy. to Northbound Frontage Road.

North-bound US 75-Exit 24. Stay on Frontage Road past Belt Line

BUILT TO PERFORM.

PROTECTED TO LAST.

THIS VEHICLE IS FULLY PROTECTED WITH

XPEL PPF

PAINT PROTECTION FILM

SHIELDS AGAINST ROCK CHIPS, SCRATCHES & EVERYDAY DAMAGE.

XPEL FUSION

CERAMIC COATING

DELIVERS DEEP GLOSS, UV PROTECTION & MAKES MAINTENANCE A BREEZE.

DEFENDS AGAINST DAMAGE

ENHANCES GLOSS & CLARITY

EASIER TO CLEAN

UV RESISTANT

10% OFF ANY SERVICE FOR CORVETTE LEGENDS MEMBERS

1240 TEXAN TRAIL
SUITE 100
GRAPEVINE, TX 76051

FORTIFIED
FILM SOLUTIONS

PROTECTION YOU CAN SEE. QUALITY YOU CAN TRUST.

FORTIFIEDFILM.COM | 903-926-9588

2026



*CLoT Club Participation Event

- | | |
|--|--|
| <p>*Aug 8</p> <p>Aug 12</p> <p>Aug 16</p> <p>Aug 27-29</p> <p>*Aug 30</p> <p>*Sept 12</p> <p>Sept 17</p> <p>*Oct 10</p> <p>Oct 9-10</p> | <p>Legends Meeting 11 am Spring Creek BBQ Richardson, TX</p> <p>Classic Cars & Brown Bags 11 am Flower Mound, TX</p> <p>Bring your own lunch and drinks! Heritage Park, 600 Spinks Rd., Flower Mound, Texas (Between Gerault Rd. & Garden Ridge Blvd.) 3 mi. North of Grapevine Mills Mall</p> <p>Handel's Ice Cream Show 10 am Highland Village, TX</p> <p>2200 Justin Rd. (FM 407), Highland Village, All cars</p> <p>Corvettes at Carslile Carslile, PA</p> <p>Huffines Kia Car Show 11am-4pm See page 3 Corinth, TX</p> <p>Come out and support our sponsor's BIG car show to benefit Presbyterian Hospice.</p> <p>Legends Meeting 11 am Big Mike's, 3200 Alma Rd. Plano, TX</p> <p>Southwest Airlines Car Show Dallas, TX</p> <p>Pre-register at: \$20 on line at https://www.swacarshow.com/register-my-car.</p> <p>Registration: To ensure security on the Southwest Airlines campus, all Classic Cars & Guests MUST BE PRE-REGISTERED before the event during normal registration period; we WILL NOT accept on-site registrations. This event is exclusively for Southwest employees, sponsors, and pre-registered car owners; the Car Show is not open to the general public.</p> <p>Location: 2702 Love Field Drive, Dallas TX. Please enter the campus from Denton Drive, then proceed to the Security Checkpoint.</p> <p>2-4pm - Driver Arrival, 6:30pm - Awards,
 4-7pm - Classic Car Show, 4-7pm - Food and Drinks 4-6:30pm - Live Band</p> <p>Legends Meeting 11 am Don Camillo Tuscan Grill Hickory Creek, TX</p> <p>Brazos River Corvette Show On the Historic Square Granbury, TX</p> <p>Gates open 7:30 am Saturday. Judging 10:30 am. Entry \$30 add \$10 after Sept 10.</p> <p>NEW "Friday Night Get together" close to the town square with door prizes, 50/50 raffle, live entertainment, a keepsake and hors d'oeuvres at no charge. Cash bar. RSVP required for Friday night.</p> <p>Contact Theresa Halford 432-634-7214 or thalford@pathtechltd.com</p> <p>Granbury Hotels: We have 20 rooms blocked at Granbury Comfort Suites & LaQuinta under Brazos River Corvette Club BRCC.</p> |
|--|--|



kept coming. The '85 Corvette got softer spring rates for a better ride as well as more oomph from the 350 cubic-inch L98 engine, good for 230 hp and 330 lb-ft of torque. A full convertible, the first drop-top Corvette since 1975, arrived for 1986. The '87 model bumped output to 240 hp, and the '89 model got the option of a proper six-speed manual built by ZF. The '91 Corvette got a major facelift, and the '92 model got GM's second-gen small-block, the LT1. Though torque remained at 330 lb-ft, horsepower skyrocketed to a full 300, and the LT1 was more efficient than its predecessor, too. For '96, an available LT4 engine option boosted the LT1's output to 330 hp. This would be the C4's last model year, as the much-anticipated C5 debuted for 1997.

Never one to miss a marketing opportunity, GM offered the C4 in several special editions over the years, including the all-white "35th Anniversary" (1988), the Ruby Red "40th Anniversary" (1993), the multi-colored "Indy Pace Car" (1995), and the Sebring Silver "Collector Edition." Bonafide high-performance versions, meanwhile, included the Grand Sport (1996), ZR1 (1990-95), and the twin-turbocharged monsters from Callaway (1987-91).

A TV commercial for the 1984 Corvette bragged that it was "so remarkably well-designed that it's destined to become another classic." History has proven that statement to be more marketing hyperbole than prescient wisdom, but that's not to say that C4s have failed to appreciate. After languishing in the low teens for most of

the 2010s, the median value of a base C4 coupe in #2 (excellent) condition rose about 8 grand, from \$13,100 in 2021 to \$21,800 today. But that still isn't that much money for a powerful, good-looking rear-drive V-8 coupe, especially compared to other modern collector cars with similar (or sometimes worse) performance.

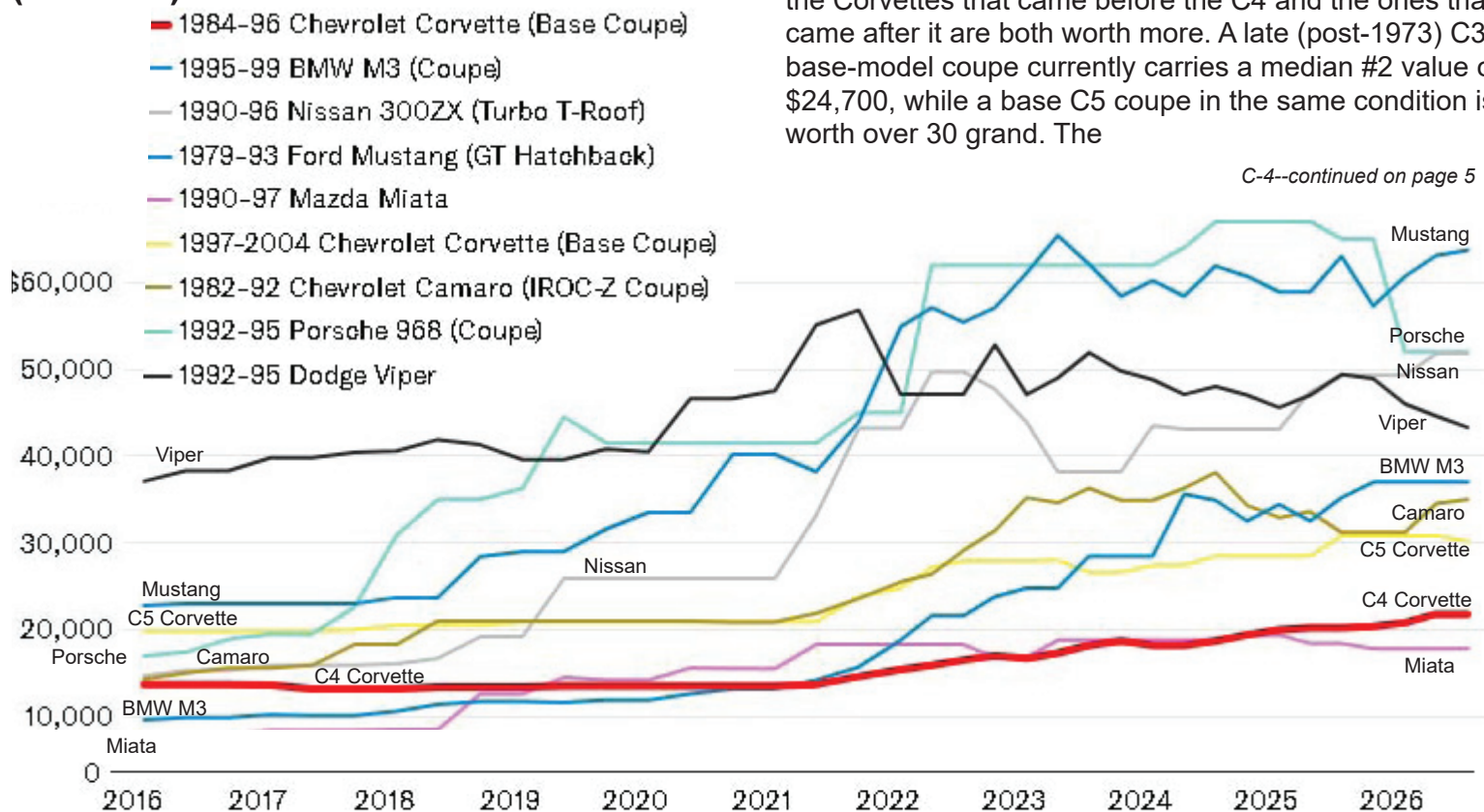
Take the 300ZX Turbo, for example. The Z-car weighs about the same as its American rival, and came with the exact same 300-hp rating as an LT1-powered Corvette. The Z even has similar proportions. A decade ago, the two cars' #2 values were within a grand of each other, but now the Nissan is worth over twice as much as the Chevy.

Meanwhile, though some shuffling in the market has flipped them back to where they probably should be, there was a time earlier in the 2020s when an NA (1990-97) Miata was actually worth more than a Corvette, despite the Mazda having less than half the horsepower and a third of the torque. To make the contrast more marked, the Miata was Mazda's entry-level offering back when it was new.

Then there's the IROC-Z Camaro and Fox-body Mustang 5.0 GT. When all three cars were new, the pony cars represented attainable speed while the two-seater Corvette was the premium offering. If you walked into a Chevy dealer in 1985, loading up an IROC with options could get you to \$20K. A Corvette started at \$24K. If you fast forward to 10 years ago, IROC-Z and C4 coupes were worth about the same, and excellent-condition Fox-body GTs could be had for four figures. Today, the Mustang and Camaro run in the mid-30s in #2 condition, while the Corvette is still in the low-20s.

Even keeping within the clan of the crossed flags, the Corvettes that came before the C4 and the ones that came after it are both worth more. A late (post-1973) C3 base-model coupe currently carries a median #2 value of \$24,700, while a base C5 coupe in the same condition is worth over 30 grand. The

C4 vs. the Competition, Median Condition #2 (Excellent) Values



C-4--continued on page 5

C4 is stuck as a sort of middle child. It doesn't have the sharp, classic, Stingray looks or feel of the C3 that came before it, while the C5 that came after it is an objectively better car than the C4 in almost every way (including its much more potent and tunable LS engine), and you don't have to stretch your budget too far to get into either alternative.

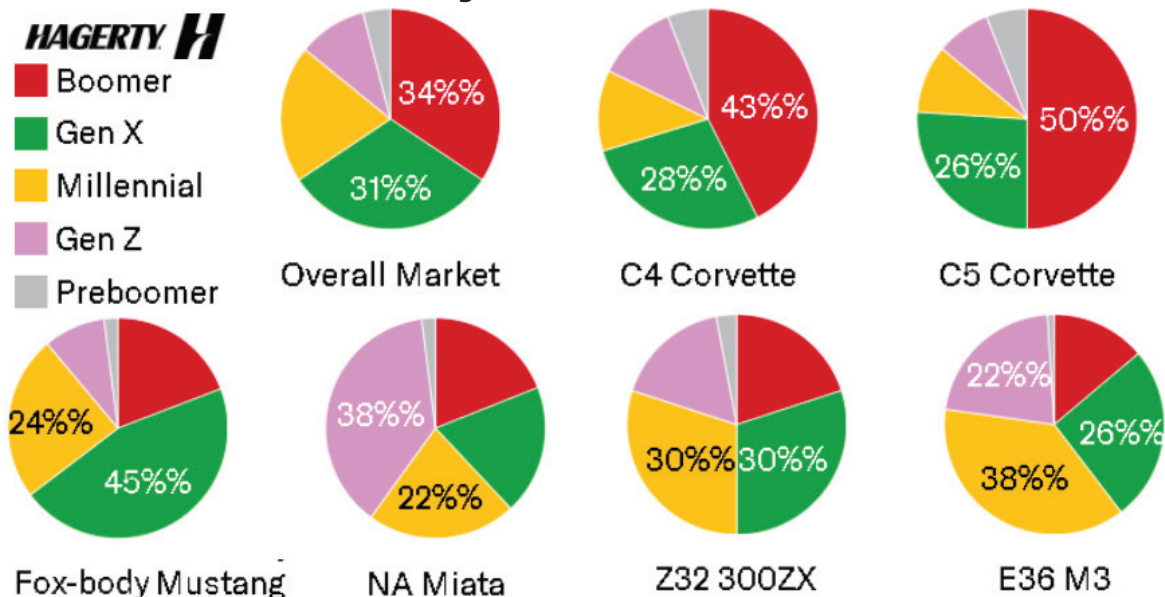
Another context to consider here is that when C4s roamed the road, many of the most exciting, thoughtfully engineered, and tech-heavy cars were coming from Japan. The '90s were the golden age of Japanese performance, while the stuff coming from Japan's shores in the 2000s just wasn't as ambitious. Conversely, the '90s were not exactly a golden age of American performance, but the Corvette continued to get better, faster, and more advanced after the C4.

Of course, part of the rise of 1980s, '90s, and '00s cars in general is thanks to younger buyers entering the hobby and gunning for the cars of their youth. The C4's reign falls right in the middle of many a millennial childhood, and their low prices suggest that C4s would be popular with more cash-strapped Gen Z buyers. However, buyer demographic data for these cars doesn't skew as young as you might think. Baby boomers, who make up about 34% of the collector car market as a whole, account for a whopping 43% of quotes for C4s over the past three years. Millennials, who make up 20% of the whole market, make up 12% of quotes for C4s. Gen Z does get the appeal of a cheap, rear-drive, V-8 two-seater, and quotes 12% of C4s despite making up 10% of the whole market. In fact, the cheaper C4 is more popular with Gen Z than the newer and faster but pricier C5, as just 8% of C5 quotes come from Gen Z.

But the newest blood in the market is clearly gravitating towards imports. If we look again at the 300ZX, we see that 30% of quotes come from millennials, and 17% come from Gen Z. For the Miata, it's 22% millennials and 38% Gen Z. Even the pricey imports of the era skew younger. The Mk IV (1993–98) Toyota Supra, which can be worth over \$150K in the right specs and condition, gets 55% of quotes from millennials and 9% from Gen Z.

Aside from shifting demographics boosting imports and the C4's middle-child status in the Corvette family, let's also consider production numbers. GM shifted between 20,000 and 27,000 Corvettes every single year from 1988 to '96. Earlier production volume was even

1990's Performance Car Demographics, Measured by Insurance Quote Data



higher, from over 30,000 in '87 to over 51,000 in 1984.

Japanese and German carmakers, meanwhile, had unfavorable exchange rates to deal with in the '90s, which made it difficult, and eventually impossible, to price their premium performance products competitively in the United States. The MSRP of the Toyota Supra Turbo, for example, ballooned from \$39,900 in 1993 to over 50 grand by 1996. The most prolific year for the Mk IV Supra in the U.S. was 1994, and even then, just 3400 were sold here. Mazda, meanwhile, sold fewer than 15,000 third gen RX-7s here, and while Miata sales were comparable to the Corvette's numbers, more Miatas got modified, raced, and/or wrecked. Indeed, survivorship of clean, unmolested, low-mile C4s is quite high relative to most other '90s performance cars, as any search of auctions or cars for sale will show you.

There isn't one big reason why C4 Corvettes are still cheap, but rather several small ones. Their more coveted predecessors (C3) and successors (C5) provide natural ceilings for the prices of C4s. They were built when more interesting stuff was coming from other manufacturers, and buyer interest in those other manufacturers relative to the Chevy reflects that. Then there's the ample supply of clean C4s compared to the dearth of collector-grade 300ZXs, Supras, M3s, etc. All this is to say that C4 prices will probably always lag behind those of their peers, and for a value-oriented buyer, that's a good thing. Cool cars at attainable prices are always welcome.

**Club
Member
Discount**

Legends members get
Fleet Pricing on parts at
Huffines Chevrolet
in
Lewisville



1400 South Stemmons Freeway

Which one would you put in your garage?

From C1 to C3, RM Sotheby's has four amazing and unique Corvette Race cars to bid on August 15, 2026 in Monterey, CA. Read about the amazing racing history of each of these great Corvettes and see more pictures on line at rmsouthebys.com



Lot 341--1963 Chevrolet Corvette Grand Sport \$11,000,000 - \$13,000,000. One of just five legendary Corvette Grand Sports constructed and the first of only three Grand Sport coupes.



Lot 350--1968 Chevrolet Corvette L88 RED/NART Le Mans \$900,000 - \$1,100,000. Fourth Corvette to finish 24 Hours of Le Mans. 3rd overall at the 1973 24 Hours of Daytona, highest finish for a Corvette in international endurance competition at the time and the best finish for Corvette at Daytona until 2001.



Lot 344--1969 Chevrolet Corvette Stingray L88 V.V. Cooke \$600,000 - \$800,000, Widely regarded as the winningest Corvette ever campaigned and one of the most significant competition Corvettes in existence!



Lot 353--1960 Chevrolet Corvette LM \$2,000,000 - \$2,500,000. One of three Corvettes entered in the 1960 24 Hours of Le Mans, the Corvette model's debut at the world's most legendary race.

The First Law of Corvette Restoration

Every missing part, tool, or fastener exists. Its location is merely unknown until the Garage Spirits decide otherwise.

Corollaries include:

1. The probability of finding a missing tool increases dramatically after ordering a replacement.
2. Any part thought to be lost forever will be discovered while looking for something unrelated.
3. The actual cause of a problem is usually simpler than the theories developed while diagnosing it.
4. No restoration is complete without at least one artifact being preserved solely because it has a good story attached to it.

CORVETTE LEGENDS OF TEXAS OFFICERS

contact info in your club directory

President:..... Tom Hubbert
VP of Operations:..... Jeff Clevenger
VP of Special Events:..... Steve Parry
Secretary:..... Sharon Conde
Treasurer:..... Kevin Shedden

DIRECTORS

Director of Communications:..... Denise Eckhart
Weekend Wrench Coordinator:..... Mike Kmita
Membership Coordinator:..... Dennis Conte
Newsletter Coordinator:..... Diane Preston

Legends Ledger Newsletter: Published monthly.

Submission deadline is the 15th of the previous month.

Send submissions to cdiane1957@aol.com

Club Web Site: <http://www.vettelegends.com>

Send submissions to: Communications@VetteLegends.com

Meetings-2nd Saturday of every month

If you have a recommendation for a guest speaker to address the club or a new meeting location in the North Dallas Metro Area, please contact Jeff Clevenger.

Membership Info: \$40 for annual membership

Application available on our web site: VetteLegends.com

Send all changes in your address and Corvette ownership to:

Dennis Conte: Dennis.Conte@att.net

Dues are paid annually at a meeting or mailed to:

Corvette Legends of Texas, P.O. Box 260316, Plano, TX 75026-0316

See Back Issues and Legends Newsletter in Color at VetteLegends.com

SHOW FEATURES

18th ANNUAL
Faith Presbyterian
Hospice Event

CLASSES

JUDGED BY JUDGES:

2010 & Newer Car
2000-2009 Car
80's & 90's Car
70's Car
60's Car
50's Car
Pre 50's Car
Muscle Car
Corvette 82 & Older
Corvette 84 & Newer
Original
Camaro 81 & Older
Camaro 82 & Newer
Mopar
Street Rod/RatRod
Open Car
Convertible
Import
Jeep/4x4
Pre 80's Truck
80's & Newer Truck
Open Truck
Under Construction

2026

CAR SHOW

PREMIUM AWARDS

Best Engine,
Paint & Interior
4 Best of Show
Categories
Huffines' Pick
People's Choice
Hospice Pick
Special Interest



KIA | SUBARU

**Sunday,
AUGUST 30th**

Events Schedule

12-4 pm

Registraton

11 am

\$25 Entry



Huffines Kia Subaru

6940 S I-35 E Exit 460

in Corinth



FAITH
PRESBYTERIAN HOSPICE
FOREFRONT LIVING



Birthdays for August

8-05 Ken Yanniello	8-19 Sherry Snider
8-08 Bob Kirk	8-19 Sissy Benedetto
8-09 Diane Foote	8-23 Nanci Duplant
8-09 Bill McNichols	8-24 Sandy Allen
8-10 John Cantleberry	8-25 Karen Stewart
8-10 Frank Hanfland	8-25 Shane Morris
8-12 Sandra Plumley	8-26 Denise Spurlock
8-16 Susan Joseph	8-28 Bill Messick
8-17 Angela Schwendemen	8-29 SharonConde

NEW! Club
Window Stickers
Available at the August Meeting

\$3^{ea}





Patriot PAWS Service Dog puppy raiser Karen Hunnicut with 6-month-old Birdie.



Jeff & Debbie Clevenger's brand new Black E-Ray got lot's of attention.



Ed & Kimberly Atchley show visitor Bert Hayslip her CRC 1962-Bodied C-5 Black Convertible... It was the closest thing we had to a C-1 that day!!!

CORVETTE LEGENDS OF TEXAS

GENERAL MEETING--July 11, 2026,

BJ's Brewhouse House Restaurant, Addison

The members of Corvette Legends was called to order at 11:58 a.m. The minutes of the June meeting as reported in this month's newsletter were approved

Attendance: 52

Guests: Bert Hayslip and Brooke Bbennett

Legends Winner: Mary Jean Entrekin

50/50 Pot Winner: Walter Plumley \$83.00

Our program was a demonstration of Patriot PAWS Service Dogs by Karen and Eric Hunnicut with Birdie, a 6-month-old female Labrador Retriever. Karen and Eric gave us a terrific talk on how the dogs are trained, how the dogs are evaluated for the best jobs and how the dogs choose their veterans. Birdie showed us a few of the connections/commands she has learned and then she, along with Karen went through the members, greeting each member with wags and kisses.

Our club gave Patriot PAWS a donation of \$3,200 raised from: the prize award from Lewisville Holiday parade, the sale of Sherry Snider's items at the Pate swap meet, and the raffle of National Corvette Museum membership at the June meeting donated by Craig & Sharon Conde.

Upcoming meetings:

Aug. 8-Spring Creek BBQ, Richardson, Speaker from Fortified Film Protection.

Sept. 12-(new location) Big Mike's Bar & Grill, 3200 Alma Dr, Plano, TX (SE corner of Parker Rd & Alma Dr in Town Square)

Oct. 10-Don Camillo's, Corinth, TX.

Steve Parry reported on future events:

Cars & Coffee, Plano Tortilla Factory Restaurant. 1st Sunday of month at 8am.

Vettes for Vets in the fall. Date TBD. Challenge from Lone Star club – who will have most Corvettes

Life Care Center of Plano Car show. Date TBD

Dennis Conte reminded everyone of the Hot Wheels car show in Melissa weekend of July 18.

We all sang Happy Birthday to Denise Eckhart.

Jeff Clevenger reminded members of the discount on GM parts that Huffines Chevrolet in Lewisville gives to Legends members. Meeting adjourned 12:48 p.m.

*Submitted by Linda Deneault,
Substitute Secretary*



7 *Happy Birthday to Denise Eckhart!!!*



Aug. 8 Meeting
Spring Creek BBQ
Richardson
See page 2

Place
Postage
Here

Guest Speaker:
Grey Acuna
speaking about PPF
(XPEL) and
Ceramic coating.



1400 South Stemmons Freeway
Lewisville, TX 75067

*Proud
Sponsor
of Corvette
Legends*



*We were 30 years young
when we got our first Corvette...
How 'bout you?*



**There is NO reason for Corvette
Legends Club Members to go
ANYWHERE but Huffines!**

**Call Scott Spiegel
at 972-538-7000**

for Special Club Member Prices on
New and Pre-Owned Vehicles.
Our inventory changes daily, and we will work
to get the vehicle you desire!