



The Vette Set

Volume 61 Issue 04 February 2024

Save The Wave



Corvette Nomad



Corvette Corvair



Corvette
Convertible
Coupe



Corvette

Corvette Concepts at the 1954 Autorama



The Vette Set

Colorado Springs Corvette Club, Inc.
Monthly Newsletter

Volume 61 Issue 04 February 2024

"The general purpose of Colorado Springs Corvette Club (CSCC) is to encourage planned trips, events and social activities for members of CSCC; to act as a source of technical information; to establish rules and regulations covering all activities of CSCC; to provide and regulate events and exhibitions of Corvettes; and to encourage careful and skillful driving on public highways; and to own personal property as needed for the foregoing purposes."

Save The Wave

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Scott Cronk (Temp)

Highway Beautification
Gary Walters & Ted Severn

Club And Meeting Info

Club Meeting Information

Monthly business meetings are scheduled on the first Thursday of the month.

The next club meeting:

7:00 P.M. Thursday, March 7, 2024

Meeting Location

[Mike Maroone Chevrolet North](#)
1570 Auto Mall Loop,
Colorado Springs, CO

Board Meeting Information

Board Meetings are held on the Tuesday prior to the monthly business meeting.

The next board meeting:

Tuesday, March 5, 2024

Hosted by Jerry Phillips
4239 Hessite Loop,
Colorado Springs, CO

74 Members Present at the February Meeting

- | | | | |
|----------------------|----------------------|--------------------------|----------------------|
| 1. Don Adametz | 20. Steve Dombrowski | 39. Carol Marlar | 57. Karl Soneson |
| 2. Gail Applekamp | 21. Brian Enger | 40. Dean Mattes | 58. Patty Strauch |
| 3. Scott Applekamp | 22. Peggy Ferron | 41. Dan McCarty | 59. Don Strode |
| 4. Todd Barnhardt | 23. Mark Forbes | 42. Linda McCarty | 60. Joanne Strode |
| 5. Luther Benson | 24. Kristi Gonzalez | 43. Dick McGraw | 61. Tom Taylor |
| 6. Winnie Bochnak | 25. Tony Gonzalez | 44. Rick McGuffin | 62. Wayne Timura |
| 7. Jean Cantu | 26. Jeff Gray | 45. Roger Miller | 63. Gerry Turner |
| 8. John Cantu | 27. Susan Gray | 46. Robert Miskowitch | 64. David Ury |
| 9. Chris Capshaw | 28. Larry Hannappel | 47. Stacy Myers | 65. Gwenda Valentine |
| 10. Jonathan Capshaw | 29. Doug Hantelman | 48. Ralph Olson | 66. Larry Valentine |
| 11. Pete Claus | 30. Joni Hantelman | 49. Denise Phillips | 67. Gary Walters |
| 12. Elaine Collins | 31. Kristal Harrison | 50. Jerry Phillips | 68. Jay Whalen |
| 13. Tim Collins | 32. Rex Harrison | 51. Tom Phillips | 69. Tanya Whalen |
| 14. Scott Cronk | 33. Richard Haugen | 52. Roseann Riggiknudson | 70. Debra Wynn |
| 15. Pete DeFelice | 34. Keith Knudson | 53. Anne Silvers | 71. Ronald Wynn |
| 16. Nani DeFelice | 35. Alice Lester | 54. Anita Smith | 72. Debbie Yale |
| 17. Todd DeSchepper | 36. Jack Lester | 55. Mike Smith | 73. Gary Yale |
| 18. Diana Dittman | 37. Jeff Markewich | 56. Steve Smith | 74. Joe Zaccagnino |
| 19. Mike Dittman | 38. Carl Marlar | | |

5 Guests Present at the February Meeting – Welcome!

- | | |
|---------------------------|---------------------------------------|
| 1. Joseph Godec | 1965 Red Sting Ray Convertible |
| 2. Jesse Denson Hesch | 1969 Red Stingray |
| 3-4. Paula and Jeff Perry | 1976 Yellow Stingray Coupe |
| 5. John Cerda | 2024 Seawolf Gray Hardtop Convertible |

The Club President encourages everyone to leave feedback in our online suggestion box that will be reviewed monthly by the board prior to each membership meeting.
Access the [CSCC suggestion box here](#).

Special thanks to this month's newsletter contributors: Steve Dombrowski, Tom Ury, Scott Applekamp, Chris Capshaw and Tony Gonzalez

February Meeting Minutes

The February meeting was called to order at 7:00 p.m. on February 1st 2024 by Club President Scott Cronk.

Thanks again to Maroone Chevrolet-North, and several anonymous door prize donors. Door prizes were chosen by the meeting attendee winners! Also, thanks once again to Maroone Chevrolet-North staff for providing the great facilities, tables, chairs and pre-meeting waters and snacks.

President's Comments – Scott Cronk introduced guests from 3 different sponsors; Ben and crew from Under Pressure Performance (UPP), Jacob from Auto Film Solutions, and Kelly & Ashly from O'Reilly's Auto Parts. All 3 guests provided great insight to the members regarding their products and services for not only Corvettes but our other vehicles too. Plus the 3 tricked-out Corvettes from UPP were a big hit with the membership.

Treasurer's Report – Gary Yale said our club funds are still comfortable. Club sponsors added additional funds to our coffers.

Secretary Report – Pete DeFelice
-No corrections or updates to the January 2024 minutes were noted. The January 2024 minutes were approved.

-2024 Club Rosters were distributed at this meeting.

-We have **another annual sponsor**: Auto Film Solutions, just signed up for annual advertising. They offer 15% off for CSCC Corvettes and 10% off for your other vehicles.

-Check out our sponsor discounts:

-O'Reilly Auto Parts 10% nationwide discount code for CSCC members is active. Just tell the cashier you are a CSCC member, provide the Discount Code (3419318) and show your NCCC card when you make that purchase.

-J9's Luxury Auto Detailing now offers a 15% discount to CSCC Members for services. See ad in this issue.

Past Events - Nothing significant to report.

New Business

-Tony Gonzalez snagged the Good News / Bad News suitcase loaded with goodies.

-Discussion on how to participate in Colo Springs St. Patty's Day Parade.

New Cars – Upgrades – Special News:

-Scott and Gail Applekamp picked up a sweet '94 Black Rose, 6-Speed Coupe ... In a blizzard!

Merchandise – Tony Gonzalez is still looking for ideas for new Corvette merch. Contact him with your ideas at: 719-659-4133

Governors Report – Walt Jenkins

-Walt was unable to attend this meeting. However, see more in this newsletter based on his recent NCCC Monthly Update

Upcoming Club Events & Activities:

-Winnie Bochnak reminded all of her annual Dub Bridge Night for Feb 17th. See flyer in this issue.

-March 16th is the Annual St. Patty's Day Parade in Colo Springs with limited CSCC participation. Contact Patty Strauch here

-2024 Fun-In-The-Sun Car Show will be a Peoples Choice Show this year vs. a Judged "Concours Show" as in the past.

New Members – Rick McGuffin

-Five guests attended; see their names and Corvette info on the previous page.

-The meeting was adjourned at 8:00 p.m. as members gawked at the 3 UPP Corvettes and we put the Maroone Service Bay back together ...

Minutes recorded by Pete DeFelice

Upcoming 2024 Calendar / More!

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Point of Contact</u>
Feb 17	Dub Bridge Game Night	Bochnak Res. 45 Pauma Valley Drive	Winnie Bochnak
Mar 05	CSCC Board Meeting	Phillips Residence	Jerry Phillips
Mar 07	7 pm CSCC Club Meeting	Mike Maroone Chevrolet North	Scott Cronk
Mar 16	St. Patrick's Day Parade	Tejon & St. Vrain Streets	Patty Strauch
Apr 02	CSCC Board Meeting	Panino's Restaurant Downtown	Todd DeSchepper
Apr 04	7 pm CSCC Club Meeting	Mike Maroone Chevrolet North	Scott Cronk
Jun 01	Fun-In-The-Sun Corvette Show	Mike Maroone Chevrolet North	McGuffin and DeFelice
Jun 08	CSCC Annual Summer Picnic	DeSchepper Residence	Todd DeSchepper
Jun 28	Drive Your Corvette To Work Day	Bird Dog BBQ, on Centennial Blvd	Chris Capshaw
Jul 21	Cone Zone Autocross	Douglas County Emerg Veh Ops Ctr (EVOC)	Larry Valentine
Aug 10	Maroone Charity Corvette Show	Mike Maroone Chevrolet North	McGuffin and VOLUNTEER
Aug 26 – 04 Sep	National Corvette Caravan	Bowling Green KY	Chris Capshaw
Sep 20 – 22	Gunnison Weekend	Gunnison CO (Hotel TBD)	TBD
Oct 20	Fall Autocross	Douglas County Emerg Veh Ops Ctr (EVOC)	Walt Jenkins
Nov 03	S'no Flakes Rallye	Location TBD	Ted Severn
Dec 19	Annual CSCC Christmas Party	Wedgewood Wedding Hall	Chris Capshaw

Colorado Car Events Over Next SIX months: [Colorado Car Events](#)

Calendar dates as of February 15, 2024.

For the latest updates, flyers, and pictures, check out events on our webpage: [Colorado Springs Corvette Club](#)

C8 Corvette Production News

by GM Authority

C8 Corvette Discounts Remain Non-Existent Thru January 2024

Unfortunately, as of the end of January 2024, any Corvette discounts or incentives continue to be unavailable. No financing or lease incentives are available either. The online configurator tool for each variant of the C8 can be used by prospective buyers to choose their preferred trim level, body style, exterior and interior colors, as well as options and features. Once the process is complete, the user can view a full pricing breakdown for their build and also request a dealer price quote.

For reference, here are 2024 Chevy Corvette trim levels and corresponding starting MSRPs, \$1,695 destination freight charge included:

Stingray Coupe

- 1LT - \$69,995
- 2LT - \$77,095
- 3LT - \$81,745

E-Ray Coupe

- 1LZ - \$106,595
- 2LZ - \$112,095
- 3LZ - \$117,545

Z06 Coupe

- 1LZ - \$111,795
- 2LZ - \$120,695
- 3LZ - \$125,345

Stingray Convertible

- 1LT - \$76,995
- 2LT - \$84,095
- 3LT - \$88,745

E-Ray Convertible

- 1LZ - \$113,595
- 2LZ - \$119,095
- 3LZ - \$124,545

Z06 Convertible

- 1LZ - \$118,795
- 2LZ - \$127,695
- 3LZ - \$132,345

This past October, the [2024 C8s received a \\$2,100 price increase](#) across the C8 Corvette line, which includes a bump in the destination charge of \$100. That means the 1LT Stingray Coupe now starts at \$69,995 while the Z06 Convertible in 3LZ trim has a starting MSRP of \$132,345. Furthermore, the [carbon fiber wheels get a price increase](#) as do the [full-length dual racing stripes](#).

The 2024 Corvette adds new active safety tech to bring it in line with other Chevy models, [including Automatic Emergency Braking](#) and [IntelliBeam](#) automatic high-beam headlamps and [Lane Keep Assist](#) / Lane Departure Warning. In addition, Corvette also gets [new driver mode selection animations](#) along with a [new infotainment system that incorporates Google built-in features](#).

Additionally, the [2024 Corvette Stingray drops two alloy wheel choices](#), replacing them with new designs. Check out all the [2024 Corvette wheel options](#). Furthermore, the [2024 Corvette gets a new Edge Red painted rear fascia script](#) LPO-level option.



Furthermore, the [Stingray's M1L transmission gets a case design update](#) for 2024 and, critically, [will no longer require two extra quarts of transmission fluid for track use](#). It should be noted that GM does not condone tracking M1L-equipped vehicles without the Z51 package.

The [online configurator tool is live](#) for the entire 2024 Corvette lineup, including for the 2024 Corvette Stingray, the 2024 Corvette Z06, and the 2024 Corvette E-Ray.

The [2025 C8 refresh will bring changes to interior](#), with the biggest change expected to be deletion of the HVAC controls along the large center divider between the seats, aka "the Great Wall of Buttons."

The [2025 Corvette ZR1](#) debuts next year. It's expected to have a twin-turbo version of the [5.5 V8 LT6 Z06 engine](#). Our spies spotted a [2025 ZR1 prototype testing](#), revealing differences between the ZR1 and Z06 with the Z07 package.

THANKS FOR SUPPORTING OUR RECENT CLUB MEETING



C5 Chevrolet Corvette



C6 Chevrolet Corvette



C6 Z06 Chevrolet Corvette



C7 Chevrolet Corvette



C8 Chevrolet Corvette

- We specialize in Corvettes. Our tuner specializes in fuel injection and forced induction.
- We can help with your naturally aspirated or carbureted project too!
- Need a baseline or a full tune on your Corvette? UPP has you covered either way!
- We tune in-house on a Dynamometer capable of measuring 1800+WHP per axle.
- Full dyno tunes are by appointment only, as we want to spend as much time with your Corvette as needed to meet your goals.
- Give us a call today for a comprehensive list of what we can tune, pricing and availability!
- We offer sales and installation of complete twin turbo systems complete with custom fabricated compatible plumbing and fuel delivery systems
- Our ASE Certified technicians are in-house fabricators that can design and build anything from intercooler piping to a full tube-frame chassis.
- Whether it be a simple fix on a cracked manifold or a custom exhaust for your race car, we have the experience and resources to build whatever you need!

• **10% DISCOUNT FOR COLORADO SPRINGS CORVETTE CLUB MEMBERS**

UPP now offers a full tune for C8s and we are currently doing R&D on a twin turbo kit for the C8 platform as well

UPP offers the best in aftermarket suspension options. We are direct retailers for:
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Introduction to Autocross

by Tom Ury

Aggressive driving---encouraged!!

YOU CAN DO IT!

This is a short introduction to the world of autocross and will explain some of what you'll need to understand and how to get started in the sport of Autocross. If you cannot decide yet if you want to try this, come to a race and go for a ride. Basically, we run one car at a time through a fast maze of turns and corners, trying to be the quickest to the end point.

Most drivers welcome passengers, just ask!



Definition of an Autocross

An NCCC regulated speed event where the driver has an opportunity to learn, improve, and demonstrate their skill on an autocross course. Each driver will be running against the “clock”. A low speed event, which most of them are, is designed to not exceed 80 mph.

If you're reading this, you have a Corvette. We'll start with that—if you bring an SUV or an 18 wheeler to race, you will be turned away. The Corvette is a wonderful and well sorted sports car capable of handling most anything a driver will ask it to do and without much complaint. In a typical parking lot coned course, your Corvette is not going to roll over and you won't hit anything, no matter what you try. Your car will not experience much brake pad wear, but your tires may—depending on how aggressive you drive.

The Corvette is very neutral in its handling, by that I mean without braking or acceleration, the car pushes the same in a corner with both the front and the rear. This is something Corvette drivers must experience to be appreciated. As an experienced driver, you'll know your car's capabilities and with it comes a real sense of accomplishment that can be put to use in emergency situations on the streets and highways when needed.

Getting Started:

CSCC is hosting the Cone Zone Autocross on Sunday, July 21, in [Sedalia CO at EVOC](#). Watch you emails for details or check the club calendar. This is a low pressure, inexpensive opportunity to take your Corvette out on an autocross track and to learn some of the nuances of racing. Like most of the events, you first need to register for the Autocross. You will register with your car class as a “Novice”, if you are a beginner, or “Metal” if not driving a Corvette. The event flyer on the club calendar will have a link to registration. Typically you will get 2-3 runs against the clock per race, and the day may consist of from 3 to 5 races—check the flyer.

Car/Driver Preparation

The first thing you need to get sorted is the safety of your car. Arrive at the track early so you can remove all the loose objects from inside your car and get your car tech inspected. Any loose objects in your car can become a missile. Go to the registration desk and check in, having your payment ready (checks or cash). You will get a tech sheet. According to the tech sheet, the inspector will check your lug nuts, battery lock-down, helmet specs, tires, steering, brakes, and a few other things. It only takes a minute or so. The tech inspector will place a sticker on your windshield once you've passed, and will turn in your signed tech sheet.

Introduction to Autocross



Tires and Helmets - Make sure you have adequate tire pressure, with cold pressures at least what is noted on the driver's door post. If you drive an older Corvette with high-profile tires, you should add more pressure. You can race with tires that have no tread remaining, provided there are no cords showing. You are responsible for driving a safe car, so if you have any issues, please get them sorted before showing up. As with many things, tire pressures will affect your run time—experience will help you gain needed knowledge in this area.

Many of the veterans will be using extra-sticky dedicated race tires. If you have regular street tires, do not expect your times to be anything close to these people. Just have fun! All helmets must be Snell approved, "SA", "SAH", or "MA", less than 10 years old. Helmets can be open or closed-face. The Club has a limited number of helmets and liners to loan.

You're not done yet. Now you need to put numbers on your car so we know who you are out there. Registration will assign you a 3-digit number for the day's race or NCCC members can apply for a dedicated two-digit number (15 thru 99) that will be good for the year. You should apply the numbers to both sides of your car, at least 8" high and in a contrasting color to your car. We have blue and yellow painters tape on hand. You can use your car for two drivers, but each driver needs a separate number. Run a piece of tape across the numbers not being used to block it out for each race. Word to the wise—painters tape may not stick to cars with ceramic coatings, so test it first. You must race with closed-toe shoes, passengers included. Passengers may feel queasy after a run, like an intense roller coaster ride. The driver will not experience this, but an elevated heart rate is a given. The next day, it's not unusual to have sore muscles, especially in the hips. Some people may also want to add knee padding for that left knee.

Race Time

Now that you have your car sorted and registration is taken care of, you need grab a donut and bottle of water and go walk the course, memorizing it as much as possible. You won't get a chance to drive it before the clock starts and is part of the challenge. Sometimes there will be a parade lap on the longer dedicated road courses. Walk the course with a veteran for your first time if you can, and walk it again by yourself. There are usually course maps at registration. It will take about 30 minutes to walk the course—failure to do so will result in you being lost out there. Be sure and look at the more tricky areas of the course from driver's height—it makes a difference! Ask a ton of questions. We are here to help you enjoy the sport. Just like skiing and golf, it takes practice and knowledge to become accomplished at it.

Now that you've walked the course, grabbed another doughnut and visited the potty, it's time to attend the driver's safety briefing. This should acquaint you with all the things that apply to the race, like penalties for hitting a cone or an antelope. Ask questions if not sure.

At the driver's meeting, run groups are assigned (1 or 2). As a novice, you have special privileges that the veterans don't have. You usually will race in the second run group and can ride with someone in the first run group to familiarize yourself with the course. If not riding, you can also go out and work the track with an experienced driver – it gives a different perspective. All drivers are asked to work the course when not driving. When your run group is called up, you must drive your car to the staging area or starting grid. Note how the other drivers are doing it and follow along. A grid master will call you to the starting line.

Introduction to Autocross

Don't stage too close to the car ahead of you as they can spray rocks when starting. After the car ahead of you has started, you will be called up to stage at the starting line. Place your shoulder next to the tall cone at the start line and watch for the green light or starter to signal when it's clear to begin your run.



Don't worry about a drag race start. The time starts several feet into your run when you cross the light beam and ends at the finish line. Proceed as fast as you want. The faster you go the more your fun meter will peg. Hitting any cones will mean a 2 second time penalty per cone. Missing a turn or a gate will constitute a DNF or "Did Not Finish" and no time will be given for that run. We sometimes put down white lines to help with navigating the course. These lines can be crossed without penalty and are just there to help navigate. Ask questions about how all this works as there are peculiarities. Usually there are two cones to a "gate". Go between them. If you encounter a single cone, you have the option to go around it either right or left. A second single cone must be taken on the opposite side of the first one and so on, which constitutes what we call "a slalom" (just like skiing). There may be a cone on its side (called a pointer cone) next to a standing cone and you must take corner on the side it is pointing to. Be sure and view an autocross on YouTube. ([Quick Autocross Video](#))

When on the course, it is wise to keep up the pace - there could be a car 20 seconds behind you. Don't stop unless told to do so by a course worker waving a red flag or if you see something that could be dangerous. If this happens, please stop and wait for instructions before proceeding. You will be awarded a re-run if it was not your fault. If you catch up with the car ahead of you, back off and raise your hand if possible, and a course worker will call in a rerun for you. If you get lost, don't panic, it happens all the time and the course workers can sometimes direct you to where you need to be—always cross the finish line to stop your time and keep things in sync. A typical run will be from 40 to 80 seconds in duration. Every autocross is different. If your heart isn't beating out of your chest at the end of the run, you need to go faster and take more chances.

Driving tips: Brake as late and as hard as possible when still straight entering a turn, use less braking into the apex and then accelerate out of the turn gradually and then with full power as you straighten out as traction allows. Keep as close to the cones as possible on the inside of the turn. Always try to look one or two gates ahead so your car is positioned properly for the next turn—experience is a big deal here.

After you cross the finish line, slow way down and cruise back to the starting grid, placing your car in the same slot you started from and allowing your car's engine to cool down. The run grids will switch out several times during the day, so just be aware how that all works and you will be fine.

You did it!!

After you have participated in 8 full races, you will move out of the novice class and can then participate in the NCCC points competition, based on your class of car. Cars that have numbers between 1 and 15 are cars that finished in that place for the last calendar year in NCCC points. Numbers followed by an "L" are lady drivers. If you decide to do this, I recommend your first race be the Cone Zone Autocross at EVOG. We will allow new racers to go out on the track and practice without timing and will make other special accommodations for new drivers.

This has been a much abbreviated treatise on what to expect when learning to autocross. Please let me know if you have any questions or comments by emailing to tfury@comcast.net.

Location For 2024 Autocross Events

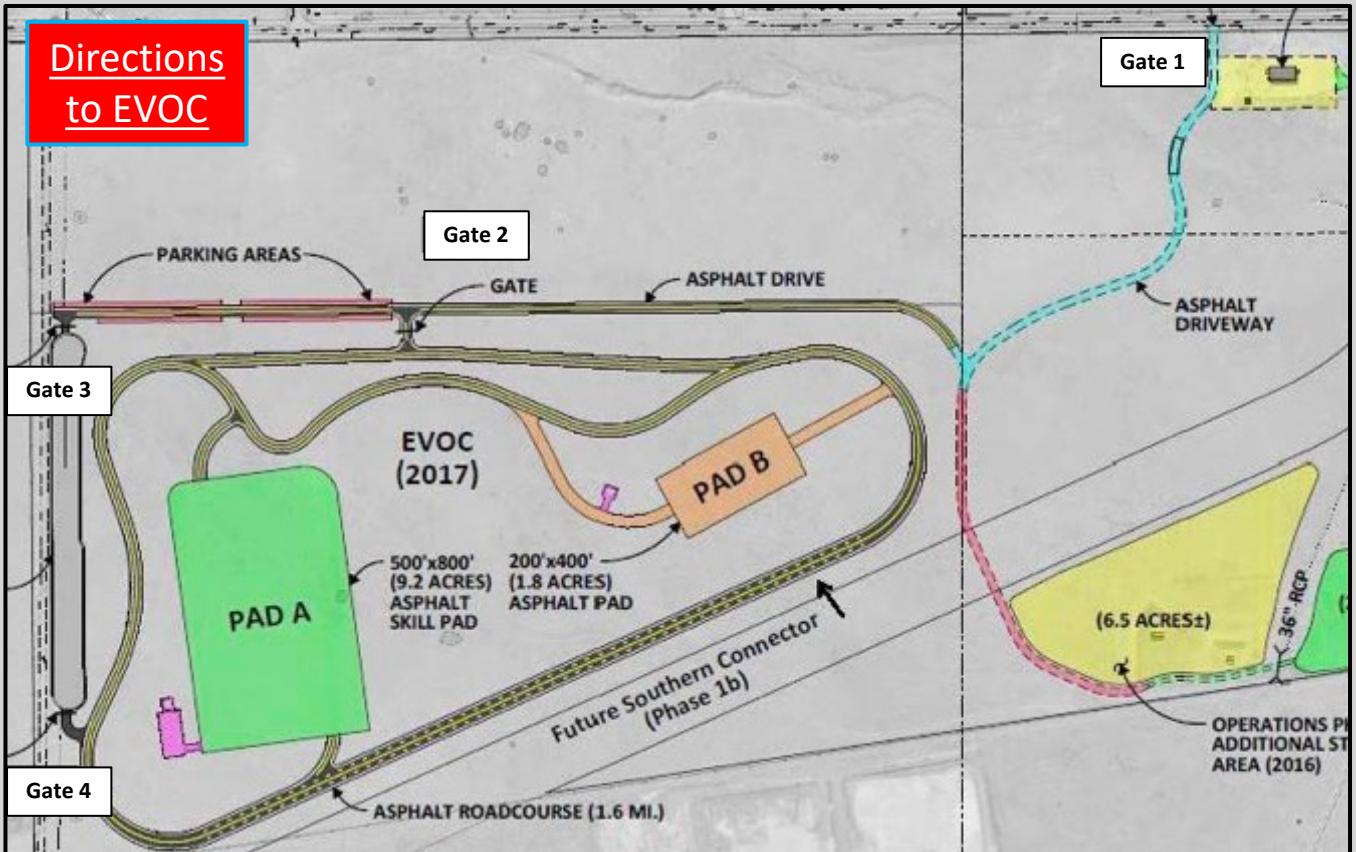
by Walt Jenkins



Our Club Governor, Walt Jenkins has secured Code 303 Douglas County Emergency Vehicle Operation Center (EVOC), for our 2024 Autocross Events. It's a public-safety driver training facility owned by Douglas County and managed by the Highlands Ranch Law Enforcement Training Foundation. It is a place to teach advanced decision making; safe pursuit driving and pursuit termination; low speed technical driving skills; day and night driving; weather skills; vehicle dynamics and limitations; law enforcement motorcycle certs; crash investigation training; traffic incident management (TIM); among others. While the EVOC is mostly used for public-safety training, it is also rented it out to approved private users.

Driver Training Facility Details:

Perimeter Driving Course		1.6 miles asphalt paved with .5 mile 4-lane section
Pad A	Cones onsite	Skills Pad: 9.2 acres asphalt paved
Pad B	Cones onsite	Skills Pad: 1.8 acres asphalt paved
TIM Area		2.2 acres concrete roadway (shared with CDOT)
Student Parking		At south end of Liniger Way
Restrooms		Port-o-lets at Student Parking, Skill Pad-A, & Skill Pad-B
GPS Coordinates	Entrance at 8500 Moore Rd.	N 39 48 7986 W 105 02 5956



FAREWELL TO FRIENDS



Ambassador

**Club Ambassador
to the NCM**

Barrett Benson

National Corvette Museum
corvettemuseum.org
1.800.538.3883



It is with extreme sorrow that we have to announce that our wonderful Corvette Ambassador, Barrett Benson, passed away on the of 29th of January 2024, due health complications.

As we all know, Barrett was as big of a Corvette enthusiast as anyone. He represented the National Corvette Museum as a Club Ambassador to at least four separate Corvette clubs.

A Lifetime Member of the National Corvette Council of Corvette Clubs, and a member of the Colorado Springs Corvette Club since January 2008, Barrett was always quick to volunteer to help with our club events. He always provided interesting newsletter articles, and delivered meeting presentations that will be sorely missed.

*A true lover of Corvettes, at the time of his passing, Barrett owned three ... a **Torch Red** 2003 Anniversary Edition Z06, a 2008 **Victory Red** Convertible, and a 2014 **Torch Red** Coupe ... He always said "all Corvettes are **RED**."*

Thank you Barrett for all your dedication and tireless hard work that you provided to our club, and the entire Corvette family ... Save us all a parking space.



**Welcome Barrett. You can park
your Corvette right over there ...**



As of this date, we do not have details of any plans or services. We did hear that Barrett's wife wanted to do something small and private.

Our Club will honor whatever she would like to do.

As a way to thank Barrett for his innumerable contributions to the Corvette Community, the Colorado Springs Corvette Club, in concert with other clubs, are having a Memorial Brick placed at the National Corvette Museum to honor him.

As we learn more details we will keep everyone posted.

Please keep Barrett's family in your thoughts.



FAREWELL TO FRIENDS



George Arthur Menzer, a.k.a. “Fireman George”, was born on September 18, 1937. George was many things to many people and a life-long learner, appreciator of Colorado and the history of the Pikes Peak region. Growing up, he worked daily in his family owned and operated north-end dairy farm (El Paso Dairy). George graduated from Colorado Springs High School and attended Colorado College, majoring in geology, played the trumpet in the marching band and was a back-up goalie for the CC Tigers. George owned one of the first Corvettes in Colorado Springs and was a Charter Member of the Colorado Springs Corvette Club, serving as President (1962 and 1963).

His passion was driving. Driving was his life. He raced his Corvette in the Pikes Peak Hill Climb in the sports car division in 1959 and 1960. George was a master heavy equipment operator and worked jobs, including dam construction at Alma, Colorado

He joined the United States Army in 1961. After basic training, he was assigned to 3rd Missile Battalion, 68th Artillery at Farmington Minnesota, before coming to ARADCOM Headquarters in Colorado Springs, in March of 1962. George left the service in 1964.

George next started with the Colorado Springs Fire Department in 1964 and was promoted to rank of Driver/Engineer in 1968. He in 1990. He was a talented public speaker that was frequently called upon. His kindness, fun-loving ways, sense of humor and generous heart are fond memories for countless individuals from many different times and places of his well-rounded world.

After retirement, he married Mary Carolyn Menzer (whom he met at the Corvette Club). They owned and operated WDS Truck Driving School, in Fountain Colorado and enjoyed building a home and living in Miami, Oklahoma, before relocating back to Penrose, Colorado, in 2014. They enjoyed their mountain getaway “the hill” in Westcliffe, Colorado. He loved taking his side-by-side out on his hobby farm in Penrose and spending time with his goats, miniature horses and chickens. He was a life-time member of Magnificent Miniature Horse Club, a life-time member of a motorcycle club and an avid Av’s fan.

George is survived by his wife, Mary Carolyn Menzer, step-daughter Sherry Gile (Leroy and son Jack), step-son J.W. Webber (and son Matthew), daughter Gloria Menzer, son Randy Menzer (Laura) and two granddaughters Gillian Menzer, Audrey Menzer. His fur babies, Tosha and Angel.

Hours before his passing, on February 7, 2024, he complimented his AMR driver and thanked her for a job well-done. Per George’s request, there will not be a service.

He loved life, and lived each day by being the best man he could be.

In lieu of flowers, donations may be made to either The Pikes Peak International Hill Climb Museum or the Lester L. Williams Fire Museum.



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Corvette Trivia Quiz

by Scott Applekamp (Answers on Page 19)

1. In what year was keyless entry first introduced AND pop-up headlights were not included for the first time since 1962?
a. 2014 b. 2005 c. 2004 d. 2020
2. In what year did the first Corvette reach 200 mph in factory trim?
a. 2019 b. 2013 c. 2015 d. 2009
3. What celebrity actor considers a Corvette to be their car of choice?
a. George Clooney b. Matt Damon c. Johnny Depp d. Brad Pitt
4. What was the top speed of the 2007 Corvette?
a. 186 mph b. 188 mph c. 190 mph d. 192 mph
5. How many 427-Limited Edition Z06 Corvettes were released in 2008?
a. 405 b. 505 c. 605 d. 705
6. True or False: As of 2012, one third of all sports cars sold in the United States are Corvettes.
a. True b. False
7. During this year, Corvette Racing saw 12 wins, and Time Magazine called the iPhone "Invention of the Year."
a. 2000 b. 2003 c. 2005 d. 2007
8. The 6th generation Corvette ZR1 clear polycarbonate hood revealed what color supercharger?
a. Edge Red b. Blue & Silver c. Chevy Orange d. Black & Silver
9. How many miles of road does the US have? Of course, all of them should have had a Corvette on them during sometime in their existence.
a. 153 million miles b. 203 million miles c. 253 million miles d. 303 million miles
10. The engine nomenclature in the 6th generation of the Corvette ZR1 was the?
a. LS3 b. LS6 c. LS7 d. LS9



C6-C7 Key Fob Maintenance

by Steve Dombrowski

Fig. 1



CR 2032 (Fig. 2)
Lithium
Batteries

C7 (C6 similar) Remote Key Fob Battery Replacement (Figure 1)

Items needed:

- One CR 2032 Battery (Figure2)
- Small Flathead Screwdriver (Credit Card or the side of your manual key works in an emergency)

YouTube Instructions:

<https://www.youtube.com/watch?v=3MFW7ycm9al>

OR

<https://www.youtube.com/watch?v=Zl0bYFJW3Ds>

Things to be cautious about:

- The fob separates in half, lengthwise.
- It can carefully be pried apart with a small flathead screwdriver (or credit card or the manual key). (Figure 3)
- It contains some loose parts (circuit board and possibly a push button, so be careful on opening.
- Pry out old battery with screwdriver. Install new battery with Positive Side TOWARD BOTTOM. (Figure 4)
- The battery rests in a plastic ring, it has a notch to insert a screwdriver for removal.
- The circuit board is not permanently mounted, take care to notice its position in the fob.
- If equipped with a push button, be careful as it has a spring behind it; be careful not lose it.
- Align button carefully into slot for reassembly.



Fig. 3



Fig. 4

Many sources recommend changing your key fob batteries once a year to prevent inadvertent lock-outs.

Personalized Plates For Your Corvette

By Tony Gonzalez



I recently purchased the new Colorado personalized plates for my Vette. I am writing this article to pass on my lessons-learned and some of my recommendations. Of course you can gather more info from the Colorado Dept. of Revenue website as well. <https://dmv.colorado.gov/regular-license-plates>

One of my main reasons for getting the new black and white license plates is that I have a Black Z06 Corvette. These new black and white plates look great if you have a black vehicle or a vehicle with lots of black trim.

First I recommend going to DMV in person. I had 10 options (7 characters total counting spaces also) written down (first to last) just in case one of my first choices had already been taken.

DMV will look them up and let you know on the spot. You can also try different spelling versions if you are really set on something but those can be taken as well which is why I went in with 10 different options.

One thing I did not expect is that DMV will ask you what your choice means so they can enter it in your "request". Yes, I said request, because a DMV board will evaluate your choices and decide if they want to approve it or not. Be prepared to easily explain what your choice means or stands for. You do however get to submit a primary and secondary choice in your application.

Since you will be getting new plates if one of your choices is approved, they will issue you a 90-day cardboard temp license plate until your new plates arrive in the mail in about 6 weeks. I'm not sure however of what happens if both of your choices are rejected.

After a few weeks, I received my new black with white letter plates. I'm very happy with the new look. I have received several thumbs-up whenever I drive my Vette.

One last humorous dirt-bike rider's quote I would have used if possible is: "If you can read this, you just got passed!"

If you have any questions please let me know.
Tony Gonzalez, 2007 C6 Z06



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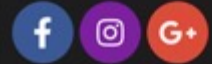
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Corvette 101 – Part 4 ... Corvettes for Newbies

C1 Corvette Background Information (not all-inclusive)

The **1953 – 1962 Chevrolet Corvette** was the first generation, or “C1” of the Corvette sports car produced by Chevrolet. It was introduced in the 1953 model-year and versions were built through 1962. Production ran for 10 model years.

1953

The 1953 model year was not only the Corvette's first production year, but at 300 produced it was also the lowest-volume Corvette. The cars were hand-built and techniques evolved during the production cycle so that each 1953 Corvette is slightly different. All 1953 models had red interiors, Polo white exteriors, and painted blue 6-cylinder engines (a reference to the three colors represented on the Flag of the United States, where the Corvette was assembled) as well as black soft tops. Order guides showed heaters and AM radios as optional, but all 1953 models were equipped with both. Over two hundred 1953 Corvettes are known to exist today. The quality of the fiberglass body as well as its fit and finish were lacking. Other problems, such as water leaks, were reported.

1954

In 1954, only 3,640 were built and nearly a third were unsold at year's end. New colors were available, but the six-cylinder engine and Powerglide automatic, the only engine and transmission available, were not what sports car enthusiasts expected. 1954 models were painted Pennant Blue, Sportsman Red, and Black, in addition to Polo White. All had red interiors, except for those finished in Pennant Blue which had a beige interior and beige canvas soft top. Order guides listed options, but all options were "mandatory" and all 1954 Corvettes were equipped the same.

1955

Chevrolet debuted its 265 cu in small-block, 195 hp V8 in 1955 available for the Corvette. Early production 1955 V8 Corvettes continued with the Powerglide automatic transmission (as did the few 6-cylinder models built). A three-speed manual transmission became available later in the year for V8 models, but was not popular with only 75 equipped with it. Exterior colors were expanded to at least five, combined with four interior colors. Soft-tops came in white, dark green, or beige and different materials. Only 700 1955 Corvettes were built. The "V" in the Corvette emblem was enlarged and gold colored, signifying the V8 engine and 12-volt electrical systems, while 6-cylinder models retained the 6-volt systems used in 1953–54.

1956

1956 Corvettes featured a new body style, with glass roll-up windows and a better convertible top. Only the 265 cu in V8 was available. Power ranged from 210 to 240 hp. The standard transmission was the 3-speed manual with an optional 2-speed Powerglide automatic. Other options included power convertible top, a removable hardtop, power windows, and a signal-seeking transistorized Delco car radio. A high-performance cam was available with the 240 hp engine. Sales stood at 3,467, less than 1954's 3,640, making it 3rd lowest in Corvette history.

1957

The 1957 body was unchanged. The V8 was increased to 283 cu in, fuel-injection became an “expensive” option, and a 4-speed trans was offered after April 9, 1957. Optional fuel injection system produced 290 hp at 6200 rpm. It was advertised as producing "One HP per cubic inch", as it was one of the first mass-produced engines to do so.

1958

The 1958 models and the four models after had four-headlamps and prominent grilles, but a faux-louvered hood and chrome trunk spears were unique to 1958's. On 58's, an 8000 rpm tach was used with the 240 and 290 hp engines, rather than 6000 rpm units used on lower HP engines. Optional engines included two with twin carburetors (including a 270 version with Carter four-barrel carburetors and two engine options with fuel injection).

1959

For 1959, engines and horsepower ratings didn't change. Interiors were revised to include a storage bin on the passenger side. This was the only year a turquoise convertible top color could be ordered, and all 24-gallon fuel tank models through 1962 could not be ordered with convertible tops due to inadequate space for the folding top.

1960

Last to appear in 1960 models were taillamps molded into the rear fenders and heavy grill “teeth”. New features include aluminum radiators, but only with 270 and 290 hp engines. All fuel-injection engines required manual transmissions. Cascade Green was metallic, unique to the year, and the most infrequent color at only 140 produced.

1961

Twin taillights first appeared in 1961. Engines remained at 283 cubic inches, but power increased for the two fuel-injected engines to 275 and 315 hp. Output ratings for the dual-four barrel engines did not change, but this was the last year of their availability. This was the last year for contrasting paint colors in cove areas, and the last two-tone Corvette of any type until 1978. Also debuting in 1961 was a new “boat-tail” style that was carried through to the C2's.

1962

With a larger engine, the '62 Corvette was the quickest to date. Size of the V8 increased to 327 cu in, rated at 250 hp in base single 4-barrel carburetor version. Solid lifters came in the optional carbureted 340 hp and fuel-injected 360 hp versions (more than 1 HP per cubic inch). Dual 4-barrel carburetor engines were no longer available. 1962 saw the last solid-rear-axle suspension. Rocker panel trim was seen for the first time, and exposed headlights for the last, until 2005. This was the last Corvette with an actual trunk until 1998.

February 2024 Corvette Trivia Answers

1. b. 2005
2. d: 2009
3. a. George Clooney
4. a. 186 MPH
5. b. 505
6. a. True
7. d. 2007
8. b. Blue & Silver
9. c. 253 million miles
10. d. LS9



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18th -Annual-Dub Bridge Card Party

This is a simple fun Card Game. You don't have to know how to play to join in the fun. Some knowledge of a deck of cards is helpful. If you can follow directions, that is all you really need. **(THIS IS NOT BRIDGE)**. We plan on having around 8 tables.

You will be playing with random people. Single people can also sign up.

Sign up by e-mail or at the CSCC meeting.

Payment is due by February 1, 2024.

Any questions call Juanita at 719-488-9660

WHEN: Saturday, February 17, 2024

WHERE: Bochnak's Parents House
45 Pauma Valley Drive (Gleneagle) 80921

TIME: 6:00 p.m.

COST: \$10.00 per person

RSVP: Sign up and pay Juanita Bochnak at the January or February General Meeting.

No Refunds after Feb. 1, 2024

Or e-mail us at: mikeandwinnie@aol.com

- Please bring an appetizer or snack to share
 - Non-Alcoholic Drinks provided
 - PRIZES FOR WINNERS & LOSERS

10AM - Noon



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ROCKY MOUNTAIN REGION AWARDS BANQUET

March 9, 2024: 5:00pm till 8:00pm

Location: Hickory House Ribs
10335 S. Parker Road, Parker, CO

Social Time With Cash Bar: 5:00pm - 6:00pm

Dinner: 6:00pm - 7:00pm

Awards Presentation 7:00pm - 8:00pm

Menu:

Hickory House's Ribs, Chicken, Pork And Brisket,

Baked Beans, Coleslaw And Garlic Toast
Including Soda, Coffee And Tea

Dinner Is \$35.00 Per Person

Kids Under Twelve \$17.50

Deadline To RSVP and Payment: **February 24, 2024**

Mail Check (Made Out To RMR) To: Lorren Loewen
PO Box 336 Peyton, Co. 80831

For Additional Info Call: 719-749-2898

Or Email: lorren.loewen@gmail.com



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See: [Colorado Cars and Coffee](#)



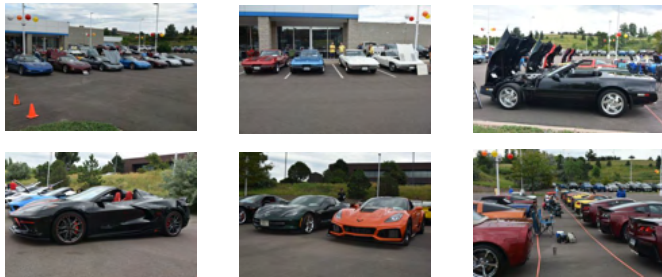
The 32nd Annual "Fun In The Sun"
People's Choice Corvette Show
Saturday, June 1st, 2024
10am – 2pm



\$25.00 Per Entry

Mike Maroone Chevrolet North

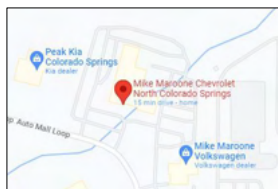
1570 Auto Mall Loop, Colorado Springs, CO 80920



On Site Registration 8am – 10am
[FITS Online Registration](#)

Online Registration Closes 11:00 PM, Thursday, May 30th

Corvette Classes C1 thru C8 & Custom
3 Trophies/Class, Best of Show, Dealers Choice
Food Service Available



Chairperson: Rick McGuffin, 719-210-8929
Chairperson: Pete DeFelice, 808-729-5777
Governor: Walt Jenkins, 719-597-2904
NCCC Sanction Number: RM-183-006

Non-NCCC members are not covered by NCCC Insurance



The Colorado Springs Corvette Club of
The Rocky Mountain NCCC Region Presents:
****Cone Zone Autocross****
4 Low Speed Autocrosses



Directions
to **EVOC**

Sunday – July 21st, 2024

Code 303 Emergency Vehicle Operation Center (EVOC)
8500 N Moore Rd. Littleton, CO 80125



Gates Open at 7:00am

Day of Event Registration Open 7:00am – 8:00am

Tech Inspection:
7:00am to 8:30 am

**** Driver's Meeting at 8:45am for all autocross events****



Autocross 1 - 9:00 am

Lunch – After Autocross 2 - on your own

Autocross 3 & 4 – After lunch

Autocrosses = \$25 each

Enter all 4 Autocrosses = \$90.00

[Click Here to Register](#)

Online Registration closes at midnight on Thursday, July 18, 2024
Checks payable to CSCC and mail to: Gary Yale 4559 CEDARMERE Colorado Springs, CO 80918-4807
(Refundable Pre-Payment must be RECEIVED by Friday, July 19th)

Low Speed Autocross 1: NCCC Sanction # RM-183-001 Low Speed Autocross 2: NCCC Sanction # RM-183-002
Low Speed Autocross 3: NCCC Sanction # RM-183-003 Low Speed Autocross 4: NCCC Sanction # RM-183-004

Exhaust: CLOSED!!!

Car numbers need to be at least 6 inches tall, applied to both sides of the car, and of contrasting color from the car. Snell Approved helmets not more than 10 years from date of manufacture are required for all events. Class 3 cars are required to have and Class 2 cars are suggested to have a Fire Extinguisher. Safety and/or NCCC Rulebook infractions may result in disqualification or rejection from current and future event participation. No refunds will be made in this instance. Restrooms are available.

Note: Non-NCCC participants are NOT covered under NCCC Insurance
Electric Cars are not allowed to race and must be parked at least 30 feet from track

*All Times are Mountain Daylight Time Trophies for Autocross - \$22.00 each

Governor: Walt Jenkins: waltjenkins@comcast.net 719-229-5244

Chairpersons:

Autocross 1: Larry Valentine, lvalentine66@msn.com, 719-229-5244

Autocross 2: Tom Ury, tfury@comcast.net, 719-210-1630

Autocross 3: Vicki Ury, vury@comcast.net, 719-233-3081

Autocross 4: Gwenda Valentine, lvalentine66@msn.com, 719-229-5243

Saturday, June 8th, at the Abbey in Canon City



T-shirts and posters with artwork from artist Darrell Mayabb.

A swap meet for hard to find parts you need or need to sell!

Door prizes & auction for the Fremont County Humane Society

Great variety of food vendors will be on-site all day.

Register online today, download the form from our website,

<http://www.canoncarclub.com/>, and mail it at your convenience, or visit us on Facebook, <https://www.facebook.com/CanonCarClub/>



Mark your 2024 Calendar
Corvette Show
Emich Chevrolet



Saturday

Sept. 14th

details to [follow](#)



LOOKING GLASS



Est. 1973



The Colorado Springs Corvette Club of the
NCCC Rocky Mountain Region Presents:

Fall Autocrosses

4 Low Speed Autocrosses

\$25 per race or all 4 for \$90

Sunday – October 20th, 2024

**Directions
to EVOC**

Douglas County EVOC Center

8500 N. Moore Rd. Littleton, CO 80125

Gates Open at 7:00 am, Autocross 1 starts at 9:00 am

Tech Inspection 7:00 to 8:30am
Drivers meeting 8:45am
Course is hot: following meeting

Low Speed Autocross 1: Sanction # RM-183-005

Low Speed Autocross 3: Sanction # RM-183-012

These will be work/run events.

All participants will be required to help
as requested.

Low Speed Autocross 2: Sanction # RM-183-011

Low Speed Autocross 4: Sanction # RM-183-013

Online Registration at:

<https://www.corvettesnccc.org/NCCCOnlineRegistration/Programs/Registration.php?eventId=15>

Registration closes at midnight on October 16th, 2024

Checks payable to CSCC and mail to: Gary Yale 4559 CEDARMERE Colorado Springs, CO 80918

VENMO Payments can be made to @

Exhaust: OPEN

Car numbers should to be at least 6 inches tall, applied to both sides of the car, and of contrasting color from the car.

Snell Approved helmets not more than 10 years from date of manufacture are required for all events. Class 3 cars are required to have and Class 2 cars are suggested to have a Fire Extinguisher.

Safety and/or NCCC Rulebook infractions may result in disqualification or rejection from current and future event participation, No refunds will be made in this instance. Restrooms are available.

Note: Non-NCCC participants are NOT covered under NCCC Insurance.

Electric Cars are not allowed to race and must be parked at least 30 feet from track

Chairpersons:

Walt Jenkins	waltjenkins@comcast.net
Don Adametz	(719) 499-0777
Governor: Walt Jenkins	waltjenkins@comcast.net

TORCA HAPPY APRIL FOOLS RALLYE

Sunday April 7, 2024

Start Time 9:00AM

\$25/Car Event Fee covers all 3 Events

Arrive at 8:15AM for Tech Check

Location: YODER CHEVROLET

601 Denver Ave., Fort Lupton, Co. 80621

[Register online here](#)

\$35/Car Event Fee after online registration closes

Registration closes at Midnight Thursday, April 4th

Restaurant/Watering Hole at end of Rallye

Trophies awarded after lunch

Gimmick Rallye Sanctioned Event RM-176-R01

Chance Rallye Sanctioned Event RM-176-R02

Skill Rallye/Funkhana Sanctioned Event RM-176-R03



FOOLS' DAY!



Top of the Rockies Corvette Association



Cone-undrum Autocross

Colorado Air and Space Port in Watkins, CO

06/09/2024

Four National Sanctioned Low-Speed Autocross Events

RM-176-001, RM-176-002, RM-176-003, RM-176-004

Take I-70 exit 299 (N Manila Rd/Co Rd 28). North on Manila Rd. Take the first right past CO 36/E Colfax Ave and the railroad tracks.

This is the entry to the airport property. Follow the road east and then north. See page 2 for more details

Online registration is required.

Event Fee - \$80 PER DRIVER (includes club BBQ lunch)

[Register online here](#)

Please double-check the spelling of your name, car number, and class when registering online.

Registration closes at midnight on June 6th.

Check-in & tech will only be open in the morning.

Printed car numbers (6" minimum) on both sides of car in a contrasting color to the car body – details on the last page.

>>> Closed Exhaust <<<

Snell-approved helmets (SA) or (M) no older than 10 years from the date of manufacture are required per NCCC rules and insurance.

These will be working/run events. All participants will be required to help as requested.

Events run per NCCC National competition rules and classes.

Non-NCCC participants are NOT covered under NCCC Insurance.

Electric Cars are not allowed to race and must be parked at least 30 feet from the track.

Schedule

Check-in: 7:30 – 8:30 am (MT)

Tech: 7:30 – 8:30 am

Drivers meeting: 9:00 am

The course is hot: Following the meeting

Chairs:

Ron Bauer – ron@bauerracing.com | Ken Bauer – ken@bauerracing.com | Cheryl Clifton | Paul Kopp

Governor:

Paul Kopp | pauljkopp@hotmail.com





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For Sale

- 2005 Daytona Sunset Orange Coupe, Auto Trans
- Paint is perfect with zero touch-ups or blemishes
- Body color and transparent roof panels
- Body color ground effects
- Interior is all standard Corvette leather but from a later model ZR1
- All interior parts and engine components that could be painted are also painted in body color
- Wheels are from a 2009 ZR1
- Sale Includes a variety of engine compartment and interior upgrades, car cover and Targa wall mount storage rack
- Mileage is 26,400
- CarFax is clear with no outstanding issues
- Contact Dave Puerta for further details at: 719-442-0053, or davepuerta@comcast.net



For Sale

2017 Grand Sport Wheels in Brushed Silver
Front wheels are 19 x 9.5 Rear wheels are 20 x 12
Excellent Condition, no scratches or blemishes
Asking \$1700

Contact Ron Wynn at 719-337-9211



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For Sale

-2017 Grand Sport Convertible

-Rare Sterling Silver Blue

-3LT, 7-Speed Manual Trans

-Hash Mark Fender Stripes

-Great Condition

-23,000 Miles

-E-Mail Dan McCarty for details
at: dmccarty46@comcast.net



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Colorado Springs Corvette Club



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CSCC Email Distribution List

To send an email to the entire club click below:
cscvettes@googlegroups.com

All new members are added to the list using their email address from the Club roster.

For questions about the distribution list, please contact:
treasurer@coloradospringscorvetteclub.org

CSCC Email Etiquette

Please limit email use to Club and Corvette-related subjects, or items which may be of interest to the membership.

It is not intended for personal use, commentary, or to air grievances. If a member has a question about the appropriateness of a prospective email, the member needs to contact the Club President for guidance and/or approval.

In order to limit the number of unsolicited emails, when at all possible, please refrain from using the "Reply All" function, and only reply to the original sender.

NCCC National Council of Corvette Clubs Inc.
<https://corvettesnccc.org/>

NCCC Rocky Mountain Region (RMR)
Website
[NCCC Rocky Mt Region Website](#)

For a list of:

- Regional Officers
- Regional Clubs
- Expanded list of the Regional Calendar of Events
- Event Results
- Race Number Registration Form
- Rules and Forms
- NCCC News
- For more, please visit and stay informed

These links are also available on the CSCC web site at: <https://www.coloradospringscorvetteclub.org/>

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Contact the CSCC Newsletter Editor / Club Secretary at pdef53@gmail.com

Size	Non-Member	CSCC Member
Business Card-size	\$10 per month \$100 per year	\$8 per month \$80 per year
¼ Page-size	\$15 per month \$150 per year	\$12 per month \$120 per year
½ Page-size	\$20 per month \$200 per year	\$16 per month \$160 per year
Full Page-size	\$30 per month \$300 per year	\$24 per month \$240 per year

Non-Members receive two free months when a full year is purchased
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Colorado Springs Corvette Club, Inc.
P.O. Box 1986
Colorado Springs, CO 80901

We're on the Web!

<https://www.coloradospringscorvetteclub.org/>

The Vette Set

***Colorado Springs Corvette Club, Inc.
Monthly Newsletter***

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Until Next Issue ...