

The Vette Set

Colorado Springs Corvette Club, Inc. News

Volume 58 Issue 5 March 2021

2021 Officers

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719-440-9039
president@**

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Steve Smith
719-351-2091
1stvp@**

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secretary@**

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treasurer@**

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719-337-1143
governor@**

**coloradospringscorvetteclub.org

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719-510-5172
boardmember1@**

Diana Dittman

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Todd DeSchepper

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Barrett Benson

Highway Beautification

Tom Ury & Pete Olejnik

"The general purpose of 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."

Meeting Information

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

The next meeting:

7:00 P.M. Thursday Mar 4, 2021

Meeting Location

Daniels Long
670 Automotive Dr, Colorado Springs, CO
719-632-5591



[click here for map](#)

Hello Corvette Enthusiast,

Board Meetings

Meetings are held the Tuesday prior to the business meeting.

The next board meeting:

Tuesday, Mar 2, 2021

Lorren Loewen

18090 Blacksmith Drive, Peyton
80831

(The chairperson for each event should attend the board meeting prior to their event.)

Under the current COVID restrictions, restaurants are not able to handle groups of our size. Therefore, until the restrictions are lifted, the Club will not be arranging after-meeting dinners. Members are encouraged to group up and patronize the restaurant of their choice.

February meeting was cancelled due to the COVID-19



**The 29th Annual "Fun In The Sun"
Corvette Concourse D'Elegance Car Show**
Concourse – Street & Show – Wash & Show



May 8th, 2021

Cost: \$25.00

The Corvette Center

18510 Midway Ranch Road, Fountain, CO 80817

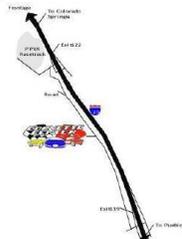
On Site Registration Opens At 8:00 am & Closes At 9:45 am

Register Online At:

<https://www.corvettesnccc.org/NCCCOnlineRegistration/Programs/Registration.php?eventid=9>

Online Registration Closes At Midnight Thursday, May 6th

NCCC Sanction #RM-183-001



Drivers Meeting at 9:45 am
Rags Down & Judging Begins at 10:00 am
Trophies & Classifications According to NCCC Guidelines
Lunch Available For Purchase

Directions: I-25 to exit 122. Drive two miles south on frontage road. Contact Chairperson if lodging is needed. All times are Mountain Standard Time. Attendance is voluntary and at your own risk. Each person is responsible for their own social distancing.

Chairperson: Mike Dittman 719-660-0494
Chairperson: Diana Dittman 719-651-7405
Chief Judge: Nick Renfro 719-578-9966
Governor: Walt Jenkins 719-337-1143

February Meeting Minutes

There was not a February meeting for the safety of club members.
Please refer to Chris Capshaw's emailed agenda.

March 2021 Calendar

Tue	Mar 2	CSCC Board Meeting	Lorren Loewen
Thu	Mar 4	7 pm CSCC Club Meeting	Daniels Long Chevrolet
Sat	Mar 13	RMR 2020 Awards Banquet	
Tue	Mar 30	CSCC Board Meeting	Steve Smith
Thu	Apr 1	7 pm CSCC Club Meeting	Daniels Long Chevrolet

Calendar dates as of February 15, 2020.

For the latest updates, flyers, and pictures, check out events on our webpage: www.coloradospringscorvetteclub.org

Have you wondered how the sanctioned events are stacking up for the 2021?

To date and if COVID allows you can look forward to three sanctioned Rallye's, eight sanctioned Car Shows and fifty-eight sanctioned Low Speed Autocrosses.

There are autocross events scheduled at the Colorado Air and Space Port (formally the Front Range Airport), PPIR, La Junta Raceway, PMP in Pueblo, Colorado Highway Patrol Training Track in Golden, Tenderfoot Lot in Keystone and the Grand Junction Fair Grounds. There will be the usual annual events like CSCC's Pagosa car show and rallye as well as the Fun in the Sun Concours car show, CSCC's Cone Zone School and Autocross, CCCC's Punkin Chunkin car show, TORCA's Show US Your Chevy car show, DCA's Corvettes on Colfax and Vettes on Broadway car shows, DCA's Challenge autocross (you know that means party time in Silverthorne), DCA's Turkey rallye and CSCC's S'no Flakes rallye.

To date only two clubs, FCCC and CWC, have yet to enter any events. Three clubs, DCA, CSCC and CAR, have entered all of their allowed sanctions, ten national and four regionals. TORCA has entered ten national and three regional events. CWCC has entered ten national events. SCCC has entered one national and one regional. CCCC has entered one national.

If things go as planned there will be more sanctioned events for the Regional weekend planned for Pueblo. It's looking to be a good season for the Rocky Mountain Region. Be sure to check out the regional calendar or club calendar for dates and times.

I'm looking forward to seeing everybody this year so, come out, have some fun and support all the clubs and the Rocky Mountain Region.

Lorren Loewen
Rocky Mountain Region / Regional Competition Director



The Chevrolet Corvette: History, Buying Tips, and More

Chevrolet Corvette Essential History

The Chevrolet Corvette was first shown at a GM Motorama concept show in 1953 and entered production later that year. This C1 first-generation Corvette was only available as a convertible and the first two years of production only offered a six-cylinder engine and automatic gearbox. An eight-cylinder engine was added to the lineup for 1955, along with a three-speed manual gearbox, and in 1956, the Corvette was restyled, and an optional hardtop added.

Second-generation, or C2, Corvettes began life in 1963, offering only V-8 engines in various specifications. A coupe was also offered for the first time, and first year C2 coupes featured a "split-window" design with two pieces of glass bisected by a vertical metal line. From '64, all C2 coupes used a one-piece, wraparound glass rear window. Horsepower was up to as much as 425 hp and both automatic and manual transmissions were offered. C2 production ended in 1967.

In 1968, C3 Corvettes diverged on styling once again, taking swoopy styling cues from GM's Mako Shark concept car. The C3 generation Corvette started strong, with V-8 engines factory rated with as much as 430 hp. As emissions and safety regulations increased, energy absorbing plastic bumpers were added and engine output fell to as little as 165 hp. Nevertheless, Chevy sold nearly 54,000 Corvettes in 1979, its best sales year ever. Production of the C3 ended in 1982, capping a long 14-year run.

An all-new C4 Corvette launched in 1984 (there was no 1983 model year Corvette), and performance was finally returned to the model. This fourth-generation car had completely new bodywork and suspension, and after the initial model year with the carry-over 200-hp L83 V-8 engine, horsepower began to increase significantly. A very '80s digital instrument panel and blocky interior was replaced in 1990 with a wrap-around "cockpit" style dashboard, and in 1991, an exterior refresh smoothed over the C4's lines. By the time the C4 bowed out in 1996, the LT4 engine produced 330 hp in manual transmission specification.



The C5 Corvette arrived for 1997, smoothing out the C4's styling even further and adding a trunk with external access to convertible variants for the first time. An LS1 V-8 was introduced in 1999 with 348 hp, and in 2003, the Corvette celebrated its 50th anniversary with a special edition model. C5 production ended in 2004. Corvette also began a factory endurance racing program with the C5.R, winning the 24 Hours of Le Mans among other achievements.

The C6 Corvette arrived in 2005 and packed a base 6.0-liter V-8 with 400 hp. That number climbed through production, with the LS3 arriving in 2008 with 430 hp. The factory racing program continued to rack up wins, leading to many special edition models. Manual transmissions are still available, but the automatic is the volume seller by far. Production ended in 2013.

A C7 Corvette was all the rage for 2014, packing a standard 460-hp LT1 V-8 engine. The vehicle structure was now made mainly from aluminum, for weight savings and improved rigidity. The factory racing program continued with the C7.R.

The mid-engine Corvette that had been toyed with for decades was finally released for the 2020 model year as the C8. With a mid-mounted, 495-hp, 6.2-liter LT2 V-8, this Corvette is the most powerful standard model yet built. No manual transmission is offered in the C8, with Corvette engineers opting instead for an in-house eight-speed dual-clutch automatic. Convertible versions feature a retractable hardtop for the first time.

Chevrolet Corvette Highlights



Every generation of Corvette has its performance highlights. C1s were available with higher-output fuel injected models, while C2s had "big-block" L78 engines with 425 hp available, along with an L88 engine and a Z06 package designed for racing. C3 Corvettes went further with a 430-hp ZL1 engine and a ZR-1 factory racing equipment package. C4 Corvettes returned to the ZR1 moniker, losing the hyphen in the process, for the "King of the Hill" model, which featured a DOHC cylinder head designed by Lotus to produce as much as 405 hp.

Fifth-generation Corvettes brought back the Z06 package, now a street performance option with 385 to 405 hp depending on the year. C6 Corvettes had both the Z06 option (now making 505 hp from 7.0 liters) along with a supercharged ZR1 model good for 638 hp. Not to be outdone, Z06 versions of the C7 produced 650 hp with a supercharged engine, while the ZR1 was bumped up to 755 hp.

Chevrolet Corvette Buying Tips

Corvettes vary in price, performance and driving experience rather greatly from generation to generation. Early C1 convertibles with lethargic six-cylinder engines and automatic transmissions were boulevard cruisers compared with later performance models. Still, C1 and C2 Corvettes tend to be the most desired as collectible cars (and are generally the most expensive, especially for rare performance variants) while C6 and newer Corvettes on the used market are simply that-just used cars that are still depreciating.

Looking for a bargain? Check out C4 and C5 Corvettes, which are currently out of the market's favor but can offer plenty of performance and driving fun, especially ZR1 and Z06 versions. Any Corvette, C1 to C7, is typically worth a premium when fitted with a manual gearbox.

www.automobilemag.com

Rory Jurnecka- Writer Apr 6, 2020



For Sale:

I replaced the front spoiler and rocker panels on my 2016 Z06 with carbon fiber models. If anyone wants the used units, they can have the entire package for \$200. Paul Thompson, 719-510-4201



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



****Cone Zone Autocross****

3 Low Speed Autocrosses

AND

Novice Driving Experience

Only School in
the Region!

Novice Experience:
*For beginners
*Explore the limits
of your Corvette
*Hone your driving
skills

Sunday – April 25, 2021

Pikes Peak International Raceway, West VIP Parking Lot
16650 Midway Ranch Road, Fountain, CO 80817
I-25 @ Exit 122



Gates Open at 7:00 am

Tech Inspection:

Novice Driving Experience: 7:30am to 8:00am
Autocrosses: 7:30am to 9:30am

Beginner Driving Experience - Track Time Only 8:00am – 9:15am

****Autocross Driver's Meeting at 9:45am for all autocross events****

Autocross 1 - 10:00 am

Lunch – After Autocross 1 - on your own

Autocross 2 & 3 – After lunch



Driving Experience = \$15

Autocrosses = \$25 each

Enter all 3 Autocrosses = \$65

Expect COVID Protocol – including passengers restricted to same household/family only

Online Registration Only at:

<https://www.corvettesnccc.org/NCCCOnlineRegistration/Programs/Registration.php?eventId=1>

Registration closes at midnight on WEDNESDAY, April 21st.

(Refundable Payment must be RECEIVED by Friday, April 23rd)

Checks payable to CSCC and mail to: Anita Smith 12085 Sylvan Meadows Dr. Colorado Springs, CO 80908

Autocross Driving Experience: NCCC Sanction # RM-183-N01

Low Speed Autocross 1: NCCC Sanction # RM-183-002

Low Speed Autocross 2: NCCC Sanction # RM-183-003

Low Speed Autocross 3: NCCC Sanction # RM-183-004

Exhaust: OPEN

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. **No loaner helmets are available!**

Fire Extinguisher required for Group 3 cars, suggested for Group 2.

*All Times are Mountain Daylight Time

Trophies for Autocross - \$17.00 each

Chairpersons:

Driving Experience: Tom & Vicki Ury

Governor: Walt Jenkins, waltjenkins@comcast.net, 719-337-1143

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

Co-Chair: Gwenda Valentine

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

Co-Chair: Larry Valentine

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

Co-Chair: Tom Ury

Get to Know Your Fellow Members

An Interview with Pete Kulzer

by Diana Dittman

How long have you been a CSCC member? **Since June of 2016.**

What Corvette(s) do you currently own? **A 2014 candy apple red convertible with saddle interior. He has owned seven Corvettes including a 1962 327 Gun metal gray (first car he ever bought), a 1965 candy apple red convertible, a 1966 427 Moss Port Green convertible (bought during his pilot training), a 1968 427 British Racing Green convertible, a 1977 Emerald Green custom (won the Western Regional Best Custom), a 1992, and his current 2014.**

Where are you from? **Pete grew up in Chicago. He went to college at University of Illinois Urbana-Champaign.**

Employment?

After graduation Pete went into the Air Force for pilot training. He became a fighter pilot and flew the F-104 Star Fighters and the F-4 Phantoms. He was active for ten years in the Air Force. He then went into the Air National Guard Reserves for ten years. He had 320-1/2 missions, which included one with takeoff and no landing when he was shot down by ground fire in North Vietnam. He also had three combat tours in Vietnam. Pete is the recipient of the Silver Star, Purple Heart, 4 distinguished flying crosses and 20 air medals. After retiring from the Air Force Pete opened an insurance brokerage company called Senior Consulting Center, Inc. He has had the company for 25 years and considers himself semi-retired.

Kids? **Pete has three daughters, one son, and five Grandkids altogether. His son lives in Colorado Springs. His daughters live in Texas, Nebraska, and Castle Rock.**

Pets? **Pete breeds and raises German Sheppard Champion show dogs.**

Favorite club activity? **He occasionally does the autocrosses and car shows.**

Hobbies? **Cars, cars, and more cars! He is into "high performance" cars (mostly red!). Pete's collection includes: a Mercedes Benz SL 63, a Bentley Continental GT, a Jaguar XKR, a BMW 650**

I convertible, a Porsche 911 C4S convertible and the 2014 Corvette. Besides CSCC he is also a member of the Mercedes Benz club, Bentley club, Jaguar club, BMW club and Porsche club. He sits on the board for a few of those clubs as well. He is proud to say that each of these cars have won best in class. He sold his 1986 El Camino to his son. When the weather turns snowy, he drives his Chevy ¾ ton diesel truck around.

What is the best vacation you ever took? **He has been all over the world when he was a fighter pilot. He says, "My life has been one continuous vacation."**

What is your dream corvette? **He says that he wishes he had his 1966 427convertible.**

How did your love of Corvettes come about? **The first car that he ever bought right out of college was the 1962 Corvette. High performance is what he wanted.**

Thanks for the interview Pete.





Barrett Benson bsqaured@q.com
Corvettemuseum.org
1-800-538-3883

2020 C8 CORVETTE – PART 3: TRANNY

In Parts 1 and 2, I discussed *the CHANGE and what it means, and the ENGINE*. Part 3 focuses on the Dual Clutch Transmission (DCT).

Using old transmission technology or previous versions of transmissions would hamper the performance of the new C8. Tadge Juechter, Corvette Chief Engineer, said enthusiasts had pleaded with him to develop a dual clutch transmission.

Corvette engineers responded with the new Tremec TR-9080 8-speed transmission. Designed exclusively for the 2020 Corvette Stingray, it incorporates a wet dual clutch assembly, gear train assembly, and limited slip rear differential. The assembly's wet friction clutches allow the gears to shift smoothly, much faster than a human can shift!

The main benefit of the DCT is continuous torque transfer through the transmission, enabling ultra-fast, precise shifts. You don't pass through neutral as with a manual or automatic transmission. One clutch drives **odd** gears and one clutch drives **even** gears. Because one clutch can "pre-select" an even gear while an odd gear is being engaged (and vice-versa), shifts are nearly instantaneous with no loss in torque transfer. You always have power to the wheels!

Power gets to the pavement quickly, with less rpm. The DCT gives the Corvette the speed to keep up with its new engine and chassis capabilities. Providing state-of-the-art performance and lightning-quick shifting, the new DCT offers both the premium driving comfort of an automatic and direct-connected feeling of a manual tranny.

A first for Corvette, and for the performance car segment, the new Electronic Transmission Range Selector incorporates two pull toggles for Reverse and Drive, and push buttons for Park, Neutral and Low/Manual. The Automatic mode anticipates driver requests by learning the driver's characteristics such as pedal movement, speed and braking. If desired, the driver can override the automatic mode to manual mode with the paddle shifters on the steering wheel. There's no compromise – just quick, accurate shifting performance.

The DCT requires a special transmission fluid, AC Delco DCT FFL-4, to maintain performance and durability standards. Total capacity is 11.62 quarts. Don't use any other type of fluid; don't flush the transmission as there is no procedure.

RAFFLES: *If you want to enter the NCM raffles, you can e-mail me at the above address and I will send you the Request Form for upcoming raffles. The next raffle is Thursday, **March 18** for a Silver Flare convertible, limited to 1500 tickets at \$200 each. On Saturday, **April 24** during the Michelin Bash, an Arctic White Coupe is offered, \$20 unlimited tickets.*



Do You Want to Advertise?

Colorado Springs Corvette Club Members may place a **PERSONAL** "For Sale" ad in the "VETTE SET" at no charge. For Business Ads, Members receive a 20% discount (or two months free) when purchasing one full year.

Non-member Business Ads:

Business Card	\$10.00/month
1 / 4 page	\$15.00/ month
1 / 2 page	\$20.00/month

Non-member – Corvette For Sale Advertising \$100/month
For website & newsletter advertising (Deadline – 10th of the month)

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Colorado Springs Corvette Club

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MEMBERSHIP BENEFITS

Daniels Long Chevrolet is proud to be the official sponsor of the Colorado Springs Corvette Club. Our partnership gives you access to VIP benefits at our dealership. If you have not received your Daniels Long Chevrolet VIP membership card, please talk to your club president to get one. **The VIP membership card must be presented at time of service or sale to receive benefits.**

- \$49.95 Oil Changes plus shop supplies and tax (Corvettes only, 4 per member, per year)
- All Parts for All Vehicles will be offered at **20% off** retail pricing.
- **Exceptions:** Items priced-matched i.e., tires, batteries, etc.
- Service and Body Shop Labor will be offered at **15% off** retail rate for All Vehicles. (Excluding Regular Maintenance items that are already discounted, such as brakes, oil changes, etc.)
- All new vehicles will be offered at \$100 over invoice (based on availability, excludes current model year Corvettes or Duramax Diesels.
- All used vehicle inventory will be offered at \$750 under internet pricing.

Our experienced and knowledgeable sales, parts, and service teams have been notified of these benefits for CSCC members. When the VIP membership card is presented, all above pricing and benefits take precedent.

Additionally, we have a great **Thank You Cash** program, and just for being a CSCC VIP member, we want to give you EXTRA cash rewards. Start earning today! Here's how it works; contact me personally (my contact details are below), give me your name and VIP membership number along with the name and contact information of the friend or family member interested in purchasing a vehicle and I will set up an appointment with them. If your friend or family member purchases a new or used vehicle, we will reward you with \$100 **Thank You Cash!**

My team is committed to providing you with an excellent sales, service, and parts experience. Stop in or call anytime...we are here to serve you!

Sincerely,
Michael Manning, General Manager
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Email Distribution List

To send an email to the entire club click below:

cscvvettes@googlegroups.com

All new members are added to the list using their email address from the Club roster. For questions about the distribution list, contact:

treasurer@coloradospringscorvetteclub.org

Email Etiquette

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

NCCC Rocky Mountain Region 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, and more, visit and stay informed.

This link is also available on the CSCC web site.

See the newsletter in Color

Read the CSCC Newsletter in color on the web. Enlarge the print and photos for easy viewing as you read! Email secretary/editor - just enter "Remove" in the subject line and send.

secretary@coloradospringscorvetteclub.org



The Vette Set

Volume 58 Issue 5 March 2021

Colorado Springs Corvette Club, Inc.
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