



"Vettes Helping Vets"

www.vettclub.org

Connecticut Military Corvette Club, Inc. (CMCC) is a private, non-profit 501(c)(3) organization led by an all-volunteer Board with a mission to raise funding for numerous Connecticut non-profit entities that support programs for military veterans in need.

March-2022

Newsletter



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NOTE: Please let me know if you have any suggestions or content that you would link to see in the Newsletter, Paul Vasques – briwenv@att.net or 860-302-3999

President's Message

Hello All

I hope this message finds you all doing well. Welcome to spring. The first day of SPRING is March 20, 2022. Let's all hope that this winter will finally let go of its biting cold.

I am fairly certain that most of you have heard the term the "Ides of March". I decided to do a little investigation into this term. The Ides is actually a day that comes about every month, not just in March. It has always been tied to the Romans who tracked it in their calendar. The Ides of March is the 74th day in the Roman calendar, corresponding to March 15th. It was marked by several religious events and was notable for the Romans as a deadline for settling debts. The Ides of March has carried a bad notation through history, but it actually has a non-threatening origin in that it usually referred to the first new moon of the month. So, now you now!

I had the pleasure of attending the unveiling of the new C8 Corvette Z06 at MacMulkin Chevrolet. It did not disappoint. The car has a wide body stance making it look like an all-out race car. It is actually a race car with license plates. Unfortunately, they chose not to "fire up" the engine. Pricing information will be out at a later date.

As a club this year, we need to put forth a concentrated effort to attract new members and retain the members we have. I am hopeful that the by-law change will aid us in finding new members. We need to find a date and place to have a car show of our own. An idea has also been put forth that we look to have an all Corvette show in conjunction with another Corvette Club. Other Corvette clubs are also looking to get more joint participation with their events. This might be another avenue for our club to pursue.

Please, when possible, try to visit and support our new sponsor, Blasius Chevrolet in Waterbury. They are very enthusiastic about their relation with our club.

Lastly, as military veterans, keep the citizens of Ukraine in your thoughts and prayers. They are going through an unimaginably hard time at the hands of Russia.

That's it for now. Starting dusting off those Corvettes, spring will be here in a very short time.

Ken

CMCC Officers/BOD - 2022

BOARD of DIRECTORS

OFFICERS

President – Ken Nelson

Vice President – Gary Coviello

Secretary – Craig Knutson

Treasurer – Ken Nelson

DIRECTORS

Director of Membership – VACANT

Director of Auto Events – VACANT

Director of Social Events – VACANT

CLUB Information

COMMITTEE CHAIRMAN - 2022

Nominating – 3 members of the Board of Directors?

Membership – VACANT

Automotive Events – VACANT

Social Events – VACANT

Finance/Budget – Ken Nelson

Charity – Rich Toman

By-Laws – Rich Toman

Sponsorship – John Butler / VACANT

Car Shows - Nomads

- Roland Morrissette

- Other – Rich St Pierre

Cruise Nights – N/A

Publicity – VACANT

Sunshine – Paul Vasques

Clothing – Ben Zaniewski

Webmaster – Tom Pedrotty

Facebook – Tom Pedrotty

Newsletter – Paul Vasques

Photography – Tom Pedrotty, John Wodopian

Awards – Paul Vasques

Computer Support – Paul Vasques

CLUB Information



March Birthday's

Richie St Pierre (Feb)

Linda Vasques

Sherri Boguski

John Butler

Sunshine

Curtis Godfrey recovering from a bad fall

Gary Altenhein recovering after his hospitalization

Craig Knutson recovering from a broken nose

CLUB Information

We are looking for NEW Members

Membership Application on page 26

*Our after holiday
party has been
postponed due to the
rise in COVID cases,
we will try to schedule
something in the
Spring*

*By-Laws change to allow an
increase in Membership*

ARTICLE IV – MEMBERSHIP (Amended, 10/19/2021)

Membership requires the possession of a valid Driver's License. An awareness of the needs of veterans is essential. It is the policy of the Corporation to provide membership without regard to race, color, sex, age, disability, religion, nation of origin or marital status.

Membership in the Corporation shall be open to all current, retired, or former members of the United States Armed Forces. Ownership or lease of a Corvette is required.

Membership is also open to any individual having an immediate family relationship to a current, retired, or former (including deceased) member of the United States Armed Forces. This relationship can be by grandparent, parent, spouse, sibling or children. Ownership or lease of a Corvette is required.

We WELCOME our NEW Dealership Exclusive Sponsor – Blasius Chevrolet from Waterbury, CT, Major Sponsor, City True Value Hardware of Bristol, CT and Major Sponsor SALAFIA Electric of Middletown, CT

CMCC EVENTS

Spring Cars & Coffee



Cars & Coffee

Guilford Commons

1919 Boston Post Rd

Guilford, CT

0800-1100 Every other Sunday

Will probably start in mid-April

Early March depending on the weather@ 8:00 am - 11:00 am EDT

Cars and Coffee

Birdhouse Coffee

765 Sullivan Ave, South Windsor, CT



NCM NEWS

2022 Michelin NCM Bash April 28-30, 2022

Kickoff of the NCM onsite event season with us here in Bowling Green, KY! Returning activities include a seminar and classroom sessions by GM certified Corvette Technician Paul Koerner. Enjoy guided road tours, two celebrity choice car shows, a celebrity autograph session, auctions, book signings, and the Ladies' Oasis.

Seminar schedule and a more detailed agenda will be made available as we can confirm presenter's ability to be onsite. Those that are not with us here at the Museum will be doing live interactive sessions similar to those held at the 2021 Michelin NCM Bash.

Watch the agenda for updates including:

Seminars featuring Bowling Green Assembly Plant, Michelin, & Mobil 1

Classroom Sessions with Corvette Expert Paul Koerner

Product demonstrations by Corvette Store Partners

Live auctions

Book signings

Guided Road Tours

Banquet Dinner

National Corvette Museum Driven Content

Online registration closes at 9:00am central time on Friday, April 1st. All activities are open to Event Registrants only. On-line registrants will receive a hard card credential, lanyard, event pin and dash plaque. Lifetime registration is \$25pp, member registration is \$30pp and non-member registration is \$40pp.

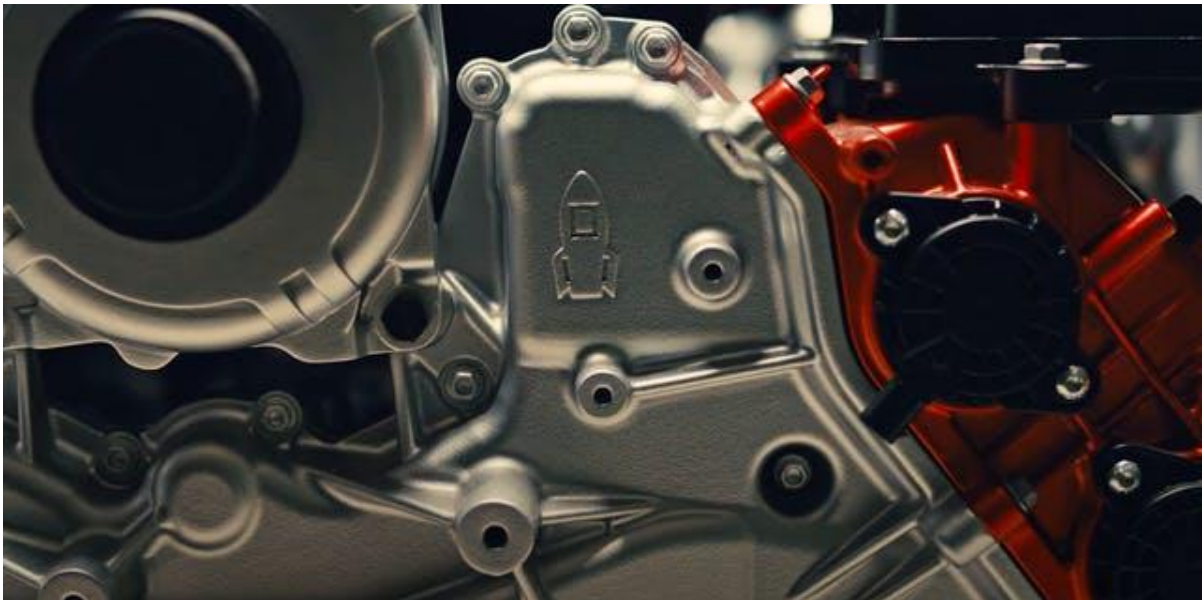
- **Onsite registrations available at the increased rates of \$30 / \$35 / \$45.**
- **No refunds or cancellations after Advance Registration closes on April 1st**
- **Make sure you are signed onto NCM e-News to get the latest on event registration and updates.**

Corvette News

13 details to know about the Z06's 670-hp LT6 V-8

When Chevrolet unveiled the [2023 Corvette Z06](#) at the Petersen Automotive Museum, several development engineers were on hand to answer our feverish questions. Corvette chief engineer Tadge Juechter fielded them with grace, but the man of the hour was Chevrolet small-block assistant chief engineer Dustin Gartner. A group of current Corvette owners was in attendance, and the nuts and bolts of the recently revealed LT6 and its astonishing 670-hp output—making it the most powerful production naturally aspirated V-8 ever—was all they wanted to talk about. The DOHC engine did indeed steal the show, and Gartner was a real sport about diving into its nitty-gritty details. Naturally, we pestered Gartner with our own questions to learn about some of the LT6's details that weren't in Chevrolet's press release. Let's take a look!

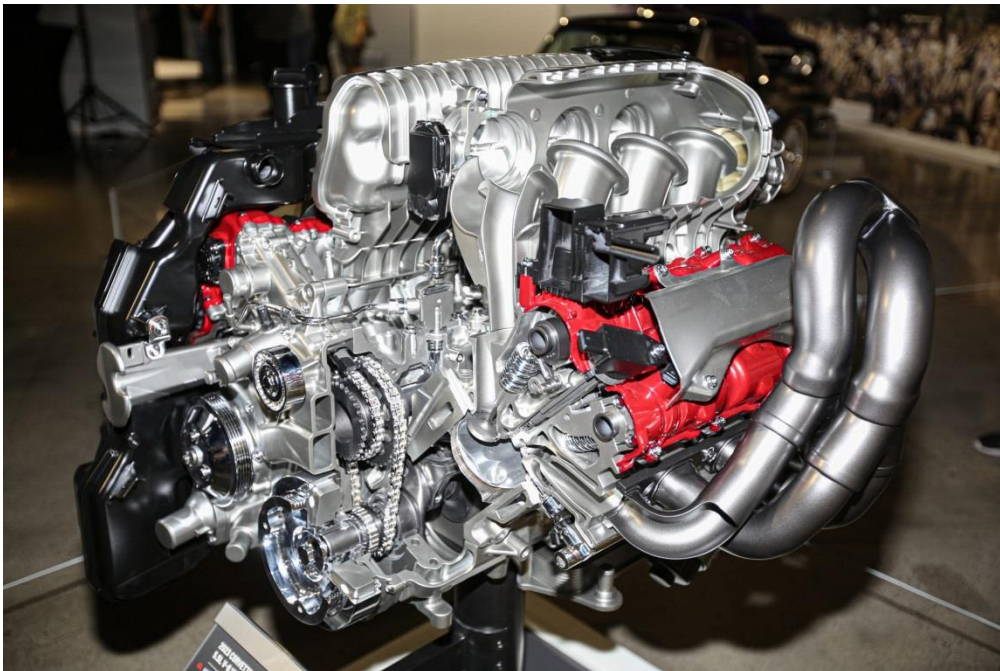
The LT6 is nicknamed “Gemini”



If you watched Chevrolet's launch video for the Z06, you likely caught a glimpse of a rocket that was very conspicuously placed on the engine's front cover. In order to keep information from slipping by using any sort of identifiable nomenclature that might tip anyone off, engineers nicknamed the LT6 “Gemini.” It's a nod to the

Corvette's link to NASA astronauts and a highlight that this Corvette team's "moonshot"—a lofty goal to build a naturally aspirated V-8 that would surpass the LT4. In addition, Gemini is represented by the Roman numeral II to represent the constellation's famous twins, and the LT6 has twin intake plenums and twin throttle bodies. The rocket cast into the engine's front cover—which also has a Roman numeral II—is one among dozens of easter eggs found in the engine bay. Gartner didn't tell us how many exactly but gave us a hint: "There are actually more inside the engine than outside." The Gemini rocket is used on each piston and just about anywhere inside the engine where a part would need to be marked for proper installation orientation.

Five camshafts



Yeah, there are two camshafts mounted above each cylinder head, each activating two valves per cylinder as you'd expect on a 32-valve V-8—but there's also a camshaft mounted in the valley. This isn't some kind of vestigial leftover from the small-block's evolution to an overhead-cam valvetrain, either. Instead, this short, two-lobe cam drives a pair of high-pressure fuel pumps that each supply fuel for one bank's direct injection system. Nestling the pumps in the valley between the cylinder heads and below the sizable intake manifold helped to muffle the noise inherent in those high-pressure pumps.

Some early rumors indicated that the LT6 would be based on Cadillac's twin-turbo V-8, which also happens to use DOHC architecture. That's not the case. The block, heads, cams, and intake are all unique to the LT6, although there are some ancillary parts shared with other engines, like the twin 87-mm throttle bodies, which actually are found on the [Blackwing V-8](#).

The pistons are made by CP Carrillo

CP Carrillo is known in the aftermarket for making tough, reliable pistons for racing applications and the LT6 demanded lightweight, low-profile pistons that would survive at high engine speeds. CP Carrillo is one of the most esteemed aftermarket manufacturers and seems like a good partner for supplying a tough forging for the LT6.

Diamond-like carbon coatings are used on multiple engine surfaces



The LT6's piston rings and mechanical finger followers are fully coated in diamond-like carbon (DLC). [Brandan Gillogly](#)

Gartner was adamant that the LT6 is not like a typical exotic car engine “that you have to take apart every 10,000 miles” for valvetrain adjustment or some kind of rebuild. “At the end of the day, this is a Chevy. Our expectations are that of any other Corvette we’ve sold.” Thank the DLC coating for part of that durability. “It’s long-term bulletproof,” Gartner said. “Even though we have a true mechanical valvetrain that’s lashed at the plant, the surface treatments, the DLC coating, and all our validation ... it’s lashed for life.”

The LT6's front damper is aluminum



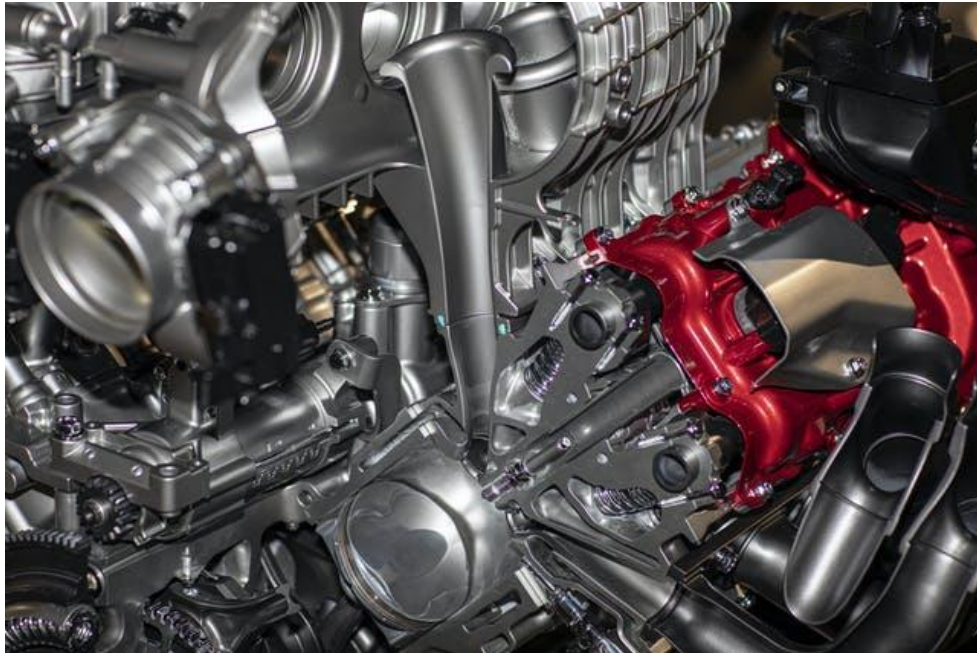
A flat-plane crank removes a lot of mass, somewhere in the range of 30 to 40 percent compared to a cross-plane unit. According to Gartner, the aluminum, viscous-filled front damper on the LT6, is also “drastically lighter” than an iron elastomer damper like the one found on the LT2. The rear flywheel-side damper is similar to the one on the LT2 but is also lighter.

It runs a 70° Celsius (158° F) thermostat and has an abundance of coolers

While the engine is designed to run around “mid-90s to 100° C” (as you’d expect), the thermostat is actually a bit cooler than most. “It’s hard to get this engine *hot*, hot.” Gartner said, noting that the two radiators on the side pods are dedicated to the engine and the transmission oils.

“The bulk of the hot coolant comes out of the engine, goes forward, gets cooled by three radiators, and comes back to the water pump. Most of that then goes to cool the engine. The water pump pulls off fresh coolant to the two side radiators, which then step it down even colder.” The driver-side heat exchanger is dedicated to the oil cooler, which circulates the coolant to the biggest engine oil cooler Chevrolet has ever installed. It keeps the 5W-50 oil—specifically selected because it provides ample lubrication and allowed engineers to optimize bearing widths—very cool. The passenger-side heat exchanger does the same but cools the transmission. “This is rock solid from a thermal perspective,” Gartner promised.

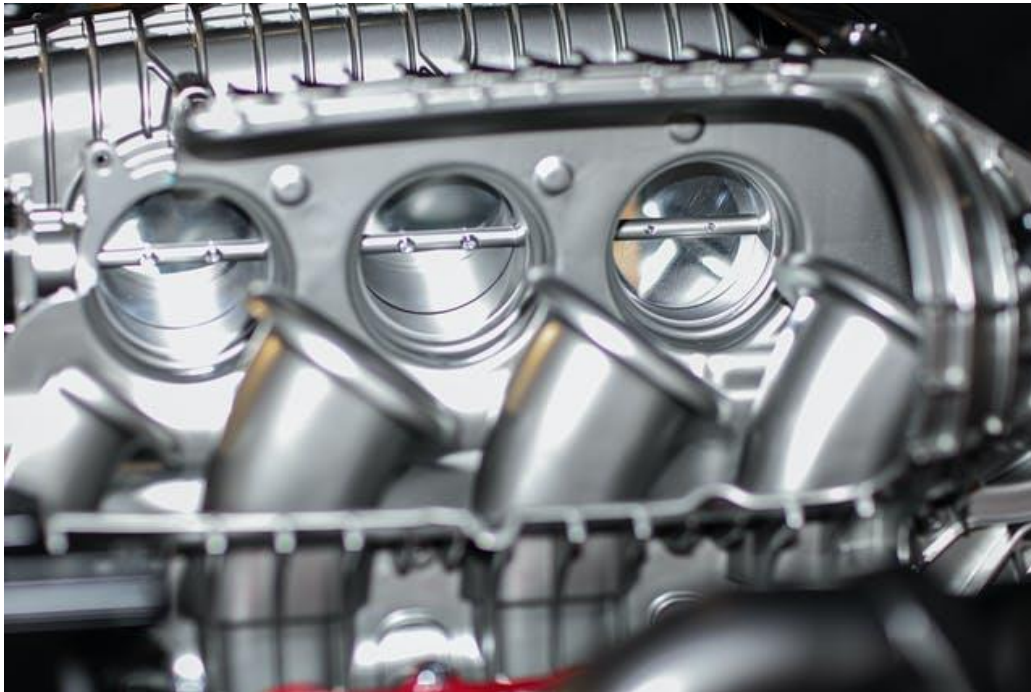
The intake and exhaust tuning virtually supercharge the engine



Each intake trumpet, shown here cut in half, was tuned individually to provide the best airflow. [Brandan Gillogly](#)

The plenum and large, tapered velocity stacks definitely work as intended and, as Gartner pointed out, are unique to each valve. At the engine's 6300-rpm torque peak, volumetric efficiency is at 110 percent, and at the horsepower peak 2100 rpm later, it's still 106 percent. What does more than 100 percent mean? Answer: Each cylinder is being crammed full of air so efficiently that it's moving more air than the cylinder displaces. That's possible by tuning the intake and exhaust tract so that the incoming air has enough momentum to cram air into the engine as the valves are closing.

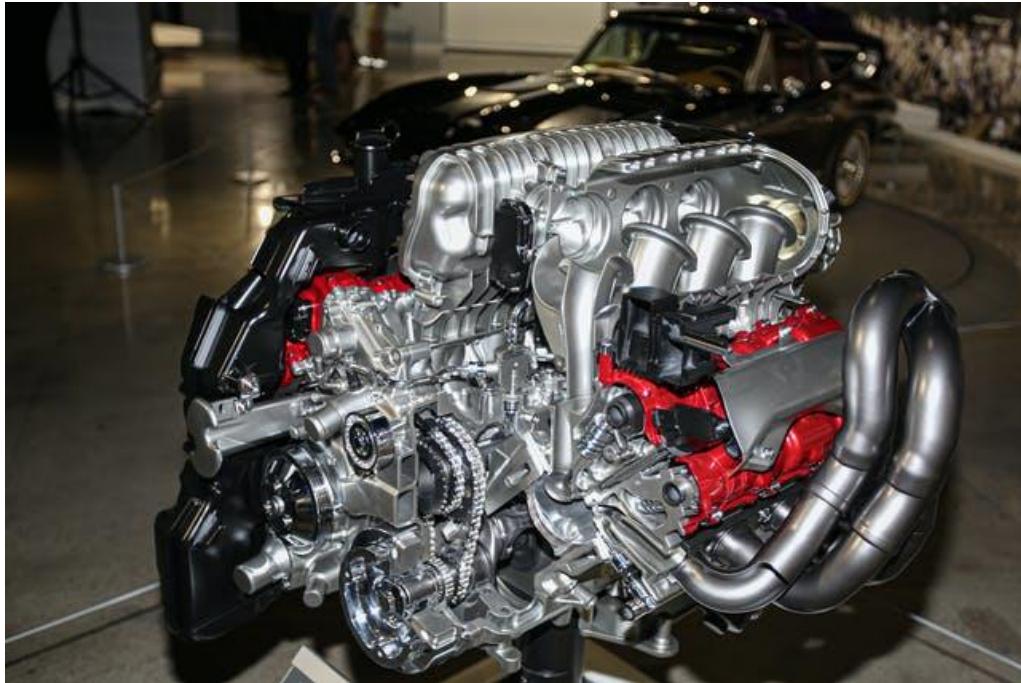
The plenum is tuned for peak volumetric efficiency, most of the time



The twin plenums atop the LT6 work in unison by breathing through 87-mm throttle bodies. There's also another set of valves that open up between the two plenums to allow them to truly work as one. Three equally-sized butterfly valves link the two sides of the plenum. Two of the three are linked together and the rear valve operates independently. Gartner explains: "At different speeds you want a different amount of communication between the two plenums to maximize the tuning at that speed. Otherwise, it would only want to tune at one engine frequency, one rpm. With the communicator valves, we can open up that tuning window where we get volumetric efficiency greater than one. Throughout the rpm band, those valves will change half a dozen times."

That tuning will also vary depending on which drive mode has been selected. "We found at full load, if you're tuning for max torque, you get a lot of good induction noise," he said. That's great for all-out performance, but it might be distracting if you're cruising, so the communicator valves operate under a different schedule in Tour mode to keep things a bit more subdued.

Each engine will have a 20-minute dyno break-in cycle



While the car will likely have a suggested 500-mile break-in period before it should be subjected to any all-out track shenanigans, the engine will already have a 20-minute dyno break-in where it's warmed up and put through its paces and finally run at 7600-rpm for a WOT pull.

It uses a cartridge-style oil filter



Being the largest flat-plane V-8 in production means that there will be inevitable vibrations. Having a light rotating and reciprocating assembly will reduce the severity of these vibrations, but at some point, as Gartner put it, “you have to tolerate it.” A low-torque, spin-on oil filter canister is in danger of vibrating itself loose on an engine like this, so Chevrolet opted for a cartridge-style oil filter for the LT6.

The dry sump lets the crankshaft spin in a near-vacuum



Those spur gears are one of four stages of the dry sump system that evacuate oil and air from the crankcase. Two additional stages collect oil from the cylinder heads and front cover. [Brandan Gillogly](#)

The LT6's bottom end is divided into four bays, one for each throw of the crankshaft, with each one isolated from the others. A pump pulls oil and air from each bay to evacuate oil. Not only does the crankshaft not have to whip through oil, which saps power, but at nearly 80 kPa of vacuum, it meets very little air resistance. A side benefit is that the arrangement keeps the rings at the bottom of their grooves as the pistons approach BDC for better sealing.

Two additional pumps pull oil from the front cover and the cylinder heads, but those are low-vacuum. The entire system is designed to put oil back into the tank so that it can be ready to be pumped out to where it's needed. It's not sitting around where it's getting in the way or not doing any good. As Gartner explains, “At max engine speed, there's more oil in the tank than at any other time.”

Sponsors



Blasius Chevrolet
Where Friends Send Friends

90 Scott Road
Waterbury, CT 06705
blasiuschevrolet.com
(203) 437-4141



Sandy's Electrolysis Center LLC.
Permanent Hair Removal

218B River Rd.
Unionville Ct 06085
860-990-5295
email: sandy@sandys-electrolysiscenter.com

Sponsors



Principal Sponsors

Fran & Steve



If you are interested in becoming a Sponsor or know of anyone please contact Paul, briwenv@att.net

Upcoming Events

3rd Annual
NORTHEAST MOTORSPORTS *Expo*

PRESENTED BY: **MARK'S** AUTO PARTS, INC. EAST GRANBY, CT
Trantolo & Trantolo, LLC

MARCH 11-13, 2022
Eastern States Exposition, Better Living Center, West Springfield, MA

Featuring...
**CLASSICS • STREETRODS • MUSCLE CARS
TRUCKS OF ALL KINDS • RACE CARS • MOTORCYCLES**

Check out our website for last year's photos!
MARKSNEMOTORSPORTSEXPO.COM

Sponsorships & Vendor Booths available!
Contact Dan at 860-305-6880, Mark at 860-883-5485,
Bob 413-862-3381 or Walt 860-306-6612 or email MarksNEExpo@gmail.com
For more information about the show, visit our website at www.marksnemotorsportsexpo.com
f @MarksNEMotorsportsExpo

Upcoming Events



4th Annual QU Car Club Spring Show

SUNDAY, MARCH 27, 2022 AT 7 AM – 1 PM

Quinnipiac College York Hill Campus

305 Sherman Ave, Hamden, CT 06518-2140

Upcoming Events

CABIN FEVER RETURNS IN 2022
Custom Car, Truck & Motorcycle Show April 2nd & 3rd, 2022

CUSTOM CARS, CLASSIC CARS, RACE CARS, MOTORCYCLES, DEALERS, VENDORS,
CLUB DISPLAYS, SPECIALTY VEHICLES, DJ MUSIC, FAMILY FUN, ENTERTAINMENT & MORE!

Naugatuck Entertainment Facility
6 Rubber Avenue Naugatuck, Connecticut.



For more information on Sponsorship Opportunities, Vendor Space,
Club Space or other opportunities to participate call Don at 860-354-5110
or email Don at: ddcj14@aol.com or visit us online at www.ctcruisenews.com

GENERAL ADMISSION \$12.00 / CHILDREN 8-13 \$5.00 / CHILDREN UNDER 8 FREE / PLENTY OF FREE PARKING
SATURDAY HOURS: 10AM TO 7PM / SUNDAY HOURS: 9AM TO 5PM

Connecticut Cruise NEWS Haymond Law BURNWOOD FERRARI'S APPLIANCES

CT - Naugatuck - Connecticut Indoor Cabin Fever
Custom Car & Motorcycle Show

April 2, 2022 @ 10:00am - April 3, 2022 @ 5:00pm

WHERE:

Naugatuck Entertainment Facility

6 Rubber Ave

Naugatuck, CT 06770

USA

COST:

12

Upcoming Events

April 10 @ 8:00 am - 11:00 am EDT

Caffeine and Carburetors

Zumbach's Gourmet Coffee

77 Pine Street, New Canaan, CT

Caffeine & Carburetors is a gathering of automotive enthusiasts. We meet at Zumbach's Gourmet Coffee in New Canaan, CT to enjoy our rides and share them with like-minded gear heads hiding in and around Connecticut and New York. Smaller, informal gatherings occur every Sunday morning throughout the year with 4 larger events in the spring,



FBCC Season Opener: Mustangs & Fast Fords Show

SATURDAY, APRIL 30, 2022 AT 1 PM – 3:30 PM

Harbor Freight Tools

179 Webster Square Berlin CT

Upcoming Events

The DooWop Cruisers Monday Cruise Nights

Every Monday 5pm til dark

WASHINGTON COMMONS

WASHINGTON ST. NORTH HAVEN

April 25, 2022



For Sale

OEM 2017 GS BREMBO Brake Pad's Front/Rear with 6k miles
\$150.00



Contact, Paul @ briwenv@att.net

For Sale

4 Michelin Pilot Sport AS ZP Tires for C5 with fewer than 4K miles, 2 of which have Bead issues (Can send photos)

\$150.00

2 – 245/40/18 – 2 – 285/35/19



Contact, Paul @ briwenv@att.net

MEMBERSHIP APPLICATION FORM
CONNECTICUT MILITARY CORVETTE CLUB, INC (CMCC)

Membership Requirements:

Membership shall be open to current/retired or former military persons in possession of a valid driver's license with a genuine interest in Corvettes and who own a Corvette, and will abide by the constitution of the corporation. Membership is also open to any individual having an immediate family relationship to a current, retired, or former (including deceased) member of the United States Armed Forces. This relationship can be by grandparent, parent, spouse, sibling or children. Ownership or lease of a Corvette is required.

Additionally, the candidate must:

Fill-out the application for membership form.

Sign the acknowledgement of risk and hold harmless agreement.

Mail your Application and \$50 check, payable to CMCC, Inc., to Ken Nelson, 45 Robin Rd, Farmington, CT 06032

Date _____ New _____ Renewal _____ Polo Shirt Size: _____

Name _____ Spouse/Partner _____

Date of Birth _____ / _____ Date of Birth _____ / _____ (Month/Day only)

Address _____

City/Town _____ State _____ Zip _____

Home Phone _____ Cell Phone _____

Branch of Service Army _____ Navy _____ Marines _____ Air Force _____ Coast Guard _____

Email _____

Corvette Year _____ Coupe _____ Convertible _____ Plate# _____ Color _____

2nd Corvette Year _____ Coupe _____ Convertible _____ Plate# _____ Color _____

Please check off the areas that you would be most interested in volunteering your time.

Social _____ Charity _____ Cruises _____ FundRaising _____ Clothing _____ Webpage _____ Photography _____ Sponsorship _____

Events _____ Bylaw Review _____ Cookouts _____ E-Newsletter _____ General Volunteer _____ Car Shows _____

ACKNOWLEDGMENT OF RISK AND HOLD HARMLESS AGREEMENT

I hereby acknowledge that I have voluntarily chosen to participate in the activities of the Connecticut Military Corvette Club Inc. I recognize that the activities involve risk of injury and I agree to accept any and all risks associated with them, including but not limited to property damage or loss, minor bodily injury, severe bodily injury, and death. Furthermore, I recognize that participation in the club activities involves activities and risks incidental thereto, including but not limited to, travel to and from meetings, club events, club cruises, club classes, club car shows, and the possible reckless conduct of other participants. I am voluntarily participating in the activities with the knowledge

of the risks involved and hereby agree to accept any and all inherent risks of property damage, bodily injury, or death. In consideration of my participation in the activities and to the fullest extent permitted by law, I agree to indemnify, defend and hold the Connecticut Military Corvette Club Inc, its officers, directors, employees, agents, volunteers and assigns from and against all claims arising out of or resulting from my participation in the activities. "Claim" as used in this agreement means any financial loss, claim, suit, action, damage, or expense, including but not limited to attorney's fees, attributable to bodily injury, sickness, disease or death, or injury to or destruction of tangible property including loss of use resulting there from. In addition, I hereby voluntarily hold harmless the Connecticut Military Corvette Club Inc, its officers, directors, employees, agents, volunteers and assigns from any and all claims, both present and future, that may be made by me, my family, estate, heirs or assigns. I also understand that the Connecticut Military Corvette Club Inc does not provide any medical or dental insurance or life insurance to cover bodily injury, illness or death, nor insurance for personal property damage or loss, nor insurance for liability arising out of my negligent acts or omissions; and I acknowledge that I am completely responsible for my own insurance to cover these expenses. I further understand that this acknowledgment of risk and hold harmless is intended to be as broad and inclusive as permitted by the laws of the State of Connecticut and that if any portion hereof is held invalid, I agree that the balance shall, notwithstanding, continue in full legal force and effect. I agree that this acknowledgment of risk and hold harmless is effective for as long as I am a member of the Connecticut Military Corvette Club Inc.

Signature of Applicant

Signature of Spouse/Partner

Printed Name / Date

Printed Name / Date