



10th Anniversary

"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.

June-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,

Although this is the June newsletter, I want to digress just for a moment back to Memorial Day. I didn't think to mention Memorial Day in the May newsletter because it seemed a month away.

I just want to give a brief history of Memorial Day. The Civil War ended in the spring of 1865. It claimed more lives than any other conflict in U S History. By the late 1860's Americans began holding springtime tributes to honor fallen soldiers by decorating their graves with flowers and reciting prayers. May 30th 1868 became the first official Decoration Day for the purpose laying flowers and decorating the graves of the soldiers who died in the defense of their country. Decoration Day gradually came to be known as Memorial Day. In 1968 Congress passed the Uniform Monday Holiday Act, establishing Memorial Day as the last Monday in May. The same act also declared Memorial Day as a federal holiday. So, now you know!

For most of us June 1st marks the start of summer even though summer does not officially start until June 21, 2022. The month of May gets our blood flowing and by June we are ready to hit the road and tour in our Corvettes. It came to my attention the last the thing I wanted to have happen would be to get locked out of my Corvette because the battery in the key fob "died". I have seen club members get stranded because of this dilemma. The following is a list of key fob batteries, starting with the C5 Generation.

1. C5 Battery is a CR2450
2. C6 Battery is a CR2032
3. C7 Battery is a CR2032
4. C8 Battery is a CR2450

These batteries are much cheaper on line than in stores. My suggestion is that you buy two batteries to keep in your Corvette. One for you and one for someone else so that when their battery "dies" you can save the day and have a friend for life. The cost of these batteries is much cheaper and much less aggravation than having to call for service when they fail. Also consider getting together by Corvette generation and splitting the cost of the batteries. Lastly, YouTube has an array of videos on installing these batteries. Be careful installing the batteries because some go in plus side up and some go in plus side down.

There are two events scheduled for June. June 11th is the CT Vettes for Vets at the Rocky Hill Veterans Home. After that on June 15th is the Middletown Cruise on Main. Please check the event schedule for times and meet up locations.

Save the Wave
Ken



CLUB Information

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 Morrisette

- 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 and Computer Support - Paul Vasques

CLUB Information



June Birthday's

John Wodopian

Linda Coviello

Mary Zaniewski

Rich Miller

Michelle Wink

June Fairbanks

Denise Pace

Sunshine

Craig Knutson is recovering from 2 surgeries

We are looking for NEW Members

Membership Application on page 35



*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 NEW MEMBERS; Dan & Denise Pace and Woody & Debbie Ferguson

Cars & Coffee Events



Sunday, June 5th & 19th @ 0900-1100

Cars & Coffee

Guilford Commons

1919 Boston Post Rd

Guilford, CT

Sunday, June 5th, 12th, 19th & 26th @ 0800-1100

Cars & Coffee

Birdhouse Coffee

765 Sullivan Ave

South Windsor, CT



NCM NEWS

VISIT THE NCM and WIN a 70th Anniversary Corvette

2023 70th Anniversary White Convertible

Drawing Thursday, June 16, 2022 at 2pm CT

Tickets \$200 / Limited to 1,500 Tickets



Corvette News

This Is What Happens When a C8 Corvette Is Left in Track Alignment

GM's track alignment for the C8 Corvette burns tires faster and unevenly, but how much faster?

General Motors smartly designed the C8 Corvette to be easy to set up for **track duty** in a number of ways, as it obviously understood that's precisely where the car truly shines. Many owners are taking advantage of this, particularly the latest Corvette's **track alignment** settings, which are provided via the owner's manual. As any reasonable person might imagine, these settings are optimized for the track (hence the name) and that's clearly stated in the manual. But what would actually happen if you leave your C8 Corvette in track alignment and then drive it on the street? Well, we're curious to know, and luckily, **MotorTrend** did it for us.

MT notes right off the bat that leaving the C8 Corvette in track alignment will cause its tires to wear faster and unevenly, so it's obviously not something that you'd really want to do, unless you work for or invest in a tire company. In this case, the long-term tester was put in track alignment with 1,979 miles on the clock, and once *MT* hit 11,589 miles, it says the car's Michelin Pilot Sport 4S tires were "down to the cords."

For a nearly \$2k set of tires that's warrantied for 15k-20k miles, that's not particularly great, as leaving the car in track alignment quite literally shred 30-60 percent of the rubber's life span. But the excessive negative camber called for in the track settings also ensured that the insides of the tires were severely worn, reaching an unsafe state that's difficult to even see given how low the **C8** sits to the ground.

Of course, this may all seem quite obvious, but we wouldn't blame someone for wanting to leave their C8 in track alignment for a while, particularly if they hit the track on the weekend and drive sparingly during the week. After all, paying a shop to do an alignment costs money, but then again, so do tires, so perhaps it's best to change these settings back when the car is going to be driven on the street for any lengthy period.

Corvette News

Last C2 Corvette Convertible Built Is Also One of Just 815 in This Configuration



This rare Tuxedo Black beauty is also the very last C2 Corvette convertible to roll off the assembly line.

In the world of the Corvette and most everything else, the **first** and **last** of anything built is special. Particularly when we're talking about the **second-generation** of the legendary sports car, one of the more beloved designs in automotive history. But this – the last C2 Corvette convertible ever built – is special for a number of other reasons as well, and now someone will get the chance to bring it home after it crosses the block at **Mecum's Indy auction**.

Corvette News

Aside from being the last C2 Corvette convertible ever built, this 1967 model is also one of just 815 that were finished in Tuxedo Black in that particular model year, and it certainly looks amazing decked out in that hue. It also has just 44,168 actual miles on the clock, and has garnered an NCRS Top Flight award along the way. There's plenty of documentation as one might imagine with a vehicle like this, including a full ownership history, a copy of the original Protect-O-Plate, judging sheets, and trim tag affirmation certificates.



Peek inside, and you'll see an equally pristine black interior, which is the perfect match for the car's black exterior paint, removable hardtop, and soft top. This is a simply equipped car, but features a few notable amenities including power steering, an AM/FM radio, Soft Ray tinted windshield, headrests, and not much else.

Corvette News



This particular 1967 Corvette is powered by GM's 327 cubic-inch small block V8, originally rated to produce 300 horsepower, which flows to the wheels via a Muncie M20 four-speed manual gearbox and Positraction rear end. The C2 rolls on a nice-looking set of Rally wheels wrapped with BF Goodrich 7.75×15 Silvertown Redline tires, helping to retain its OEM factory goodness.

Corvette News



As the last of a very special breed, this 1967 Corvette convertible is expected to attract some rather serious attention at auction, with an estimated hammer price of between \$200,000-\$250,000. But given its condition and prominence, that isn't terribly difficult to see happening in this day and age of soaring collector car prices.

Corvette News

1957 Corvette Factory Race Car Survivor

Thanks to Steve Poole for this contribution to our Newsletter

This is the amazing story of an experimental, factory built '57 Corvette race car that was instrumental in the development of the Rochester fuel injection, rubbed shoulders with the biggest racing names of the 50's, set records and earned class wins, then ended up on a used car lot before disappearing into a suburban Chicago garage for four decades. Pretty amazing, right? Well, there's a lot more to the story.



Corvette News

There are actually three story lines here that converge in an amazing and unlikely way. If one tiny piece of any of this had happened differently, it's very possible that we wouldn't be looking at this fantastic Corvette, currently on display at the [Museum of American Speed](#). But thanks to the dedication and determination of Corvette collector and historian Joe Trybulec and some plain old fashioned good luck, we get to experience this one-of-a-kind piece of history.

Let's start at the beginning.

In 1956, Ed Cole was fresh off his stint as Chief Engineer at Chevrolet where he was in charge of developing a little thing that would come to be known as the small block Chevy. Now promoted to General Manager of the division, Cole was fired up about getting an experimental new fuel injection system under the hoods of Chevrolet performance cars for the '57 model year. This, of course, is what we all now know to be the legendary Rochester Ramjet.



Corvette News

To make it happen, Cole needed a couple things. First, he needed some help from the best and brightest on the engineering team. Second, he needed some cars to test it on. Engineers John Dolza and Harry Barr provided the engineering talent, with a little help from the "Father of the Corvette" Zora Arkus-Duntov. Duntov's contributions were a bit impeded since he was still in a body cast from a racing crash.

The cars would arrive to the GM engineering skunkworks in November of '56, fresh from the St. Louis Corvette plant. There, the three white Corvettes were met with a recipe meant to cook up some world-class race cars. This recipe was delivered as Engineering Work Order 17792 and it included some pretty darn cool hop-up parts from the GM parts bin. The cars were fitted with the aforementioned Fuelie 283's and 4-speed transmissions. Big brakes with cooling ducts bolted up front and rear, and the RPO 581 rear suspension was an experimental design with traction bars and Houdaille shocks that never reached production. A big 37-gallon fuel tank was added to keep the cars on the track and out of the pits. The radio and heater were deleted, and that neat chrome roll bar was added. A special short steering column was fitted, and a fast-steering adapter made the ratio a bit more racy. The engineers wanted a reliable tach, so that Sun tach you see in the center of the dash actually carries a GM part number. How cool is that? As a final flourish, the cars were painted with two blue stripes and blue fender coves, as had become standard practice on the factory Corvette race cars. This little detail will be important to our story later on.

Corvette News

**CHEVROLET ENGINEERING DEPARTMENT
BUILD ORDER**

4-1-57 GAR.
COMPLETION DATE *12-12-56* *BY JENED, 12-14-56*
ORDER NO. 17792-10 US#3

TO: Experimental Shop & Engine Room
JTR DIST: 3-A-J-S-Y-Z
WVP W.R. Mackenzie
DWR

DATE November 16, 1956

UPC 6

CHARGE TO: 16-313 ✓

NO. OF UNITS 1

WHERE USED	
EXP.	CAR #
PROD.	YEAR
FUTURE	PROGRAM

SUBJECT Procure One (1) Fuel Injection Engine & Rebuild for Nassau Race

DESIGN ORDER NO.

WORK TO BE ACCOMPLISHED

Work order is being supplemented to procure one (1) additional 3741967 Fuel Injection Corvette Engine assembly (as shipped) from Flint V-8 Engine & Stamping Plant.

EST. COST

C. Buchan, Engine Room, to rebuild this engine identical with other three (3) Nassau engines.

DISPOSITION OF FINISHED MATERIAL:

Engine to be turned over to C. Buchan, Engine Room, for rework into racing engine.

SPECIAL INSTRUCTIONS: Procure engine from Flint as soon as possible and turn over to C. Buchan for rework. Engine must be completed by 11-26-56.

REASON:

To provide spare engine assembly for five (5) Corvettes entered in Nassau Races.

HAS SOURCE BEEN CONTACTED: P.O.

PRESENT SOURCE STATUS:

SHIP TO: VIA Our pick-up
Chevrolet Engineering Center
30003 Van Dyke
Warren, Michigan
Attn: Mr. C. Buchan, Engine Room

CHARGE

	REQUIRED	ESTIMATED	ACTUAL
DATES	FABRICATION		
	INSTALLATION		
REQUESTED BY F. M. Warner	APPROVALS		

QUP-CHEV, 232 ENG, REV. 9-54

38P

11/23

Corvette News

CHEVROLET ENGINEERING DEPARTMENT
BUILD ORDER

COMPLETION DATE 12-21-56 *SCHNEID*

TC: Experimental Shop DATE October 29, 1956 ORDER NO. 17792-11 ✓

WEM
VMP DIST: 3-A-J-S-I-Y-Z SUBJECT Procurement of Fuel Injection Units for Nassau Sport Car Race. 12-3-56

UPC 6 CHARGE TO: 16-313 NO. OF UNITS 3

WHERE USED	
EXP.	CAR #
PROD.	YEAR
FUTURE	PROGRAM

DESIGN ORDER NO. NONE

WORK TO BE ACCOMPLISHED
Procure three (3) complete fuel injection units for Corvette installation, per parts list furnished to Mr. T. E. Dougherty plus ignition distributor #1110889, pump drive assembly #1585213, AC fuel filter #854412, bracket #3741820, bracket #7014325, AC air filter #1553181, stud #3719981 and adaptor #3741193, plus all gaskets.

EST. COST
Above material must be available by November 15, 1956.

DISPOSITION OF FINISHED MATERIAL:
Hold for installation on engines built under WO-17792-10.

SPECIAL INSTRUCTIONS: Calibrate units in CEC Laboratory on 283 cu.in. engine with 10.5:1 C/R and Duntov camshaft.
Notify V. Piggins - F. Warner when units are ready.

REASON:
To procure Fuel Injection equipment for Nassau Sport Car Race December 3, 1956

HAS SOURCE BEEN CONTACTED: P.O.

PRESENT SOURCE STATUS:

SHIP TO: VIA CHARGE

DATE	FABRICATION	REQUIRED	ESTIMATED	ACTUAL
	INSTALLATION			
REQUESTED BY F. M. Warner		APPROVALS		

DUP-CHEV. 232 ENG. REV. 9-54 36P

ENGINE INSV
SYSTEM - FUEL INJECTION

10/20

This is something you're not going to see every day. With permission from the GM Heritage Center, here are a couple pages from Work Order 17792 that show parts for the fuel injection and instructions to "rework into racing engine." This is amazing.

Corvette News

In early December of '56, the three cars were loaded onto the S.S. Nassau, bound for the Bahamas and Nassau Speed Week. Bill Mitchell, Harley Earl, and Zora Arkus-Duntov were present to watch their new hot rods go head-to-head with some of the biggest names in racing driving cars from some of the world's most storied marques. Remember, the Corvette was only a few years old at this point, and here it was going fender to fender with Ferraris, Porsches, and Maseratis. The Corvettes won their class, and a write up on the successful campaign made it into the first ever issue of *Corvette News* in an article titled "Corvette Introduces Ramjet Fuel Injection at Nassau." Not a bad showing for their first time out.

After Nassau, the cars were shipped to Smokey Yunick's shop for additional tuning before heading to Daytona for the big Speedweeks event on the beach. There, the very car that we're looking at in these pictures was driven by Paul Goldsmith to a new speed record on the beach, hitting 91.301 mph in the measured mile and clocking an impressive 131.941 in the flying mile. If that's not enough, Goldsmith and our hero car also turned in an impressive performance at the following weekend's road races held at the New Smyrna Airport. This was the first-ever NASCAR sanctioned sports car race, and Goldsmith finished first in his class and fourth overall behind Carroll Shelby in a Ferrari, Marvin Panch in a Holman-Moody Thunderbird, and Lance Reventlow in a Maserati. Again, the Corvette proves itself against some legendary company.

The Corvettes were sent back to Smokey's once more before heading out to be used in practice at Sebring before new cars arrived for the actual event. From there, the trail goes cold for a while. Two of the three would disappear forever, but our hero car would resurface in 1958 wearing a new coat of paint and parked on a car lot in Chicago, of all places.

Corvette News



To be fair, this wasn't just any car lot. Dick Doane Chevrolet and the associated Dick Doane Raceway Enterprises was very friendly with GM and was known for getting rare and special cars, especially Corvettes. When it re-emerged, the Nassau-winning Corvette was wearing a fresh coat of white paint, covering up the blue stripes and making it look a bit more like a run of the mill Corvette and less like a factory-backed race car.

Erwin Rohrer was an engineer at Rockwell with an interest in cars and racing. And, he had some well-connected friends. In May of '58 he got a call from one them, letting him know that there's an ex-factory Corvette race car for sale at Dick Doane. He then becomes the "original owner" of a car that was already a year old and had seen its share of the world. Rohrer proceeded to use his factory race car as a regular street driver, even taking it on a family trip to Florida. Then, in 1961, he did something that profoundly changed the way this car's story would play out; he painted it gold. This allowed the very special Corvette to fly under the radar, hiding in plain sight as Rohrer drove it around on the street and commuted to work. As Corvettes became highly valued collectibles, few would have expected there to be a white and blue racecar hiding under a gold paint job, pattering around in Chicago traffic next to nondescript sedans and Volkswagens.

Corvette News



Let's rewind to 1957 and move our story to Houston, Texas, where there's another Corvette racing saga unfolding. A fellow named J.H. Rose has just placed a huge order for Chevy trucks for his trucking company. As a way to say, "thank you," Ed Cole flies in to have dinner with the Rose family. It happens to come up in conversation that J.H.'s son Ebb Rose is a local hotshoe race car driver, and that the family ranch happened to be next to one belonging to A.J. Foyt's family. This caught Cole's attention, because he was in the process of shutting down the Chevrolet sponsored racing program after the horrific '55 crash at Le Mans that resulted in the '57 AMA racing ban. The Rose family might just provide him with a way to unofficially stay in the racing game. So, Cole agrees to sell them the '56 Bill Mitchell SR-2 and a production Fuelie '57 Corvette for \$1 a piece(!). Ebb would go on to race both cars, but crashed the '57 some time later. The car was then given to his friend George Moore, who pulled the engine and transmission and transplanted them into a '54 Corvette. That car was then wrecked in 1967 and parked.

What do Ebb, George, and their exploits have to do with the faded gold '57 that's sitting in the museum? Sit tight, we're almost there.

Corvette News



Our story picks up in 1976 in St. Louis. Here's where we meet the hero of this story's second act. Joe Trybulec is on his way to work downtown and takes a different route than he would normally take. This causes him to spot a pair of old Corvettes for sale on the corner used car lot. The next day, Joe becomes the proud owner of a red '59 Corvette. This moment would become the catalyst for a lifetime spent collecting and researching Corvette history.

Years later, Joe is combing through a copy of *Hemmings Motor News*, looking for ads that included anything Corvette, when he spotted something curious. The ad read "1954 Corvette, 15,000 miles, Fuel-injected 4-speed, Houston." If you've been paying attention, you probably know where this is headed. Knowing that there was never a factory '54 with a V8, let alone a Fuelie, Joe's curiosity compelled him to call, and not long after Joe added the car to his collection. Joe had just purchased George Moore's old '54 with the Ebb Rose Fuelie 283 and 4-speed.

Corvette News

This is it. This is the critical moment where it all comes together. While researching his oddball '54, Joe meets Ken Kayser, a GM engineer who was involved with the Corvette program and, more importantly, was literally writing the book on the Rochester fuel injection. He helped Joe figure out what was going on with that 283 in his '54 and the two stayed in touch. This brings us to the fateful day when Joe gets a call from Ken, "Joe, a car has surfaced in Chicago and you need to buy it." A few days later, Joe was on an airplane.



The red original interior was dyed black when the car was painted gold, further hiding the special car underneath. Dig the GM part-numbered Sun tach and radio/heater delete.

The year is 2004. Erwin Rohrer is now elderly and in poor health. The car is being sold by his son Erik, who appointed his brother-in-law to meet Joe and show him the car. When he arrived at what had been the Rohrer family home, Joe discovered a mid-century house with new development springing up all around. He was shown to an old garage with a dusty gold Corvette inside. It's important to remember here that Joe didn't yet know what he was looking at. He lifted the hood and saw the Rochester fuel injection, which was a good start. Then he saw the 4-speed and chrome roll bar, also signs that he was onto something special. But the clincher came when he looked under the rear of the car and saw that some of the gold paint had flaked off, revealing remnants of white paint with blue stripes. Bingo. Joe knew then and there that he had to make a deal.

Corvette News

Later that day, Joe discovered something else surprising inside the house. There in the basement was one of Erwin Rohrer's high school wood shop projects from Albert G. Lane Technical High School in Chicago. This would normally be an unremarkable detail, but Joe recognized it instantly because he had made the very same thing. Erwin and Joe had attended the same high school, albeit 20 years apart. This fateful detail further connected Joe to the family and the car, and would distinguish him in the bidding war that was about to ensue.

Anytime a one-of-a-kind survivor Corvette race car sees the light of day for the first time in four decades, you can bet there will be a few interested parties. Joe began discussions with Erik to secure the deal, though others were attempting to do the same. Keep in mind that at this point Joe didn't know that this was the long-missing Nassau Corvette, nor did the family. This important detail would come to light through one of the other interested parties, but Joe had already earned the trust and respect of the family. After some back and forth and a few scary moments, the car was his.

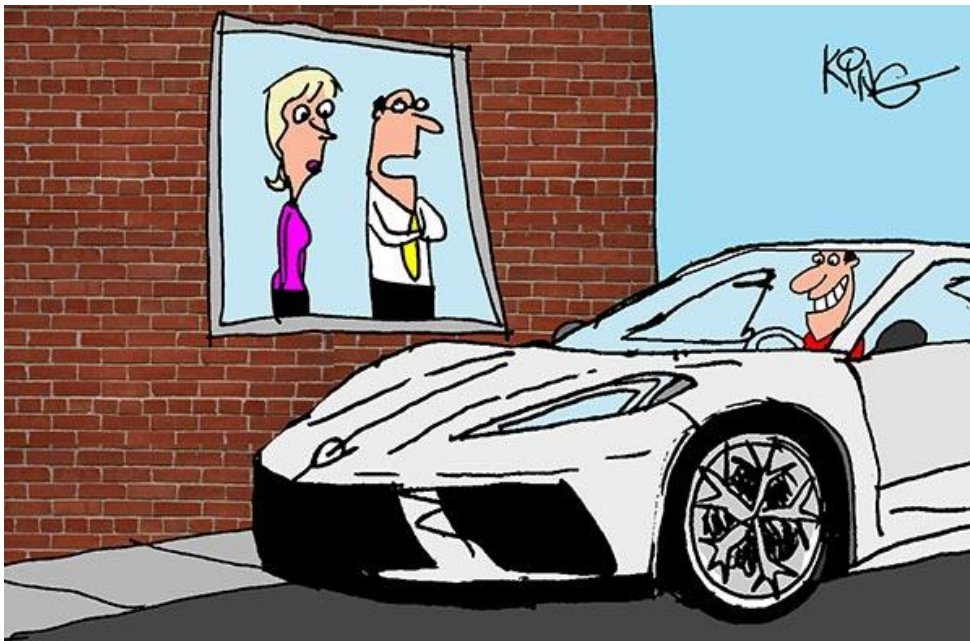
As word of Joe's discovery spread throughout the Corvette community, he started getting attention from some pretty important places, including the Bloomington Gold Corvette Show. Joe knew that the Bloomington Gold was known for pristine restorations and was reluctant to show his scruffy garage-find, but he agreed. As you can imagine, Joe's car was a hit at the show. It's not every day that you see a time capsule like this, let alone one so significant.

In the subsequent years and with a little help from the GM Heritage Center, Joe was able to secure a copy of Engineering Work Order 17792. This document shows without a doubt that his car was one of the three Nassau-Daytona-Sebring Corvettes. It also offers a rare look at the internal workings of GM circa-'57. Through his research, Joe also uncovered some interesting pieces on the car that make it even more special. You've heard of the mythical Airbox Corvettes? Well, this was the car that served as a test mule for that design. Those "pie pans" on the air cleaner are one-offs, made by GM engineering to hook it all up.

Corvette News

Last year the car was displayed at Amelia Island, followed by a stint at the Motorsports Hall of Fame in Daytona before being delivered to the Museum of American Speed. If you have the chance to check it out, we strongly encourage it. Under a crumbling gold shell is a Corvette that was worked on and driven by some of the greatest names in the history of the American automobile. Standing in its presence, it's hard not to get goosebumps thinking about the ghosts of those legendary Corvette pioneers with names like Cole, Earl, and Duntov leaning over the fender, tinkering with that experimental fuel injector.

This car crackles with the energy of a machine that has more stories to tell than will ever be told. But Joe Trybulec is doing his best to collect as many of these stories as he can, and we're honored to have the opportunity to tell a few of them.



"When he's in his Corvette, he's happy. When he's happy, he's productive. When he's productive, we make more money. So, I allow him to use it as his office."

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



A 501-C-3 organization



9th annual *(post COVID)* *CT Vettes for Vets*

Sponsored by:

*Connecticut Military Corvette Club
For Corvettes Only Club
and hosted by the
CT Veterans Home at Rocky Hill*

Location: CT Veterans Home in Rocky Hill

Saturday, June 11, 2022, 10am - 2pm

No entry fee, just bring a donation for
the Veterans
See reverse side for suggested
donations

Veterans choice trophies will be
presented to 3 cars



**Free pizza
and soft
drinks**

For more Info contact:
Steve Poole TEL: 860 908-3371
Email: franstevepoole@comcast.net

Directions and meeting location

All cars assemble at **Rocky Hill High School**. Exit
24 off RT91, go south on RT 99 and turn right on
Parsonage St. then the first left on Chapin Ave,
school is on the right.

Leave for CT Veterans Home at 10:00AM sharp
and caravan to Rocky Hill Veterans Home

Upcoming Events



No food please!

- Fleece blankets
- Bibs
- Board games
- Chess / Checker sets / Cribbage boards
- Men's clothing: New sweatpants / sweatshirts, white socks, white undershirts (LG, XL & XXL), underwear, sweaters, washable slippers, sneakers with Velcro laces, hats, gloves, Winter or Spring jackets, scarves
- Women's clothing: New socks, washable slippers, sweaters, jogging or warm-up suits, colored T-shirts, walking shorts, hats, gloves, scarves, belts, Winter or Spring jackets
- Overnight bags/suitcases

Please, standard sizes on the items listed below:

- Deodorant (spray or stick - Male & Female)
- Shampoo / Conditioner (No hotel sizes)
- Toothpaste / Toothbrushes
- Non-alcoholic mouth wash
- Denture cleaner / Adhesive
- Powder
- Body wash liquid soap (No hotel sizes)
- Baby shampoo (No hotel sizes)
- Disposable razors / Shaving cream
- Electric razors (rechargeable, new only)
- Electric pre-shave lotion - alcohol free
- Hand and body lotion
- Hair dryers
- Hair brushes / combs
- Portable electronics (ipod, CD players, etc)

NOTE:

*For Corvettes Only and the Connecticut Military Corvette Club are both 501-C-3 organizations.
Donations are tax deductible.*

Upcoming Events

Three Charity Car Show Any make, model, year of Car



At:
Knights of Columbus

460 Granby Rd
Chicopee, Ma

Admission \$20

Preregister at:

<https://www.corvetteclubofwesternma.com>

Awards Presented
Donated by: CCWM



Saturday June 18, 2022
10 am to 2 pm

Beer and Food available for Purchase

SPONSORS WELCOME

For More Information
Contact: major197@comcast.net

All proceeds go to:
Donate Life New England
Friends of the Springfield Vet Center
Disabled American Veterans

Corvette Club of Western Mass. Inc is sponsored by Balise Chevrolet

Upcoming Events



June 26, 2022

Day of Event Timeline

Main Event 11:00 a.m. to 4:00 p.m.

Free Spectator Admission
\$10 Suggested Donation per Spectator Car at Entry

Farmington Polo Club
152 Town Farm Road, Farmington, CT 06032

8:00 a.m. | Cars & Coffee

Hosted by the [New England Supercar Club](#)

- Spectators welcome; free admission
- \$20 donation per supercar
[Proceeds split 50/50 between Connecticut Children's and The Hometown Foundation]

8:00 - 10:00 a.m. | Parade Driver & Display Car Arrival

9:30 a.m. | Connecticut Children's Heroes Parade Departure

11:00 a.m. | Concorso Ferrari & Friends Kick-Off

- Connecticut Children's Heroes Parade Arrival [11:00 a.m.]
- Car enthusiasts & Spectators Welcome
- Supercars, Food, Driver Interviews and Music

2:00 p.m. | Awards Ceremony

4:00 p.m. | Event Concludes

Upcoming Cruise Nights

June

Wednesday, June 1st, 8th, 15th, 22nd, & 29th – No Rules CC Arch II Pub Cruise, 4-8pm

632 Cromwell Ave, Rocky Hill, CT

“EVERY WEDNESDAY NIGHT”

Wednesday, 15th, – Middletown Main St Cruise Cruise, 4:30-8:30pm

Middleton Cruise on Main Street. We will escort the sponsors while they pick the car of their choice. We will be escorting the two winning choices of the two largest sponsors. So, we will only be moving two cars.

We will assemble at Carmela’s Restaurant, located at 139 Main Street Ext., Middletown, CT. We will meet no later than 2:30pm. We will leave at 2:45pm to our parking destination on Court Street. They asked that we bring the Corvettes. Please respond to me directly and let me know if you can attend. I need a minimum of 12 to 15 volunteers. Please respond to me at kennelson@snet.net

Saturday, June 4th & 18th – The Bristol Auto Club LTD 2022 Cruise Nights

Every 1st and 3rd Saturday, May 7 to Oct 1 5pm to 9 pm

Downtown Bristol

Saturday, June 11th - The Connecticut Street Legends Saturday Cruisin’ Classics Cruise Night Event

Saturday, July 9th, Aug 13th and Sept 10th. 5:00pm to 8:00

Mid-state Air Compressor 1492 Berlin Turnpike, Berlin Ct 06037

Sunday June 26th – Cruzin for Boobies at the Village Shoppes

Sunday 5pm to dusk

127 Main St, *Hebron, CT*

Upcoming Cruise Nights

June

Monday, June 6th, 13th, 20th & 27th – Birdhouse Coffee Cruise Night, 5-9pm

Every Monday Night, Theme Nights & Live Entertainment, Food/Beer

765 Sullivan Ave, South Windsor, CT

Monday, June 6th, 13th, 20th & 27th – Fish Farm Cruise Night, 5-8pm

Every Monday Night, Food, Ice Cream, 50/50

20 Dimock Ln, Bolton, CT

Thursday, June 2nd - Maple View Farm, 5-9pm

192 Salmon Brook St, Granby, CT

Advertise Your Business



Advertisement Rates/Year

Business Card - \$50

1/4 Page - \$75

1/2 Page - \$100

Full Page - \$150

For Sale

OEM 2017 GS BREMBO Brake Pad's Front/Rear with 6k miles
\$125.00



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)

\$75.00

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:

- 1) Fill-out the application for membership form.
- 2) Sign the acknowledgement of risk and hold harmless agreement.
- 3) Mail your Application and \$50 check, payable to CMCC, Inc., to Ken Nelson, 45 Robin Rd, Farmington, CT 06032

Note:

Members are encouraged to attend as a minimum 2 meeting, 2 events and a mandatory yearly meeting usually held in December. (Events are defined as club sponsored or endorsed car shows, road trips, cruise nights, socials and parades) Annual dues: \$50 (The spouse/partner of each member shall fall under his/her membership if they reside in the same household).

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 ____ Military Family Member _____

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 ____ Fund Raising ____ Clothing ____ Webpage ____ Photography ____ Sponsorship ____ Membership ____

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

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