



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.

Oct/Nov-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,

Here in New England our summer season is never as long as we would like it to be. As summer is fast becoming a distant memory in the rearview mirror, we can all look forward to see what fall in New England has to offer.

Our fall car show was held on September 11th. This show is held in conjunction the American Legion. Due to all the problems associated with Covid, this is currently our only car show. By all accounts it was very successful. We had 160 entries and raised over \$2,000.00 for our charities.

CMCC members also participated in the Corvettes at the Ocean show at Ocean Beach Park in New London, CT. We caravanned to the show with the No Rules Corvette Club. We had a nice drive to New London down some of the lesser traveled roads in Connecticut. The weather was great. We could see the Atlantic Ocean and smell the distinct aroma of the salt water from the show grounds. This is always a great event.

As I write this letter, our next event is the Over the Hill Gang show in October. I hope to see many members there.

The Christmas Party is in the planning stages. It will be held at the Aqua Turf in Plantsville. John Giorgio has volunteered to head up this event. Please respond to him as soon as possible so he can get a firm head count.

I want to announce at this time that a car show committee has been formed to find a date and location for a second car show next year. A second show is needed to help with our fund-raising activities.

Once again, I want to mention the upcoming elections. We continue to have vacancies that need to be filled. I am stepping down as president and treasurer. I will not run for re-election. I have held an officer's position for ten straight years now. I authored the document that got the club it's 501(c)(3) status as a federally recognized charity. I took over the presidency two years ago when no one else would take the position. I am also one of the oldest members, at 76 years of age. It has been a pleasure and an honor to serve the club all these years, but now it is time for me to step down and let others help lead the way.

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 – William Ferguson, Paul Vasques

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



Sep/Oct Birthday's

Marc Marcantonio

Steve Ludwig

Roland Morrisette

Forest Anderson

Joanne Ludwig

Susan Toman

Pat Massotti

Jane Anderson

Lynda Wodopian

Steve Poole

Rebecca Scholz

Ron Kokofsky

CLUB Information



November Birthday's

Ben Zaniewski

Gary Altenhein

Paul Vasques

Sunshine

Curtis Godfrey recovering at home from a stroke

Ben Zaniewski recovering from Surgery

We are looking for NEW Members

Membership Application on last page



*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; Darryl & Karen DelGiudice and Tim Ackert

Cars & Coffee Events



Sunday, October, 9th and 23rd @ 0900-1100

Cars & Coffee

Guilford Commons

1919 Boston Post Rd

Guilford, CT

Sunday, Oct 9th 16th 23rd 30th @ 0800-1100

Cars & Coffee

Birdhouse Coffee

765 Sullivan Ave

South Windsor, CT



NCM NEWS

VETS 'N VETTES

PRESENTED BY Mobil 1

★ HONORING ALL WHO SERVED ★

The National Corvette Museum has a long history of celebrating our military veterans, and the month of May is National Military Appreciation Month in the United States. To coordinate the Museum's acknowledgment of Military Appreciation Month, we at the National Corvette Museum are planning to move our longstanding Vets 'n Vettes celebration from November to May 11th – 13th. We are very excited to include this event in the nationwide celebration of the United States Military. For more information, please sign up for the Museum's Corvette Campus Connection at www.corvettemuseum.org/subscribe

THIS EVENT HAS BEEN MOVED TO MAY 2023

Corvette News

Are GM's LS7 V8 Engine Issues Overblown or Totally Warranted?

People looking to buy a C6 Corvette Z06 are often worried about LS7 V8 engine issues. But here's the not-so-simple truth...

In the world of the Corvette, most are well aware of the LS7 V8 engine issues owners have faced. In spite of the fact that it was in production for some time and based on a pretty iconic – and reliable – base, the LS7 has developed a bit of a reputation online for being unreliable, but it's worth wondering if that assessment is fair or not.

Luckily, **Lyle** at **C&S Corvettes** was able to take a deeper dive into this topic recently after speaking with **Paul Koerner**, the head Corvette tech at GM.

First up, we must note that the LS7 was based on the 5.5-liter V8 used in the C5.R and C6.R racers, but was punched out to displace 427 cubic inches for the C6 Z06. It also utilizes some pretty exotic parts, such as titanium intake valves and stainless steel exhaust valves with sodium-filled stems, which are designed to help dissipate heat. However, many have claimed that these valves tend to go bad, or that the engines will eat valves or burn up pistons because of a flawed design.

Back in 2006, GM did admit that some of the heads used on these engines weren't machined properly, though they managed to correct the issue and it didn't continue in future model years. The truth of the matter is, tolerances on the LS7 are very tight, and any disruption to airflow can have consequences, as Lyle points out. As a result, modifying the LS7 can alter that airflow and lead to problems – as Lyle notes, few stock engines have failed, save for a handful of camshaft-related victims.

Lyle also says that even though the LS7 can rev to a fairly high 7,000 rpms, doing so on a regular basis isn't apparently a great idea. Ultimately, however, GM has determined that aftermarket upgrades – specifically, things like the air intake and exhaust – should be avoided with these engines, as they have a particularly negative effect on the air/fuel mixture.

Of course, many enthusiasts will undoubtedly take issue with this and say the LS7 is simply flawed if we can't modify it without worrying about it eating a piston or dropping a valve, and they have a bit of a point. But at the end of the day, this revelation also means that those in the market for one of these cars would likely be better served seeking out a bone stock example.

Corvette News

This 1962 Corvette Has a Rare Gold Grille

This is one of very few 1962 models equipped with gold accents.



Gold Accents

Corvettes have served up many **rare and obscure features** and **options** over the past 70 years, many of which make some of those cars quite rare and/or **valuable**. Many are well-known in the Corvette community, but one of the more obscure, rare options is the anodized gold grille and other accents available on the **1962 Corvette**, which were fitted to this particular car featured in a recent video from **Horsepower Warehouse**.

Corvette News

Main Attractions

This 1962 Corvette is a special car in its own right, thanks to the fact that it's a 60k-mile fuel that's an original, numbers-matching car that retains its original owner's guide, window sticker, and registration. It's a nicely-optioned machine as well, though the gold accents are the main attraction for obvious reasons.



One Theory

As many Corvette fans are already aware, most 1962 models came equipped with black grilles, but a handful of early cars were fitted with gold grilles instead. The theory here is that GM wanted to visually differentiate its higher-horsepower cars from their lesser brethren, but that isn't the only one that's been floated around over the years

Change of Plans?

Others believe that GM planned to make the 1962 Corvette its designated 50th anniversary car, a celebration that would involve building just 50 cars with a gold grille and other special features. Of course, the automaker wound up using the Impala for that purpose instead.

Corvette News

Random Process

That theory also states that 50 gold grilles were shipped to the automaker's St. Louis plant before GM changed its mind, so workers there attached the grille to 50 random cars throughout the production process in an effort to use them up.



Stellar Example

Whatever the reason, we do know that there aren't many gold grille-equipped 1962 Corvettes out there in the world, and that makes this one extra special. In this case, it's also notable that the grille is original and in excellent shape, because we imagine that it would be impossible to replace with an OEM part given its rarity.

Corvette News

Want to Drive a C8 Z06? Head Over to the National Corvette Museum Motorsports Next Month!

Those eager to get behind the wheel of a C8 Z06 will be able to do so in the coming weeks.

With the first deliveries of the 2023 Corvette Z06 on the cusp of beginning, the first high-performance variant of the C8 generation remains in high demand, with seemingly little supply to go around. GM will play it slow with the new Z06, working to ensure that the launch goes off without a hitch. Unfortunately for a lot of folks, this means that they won't be getting one any time soon, so what's one to do if you want to try this amazing new machine out? Well, now there is a way, because the National Corvette Museum Motorsports Park (NCM) has added two C8 Z06 Corvettes to its fleet.

These new C8 Z06 Corvettes will be built later this month and will be available to the public in November for Touring Laps at the track, giving fans the opportunity to test the car out for themselves in a suitable environment. Customers will be able to complete four laps at higher-than-highway speeds in a lead/follow format around the 3.2-mile, 23-turn road course. A Fast Pack is also available, which adds a 0-60 mph launch on the straightaway and a hot lap with an MSP professional driver behind the wheel.

Those that are interested in getting behind the wheel of a C8 Z06 at NCM can join the waiting list for this experience [at the track's official site](#). The basic four-lap package costs around \$1,059, while the Fast Pack comes in around \$1,483. Of course, NCM offers a variety of other experiences involving the regular C8 Corvette, track rentals for those that want to take their own car for a spin, and even high-speed go-karts. The main draw moving forward figures to be the high-revving C8 Z06, however, and NCM is also giving away a Fast Pack to one lucky person via the registration site, too.

"We pride ourselves on delivering world-class experiences to our guests," said **Greg Waldon**, Executive Director of the NCM Motorsports Park. "By adding the Z06s to our fleet, we're taking our services to the next level. Being the first track in the nation to offer this kind of experience is special, and we look forward to thrilling Corvette enthusiasts and car lovers from across the country."

FOR MORE INFO GO TO: <https://www.motorsportspark.org/drive-a-z06/>

Corvette News

BEHIND THE WRENCHES

Paul Koerner

An article in America's Sports Car – Oct/Nov/Dec 2022

It always helps to have someone willing to lend a hand when our beloved Corvettes need technical attention. Today's Corvettes are an awesome compound of electronics and technology, affording us an incredible level of performance while allowing for fuel-miserly cruising. On the other hand, all of that additional complexity has created a need for tech-savvy solutions. That is where a helping hand by today's standards may come in the form of a technician who can read the modern tea leaves of Diagnostic Trouble Codes. For many Corvette enthusiasts, Paul Koerner has been a very welcome friend. You may have seen him at numerous Corvette events and shows throughout the country, speaking to owners and diagnosing any issues they may have with their later-model Corvettes.

As of November 1, 2021, Paul is employed by General Motors as a Field Service Engineer for the Harrisburg, Pennsylvania region and currently works with 32 dealerships within his region. As a General Motors Field Service Engineer, when technicians at the dealership have exhausted all diagnostics in their search for a solution, they can request that Paul come out and take a look at the issue. His current responsibility as an FSE is to assist the dealership's service department in any way to ensure their customer's car gets fixed! Before that, Paul spent his days as a technician at the dealership level, pouring his efforts into finding solutions for any issues plaguing their customer's cars, Corvettes included.

Paul's first recollection of Corvette was when he first saw the Callaway C12 during its release in 1997. Paul recalls his reaction to seeing the car, "It was amazing! With a GEN-III, naturally-aspirated small-block that was emission-legal and made 440 horsepower! It blew me away!" Callaway Cars designed the C12 to compete in the GT2 class at Le Mans. During the event in 2001, a Callaway C12.R took the class pole position at Le Mans, beating Porsche, Ferrari, and other world-class marques.

Paul began his profession at a Chevrolet dealership in 1997, and one of his first tasks as a GM-certified technician was to swap the engine on a new-at-the-time 1998 Corvette convertible. The technology he saw under the car was unlike anything he had seen before. Everything from the transverse leaf springs to the torque tube leading to the rear-mounted transmission beckoned that this car was on the cutting edge of performance. Paul reports, "After that, I was HOOKED on Corvettes!"

Corvette News



We asked Paul about some of his dream Corvettes. He specifically pointed out the 1991 B2K, twin-turbo, six-speed coupe he experienced early on in his career stating, "There is nothing else like it!" He admits he'd love to put one in his garage one day. And, if the funds would allow, he'd love to park a 2004 Z06 right next to it. And, so long as we're dreaming, a 2011 Carbon Z06 wouldn't hurt either! As you can see, Paul enjoys each generation of Corvette and doesn't pull favorites to the latest and the greatest GM has to offer.

As subsequent generations of Corvettes worked their way through the dealership, Paul absorbed all he could about the car's advancements in technology. He states, "Training is a critical part of what I do. It helps get me the theory line of how things work." He also admits you need to have an open mind and don't get trapped by thinking you know everything. "We have to pool our knowledge," he says. And that includes being able to speak with Corvette's owners to get information directly from the source.

Paul continued working on and learning about GM's halo car during his day job, but as the weekend rolled around, Paul's love and commitment for America's sports car began to shine. While many seek out ways to escape the routine tasks of the workweek, Paul doubled down and immersed himself into a world full of Corvettes and their owners. Paul jumped in with both feet in 2004, using technology to open up new avenues to help Corvette owners. He began answering questions on various online forums and did an in-person seminar during the Corvette Action Center's Cruise-In being held in Auburn, Indiana. That same year, he did his first technical seminar at Corvettes at Carlisle, focusing on the current C5 generation of Corvettes.

In 2009, Paul began doing seminars at the National Corvette Museum's "Bash" event. Since then, Paul has expanded his seminars to various other events including Mid-America's FunFest, Bloomington Gold, the GM Nationals in Carlisle, and AutoFest in Lakeland, Florida.

More than just fixing any issues that arise, Paul speaks with Corvette owners and explains why certain issues arise and how to prevent them. Paul also illustrates how adhering to GM's recommended service intervals is a good idea. During his presentations, he also highlights ways to care for your Corvette and explains how to get the most enjoyment from them.

Rather than wow the crowd with technical terms and inside-GM speak, Paul keeps his seminars simple and easy to understand. When asked, Paul gives a short list of tools that the modern-day Corvette owner should have at their disposal, "I go with the basics, a tire pressure gauge, multimeter, and a battery tester. An OBD-II code reader is fine, but it will only read OBD-II codes. It won't give information from the Body Control Module or other modules throughout the vehicle."

Even as Paul is settling into his new role within GM, he still intends to continue his seminars, so he can interact with as many of the Corvette faithful as possible. It not only helps him to do his day job more efficiently, but it also drives him to be better at what he does. "The people around me are what drives me to do better," he says. "From the many enthusiasts I've been able to speak with about their cars, to folks within GM such as Jeff Strausser and Harlan Charles; what I'm doing is a direct result of them supporting me!" Paul looks at his efforts in a two-fold way, "I feel like I'm serving both the dealerships and the owners equally."

When Paul is not working alongside one of his technicians in the dealership, you can still find him out on the show field, speaking with owners and sharing his vast knowledge about their Corvettes. Paul continues to support GM and its customers at various events such as Corvettes at Carlisle and the NCM's recent Anniversary Celebration. Corvette owners gained a better understanding of their cars through various seminars and drive-by-diagnostics, where they could roll up with their Corvette and have the certified technician go through the diagnostic process to help solve any issues. Going forward, Paul is also focusing on reaching out to the younger generation of enthusiasts and getting them more involved in all things Corvette.

Paul is quick to give credit to the Corvette community for the experiences he's been blessed with throughout his career. "Corvette prepared me for this role," he said. "It made me much more detail-oriented and fine-tuned my process of knowing and making certain when it came to a diagnosis. I wouldn't be able to do what I'm doing now if it wasn't for Corvette. Likewise, GM has always supported me in attending events! I'm grateful I can still do seminars and all the things I love doing!"

If you happen to see Paul at an upcoming event or pass by him on the show field, be sure to take a minute and thank him for all he has done and continues to do for Corvette, GM, and the Corvette community. But be warned, he may also ask you when is the last time you changed your Corvette's oil or checked its tire pressure.

Corvette News

REVIEW: Road and Track's Drive of the 2023 Corvette Z06 is a Very Good Read

The 2023 Chevrolet Corvette Z06 Is Astonishing

"The 670-hp track-focused Corvette feels more special than cars that cost three times as much. This is the real deal."

Let's get the criticism out of the way. The [2023 Corvette Z06](#) we sampled had some suspect panel gaps. In the spec provided, this car cost \$162,000, so you'd expect top quality everywhere. The steering wheel is still an awkward square shape that makes it tough to find a comfortable grip. The interior is leagues better than every generation before, but the line of buttons for the climate control can be inscrutable in direct sunlight, and the wall it creates between the driver and passenger is still annoying. The dual-clutch gearbox will still occasionally deny downshifts.

That's it. The new Z06 is an unbelievable car. An inherently special thing that feels it at any speed, with a presence just sitting still that cars three times its price wish they had.

When we [first drove the C8 Corvette in 2019](#), we had mixed feelings. We loved that Chevrolet finally had the audacity to put its long-running sports car on a mid-engine platform while maintaining the hallmarks and usability of the original. Even though it was such a radical departure from every Corvette before, it didn't feel appreciably different, like it wasn't taking full advantage of the shift in platforms. Thing is, the shift to the mid-engine was never for the base car.

Corvette News

“The Stingray is super nice, and it drives like an all-wheel-drive car in a lot of conditions,” Corvette executive chief engineer Tadge Juechter says. “It’s always got traction, which is really nice. But the benefits of the architecture shine when you’ve got more power on board.”

The ZO6 and its brand new, 670-hp V-8 lets that mid-engine architecture shine. It also looks far better than the Stingray. The bigger wheels and tires, aggressive aero, and wider body make it look squat and sinister, far less awkward than the base car.

It doesn’t feel much like a Corvette when you start it. The small-block bark is gone, replaced by the high-pitched insanity of the brand new 5.5-liter flat-plane crank V-8, the first Corvette-exclusive engine since the DOHC LT5 from the 1990s ZR-1. It makes 670 hp at 8400 rpm and 460 lb-ft of torque at 6300 rpm, notably higher revs to produce max power than the small block. It drives and sounds hugely exotic, with a higher-pitched wail than the other recent American flat-plane crank V-8 in the Mustang GT350. It revs to 8600 rpm and will pull so manically to redline that it feels like it can go for another 1500 rpm.

That’s connected to an updated version of the Stingray’s eight-speed DCT, with a shorter final drive and a six-plate clutch for the odd gears, along with other internal improvements that will trickle down to the base car. Upshifts are lightning fast, the gearbox seemingly built for this engine. Downshifts are also quick, though they are occasionally denied and forgotten. That old refrain about Porsche’s PDK being better is exhausting and cliché at this point, but it’s still true.

Corvette News

This particular test car was loaded with every go-fast goodie (and some just for appearance), including the aggressive aero of the ZO7 package, carbon brakes, and the optional 20x10-inch front and 21x13-inch rear carbon fiber wheels and Michelin Pilot Sport Cup 2R tires (275/30s up front, gigantic 345/25s out back). On Monticello Motor Club's North Course, it's a track monster, but also accessible to any skill level.

A lot of credit for that accessibility has to go to the team responsible for chassis controls. The front end is extremely responsive and connected, but it never works counter to the rear end. The 40:60 weight distribution of the nearly 3500-lb ZO6 is key here, giving a lightning turn-in (albeit with little steering feel) but also allowing the ZO6 to put its power down without any thought of it biting or breaking away unexpectedly. The diff tune lets you get straight back to power, and then there's Performance Traction Management, or PTM for short, Chevy's truly wonderful traction control system.

Instead of intervening at the wheels using the brakes, PTM cuts spark, which is more predictable and consistent than a TC system that uses brakes. It's a true motorsport setup, one that can sound like gunfire when it's engaging. What it does—like in other Corvettes and the Cadillac Blackwings—is take every system into account and let you mat the throttle earlier and with more confidence, restricting power to keep everything in line and make the car as fast as humanly possible. Accessing PTM can be slightly clunky through the rotary knob on the center console. Moving those controls to the steering wheel, as Cadillac did, could be a good way to make sure they get more use.

Corvette News

And it's fast. On Monticello's shorter layout, the ZO6 was hitting 140+ mph on the back straight and lapping within a second of [the Mercedes-AMG GT Black](#) we tested at our [car of the year test last year](#), a Nürburgring record holder with 50 more horsepower and gobs more downforce. There's definitely more time in the ZO6. Braking performance might be the killer app, with repeated stops from mid-triple digits greeted with high initial bite and no signs of fade after multiple laps. Superior ABS tuning also worked with the brilliant Magneride suspension to eliminate any signs of lockup on Monticello's bumpy braking zones. The adjustable brake feel allowed by the brake-by-wire system wasn't disconcerting either, instead feeling natural and linear.

The remarkable thing is how consistent and accessible all that speed is, and how you can stay far below its limits and still feel engaged. So many high-performance cars isolate you from the experience unless you're on the edge. The ZO6 makes you part of the equation at any speed, the wild engine and communicative controls keeping you involved at all times. That all goes back to the targets Juechter set for the team.

"We always had a Ferrari 458 and GT2 RS in tow (during testing) and the mission was to try to combine the soul of the Ferrari with the clinical speed of the Porsche," Juechter says. "We really admire those cars and tried to get the best of both into a single vehicle. That was our objective."

It's more of the same on the road. Even at half throttle, the engine has character, and leaving the gearbox in manual mode gets you as close to a real manual as possible. It's not quite as satisfying as the dance of clutch and throttle that the C7 would require, but its close.

Corvette News

Now, if you're looking for a boulevard cruiser, the ZO6 isn't the car for you. Our ZO7-pack car was particularly stiff, with front spring rates up 200 percent and rears up 100 percent compared to a Z51 pack Stingray. On a rough road, which the Northeast has plenty of, and with the Cup 2R and carbon wheels, it will feel harsh and can tramline with any imperfections. On smooth pavement, though, it's well damped. The softest setting, Tour, is your friend. I'd expect the base car to be more comfortable, especially since it'll be on less aggressive rubber and have toned down spring rates.

Everything else that was so good on track transfers to the road. The steering is still quick, the engine still a masterpiece, the gearbox denies fewer shifts, and it's still fun even when you go slowly. Even though this is a track-oriented car, most owners will have it on the road, so it still needs to function like a Corvette. It'll sit on the highway at 80 mph in eighth gear, quiet and comfortable. The rear wing on the ZO7 pack could've been higher, but it would've restricted rear visibility as well as trunk access, which would make it particularly hard to store the top in. And if you're wondering why this hardcore track car doesn't have a fixed roof, it was designed as a targa first and buyers want to have it all. If the base car has a targa, those getting the ZO6 want one too. Why restrict it?

There are a few elephants in the room, I'm sure. The \$162,000 price tag on our test car appears pretty high, especially for a car that was frequently considered a bargain alternative. Except our car was a fully loaded 3LZ –ZO7 with all the carbon options. It's essentially the top price for the Corvette. You can get out of the dealer for far less with a 1LZ pack car with the ZO7 options, if the dealer will sell one to you at MSRP. Good luck with that.

Corvette News

Every time I got out of the Zo6, I was astonished. Ferrari, Lamborghini, Porsche, and McLaren have been working on mid-engine supercars for years, yet it's Chevy that crams more value, theater, and excitement into that layout. Of course, that shouldn't be a surprise. GM's track record with performance cars has few blemishes, yet people always want to put them down based on perception, not experience. That's the case here, and with the proliferation of turbocharging and hybridization in performance cars, this was also likely the very last chance the Corvette team had to make something this exotic, this wild, and this special. The mid-engine move finally makes sense.

Correction: An earlier version of this review said that spring rates were up 300 percent front, 200 percent rear. It's actually 200 percent front, 100 percent rear.

Corvette News



Sponsors



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Unionville Ct 06085
860-990-5295
email: sandy@sandyselectrolysiscenter.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



Annual Farmington & Avon Fire Department Car Show

October 22, 2022 @ 11:00 am – 3:00 pm

1690 New Britain Ave
Farmington, CT 06032

Upcoming Cruise Nights

Saturday, Oct 11th, 22nd & 29th– No Rules CC Arch II Pub Cruise, 12-3pm

632 Cromwell Ave, Rocky Hill, CT

Monday, Oct 10th (Final Cruise Night for the season) – Fish Farm Cruise Night, 5-8pm

Saturday, Oct 15th – Annual Trunk or Treat Car Show (Final Show) – 12-4pm

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

20 Dimock Ln, Bolton, CT

Thursday, Oct 13th – Maple View Farm - Cruise Night & Car Show, 5-8pm

Thursday Night, Food, Beer

198 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