



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.

December-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

Happy Holidays to All,

December is an important month for the club. I would like to take a minute and go over some important business and then get into my December President's letter.

First, is the Secret Santa event at the Rocky Hill Veterans Home. Please remember to bring your donation items to the meeting.

Second, is a reminder about the Christmas party on December 17th. If you are planning on going, you need to contact John Giorgio ASAP. The closing date is rapidly approaching.

Third, voting for the 2023 slate of officers. Please make every effort to be at the meeting.

As Christmas approaches, we should all reflect on this time of peace and goodwill. That being the case, I want to share one of my favorite Christmas stories. The following is a true event that took place on Christmas Eve 1914, during World War I.

The British Expeditionary Forces (BEF) heard the German troops, in the trenches opposite them, singing carols and patriotic songs. The Germans had a small fir tree and hung some lanterns. Messages were soon shouted back and forth between the trenches. The following day the British and German troops met in a neutral area. They took photos and exchanged gifts. They also played impromptu games of football. They took time to help each other bury their dead. The truce was not observed everywhere along the Western Front. The following day (Christmas Day) the fighting continued and casualties did occur. This miraculous one day show of peace and goodwill toward man, eventually became to be known as the Christmas Eve Truce. As news of the truce spread through the war, other isolated incidents of soldiers having brief truces did occur.

So now you know.

In closing, I would like to say that it has been both an honor and privilege to have served as your President for the last two years.

Happy Holidays and don't forget to, 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



December Birthday's

Lee Karwoski

Chad Wink

Sunshine

Curtis Godfrey recovering at home from a stroke

Ken Nelson recovering from a Hospitalization

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.

Cars & Coffee Events



Sunday, DONE FOR THE SEASON @ 0900-1100

Cars & Coffee

Guilford Commons

1919 Boston Post Rd

Guilford, CT

Sunday Dec 4, 11, 18 @ 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

The Evolution of the Z06: Comparing the C5 through C8 Z06 Generations on Track

The evolution of the Z06 over the past twenty years has been staggering. This brief video shows how far the performance has come.

The [C8 Z06 coverage](#) has been as ubiquitous as political commercials, although the Z06 is far less irritating. The point is, the C8 Z06 needs no introduction at this point. We just need Chevy to build them fast enough so buyers can actually experience the car for themselves. We are sure Chevy is working on that as best as they can. However, in the meantime they did drop an entertaining little nugget on us recently. What they did is produce a (far too short) video for [their YouTube channel](#) showing the evolution of the Z06. They put Z06 models from the C5, C6, C7, and C8 generations on a racetrack to see how they compare.

The [C5 Z06](#) is one hell of a performance bargain, but owners of that car might want to look away. You naturally expect each generation of Z06 to get better and faster. But in just twenty years the C8 Z06 takes Z06 performance to a whole other level. It makes the quick in its own right C5 Z06 look like a Chevy Spark. And to be fair to the C5 the C8 Z06 doesn't have much of a problem dispatching every other generation of Z06 either. On the flip side of that you can go out today and easily buy a nice C5 Z06 for less than \$30K. Try that with the C8 Z06.

Driving Impressions

Oliver Gavin does a brief stint in each car on track and offers his impressions on the various generations. For those not familiar with Gavin, he is a five time 24 Hours of Le Mans winner and former Corvette racing driver. So, he knows a thing or two about how a Corvette should behave on track. And he doesn't have anything negative to say about any of them. And that is a key takeaway here. Yes, there has been an evolution of the Z06 that resulted in faster and faster cars. But no matter what generation you are driving you will have a wonderful time pounding it around a road course. There is not a loser in the bunch. Just some cars are less fast.

Corvette News

Track Comparison

Each Z06 is released on track with a 5-second head start. That means the C8 Z06 doesn't start for a full 15 seconds after the C5 Z06. That is a massive advantage on a road course. Yet it manages to catch and pass it with ease. It also passes all the other cars on course including the C7 Z06 coming out of the final corner. The finishing order is exactly what you would expect. C8 first, C7 second, C6 third, and C5 fourth. And by watching this you can see the speed differential between the C8 Z06 and everything else. It is massive.

It is not just the speed either but the braking where the C8 seems to have an advantage. Watch the video closely around the 2:28 mark. Going into the next turn the C7 and C6 both use roughly the same braking point. But the C8 brakes later and does not even fully track out but stays inside in order to pass the C6 coming out of the next turn. The C8 seems to have an advantage in the braking department. Or it is helped by the fact that Gavin is behind the wheel.

Give Us More

The video Chevy provided is a terrific concept. We love to see the various Z06 models battle it out on track. But at less than 3 minutes long the video just whets the appetite. We would love to see a more comprehensive evolution of the Z06 comparison. It is fascinating to see how these cars have evolved and just how impressive the new C8 Z06 really is.

https://www.corvetteforum.com/articles/the-evolution-of-the-z06-comparing-the-c5-through-c8-z06-generations-on-track/?utm_source=20221014&utm_medium=email&utm_campaign=content

Corvette News

The 2000s ushered in a series of powerful Corvette engines with supercar performance that elevated the Corvette to new heights.

Things changed in the 2000s. The iPhone was invented, and it changed the world forever. It was a massive leap forward in the world of technology. It instantly made the flip phone look about 100 years old. A similar leap was made under the hoods of the most powerful Corvette engines that were born in the 2000s. By the end of the decade, BASE Corvettes were making well over 400 horsepower. Suddenly a standard Corvette was making more horsepower than the L98 twin turbo Callaway from the late 1980s. And the most powerful Corvettes in the 2000s were putting out horsepower numbers that even much more expensive European supercars could not touch. The seeds of power that were planted in the 1990s were coming out in full bloom in the 2000s.

A lot of engines in this list come from the Z-series Corvettes (Z06, ZR1). However, the power boost was not limited to just those top-tier models. A regular Corvette from the middle of the decade could accelerate to 60 mph in the low 4-second range. That is serious performance. Long gone were the days when the most powerful Corvettes made less than 200 horsepower. In the 2000s Corvette performance was to the point where the rest of the world was put on notice. And these were the engines that led the charge.

5. LS2 V8 – 400 Horsepower

The LS2 V8 debuted in 2005 along with the new C6 generation Corvette. The LS2 made 400 horsepower and 400 pound-feet of torque. This was a significant bump up from the 350 horsepower in the previous year LS1 engine. The LS2 displacement was increased to 6.0L compared to the 5.7L LS1. The LS2 was also about 15 pounds lighter than the LS1. This was an impressive engine and the fact that it was now the least powerful Corvette you could buy is astounding.

4. LS6 V8 2002 Z06 – 405 Horsepower

The C5 Z06 got a power bump for 2002. The LS6 now made 405 horsepower and 400 pound-feet of torque. Those are impressive numbers to be sure. But in a way it also helps illustrate just how good the LS2 in the C6 was as that engine made almost identical power. Still the 2002 Z06 was and remains one heck of a sports car. On the market today a 405 horsepower 2002 Z06 is one of the best performance bargains in the world.

Corvette News

3. LS3 V8 2008 – 430 Horsepower

In 2008 the C6 Corvette engine got a displacement increase to 6.2L. That resulted in an LS3 engine that made 430 horsepower and 424 pound-feet of torque. Again, this is a base model Corvette we are talking about. And if that Corvette was equipped with the optional Dual Mode Exhaust System the engine output climbed to 436 horsepower and 428 pound-feet of torque. A 2008 Corvette with the LS3 could hit 60 mph in almost 4 seconds flat and make it to the quarter mile in about 12.5 seconds. Corvettes were getting quick.

2. LS7 V8 2006 Z06 – 505 Horsepower

The Corvette has now cracked the 500-horsepower threshold, and it was done with a magical 427. The 7.0L LS7 that powered the 2006 Corvette Z06 made 505 horsepower and 475 pound-feet of torque. This engine took a lot from the engine found in the C5-R racecar. Titanium connecting rods, CNC ported heads with titanium intake valves were just a couple of the highlights. Another impressive feature is that the LS7 used a dry sump lubrication system to prevent oil starvation under track conditions. This was a serious sports car. Yet the number one engine on our list completely dominates it.

1. LS9 V8 2009 ZR1 – 638 Horsepower

Just three years after cracking the 500-horsepower threshold here comes a Corvette making over 600! The 2009 ZR1 was powered by an LS9 engine that made 638 horsepower and 604 pound-feet of torque. This 6.2L V8 had a lot of the racecar engine features found in the LS7, but it was also supercharged. GM was so proud of this engine they cut a hole in the hood and covered it with clear plastic so everyone could see it. The 2009 ZR1 really moved the Corvette into supercar territory. It hit 60 mph in 3 seconds. In 2022 that is still an impressive feat. It made more power than a Ferrari 458. And it topped out at over 200 mph. We had to suffer through the 1970s and 1980s but this LS9 made up for all of it.

Corvette News

GM Starts Shipping First Customer Z06s with Production Scheduling Set to Resume!!!

Chevrolet is no longer accepting additional 2023 Corvette Z06 orders this calendar year. But Bowling Green will soon be scheduling more Z06s for production!

The 2023 Chevrolet Corvette Z06 may very well be the **best American sports car ever made**. And yet, as I type this, only GM employees, automotive journalists, and influencers have actually driven **the most powerful naturally aspirated V8** of all time. But we've got great news directly from General Motors for the lucky few who have managed to snag a Z06 allocation. GM has officially started shipping **customer** Z06 orders.

The first of which, pictured above, belongs to **Rick Hendrick**, who paid \$3.6M for the privilege of owning VIN 001.

Despite **numerous build restrictions**, Bowling Green has been producing Z06 Corvettes since late September of this year. But this gap between production and shipment led to all sorts of rumors about emissions and allocations. And so, after all the hype and **threads** and years of waiting, it's almost time to see actual paying customers (and more influencers — *please like and subscribe!*) driving these wonderful cars out in the wild.

As previously reported, GM won't be accepting any additional C8 Z06 orders this calendar year. But sometime this month we can expect GM to start scheduling more builds for folks who already have orders in the system.

Here's the full note we received from Chevrolet:

Wanted to provide a quick update on Corvette Z06 – we have been in production since late September and today America's supercar is officially being shipped to customers.

I've attached an image of the first retail 2023 Corvette Z06 that rolled off the line, a 70th Anniversary Edition Z06 with Z07 package in Carbon Flash Metallic. Operation Homefront received \$3.6 million from the [sale of the first retail Z06 70th Anniversary Edition](#) at the Barrett-Jackson Scottsdale Auction in January 2022. The car was purchased by Chairman and CEO of Hendrick Automotive Group Rick Hendrick.

Although we previously announced we were no longer accepting additional 2023 Corvette Z06 orders for production through the end of calendar year 2022, we will resume scheduling new Corvette Z06 orders for production this month.

Thanks!

Trevor Thompkins
Car, Performance and Motorsports Communications

Corvette News

Corvette will become Its Own Brand with SUV, Sedan in 2025:

REPORT

The legendary Corvette nameplate will split from Chevy to become a standalone electric brand this decade according to a new report

General Motors' Corvette has always lived under the Chevrolet brand, but that could be changing if a report from Car and Driver is to be believed. According to that story, Corvette will be launching as its own brand with its own products in 2025. All of them—the traditional two-door, a sedan, and an SUV—will reportedly be electric. None of this has been officially confirmed by General Motors.

C&D's source on the matter is anonymous. It's stated that they "have seen the first proposals" of the plan. Specific technical details of the cars were provided, though. Some if not all of the new vehicles are said to have extremely energy-dense battery packs, high-speed electric motors, two-speed transmissions, 800-volt electrical systems, and 350kW charging capability. Additionally, it's alleged that some of the machines might feature four-wheel steering with various modes and torque vectoring.

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Corvette News

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The source seems enthusiastic about the new vehicle lineup, to say the least. They claim that they're not an answer to any vehicles from Europe or otherwise. The idea is apparently to "create three American legends capable of breaking new ground by making the essence of Corvette scalable." They go further to describe them as having "encapsulated emotional purity." It almost seems like PR talk.

Another line states that "Corvette is not just a brand. It's a constantly evolving system paired with a dramatically different user experience." That reads like it's straight out of a press release. Don't eliminate the possibility of this supposed leak being intentional.

The report by *C&D* isn't all that's fanning the flames of an independent, electric Corvette brand rumor. We know [a battery-powered Corvette is coming](#), as GM has officially said as much. What's more, [GM President Mark Reuss mentioned earlier in November](#) that an electric, C8-based model with "incredible performance" is on the way for—you guessed it—2025. A Corvette SUV might've also been hiding in plain sight at [CES in 2021](#), giving further credence to the idea.

In short, it all sounds plausible. What sort of battery tech these cars might use is still hazy, though. Eeking considerably more energy density out of contemporary lithium-ion units seems farfetched on a large scale. It's possible GM could switch to [solid-state batteries](#) to get its desired density, but while the automaker has a slew of patents out on solid-state battery tech, no one has really presented a prototype with such a battery. Could GM be the first? I'd be surprised. As far as the other tech mentioned by *Car & Driver's* source, it all seems well within the realm of possibility. Most if not all of it already exists on production cars, some made by GM.

The bottom line is that there won't be any confirmation of this news until formal announcements come from GM. We reached out to the company in an attempt to get more information, but a spokesperson refused to comment. Unless there's another big leak, we're just going to have to wait until someone at the Detroit automaker pipes up.

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@sandyselectrolysiscenter.com*

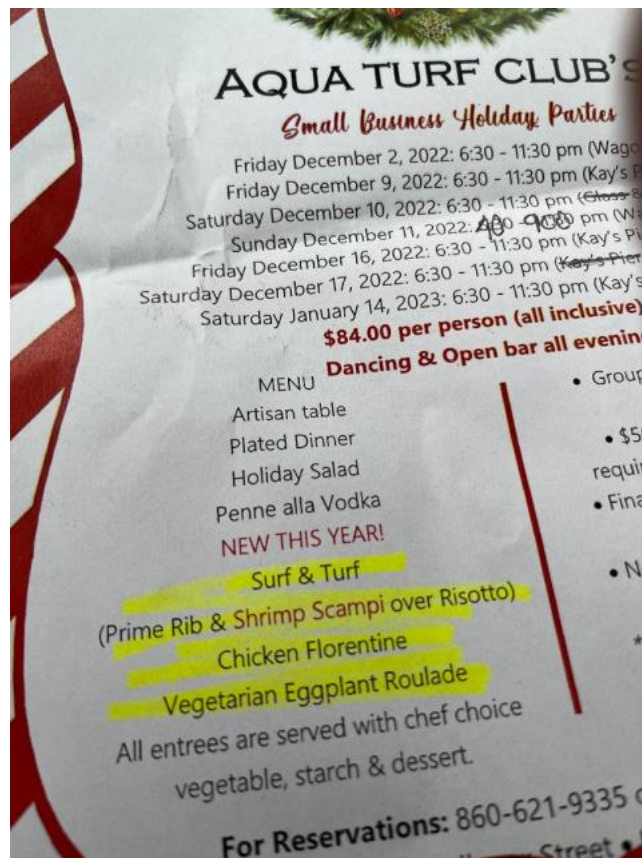
Sponsors



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

Upcoming Events

A reminder about the Christmas party on December 17th, if you are planning on going, you need to contact John Giorgio ASAP. The closing date is rapidly approaching.



Upcoming Cruise Nights

SEE YOU IN MAY 2023



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