



*"Vettes Helping Vets"*

[www.vettclub.org](http://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.

# February-2023

## Newsletter

### Corvette E-Ray



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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](mailto:briwenv@att.net) or 860-302-3999

# President's Message

The holidays are over and now we get into the usual winter routine. One nice difference this year we have enjoyed warmer than usual weather. You will never hear me complain because I am burning less heating oil in January and burning more premium grade unleaded in my Corvette when the roads are clean enough to take it out for a ride. And they talk about global warming as if it's a bad thing? Seriously, the first couple of months in the New Year traditionally are the start of many things from diets to budgets to a host of doomed resolutions. For me it's the start of a new year for our club and the opportunity to continue growth and help to inspire enthusiasm toward our club and club events.

With the start of a new year, the officers are looking at a different picture than we had last year. Last year we we're coming out of the restrictions imposed by the COVID Pandemic. This year we have begun to work to continue to strengthen the club in every area. We will be improving and expanding things that worked well in the past, as well as looking at other things that didn't work very well. We will determine what we can do to keep the Connecticut Military Corvette Club, Inc. a premier Corvette club.

This year we are fortunate to have a full slate of officers. We have brought back monthly Board of Director / Officers meetings. We have our meetings earlier in the month before the monthly membership meeting and I am optimistic and looking forward to a good year. We are fortunate to have brought in a group of new members under the bylaw change that we implemented last year. These people are enthusiastic and have already gotten involved in several areas. One area of great concern to me is filling the vacant Director positions. These positions don't take much time or effort but filling them will spread the work out and allow those of us that are doing double duty to concentrate on the requirements of our individual positions. Also, filling Director's position adds more people to the mix with regard to planning events etc. and more opinions are usually better! I won't stand up and ask for people to step up because that never works. I will be approaching some of you that I feel have the talent and personality to help us get to where we want to be. The end result is a better CMCC!

Enough rambling for now! Stay warm, stay safe, and I look forward to seeing everyone at our next meeting

Gary



## *CLUB Information*

### CMCC Officers and BOD - 2023

#### BOARD of DIRECTORS

##### OFFICERS

President – Gary Coviello

Vice President – Paul Vasques

Secretary – Craig Knutson

Treasurer – Tom Pedrotty

##### DIRECTORS

Director of Membership – VACANT

Director of Auto Events – VACANT

Director of Social Events – VACANT

## *CLUB Information*

### COMMITTEE CHAIRMAN – 2023

Nominating – 3 members of the Board of Directors (TBD)

Membership – VACANT

Automotive Events – VACANT

Social Events – VACANT

Finance/Budget – Tom Pedrotty

Charity – Rich Toman

By-Laws – Rich Toman

Sponsorship – John Butler / VACANT

#### Car Shows

Nomads - Roland Morrisette

- Other – Woody Ferguson

Cruise Nights – N/A

Publicity – VACANT

Sunshine – Paul Vasques

Clothing – Ben Zaniewski

Webmaster – Greg Scholz

Facebook – Greg Scholz

Newsletter – Paul Vasques

Photography – Tom Pedrotty, John Wodopian

Awards and Computer Support - Paul Vasques

## *CLUB Information*



## February Birthday's

Victor Straub

Billy Boguski

Richie St Pierre

Sue Kokofsky

## Sunshine

NONE REPORTED

# 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.**

**WELCOME New Members, Sammy & Carmen Pagan, 2019 Stingray Coupe, silver**

# Cars & Coffee Events



*Sunday, DONE FOR THE SEASON @ 0900-1100*

## Cars & Coffee

### Guilford Commons

1919 Boston Post Rd

Guilford, CT



**Sunday, 0900 - 12000**

## Cars & Coffee

### Parking lot behind STARBUCKS

### Somerset Square

140 Glastonbury Blvd

Glastonbury, CT



*Sunday DONE FOR THE SEASON@ 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 11<sup>th</sup> – 13<sup>th</sup>. 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](http://www.corvettemuseum.org/subscribe)

## THIS EVENT HAS BEEN MOVED TO MAY 2023

# Corvette News

## The Chevrolet Corvette Z06 Is the 2023 MotorTrend Performance Vehicle of the Year

*Never Fear, the Z06 Is Here! Sure, it's a performance bargain, but it's also so much more.*

By now you're probably tired of the "Corvette-as-underdog" story. For nearly 70 years, America's sports car traded on its "value"—affordable pricing that more often than not begat cheaply executed interiors and tacky design aimed at, let's face it, Middle American old guys. It was a car designed in Michigan and built in Kentucky, and it looked the part; never mind it was capable of performance equal to or near some of the world's most pedigreed sports cars.

Often head-scratching compromises didn't just *happen* to the Corvette like some act of God, like a flood or a tornado or plague of locusts—they were intentional. General Motors wanted the car to be attainable and able to swallow golf clubs. In other words, here's your world-beating power and handling—hope you can stand floppy seats and funny glue smells, and the ass is huge because, you know, "Fore!"

That paradigm took a hard left turn with the present C8-generation Corvette's arrival for 2020. The ultimate versions of the previous Corvette having reached the mountaintop of front-engine, rear-wheel-drive performance, the time finally came to relocate the engine to a more "exotic" midship location. Chevrolet's engineers could finally unlock a new level of 'Vette capability. And they did.

Even the base 490-hp C8 Corvette played ding-dong ditch on supercars' doorbells. It finally had a price-appropriate interior, a lowish bar for a car that starts at \$60,000 but a huge step forward nonetheless. We promptly named it our 2020 Car of the Year, declaring, "Never before has so much four-wheeled exoticism been attainable for so little money." It still fit a set of golf clubs in the back, but for the Corvette a page had begun to turn.

# Corvette News

With the new Corvette Z06 layering an additional 200-some hp, extra aerodynamic work, and a racier focus onto the Stingray's winning formula, let's throw all that value talk out the window and try a thought exercise. Dissociate the Z06 from decades of Corvette baggage (good and bad), and ask yourself: Can a 670-hp mid-engine supercar possibly be considered an underdog? *Should* it be? In a testing session shared with a nearly half-million-dollar McLaren 765LT Spider, the Corvette Z06 set our all-time figure-eight lap record—scooting the 500 feet between two 200-foot skidpad circles quicker than any vehicle we've tested—only to see its fresh record broken by *a fraction of a second* by that same McLaren. At 2.8 seconds to 60 mph, the Corvette Z06 was quickest in this year's PVOTY field, while its 1.16 g lateral grip and 95-foot stop from 60 mph were second-best. The Chevy is no underdog—it's in benchmark territory for ultimate production car performance. That is but one big reason it is our 2023 Performance Vehicle of the Year.



# Corvette News

## Engineering Excellence

If you caught the second season of *The White Lotus*, HBO's deliciously voyeuristic descent into deeply conflicted vacationers' tortured stays at a Sicilian luxury resort, you probably caught yourself cranking the volume a little louder during the opening credits. The title song is perfectly sequenced with the camera's panning across scenes of a classical renaissance-style fresco, the bouncy, operatic melody building in intensity before the bridge, when the viewer's gaze flits rapidly between suddenly disturbing and carnal details and the soundtrack unravels into mania, the music expanding and adopting shrieking urgency.

The credit sequence's sensory overload is the closest mainstream analogue to how the 2023 Chevrolet Corvette Z06's new 5.5-liter V-8 engine introduces itself. Installed in what looks a lot like the regular Corvette with some carbon-fiber doodads stuck on here and there, it begins its surprise when you thumb the starter button. The engine wakes with an unsettlingly loud crack before falling into a tense hum. Blip the throttle, and the revs leap like the digital tachometer had a seizure. That was only a toe's worth of gas, what if you ... press the pedal all the way?

Confusing thoughts and questions begin flashing in your mind quicker than you can reconcile. This is a Chevy, right? But it's belting out a Ferrari's soundtrack, sending a tingle through the steering wheel and pedals as the revs climb. And climb. And just keep on climbing like the entirety of Italy's sports car heritage is free-soloing El Capitan. Your eyes dart around, looking for something grounding. OK, there are heated and cooled seats. The OnStar emergency button sticks out like seeing one of those "Help, I've fallen and I can't get up!" alarms for the elderly around a coed's neck at a midnight rave. But that sound! What is *happening*?

Almost entirely on its own, the Z06's dual-overhead-cam 32-valve flat-plane-crankshaft LT6 V-8 elevates the Corvette to parity with the supercars whose performance it has long come close to matching. Its noise is as exotic as its spec sheet, and it is the most powerful naturally aspirated production V-8 ever. Not for the price, not for an American car—of all time.

Developed alongside a competition version for Corvette Racing's endurance-series contenders and with nary a pushrod, the 5.5-liter V-8 spins up 670 hp at 8,400 rpm and 460 lb-ft at 6,300. Without the racing version's required restrictor plates, Z06 owners enjoy 150 hp more than Corvette Racing's pro drivers do.

# Corvette News

In a hint at the rest of the Z06's capabilities, six scavenging pumps for the dry-sump oiling system ensure even pickup and can handle 1.16 g of uninterrupted lateral acceleration. Forged aluminum pistons weigh 8 percent less than those in the old Z06's LS7 V-8, and the titanium connecting rods are 21 percent lighter, slashing rotating mass and helping the engine rev to its 8,600-rpm redline quicker than any other Corvette in history. Credit also goes to the flat-plane crankshaft, which spaces the rods at 180 degrees instead of 90, as in a cross-plane design. You hear this change as much as you feel it, the new 1-4-3-8-7-6-5-2 firing order wailing through a new center-exit exhaust that makes a shorter run to the 'Vette's tail. Besides 21 percent less back pressure than the old Z06, the exhaust's "parabolic reflector" tips direct some of the V-8's noise back at the cabin.





# Corvette News

## Performance of Intended Function

We could run the Engineering Excellence category for the entirety of this story and not cover every last iota of the Z06's jaw-dropping tech advancements—or even that engine—so we'll roll the rest into this one. The Corvette Z06 simply performs the way a mid-engine supercar should. Longtime Corvette strengths are retained and improved upon here. In its Tour drive mode, the Z06's suspension is all-day comfortable. With the hatches battened down in Track mode, it's stiffer but won't shake the head covers off those golf clubs.

Yet here is a car capable of stopping from 60 mph in 99 feet and generating 1.10 g on our skidpad on its weakest tires, Michelin Pilot Sport 4S rubber. [Upgrading to the Z07 performance package and the available carbon-fiber wheels](#) wrapped in Pilot Sport Cup 2Rs shortens the stopping distance to 95 feet and ups the average skidpad grip to 1.16 g. That the Z07-equipped Z06 ripped up our figure-eight course neck and neck with the McLaren 765LT Spider shows its abilities need no qualification.



# Corvette News

## Driver Confidence and Engagement

New category! Having learned a thing or two after our inaugural PVOTY evaluations last year, we decided Safety is a difficult-to-back-up metric for certain sports cars and supercars that make up a good chunk of the PVOTY field. Safety organizations like NHTSA and IIHS seldom test all the vehicles we invite, so lacking crash data, evaluating safety regresses to a performative comparison of available features such as automated emergency braking, monitoring tech, and other safety aids.

So for PVOTY, we've swapped our usual Safety criterion for Driver Confidence and Engagement. This can encompass passive safety, as a car you feel comfortable with at or near the limit will be a friendlier partner during an emergency maneuver, but mostly this category delivers a complementary dimension on Performance of Intended Function. These are all sporty, performance-focused vehicles—how much so determines the outcome of that original category. How the driver *perceives* that functionality and can exploit it—this is our new Driver Confidence and Engagement criterion.

The Corvette nails this. Intimidating though it may seem, the Z06 is genuinely approachable in ways many other cars of this ilk, let alone past mega-power 'Vettes, are not. Available grip—and remember, there's a lot of it—seems boundless, goading you into ever higher cornering speeds. GM's Performance Traction Management (PTM) system offers precise adjustments to the electronic safety net. As you grow more comfortable with the car, you can peel away layers of this backup bit by bit, or simply jump in and feel like a hero with PTM's transparent hand keeping you carbon-fiber side up.



# Corvette News

## Advancement In Design

Most of the Z06's superficial design advancement is owed, really, to the 2020 Corvette Stingray and its switch to a mid-engine layout. The Z06 doesn't build much on the C8's visuals, though the \$8,995 Z07 package's carbon-fiber aerodynamic add-ons and the \$9,995 carbon-fiber wheels subtly amp up its curbside presence.

Instead, the Z06 upgrades open up and take advantage of more of the new mid-engine format's promise. The weight balance swings to 40 percent front, 60 percent rear, from the old Z06's 50/50. This has less of an effect on the Z06's total objective performance figures, which are only a hair or two better than the C7's, and more on their repeatability. Where before the old Z06 relied heavily on and eventually ran out of tire, the C8 beats less on its Michelins. You can lap this car over and over and see little performance drop-off, much as you can in Porsche's track specials. And remember that record-setting figure-eight lap time?

Layout aside, the other design advances are subtle. Those optional carbon wheels push the boundaries of the type, with a daring one-piece, five-spoke design leaving lots of unsupported airspace between the hub and the rim. In total, the lightweight wheels save 41 pounds and, believe us, sharpen the steering like a honing steel. You will notice a difference between the turn-in performances of Z06s with these wheels and without, and to be clear, steering the forged aluminum wheels doesn't drunkenly heave the Corvette's nose into corners. The rest of the carbon-fiber trim pieces deliver up to 734 pounds of downforce at 186 mph (372 pounds more than the non-Z07), ensuring the Corvette keeps glued to the pavement at higher speeds and further upping its turn-in ferocity.





# Corvette News

## Efficiency

Measuring efficiency by miles per gallon, the Z06 and its \$2,600 (and up) gas guzzler tax looks of a different time, at least compared to a number of this year's PVOTY contenders. Opt for the Z07 package's carbon aero pieces, and the EPA fuel economy estimates drop by 2 mpg on the highway (drag!) and 1 mpg combined, to 19 and 14 mpg. Every Z06 is estimated at only 12 mpg in the city. Those figures trail a regular 6.2-liter Corvette's by several mpg. Yet they fall right in the ballpark of the McLaren 765LT's 14/18/16 city/highway/combined. Ditto the Lamborghini Huracán's 13/18/15 figures. Point is, it's on the same level as other vehicles of this type and this performance.

And, hear us out, is it not efficiency that allows the Z06 to make 670 hp without turbos or superchargers, beating the also naturally breathing Lambo's 630 ponies? Or that it turns gasoline and air into a crescendo of decibels as well as or better than the greatest non-turbo engines in history—Porsche's Mezger-design flat-six in the 911 GT3 included?

You won't ever need to plug it in or worry you won't make it where you're headed because it'll run out of battery, either. We make this backward-looking argument not in ignorance of technology's advance but rather in celebration of what the Z06's 5.5-liter V-8 achieves. This is an era-capping engine, perhaps the last and likely the best naturally aspirated American V-8 ever. It's earned a dig or two at EVs and their infrastructural hurdles, not to mention their utter lack of thrilling noise.



# Corvette News

## Value

Does all of this unqualified praise have you feeling unglued like a delaminated sliver of Chevy's finest fiberglass? Need "buts" or a "it's good—for the price" to feel like the natural order of things remains intact? We have none to offer. The Z06 tosses aside the value crutch leaned on by its predecessors. Sure, it is objectively less expensive than, say, a space shuttle—or the McLaren 765LT or Lamborghini Huracán, blue-chip, 600-hp-plus mid-engine supercars that also competed for this same Performance Vehicle of the Year nod. That isn't why it won.

But because this *is* an Of The Year category, here are some numbers. The Z06 coupe starts at \$110,290 including its guzzler penalty. (The drop top is \$7,500 more.) Pile on every performance option, which you can shovel onto even the entry-level 1LZ trim level—including the Z07 package (which includes Brembo carbon-ceramic brake rotors) and required carbon-fiber aero package (add \$1,000 for bare finish), plus the carbon-fiber wheels (again, add \$2,000 for unpainted) and Michelin Pilot Sport Cup 2R tires, and the cheapest max-performance Z06 runs \$138,175 all-in. A base 911 GT3? \$172,450, which is almost 10 grand more than the fairly loaded Z06 3LZ we tested. The McLaren 765LT, which this Corvette effectively matches in certain performance parameters despite weighing more and making 85 fewer hp? Try \$389,700 before options, which took our PVOTY contender to \$490,810. You get the idea.

Chevy could charge more. For the first time ever, a Corvette teems with the kind of special sauce that makes the car seem worth it regardless of price, a sense of total desirability, the feeling nothing was left on the table. Last year, the Porsche 911 GT3 took home our Performance Vehicle of the Year award after putting on a master class in that sort of gotta-have-it magic. How fitting that the Corvette, the 911's longtime nemesis, should break through and take over the award by leveraging the same strength.

# Corvette News

Corvette E-Ray Debuts as a 655 HP AWD Monster!



First-ever AWD Corvette E-Ray combines a 6.2-liter LT2 V-8 with electric propulsion, vaulting it from 0-60 mph in 2.5 seconds!

# Corvette News

Chevrolet just confirmed the [AWD Corvette E-Ray](#) in time for the 2024 model year. The timing of the announcement coincided with the 70th anniversary of Corvette's debut at the Motorama show in New York City. Only this time, instead of [the Blue Flame Six](#), the Corvette is *going green*, adding electric AWD propulsion to complement its 6.2-liter V8.

Here's what we know:

- Called eAWD, the propulsion system combines an electric motor and 1.9 kWh battery with the 6.2-liter LT2 Small Block V-8.
- The V-8 produces 495 horsepower and 470 lb-ft of torque, with the electric motor providing an additional 160 horsepower to the front wheels. The total output is 655 horsepower and 595 lb-feet of torque.
- Clocking a 2.5-second 0-60 mph time and a quarter-mile of 10.5 seconds, the E-Ray is the quickest production Corvette in history.
- The Corvette E-Ray is available as a coupe or hardtop convertible.

“Corvettes must provide an exhilarating driving experience on backroads and tracks, and E-Ray nails it,” said Tadge Juechter, executive chief engineer, Corvette. “The electrification technology enhances the feeling of control in all conditions, adding an unexpected degree of composure.”



# Corvette News

Chevrolet says the E-Ray's intelligent eAWD system constantly learns the road surface, adapting to meet traction conditions and driver needs. It supplies power through the front wheels, with the eAWD kicking in for additional traction. The eAWD's battery does not require plug-in charging. Instead, it's charged via regenerative energy from coasting and braking.

**In addition to eAWD, the new E-Ray includes the following features as standard:**

- Stealth Mode, providing electric power for speeds up to 45 mph
- Enhanced stop/start functionality using a new lightweight lithium-ion 12-volt battery
- Brembo Carbon Ceramic brakes
- Magnetic Ride Control 4.0 with three suspension settings
- Staggered 20- and 21-inch wheels with Michelin Pilot Sport all-season tires. An optional performance package will include Michelin Pilot Sport 4S summer tires
- Enhanced driver assistance technology, including Lane Keep Assist with Lane Departure, Forward Collision Alert, and Automatic Emergency Braking

Stealth Mode enables all-electric driving with a maximum speed of 45 mph. The engine automatically engages if the vehicle's speed exceeds that limit, additional torque is requested by the driver, or the E-Ray's battery pack is depleted.

For enhanced track performance, E-Ray's eAWD control system applies torque to the front axle as needed. The Charge+ feature can be used to maximize the battery state of charge for extended lapping. Revised Performance Traction Management (PTM) modes are optimized for the eAWD propulsion system.

New E-Ray Performance App

# Corvette News

## New E-Ray Performance App



In addition to the new technology under the skin, the E-Ray receives a performance app on the infotainment system. This app provides the driver with insights into how the propulsion system is operating and includes three primary display layouts:

- Gauges (displays dynamic power output from the electric motor and V-8 engine)
- Dyno (provides a graph of power/torque across selectable time intervals)
- Data (showcases electrical system performance and efficiency).

Additionally, there are new Charge+ and Stop/Start buttons on the console and updates to the infotainment system and instrument cluster aimed at providing a more integrated appearance.

“Corvette has been a halo for Chevrolet since 1953,” said Scott Bell, vice president of Chevrolet. “E-Ray’s unprecedented blend of confidence, luxury performance, sophistication and style provides a new reason for more people to experience Corvette.”



# Corvette News

## Corvette E-Ray Design Highlights



The Corvette E-Ray's appearance builds on the athletic styling of the C8, sharing its purposeful, wide-body proportions with the Z06. New lightweight alloy wheels with a twisted five-spoke star design are exclusive. The wheels are available in four different finishes to complement fourteen exterior color choices, including Riptide Blue, Seawolf Gray, and Cacti which are new for 2024.

Other highlights include carbon flash badging and available carbon fiber ground effects. An Electric Blue body-length stripe package is exclusive to the E-Ray. Inside, the E-Ray introduces the all-new Artemis Dipped interior. Featuring deep green tones on nearly every interior surface, it's only available on 2024 Corvettes.

"There's never been a Corvette like E-Ray and its sophisticated design reflects that," said Phil Zak, executive design director, Global Chevrolet. "It starts with the body color trim which draws your full attention to the exotic proportions of the E-Ray. The interiors allow customers to reflect their individual personalities with their choice of color executions that provide a refined or dynamic sport look and feel."

## The Corvette E-Ray Goes On Sale Later This Year

The 2024 Corvette E-Ray goes on sale later in 2023, with an MSRP of \$104,295 for the 1LZ coupe and \$111,295 for the 1LZ convertible. As with the Z06, there's the risk that dealers will **add significant markups** or "market price adjustments." Chevrolet will produce the E-Ray alongside the regular Corvette and Z06 at **GM's Bowling Green Assembly** facility in Kentucky.

# Corvette News

## Most Popular Corvette Colors by Generation

### C1 - Ermine White

The introduction of the Corvette was the dawn of a new era in automotive history. If we put ourselves in the shoes of the American consumer back in the '50s, though, the model that would go on to be known as America's sports car wasn't quite the ground-breaking performance machine we think of it today. More of a stylish cruiser than a world-beater on the track, the C1 Corvette had its highest sales numbers in the beautifully serene Ermine White color.

That's amazing considering that the color was only offered starting in 1960. Records indicate a total of 6,895 examples being sold with this exterior color. It's worth noting, though, that GM did not keep records of its color codes in 1962, which means the real number is likely much higher.

### C2 - Nassau Blue

For the second generation, the Corvette underwent substantial enhancements, making it a true sports car. As such, additional eye-grabbing paint colors were added to the mix, with Nassau Blue taking the top spot for most orders with 12,122. Ermine white didn't disappear into the abyss, though, as it was the second most popular color choice for this generation with 9,668 total orders.

### C3 - Classic White

For the third generation, Classic White proved to be the most popular hue during the C3's long production run from '67 to '82. During those years, GM introduced a wide variety of memorable colors. But the simple white was popularly selected by buyers to the tune of 43,681 orders according to official records. Take that with a grain of salt, though, as the manufacturer doesn't have color code selection records for the years 1969, 1970, 1972, and 1973.

### C4 - Bright Red

The C4 generation of the sports car was the first iteration of the Corvette that saw the bold red color rise in popularity. In an era when red Ferraris were all the rage, it's no surprise that the 'Vette's best-selling color was Bright Red with 60,922 units. White took a back seat during this era as the color black was the second most popular choice for C4 buyers.



# Corvette News

## C5 - Torch Red

The C5 generation was when Torch Red was officially introduced. A slightly more vibrant iteration of the previous Bright Red, this audacious hue captured the imagination of most Corvette customers, selling 32,817 units. Worthy of note during the later years of the C5's production run is the huge popularity of GM's Sebring Silver and Quicksilver paint colors for the Corvette. These sophisticated shades make up a decent percentage of the C5s seen on the road today.

## C6 - Black

Black became the majority's color of choice when ordering C6 Corvettes. It makes sense, considering the car's modern and sleek design. Combining that paint color with black wheels gives the vehicle an undeniably sinister and awesome aesthetic. With 46,508 orders, Black was the front-runner by a landslide, ahead of Victory Red with 32,817 in comparison. That gap would have been even greater had Chevy offered Black as an color option in 2012.

## C7 - Arctic White

The C7 generation was when white made a huge comeback. The sharp lines of the C7 lend themselves nicely to the lighter hues. Plus, the prominently blacked-out graphics of this model are beautifully contrasted with the cool Arctic White paint. 35,936 orders for this color were made. A close second was Black, with 31,084 units during the C7's production run.

## C8 - TBD (Torch Red)

There have only been a few years of production for the C8, but so far, it's looking like Torch Red is leading the charts. According to the stats released for the 2020 model year, 25% of the C8 Corvettes built were in this color, followed by Arctic White with 15%. There's no denying the vibrant red color's popularity, which will have likely been affected by the fact that the newest Corvette has a similar profile to many famous Ferraris.

## Sponsors



**Blasius Chevrolet**  
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90 Scott Road  
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## Sponsors



If you are interested in becoming a Sponsor or know of anyone please contact Paul, [briwenv@att.net](mailto:briwenv@att.net)

## Upcoming Events

### Mark's Northeast Motorsports Expo is now planning our second year at the Eastern States Exposition.

Our team is excited to promote this upcoming show featuring classic cars, custom cars and trucks, rat rods, imports & tuners, motorcycles, exotics, race cars, off-road vehicles, special interest vehicles, trucks, new car displays, and much more.

Bring the family and join us from March 13th through the 15th, 2020 at the Eastern States Exposition, Better Living Center for Mark's Northeast Motorsports Expo presented by Mark's Auto Recycling Industries and Trantolo and Trantolo.

We will have plenty of activities for all to enjoy from race track displays, and a Pit Crew Challenge, to plus more fun activities for the kids. Food concessions will be open all day and there will be many motorsports vendors on site.

**Friday, March 13th – 4:00 pm to 8:00 pm**

**Saturday, March 14th – 10:00 am to 8:00 pm**

**Sunday, March 15th – 10:00 am to 3:00 pm**

**The Big- E Eastern States Exposition fairgrounds in West Springfield, MA.**

**Spectators admission– \$15 for each adult ticket at the door OR purchase an online adult ticket for \$12.00.**

**Kids 7 and under – free**

**Military Discount: Free Show Entrance, on any day, for Active Military Service Personnel in Uniform OR FREE FRIDAY for all active military members OR veterans, WITH an official military picture identification.**

## Upcoming Events

### CT – Naugatuck – Connecticut Indoor Cabin Fever Custom Car & Motorcycle Show

**March 25, 2023 @ 10:00 am – March 26, 2023 @ 5:00 pm**

Naugatuck Entertainment Facility  
6 Rubber Ave  
Naugatuck, CT 06770  
USA  
Cost: \$12

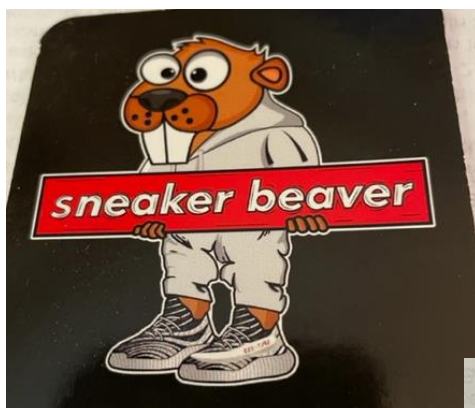


## Upcoming Cruise Nights

**SEE YOU IN APRIL/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  
\$100.00



Contact, Paul @ [briwenv@att.net](mailto: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)

\$50.00

2 – 245/40/18 – 2 – 285/35/19



Contact, Paul @ [briwenv@att.net](mailto: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 Tom Pedrotty, 8 Comfield Dr, So. Windsor, CT 06074

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 \_\_\_\_\_

2<sup>nd</sup> 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