



Club News Letter

July 2015

Organization: **President John Butler**
Vice- President Ron Perras
Secretary Rich Miller
Treasurer Ken Nelson
Director of Membership Jim Rodrigues
Director of Auto Events Steve Poole
Director of Social Events Joe Monarca

PRESIDENTS MESSAGE:

Hello fellow CMCC members,

We just had our first major event on the 27th, cut short due to pending rain, Rich Miller will have more detailed information of the event once all the numbers are rolled up. We did have enough staff to pull off (15), the event but our next two events will require that we have better participation. Things are moving well with the Mohegan Sun Car Show and soon we will be calling on the committee volunteers to step up and help with the final planning and execution. We picked up 4 more sponsors via Gerry Wright and Gerry also made a donation, we now have 14 sponsors compared to 4 last year. We also received a \$200.00 trophy sponsor via Kim Yommer, thanks to them all.

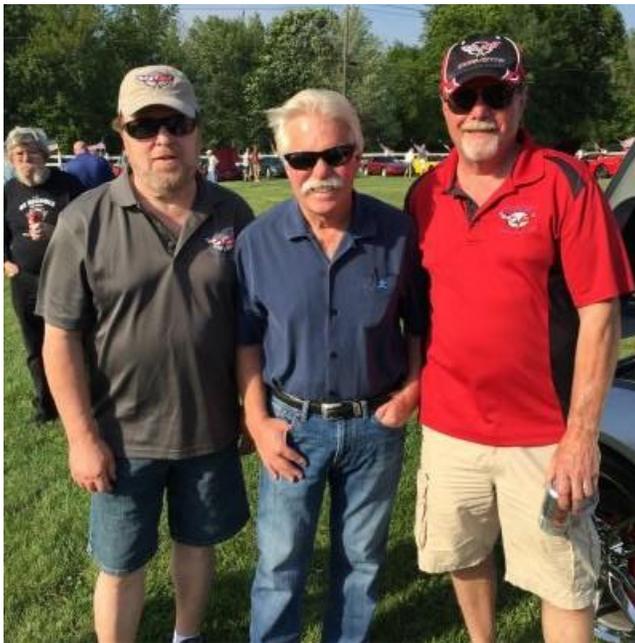
WHAT JUST HAPPENED?

On Wednesday June 10th, About 12 of met to go to the Middletown Cruise on Main St.. The ideal weather made it successful show for everyone involved. The Chamber of Commerce that puts the show on contacted me to see if we would be interested in being part of the show, by helping their sponsors pick cars they would like to give their award to. Most of them had already made their choice. The harder task was getting these cars through the crowded street to the staging area. Good thing we had Ken N. there to take charge of a tough job. In turn they let us park our cars in a designated area, and set up a booth as a vendor. Although our cars were not prominently displayed, and the music was loud, our club most definitely was highly visible. Our booth was right in the heart of the show of about 1000 cars and tens of thousands of people. We were also given a great plug by the band, who emceed the whole thing. We definitely made friends that night, including the Mayor of Middletown. Without a doubt, there were some flaws, details, communications, etc... We'll learn from their mistakes. Thanks to all who came and took part in this successful outing. The members really came through for a good showing.
- Joe M.

Trophy winners at the 6th Annual Bill Englert Car Show
June 20th, 2015 congrats to the six CMCC members who won.



Ron and Stan with Wayne Carini from Chasing Classic Cars at Marks in Granby June 8th, 2015



JULY BIRTHDAYS:

GERRY WRIGHT	7/7)
DALE YOMMER	7/15
TOM PEDROTTY	7/17
ERNIE ANGELL	7/17
SUE PAIGE	7/20
RON PERRAS	7/21
BOB DAGATA	7/29

MEMBER OF THE MONTH:

Attached is a photo of my new Convertible. It's Lime Rock Green 3LT and is a special GM car. This the car that Chevrolet ordered from the factory to show the introduction of the C7 Convertible. It has appeared on a number of stages across the country.

- Steve Poole



FOR SALE SECTION

Summer camp in Phippsburg, ME (go north to Bath, turn right, and stop at the ocean!). 32' trailer in permanent campground at Head Beach. Nicely equipped, has permanent, and closed in, attached porch - all in great shape. Gas powered golf cart also available in a package deal. Call Pete for more info and/or Pictures, etc. (860) 349-9083

MISC. SPECIAL INTEREST:

Corvette C3 History Model Facts:

Corvette C3, 1968 For 1968, a factory installed anti-theft alarm system was available as an option, but less than 400 cars were so equipped. Emission control equipment was installed on the first 1968 models in the fall of 1967 even though the federal law required it only as of January 1, 1968. 1968 was the first year an AM/FM stereo radio was offered as an option. The "Sting Ray" name was not used on the 1968 Corvette but it returned in 1969, now spelled different as one word "Stingray".

Corvette C3 Stingray, 1969 Corvette had its first all aluminum engine in 1969 as the ZL-1. It was not the first GM automobile to do so, however, being beaten by the Corvair in 1960 and the Buick 215 V8. Only two 1969 Corvettes were sold with the ZL-1 all aluminum 427 engine, making them one of the rarest collector Corvettes of all time. In 1969, the ignition lock was moved from the dash to the steering column. It would remain there until 1997 when it was returned to the dash.

Corvette C3 Stingray, 1970 In 1970, big block engines increased from 427 to 454 cubic inches and the powerful 370 HP LT1 small block engine made its debut. The first ZR1 performance package appeared in 1970 (not 1990, as some might believe) and included the 370 HP LT1 engine and a host of other performance items. 1970 sales were their lowest since 1962 (only 17,316 units) due to a late start in the production year.

Corvette C3 Stingray, 1971, 1971 was the last year for fiber optic warning lights, first introduced in 1968.

Corvette C3 Stingray, 1972 The only external difference between the 1971 and 1972 Corvettes is the amber front turn signals and chrome plating on the egg-crate grills on the 1972. 1972 was the only year for Corvette "Big Block" engines in the 1968 to 1972 range to have no horse power sticker on the air cleaner lid.

Beginning in 1972 and continuing thereafter, horsepower would be measured as "net" rather than the less realistic "gross" ratings of earlier years.

"Pewter Silver" was only offered as an exterior color in 1972.

1972 was the only year air conditioning was available with the LT1 engine and since only 240 were so equipped, this combination is a rare find today.

Corvette C3 Stingray, 1973 Although 1973 VIN's run to 34464, only 30,464 units were built; the 4,000 serial numbers between 24001 and 28000 were never used.

The 1970 - 1972 Corvettes were the last to feature chrome bumpers front and rear. In 1973, due to front impact legislation requirements, the front bumper was changed to a body-colored flexible plastic. In 1974 the rear bumper followed suit.

In 1973, aluminum wheels were again listed as an option. However, their inability to maintain air pressure (much like the problems which plagued the early 1963 aluminum knock off wheels), kept them out of the hands of customers until 1976.

Corvette Racing Wins At Le Mans

The biggest, most important race of the year for Corvette Racing took place in France on the weekend of June 13th-14th. The race in question has been held each year since 1923, and is known as the 24 Hours of Le Mans.

Not only is this one of the biggest and most important races of the year, but its also the one furthest from Pratt and Millers headquarters in New Hudson, Michigan. In fact, Program Manager Doug Fehan, his boss Jim Campbell, and the rest of Corvette Racing management have remarked this as their most important race. So why the emphasis? Well, that will soon become apparent.

Corvette Racing At Le Mans

Le Mans is not just a 24-hour race, it is a weeklong marathon for crews, drivers, and all involved with the teams. In the case of Corvette Racing, it is actually a three-week marathon as they arrived for the test weekend two weeks prior, and rather than packing up and heading back to the USA, they stayed in France.

<http://www.corvetteonline.com>

URL to article: <http://www.corvetteonline.com/race-coverage/the-24-hours-of-le-mans-proved-to-be-successful-for-corvette-racing/>

WHAT'S NEXT? Club Meetings, 2nd Tuesday of each month

<i>CMCC EVENTS - 2015 (Jun-July)</i>			
Month	Day	Date	Event's
JUL	Sat	4	Topstone Golf Course Event, 7-1200
	Sun	5	Westwoods Golf Course Event, 7-1200
	Tue	7	Board of Directors Meeting
	Sat	11	50th Anniv of Vietnam War - Event
	Tue	14	Monthly Meeting
	Sun	12	CCC's - 21st Corvette Show
	Sun	19	7th Annual Cruise for the Camp Car Show, Scranton Motors 9-3pm
	Sun		Candlewood Valley CC, Corvette Show & Shine, NMHS, 8-4pm

Member's business cards that are not CMCC related

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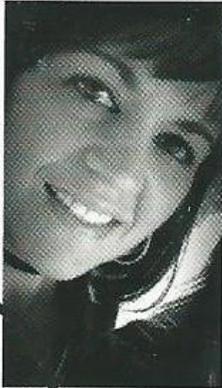
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co.bdrywallbuildin@snet.net

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THE
CREED
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Bristol, CT 06011

Tel: (888) 300-4469

(860) 583-4800

Fax: (860) 582-0012

kcreed@kcreedlaw.com

www.kcreedlaw.com

www.fisherhousect.org

