



The Spoiler

MAY-JUNE • 2016 ISSUE

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PREZ SEZ...

Summer is here and the heat is ON! But let's not let that heat keep our road hungry Corvettes inside. Your Corvette will love you for getting it out of the garage, shined, tanked up, and on the road.

So if you want to keep your baby happy..... Take the tops off those coupes and lower those convertibles, polish up that finish, and let's cruise! A great way for getting started was our Mystery Cruise on July 16th.

There were surprises at each of our stops along the way. So for the next cruise be sure and sign up with our social chair. You don't want to miss another MYSTERY CRUISE!

The CKCC Board along with our committees are planning to make the next six months a fun filled action packed experience!

Keep your eyes on the club calendar and watch your e-mails for exciting news.

Oh.... and here's an inside tip.....: A Rallye is in the works.



Randy Anderson
President

AFFILIATE OF NATIONAL COUNCIL OF CORVETTE CLUBS

PARADES

RUN FOR THE ROSES

Members of CKCC helped celebrate with The Run for the Roses by participating in the parade on May 7 in Cocoa Village. This is a charity event designed to raise money for activities at the Cocoa Village Playhouse. Monies raised pay for children's events at the theatre especially during the summer. Those attending pay to ride in the Corvettes around The Village.



One of the ladies in her derby hat enjoying the ride

MEMORIAL DAY

Several CKCC members made their patriotism known by rising early and participating in the Cocoa Memorial Day parade in Cocoa Village. Some of the veterans rode in members cars.



New Members

Lloyd Parker is seen with his 'Corvettes' in Kuwait. He looks forward to coming home and getting his 2003 out.



George (Skip) and Bonnie Toussaint live on Merritt Island. Skip works at United Launch Alliance and Bonnie is retired. They have a 2015 Torch Red coupe shown below.



Change in Social Chairman

Special thanks to Janice Greene for all her CKCC social activities. Janice is headed out to a two-month long western states trip and Veronica (Roni) Duys will be taking over. Roni's email is duysmarine@aol.com



Veronica (Roni) Duys

American Muscle Car Museum

A quick reminder to everyone that the American Muscle Car Museum is looking for volunteers for their first event that is being held on October 22. The event is after the Vettes on the Avenue show. Contact Veronica Duys at 321-302-3709 or duysmarine@aol.com if you would like to volunteer.

Eckler's 30th Corvette Reunion

The 30th Anniversary of Eckler's Reunion is fast approaching. The date for this fun day is October 8, 2016.

Eckler's has asked Cape Kennedy Corvette Club (CKCC) to host this event. By hosting, we will be in charge of registration, parking, and judging. Registration is open but limited and if you have not done so, please do a.s.a.p. The fee is \$30 and with that you get a goody bag and a great looking event t-shirt. Trophies will be awarded by Class, Best of Show award, Longest Distance award, Club Participation award and a very special award, the Ralph Eckler Memorial award.

On the agenda for that day will be various vendors and Eckler's famous scratch and dent area. You can always find a something worthwhile at their scratch and dent. The Boy Scouts of America will be offering food and drinks for sale. Also for the ladies, Kim's Jewelry

will be there; she always has something great to buy. The men can do the scratch and dent and the ladies Kim's.

The Brevard County Sheriff's Department will be having a Hell Cat on display with raffle tickets for sale. This benefits one of the Sheriff's charities. We will also be doing a 50/50.

JUDGING

As stated previously, CKCC will be in charge of judging the cars. This is where we need everyone's assistance. The judging sheet is the same one that has been used previously at their reunions. At the last club meeting Bill Shearer talked about the judging sheet and copies were given out. Bill asked you to look over the sheet, and then use the sheet to judge your own car. At the next club meeting (August), we need you to bring your sheet to the meeting with your questions and we will go over a car using the judging sheet. If you don't have your sheet, please contact Bill Shearer, 632-9036 or Dick Merrill, 632-7046.

It is an honor that we were asked to host the event. Eckler's could have asked any club in the Florida Region but they choose CKCC. Please support your club and help with this event, it will be a win/win for us.

Thanks and hope to see all your smiling faces at the August Meeting.

— *Brenda Teixeira*

REGISTRATION

Registration for Eckler's 30th Corvette Reunion is on our website. It is limited to 200 cars so register early. Please, if paying by PayPal, please return to the CKCC site to ensure that your registration is complete. If you don't get an e-mail from info@ckcc.club within the hour please contact me at webmaster@ckcc.club. Here's the link to register:

<http://www.ckcc.club/index.php/events/eckler-s-reunion>

— *George Halkovic, webmaster*

Tech Tips

Butch Jones, CKCC Member

BRAKE MAINTENANCE, MORE TO IT THAN YOU MIGHT THINK

I recently had a 2005 Jeep Grand Cherokee in my shop to replace front brake pads. The owner said that it had started to squeal and it was time for pads. We both thought this would be a quick job until I looked at the pads on the side making the squealing noise. One was like new and the other had worn grooves into the rotor disc and started to wear into the brake pad metal backing plate on one end and the friction material was barely there on the other end. This lead me to suspect that one or both of the caliper guide pins had frozen in place.

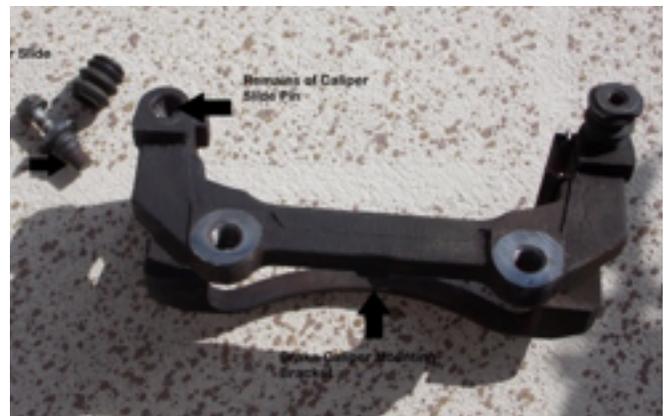


Brake pads showing extreme wear on one pad



One brake pad with no friction material and one good pad

To make a long story short, one of the pins had indeed frozen and was literally rusted in place and could not be removed. This required the replacement of the caliper mounting bracket, which was as you might expect, on back order. I found that the other side had a frozen pin as well and so what started out as an hour and half job was taking much longer. We decided to find used brackets, which made for a faster job. We now know where all of the used parts facilities are between Titusville and Orlando.



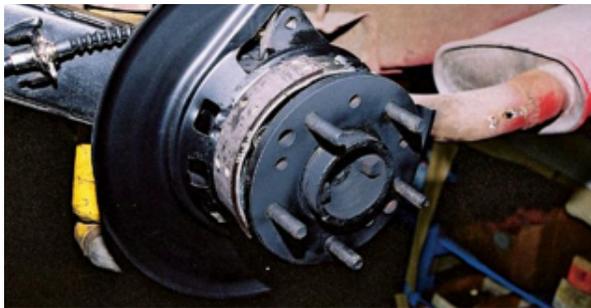
Caliper mounting bracket showing frozen guide pin

All of this got me thinking about Corvette disc brakes and the fact that most owners do not drive their cars a lot and the brakes do not get much in the way of maintenance until it is time for pads. So I thought it might be a good idea to talk a bit about brake maintenance.

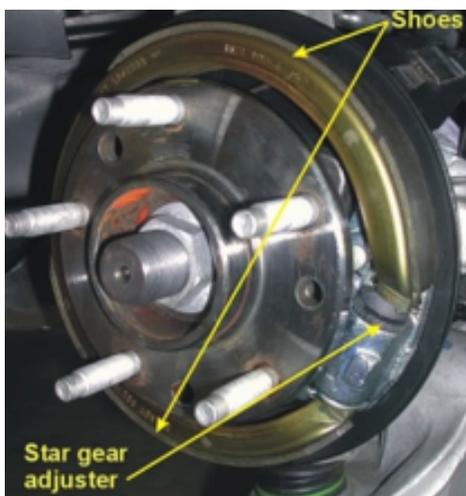
Anyone who has been around the Corvette hobby for a while will remember the issues that came with the introduction of disc brakes in 1965. While they were touted as the best thing for the Corvette since the V-8, there were some problems. In 1965 the Corvette disc brake system utilized a fixed caliper. This was used thru the 1982 model year. Corvette switched to a floating caliper in 1984. The calipers in the C2 and C3s were prone to leaking at the seals

and the piston bores were known to rust thus causing leaks. In a fixed caliper system if the pistons corrode or rust in place, the brakes will not operate properly or maybe not at all.

If your Corvette spends any extended time without being used, it is a good idea to block the tires and not use the parking brake. If your Corvette or OTC (other than Corvette) has sat over a few days, take a look at the rotors, they will most likely have light surface rust on them. This will quickly be worn away as you drive the first few feet or during your first brake application. However, when your Corvette (or OTC) sits for an extended period of time this rust can build up to the point that if the parking brake is engaged, it may be difficult if not downright impossible to break free without causing damage.



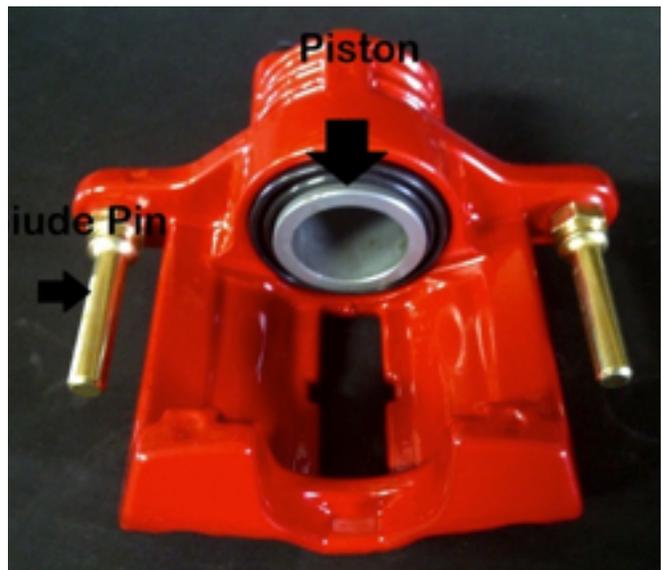
C2 and C3 parking brake



C5 parking brake

So this is a little preventive maintenance, do not use the parking brake if leaving your Corvette for an extended period of time. This also applies to drum brakes as well; in fact they might be more likely to rust in place. Many Corvettes that have disc brakes have drum parking brakes located inside the rotor disc and some can be a bit tricky to replace. This is another reason to **DRIVE YOUR CORVETTE, OFTEN!**

Corvettes with floating calipers have guide (slide) pins that are used to slide the inner pad to the spinning rotor disc and form a clamping action with the outer pad (see photos below).



This guide pin also is used to mount the caliper to the caliper mounting bracket. This pin must

remain free to slide in and out so the pad can move to clamp the rotor disc and then release it and move outboard. There is a rubber boot on the pin which is used to help prevent dirt, moisture and other contaminants from entering this area. That would be in a perfect world, however, as you know, we do not live in a perfect world. So, contaminants can enter this area and the lubricant is compromised and the pin begins to lose its sliding ability. As time goes on, this ability diminishes to the point as with the 2005 Jeep, they stopped sliding altogether. This can happen when the pad is tight to the disc. If one pin stops moving and the other continues to function properly the pad will wear on one end, as did the 2005 Jeep. As the friction material disappears, the next thing to come in contact with the rotor disc is, you guessed it, the metal backing plate of the disc pad.

Now metal to metal contact can stop the car. But when this happens we have some very annoying and potentially expensive results, the first is noise, a lot of noise and the second is heat, and a lot of heat, then comes wear on the rotor disc, and a lot of it. So, it makes sense to pay a little attention to these pins when doing a brake inspection or replacing disc pads. Most pins have at least two flat sides, so that a wrench can be used to turn the pin, after the caliper bolts are loosened, don't forget to put some thread lock on the caliper bolts and torque to factory specifications after checking to see if the pin is free (see photos above) and reassembling the pads. One thing to remember is that if your car has caliper pin bolts that are torque to yield or if the factory service manual says to replace the bolts at every pad change, have new bolts ready to install. If your guide pins have a square shape and cannot be turned easily then make sure that they move in and out and always apply a little guide pin grease to insure they will continue to function until the next inspection/pad replacement.

When inspecting your brake system always check for:

- Binding
- Seizing
- Looseness, either the pads or caliper attaching bolts or bracket attaching bolts, or any other brake component
- Bent or Damaged Pins
- Cracked or Torn Boots
- Missing Guide Pin Boots
- Leaking Seals, both Caliper Piston Seals and Wheel Seals
- Rotor Runout, this causes a pulsing of the brake pedal when braking and is most prevalent just as the vehicle comes to a stop
- Pad Condition and Pad Thickness
- Loose Wheel Bearings

A brake inspection should be done every 12,000 miles and the pads replaced when they get down to 1/8" (about 3 mm, for those under 40 years old) thick.

In addition, inspect brake hoses and connections and make sure that there is nothing except disc pads contacting the rotor disc (i.e. caliper attaching bolts too long and hitting the rotor disc).

Here are some photos of a current Corvette brake unit and some photos of some cases where brake maintenance was neglected, just a bit too long



Disc brake components (at wheel)



Rotor disc worn into cooling fin area



This rotor is also worn into cooling fin area

All vehicles are susceptible to brake fluid contamination, those that do not travel many miles per year are more so. Here in Florida humidity can cause rust and corrosion in places that we may not consider and living on the coast does not make matters any better. Moisture intrusion can cause fluid leaks as well as issues with anti-lock brake systems. Moisture can enter thru hoses and connections; it can also enter in the form of humidity when you open the master cylinder to check fluid level. That is one reason most vehicles have transparent plastic reservoirs. DOT 3 and 4 brake fluids are used in most systems. They are hydroscopic, meaning that they absorb moisture. This allows any moisture that enters the system to be absorbed and reduces the issues caused by moisture, for a while. DOT 5 or Synthetic brake fluid is not hydroscopic. So moisture entering systems with DOT 5 have this moisture moving

around the system on its own and not absorbed in the fluid. This can cause more damage faster than using DOT 3 or 4.

When all vehicles had drum brakes the brake fluid sat in the system for years and years and the only movement was when the fluid pushed the wheel cylinder pistons out activating the brake shoes against the inside of the drums. This meant that the fluid moved on a few inches. So, unless the fluid was extremely contaminated, it would function just fine for decades.

With the advent of disc brakes the fluid traveled a bit further as it had to fill the caliper and compress the pads on the rotor disc. Still unless extreme contamination occurred, it still could be used for decades.

All of that changed when anti-lock brake systems were introduced. As these systems get more and more sophisticated, they are more susceptible to contamination. Brake fluid now travels through the system. A dealership called me one day to help them with a problem. A car had come in that had just been to a quick lube. The quick lube person had put antifreeze in the master cylinder (which on that car had both caps side by side and both were black). When we checked the system we found antifreeze in the right rear caliper. So fluid does flow throughout the system. The solution was to flush the entire brake fluid system.

More and more manufacturers are recommending brake fluid flushing. I recommend doing it every 2 years. I also recommend flushing the system after any competitive event during which a lot of hard braking occurs. I have seen brake fluid in a car that was the consistency of chewing gum. And the car did not stop very well. For those vehicles that are not driven often, brake fluid flush is also recommended every 2 years. This is another reason to DRIVE YOUR CORVETTE, OFTEN!

While on the subject of flushing, if your

manual tranny Corvette with a hydraulic clutch experiences the clutch pedal going to the floor, hard shifting or not shifting at all, especially after a lot of spirited driving and shifting, it may be time for a clutch fluid flush. Clutch fluid is DOT 3 or 4 brake fluid. Do not use DOT 5 (synthetic) brake fluid in your clutch as it is not compatible with the fluid that is in the system and is not recommended by GM for use in the clutch system. After a fluid flush your clutch fluid may turn dark after a short while, this is normal and does not mean you need another flush. Flushing of clutch fluid is recommended every 3 years or 30,000 miles or as needed for proper clutch operation. Clutch fluid is available from your Chevrolet dealer and I believe the part number is 88958860.

I come from a state that has a yearly vehicle inspection, so I am accustomed to inspection my vehicles at least every year. Here in Florida with no annual motor vehicle inspection we may forget to inspect our vehicles (especially our Corvettes) on a regular basis. I am a big proponent of preventive maintenance and periodic inspections and I tend to get on my soapbox about it from time to time and as you might have noticed I believe in DRIVING YOUR CORVETTES, OFTEN.

So make sure that the next time your Corvette needs brake pads or shoes, you include a complete brake system inspection and service in the job and perform a periodic inspection as well. Oh, and remember DRIVE YOUR CORVETTE, OFTEN!

GM Technical Service Bulletins (TSB) that affect Corvettes and other GM vehicles.

GLASS

I don't know how many Corvette owners utilize touch less carwashes, but here is an interesting Chevrolet TSB. The bulletin is number 0008-48-

005D and addresses Distortion in Outer Surface of Vehicle Glass. This bulletin is for GM passenger Cars. It was issued in September 2010 and was for 2011 and prior GM passenger cars. So check your OTCs as well.

According to the bulletin, GM had been faced with distortion in the outer surface of windshield glass, door glass and backlite glass which appeared after the vehicle had accumulated some mileage and had been frequently washed in automatic car washes, particularly "touch less" car washes. The distortion may look like a subtle orange peel pattern or may look like a drip or sag etched into the surface of the glass.

The concern is hydrofluoric acid, which is apparently used in some car washes to clean glass. If not used in the proper dilution, this can cause the above described damage.

If found, it cannot be removed by scraping or polishing and is not covered by your New Vehicle Warranty, so you are on your own for glass replacement.

While talking about glass, if your car has a Head Up Display (HUD) and you find yourself with a fuzzy display, it may be the windshield.

Vehicles with HUD have a special windshield. If the windshield has been replaced in the car's past it may not have the correct windshield, thus causing the fuzzy display. Also if you have the HUD make sure that if you need to have the windshield replaced the glass company knows you need the windshield for the HUD system.

HEADLIGHT CRACKING OR CRAZING

Another TSB which might be of interest is bulletin # 02-08-42-001D which addresses headlamp lens overheating and chemical damage to exterior Polycarbonate headlamp lenses. The damage is described as crazing or cracking of the lens. In this TSB we learn of damage to headlamp lenses caused by chemicals used in rubbing compound, grease, tar and oil removers, tire cleaners, cleaner/

waxes and ever car wash soaps which in too high a concentration may also attribute to this condition.

It goes on to caution against placing a cover (such as a fender cover) over the headlight lenses when the headlamps or Daytime Running Lights may become illuminated. The buildup of heat can cause glazing and delamination of the lens. It is apparently accumulative damage as the bulletin goes on to say that it may be unnoticeable at first and eventually may become spider cracks and in extreme cases melt the headlamp lens.

Once again this type of damage is not covered by the New Vehicle Warranty.

OWNER CHANGES TO VEHICLES

The last TSB I will address here is one that covers non-GM (Aftermarket) engine and transmission calibrations for V8 gas engines using Tech 2® or Global Diagnostic System (GDS).

You will note that it says V8 gas engine; my guess is that there are TSBs that cover V6 and diesel engines as this is a hot button for GM and other manufacturers. It is bulletin number 09-06-04-026B. It affects GM passenger cars and light duty trucks from 2006 -2010. I am sure that an updated bulletin covering 2011-2014 has also been issued.

Basically the bulletin says that if you change or alter anything in the engine or transmission control calibrations the New Vehicle Warranty will not cover any issues during the remaining warranty period. The General's position is that any changes have not been tested and approved by GM (and the federal government) may also violate emission and safety regulations in place at time of manufacturer. This is a way of keeping them out of an issue that occurs and the appearance that GM condoned the alterations made. This TSB also outlines the methods of determining if any changes or alterations have been

made to the calibrations, even if they have been removed. So this means that you cannot install a custom program in you cars ECM/PCM for a track day and then change it back before you go in for service. They will know! This does not apply to updates that have been approved by GM and installed by the dealer.

The wording is such that it tries to cover any and all calibration changes even if it may not be apparent that it affected the part that failed. Computerized vehicles now have interfacing of parts that years ago had nothing to do with one another, so this makes sense for the manufacturer from a covering your behind stance.

Make sure that when buying a previously owned Corvette (or any other vehicle for that matter) that has some New Vehicle Warranty still in effect, determine if any changes or re-programing have been done. If you suspect that there may have been some changes, remember, there may not be any warranty coverage. This could affect your decision or at least you price offer.

That is all of the good news I have for this month and remember Save the Wave and drive your Corvette often.

Corvette Trivia Answer #3

The Corvette has been selected to pace the Indy 500 thirteen times. And the driver for the first Corvette pace car was Jim Rathmann from Melbourne, Florida. You might remember him. He was instrumental in getting the \$1.00 per year lease from Chevrolet, for astronauts.

Corvette Trivia Question #4

In 1998 the Corvette was offered in the exterior color Medium Purple Pearl Metallic. What was another name for that paint option?

Award Winning Members

May 7: Open car show held at Temple Baptist Church in Titusville.

Joe Crosby won the Commissioners Choice Trophy for his Neil Armstrong 67 Stingray.



June 4: VetteMasters car show held at Hamm's Chevrolet in Jacksonville.

John & Barbara Franklyn won a Top 25 award.
Gary & Faye Leschitz won First Place C6.



June 18: World of Golf car show held in St. Augustine.

Faye & Gary's 2008 received a top 40 award.

CKCC 50th Anniversary

Plans are underway for the club's 50th Anniversary Celebration. Activities will be underway all year during 2017 ending with a weekend celebration in the fall. A special logo has been designed for the year and there will probably be new shirts for the year. We may even have a

celebration prior to the 2017 NCCC convention in Bowling Green, Kentucky. Butch Jones and his committee are hard at work.

CKCC & Other Events

August 7: CKCC photo at KSC Visitors Center, 8-9 a.m.; Fishlips Brunch, 10 a.m.

August 11: Club Meeting, Merritt Island Moose Lodge; social-dinner: 5:30-7; meeting: 7-8 p.m.

August 20: Test & Tune, Brooksville Airport

August 20: Dixie Cruisers cruise-in, 4 p.m.

NCCC 2017 Convention

The 2017 Convention will be held in Bowling Green, Kentucky, August 17-25.

Following is a note from the Convention Chairs Deb Murphy and Dick Yanko.

"We hope you will join us in Bowling Green, Kentucky for the 2017 National Council of Corvette Clubs National Convention being held from August 21, 2017 through August 25, 2017. This year as in the past we will celebrate the accomplishments of our past year's competitors at the Competitors Awards Dinner and we will have our annual National Awards Dinner. Our competitive events will be held at the National Corvette Museum's Motorsports Park along with a Rallye that is sure to show case some of the beautiful country surrounding Bowling Green. The competition program will round out with the Car Shows, Funkhana and golf tournament. We will have some interesting tours for those who want to see Nashville and also some self guided driving tours that will let you enjoy such areas as Mammoth Cave, Bourbon Country and other interesting sites. We hope you can join us for all the fun and festivities by 'doing Bowling Green in 17'.

As soon as Hotel info is out, we will let you know."

Get Your Car Photographed For The Web Site

We are in the process of updating photos of members with their cars on the web site so if your car is not pictured or you've changed cars, please let me know if you'd like the photo taken at the Fishlips Brunch or the Club meetings.

Want To Join Our Closed Facebook Group?

If you'd like to see and post photos of members and their cars at CKCC and other Corvette events, join the CKCC closed group on Facebook. All you have to do is be a paid up member of CKCC and Friend Me (Roger Wolf) and request to be added.

*ROGER WOLF, CKCC Photographer
Merritt Island, FL
321-459-5084*

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