



January-February 2016

# The Spoiler

Official Publication of Cape Kennedy Corvette Club

Affiliate of National Council of Corvette Club

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## Prez Sez 2016

Here we are into another year and it is going to be a busy one! I hope everyone enjoyed the holidays with good friends, family and hopes for a great New Year, of course a new Corvette would have been nice too!

This year we have some new board and committee members that will help to make things run smooth and we hope to have more club activities than ever. Remember this is your club so please feel free to let our new social director Janice Greene ([jet7600@gmail.com](mailto:jet7600@gmail.com)) know if there is somewhere you think the club would enjoy visiting or an activity they would enjoy doing.

In December we had the largest Corvette Toy Run ever and with so many toys we filled up the Fire Department trailer. It was very rewarding to see that so many attended and gave for less

fortunate families that I am sure appreciated it immensely. We also had a great Christmas party this year with some wonderful entertainment that we have already booked for next year thanks to Charles and Miriam Sikes.



Here is a picture of Brevard County Sharing Center President, David Brubaker when we delivered the check for \$1,000.00. This was possible due to the generosity of you the members that attended the Christmas Party and participated in the gift event. The Sharing Center was so happy to get the donation which helped them purchase their Christmas turkeys and such.

This year we are assembling committees for the NCCC Convention to Bowling Green and also for CKCC's 50<sup>th</sup> anniversary party which will both be held in 2017. We have to get started early as there is a lot of planning to be done in order to make these a huge success. If you are interested in being on one of these committees, please let me know at [neenmarie@hotmail.com](mailto:neenmarie@hotmail.com).

Our 2016 CKCC "Vettes at The Port" show is April 9<sup>th</sup> and chairman Randy Anderson ([randy@cfl.rr.com](mailto:randy@cfl.rr.com)) will need help in getting this to run smoothly. In the past few years this show has been a great fund raiser for the club charities and all the hard work is worth it.

Thoughts and prayers go out to our members that have been under the weather and we wish you all speedy recovery and to be back cruising in your Vettes soon.

I am looking forward to seeing you all in the New Year and hope everyone will have a fantastic 2016 and enjoy those Corvettes!

Also please note that you are now getting emails from me under the name Neena Ingandello, this Italian girl has her maiden name back and proud of it!

### **From the Editor**

Sorry it has taken so long to get this ready. Bill's Dad has been in rehab, the hospital, rehab, the hospital, and the hospital. In other words, we have been busy taking care of his Dad who is 93 and his Mom who is almost 92. We will try to do better next time. By the way special thanks to Butch!!

Patsy

## Volunteer Chairpersons for 2016

### Social Activities

Janice Greene  
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### Membership

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Richard Dobsha  
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### Web site

George and Kristy  
Halkovic  
[halk@cfl.rr.com](mailto:halk@cfl.rr.com)



## 2015 NCCC Competition Events

Feb 26-27	Nat. Governor's Mtg.	St. Louis MO
Feb. 28	NASCAR	Atlanta
Mar 5	Low Speed	St. Augustine
Mar 13	<i>Day Light Savings Time Begins 2:00 a.m.</i>	
Mar 19/20	Low Speed, Concourse	Palm Bay
Mar 23	Easter	
April 3	Regional Mtg.	Carl Black Chev 11:00 a.m.

## Club Activities for February

Feb.7	Breakfast 10:00 a.m.	Fishlips
Feb 8	Monthly meeting at Jimmies Restaurant @ 7 pm, social hour beginning @ 5:30 pm	
Feb.13	Valentine's Mystery Cruise, It's a surprise!	
Feb. 13	Cruise Inn 4:00 p.m. Kings Duck Inn	

## **Vettes at the Port**

**Saturday April 9, 2016**

Cape Kennedy Corvette Club's largest fund raiser of the year is right around the corner! Mark your calendars and plan your day for "Vettes At The Port", Saturday April 9, 2016.

Committees are beginning to work on the show. If you are interested in helping contact Randy Anderson.

**Randy Anderson, Port Show Chairman**  
**Randy@cfl.rr.com**

## **2016 NCCC Convention**

Registration for the 2016 NCCC Convention registration will be beginning on February 1 at midnight. Convention is in Omaha, Nebraska.

If you are interested or have questions, look at [www.corvettesnccc.org](http://www.corvettesnccc.org) for information.

## **Catfish, Not the Only Bottom Feeders**

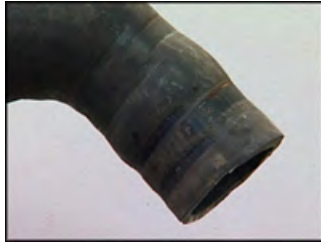
Butch Jones, CKCC Member

Corvettes have always been known as "Kool Cars", but they have not always been known as "Cool Cars". All generations of Corvettes have a reputation for operating warmer than most of us would like. The first and second generation cars did not like to drive slowly such as in parades, and the third generation ran even warmer with the swoopy body narrowing the snout of the car. The issue got so bad that Zora Duntov is said to have been the one that first cut holes in the front splash panels under the bumper of the C3 to allow it to pick up air from underneath. That "bottom feeding" continued on into the C6 Corvettes.

For those of us with "bottom feeders" there are some special maintenance things that need to be done to keep them breathing right. These items apply to all vehicles. The first item is to make sure you are using the proper antifreeze mixture. Always use the type and concentration called for in your owner's manual.

Next, remember that radiator and heater hoses wear out from the inside as well as from the outside. As fluid flows thru the hose it wears away tiny bits of the hose lining. This is caused by friction created as fluid is forced thru the hose. The hoses are also affected by external heat, ozone and age. I recommend that hoses be replaced every 5-7 years, even for the most lightly driven Corvettes. All of these factors can cause hoses to fail after a few years. One quick way to test your coolant hoses is to grab them and squeeze them. They should be firm and flexible but not feel soft, mushy or stiff and brittle. If they feel soft or if there is any bulging anywhere on the

hose, it's time to replace even if the replacement cycle time has not been reached. A failed hose is something you want to avoid. Below are some pictures of hoses that need to be replaced.



The third item is to always replace the thermostat when you replace the water pump. On the 1992-1996 models your Optispark will tell you when to replace the water pump. When the water pump starts to fail and water leaks out of the weep hole at the bottom of the pump it will fall onto the Optispark and seep into the cap. When this occurs, Optispark failure is not far behind. Some symptoms of water intrusion into the Optispark are hard starting, engine misfire, general poor performance. Since the water pump must be removed to replace the Opti, always install a new water pump when performing this repair.

Finally, if your Corvette is a bottom feeder, every six months (more often if you notice an increase in operating temperature) clean out the debris, paper, sticks, feathers, small animals and anything else that has been vacuumed into the radiator plenum area. Below is a photo of what my 2001 plenum looked like 6 months after cleaning and the next photo is what I cleaned from the air conditioning condenser and radiator. A few minutes with a small fox tailed brush and a vacuum cleaner and you might be amazed at what is hiding up there.

Well I guess that is enough for this month. Remember that a little maintenance goes a long way toward keeping your Corvette trouble free and fun to drive.



### **Corvette Trivia Question:**

Other than a no cost option of exchanging a standard automatic transmission for a manual, what is the lowest cost regular production option (RPO) ever offered in a Corvette?



## **The Wilkes Family**

Hi, my name is Jessica Wilkes and my family runs an Adult Family Care Home in Rockledge. We take care of a gentleman named Mark Basel. He was a lead man who worked on the space shuttles and is a corvette fanatic having built many from the tires up. He was involved in a near fatal car accident 30 years ago and suffered a traumatic brain injury. The reason I'm writing is that he gets little joy out of day to day life and his 60th birthday is 1/11/2016. The original Drs. said he only had 10 years and that was 30 years ago. I was wondering if maybe on your meeting night you could maybe drive by our house and (crosses fingers) possibly make him an honorary member. I don't know how many more years we will have this man in our lives so I want his milestones to be spectacular.

Thank you for your time and consideration.

Sincerely,

Jessica Wilkes

Above the Mark Care, INC

*A follow up to this, many CKCC members went to see Mark and the pictures are above. It was a truly emotional day and all of us had a great time meeting him and making his day very special. It was awesome to be able to do something for a fellow Corvette enthusiast, I think we will never forget how much it touched us all.*

*Neena*

# Tech Tips

Butch Jones -CKCC Member

## C5 Rocking Seats

When the fifth generation Corvette was introduced it was one of the best performance values available and it still is today. There were over 248,000 C5 Corvettes built between 1997 and 2004 and a large number are still on the road today. As the miles and years climb there are some things that begin to show signs of wear. Although many C5 owners are of a more mature nature, one of the most annoying for owners can be the “rocking chair” front seats.

This is the rocking back and forth of the seat during acceleration and braking which is caused by worn out factory seat tracks. There is also the possibility that the cast aluminum rear flanges may be broken.

There are several solutions to these issues. The first is to find a “good used” seat track, while these may fall into the “endangered species” category some may still be found. If one can be found the cost may be high due to its rare status and it may be on the verge of failure. Neither situation is considered optimal. The next fix is to buy a new seat track(s) from GM or a supplier (if you can find one). These can be had for several hundreds of dollars, and from my prospective not a real good option.

There is a third option and that is to repair the seat track(s). This is not an extremely difficult task but will require removing the seats from the vehicle and disassembling portions of the seat and seat track. With that said there are two kits available for completing this repair. The first is the basic kit (Eckler’s part number 25-246887-1 for shim kit left, photo below) that includes the shims to prevent the rocking and two Torx wrenches to assist with the installation of the shims. The next kit is the deluxe kit to repair a broken rear seat flange (Eckler’s part number 25-311006-1 for driver’s side and 25-311007-1 for passenger’s side, right photo below) that includes 1 rear flange and a rivet elimination tower in addition to the components of the basic kit. The basic kit sells for around \$27.00 and the deluxe kit for around \$70.00. Each kit does one seat so if you have 2 rocking chairs in your C5 you will need 2 kits. If your seat has two broken flanges you will need two kits for that seat.



My advice is to go with the deluxe kit and replace the rear flange while the seat is out and you have gone this far. If you put the seat back in and the flange breaks the seat will have to come out and track disassembled again. These kits are available from our sponsor Eckler’s Corvette and many other Corvette vendors. So the choice is your fix those seats or just go on rocking.

## **C4 Differential Service**



The C4 Corvettes are also getting some age; the youngest of them is old enough to vote, so there are some maintenance items that need to be addressed. This month we will talk about the rear differential. Chevrolet does not specify a particular service interval for the rear differential but they are supplied by the Dana Corporation. The Dana Corporation has some recommendations for the care and feeding of their axles. The following are their criteria for changing the rear axle (differential) fluid:

1. If there is any possibility of water intrusion, change fluid immediately.
2. If the axle temperature spends a lot of time above 275°F (you spend a lot of time at the track), the fluid should be changed every 30,000 miles. The set-up and bearing should be checked before each track day.
3. Under normal use the oil should be changed every 75,000 miles.
4. If you hear chatter (noise) coming from the rear axle, change the fluid.

Always either purchase GM fluid with the limited-slip additive or an equivalent fluid that meets GM specifications with the appropriate amount of additive with each fluid change.

While Dana says that the factory fluid is okay, a change to a synthetic would be good for some added protection. The preferred viscosity is GL-5 75w140; however, a GL-5 75w90 will also work.

## **2014 Stingray Recalls**

Here is a quick list of the 2014 recalls for the Stingrays. Make sure if your car falls within the dates listed that it has had the recall procedure performed.

The first is GM Recall Number 14219 (NHTSA Reference # 14V299000) – Electrical Short Circuit Affecting Air Bags. A device called a Sensing & Diagnostic Module (SDM) senses acceleration and in effect deceleration. When it sees rapid deceleration indicating a collision, it sends a signal to the air bags to deploy. An electrical short in the SDM would prevent the signal from being sent and thus the air bags would not deploy. Vehicles built from April 23-25, 2014 are affected.

Next is GM Recall Number 14240 (NHTSA Reference # 14V342000) – Sport Seat Side Air Bag. This recall applies to the Competition Sports seats and according to GM the seats do not meet initial specifications for injury protection related to an unbelted young child. GM recommends that until the recall is performed, owners should not allow small children to ride in the vehicle unbelted or in the passenger's seat. Vehicles built from November 20, 2013 thru March 25, 2014 with the Competition Sport seat option are affected.



The last is GM Recall Number 14302 (NHTSA Reference # 14V377000) – Rear Shock Absorbers. A weld on the rear shock absorber could fail and allow the shock absorber to detach from its bracket and cause handling issues. Vehicles built from February 12 – March 14 2014 are affected.

Not long after this last recall was issued, I read a letter from a reader to a Corvette magazine. The reader said that he did not have any leakage at any of the shocks on his 2014 Stingray and the mounts “looked good to him” and asked if he really needed to take his car in for this recall (his VIN was in the recall). My first thought was, “What? GM and the NHTSA believe that there is the possibility that one or more of you shocks could break loose and you are sending a letter to a magazine to ask if you should be inconvenienced by the recall. The answer by the way was to take the car to his dealer and have the recall procedure performed.

As with any recall make sure you verify with your dealer that your car is either involved in the recall or not and if it is get the recall taken care of as soon as possible.

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