



# *Spoiler*

JANUARY – FEBRUARY • 2020

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## **PREZ SEZ...**

### **VETTES AT THE PORT SHOW**

Our annual Vettes at the Port Show is just around the corner. April 18th marks the date of our 19th year for this event. This is currently our largest fundraiser for the Club and charities we support. In preparation for the Show the Committee needs your help obtaining door prizes, goody bag stuffers and items for the prize baskets. The larger items, with a value of \$25 or more, will be raffled off to raise funds for the National Kidney Foundation. We would love to see every member pitch in and help make this a huge success! When asking for these donations from our local businesses there is a form you will need to take with you. The form can be downloaded from the CKCC website or you can contact Bill Kassebaum and he will e-mail a copy of the document to you. After filing in the form please be sure to leave the top of the form with the sponsor and attach the bottom of the form to the check or item. The bottom of the form helps the club keep a record of the donations received and also provides the information we use to send a Thank You Letter to the businesses for their support.



**Randy Anderson,  
President**

### **MARKETING COMMUNICATIONS COMMITTEE FORMED**

During our February meeting I announced the formation of a Marketing Communication Committee. This committee is chaired by Roger Wolf, who has an impeccable resume with more than 40 years of Marketing Communications and creative experience including three years as a Disney Art Director,

to magazine publisher, and owner of an art & photography studio and advertising agency in Detroit and Brevard County. Roger, who has been creating all of our annual show communications and T-shirt graphics for years, is also taking on the task of improving all of our club's printed and digital communications. Currently, this new committee is in the process of updating the New Member Welcome and Club Sponsorship letters. If you have a marketing communications background and would like to be on the committee, please let Roger know.

### **FUTURE PLANS**

We also have future plans to produce a number of short training videos for our club website, called CKCC University that will cover things like: Setting up and running all aspects of a successful autocross; Organizing and running a successful car show; Detail tips for keeping your car in show room condition; Maintenance items, year specific. And more.

If you have any ideas that may help our club members learn more about their cars or the software and equipment the club uses, please let a board member know.

### **WEBSITE ENHANCEMENTS**

We think we have the best website of any NCCC sanctioned club in the U.S. but we are going to make it even better with information you will find helpful and enjoy visiting. Besides being informative it is a fun place to visit! The Club webmaster, George Halkovic, is very busy updating a number of pages and incorporating new items. However, rather than taking the site down it will be rebuilt gradually and include the long awaited History section. Roger has digitized photos, documents and news media articles spanning 50 years of CKCC history and we want to display all of those wonderful images for everyone to enjoy. Some of the people you will see pictured are still members to this very day. See if you can identify them. We will send out an e-mail once this tab goes live. Another change coming to the website

will give our sponsors more visibility. We plan on showcasing one sponsor each month, front and center, along with an About Us story featuring that sponsor. There will also be a link directly to the sponsor's web site. Please support those who support our wonderful organization.

### **SOCIAL COMMITTEE PLANS**

The CKCC Social Committee has a variety of exciting things planned for the upcoming months for all to enjoy. Be sure to check out the web site calendar, our Facebook group page and your email for Club announcements and activities.

### **GUEST SPEAKERS**

I am continuing to do my best to locate speakers for our general membership meeting that I am sure you will all enjoy. Our January guest speaker Geoff Bodine, drew one of the largest member attendances at a meeting that we have seen in sometime. We also had the largest 50/50 drawing that night in more than two years.

March's guest speaker will be Brevard County Sheriff Wayne Ivey. You don't want to miss his presentation. However, in order to accommodate Mr. Ivey's very busy schedule we will be having the business portion of our meeting from 6 to 7 p.m. and the Sheriff will be speaking shortly thereafter. He is coming directly from another speaking engagement and is going to do his best to get to our meeting by 7 p.m. but it may be as late as 7:30. If he isn't able to arrive until 7:30 I do hope everyone will be able stay until 8:30.

### **MANY THANKS!**

None of this would be possible without dedicated members like you. Our Club reflects the hard work you put into making it great. Thank you, you are appreciated. Together we can make this the best Corvette club in the Nation!

Keep 'em shined and the wheels on the ground!

*Randy*



# JANUARY BRUNCH



(Continued on next page)



# JANUARY BRUNCH





# What it Takes to Put on the Eckler's Reunion Show

By Bill Shearer, Past President

**PRE-SHOW:** What does it take to put on an event of this magnitude? Well you need someone to setup the PayPal account and on-line registration and input the data from the registrations sent to P.O. Box; attend meeting(s) with an Eckler's representative to discuss different aspects of the show; develop the time lines; and discuss trophies, car classes, pre-registration and day of show activities.

**WEEK OF SHOW:** The week of the show, volunteers prepare packages for the pre-registered entrants; on the day before the show they tow the club trailer to Eckler's from the American Muscle Car Museum in Melbourne; mark the classes on the designated parking areas; and line all the parking areas.

**DAY OF SHOW:** At 7 a.m. Saturday, the day of show, the registration area is setup to be ready for opening at 8 a.m. The class signs are assembled and brought to their proper location.

At 8:00 a.m. Sharp registration is opened and volunteers hand out the T-shirts, registration packages and goody bags to the pre-registered entrants; take care of the day of show registrations; and enter their personal data on the lap top computer for tabulation purposes and to be able to send announcements for future car shows. The entrants are then directed to their designated parking areas where our club members assist them with parking their cars.

Registration closes at 10 a.m. however a few entrants usually trickle in late and are taken care of. Then a final car count is taken.

The driver's meeting is held at 10 a.m. to go over the schedule rules of the day and answer any questions. The ballots for the

people choice show are made available to vote for a favorite car in each class, which have to be turned in by 1:30 p.m. to get dash plaques.

**THIS YEAR'S SHOW** included 77 pre-registered cars and 21 entered day of show for a total of 98, which was a lower number of entrants than last year but there were very nice cars.

Eckler's had invited a selective group of vendors for the entrants and spectators to visit and learn about their products. Plus Eckler's held a scratch and dent sale where you could also get a cup of coffee and a donut.

The scoring and tabulation of ballots were handled by Bill and Christin Young with President Randy Anderson and Brenda Teixeira supporting the task by compiling the final placement of the winning cars.

The 50/50 raffle and silent auction raised close to \$1,000 so \$500 will be presented to Sheriff Wayne Ivey for the BCSO charity at the March general membership meeting.

The awards presentation time was moved up by one hour. President Randy, with the help from Cozette, handed out the awards and RJ presented the prodigious *Ralph Eckler Spirit Award*.

Final cleanup included the disassembly of the Class signs and repacking the trailer for the return trip.

After all work was completed, everyone headed to *Durango's Steakhouse* for food and drinks after a very long and successful day.

Plus we said a final goodbye to Cozette who decided to leave Eckler's.

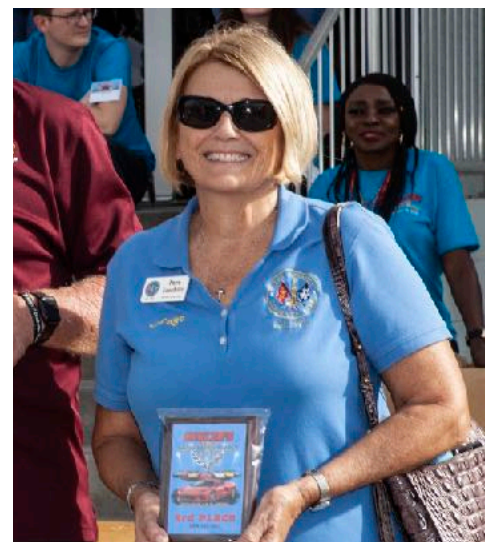
A special thanks to George and Kristi Halkovic, Brenda, Bill and Kristin Young, Kevin Charles, Randy and all the club volunteers and entrants.

(See photos on pages 6 and 7)











# FEBRUARY BRUNCH









# Tech Tips

By David Knowles & Roger Wolf

## C4 Clutch Hydraulics Repair

By David Knowles

Every time you depress the clutch pedal to change gears there is some wear and tear on the clutch master and slave cylinders. When one fails (begins to leak) there's a good chance the other will fail soon. You can replace just the problematic part and may go a while before you have to replace the other part but in the end they both will eventually fail. Much of the effort in replacing these components involves bleeding the air out of the system. Each time you replace either you must bleed the system so it makes sense to replace both at the same time, when either fails. Symptoms include low fluid level in the reservoir (located at the top of the master cylinder), difficulty shifting gears, and eventually no pedal pressure and complete clutch hydraulics failure. In an emergency, you can add fluid and possibly get a few miles further down the road.

I found a video to be pretty helpful, although I don't completely agree with everything said.

<https://youtu.be/VtPWQfdvgNw>

The video title is very misleading; it's all about replacing the master/slave cylinders, not installing headers.



### Master cylinder

Here's what the engine looks like when you open the hood (driver's side). There are two 13 mm bolts that hold the master cylinder to



the firewall (see red arrow in below photo). Pictured is the new Wagner master cylinder (P/N CM120165) that I installed. The previous one had a much thinner spacer between the bolts and the firewall. There is no adjustment on this clutch. The thickness here did not seem to affect the fit/performance. Remove any fluid from the reservoir before you start. A turkey baster, or what I call a snot sucker (bulb syringe) you can find in the child pharmacy section at the grocery or drug store works well. You must remove the battery to allow room to get to the bolts and to get enough clearance to remove the master cylinder. I used a universal joint socket adaptor and a socket wrench to remove the bolts but you can get to them with an open end or box wrench. There are photos of the universal joint later on in the slave cylinder write up section.

The master cylinder has a pushrod with an eye-bolt that goes through the firewall and connects to the clutch pedal. To get to this you must remove what is called the hush panel, which is just above your knees when driving. There are five screws that go through the carpet, two near the top, three near the bottom on the front, and two more screws that go in the side where the door closes. The hush panel drops down and the courtesy light can be unplugged (unlike what he says in the video). The ODB II connector has one screw holding it to the hush panel. Once that's out you can put the hush panel somewhere out of the way. My car had a piece of foam (for



sound deadening?) just behind the hush panel between the door and the clutch. Once I pulled that foam out of the way I had a clear view of the clutch pedal from the driver's side doorway. Below is a close up photo showing the retaining clip.



You can spin the retaining clip around to get a good grip and then slide it off. It slides up/down (or front/back, if you like) and then comes off right to left (if you were sitting in the driver's seat). Here's a photo with the retaining clip removed.



At this point the eye bolt will slide off the shaft on the clutch pedal, right to left, freeing the master cylinder from the clutch pedal. Return to the engine compartment. On the bottom of the master cylinder is a hard steel hydraulic line that screws into a fitting. Disconnect the hydraulic line. Once the bolts are out and the line is disconnected, pull the master cylinder towards the headlights (away from the firewall) and it will come right out. Take care not to let any hydraulic (DOT3) brake fluid drip on the car's finish or it will ruin it. The cylinder will probably drip some,

even if the reservoir was dry to begin with. At this point putting the new master cylinder in should be pretty easy. Reconnect the hydraulic line and put the two bolts back in and tighten them. Leave the computer and battery off until done bleeding the system. Inside the car, reconnect the eye bolt to the clutch pedal and slide on the retaining clip.

On to the slave cylinder. Not all C4's have oxygen sensors but my '96 does. I had to remove it to get access to the slave cylinder. You need a 22 mm open end wrench to remove the O2 sensor. See the following before and after photos.



Use the 13 mm socket and universal joint again to get the two nuts off the end. The clutch will push the slave cylinder out as you loosen the nuts.



This photo is a view of the setup I used.

Once you get both nuts off, the slave cylinder will slide back off the bolts. It's attached to the hydraulic line at the top through a steel braided hose. You will have to disconnect the hydraulic line to completely remove the slave cylinder. Some fluid will come out. You will want to avoid contact with skin and eyes in particular and clean up any spills immediately. Fill up the new slave cylinder with DOT3 brake fluid and this should make the bleeding process easier later. Hook the hydraulic line up to the new slave cylinder, first making sure the line runs across the clutch housing and down to the fitting without getting tangled up or requiring any flexing or bending, to get the slave cylinder back into position. The piston rod coming out of the slave goes into a small cup inside the clutch housing. Somehow, the first time I installed the slave the piston missed the cup, or fell out as I was wiggling it around trying to line up the bolts. The clutch pedal would not depress all the way, not far enough to engage the clutch safety switch and the engine would not turn over. I had to remove and re-install the slave being sure to get the rod into the cup before attaching the nuts. Tighten the nuts and you are ready to being the bleeding process.

### **Bleeding the hydraulic system**

The first thing is to get all the old, dirty and moisture laden hydraulic fluid out of the lines. You will need a helper to press the clutch pedal while you open/close the bleeder valve on the slave cylinder underneath the car. You want to have a plastic hose attached to the valve and/or some kind of container (I like to use a glass baby food jar) to capture the fluid that comes out. Fill up the reservoir in the master cylinder with fresh clean fluid. Open the valve, press down on the clutch pedal and capture the fluid that comes out. Then close the valve and let the clutch pedal back up. At first the newly added fluid should come out pretty clear and then you should see some dirty black colored fluid (depending on when the fluid was last changed). Be sure and monitor the reservoir and never let it get too

low. Keep adding fluid as necessary. Repeat until the fluid coming out is clear. This is where a glass jar is nice. This may take 20-50 pumps, maybe more. At this point there is probably still some air in the system but it's supposed to be a self bleeding system. Close the bleeder valve and put the dust cover in place. Now you can pump the clutch slowly and watch for bubbles in the reservoir. Keep pumping until you can press and release the clutch 50 times with no bubbles. This may take 400-500 pumps or more. If for some reason you don't seem to be able to get all the air out there must be a leak. Recheck the fitting at the master and slave cylinders and make sure they are air tight. Verify no cracks or leaks in the hoses or the steel lines (unlikely).

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## **C7 Cracked Windshields, Part 2**

*By Roger Wolf*

This is the rest of the story that was in the Nov./Dec. issue of the Spoiler about our 2015 coupe mysteriously developing a crack in the upper left corner of the windshield. Since then I found out three other CKCC members had the same problem and two were fixed by GM while under warranty.

### **Possible Causes?**

CKCC member Tom Dickmann, who has a lot of welding knowledge, sent me photos of his windshield frame and A-pillar after the windshield was removed showing a high spot



caused by a fillet weld that wasn't ground down flush with the frame at the factory,



which he thought caused the crack. Since *Safelite* refused to replace our windshield because they said it was caused by some underlying manufacturing problem and it could happen again, I wanted to make sure the problem causing the crack was fixed so I took the car to the dealer.

### The Dealer and GM Routines

I showed the dealer service person Tom's photos and told him it is a known problem on early C7s and I thought GM should cover not only the windshield but the work to fix the cause. However, the dealer said all they could do is enter our VIN number and the problem into an electronic GM warranty service form to see if it's covered. After a few hours the dealer called and said GM would not cover it but they (the dealer) could replace the windshield, not including the cost to repair whatever was causing it, for \$1,200+, which was \$200+ higher than the insurance check we received. Not happy, I decided to call CKCC member Dale Lewis who had his cracked windshield replaced by the dealer but it was under warranty. He gave me a GM customer service phone number to call, which I did but after several phone conversations (runarounds) over a period of two weeks with the GM person I was told it wouldn't be covered. So I finally gave up and decided to contact *Coleman Mirror and Glass* in West Melbourne, the company both Brevard Chevy dealers said they use because the installer is

the best in our area. The installer and his assistant came to our home and after they removed the glass I inspected the frame and where the crack was I noticed a stair step buildup of ribbon adhesive that was higher than the rest. I mentioned it to the installer



and he said it might have caused the crack but he'd take care of it, which he did as well as correct a tiny irregular gap between the glass molding and body that I hadn't even noticed.

All in all it was great dealing with this glass company because not only did they do a fantastic job but it cost less than the dealer — and the installer said he's never had a windshield replacement they did come back due to a problem. In fact, he said they do a lot of work for *Safelite*. Ironically, just as I was finished writing this, I received an email offer from *Safelite* to schedule my windshield replacement appointment and save \$50. LOL!

## CKCC and NCCC Upcoming Events

MARCH 12: CKCC MEETING • M.I. MOOSE • 5/7 P.M. — SOCIAL/MTG.

MARCH 15: SUNSHINE CC SHOW • MIAMI

MARCH 21: 7-EVENT LOW SPEED AUTOCROSS\* NFCA • GREEN COVE SPRINGS

MARCH 21: CKCC CRUISE-IN • TBA

MARCH 29: CKCC TEST AND TUNE • AMCM

APRIL 5: CKCC BRUNCH • FISHLIPS • PORT CANAVERAL • 10 A.M.

APRIL 7: CKCC BOARD MEETING • COCOA BEACH • 6 P.M.

APRIL 9: CKCC MEETING • M.I. MOOSE • 5/7 P.M. — SOCIAL/MTG.

APRIL 12: EASTER SUNDAY

APRIL 18: VETTES AT THE PORT SHOW\*

APRIL 18: 7-EVENT LOW SPEED AUTOCROSS\* • CYPRESS GARDENS CC

APRIL 19: NCCC REGIONAL PICNIC • DON ASH'S HOUSE • GENEVA

\*ALL NCCC Sanctioned Events in the Florida Region are included.

For flyers and registration forms, go to [www.NCCCSouth.com](http://www.NCCCSouth.com) Type to enter text



## CKCC RACING TEAM

February was a very exciting month for our Race Team. We started with a *Corvette vs Porsche AutoX Challenge* at the American Muscle Car Museum and followed that with the CKCC first sanctioned autocross in the NCCC Nation.

### PORSCHE VS CORVETTE AUTOX CHALLENGE 2020



The "Challenge" was a fun event. Our racers competed hard and the workers worked even harder. A special thanks to the workers who made the event possible. We were not able to win the event, as I had hoped, but we did



make the Porsche drivers scratch and claw even to the last run of the day. Literally, they pressed and set their fastest time of the day on the last run.



The course was set tight and slow, a big advantage for the short wheel base Porsches. Next year we must make changes that will maximize our strengths, our power, our classes and our women so they compete in three women's classes and nine men's classes. For example in 1SG class, a car (Corvette) valued at \$6,000 competed head to head with several cars (Porsches) valued at well over \$200,000. Who's idea of fair is this?







(Continued on next page)



## CKCC AUTOCROSS

Our February 15 & 16 autocross was a huge success. Even though it was early in the year, we attracted 10 racers from out of state, including one from Minnesota. The great CKCC Racing Team entered 18 racers on Saturday and 18 on Sunday — a great turnout with a total racer attendance of 37 and 38 respectively.

We expect to have an income of more than \$2,800 from just this one event. Thank you to all the workers who made this event possible.

The *CKCC Racing Team* has now grown to 24 members and there are 10 more prospective members. I believe the excitement of the racing team is bringing the new members to our club.

See you at the track!

*James Patterson*







## Valentine's Day Cruise-In

By Lois Lacoste

Sunday, February 9th marked one of CKCC's largest attended cruise-in's yet with 70 members participating! Most of us met at the Lowe's Home Improvement store in Titusville off I-95 at S.R. 50 to caravan on a scenic drive to Sanford and the St. John's Riverboat "Barbara-Lee," that my husband Bob had researched and driven on his motorcycle beforehand. Some other members drove



separately and met us at the boat dock. We were very grateful to Charlie Acton who arrived at the destination early and had

all our parking secured at the dock because the River Boat company failed to provide a separate area for our Corvettes, as promised.

Our club members were the first group to board the sternwheeler paddle boat and had



the complete upper deck and part of the wheel room seating reserved for our dining pleasure. The food was delicious and the sticky buns were such a treat! The weather could not have been more perfect for a cruise

(Continued on next page)



on Lake Monroe and the St. John's River. Everyone seemed to enjoy the savory luncheon, good entertainment and scenic views while a friendly attentive staff provided great service and a spokesperson told of the history of the area during the cruise.

As an added treat, Vivi Shook provided "Valentine Sweetheart" bags for all the CKCC ladies. The loving and relaxing Valentine Cruise seemed to be enjoyed by all of the club members who participated.





## MEMBERS AT SHOWS

### *Cars on the 5th*

*By John and Barbara Franklin*



On February 8, we attended the 16th annual *Cars on 5th* car show in Naples. This event is held each year to support The St. Matthews House, a local Naples charity. The first year the show had 40 cars and raised \$200. Each year the show has grown and this year the

show had 650 cars and raised \$501,000.



In order to hold this event, the entire downtown area of Naples

is used. The event is so big they have a live band at each end of downtown. They block entry into downtown with gates and barriers. The spectators are allowed into downtown only by payment of a \$20 entry fee. This year there were more than 30,000 spectators.

The event is put on by the Naples Ferrari club in conjunction with all of the other car clubs in the area. If anyone would like to attend with us next year you must contact the Corvette Club of Naples to see if they have a spot available for the event. They will give you a code, which will allow you to register on the *Cars on 5th* website. It's a fun event. Please contact us if you have any questions.

### *Winter AutoFest Lakeland*

*By Barbara Lenhard*

The *Winter Autofest Lakeland* car show took place on February 21 – 23. This included the famous Carlisle Auctions. CKCC members who attended were Barbara and John Franklin, Jackie and Bill Storke, Roger Wolf, Bob Lacoste, and my husband Peter and me.



Registration took place near the Florida Air Museum. Carlisle Auctions took place in airplane Hanger A. Hanger B and C displayed



(Continued on next page)



higher end cars that were auctioned on February 21-22. Hanger D was reserved for the *NCRS Winter Regional Meet* where Corvettes were being judged to earn distinguished designations.

On Friday, John scored a beautiful neon sign for his garage at the auction. This was a great day to explore the hanger events as it was a cold and misty outside. Not all the expected cars showed up to the Fun Field due to the weather.



Saturday turned out to be a spectacular day! Hundreds and hundreds of cars filled every available space. There were so many outstanding Corvettes that they spilled into additional areas beyond their Fun Field. Designated areas for Mopars and Mustangs also had an excellent turn-out. More than 100 car and food vendors were set up and open for business. Where else can you eat a



sausage sandwich, buy a rare used part for your classic Corvette and a headband all while having your convertible top replaced on a beautiful cool, sunny day? As nice as it was to relax with friends surrounded by Corvettes from all over we had to hurry to Hanger A for the much anticipated *All Corvette Hour* from 1:30-2:30 p.m.

More than 20 Corvettes were up for grabs to the highest bidder... after the reserve was met.



There was quite a stir in the hanger when a 1967 matching numbers red Corvette was on the bidding floor at no reserve. One lucky new Corvette owner got a deal at \$62,000 plus tax and auction fees. A 1958 Silver Blue Corvette was sold at \$72,500. Some cars did not sell. A 1967 Marina Blue big block with black stinger hood had many admirers but the final bid of \$155,000 was short of the \$200,000 the owner wished for.

In closing, I'd like to share a feel good story that occurred. Peter was a judge for the *Corvette Fun Field*. A judge chooses one car that can win for any reason. He chose a non-standard blue Corvette with unique and subtle, also blue, stripes. A beautiful car that may be overlooked in other car shows with stringent judging. Peter went over to the couple after they picked up their nice plaque. They were so excited to win the award. The couple shook his hand and thanked him for choosing their Corvette. They just couldn't believe they won an award. Peter felt that they would probably display this plaque and talk about it for a long time. Peter felt it was 10 times better to give an award than to receive one. That emotional high concluded a great weekend of spending time with CKCC friends that included great food, shopping, meetings, car celebrities, auctions and Corvettes.



## Celebration of Cars

By Roger Wolf

The Antique Auto Club of Cape Canaveral held its annual *Celebration of Cars* show at the American Muscle Car Museum Saturday, February 29. It was quite a show with more than 500 show vehicles and hundreds more



spectators. When I arrived at 9:45 a.m. there was a line of cars on Sarno Road stretching from the western to eastern gates and into the parking areas, which continued for more than one hour. But it was worth the wait to see the wide variety of vehicles, not just

antiques. The large turnout was possibly helped by a special low \$20 museum admission, the presence of Dennis Gage of the Saturday morning popular TV show *My Classic Car*, and the nice, albeit cool, weather.

CKCC members showed 12 Vettes, including Joe Crosby's Neil Armstrong 67 coupe that was displayed at the entrance to the museum, as it should be. In addition, two CKCC couples who are also members of the MG club, showed their MGs. You can see all the vehicle and other show photos via the following link.

[https://photos.google.com/share/AF1QipNj4XOn3emY6alorVg132EHf\\_HY\\_Ngr1F-3CXjgom8j97v9gX6y--cThSptwVW10A?key=QUdLR0ZBYXN2cTBTZkZSUm1TV1U1ZXVCYkt4eFV3](https://photos.google.com/share/AF1QipNj4XOn3emY6alorVg132EHf_HY_Ngr1F-3CXjgom8j97v9gX6y--cThSptwVW10A?key=QUdLR0ZBYXN2cTBTZkZSUm1TV1U1ZXVCYkt4eFV3)





# Welcome, New Members!

## Jan and Lourdes Cary

The Cary's own a 1999 silver coupe and live in Titusville. They became members in January and said they like cruise-ins.

## Steven and Lesley Goodbread

The Goodbread's own a 2005 black coupe and 2012 Crystal Red convertible. They reside in Melrose, Florida and became members in January. Steve is an avid autocross racer with many wins so he joined the CKCC Racing Team.

## Robert Hollander

Owner of a 1966 Mosport Green convertible, Robert joined our club in January. He lives in Merritt Island and likes to autocross and participate in cruise-ins.

## Ron and Ursala Jones

The Jones have a 2011 orange Z06 and live in Cape Canaveral. They recently rejoined our club and Ron likes to autocross.

## Shayla Jones

Shayla is the daughter of Ron & Ursala and grand daughter of former long time CKCC member Bert Kennedy, who recently rejoined the club and likes to autocross. She became a new youth member in February and likes to autocross, too so apparently racing runs in the family.

## Gary and Valerie Sieg

The Sieg's own a 2014 yellow coupe and live in Merritt Island. Gary said he likes anything to do with Corvettes. They also became members in February.

## Bobby Holloway

Residing in Palm Bay, Bobby recently became a member of CKCC and owns a 2007 silver coupe.

## Troy Springer

An avid autocross racer, Troy and his partner Sandi hail from Ft. Myers. He drives a 1998 white convertible that he has run in our autocross races. Shortly after becoming a member in February, he also joined the CKCC Race Team.

## CKCC Gives Eastern Florida State College \$1,500 for Scholarships



## Framed Photo of Club Presented to Eckler's for 2019 Sponsorship



## 2019 Governor at Large Lea Ann Wojcieszak honored with a CKCC shirt





## CKCC SPONSORS

### DIAMOND

American Muscle Car Museum  
Eckler's Corvette  
Lloyce Campbell

### GOLD

USSG • Vette Doctor

### SILVER

Duys Marine • Fishlips • Rustys  
Gator's Dockside

### BRONZE

Blue Ridge Awards & Engraving  
N Sync Computer Systems  
Stan's Cocoa Corvette

## CKCC OFFICERS

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### HISTORIAN

(open position)

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### 50/50 DRAWING

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