

# Spoiler

JANUARY/FEBRUARY 2023

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## PREZ SEZ

Hope everyone is enjoying our Club activities so far in 2023 because we have a lot more planned, including our annual car show that is going to be back at Port Canaveral on April 22nd, where it had been held for



*President Janice Greene*

many years. However, this year it's going to be more challenging to raise funds from the show because of policy changes the Port Authority set after numerous events that were being held in front of its Exploration Tower, some of which served alcohol and left the area trashed. I agreed to be the show contact for the Board of Directors that's running it after a member who volunteered to chair the show resigned. However, we're going to need a lot of help since we're getting a late start. If you are interested in helping out, please come to a Show Committee meeting or contact me directly at [carshow@ckcc.club](mailto:carshow@ckcc.club) or 720-854-9860.

## CLUB GROWTH AND COMMUNICATION

As our membership increases (more than 200 now), which is great, it becomes even more important to communicate with each other so no one feels left out. This is especially true when new members join our club and don't know much about us or our activities. I encourage everyone to welcome and invite them to sit with you or sit at their table. In addition, our Club thrives on members keeping in touch with members and our Club email blasts, this newsletter, the web site and our Facebook private group are all ways we accomplish that. So to keep informed of Club events, please make sure to let George, our webmaster@ckcc.club know if you change your email address; and a Membership Committee person know if you change your home address and/or phone number(s).

*Janice*



# Sunday Brunches

Our monthly first Sunday Brunch at Fishlips in Port Canaveral continues to be a favorite gathering of CKCC members. The January Brunch was attended by 30 members who enjoyed the free Mimosas with their

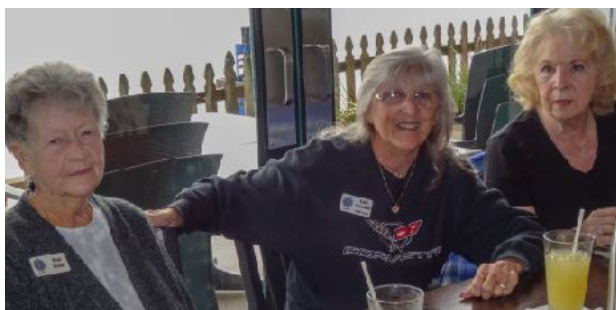
breakfasts. Attendance was a little lower than most months probably due to the Brunch being held on New Years Day.

The February Brunch was attended by 34 members.



*Photos by Lois Lacoste*







# Kicking Off The Year With A "Rallye"!

By Veronica (Roni) Duys



I have been a member of CKCC since 2013 but had only competed in Rallyes at Convention and with clubs in the Orlando area. Having realized they are a great way to enjoy some Corvette Camaraderie and drive new scenic roads I decided it was time CKCC hosted an event. Last year I planned our Club's first Rallye in many years. When planning the September Rallye, both Eckler's and the Moose Lodge were checkpoints. They requested a larger involvement in future Rallyes. It was well attended by the Club, so I ended up planning another Rallye with Eckler's as a starting point and the Moose Lodge as the final destination. It consisted of one Gimmick Rallye and four Chance Rallyes (poker hands). As a five event Rallye, it was required by NCCC to be 50 miles long or

longer. Many routes were driven to get a route that was just a bit over 50 miles.

The intent of the Rallye was to provide a scenic drive and a history lesson of some lesser-known sites in our area. I had hoped to provide pre-recorded readings of many of the Historic Markers along the route. Unfortunately the technology did not work well without Wi-Fi so participants had to rely on the print-outs of the placards provided in the instructions.

The first segment went through Kennedy Space Center property, and then along the Indian River on both North and South Tropical Trail. The first checkpoint was

Manatee Cove park, which has a nice pavilion and playground. This segment provided information on Native Americans (*Windover Farms*) in the Titusville area and early settlers (churches, cemeteries, and homesteads).

Segment two continued south to Georgianna Church where there was information about an early Merritt Island railway. Then participants



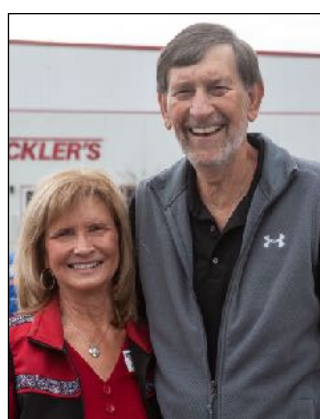


proceeded back north to Brevard Veteran's Memorial Center for a scavenger hunt on the Memorial Plaza. Segment three continued to beachside ending at Center Street Park where there is documentation of Native American Shell Middens (long gone to provide road bed material). Then it was a quick drive past Port Canaveral on A1A and the Beachline Expressway to the finish at the Merritt Island Moose Lodge on S.R. 3.

We had more participants in this Rallye, than in September. I believe it is an activity that the Club should continue hosting. But I would like to pass the torch to someone else

for the planning. I have used all of the interesting drives through Merritt Island where I live. However, beachside, Titusville and the Melbourne area have many options. I would recommend two couples that live near each other work together on the next Rallye. You need to plan one near you because you will be driving the route multiple times to document and refine it. I will gladly share all the lessons I have learned to help you avoid some of the errors I made in planning and scoring. As a bonus, the planners get 9 points as Chair and Co-chair for up to two events.

The rallye winners are on the next page.





## ***Rallye Winners***

### **Gimmick Rallye**

- 1st – Brenda Teixeira & Lloyce Campbell  
2nd – Amy & Ellen Schwartz  
3rd – Cliff Payne & Fran Beach (NFCA)

### **Driver High Hand**

- 1st – Bob & Susan Pietrasko  
2nd – Deb & Denny Murphy (not pictured)  
3rd – Harry & Teresa Way (not pictured)

### **Driver Low Hand**

- 1st – Phil Strode & Becky Strain

- 2nd – John O'Brien & Nancy Vance

- 3rd – Bob & Susan Pietrasko

### **Navigator High Hand**

- 1st – Connie Kostyra & Danielle Carr  
2nd – Cliff Payne & Fran Beach  
3rd – Phil Strode & Becky Strain

### **Navigator Low Hand**

- 1st – Robert & Beth Reggiannini  
2nd – Reed & Lori Hadley (not pictured)  
3rd – Amy & Ellen Schwartz





# February Autocross – Successful Start to the 2023 Competition Season

*By Competition Director Bill Kassebaum*



Our Club hosted a very successful 14-event autocross on February 18 and 19 at the American Muscle Car Museum (AMCM) in Melbourne. A total of 28 drivers competed Saturday and 24 on Sunday. Of those were 22 NCCC drivers Saturday (15 from our club) and 19 NCCC drivers on Sunday (13 from our club). It was very nice to see drivers from the Southeast Regions, including several other Florida clubs like North Florida Corvette Association.

A huge thanks to all the CKCC workers who helped setup the autocross course on Friday, worked registration both days, worked timing

both days, worked one of 7 stations checking each racer for a clean run and picking up their cones when not so clean. On Sunday, we finished racing at 1:30 PM and had all of our equipment packed up by 2:30 PM. as requested by the AMCM because it was having an event at the Museum.

This was a good start to the 2023 Season for CKCC competition. We are hopeful that the 2023 Season will be as good or better than last year. We plan to have three more autocross events at the museum in 2023. All these events are NCCC sanctioned, which means everyone from our club who competed or worked earned NCCC points. The accumulation of points gathered by all CKCC members will contribute to our standing in NCCC point for 2023. We placed 3<sup>rd</sup> in the nation in 2022 and will receive our award this June at the NCCC Convention in Bowling Green. Please consider attending the Convention in Bowling Green, Kentucky the last week of June and the Champion's Banquet Friday morning, where our award will be presented.







## Valentine Cruise-Ins

*By Mary Bare*

**Saturday, February 12:** My husband Gary and I attended both McKee Gardens/car show and lunch at Marsh Landing. The weather was perfect for a caravan to Vero Beach from Melbourne where we joined other members of CKCC that day. The road got a little twisty as we got closer to the venue and after "snaking" our way through the area around the Gardens we realized there was no parking at all. We were told there was parking at an adjacent area but that too was full. We all drove across the street to a car dealership parking lot to regroup and decided we had to each find our own way. Gary and I stayed parked at the dealership and walked across the road to McKee Gardens. It was a lovely botanical garden that had over 10,000 plants (according to their website). The landscape was like a

jungle with a diverse collection of native Florida vegetation with paths winding through and around ponds. I particularly enjoyed the orchids and water lilies. It is listed on the National Register of Historic places.

The car show was also unique. We learned that the show is by invitation only. Car owners who want to show their cars have to submit pictures and details of their vehicle to a committee that judges them based on the information they receive and decide whether or not to invite them. There was a variety of beautiful cars, old and new. Some owners of the older cars dressed for that time period. We spoke at length to the owner of a restored 1970 Corvette, which was very nice. Surprisingly, he said it was his daily driver.

From the car show, we drove a short distance to Marsh Landing Restaurant in Fellsmere where we met other CKCC members that didn't attend the Gardens. The restaurant is







awaiting transport to jail. The building was vacant for years before being sold to current owner, Fran Adams, who opened the restaurant in 2002. She has a varied menu and strives to bring back memories of a simpler time in early Florida. The menu includes frog legs, gator tail, cheese biscuits, corn fritters, fried green tomatoes, swamp cabbage, and much much more plus delicious desserts. After eating we wandered around and looked at the interesting pictures and artifacts on the walls. We will definitely go back.

located in a lovely restored 1926 building. Much of the wood, including doors, window frames and wainscot is original. The building has been used for many things, including the Fellsmere Estates Corporation headquarters of Crystal Sugar Company, a municipal building, a Police department, and even a holding cell for prisoners







## National Council of Corvette Clubs Report

By CKCC Governor  
Zachary (Zach) Duys

NCCC held its quarterly Governor's Meeting in St. Louis on February 24-25. CKCC had three representatives there: Ellen Schwartz, serving as National Secretary; Patsy Shearer, Florida Regional membership Director; and Veronica Duys serving as Proxy for the Florida Regional Executive. One of the main topics of the meeting was a 'clarification' of the NCCC Liability Insurance. I will write a separate article on all of this for the next *Spoiler* as it is complicated, and still a bit of a work in progress for implementation that will keep our venues happy. The two immediate changes include the requirement for all events flyers to have the statement "Non-NCCC participants and workers are not covered by the NCCC Liability insurance"; and the strong suggestion to have any spouses/partners that are not NCCC members to join now. The flyer requirement was in effect in the past and should not have been dropped. This is NOT A CHANGE in the insurance policy, just a clarification. I will go into detail on the NCCC insurance in the next *Spoiler*.

The newly elected Treasurer realized the requirements of the position were more than she was comfortable with and resigned. Chris Reitz will continue as treasurer for Convention only and Tammy DeWitt will serve as Treasurer for the remainder of this term. NCCC had more revenue than anticipated but still operated at a loss last year (-\$63,000). The 2023 proposed budget is also set at a loss (-\$57,000). NCCC needs to increase revenue or decrease expenses within the next few years to remain solvent.

The new C8 Z06 will be in its own class for competition – PP. There are several rule changes being discussed for approval for the

2024 Rules manual. 1) People's Choice Concours to be called People's Choice Car Show; 2) Concours, C8 will not have engine judged, and all Best of Show will not include engine judging, 3) Time Trials will be allowed to have up to seven events per day and may have up to three events per session, 4) record drags may be dropped due to the expense of maintaining equipment and concerns of owner's for engine breakdown.

The Webmaster commented that anyone who 'unsubscribed' from receiving NCCC emails will begin seeing them again as the system resets at the beginning of every calendar year. He also stated that most people who are having issues receiving the NCCC emails tend to have older email addresses. He suggested using a Gmail account for interacting with NCCC if you are having issues.

Convention had 200 registered within the first half hour and 512 by the end of the first day. There are 680 people registered and daily registry hasn't opened yet. The chairs and treasurer thanks everyone for their patience during the registration process. The host hotel is completely booked and the secondary hotels are continuing to add rooms to the discounted block. The discount ends on May 1st.

Convention Competition events are at maximum capacity but a few people always end up cancelling; so book as a waitlist and hope for the best. More capacity is being added to the tours to accommodate demand. The Corvette Plant tours must be booked through the Museum. You get a discount if you are a museum member. The phone number to contact the Museum is at the end of your confirmation email.

*Continued on next page*



The Corvette Mall will be open daily with hours based on other activities. Club banners will be allowed but must be given to the hotel staff to hang (Saturday and Sunday only). The 2024 Convention will be in Joplin, MO. There will be drags but no high speed; and the tours will focus on Rt. 66. Convention 2025 will be in Syracuse, NY; no further details were given. CKCC receives 10 sanctions per year. Since we host multiple events each year, we acquire

sanctions from other Florida Region clubs that do not host sanctioned events. This year we will be using sanctions from Florida Corvette Club, Florida Corvette Racing Club, Harbor Corvettes, Gulf Coast Corvette Club, Peace River Corvette Club and Sunshine Corvette Club.

The next NCCC Governor's meeting is May 5-6 in St. Louis, MO. The next Florida Regional Governor's meeting will be held May 21st. at Carl Black Chevrolet, Orlando.

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## Welcome New Members

### Douglas Atkins

Douglas became a member of our Club in January. He owns a 77 white coupe and lives in Cape Canaveral. A previous member of CKCC, Doug is interested in all CKCC events.

### Donald Mc Whorter

Owner of 65 blue coupe, Don lives in Merritt Island and is interested in high speed and autocross racing and cruise-ins. He also became a member of our Club in January.

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## Upcoming Events

- Mar. 11:** Cruise-in, 3 p.m., Beef O'Brady's Sports Bar, Merritt Island
- Mar. 11-12:** CKCC Autocross, American Muscle Car Museum
- Mar. 14:** Social/Meeting, 5:30 - 7 p.m., Merritt Island Moose, SR 3
- Mar. 15:** Ladies Breakfast, 9:30 a.m., My Island Pancake House, Melbourne
- Mar. 25:** Cruise-in, 1 p.m., Goodrich restaurant, Oak Hill, FL
- Apr. 2:** Monthly Sunday Brunch, 10 a.m., Fishlips, Port Canaveral
- Apr. 8:** Monthly Cruise-in, 3 p.m., Beef O'Brady's Sports Bar, Merritt Island
- Apr. 9:** Easter Sunday
- Apr. 11:** CKCC Social/Meeting, 5:30 - 7 p.m., Merritt Island Moose, SR 3
- Apr. 19:** Ladies breakfast, location to be determined
- Apr. 22:** CKCC Car Show, 8 a.m.- 4 p.m., Port Canaveral
- Apr. 29:** Cypress Gardens C.C., 6-event Autocross, Sun N' Fun, Lakeland
- May 7:** Monthly Sunday Brunch, 10 a.m., Fishlips, Port Canaveral
- May 9:** Social/Meeting, 5:30 - 7 p.m., Merritt Island Moose, SR 3
- May 13:** Monthly Cruise-in, 3 p.m., Beef O'Brady's Sports Bar, Merritt Island



# C5/C6 Traction Control/Active Handling System and How They Affect Your Corvette

*By Competition Director Bill Kassebaum*

This is the first of a series of short articles on the Traction Control System (TCS) and Active Handling System on C5 through the C8 Corvettes. On the street these systems are invaluable to help ensure you maintain control of your Corvette. For those that autocross or take their Corvettes to the track, these systems are referred to as “Nannies” and are turned off (or turned down – GM always has some oversight nannies active) by experienced drivers. This article is limited to C5/C6 Corvettes since the systems are similar. C7 and C8 Corvettes will likely have an entire article for each due to their complexity. If anyone would like to lend me their C8 (preferably with Z51 and the transmission serviced for track use) for hands-on research of GM’s latest TCS, please contact me.

Also, this article will not include any discussion of the Corvette Magnetic Ride Control Suspension (MRCS). This was introduced in the 2003 C5 as an option and standard on all 50<sup>th</sup> anniversary Corvettes. The MRCS continued as an option on all C6 Corvettes. Maybe this will be developed as a topic in a future tech article.

## C5 CORVETTES

With the release of the C5 Corvette in 1997, GM introduced the TCS, and the “Magic Button” labeled Active Handling to new Corvette owners. This button showed the rear view of a Corvette with what look like a couple burn-out patches below it.



*C5 Traction Control Panel Switch*

This was not the first TCS from GM though. The late C4 Corvettes (1992-1996) had a primitive system called ASR or Acceleration Slip Regulation. In addition, GM had a rudimentary traction control system way back in 1971. This earlier version of traction control which only appeared on the Buick Riviera was called Max Track. Because the system had lots of maintenance-problems and new emission-control regulations would not allow GM to keep the system as unsophisticated as it was, it was dropped for 1973.

There are two versions of the TCS available on C5 Corvettes. Starting in 2001, you have traction control and active handling systems. Prior to 2001, you could have both these systems, as it was an option from 1998 through 2000. 1997 Corvettes only have traction control. If you own a C5, check out your owner’s manual for details and verify what options you have on pre-2001 C5s.

The TCS on all C5 Corvettes will limit the rear wheel spin during acceleration. The system does this in several ways. First it will retard the timing to limit engine power. Second it will limit the throttle input to also reduce power by limiting the throttle body opening even if you have the pedal to the floor. And finally, if the TCS still senses excess wheel spin, the system will apply the rear brakes. This is important in situations where the road is slippery due to wet weather conditions (no snow or ice in FL!) or in certain traffic situations where you don’t want to lose traction and lose control of your Corvette.

If your C5 Corvette has active handling, the TCS system will activate individual wheel brakes to attempt to stabilize the car when the system senses the car is slipping sideways (technically called excess lateral yaw). This



can happen during fast lane change maneuvers to avoid another car or obstacle. If the system senses you are about to spin out on a left-hand maneuver, the system will apply one or both brakes on the right side of the Corvette in an attempt to straighten out the car and limit the slipping and potential spin. While this is great on the street, it is not ideal for the track. Imagine you are on the track taking a fast left hand corner at the limit



of your tire's adhesion. If you have active handling turned on, the TCS will apply the right-side brakes and attempt to straighten the car which could send you off the right side of the track and into whatever is there. At best, it is very unnerving to feel the car

apply the brakes when you are deep in a corner. At worst, you have to buff out a big crunch to your Corvette.

## C6 CORVETTES

All C6 Corvettes include a TCS that offers both traction control and active handling. The button is similar to the one on the C5 and located on the center console.

The operation of the traction control and active handling are nearly identical in both C5 and C6 Corvettes so no further details of the differences will not be presented. But the C6 Corvette TCS "Magic Button" has more features than the C5. The C6 has an additional mode beyond the two described above. You can select traction control off, and competitive mode in the C6 Corvette by pushing the button once or twice. But if you hold the button down for 5-8 seconds, the C6 TCS will turn off (most) of the "nannies" beyond those remaining in competitive

driving mode. Let the fun begin. This mode should be used cautiously by experienced drivers that are aware of impact of driving in this mode. Yes, you can do smokey burnouts and do donuts in the parking lot now, but this mode may lead an inexperienced driver into dangerous situations. Enter at your own risk. This mode comes to life on the track and allows all the performance capabilities of the Corvette to be available to an experienced driver. This is when the Corvette truly reveals itself as the American Sportscar.

Here are the options you can select using the TCS "Magic Button". The similarities and differences between C5 and C6 Corvettes will be identified.

- All C5 and C6 Corvettes – Every time you start your Corvette, the TCS will be active, including traction control and active handling (if you have it). If there is an issue with the TSC, the Driver Information Center (DIC) will display a short message to have the system(s) serviced.
- All C5 and C6 Corvettes – The first press of the TCS magic button will deactivate traction control system. If you have active handling, that system will still be active. The DIC will display "TRACTION SYSTEM – OFF".
- C5 Only – If you press and hold (for 6-10 seconds) the TCS magic button a second time you will activate "Competitive Driving Mode" and this will be displayed on your DIC. This mode not only deactivates traction control, but also changes the active handling settings to a more forgiving less intrusive mode. Less nannies. But active handling is still somewhat active, and you cannot turn it off on C5 Corvettes.
- C6 Only – If you press the TCS magic button a second time and release it, the TCS will turn off traction control and dial down the active handling settings. The DIC will display "COMPETITIVE DRIVING MODE". This is similar to this mode in the C5 Corvette discussed above.

*Continued on next page*



- C6 Only – If you press and hold the TCS magic button at anytime and hold it for approximately 5-10 seconds (My 2007 C6 takes a bit more than 5 seconds – your results may differ), the car will turn off (almost) all the traction control and active handling nannies, a chime will be heard, and the DIC will display “TRACTION CONTROL AND ACTIVE HANDLING – OFF”. In addition, a graphic similar to that on the TCS magic button will illuminate on the dash and will remain until either you turn off the engine or press the TSC button again. This will return the nannies to their original and invasive control settings.

The following images are from my C6. I assume the C5 DIC messages are similar to the C6. There may also be slight differences between models and years in how long the button push and hold takes to activate the desired TCS mode.



In conclusion, if you have ever wondered what the TCS magic button on your center console does, I hope this helps explain its functions and how it can change your car's behavior. Maybe you will enjoy your car a bit more now that you know.

This information is in your Owner's Manual, though maybe not quite as clear as it could be. But if you go to the section of your manual for Traction Control System, you will find a discussion of the modes discussed above that may prove beneficial in your exploration and enjoyment of your Corvette. Push the magic button and enjoy your Corvette.



# 2024 Z06 GT3.R Will Be Available to Outside Customers

*Taken from Registry of Corvette Race Cars By Jan Hyde*



Ever since GM returned to sports car racing back in 1998, its official all-exclusive Corvette Racing Team has become a legend.

Announced on January 28 at the Daytona 24-hour race, a new C8 Corvette will be available to outside customers in 2024. It is called the Z06 GT3.R.

This turn of events is best summed up in the words of Richard Prince, a pundit who has been there and seen it all.

“Pratt Miller has been sold. Beloved team members Dan Binks, Olly Gavin, David James, Doug Fehan and others have stepped away. A lot of people are concerned about the future.”

“While nothing endures forever, it’s safe to say that Corvette Racing ranks among the most secure racing programs on the face of the earth. Its heart and soul have always been its people. And for every great person who steps away, another great person steps forward.”

“Just a handful from the beginning are still around and at some point, they too will be gone. Only one person remains who has covered every single race and that person is me. When my day comes it will still not be the end.”

“Longevity derives from everyone. That includes not only the crew, drivers, managers,

company leaders, technical partners, and other staff, but perhaps most importantly, IT IS US, the fans.”

Four (4) customer cars are expected at Daytona next year according to GM President Mark Reuss.

The new GT3 Corvette is long overdue. Hopefully the Pratt & Miller builders and GM support can help the Corvette privateers catch up quickly with Aston Martin, Ferrari, Lamborghini, Lexus and McLaren.

More notably, Porsche has built race cars for customers since the mid-1970s. Nearly one-hundred GT3 spec Porsches will see action next year across the globe. Many are slated for the Carrera Cup, a seven-race USA series open solely for Porsches.

AMG Mercedes has built more than 35 cars. Jules Gounon won the Bathurst 12 hrs. in Australia for the Sun Energy 1 team just a week after he won the Daytona 24 hrs. for the WeatherTech team.

For several years BMW has built IMSA GT3 spec cars for customers like Turner Motorsports.

Ford will sell a GT3 Mustang to customers next year.



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