



Spoiler

JULY/AUGUST ▪ 2019

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PREZ SEZ



It has been a quiet summer for competitive events in the Florida region with no events scheduled until September. Since the last Spoiler issue we have had a fairly busy schedule with club social activities from our monthly Sunday brunches at Fishlips in Port Canaveral to our July and August Cruise-Ins to Marsh Landings in Fellsmere, and Mellow Mushroom in Port Orange, respectively.

Great Time at NCCC Convention

Club members attended the 60th Annual NCCC Convention in Aurora, Colorado July 7-12, where 22 of us enjoyed a week of competitive and social events. The majority of the group flew into Denver and rented cars to traverse to unique sites and restaurants. This year we were fortunate to acquire the award for the most miles traveled but we didn't win the award for attendance. Congratulations to all those who came home with awards, those of us that won a door prize and to Janice Greene who won a set of Goodyear tires. Next year's convention is being held in Indianapolis, where some of our members had previously lived and will know the neat site seeing places and great dining establishments that they can share with us.

Members Participation in Apollo Moon Landing Parade, Appreciated

On July 13, the Club was once again honored to participate in historical Astronaut parade held in Cocoa Beach to commemorate the 50th Anniversary of the moon landing of Apollo 11. There were other functions held in celebration of this historical event that Club members with

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classic cars were invited to display in the rocket garden at the KSC Visitors Center and the Saturn V exhibit. I extend my thanks to Mike and Sherry Coppage and LeaAnn and Jerry Wojcieszak for their efforts coordinating this event.

Monthly Meeting Location Update

The Moose Lodge is undergoing a major renovation project starting with the social quarters. This is a major inconvenience for holding our meetings but I hope we can continue to meet there until the renovations are completed. If it becomes a problem we will seek other options. We are fortunate that we are allowed to hold our meetings at the Moose Lodge at no direct cost but solely based on food and beverage purchases. The ladies who waitress and take our money are volunteers and they rely on the tips they receive from us.

Election of 2020 Officers Coming

It is that time of the year to start the election process of the 2020 Board of Directors. There is an election committee, chaired by Officer at Large LeaAnn Wojcieszak, to acquire candidates for each officer positions.

CKCC Race Team Plans

The race team is going to be traveling to many Autocross events around the state in the coming months and through their efforts will be able to keep the Club in first place. There are other types of events to participate in the coming months such as the 5 Event Poker Rally being held in Jacksonville on September 14.

Social Committee Member Resigns

I received an email from Karla and Al Dalluge that their business was growing and taking most of her time therefore she was resigning from the Social Committee. Plus they sold both of their Corvettes and would not rejoin the Club in 2020. We will miss seeing Karla and Al.

"Save The Wave"

Bill

CKCC RACE TEAM

By James Patterson

This year our team of five core racers has exploded all of the way up to 17. We want CKCC to be the number ONE club in the region. It is the best club, it should be number one.

Numbers are important. Seventeen racers is amazing and has given us a big advantage. I believe that is NOT our biggest success. Our biggest success? We are a team! We talk! If someone finds the line or an advantage we spread the news.

One of the main reasons we can do that is because we have tried to guide our racers into different classes. We want to win every single class. We can share strategy with guys we are not competing with.

The best example is Bill Shearer and Jason Brzozowski competed in the same class. Two great drivers banging it out. Only one could win the class. It was hard to watch. I suggested Bill could change tires and change class. Bill came up with a far better idea. Change his sway bar. One \$100 or so for the bar, \$100 or so for the installation. CKCC has another class winner!

We can talk about success but the numbers speak far louder.

The Points Standings:

REGIONAL WOMEN

Roni Duys – 1, Connie Kostyra – 8,
Lloyce Cambell – 9

REGIONAL MEN

James Patterson – 2, Zac Duys – 5,
Jason Brzozowski – 6, Bill Shearer – 9,
Kevin Charles – 13, Tyrone Tice – 14,
Charlie Acton – 17, Dale Schamp – 19,
John Hern – 21, Tim Reardon – 25

NATIONAL STANDINGS

CKCC – 12, Roni Duys – 15, Zach Duys – 25,
James Patterson – 50

REGIONAL CLUB STANDINGS

Cape Kennedy Corvette Club — Number One!

JULY BRUNCH



AUGUST BRUNCH



An Unconventional NCCC Convention

By Becky Strain

This year we had 22 CKCC members make the trip to Denver for the NCCC Convention —some driving and some flying. Although that was a very good turnout for our club we did not win the Most Attendance this year, but we did win the “Most Distance Traveled.”

On Monday, they had the Valve Cover Race and there was a lot of competition with a total of 32 racers. The track was a very nice set up with an excellent digital timing read out thanks to the



Cornhusker Corvette Club. We all had a lot of fun watching and cheering, but unfortunately the competition was a bit too fast for Phil Strode and his CKCC racer.

PARTIES, PARTIES & MORE PARTIES!

The Convention hosted several parties at night — Welcome Party, 60's Party, and a Western BBQ Party and dinner. I thought the 60's party was the most fun with all the costumes and music, although the BBQ on Western night was



delicious and also had some really good country music. During the daytime there was Low and High Speed Autocrosses, Drag Racing, a Rally, and a Funkhana.

THE UNCONVENTIONAL ASPECT

Since Denver has so much to see and do in that area we were going in all directions sightseeing. A group of us went out to Red Rock Amphitheatre led by Janice Greene and then to a great lunch spot afterwards. Other days there was the Downtown Denver, Coors Brewery in Golden, Estes Park, Rocky Mountain National Park, Boulder, Colorado Springs, and there were some scheduled tours through the convention.

We stayed so busy this year that the timing didn't seem to work out too well for brews in the Hospitality Room. We would hurry back after a full day of sightseeing hoping for a beer only to be too late and unfortunately closed for the day.

NUMEROUS CKCC AWARD WINNERS

On the first day Roni and Zach Duys won 1st Place in their class in the People's Choice Corvette Show; and on the last morning at the Awards Brunch, Roni won 1st Place in the High



Speed Autocross, Brenda and Lloyce won 1st Place Woman Driver/Woman Navigator in the Funkhana, and Janice Greene won a complete set of new tires. *Way to go, girls!*

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Rare ZR-1s and Their 30-Year CKCC Heritage

By Joel Stieglitz

This is a story about some CKCC owners of 1989 prototype and 1990 production ZR-1s, one of which is a top NCRS points star. All of the previous owners used them slightly different but understood what special cars they were.

1989: CKCC member Claude Imhoof, a Corvette collector and private museum owner, purchased a new 1990 ZR-1 and the car was getting as much attention then as the C8 is today. Claude brought his new ride to a CKCC club meeting and we all got to see GM's new "King of the Hill" Corvette. I remember thinking back then, what a spectacular car this is but it cost as much as a new Ferrari. Today, the ZR-1 is part of Claude's museum collection but he still drives the car when he is in this country.

TURNING TWO INTO ONE

1993: A friend of mine stationed in the UK called to let me know he had found a junkyard full of crushed prototype 1989 ZR-1s and asked if I'd like to purchase one. That is another entire story but here are a few of the key points. Ever the optimist that these ZR-1s could be restored, I agreed to buy one but he sent two in one shipping container along with some extra wheels, engines and other parts. Well these cars were damaged way beyond my ability to restore them but I was the proud owner of one 1989 ZR-1, VIN 00080 with some great stories.



In my Tampa backyard with new 1994 wheels installed

I decided to put the cars up for sale, however GM tried to slow down my ability to sell the prototypes with legal threats but I retained possession for about five years before finding a buyer who had the ability to restore one of them to its former glory. The profit from that car came into play about 20 years later.

1995: My membership in CKCC ended when I moved to Tampa for work.

FAST FORWARD TO 2016: Claude sold his 1990 ZR-1, Vin # 00277, to Jim Cochran, a former long time member of CKCC. However, Jim used it very little before putting it up for sale. While my wife Ruth and I were at the CKCC 50th Anniversary celebration in 2017, we found out the car was for sale and it had only 11,557 miles on the odometer. Ruth, knowing I had always wanted a ZR-1, pushed me to go look at it, which we did. After a test drive we agreed to purchase the car and the next weekend we drove back to Melbourne to pick it up. We also own an earlier ZR-1 but the one we just purchased can be sat in and driven. About this time we rejoined CKCC.

Currently I'm more involved in showing Corvettes with the NCRS judging system, including this new ZR-1. In 2017, after a lot of cleaning and detailing, I showed the car at the Florida NCRS Chapter meet where it earned a 99 percent raw score, its first time out. After that I continued to detail the car, replaced a few parts and then entered it in the 2018 40th Annual NCRS Winter Regional Show held at Sun n' Fun in Lakeland where the national team awarded the car a 98.1 raw score.

For those unfamiliar with NCRS Flight judging, there are five teams of two that go over the car. The areas checked are Operations, Exterior, Chassis, Interior, and Mechanicals. Total points available are 4,500 with a 10-point positive bonus if you have all three of the following – Fire Extinguisher, Battery Cutoff and NCRS decal; all

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other points are deductions. First the car is judged for originality and if you get 10 percent of those points then you are eligible for the condition points. You also get bonus points for driving to the event at 0.1 percent per 100 miles, except for the McClellan Mark of Excellence Award where the car needs a raw score of 97 percent at Nationals. Standard deduction tables exist for replacement parts to try and keep consistency and all cars are judged against the standards rather than each other. Flight Judging Awards are Top Flight – 94 to 100 percent, Second Flight – 85 to 93.9 and Third Flight – 75 to 84 percent. The hardest award to win is the McClellan Mark of Excellence Award, the Performance Verification Award or PV. The judging can only be done at Regional or National events by the Team Lead. Every option and feature of the car must work as designed to pass, including a 10-mile road test. The first item that does not work correctly or fails, you have 15 minutes to fix; the second failure and you're done at this event. Included in the road test is acceleration to 85 percent of redline; the car driving and stopping straight with your hands off the wheel; and a working parking brake, alarms, Low Tire Pressure Warning System, etc. This is about a two to three hour test and the more options the car has the harder it is to pass. My ZR-1 has just about all the options that were available in 1990, including a Cassette and CD player. However, to pass, the players have to be able to search for the next song, which mine did. Finally, after some tense moments because of the warning light requirements, the car did pass on its first attempt.

My next goal was to achieve a raw score of 97 percent at the National NCRS show within three years. The 2019 event was held in Greenville, SC. After making and applying some of the labels that the car lost over the years; finding a set of original tires; and replacing a few more NOS parts, we were ready to go. This past July, we hauled the car to Greenville on an open trailer and hit all sorts of rain where the speeds on I-65 dropped to 20 mph and visibility was still bad. More detailing of the car was then necessary. Once again the National Team judged the car

in all five areas starting with Operations before going into the convention center. Our car passed operations with no deductions and it was moved inside the center. On Wednesday the rest of my car was judged but I lost some points for a few nicks, chips, scratches, minor spots of rust, a replacement AC Delco battery (10 point hit here), replacement of the date code on the gas cap, etc. In the end, my car only lost 42 points minus the 10 bonus points it earned, yielding a 99.2 percent Top Flight score and the prestigious Dave McClellan Award at the Nationals.

The next day, prior to the banquet where the awards were given out, I asked the former Corvette Chief Engineer Dave McClellan if he would sign my intake manifold, which he graciously did.



Now I plan to put on a new set of tires and drive it a bit more than in the past. Mileage presently is at 11,820 and I hope to bring it to some of our CKCC shows in the future.



50th Anniversary of the Apollo 11 Moon Landing, Astronaut Parade – July 13

Cape Kennedy Corvette Club has been integral in astronaut parades by providing the drivers and their Corvettes throughout the years. The latest being the 50th Anniversary of the Moon Landing where CKCC members escorted the astronauts through downtown Cocoa Beach on Saturday, July 13, 2019.

Organized by Mike Coppage and LeaAnn Wojcieszak, the concept was to create the shape of a rocket with Corvettes. The nose cone was formed at the beginning with red-white-blue coupes driven by Dick & Judi Merrill in their red 2015, Mike & Sherri Coppage in their white 2006, and Dennis & Glenda DeBord in their blue 2019.

The body of the rocket was formed by convertibles with the following CKCC members and astronauts: Dennis Ross in his black 1956, escorted Apollo 15 astronaut Al Worden; Keith Bernkrant in his blue 1958, escorted astronaut Rick Hauck; Beth Cavallaro in her white 1959, escorted astronaut Anna Fisher; Jerry Bernath in his blue 1966, escorted astronaut Jerry Ross; Gary Ray in his red 1967, escorted former congressman and astronaut Bill Nelson; Bobby Arnold in his green 1972, escorted astronaut Jim Wetherbee; Gary Regner in his red 2002, escorted astronaut Bob Cabana; Gary Bare in his blue 2005, escorted astronaut Bruce Melnick; Rick Sherlock in his red 2006, escorted astronaut Frank Culberson; Mike Dougherty in his black 2011, escorted astronaut Andy Allen; Bob and Susan Pietrasko in their white 2013 (supposed to escort astronaut Stephen Robinson, who dropped out last minute); Patsy Shearer in her grey 2015, escorted astronaut Scott Altman; Janice Greene in her white 2016, (supposed to escort astronaut Kay Hire, who dropped out last minute); and LeaAnn Wojcieszak in her blue 2013, escorted astronaut Chris Ferguson.

The concept of the engine and the flames of the rocket were created with Corvettes driven

by Jerry & Gwen Birck in their white 2014, Connie Kostyra in her blue 1966, Mitch & Mary Morgan in their red 2014, Dale & Marilyn Lewis in their red 2015, Rob Zuchowski and his father in Elaine's white 2015, Mariah Herrera in her father's (Bobby Arnold) orange 2016, and Kristi Halkovic and Faye Leschitz in Kristi's yellow 2016. Further back and last, but certainly not least, was Joe Crosby driving his blue 1967, once owned by astronaut Neil Armstrong.

The weather was perfect and the spectators who lined the streets were very enthusiastic; as they cheered and waved American flags and thanked the members of the parade for their service. Participating in the parade was a once in a lifetime opportunity and definitely a parade to remember! Thank you to all who participated.



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NASA'S 50th Anniversary Celebration of the Apollo 11 Moon Landing – July 20

By Connie Kostyra

In anticipation of dignitaries and huge crowds (9,000 attended) celebrating the 50th Anniversary of the Apollo 11 Moon Landing, NASA planned many special activities/displays at Kennedy Space Center Visitor Complex. Among them, NASA requested that certain Corvettes (dubbed the Armstrong Preservation Group) be displayed on that Saturday, since many Apollo astronauts drove Corvettes, which was made possible by the 1960 Indianapolis 500 Winner,

Seven sparkling vintage 1961 to 1969 Corvettes were parked in the Rocket Garden in front of a huge drive-in like screen showing Apollo 11 scenes. First was a beige 1962 (Patrick and Nancy Sidorchuk), next was a red 1961 (Richard and Linda Natz), followed by a 1966 blue convertible (former CKCC members Ed and Deborah Gigliotti), my 1966 blue coupe, another 1966 blue coupe (Tom and Libby Taylor), a 1967 blue convertible (CKCC members John and Barbara Franklin), and a 1969 silver coupe (CKCC members Peter and Barbara Lenhard). Visitors seemed very impressed with our Corvettes and were taking countless photos with some lucky and respectful individuals being photographed inside their favorite Vette! A group of "Dapper"



Jim Rathmann, who also owned a Space Coast Chevrolet Dealership. To increase the Corvette image, Rathmann offered to lease the sport cars to the astronauts for \$1 a year since they could not accept them as a gift.

As visitors came through the main entrance, they were excited to see astronaut Neil Armstrong's 1967 390 hp blue Corvette coupe, now owned by CKCC member Joe Crosby, in front of the new "Heroes and Legends" exhibit building. Next to it was former CKCC members Jack and Traci Legere's 2006 red Corvette convertible with more than 42 astronaut signatures on the engine valve covers. Joe and Jack impressed visitors with their NASA knowledge, friendliness and famously notable rides.



men and women (from all over the U.S.) dressed in fine 60's outfits (think Jackie Kennedy type clothing) modeled and had their photos taken professionally by/in the Corvettes. It was enjoyable to see how both young and old visitors really appreciated the vintage Corvettes and how the Vette owners shared their enthusiasm and love of Vettes and Apollo 11.

We (owners) had a fun yet very hot day watching over our Corvettes, enjoying the awesome IMAX Apollo 11 film and other great displays, enjoying each other's company (Beth Cavallero, and former CKCC members Pete and Neena Johnson also showed up), winning the hula hoop contest (Beth), giving FBI bodyguards heart failure (I offered Congressman Scalise my theatre seat – the FBI agents later told her they already scoped me out!), posing with a person in lunar landing gear and just enjoying another wonderful day on the Space Coast with our Corvettes.

Tech Tip

By David Knowles

REPLACING A C4 LCD DASH DISPLAY

I ordered the LCD restoration kit from batee.com for \$60 plus shipping and handling. They also sell the dash light bulbs – pack of all 20 for \$50. With the dash removed, it would be an excellent time to replace them.

To replace the polarizing film on the LCD panel, you must first remove the instrument cluster. The video on You Tube is a great guide, once you have the instrument cluster out and on a work bench. The removal instructions leave something to be desired.

Step 1: Disconnect the negative battery cable. Be advised that this will reset any stored error codes, the fuel info, and tripmeter, and radio presets. You may want to record that information before you do, if it's important.

Step 2: Tilt the column to the lowest position. I think this is only because Step 3 is to remove the tilt rod. I moved the column up and down several times, and did not find it necessary to remove the tilt rod. It's best to move the seat as far back as it will go at this point, or even remove the seat to give yourself as much room as necessary for Step 4. I would skip Steps 2 and 3, and do them later if needed.

Step 3: Remove the tilt rod. This can be done with a 5mm wrench, on the flat spot of the rod. Don't try and use pliers, or vice grips, you'll only scratch it up. If you have or can buy/borrow a set of "ignition wrenches" there is usually a 5mm in the set. I don't know if 3/16 is too small, it might work as well (.011 inches smaller). I suspect 7/32 is too big. As mentioned above, I did not find it necessary to remove the tilt rod.

Step 4: Remove the carpeted plastic trim below the steering wheel. This is a big part, right knee to left knee under the dash (driver's side). There are six screws that hold it up from the bottom, and two that hold it in from the side that can only be accessed if the driver's side door is open. There's a flat nut, almost a washer, way back

behind the brake pedal, holding it on to a bolt that sticks through.

Step 5: Remove the steel plate revealed by Step 4. This is a big plate, right knee to left knee. Not as big as the carpeted plastic panel. A few easy to find bolts hold it up. After removing this plate, you can still drive the car. If you intend to, skip to Step 8, and do that, once you do Step 6, there's no driving.

Step 6: Remove the two bolts that hold the Y-shaped plate and steering column in place. This is a relatively small plate, maybe 5" x 8" roughly. Once you remove the bolts the steering wheel will drop until it rests on the driver's side seat (if still installed). I believe this gives you enough clearance to pull the dash out, even with the tilt rod installed.

Step 7: Let the steering column drop. This is redundant. You have no choice, it drops when you remove the plate.

Step 8: Remove the trim piece around the instrument panel. There are four philips screws. I had a hard time getting them out. They just turned round and round, and didn't back out. But I was able to pry the trim out. You can do this before Step 6, and still drive the car (I did).

Step 9: Remove the four screws that hold the instrument panel in place. (9/32 hex, or torx?).

Step 10: Pull the instrument panel out, it comes out over the steering wheel.

Then you can take it inside to the air conditioning, and follow the steps in the video. Need a credit card (for smoothing film), a torx screwdriver, and patience.

Useful Link

<http://batee.com/corvette/dcrg/9096_removing_ip>

Cruise-Ins

JULY — By Lois Lacoste

A weather report of 40 percent chance of rain did not keep 12 Corvettes from arriving at Rockledge Mall for our club caravan to Marsh Landing restaurant in Fellsmere. Bob Lacoste led us on a beautiful and relaxing drive south on U.S. 1 to Sebastian and then west to Fellsmere. Eight other club members were waiting at Marsh Landing for our group to arrive.

The history of Marsh Landing made for quite a unique venue with a motif of old photos of cars, trucks, and Elvis, etc. along with fishing and hunting trophies mounted on the walls and several frogs placed in various locations. Our guest host, Tim, was well prepared with drink and food orders taken and delivered promptly. Club members enjoyed a variety of dishes from Florida Cracker favorites, including frog legs (their specialty), gator tail and catfish, plus shrimp, liver and onions, meatloaf, pork chops and hamburgers, a nice variety of side dishes, and really good cornbread.

Most of the “table talk” was about the unveiling

of the C8 Corvette, which, by the way, GM intentionally planned its launch date to coincide with the 50th anniversary of the Apollo 11 launch.

An added treat was to get a one-day jump on “National Ice Cream Day” (celebrated the next day, July 21st) as many of us walked from the restaurant to Yami’s homemade ice cream shop. Yummy, yummy, yummy — an awesome treat from the summer heat and no rain!



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AUGUST — *By Roger Wolf*

Well, that Saturday, August 17th, started with a threatening weather forecast so it was a surprise when it didn't deter 26 members from attending our August cruise-in arranged by the CKCC Social Committee. Most of us met at the Titusville Lowe's Home Improvement store parking lot to caravan to Mellow Mushroom pizza restaurant in Port Orange, the Club's second time there. While we waited to leave Lowe's parking lot it started to pour and when we got onto I-95 it really came down but it didn't dampen our spirits. After a few miles it stopped raining and we had a pleasant drive the rest of the way, led by Bob and Lois Lacoste who always do a great job leading caravans. Member Bob Pietrasko even took video of our cars in the caravan as he drove by and posted it and photos of the event on the Club's Facebook page. If you haven't seen them, check it out.

The last time the Club visited Mellow Mushroom we met two other Corvette clubs there and took up most of the parking spaces and seats inside the restaurant. This time, however, we were seated in a separate dining room so we could all sit together, which was nice, albeit a little on the warm side.

Everyone seemed to enjoy the camaraderie, and the food and service was very good except I heard someone didn't receive their meal until all the rest of us were almost finished eating. However, I think the servers were quite happy because I heard a couple of days later that the gratuity was included in our bills and many of us unknowingly left the customary tip.

Hopefully the weather forecast will be a little better for our next cruise-in, scheduled for September 21st.



Welcome, New Members!

Peter and Barbara Lenhard



The Lenhard's joined our Club in May. They live in Merritt Island and own 68 red and 69 silver coupes. They are especially interested in participating in car shows.

Dennis and Glenda DeBord



The DeBords joined CKCC in July. They own a 2019 Admiral Blue Grand Sport coupe and live in Titusville. They're interested in participating in cruise-ins and autocrosses.

Bill and Lynn Kassebaum



The Kassebaum's became members in August. They own a numbers matching red 1964 Stingray

convertible with both tops, a 327 c.i., 365 h.p. engine, Muncie M21 4-speed transmission and 3.70 positraction rear end. Bill is in the process of restoring the car in his garage/shop and plans to repaint it silver/blue and have the car finished by next spring or summer.

David Elseroad

David owns a white 2016 Stingray convertible with a black top and red interior. He lives in Cocoa Beach. His interests include autocrossing and cruise-ins.

NCCC and CKCC Events

September 1: CKCC Brunch, Fishlip's, 10 a.m., Port Canaveral

September 6 & 7: NCCC Governor's Meeting, St. Louis

September 12: CKCC Social/dinner, 5-7 p.m., meeting 7-8, Moose Lodge, Merritt Island

September 14: Saturday - Rally, North Florida CA, Jax

September 21: Cruise-in, TBA

September 28: 5-event low speed autocross, NFCA, Green Cove Springs

October 5: 7-event low speed autocross, Fun -N-Sun, Lakeland

October 6: CKCC Brunch, Fishlip's, 10 a.m., Port Canaveral

October 6: Vettes on the Beach show, NS, Flagler Beach

October 6: NCCC Regional Meeting, 11:00 am Carl Black Chevrolet, Orlando

October 10: CKCC Social/dinner, 5-7 p.m., meeting 7-8, Moose Lodge, Merritt Island

October 12 & 13: CKCC 14-event low speed autocross, American Muscle Car Museum, Melbourne

October 19: 5 Poker Rally, Orlando

October 19: Space Coast Vettes show & cruise-In, Melb.

October 26 & 27: 14-event low speed autocross, FCRC, Brooksville

November 2 & 3: Murder Mystery Dinner Train, Ft. Myers

November 8 & 9: NCCC Governors Meeting, St Louis, MO

November 10: CKCC Brunch, Fishlip's, 10 a.m., Port Canaveral

November 14: CKCC Social/dinner, 5-7 p.m., meeting 7-8, Moose Lodge, Merritt Island

November 16 & 17: CKCC 12-event low speed autocross American Muscle Car Museum, Melbourne

November 17: 7 Concours, CON, Bonita Springs

MURDER MYSTERY DINNER TRAIN - A UNIQUE DINING EXPERIENCE

Date: Saturday, November 2, 2019

Dinner Choice: Salmon, Chicken or Prime Rib

Price: \$295.07 - includes Train Ride, Five Course Dinner and Hotel

Cocktails are \$7.50 & Beer is \$4.75

Enjoy a live murder mystery show while our chef prepares your five course dinner during the 3-1/2 hour train ride from Fort Myers across the Caloosahatchee River.

— AND —

As an added bonus: Sunday you will be able to visit the Muscle Car City museum in Punta Gorda (Admission is \$12.50); and the private Corvette collection, including the last original (005) Grand Sport, of former GM engineer Bill Tower in Plant City.



**If you wish to join us, please contact Barbara Marshall at
(954) 232-3755 or
Email her at: larry-barbara@comcast.net**

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Join Our 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, go to Facebook, search Cape Kennedy Corvette Club and ask to join.

2019 CKCC Chairpersons

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