



Spoiler

OCTOBER 2022

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PREZ SEZ

Hello again, and Welcome to the busy Holiday Season in Florida!



President Janice Greene

Yes, it's the time of year where all of our outside activities pick up and we no longer have to ride with the tops up on our cars to tolerate being outside. I've seen you out there riding around with those tops down, or out, finally being able to enjoy living in Florida. What a much appreciated change from that long hot summer!

Welcome back to our snowbird members. We hope you had a great summer at your other home.

We will hold elections at the next meeting on Wednesday, Nov 16th and hope all of you are able to attend this important meeting.

November 19th and 20th is our last autocross of 2022. It's difficult to hold these events without assistance from the club members who do not actually run in the events. The autocross team needs your help to make these a safe and fun weekend. Please consider coming out and volunteering for a few hours. No need to stay the entire day if you choose but a few hours of your help would be greatly appreciated. You never know... it might become something you would like to try.

It's almost time for the annual Toy Run! We have once again secured Eckler's as our gathering point for the start of the Run on December 3rd. We are hoping for a large turnout to help ensure Brevard County kids

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and seniors have a joyful Holiday. Please join us for one of our more fun events of the year. Decorate yourself and your car, bring unwrapped toys and wave to the parade watchers. It's always a nice surprise to see just how many families come out along the route to wave to us and enjoy our beautiful cars. It's just a fun day with friends while we do some good for local residents. And invite your friends who have Corvettes! There is no requirement to belong to any club and they will be very welcome.

Our annual Holiday Party will be held Friday, December 16 at the Rockledge Country Club. More information will be forthcoming at the next meeting about that. We hope you will join us all for an evening with friends, food, music and dancing.

Happy Holidays to you all and I hope they are filled with family, friends and much love.

Janice

Ladies Breakfast

By Marilyn Lewis

October's CKCC Ladies Breakfast was held at My Island Pancake House in Melbourne. Ten of us met, had a great breakfast and enjoyed good conversation and fellowship. Some drove their Corvettes!

Ladies, please plan to join us November 16th at the Causeway Diner on N. Courtenay Pkwy. Merritt Island. Causeway Diner is very supportive of our club allowing us to use their facilities for committee meetings, etc. Plus, the food is great and service exceptional.

We meet for breakfast the third Wednesday of each month at 9:30 AM at a restaurant determined at the previous month's breakfast.

Look for an email sent to club ladies two weeks before the breakfast and, if you're available, join in the fun!



Member Mary Bare and her new C8

Upcoming Events

Nov. 5: Cape Canaveral Lighthouse Cruise-In

Nov. 16: CKCC Social/Meeting, 5:30/7 p.m. at Merritt Island Moose, SR 3

Nov. 19-20: CKCC 14-event Low Speed autocross, American Muscle Car Museum

Dec. 3: Corvette Toy Run, 12 noon, Eckler's, Titusville

Dec. 4: CKCC Sunday brunch, 10 a.m., Fishlips restaurant, Port Canaveral

Dec. 16: CKCC Christmas Party, 6:30 p.m., Rockledge Country Club

Dec. 20: CKCC Social/Meeting, 5:30-7 p.m. at Merritt Island Moose, SR 3

Jan. 1: CKCC Sunday brunch, 10 a.m., Fishlips restaurant, Port Canaveral

Jan. 17: CKCC Social/Meeting, 5:30-7 p.m. at Merritt Island Moose, SR 3

October Sunday Brunch

By Lois Lacoste

Our October 2nd Brunch at Fishlips restaurant in Port Canaveral saw another record breaking attendance with 50 members! The 'snowbirds' are returning, fall is in the air and everyone is looking forward to more cruise-ins, car shows, autocross competition, rallies and especially the club Christmas party on Friday, December 16.

We have lots planned before the end of the year. So, join us on the first Sunday of each month for brunch with "free" mimosas at Fishlips where you can welcome new members, enjoy a delicious brunch and talk about us all getting together for the next club event.



Members Participate in Homecoming Parade

By Ellen Schwartz, Officer at Large



seafood at Dixie Crossroads restaurant located at the end of the parade route. It was a great night out and a fun time for everyone. Thank you again to everyone who participated or offered to be a standby driver.

Our club members provided 10 convertibles for the Astronaut High School (AHS) Homecoming Parade on Thursday, October 6th. It was a beautiful clear evening for AHS to celebrate 50 years since it became the second high school in Titusville. We were privileged to carry the Homecoming Court and the Grand Marshall of the Parade. Our passengers included the oldest participants at age 89 and the youngest at age 7. Thank you to all the drivers: President Janice Greene, Bill Shearer, Mike Dougherty, Jim Justice, Phil Strode, Steve Hepp, Brenda Teixeira, James Istvan, Lloyce Campbell, and Beth Cavallaro.



Pam Hepp was our photographer and took beautiful photos of the whole parade, some of which are shown here. The parade route was about one and a half miles long and included floats, marching bands, and of course, Corvettes. After the parade Dale and Marilyn Lewis, Bob and Lois Lacoste and Patsy Shearer and I dined on delicious





CKCC October Autocross

By Veronica Duys

CKCC hosted the first of two fall autocross races at the American Muscle Car Museum (AMCM) on October 19 & 20. There were 22 NCCC drivers on Saturday and 21 on Sunday. We also had one metal car on Saturday and two on Sunday. Total income was \$2,770. Expenses, including venue fees, supplies and sanctions, was \$2,386.27. The proceeds of \$383.73 will be placed in reserve for equipment repair and replacement.

SETTING UP THE TRACK

On the Friday before each event, a team of workers go to AMCM to set up the course and run a final check on the timing equipment. Course setting is completed on Friday by Bill Shearer, Tim Reardon, Bill Kassebaum with assists from John Helm. David Glenn brings and sets up his stop signal use for releasing drivers onto the course. While Zach Duys sets up and checks the timing equipment (the equipment gets put away each night). Unfortunately, drivers cannot also earn worker points.

The weather was perfect throughout the weekend with just enough breeze to be comfortable without it trying to blow over the tents. The resident sandhill cranes came by to visit but Teresa Way(FL-058) did not have to spend her day chasing them off the track as she has in the past. In prior years, we would see several NCCC points chasers from other

regions as they were attempting to move up or hold position in the rankings. That did not happen this year as more northern clubs are continuing to host events later into the year since their weather is staying mild later in the year than in the past. In fact, the Michigan region is holding a 14-event autocross the same weekend as our last events on November 18 & 19.

CKCC had 15 workers and 14 drivers on Saturday. As a club we earned a total of 984 point; and the workers contributed 308 of those points and are an incredibly important component of hosting a successful event for everyone, and a less stressful one for the CKCC drivers.

SATURDAY EVENTS

The Men's Overall Fastest Time of the Day (FTD) went to Jason Brzozowski



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at 46.20 seconds and he took first place in six of the seven events; with Harry Way taking the other FTD. Both Harry and Jason drive C7 Grand Sports. I was very fortunate to earn seven ladies FTD's in my C6 Grand Sport with an Overall FTD time of 48.74 seconds.

SUNDAY EVENTS

On Sunday we only had seven workers who were not driving. This showed in our club points earned for the day as they dropped to 902. All CKCC drivers were requested to work a corner when their run group was not on the course. In the afternoon some drivers often chose not to complete in second runs (DNR) and depart early. At this point we had to combine several run groups for enough workers to cover all of the stations. This also meant a long delay between run groups as drivers had to await a replacement before they could get into their cars to drive. It is both stressful and challenging not to have time to relax between runs, get into your gear and have your head into the course before putting your car on it.

Sunday's Overall FTD went to Jason at 46.91 seconds and he placed first in five events. Harry Way took the other two Men's FTDs. I got Overall FTD and five first place FTDs driving my husband Zach's C5 Z06 at 51.02



seconds. The other two ladies FTDs went to Betty Parks (2022 Ladies National Champion) and Deb Murphy. Both Betty and Deb drive C7 Grand Sports.

VOLUNTEERS MAKE IT HAPPEN

The CKCC Autocross team members are grateful to all of the workers who came to the event on Saturday as it did really allow those

of us driving to focus on the course. They were Frank and Lynn Storck, Vivi Iduate, Janice Greene, Steve Hepp, Paul Kaschuluk, Roger Wolf and Brenda Teixeira. Karen Patterson (East Ohio is her primary club now) also worked the event.

Workers who earned our undying gratitude and need to be acknowledged for being on the course both days were David Glenn and



Dick Merrill. Charlie Acton and Cindy Barrett worked the timing tent both days. There are drivers who always work the events behind

the scenes. Tech support for the scoring software was provided by Jason Brzozowski and Tim Readon; Zach set up the timing equipment and kept it running; Lynn Kassebaum and Judy Thompson kept the scoring sheets up to date; Connie Kostyra and Lynn and I worked the registration tent both days; Bill Kassebaum did tech inspection of the cars both days; Patsy Shearer assisted with waivers both days; and naturally Judy Thompson kept the trailer in order.



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Several of our drivers always provide relief for course workers. These include LLOYce Campbell, Connie Kostyra, Bill Shearer, Zach Duys, Gary Britner and Bill Kassebaum. On Sunday all of the CKCC (FL-032) drivers also worked a corner.



Bob Decardenas brought the new trailer to AMCM on Saturday and plans are being made for the built-ins for storage. If you attended the event you may have noticed the huge pile of PVC Car show stands that had to



be removed from the trailer before we could get to any other items. Some sort of storage apparatus needs to be designed to secure these in the trailer while allowing access to all other items.

IF YOU WOULD LIKE TO HELP

Working an autocross does not need to be a full weekend commitment. We would appreciate your help for a day or even half a day. Training in flag and radio use and safety is provided at the event. Please consider giving some of your time to the club at the November 20 & 21 autocross or during one of the events in 2023. You can just come as a spectator too. It might not be as spectacular as watching NASCAR or IMSA racing but it still fun seeing how your fellow members and others compete.



Vettes on the Avenue Show

By Becky Strain

On Saturday October 15, CKCC members in 16 Corvettes entered the *Vettes on the Avenue* show in downtown Melbourne, hosted by the Space Coast Vettes Corvette Club. Despite a dreary start and off and on rain all morning, the weather finally cleared up for a great afternoon. It was a nice turnout with well over 200 Corvettes on display, although there could have been a lot more. We heard there were many more registered entries that didn't show due to the weather.



Our club once again received the Cash Award for *Most Club Participation* and promptly donated the money to Space Coast Honor Flight, which is Space Coast Vettes charity. Their club typically wins the same award when they attend our club's show.

Connie Kostyra, Faye Leschitz, Keith Grice and yours truly won trophies for People's Choice Top 40.

Most of our members dispersed after the show but a few of us went to *Smokey Bones BBQ* for a late lunch. All in all it was a good day.







National Council of Corvette Clubs Report

*By CKCC Governor
Zachary (Zach) Duys*

The NCCC National Governor's meeting in St. Louis, MO is November 11 and 12. Since our club's General Membership meeting was delayed until November 16, I plan to give you an update of decisions at that time.

The request for insurance for our November 19 and 20 autocross and the December 3rd. Toy Run has been approved. These two events will require many hours of volunteer time from our membership. I want to thank the members who worked the October autocross on Saturday and Sunday. There were 15 workers Saturday, and 7 Sunday. The autocross event requires a minimum of 21 workers each day. If you are unsure of how to help at the autocross, we do have a worker's meeting each morning of the autocross, where we provide instruction on how to use flags, use the radio and stay safe. Safety is our number one goal for drivers and workers.

Many volunteer hours are needed to help run our events and committees; membership, social, charity, bylaws, car show, autocrosses, Rallyes, toy run, cruise-ins. Please consider volunteering for more than one of these activities.

I have added 28 new members this year. Total membership stands at 214 members. I have started the renewal process and am very happy to see most members are renewing

early. Renewal ends December 1. I want everyone to know that with renewal comes the commitment to attend general membership meetings. Attending the general membership meeting is important because we vote on many items of business requiring a quorum of the membership or a simple majority of those present. Our Bylaws require a quorum be present to vote on amendments to our Bylaws. See Article VI section 1.5 A quorum is 1/3 of the membership, which is 71 members, at this time. See Article V section 6. The social committee may need us to vote on where we go to dinner, which requires a simple majority. The board may need a vote on expenditure of club funds over \$500, which requires a simple majority of the members in attendance. See Article IX section 1.4. One other item you need to know about regarding attendance at the membership meeting is the requirement for voting in the general election. You must be an active member. An active member is defined as a member that has attended at least 5 general membership meetings during the year. See Article XI section 1. Please see the Bylaws on the CKCC website via this link: <https://www.ckcc.club/index.php/members-only/committees/47-by-laws>

Tire Tech

By Bill Kassebaum

Tires are the only thing between your Corvette and the road. They are among the most important components that contribute to why our Corvettes are so much fun to drive. Corvettes have always been at the forefront of tire technology, especially since the advent of the Ultra High Performance (UHP) tires in the early 1980s. The UHP tires were first introduced on the Corvette C4 as the Goodyear Eagle VR. Also referred to as the Eagle Gatorback because of its tread design, the P255/50VR16 tire was OE on the 1984 Corvette. They were revolutionary to the Corvette's handling ability. Anyone that has driven both a C3 and then a C4 Corvette knows how dramatic the changes in handling really were. And tires and Corvettes have continued to evolve with even better tires and the suspension to be able to utilize the newer tire technology.

The Gatorback tires of the early 1980s is almost 40-year-old technology and tires have gotten much better. The new C8 base and Z51 models come with Michelin 245/35ZR19 (89Y) in front and 305/30ZR20 (89Y) in back. The newest C8 Z06/Z07 models come with much wider Michelin 275/30ZR20 (97Y) XL in front and 345/25ZR21 (104Y) XL in back. The numbers and letters used above for the Goodyear Gatorback from 1984 and the Michelin Pilot Sport 4S ZP appear similar but there are important differences you may want to know about the next time you buy tires for your Corvette whether it is a new C8 or an older model. Newer tire technology is a quick way to improve the performance of your C4 to C7 Corvette. Up to a point of course. Older generations (C1 through C3) may look nice on big wide low-profile tires but the stock suspension on these cars is usually not capable of utilizing the full potential of these new tires.

Let's break down the basic meaning of all the numbers and letters for the original Goodyear Gatorback and the new C8 tires.

Goodyear Eagle VR (Gatorback) - P255/50VR16

P = Tire Class - Metric Tire (except for wheel diameter)

255 = Tire Section Width in mm

50 = Sidewall Aspect Ratio

V = Speed Rating

R = Internal Construction - Radial

16 = Wheel Diameter in inches

Michelin PILOT SPORT 4S ZP - 345/25ZR21 (104Y) XL

This tire is still a metric tire but most newer performance tires do not include the P on the tire sidewall.

345 = Tire Section Width in mm

25 = Sidewall Aspect Ratio

Z = Speed Rating

R = Internal Construction - Radial

21 = Wheel Diameter in inches

(104Y) = Service Description - Load Index and Speed Rating

XL = Load Range (Michelin specific)

Though similar, the Goodyear and Michelin tires have some differences in the nomenclature that are very important. The following discussion will delineate the details of what all the letters and numbers mean to help you decide what tires you want on your Corvette.

TIRE SECTION WIDTH

A tire's section width (also called 'cross section width') is the measurement of the tire's width from its inner sidewall to its outer sidewall (excluding any protective ribs, decorations or raised letters) at the widest point. This measurement is made without any load placed upon the tire and after the tire has been properly mounted on its industry assigned measuring rim (whatever that is) and

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has been inflated and reset to its test pressure after 24 hours. With Corvettes, wider is almost always better.

SIDEWALL ASPECT RATIO

Following the three digits identifying the tire's Section Width in millimeters is a two-digit number that identifies the tire's profile or aspect ratio. This is the "height" of the sidewall, expressed as a percentage of the section width. Lower numbers correspond to shorter sidewalls and wider section widths.



SPEED RATING

This one is complicated and needs a more detailed explanation.

So, what does a "V" speed rating mean for the Goodyear Gaterback? Each "letter" speed rating corresponds to a specific maximum speed. You can see from the table below, a "V" speed-rated tire has a fixed maximum speed of 149 mph (BTW, my 1984 C4 could not get close to this limit with only 205 hp but it cornered like it was on rails). It's important to note speed ratings only apply to tires that have not been damaged, altered, or driven under-inflated or while overloaded.

The most common tire speed rating symbols, maximum speeds and typical applications are shown below:

S 112 mph 180 km/h Family Sedans & Vans
T 118 mph 190 km/h Family Sedans & Vans
U 124 mph 200 km/h Sedans and Coupes
H 130 mph 210 km/h Sport Sedans & Coupes

V 149 mph 240 km/h Sport Sedans, Coupes & Sports Cars

Z >149 mph >240 km/h Sport Sedans, Coupes & Sports Cars

When Z-speed rated tires were first introduced, they were thought to reflect the highest tire speed rating that would ever be required, in excess of 240 km/h or 149 mph. While Z-speed rated tires are capable of speeds in excess of 149 mph, how far above 149 mph was not identified. That ultimately caused the automotive industry to add W- and Y-speed ratings to identify the tires that meet the needs of vehicles that have extremely high top-speed capabilities.

W 168 mph 270 km/h Fast Sports Cars

Y 186 mph 300 km/h Fast Sports Cars

While a Z-speed rating still often appears in the tire size designation of these tires, such as the Goodyear Eagle F1 Supercar 3 - 325/30ZR19 105Y I sometime run on my C6Z, the Z in the size signifies a maximum speed capability in excess of 149 mph, 240 km/h and the Y in the service description indicates the tire's maximum of 186 mph, 300 km/h maximum speed. I don't plan to ever take my care in excess of 186 mph (but who knows).

225/50ZR16 in excess of 149 mph, 240 km/h

205/45ZR17 88W 168 mph, 270 km/h
Corvettes

285/35ZR19 99Y 186 mph, 300 km/h
Corvettes

When the Y-speed rating indicated in a service description is enclosed in parentheses, such as 345/25ZR21 (104Y) XL of the Michelin, the top speed of the tire has been tested in excess of 186 mph, 300 km/h indicated by the service description as shown below:

285/35ZR19 99Y 186 mph, 300 km/h

285/35ZR19 (99Y) in excess of 186 mph, 300 km/h

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INTERNAL CONSTRUCTION

A letter that identifies the tire's internal construction follows the two digits used to identify the aspect ratio.

R – Identifies that the tire has a Radial construction.

D – Identifies that the tire has a bias-ply (Diagonal) construction.

RF – Identifies that the tire has a self-supporting Run Flat construction. (Not all manufacturers use this designation – Michelin uses ZP – Zero Pressure)

TIRE AND WHEEL DIAMETER

The Goodyear Gaterback on the C4 was mounted on is a 16-inch diameter wheels front and rear, and the new C8 Z06/7 using the Michelin Pilot Sport 4S ZP tires that use 20-inch diameter and 21-inch diameter wheels in the front and back, respectively. A lot of newer Corvettes use staggered front and back wheel and tire sizes from the factory. This makes tire rotation a thing of the past especially with directional tires typical of Corvette tires.



SERVICE DESCRIPTION

The Service Description portion of the tire nomenclature is a mixed bag that includes a Speed Rating letter that is added for Z rated tires to further describe the exact speed limits apply to the tire. This was discussed above in detail.

The other part of the Service Description includes a Load Rating for the tire. This nomenclature has evolved from the past load

rating systems used in the US. In short, a load index is an assigned numerical value that signifies a tire's maximum load carrying capacity. I could not find an explanation of how the Load Index numbers correspond to load carrying capability. But they're useful to help compare load carrying capacity of different-sized tires, and as you might expect, the higher the tire's load index number, the greater its load carrying capacity. Using the Michelin Pilot Sport 4S ZP - 345/25ZR21 (104Y) XL, the load index is the "104" inside the parentheses with the Y. The 104 identifies the tire's ability to carry a maximum approximately 1,984 pounds or 900 kgs per tire. Typically, the load indexes of the tires used on passenger cars and light trucks range from 70 to 126 which corresponds to 739 to 3748 lbs (335 to 1900 kgs).

OTHER IMPORTANT TIRE SIDEWALL NOMENCLATURE

Besides the tire description discussed above, there are two other important aspects of high-performance tires that Corvette owners need to pay close attention to. The first is the Uniform Tire Quality Grade (UQTG) Standards and the second is the manufacturers date stamp on the tire. Each will be briefly discussed below.

UNIFORM TIRE QUALITY GRADE (UQTG)

Maybe you've heard of the Uniform Tire Quality Grade (UTQG) Standards, and you want to learn more, or maybe you've noticed the words "Treadwear," "Traction," and "Temperature" on the sidewall of your tires, and you're curious what they mean. Well, these often-misunderstood "grades" do provide some information for consumers, but unfortunately, they're not as useful as originally intended when they were created by the Department of Transportation's (DOT) National Highway Traffic Safety Administration (NHTSA).

For most Corvette owners that put a premium on ultimate performance either on the track or on the street, the most important of these to us is the Treadwear Rating.

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TREADWEAR RATING

UTQG Treadwear grades are based on actual road use where the test tire is run in a convoy on a 400-mile test loop in Texas (West Texas, actually) for a total of 7,200 miles. The test vehicle can have its alignment set, air pressure checked, and tires rotated every 800 miles. At the end of the 7,200-mile test, the wear on the tires is measured and compared to a reference tire that was being run under the same conditions. If the test tire is expected to last as long as the reference tire (whatever that is?), it receives a UTQG Treadwear grade of 100. If it is expected to last twice as long, it would receive a grade of 200. 300 means it is expected to last three times as long, and so on. Dedicated race tires are typically well below 100.

The reason the Treadwear grade may not be incredibly reliable is twofold. First, since the tires are only run for 7,200 miles, the tire



manufacturers must extrapolate the remainder of the data, and that can be open to some interpretation. Second, the tire manufacturers are allowed to under-report the Treadwear grade, just not over-report it. So, if a tire technically may be able to achieve a 700 rating, the manufacturer (primarily the marketing department) might want to report it as 400 to make it "fit" better in a certain market segment. As a result, it is generally only somewhat helpful to compare Treadwear grades on tires from the same manufacturer, and we don't recommend comparing grades between different brands.

Typically, organized racing organizations such as SCCA, NCCC, etc., specify the minimum

Treadwear rating for some classes to try to equalize the competition and limit the expenses. See applicable competition rules for the organization you race in.

TRACTION GRADES

The Traction grade, or traction rating, as they are commonly called, is based on the coefficient of friction of a locked (skidding) tire in a straight line on a wet surface. It doesn't evaluate any dry performance, cornering of any sort, or hydroplaning resistance.

TEMPERATURE (RESISTANCE) GRADES

The UQTG Temperature grade, or temperature rating, is an indication of how heat is generated and/or dissipated by a tire. With better heat dissipation/tolerance, the tire is capable of higher speeds, and that is what is indicated by the Temperature grade.

So, while UTQG grades (sometimes called UTQG ratings) do provide some information, unfortunately they're typically not as specific or applicable as consumers (or the test designers) would hope. It's also important to note that some tires (Light Truck tires, winter / snow tires, temporary spares, trailer tires, and others) are not required by law to display UTQG grades on the sidewall of the tires.

TIRE AGE

When it comes to determining the age of a tire, it is easy to identify when a tire was manufactured by reading its Tire Identification Number (often referred to as the tire's serial number). Unlike vehicle identification numbers (VINs) and the serial numbers used on many other consumer goods (which identify one specific item), Tire Identification Numbers are really batch codes that identify the week and year the tire was produced.

The U.S. Department of Transportation (DOT) National Highway Traffic Safety Administration (NHTSA) requires that Tire Identification Numbers be a combination of the letters DOT, followed by eight to thirteen letters and/or numbers that identify the manufacturing location, tire size and

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Goodyear Supercar 3 275-35ZR18 95Y Sidewall

manufacturer's code, along with the week and year the tire was manufactured.

"When it comes to determining the age of a tire, it is easy to identify when a tire was manufactured by reading its Tire Identification Number (often referred to as the tire's serial number)."

ozone, oxygen and sunlight will eventually rob rubber of its elasticity.

This means all tires will eventually age out, even if they don't wear out. The still unanswered question is when. Unfortunately, there is no scientific evidence that can confirm a "use by" date because there are



Goodyear Supercar 3 UQTG TW=220 Sidewall

TIRES MANUFACTURED SINCE 2000

Since 2000, the week and year the tire was produced has been provided by the last four digits of the Tire Identification Number with the 2 digits being used to identify the week immediately preceding the 2 digits used to identify the year. Hopefully, your tires were not manufactured before 2000.

While rubber's physical and chemical properties make it an ideal raw material to use in the production of pneumatic tires, extreme and/or long-term exposure to cold, heat,

indications a tire's environment and service conditions play at least an equivalent role as a tire's manufacturing recipe. Therefore, tire aging and tire service life depends on many factors in addition to simple chronological age. For those of us that race our Corvettes, tire age is rarely an issue. But if you are a fair-weather Corvette driver and drive limited miles per year, then you may need to check the age of your tires. They may need replacement even though they have plenty of tread remaining. Check your tire age the next time you inspect your Corvette.



October 11, 2022 Membership Meeting Minutes (Draft) Merritt Island Moose Lodge

The meeting was called to order by President Janis Greene at 7:00 PM.

A quorum was met as determined by the Secretary at the start of the meeting.

The Pledge of Allegiance was recited by the membership.

OFFICER REPORTS

President, Janis Greene

CKCC members with birthdays and Anniversaries in October were recognized.

New members and visitors were identified and welcomed.

Vice President, Dale Lewis

No specific report. See Old Business for proposed Bylaw changes.

Treasurer, Vivian Iduate

Not present. No report.

A copy of the balance sheet from the BOD meeting was available to the membership to review. There were no comments or questions. The balance sheet will be attached to these minutes once approved.

Secretary, Bill Kassebaum

A copy of the draft minutes from the September CKCC meeting was placed on each table for review. No questions or comments were received. A motion was made by Veronica Duys and seconded by Lynn Kassebaum to accept the minutes as

written. The August meeting minutes were unanimously approved by voice vote.

Bill K. also read the NCCC Governor and Competition Director reports. Report attached.

Competition Director, (Position Open)

Governor Report read by CKCC Secretary, Bill Kassebaum.

See Report submitted by NCCC Governor and temporary Competition Director for report. Report attached.

Past President, Bill Shearer

No Report.

NCCC Governor, Zach Duys (and includes the Competition Director report)

Governor Report read by CKCC Secretary, Bill Kassebaum.

See Report submitted by NCCC Governor and temporary Competition Director for details.

Officer-At- Large, Ellen Schwartz

Ellen announced that all CKCC Officer and Director positions have eligible candidates for the upcoming election at next month's General Membership Meeting. Due to the upcoming Florida mid-term elections we will not be able to have the meeting on our normal 2nd Tuesday, November 8, 2022. The meeting will be held on Wednesday, November 9, 2022. Same times as usual.

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The candidates nominated for CKCC Officers and Directors are as follows:

- President, Janice Green and Randy Anderson
- Vice-President, Dale Lewis
- Secretary, Darlissa Salazar
- Treasurer, Vivi Iduate and Maryalice Istvan
- NCCC Governor, Zach Duys
- Officer-At-Large, Ellen Schwartz
- Competition Director, Bill Kassebaum

Ellen also explained that if you will not be able to attend the next CKCC meeting you can still vote absentee. An email will be sent to all current CKCC 2022 members with instructions for how to vote absentee. Information will also be posted on the club website.

COMMITTEE REPORTS

Membership Report, Co-Chairs – Maryalice Istvan & Brenda Teixeira

Visitors to the meeting were identified and welcomed to CKCC.

The 2023 CKCC membership renewals are due. Please renew your membership. Renewals must be done by next meeting.

Social Committee, Lois Lacoste

Lois announced the following upcoming CKCC social events in the coming fall months of 2022:

CRUISE-IN – October 15 to the Space Coast Vettes Car Show in Melbourne, FL. Caravan will leave at 8 AM. Details will be sent out via email and FB posting. The flyer for this event is available on the NCCC website or the Florida Region website.

CAPE CANAVERAL LIGHT HOUSE TOUR – There will be a 30-car limit. The tour will be Saturday, November 5, 2022. There will be a requirement that all the participants must fill out a personal information questionnaire prior to the event so a background check can be performed. Get the forms from Lois. Lois stated that the annual Christmas Toy Run will

be Saturday, December 3, 2022. It was also reported that the CKCC annual Christmas Party will be at the Rockledge Country Club on December 16, 2022. More information will be presented as the event gets closer.

OLD BUSINESS

CKCC By-Laws

Three proposed CKCC Bylaw changes were presented to the club general membership a few months ago. This is the first meeting where a quorum was present and the proposed changes could be discussed and voted on. The three proposed changes were presented to the general membership by Vice President Dale Lewis. The proposed amendments are attached to these minutes. Each proposed Bylaw change requires a 2/3s majority to be approved.

Here are the details and results of the vote for each:

1. Article IV, Section 6, Paragraph 6.3, Duties of Directors, Competition Director.

Discussion was limited to one question from membership of why the Competition Director duties were directed by the NCCC Governor rather than the CKCC president. Response: The NCCC Competition Rules (2022-23) specifically state the NCCC Governor is responsible for all competition events held by NCCC clubs. The club president is not mentioned.

Results: Approved

A hand count was made for approval. The vote results for approval were more than the required 2/3 majority. There were 5 members that voted to not approve.

2. Article III, Section 1, The Board of Directors, New Paragraph 1.7, Full Time Residency Requirement.

Discussion was limited to why there is a unanimous vote requirement to remove a board member. That would require the board member being evaluated for removal would have a vote and could signally prevent the removal. The CKCC general membership agreed this should be a majority of the board members not unanimous.

Continued on next page

Results: Approved

A hand count was made for approval. The vote results for approval were more than the required 2/3 majority. There were 8 members that voted to not approve.

3. Article III, Section 1, Paragraph 1.4, The Board of Directors. Family and business partner restrictions.

There was a lot of discussion on this proposed change, including the history of why this requirement was initially incorporated into the Bylaws by George Halkovic. Pros and Cons were discussed before the membership was asked to vote.

Results: Defeated.

A hand count was taken and counted. The required 2/3 majority was not met for approval.

NEW BUSINESS

President Janice Greene announced that the CKCC Annual Toy Run is coming sooner than we all think, December 3, 2022. This is a huge long time annual event for CKCC and great opportunity for us to support our local community and give to those kids that may not be as fortunate as others. Please attend and support. No pre-registration is required. Just show up at Ecklers. More information will be forthcoming.

ADJOURNMENT

The meeting was adjourned at 8:07 PM by President Janice Greene.

Meeting Minutes recorded and submitted by Bill Kassebaum, CKCC Secretary

CKCC SPONSORS

DIAMOND

American Muscle Car Museum
Eckler's Corvette
Lloyce Campbell

GOLD

EAA • Vette Doctor

SILVER

Duys Marine • Fishlips • Rustys

BRONZE

N Sync Computer Systems

2022 CKCC OFFICERS

PRESIDENT

Janice Greene
president@ckcc.club

VICE PRESIDENT

Dale Lewis
VicePresident@ckcc.club

PAST PRESIDENT

Bill Shearer

SECRETARY

Bill Kassebaum
secretary@ckcc.club

TREASURER

Vivi Iduate
treasurer@ckcc.club

NCCC GOVERNOR

Zach Duys
NCCCgovernor@ckcc.club

OFFICER-AT-LARGE

Ellen Schwartz
OfficerAtLarge@ckcc.club

COMMITTEES

COMPETITION DIRECTOR

Position Open

CHARITABLE DONATIONS

Judi Merrill
Patsy Shearer
Brenda Texeira
charity@ckcc.club

HISTORIAN

(open position)

MEMBERSHIP

Maryalice Istvan
Brenda Teixeira

PHOTOGRAPHER

Roger Wolf
photographer@ckcc.club

PUBLICITY DIRECTOR

publicity@ckcc.club

SOCIAL ACTIVITIES

Mary Jo Helm
Lois Lacoste
Barbara Marshall
Patsy Shearer
Vivi Iduate
social@ckcc.club

SPOILER EDITOR/FACEBOOK ADMINISTRATOR

Roger Wolf
spoiler@ckcc.club

WEB SITE

George and Kristy Halkovic
webmaster@ckcc.club

50/50 DRAWING

Judy Thompson
Lynda Payne
Darlene Connor
50/50@ckcc.club

SHOW CHAIRMAN

Dale Lewis

BUFFETT STYLE DINNER:

CABERNET STEAK

GRILLED MAHI MAHI

RICE PILAF

VEGETABLES

SALAD

DESSERT

VEGETARIAN DISH (Pre-Order by December 6)

\$45 p/p; Non-Members/\$55 p/p (includes (1) free drink ticket).

Cash Bar

Live Band



Accelerate Your Holiday Fun & Help Feed the Less Fortunate
Cape Kennedy Corvette Club
Christmas Party

2022
F R I D A Y
DEC.
16
6:00 TO 10:00 PM



Please bring an
unwrapped gift
(value \$25).
Proceeds go to the
Central Brevard
Sharing Center

RSVP:
Patsy Shearer
pashearer3@gmail.com
321-537-5446
No later than Dec. 4th.