



Spoiler

SEPTEMBER – OCTOBER • 2019

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PREZ SEZ...

In the last issue of the Spoiler I mentioned how club activities and NCCC sanctioned competitive events would ramp up until the end of the year.



SOCIAL EVENTS

Our September-October social events began with September cruise-in to the Mellow Mushroom restaurant in Port Orange in spite of a rainy forecast and a downpour at the beginning of the caravan. We had a nice turnout for our October Sunday Brunch at Fishlips with many members in attendance (September brunch was cancelled due to hurricane Dorian). After Saturday's event of our October 12-13 autocross members met at Kelly's Burgers and Beer in Melbourne for food and drinks. On the following Saturday, the 19th, attendees of Vettes on the Avenue Show and other members met at Palm Shores Bistro for dinner.

C8 CONVERTIBLE REVEAL INVITE

In early September I received a surprise email from the Director of the GM Marketing Department inviting our club to attend the unveiling of the C8 convertible at KSC Visitors Complex on October 3rd. (see details on page 13).

COMPETITIVE EVENTS

On October 12 & 13 we hosted a successful 14-event autocross See details on page 16. On Saturday, October 19, three CKCC couples attended the 5-event Rally hosted by Central Florida Corvette Association (see details on page 17), while other club members showed their cars at the Annual Space Coast CC "Vettes on the Avenue" Show (see details on page 19). Both events were still held in spite of rain most of the day.

(Continued on next page)

COMING EVENTS

The November and December calendar is completely full starting with the November Brunch at Fishlips; the Murder Mystery Dinner Train weekend in Ft. Myers with visits to the Muscle Car City museum and Bill Tower's private collection of rare cars, including the N0.005 original Corvette Grand Sport, which was built to 7/8th of the other car's specifications.

Then on November 16 & 17 the club will be again hosting a 14-event autocross at the AMCM; followed by the Toy Run on Saturday December 7; and the annual Christmas party December 14. Looking toward next year, January 18 is Eckler's Reunion and we are hosting a 14-event autocross in February at AMCM. The *Vettes at the Port* Show is tentatively scheduled for April 18.

VOLUNTEERS NEEDED

At the beginning of the year Jim Patterson, who heads up the CKCC Race Team, had a vision of our club being the N0. 1 points club in the NCCC Florida Region and a chance to end up in the Top 15 nationally. Jim, and Roni and Zach Duys are working towards that goal. You can help by volunteering for non racing positions for the November autocross. Each volunteer receives two points per event for a total 14 points per day or 28 for the weekend. With 20 people helping each day it will earn the club 560 points. The awards for the regional winners are given at the Florida Region picnic and National awards at NCCC Convention in Indianapolis, IN.

ELECTION REMINDER

We have elections of the 2020 club officers during the November club meeting so please consider running for office or nominating someone you think will make a great President, Treasurer, Secretary or Officer at Large.

Save the Wave
Bill

Member Thanks NCCC For Scholarship

Dear NCCC,

I am honored to be the recipient of your scholarship.

I am currently attending the University of South Florida for a dual degree in Marine Biology and Psychology to focus on marine mammals and behavior. After completing my Bachelor's degree at USF I plan on pursuing a **veterinary technician certification to go into the field of rescue and rehabilitation.**

A childhood by the ocean and years of volunteering at the Brevard Zoo with the African animals and Sea Turtle Healing Center have instilled a passion in me to do my part in ensuring that each animal has a chance to live and thrive.

Working toward my career goals would not be possible without the generosity from scholarship sponsors like NCCC. I have grown up around cars and the Corvette and classic car communities have always been a huge part of my life and have played a part in shaping who I am today. I had my **first Corvette when I was 2, a pink Barbie version.** Some of you in the Cape Kennedy Corvette Club have known me since I was born.

Thank you again for your support over the years.

Sincerely,
Samantha Cavallaro

2001 photo



October Brunch Attendees



Hot Rod Power Tour in a Corvette... Priceless!

By Jake Drennon, Director of Official C5/C6/C7/C8 Registry



Corvette enthusiasts know there is no greater automobile on the planet to drive across the country than a Corvette. John Sinatra's 1999 C5 Pewter Metallic Coupe (recently purchased in Satellite Beach, FL just two weeks before the trip) was very comfortable because the black leather sport seats were just perfect for this adventure. We signed up for the 25th Anniversary Hot Rod Power Tour in January after the seven-city itinerary was announced. This will be my third Hot Rod Power Tour, having previously attended in 2011, and then John and I attended the 20th Anniversary Power Tour in 2014. So we could anticipate the fun and excitement ahead of us and this one turned out to be over the top!

HOW THE POWER TOUR BEGAN

For those of you not familiar with the Hot Rod Power Tour and its beginnings, here is a little history. In the Beginning the Hot Rod Power Tour began with 16 loyal Hot Rod magazine readers driving their vehicles on an eight-day caravan beginning on May 13, 1995 from Petersen Automotive Museum in Los Angeles, CA driving across the country and ending at Norwalk Raceway Park, OH on May 21st. The idea was to actually drive Hot Rods that were being featured in the Hot Rod magazine articles and to invite those readers along the way to join them at the various stops across the country. The concept was

to take the huge hit "American Graffiti" movie off the big screen and put it on the pavement!

The 25th Anniversary Power Tour began June 8th at the zMAX Dragway in Charlotte, NC and traveled a couple hundred miles each day to the following locations: Martinsville Speedway, VA; Bristol Motor Speedway, TN; Kentucky Speedway, KY; Lucas Oil Raceway, IN; Allen County War Memorial Coliseum, IN; arriving on Friday, June 14 at Summit Motorsports Park in Norwalk, OH – the very same track that they arrived at on May 21, 1995. Here we are 25 years later, one of 8,000 vehicles of all kinds with nearly 20,000 participants arriving at the very same track they came to 25 years earlier. To say this dream by the Hot Rod magazine

editors in 1994 has grown to a spectacular and exciting week would be an understatement! Like any planned cross-country adventure, getting your recently purchased 20-year-old C5 prepared for a long-haul event is a lot of late-night wrenching and checking all the maintenance items you can think of from brakes to cooling, not to mention shelling out the big bucks for new tires. (This C5's tires were 12 years old.)

We left on Thursday, June 6th in order to be at the Charlotte Motor Speedway by 2:00 on Friday, June 7th for registration and to pick up our credentials. Then it was off to the Ray



Jake Drennon & John Sinatra prepare to leave for the Hot Rod Power Tour in John's 1999 C5.



The real 1958 Chevrolet Impala used in the movie, "American Graffiti" is on display at Ray Evernham's museum.

Evernham's Big Iron Garage in Mooresville, NC to see his AmeriCarna exhibits. As you may recall, Ray did a television series where he found a variety of vintage automobiles, from race cars to unique big screen movie cars, and brought them back to their glory for a second life. <https://www.hotrod.com/articles/inside-ray-evernhams-historic-race-car-collection/>

Day 1: Friday was a rainy day and it was also forecasted to rain all of Saturday, but the "Lord Loves Corvettes" as there was no rain on Saturday, the opening day of this much anticipated event was spectacular. After we parked at the zMAX Dragway, the day was full of events to attend. Chevrolet Performance was a main sponsor and they provided a main stage area for entertainment and updates throughout the day of upcoming events. COMP Cams had a dyno open all day long for you to test your hot rod and receive a print out of your horse power and torque numbers. zMAX Dragway opened its four lanes of drag racing to all participants...literally hundreds of cars were "living their life a quarter mile at a time." The Manufacturers Midway felt like a carnival atmosphere, luring everyone in to check the 50+ sponsors that brought their powertrain components and wares to sell. One of the most notable midway vendors was Chevrolet Performance Products that had a huge display of

modified Chevy vehicles, Corvettes and Camaros, with the latest and greatest tuner modifications. Other vendors included Edelbrock, Holley, Painless Performance Products, Mothers Wax, COMP Cams, Mobil 1, Eaton Differential, Magnuson, Tremec Transmissions, Lingenfelter Performance and many, many others. This was a fantastic first day and set the stage for the excitement ahead. <https://www.charlottemotorspeedway.com/events/nhra-carolina-nationals/>

Day 2: We were off to Martinsville Speedway, VA and we realized real quick that we were at history's door. Martinsville Speedway has been around over 70 years, way before NASCAR ever came into the picture. The early arrivers were able to park right on the track, which is only a half mile around and not that wide. All I can say is when NASCAR and others race there, it must be a real challenge to pass. The sponsors travel at night, after each day's event closes, so that they can set up in the early morning before the participants arrive. One of the traditions of the day was to enjoy a famous Martinsville Hot Dog, which they began serving in 1947. All I can tell you is they have sold millions and millions and it is one interesting hot dog! The rest of the day's events were very similar to those that had taken place in Charlotte. We certainly observed lots of local participants attending this big event. <http://www.martinsvillespeedway.com/>



Jake next to extremely modified C7 Corvettes.

Day 3: A fun day of travel was ahead as we headed out of Martinsville on our way to Bristol Motor Speedway, TN. It was a spirited day of driving as all roads in this part of Virginia and Tennessee are just two-lane blacktop. Yep, you can imagine, 8,000 automobiles traversing these roads all at the same time...it was exciting! Bristol Motor Speedway was going to be a special event because we had tickets to drive on the famous high bank turns of Bristol. Unfortunately, only



John Sinatra stands next to his pick of "Coolest Hot Rod of the day."

the first group was able to go because a huge downpour of rain caught up with us and our session had to be cancelled. The Midway was open again and there was another day of huge attendance from the surrounding community. We learned that Bristol "The Last Great Colosseum" was the third largest sports venue in America seating up to 162,000 fans. In fact, the biggest attended college football game in American history was September 10, 2016 known as the "Battle at Bristol" Virginia Tech vs Tennessee. <https://www.bristolmotorspeedway.com/>

Day 4: The sun came out and it was pedal to the metal as we headed to Kentucky Speedway in Sparta, KY. The highlight of this event was the Autocross event set up on the entire front stretch of this pristine track. All day long everyone took advantage of this Autocross opportunity. It was quite a photo opportunity with Kentucky Speedway painted on the wall and the Start/Finish line as part of the Autocross track. All the usual sponsors were there at the Midway and the weather was absolutely perfect. <https://www.kentuckyspeedway.com/>

Day 5: We were Indianapolis bound, great weather, fantastic roads, and surrounded by our closest 8,000 automobile friends...life doesn't get any better than this, at least we thought this until we arrived at Lucas Oil Raceway, and the real driving fun began. Wide open drag racing for all at one of the premiere drag strips in the country...a great time was had by all. World famous drag racer John Force was there on the main stage signing autographs and taking pictures with participants and just making everyone laugh...he can tell some great drag racing stories. <http://www.lucasoilraceway.com/>

Day 6: The rain returned as we headed to the Allen County War Memorial Coliseum in Fort Wayne, IN. Unfortunately, this day was pretty much a wash out with steady, hard, cold rain; throw in a little wind and nobody wanted to be outside. You guessed it, we needed a Plan B and that was an hour drive up to the Auburn- Cord Duisenberg Automotive Museum located in Auburn, IN. This priceless museum is located in the Administration Building of the original Auburn Automobile Company Headquarters and was built in the Art Deco Style in 1929. I wish words could describe how beautiful this building was. All I can say is please make this a priority visit if you are ever in Indiana. Of course, it was displaying millions of dollars of Duisenbergs and Auburn-Cord vehicles. <https://automobilemuseum.org/>

Day 7: Wow, how time flies. There is no week that goes by faster than a Hot Rod Power Tour week! We headed out early in the morning on a beautiful sunny day to Summit Motorsports



Words cannot explain this one-of-a-kind custom-built machine driven on the Hot Rod Power Tour.

Park in Norwalk, OH where 25 years earlier they ended the first ever Hot Rod Power Tour with approximately 100 dedicated Hot Rod magazine followers. But 25 years later, success is evident with this event as it took us about two hours just to get in the gate! There were automobiles and folks as far as the eye could see. The word was out, they certainly came from everywhere. I am sure this is where the term "packed house" came from. But that was nothing, for those who don't know, the real highlight of Summit's track is the line for a POUND of ice cream for one dollar. It's a fantastic bargain, but it takes you waiting in line for about an hour to get to the counter. Yes, we waited, and the ice cream was worth the wait and it tasted REALLY GOOD! So what's the best thing to do with a pound of ice cream in your hand, you head up to the bleachers to watch the burnout competition. The competitors were awesome and most of the time you could not even see the vehicle under all the smoke. Later in the day they continued with drag racing and then they began the Long Hauler Award Ceremony. In order to qualify for the Long Hauler Award, you must have your credentials punched at each of the daily venues you attend and bring your completed credential to the award center where you are presented with an awesome, very large plaque that you can proudly display in a place of honor, like over your fireplace in your living room! <http://summitmotorsportspark.com/home>

Day 8-9: Homeward bound. We began our two-day trek home to beautiful Merritt Island with an easy drive out of Ohio with plans to have dinner with old college friends in Roanoke, VA. On the way we stopped in beautiful Charleston, WV to take a photo of John's C5 in front of the Capitol building. The reason for this is John and I had driven the 20th Anniversary Power Tour in 2014 and had taken a photo of his 1977 Pontiac Can Am in front of this Capitol building five years earlier. Now it's Father's Day and we decided to stop by Wilmington, NC and tour the USS North Carolina Battleship from World War II. We spent over four hours touring this battleship from top to bottom learning about the many battles it participated in. One of the unique qualities of this battleship is that it is, for the most part, untouched and/or modified after it was decommissioned on June 27, 1947. The tour guides stated many times that this is the only battleship that has not been modified or changed inside or out. You see everything exactly as it was during its service in World War II. It was truly amazing! <http://www.battleshipnc.com/> The drive home allowed us to reminisce about the great times and unique experiences we enjoyed at each venue, and the wonderful new gearhead friends we made along the way.

Corvette owners, you will appreciate this. John's C5, with 120,000+ miles, did not have one issue on the entire trip. This is a testimony to how well the C5s were built and stand the test of time.

A BIG Thank you to David Hill, Chief Engineer of Corvette during the C5 era, for the quality and toughness he instilled in these timeless Corvettes. Our entire trip was 3,435 miles of Corvette fun, or what David Hill likes to say, "Miles of Smiles"!

If your schedule permits, you should plan on attending the 26th Hot Rod Power Tour next June 2020. Grab your Corvette and head out for one of the greatest adventures you will ever have. You can find additional information about this 25th Anniversary event at www.hotrod.com/events/power-tour/. If you are thinking about attending in June 2020, please note they do not post their registration page or tour itinerary until late December 2019 or mid-January 2020.



Jake & John are thumbs up celebrating the last day of the 25th Anniversary of the Hot Rod Power Tour.

Our Great National Corvette Museum 25th Anniversary Trip

By Roger Wolf,
Spoiler Editor/photographer



I had wanted to attend to the 25th Anniversary of the National Corvette Museum (NCM) but when I checked the accommodations available nine months before the event most Bowling Green hotels were sold out and surrounding area two-and three-star properties were charging more than double their standard rates for a limited number of rooms they would hold. I mentioned the idea of going as a CKCC event at a club meeting back then and posted the idea on our club Facebook page but no one expressed interest so I didn't plan to go. Then on a Saturday about one month before the NCM 25th anniversary while having breakfast with a bunch fellow gear heads, CKCC member Bob Lacoste mentioned that he had heard about a great opportunity to go to the NCM if I was interested.

UNBELIEVABLE ACCOMMODATIONS

Through a long time biker friend of Bob's in DeLand, who was also a member of the Corvette club there, Bob found out some of their club members were going to stay in a 4-bedroom private home for free! However, three couples backed out. Hearing this Bob said he was interested in staying there and could probably fill the other rooms. He mentioned it to CKCC

members Larry and Barbara Marshall at a CKCC meeting and they said they were interested. The house was located in Glasgow, KY about 30 miles from Bowling Green just off a parkway so it was a quick and easy drive to the Museum. After discussing the trip with my wife Pat, who was a little skeptical about the free home deal and sharing the facilities, we decided to go but booked a hotel in case the home wasn't a good deal. Well, all we can say is it turned out great. The lady who owns the house lives in DeLand and is a friend of Chuck Powers, a Volusia County Corvette Association club member who was responsible for those staying in the home. The home had a completely finished basement, including dry wall with faux doors and windows to make it feel like it was on the ground floor. It had everything you needed — two bedrooms, one full bath, a living room and a kitchen, plus it had a professional whole house dehumidifier that kept everything dry. All we had to do was pay for cleaning the home and buy the homeowner a bottle of her favorite bourbon.

A PLEASANT SCENIC ROUTE

We started out in DeLand August 27, joining the Volusia County Corvette Association caravan and headed to Acworth Georgia, just north of Atlanta where we stayed overnight and had a great dinner in the quaint little downtown area.

The next day I suggested taking scenic back roads to Glasgow/Bowling Green instead of I-24 to avoid Chattanooga's



heavy truck traffic and all of the Corvette caravans going to Bowling Green. It was shorter route on lightly traveled mostly 4-lane highway with wonderful scenery and it took about the same time to get there as the interstate route, which had accident delays and heavy traffic according to some in the caravan who took that route.

THE MUSEUM AND NEW C8

Since all of us had been to the Museum before, we headed straight to the C8 coupes on display outside the Museum under the canopy. There was a cutaway version and four other cars in various colors, some of which you could sit in.



GM also constructed a separate display building that had cars outside and inside plus display boards with samples of all the colors and options available. After checking out a cutaway engine and transmission also on display, we scoped out some C8s parked in lots around the Museum with

Michigan Manufacturer license plates on them. We also got posters that were being handed out by GM featuring the C8 coupe on one side and

Continued on next page

all eight generations of Corvettes on the back. The next day some of us attended a very informative in-depth talk in the theater about the C8 by the Corvette Engineer Tadge Juechter; visited the sink hole display; shopped for Corvette items; ate in the 50s style Corvette Cafe; and attended the *Jefferson Star Ship* concert that evening, which was included with the registration. Because we registered for the Anniversary so late all of the NCM roads trips were booked but one morning we made our own — a really scenic drive through the Kentucky countryside from Glasgow to the Museum, which everyone enjoyed.

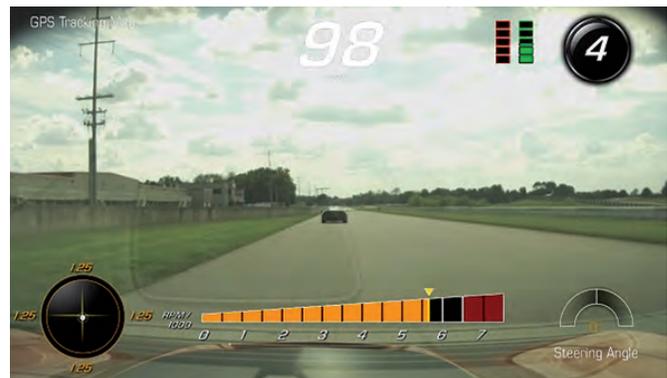


Bob & Lois Lacoste and Larry & Barbara Marshall with C5 Chief Engineer Dave Hill who was answering questions about the C8

AMAZING MOTORSPORTS PARK TRACK EXPERIENCE

I tried to get the others in our group interested in taking advantage of driving the NCM's 3.25-mile road course track but no one was interested because they heard you couldn't drive as fast as you wanted. However, I really wanted to experience it. But after calling and leaving voice messages at the track several times I never received a call back so I figured they were sold out and I got discouraged. Then one day we arrived at the Museum mid morning and discovered that there were no parking spaces left so we had to park at the track across the highway and take a shuttle bus back to the Museum. However, that turned out to be a blessing in disguise because we stopped at the track office to see if there was any chance that I could run the track, and to my surprise there were still slots available — and unbeknownced to me you could run the track as

many times as you wanted during the four-hour sessions for only \$75! After discussing that they were escorted, maximum highway speed runs and you could take a passenger, my wife, Pat, decided to go with me. The next day we made our way to the track where we were directed to a staging area to join several lanes of Vettes waiting to get on the track. After about 30 minutes we got our chance and followed the lead car onto the track with a follow car behind the group of seven cars. The track driving rules said to stay within three cars lengths of the car in front of you so I knew that meant they were going to be slow speed runs. At first the lead car took off kind of slow but wow, as soon as the previous group passed by us all hell broke loose. It turned out way more than just a maximum highway speed tour of the track, which I thought meant no more than 70 mph. The lead car made it really exciting, taking all the turns at what seemed like as fast as possible and hitting nearly 100 mph in the straights. At this point Pat is holding on for dear life and telling me to back off, which can be heard on the video I recorded with the car's Performance Data Recorder. So much for staying three cars behind the car in front of you. The only suggestion I have to make it a better experience is the track should let you drive a parade lap beforehand so you can drive it better. Unfortunately when we finished our run we were both worn out due to the Kentucky afternoon heat and having to drive with the windows open and didn't want to wait another 30-minutes in the staging area to run again. All in all though it was still well worth it and I would highly recommended doing it if you get the opportunity.



Freeze frame of the Performance Data Recorder video. The entire video is on You Tube at <https://www.youtube.com/watch?v=7AGVZlx9FeQ&t=45s>

Auto Enthusiast Event at the American Muscle Car Museum

Several CKCC members took advantage of a \$5 donation for admission to the American Muscle Car Museum on Saturday, September 7 from 8:00 a.m. to 1:00 p.m. for fellow auto enthusiast and Congressman Bill Posey's 2020 reelection campaign event.

It was a great opportunity since the museum normally isn't open to the public other than for charity fundraising events, which typically cost \$100 or more per person to attend.



Members Phil Strode and Becky Strain admire several low mileage C4 Grand Sports



Members Bob and Lois Lacoste



Members Mitch and Mary Morgan attend on Mary's birthday as per her request



AMCM owner Mark Pieloch (left) and his wife were thanked by Congressman Posey for letting him have the event at the museum

Winery Cruise-In

By Lois Lacoste

If you missed the Sept. 21st. Lakeridge Winery Cruise-In, you missed a great one. Twenty-seven people attended the event – eight cars joined our caravan and the remaining cars met us at the winery. Bob Lacoste led the caravan on a beautiful and relaxing



drive to the winery and even managed to surprise some members with a scenic back roads route. After a brief film presentation about the winery, we enjoyed a tour and wine tasting. Then it was time for some shopping. Many bottles of wine enjoyed a ride in a Corvette to their new homes. Two friends of Bob and I, Ed and Glenda Shambo who own yellow C7 and live in Leesburg, recommended the restaurant in Clermont called The Crooked Spoon. Well, we were not disappointed. The food was divine and seemed to be enjoyed by all.

Exciting Next Cruise-in

We are really looking forward to our November 2nd club cruise-in and overnight stay in Ft. Myers for the Murder Mystery Dinner Train and visits to two auto museums the following day on the way home.



C8 Convertible Reveal at KSC

By Patsy Shearer



On September 12, Club president Bill Shearer received an email from Kevin M. Kelly, Senior Marketing Manager at GM. He was requesting that Cape Kennedy Corvette Club help with the reveal of the 2020 Convertible at Kennedy Space Center Visitor Complex on October 3rd. by providing 25 Corvettes for each the 11 a.m. and 2 p.m. reveals. Needless to say, we got busy working with club members to come up with appropriate number of cars and members. Members were excited to be attending. All who attended had received VIP passes to the Kennedy Space Center Visitor Complex. Cars met at the Merritt Island Moose Lodge approximately 45 minutes prior to the assigned arrival time at the Visitor Complex. The 11 a.m. group had a unique visitor at the Moose prior to the reveal. Astronaut Steve Smith stopped by to say hello. He was gracious enough to allow his photo to be taken with CKCC members and enjoyed talking Corvettes. His dad bought him his first Corvette when he was 16 and he still owns and drives the car.

At the reveal three new Corvettes were unveiled, a blue convertible, white coupe, and one of the new (C8.R) Race Team cars that is scheduled to run at the Daytona 24-hour endurance race in January. There were several other special Corvettes on display, including a 53 or 54 Corvette from GM; astronaut Neil Armstrong's 1967 coupe, owned by CKCC member Joe Crosby, and a red C6 convertible that has about 40 astronaut signatures on the engine valve covers owned by former CKCC member Jack Legere.

GM has been using the fact that the early astronauts were leased Corvettes for \$1 per year by former Indy 500 racer and Melbourne Chevrolet dealer Jim Rathmann and GM. At both the reveal of the convertible and the coupe, astronauts were featured speakers.

CKCC SPACE HERITAGE

The original astronauts along with many space workers were active in the founding of Cape Kennedy Corvette Club, making it is great part of our history and unique among all other Corvette clubs.



Photo courtesy of the American Muscle Car Museum

The 2020 Convertible Details

By the National Corvette Museum

Open-air driving has always been a part of the Chevrolet Corvette heritage. In fact, when the Corvette debuted in 1953, it was available only as a convertible. The 2020 Chevrolet Corvette Stingray convertible builds off that heritage as the first hardtop and mid-engine convertible in Corvette history. We put the world on notice when we introduced the first mid-engine Chevrolet Corvette a few months ago, and now we're raising the bar with the first-ever hardtop Corvette convertible, said

choosing the hardtop convertible, said Josh Holder, Corvette program engineering manager. We managed to keep the same design theme as the coupe, as well as the exceptional storage capacity and track capability.

Like the coupe, the Stingray convertible design was inspired by fighter jets. The tonneau cover features aerodynamically shaped nacelles influenced by the housing used for jet engines. The nacelles, which were also used as inspiration on the Chevrolet Engineering Research Vehicle (CERV) I and II, as well as the Corvette SS and



Brian Sweeney, Chevrolet U.S. vice president. And the convertible will be priced only \$7,500 more than entry 1LT Stingray coupe. First and foremost, the mid-engine 2020 Corvette Stingray was engineered as a convertible. The convertible maintains the tunnel-dominant structure and use of high-integrity die-cast parts found in the Stingray coupe. The team engineered the hardtop to stow seamlessly into the body, maintaining the Stingray's impressive ability to store two sets of golf clubs in the trunk even with the top down. The convertible also keeps the coupe's front storage compartment, which can fit an airline-spec carry-on and a laptop bag. The hardtop provides a quieter cabin, increased security and a cleaner look compared to the previous soft top designs. Our goal from the beginning was to make sure customers didn't have to sacrifice any functionality, performance or comfort when

SR2 concepts, help reduce air recirculation into the cabin and provide a remarkably exotic profile with the top up or down. The tonneau also provides a rear power-adjustable window and a vent for mid-engine cooling. The two-piece top can be activated at speeds up to 30 mph and retract in as few as 16 seconds. It is powered by six electric motors — a Corvette first — and uses encoders for precise control. Switching to electric motors from hydraulic systems helps increase reliability. A body-colored roof is standard, while Carbon Flash metallic-painted nacelles and roof are optional. Careful attention was paid to make sure the engine could breathe when stored underneath the tonneau cover. The sheet-molded composite top stows in a compartment made from lightweight composite panels and heat shields to manage heat from the engine. A divider glass window in the middle of the vehicle can be power adjusted with the top

up or down. The glass has been optimized to reduce air recirculation and wind noise in the cabin for improved quietness. The roof system design, combined with the same rear spoiler used on the Stingray coupe's Z51 Performance Package, results in identical drag between the coupe and convertible with the top up. Engineers tweaked the chassis for the convertible, with springs and dampers tuned specifically to provide nearly the same performance as the coupe.



NO COMPROMISE PERFORMANCE

Like the Stingray coupe, the convertible is powered by the next-generation 6.2L Small Block V-8 LT2 engine, the only naturally aspirated V-8 in the segment. It will produce 495 horsepower (369 kW) and 470 lb-ft (637 Nm) of torque when equipped with performance exhaust — the most horsepower and torque for any entry Corvette. The LT2 is paired with Chevrolet's first eight-speed dual-clutch transmission, which provides lightning-fast shifts and excellent power transfer. This transmission is uniquely designed to provide the best of both worlds: the spirited, directly connected feeling of a manual and the premium driving comfort of an automatic. The double-paddle de-clutch feature even allows the driver to disconnect the clutch by

holding both paddles for more manual control. When combined, the advanced propulsion system, revised chassis tuning and retractable hardtop make the 2020 Stingray the most no-compromise Corvette convertible in history.

BUILD AND PRICE TOOL NOW AVAILABLE

Interested Stingray shoppers can now build and price their own Corvette coupe or convertible on the 2020 Corvette visualizer at www.Chevrolet.com.

A dedicated Chevrolet Corvette Concierge team will provide 2020 Corvette customers with answers about the vehicle discovery, buying and ownership process. The team can be reached by calling 866-424-3892. Customers can also live chat with a Corvette Concierge by visiting Chevrolet.com. The team is available from 9 a.m. to 9 p.m. EDT Mondays through Fridays.

The 2020 Chevrolet Corvette Stingray coupe goes into production at GM's Bowling Green Assembly plant in late 2019, with the convertible following in late first-quarter 2020. A right-hand drive version of the convertible will be available in select international markets at a later date.





CKCC October Autocross

By Kevin Charles
CKCC Competition Director

We hosted our second autocross of the year on October 12 & 13 at the American Muscle Car Museum. There were competitors from Ohio, Georgia and various parts of Florida; 22 drivers on both Saturday & Sunday — a great turnout! The track layout, previously used (with a couple minor tweaks), was an interesting and fun course.

Those who drove, completed the courses with an average time of 33 to 50 seconds on Saturday and 31 to 42 seconds on Sunday. Some of fastest times throughout weekend were turned in by Jason Brzozowski, Tim Reardon,



first autocross — she improved by 10 seconds between her 1st and last runs!

The weekend however was not without several challenges. Prior to the start of timed runs on Saturday, our RaceAmerica finish line transmitter suffered an equipment failure. After club members did some troubleshooting and tried a work around the transmitter was still non-operable. My thanks go to Zach D., Tim R., Jim P., Bill S., Phil S., David G. and others for your efforts. Ultimately, we utilized the backup system from Farmtek, for timing. Unfortunately the Farmtek finish line sensors also suffered some hardware issues on Sunday afternoon due to overheating.

My thanks go to all those who competed. It was fun to see all the Corvettes, Miatas and a Mustang being enjoyed in a safe environment. I also thank the other volunteers who helped run this event. Without your efforts it would be impossible to hold a safe and successful event.



Jason Brzozowski



Tim Reardon

Zach Duys, Charlie Acton, Jim Patterson, Larry Kupka (Florida Corvette Club), Harry Way (North Florida Corvette Club) and Steve Goodbread (Corvette of Naples) for the men.

On the Women's side, were Roni Duys, Connie Kostyra, Tammy Sulsona (Vette Set Corvette Club) and Betty Parks (Southeast Region; Georgia). Congrats to Jasmine Chandler (David Glenn's granddaughter) on completing her



Poker Rally

By Bill Shearer

On Saturday October 19, Zach and Veronica (Roni) Duys, Jim and Karen Patterson and Pat and I decided to brave the rainy weather reports and head to Carl Black Chevrolet in Orlando to run in the Central Florida Corvette Association (CFCA) 5-event Poker and Gimmick Rally. Once we arrived at the staging area (in the pouring rain) we registered, and Pat, my navigator, was handed a large envelop that contained seven pages of basic instructions and the questions to answer that were separated into five legs of the rally route. The rally host volunteers gave everyone time to review the instructions before leaving the parking lot. A drivers meeting was held under the CFCA tent and the Rally Master covered some rules and informed us about all clues under umbrellas. We started by drawing from a deck of cards. Our first card for our poker hand was a Jack of Clubs.

On the first leg of the route we had a question dealing with motels, wildlife crossing signs and railroad tracks. At the end of the leg we stopped at a veterans memorial mounted with a Navy Intruder Jet near the Orlando/Sanford Airport where I drew another Jack of Diamonds. On the rest of the legs we stopped to draw the following cards at CFCA sponsors: 10 of Hearts at Empire Auto Spa, 8 of Clubs at Precision Collision and Restoration repair shop, 6 of Diamonds at Gateway Classic car sales, a Joker (wild Card) at Roger's Corvette Center – and at the rally end we drew another Joker at Ace Cafe Orlando.

At the end of the day CKCC received the Highest Number of Entries trophy; Pat and I received two First Place trophies for the two events based on the luck of the draw playing card hand; and Jim and Karen came in second and Zach and Roni came in third and received trophies for one of the gimmick rally events. Some of the cities we went through included, East Orlando, Oviedo, Geneva, Sanford, Longwood, Maitland, Winter Park, Altamonte Springs, and downtown Orlando. Our thanks go out to CFCA for putting on the event and donating the proceeds to their special charity, the Russel Home for Atypical Children in Orlando.



Welcome, New Members!

JOHN AND JANET HOY



Please welcome John and Janet Hoy who recently became members of our Club. They live in Merritt Island and own a silver 2010 Grand Sport coupe. They're interesting in car shows, cruise-ins and autocrossing. They've already attended the cruise-in to Marsh Landing restaurant in Fellsmere and our October Sunday brunch at Fishlips.

CAR SHOWS MEMBERS ATTENDED

By Gary Leschitz

Heaven on Wheels



On October 5th we attended St. Gabriel's first annual *Heaven on Wheels* car show in Titusville. CKCC members Richard and Christine Dobsha belong to St. Gabriel and we wanted to support them by attending the show as they have done for our church show in the past. Proceeds from the show help feed the hungry of North Brevard. This was a really cool show because there was a combination of nice antique and muscle cars, beautiful Corvettes, CKCC member Joe Cosby's 1967 Neil Armstrong Vette, former CKCC member Jack Legiere's C6 with several Astronaut's signatures on the valve covers, and the show was held in a large tent (provided by Cliff Shuler Auctioneers). The antique and muscle cars won several awards and we enjoyed a nice day with old friends.

Corvettes at the Beach

Six CKCC members attended the Flagler County Corvette Club's 18th Annual *Corvettes at the Beach* Show on Sunday October 13th. It was a beautiful day with no rain in the forecast. The last couple of years the Flagler club has used the Premium Production Judging Company.



Peter & Barbara Lenhard

This allows their club to compete on the same level as everyone else.

CKCC members that competed were John and Barbara Franklin, Peter and Barbara Lenhard, and Faye and I. Peter and Barbara won Best of Show in C3 class. Faye and I

won Best of Show in the C6 class.

The trophies were as unique as last year, a glass sculpture of a Marine Sting Ray mounted on a pedestal base.

Following the show we celebrated with great friends at the Funky Pelican Restaurant, which is beachside and has delicious food.

All in all it was another fun day in Paradise.



Vettes on the Avenue



We were ready for the Vette on the Avenue show on Saturday, October 19 with our 2008 Z06 spotless after spending five hours detailing it on Friday. However, the weather forecast wasn't favorable with a 60 percent chance of rain. As we left our home at 6:20 a.m. Saturday it was already raining. We normally wouldn't take the Vette out in rain but wanted to support the Space Coast Corvettes club since they've supported our club show for many years and we have made good friends with many of their members.



We met other CKCC members at the Rockledge Mall and caravanned to the show at 7:20 a.m. picking up more CKCC members from Central and South Brevard for a total of 11 cars. When we arrived at the show it was still raining and continued on and off through out the day, finally stopping about 2:00.

The ladies enjoyed the day the best they could, shopping and buying tickets for Raffles. Some of us had a delicious lunch at Meg O Malley's Irish Pub and finished just in time for the basket raffle and awards ceremony. We (CKCC) won the club participation award of \$100. Faye accepted the award on behalf of CKCC and donated the \$100 back to the WW II Veteran's Honor Flight Charity as the Club has done in previous years at this show. Everyone that entered won an award.

It looked like everyone had a great time plus \$4,100 was raised for the Honor Flight Vets.

CKCC AWARD WINNERS:

Top 40 – Phil Strode, Gary & Faye Leschitz, Bob Reggianni, Tony & Alice Valdes, John & Barbara Franklin, Connie Kostrya, Judy Thompson, Dennis Payne and Mike & Darlene Connor.



Mayor's Choice – Dale Lewis

Sheriff Wayne Ivey's Choice – Mike & Darlene Connor



50/50 Winner (\$639) – New members John & Janet Hoy

Pictured: Peter, Gary, Faye, Barbara, John, Barbara, Tony, Alice, Connie, Judy, Phil, Becky, Bob, Dale, Marilyn, Dennis, John, Janet



Hurricane Donations Delivered to the Bahamas & Abacos

By Patsy Shearer

At the CKCC October brunch, club members were talking about how lucky we were to escape Hurricane Dorian. Our daughter Tanya O'Rourke mentioned that one of the people in her office had family in the Grand Bahamas and Abacos. Tanya had a list of items that they needed with her. Club members wanted to get involved and suggested sending the list to all the club members along with a request that anyone wishing to donate bring items to the next club meeting. At that meeting we had two SUV's filled with items to send and



Tanya took them to be shipped. The people who received the donations were very appreciative as they had lost everything including their clothing. A special thanks goes to all CKCC members who made the donations.



Upcoming CKCC and NCCC Events

Nov. 2-3: Murder Mystery Dinner Train, Ft. Myers

Nov. 3: Brunch at Fishlips, 10 a.m., Port Canaveral

Nov. 9-10: Valiant Air Command Warbird Museum Veterans Day Weekend, 9 a.m. to 5 p.m., Space Coast Regional Airport, Titusville

Nov. 9: Car Show, Merritt Island Moose

Nov. 14: CKCC Social/Meeting, 5:30/7 p.m., MI Moose

Nov. 16-17: CKCC 14-event Low Speed Auto-cross, AMCM, Melbourne

Nov. 16: CKCC Cruise-In • TBA

Nov. 17: NCCC 7-Concours, Bonita Springs, FL

Nov. 23-24: NCCC 14-event Low Speed Auto-cross, NFCA, Green Cove Springs, FL

Nov. 29-Dec. 1: NCCC High Speed Autocross, CA/NFCA, Roebing Rd, GA

Dec. 1: Brunch at Fishlips, 10 a.m., Port Canaveral

Dec. 7: Corvette Toy Run, 11:30 a.m. – 3:30 p.m., Eckler's to Port Canaveral

Dec. 7: Three NCCC Rallies, Tavaras, FL

Dec. 12: CKCC Social/Meeting, 5:30/7 p.m., MI Moose

Dec. 14: CKCC Christmas party, 6:30 p.m., Rockledge Country Club

Jan. 4: Brunch at Fishlips, 10 a.m., Port Canaveral

Jan. 9: CKCC Social/Meeting, 5:30/7 p.m., MI Moose

Jan. 18: Eckler's Reunion/Show

Join Our Facebook Group

If you'd like to see and post photos or videos 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 member of CKCC, go to Facebook, type Cape Kennedy Corvette Club in Search window and ask to join.

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USSG

GOLD

The Vette Doctor

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BRONZE

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N Sync Computers
Ruddicks Detail

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