

Spoiler

JANUARY/FEBRUARY ■ 2018

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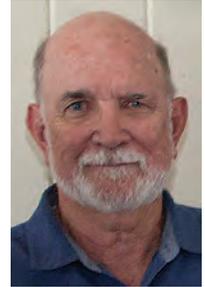
Kevin Charles

CompetitionDirector@ckcc.club

PREZ SEZ...

Many Thanks

I appreciate and thank Vice President Tyrone Tice for filling in for me at the February General Membership meeting while I was away; the 2017 Board members for the great leadership and services they provided for our Club; the 2018 Board for volunteering and winning their elections; the many loyal members who volunteered their precious time and many talents to make 2017 a memorable and fun 50th anniversary year; and all the new members who joined our Club. Sadly, new member Dwayne Wilson, who with his wife Vicki joined the Club in October and attended several Club events, suddenly and expectantly passed away while fishing at Sebastian Inlet in December. Please continue to welcome Vicki into our Club family.



Successful Social Events

I heard that our return to Fishlip's restaurant for brunch was a great success, and that there was an excellent turnout for the Valentine Cruise-In to Mulligan's Beach House restaurant in Sebastian. My thanks go out to Karla Camarata and her Social Committee for arranging these events. I know the Committee is looking for other venues in the future for our membership to enjoy.

Show Committee Shifts into High Gear

Our Club Show committee is also hard at work putting the final details together for our April 14 *Vettes in Viera* show. They need your help with obtaining door prizes, goody bag stuffers, and items for the prize baskets, which will be raffled to raise funds for the National Kidney Foundation local chapter. I attended a Show meeting and *Thirsty Third Thursday* in Viera, where the

Committee displayed a *Power Wheels* Corvette toy car and was selling tickets for drawings of four of them to raise money for Brittany's Wish, a charitable organization that helps children with life threatening Leukemia.

Busy Events Schedule Ahead

The months of March, April and May are going to be very busy with plenty of events to enter, attend and volunteer your much needed help.

MARCH

Here are the highlights of March events: Antique Car Club annual show at the American Muscle Car Museum (AMCM) on the 3rd; CKCC Brunch on the 4th, (held on the first Sunday of each month); the Club meeting at the Merritt Island Moose Lodge on the 8th; the second CKCC Cars and Coffee at Eckler's on the 10th; ; and CKCC's Autocross driver training school at the AMCM, followed by the monthly Cruise-In at Duffy's restaurant in Melbourne on Sunday, the 18th.

APRIL

Highlights include: Brunch at Fishlip's on the 1st; CKCC's Low Speed, 14-event Autocross at the AMCM on the 7th and 8th; The Club meeting on the 12th; CKCC's Vettes in Viera show on the 14th; Florida CCC's Low Speed, 14 event Autocross at the AMCM on the 21st and 22nd; Space Coast Corvette Club and Rosner Chevrolet sponsored car show at the dealership; and the Cruise-In at Chili's restaurant on Wickham Road in Melbourne on April 21st.

MAY

May highlights include: Ponce Inlet Corvette Club's annual Vette's at the Light on May 6th (this is a great show to enter or attend); Brunch at Fishlip's on the 5th; the Club meeting on the 10th; and Eckler's Annual Reunion Show on the 12th. This is a judged show and we will need members to volunteer to help park cars and to be judges. I will discuss the judging at the next two Club meetings. The location of the monthly Cruise-In on the 19th had not been determined at the time I wrote this.

Well, as you can see we have plenty of events and activities on our plate for your enjoyment.

*Save the Wave,
Bill Shearer, President*

CKCC'S FIRST CARS AND COFFEE

The second Saturday in February marked the first CKCC Cars & Coffee event to be held at Eckler's on the second Saturday of each month



from 9 a.m. to 11 a.m. Approximately 30 cars were there. One person drove his pristine 62 convertible from Edgewater. At least one participant was interested in possibly joining our Club. CKCC Treasurer Rick Sherlock graciously provided donuts for all to enjoy. The hope is that once more people hear about it the event will grow in popularity.



SUNDAY BRUNCHES

January at Duran Golf Club



February at Fishlips



2018 CRUISE-INS GET ROLLIN'



Cheer's Seafood & Grill

January 20 marked the first monthly Saturday Cruise-in of the year, which was held at 4 p.m. at Cheer's Seafood & Grill in Rockledge. There were 31 members and guests who enjoyed the good food and each others company.

Annual Valentine's Day Event

On Saturday, February 17 we had our annual Valentine's Day event. This year the Social Committee choose Mulligan's Beach House Bar & Grill in Sebastian for a cruise-in. Two years ago the Club went there for a mystery cruise and really enjoyed it.

Approximately 10 cars formed a caravan at the Merritt Island Moose Lodge and headed down U.S. 1, while other members chose to drive separately to the restaurant. In all there were 52 members and guests who participated. Everyone seemed to enjoy the camaraderie, excellent food and happy hour half-price drinks. The only casualty was Paul Lassonde's red C4 that overheated on the way home and had to be towed. However, fortunately it was only a bad thermostat that caused the problem.





TECH TIP

By CKCC Member Jim Patterson

Reprogramming (tuning) the C4 Corvette Computer

The OBD1 ECU is the first generation On Board Diagnostics computer or Engine Control Unit used on Corvettes from 1985 to 1995. It not only controls diagnostics but also manages ignition timing, fuel injection control, and many other functions.

A few years ago I bought a base 1993 Corvette. It was inexpensive and ran well. As is always the case for me, I had to make it run a little better, a little faster.

It started with the basics. I flushed the radiator, replaced the plugs, wires, and the Opti spark distributor. I upgraded the wheels and tires within the stock class rules. Next, I looked at changing the ignition timing, fuel air ratio and their quantities.

With either OBD1 or OBD2, making these changes is called tuning. There are plenty of OBD2 Tuners in the area but none that I could find for OBD1. I found one in Cincinnati Ohio. I was told of a Tuner in North Carolina.

No thanks!

Next I found that I could buy hardware and software for just under \$500. I could spend all that time and spend all that money and hope that I could learn to program changes on a high speed fuel injection system that ran great.

No thanks!

My 93 Lt1 did run great and I gained experience. On low speed Autocross I started to run into my first gear rev limiter. On the high speed track at the National Corvette Museum Track in Bowling Green Kentucky, I found that my oil rose to over 260°f. I found that my #1 fan did not come on until 227°f and #2 fan did not come on until 235°f water temperature.

Not being able to control my engine oil temperature changed everything. I did a lot of reading, spoke to many people and spent the

money. Over heating the engine and blowing a head gasket would probably cost much more than \$500.

On a recent weekend I made six program changes to raise the rev limiter and lower the fan on set points.

Step By Step Procedure

Below is a shortened version of the step-by-step procedure to make these changes on a 1993 C4. First I disconnected the negative side of the battery. Then I disconnected the positive side.



Photo above is of the ECM computer as installed.



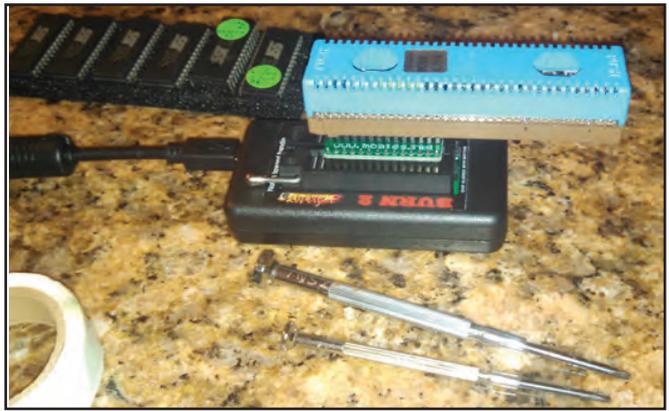
Photo above is of the ECM removed from the mounting bracket and turned upside down to show the Memcal access cover.



The photo above shows the cover removed and Memcal secure in its connector. A Memcal is a memory chip and a circuit calibration module specific for the different types of cars.

The Memcal can be removed from its socket and connected to a laptop to upload the program. I purchased all of the needed hardware and software from Moates.net. A device or header called HDR1 can be purchased that will allow you to plug the Memcal into Burn 2. Burn 2 is the actual hardware that will allow you to upload, download, or burn chips.

See the next page for a screen shot of the software I used with good success.



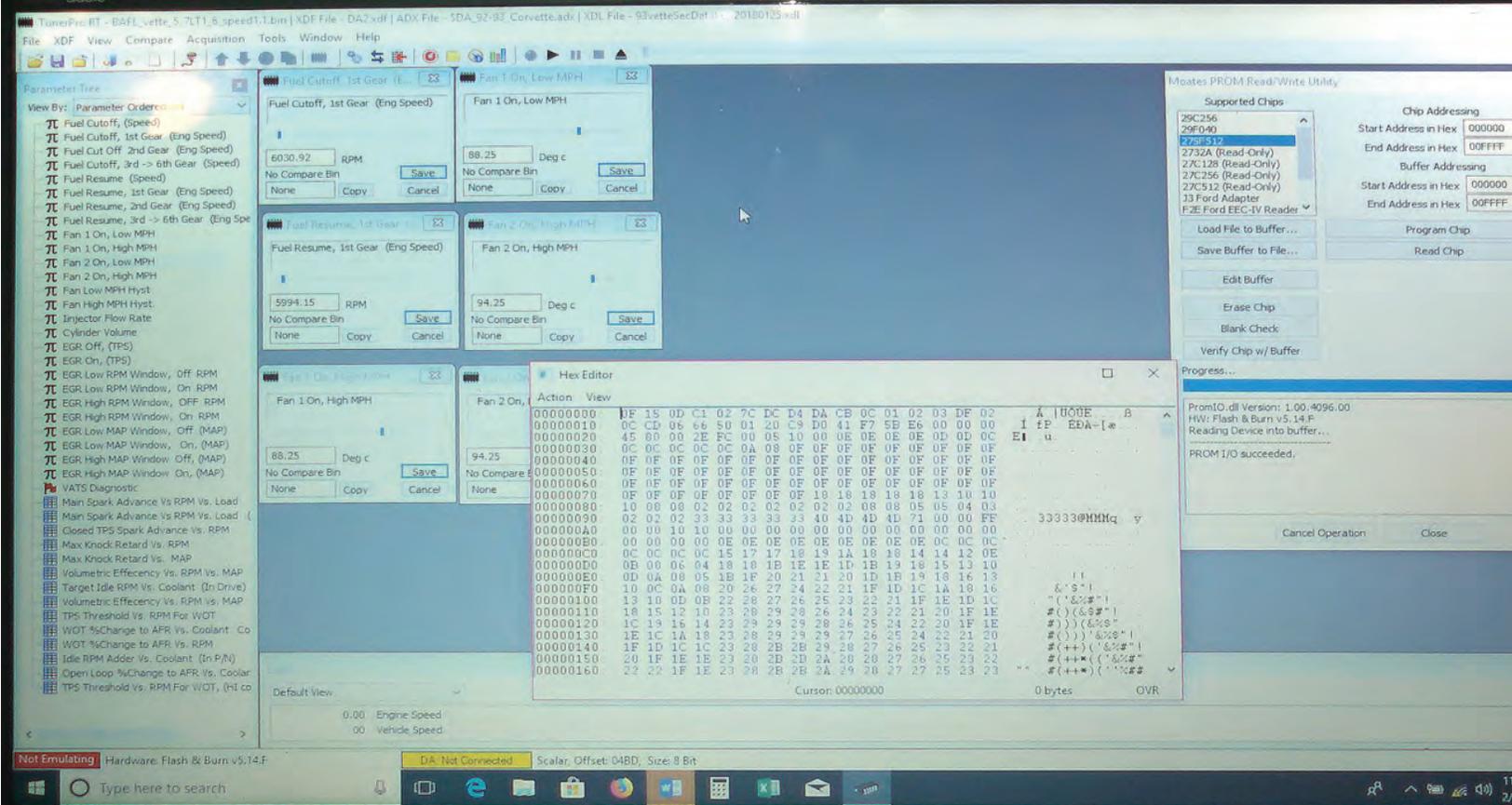
TunerPro RT is inexpensive and does the job with only a few problems. The left column is the parameter tree that lists tuning parameters. The six blocks just to the right are used to view and change the individual parameters. The center block is the hex editor table that shows the program beginning at address 00000000. The right block is the prom read/write utility. This is used to upload and down load a new "tune" to a new chip.

The original design uses an old technology for the memory chip. It is a UVEPROM. It can only be erased by shining UV light through the glass window. It is also soldered into the Memcal assembly. This problem is solved by upgrading to an EEPROM. This means Electrically Erasable Programmable Read Only Memory. After this upgrade, changes will become much easier.



This photo shows Burn 2 with a new eeprom installed waiting for the modified program to be down loaded since the uveprom is soldered in

Continued on next page



and the Memcal is still needed. The solution is to install the Memcal and the new eeprom on a G1 memory adaptor.

Reverse the disassembly order and now it's time to let the old dog run!

See you out there, Jim



Photo below is of upgraded memory installed.



NCCC & CKCC Coming Events

- Mar. 3 Antique Car Club Show • AMCM
Mar. 4 Sunday Brunch • Fishlips • 10:00 AM
Mar. 8 Club Social/Meeting • Moose • 5:00/7:00 PM
Mar. 10 Cars & Coffee • Eckler's • 9:00 AM
Mar. 18 CKCC Test & Tune Autocross • AMCM • 8:00 AM
Mar. 18 Cruise-In • Duffy's Sports Bar • 4:00 PM
Apr. 1 Sunday Brunch • Fishlips • 10:00 AM
Apr. 7, 8 AutoX (CKCC) • AMCM • 7:00 AM
Apr. 12 Club Social/Meeting • Moose • 5:00/7:00 PM
Apr. 14 Vettes In Viera Show • The Avenue Viera • 7:00 AM
Apr. 21, 22 FCC 14-Event Low Speed Autocross • AMCM
Apr. 21 Cruise-In • Chili's (Wickham) • Melbourne • 4:00 PM
Apr. 28 NCCC Regional Party/Picnic • Tierra Verde, FL
May 5 Vettes at the Light • Ponce Inlet
May 6 Sunday Brunch • Fishlips • 10:00 AM
May 10 Club Social/Meeting • Moose • 5:00/7:00 PM
May 12 Eckler's Show • Eckler's • 7:00 AM
May 19 Cruise-In • TBD • 4:00 PM
May 19 CGCC Low Speed Autocross
June 3 Sunday Brunch • Fishlips • 10:00 AM
June 9 Cars & Coffee • Eckler's • 9:00 AM
June 14 Club Social/Meeting • Moose • 5:00/7:00 PM
June 17 Cruise-In • TBD • 4:00 PM
July 1 Sunday Brunch • Fishlips • 10:00 AM
July 12 Club Social/Meeting • Moose • 5:00/7:00 PM
July 14 Cars & Coffee • Eckler's • 9:00 AM
July 21 Cruise-In • TBD • 4:00 PM
July 15 – 20 NCCC Convention • New Orleans

New Orleans style Convention

The Cajuns came to Louisiana around the 1700s as Acadians from the French-Canadian region, Nova Scotia. They didn't come to Louisiana by choice (they were exiled), but they brought with them some French country cooking. In Louisiana, the Acadians found all sorts of new ingredients, like oysters, alligator, crawfish, catfish, shrimp... you know, Southern stuff. And, man, did they relish in the new spices: pepper and cayenne? Yes, please. Cultural influences from Spain and African-Americans, as well as local Native Americans, crafted what is now known as Cajun cuisine. Cajun food relies heavily on seafood, keeping with the tradition of cooking what is readily available (and that means the bayou.) Having access to new spices and vegetables also crafted the cuisine.

Everything Cajun is saucy. Cajuns took their food seriously and celebrated its flavors frequently.

We will be offering a memorable and unique event to orientate everyone on Monday at the host hotel with authentic cuisine by inviting the New Orleans School of Cooking for their famous demonstration. You will delight at the way they teach the basics of Louisiana cooking in a way you'll never forget. Fun is the primary ingredient in their presentation. Then partake in their delectable luncheon consisting of Shrimp Bisque, Chicken and Smoked Sausage Jambalaya, Bread Pudding & Pralines!

The following evening, returning a little more conventional, we present an elegant dining experience to recognize last year's National Championship competitors along with the Annual NCCC Awards honoring outstanding individual service to our organization. Opening with a house salad, our entree selections follow with a 10oz. Charbroiled Ribeye, Chicken Picatta or a Gluten Free Vegetarian Plate; all served traditionally with garlic mashed potatoes & the chef's vegetable Medley. Concluding, of course, a slice of Cheesecake topped with Bananas Foster.

Without a doubt, Mardi Gras is synonymous with indulgence: of food, of drink, of fun. That's because in this predominantly Catholic city, Mardi Gras (French for "Fat Tuesday") is the last celebration before the austere season of Lent, a 40-day period marked by abstinence from meat and other indulgences. For that reason our Grand Masquerade Party & Gala menu will be inspired by the portable foods revelers love to bring to the parades. Food stations will surround the party room with these grand selections meant to satisfy any Cajun appetite: Mini Muffalettas, Mini Crawfish Pies, Chicken Strips, Finger Sandwiches, Chicken & Andouille Jambalaya, Red Beans & Rice, House-Made Bread Pudding and no Mardi Gras celebration would be complete without their long-established King Cakes!

Had enough yet? By no means do we want you to leave the Crescent City in doubt about the Southern tradition of celebration. Friday morning, join us for the parting ceremonial convention trophy presentations and our Special Farewell Champagne Brunch! Delight in a blowout feast of assorted fresh fruit, eggs benedict, shrimp & grits, country fried ribeye steak, Cajun hash browns and creole scramble. And don't forget to stop by the waffle stand and indulge in your choice of assorted toppings. Save room for the chef's homemade beignets to be served fresh and pipin' hot. Each table will be served a couple of bottles of bubbly along with an assortment of fruit juices to combine for a celebratory toast to all the winners.

Cheers & Au revoir..... Bernyce and Jerry Corvette

New Members' Vette Family Tree

It all started back in the late 1950's while John Key (father of new CKCC member Susan Knowles) was an Intern for the Army, in what would eventually become NASA. He was studying at the University of Alabama and working for Marshall Space Flight Center in Huntsville. He bought a house, got married and purchased a brand new 1963 Corvette convertible (nobody liked the split window at the time). Over time he collected four Corvettes and had four children. John was active in Corvette Clubs in Huntsville and collected quite a few Corvette parts.

FATHER BECOMES CKCC MEMBER IN 1987

In the late 1970's he parked his 1963 and 1967 Corvettes in the garage in Huntsville and drove the 1965 to Merritt Island for a "temporary" assignment on the Space Shuttle. He purchased a 1987 while living in Merritt Island and joined the Cape Kennedy Corvette Club. Having four Corvettes and four children his intent was to give one Corvette to each child. Around 1996, he got some bad news. Some of his Corvette parts showed up at a parts store and a friend called to let him know. The renters of his house in Huntsville had taken parts off the cars, and parts from the garage and sold them. He evicted them but was unable to press charges since he could not prove when the parts were stolen.



DAUGHTER GIVEN THE 1967

John sold the house and moved the cars to Florida, giving the 1967 to his eldest daughter, Susan, who was married and lived in Palm Bay at the time. The car had been sitting un-driven for about 20 years. It took more than a year for Susan's husband David to return the car to a running condition. In the summer of 1997, just after the car's 30th birthday, it went on a test drive and it has been running ever since.

GRANDSONS TO GET 1993 AND 96

Son in law David began taking the Corvette to

“Doubles” on Wednesday night for their weekly Cruise-In. That’s where he met Bill Young (present member of CKCC), along with many other CKCC members. David and Susan had two sons, one born in 1993 and the other in 1996. The Knowles agreed that continuing the tradition of bequeathing a Corvette to each child, one from the year they were born, was a good one. The red 1996 LT4 (grand sport) was purchased in 2012. When Bill Young decided to sell his low mileage, triple black, 1993 convertible, it was too good to pass up. In 2017, the Black 1993 won fourth place at the *Vettes at the Port* show, and On-Site Fleet Services (Bill Young’s business) presented the trophy. The agreement is that when the boys graduate college and have a place to live with a garage, they can have the Corvettes.

SPACE FAMILY HERITAGE

David and Susan are both offspring of NASA “Rocket Scientists” and graduated from Merritt Island High School and the University of Central Florida. David is currently employed as a Software Engineer at Harris Corporation and Susan is a College Success Coach with Brevard Schools Foundation. David was born at Cape Canaveral Hospital and has lived in Brevard his entire life.

FATHER STILL A CORVETTE GUY

Susan’s father also bought a 1995 Corvette convertible from a “Doubles” regular and gave it to his youngest son, Justin, who lives in Orlando. The other three “Key” Corvettes are currently located on John’s property and have not been driven for decades. John is also the current owner of a 2009 Corvette, which does get driven on occasion. For the present time, the 1993 and 1996 Corvettes are still at the Knowles residence, keeping the 1967 company.

A STORY OF EIGHT CORVETTES

1963 John Key Property in Merritt Island (not driven)

1965 John Key Property in Merritt Island (not driven)

1987 John Key Property in Merritt Island (not driven)

2009 John Key Property in Merritt Island

1995 Justin Key Property Orlando

1967 Knowles Property in Melbourne

1993 Knowles Property in Melbourne

1996 Knowles Property in Melbourne



EARLY CORVETTE RACING TRIVIA

From the National Corvette Museum



were later added. These cars then found homes with Delmo Johnson, Jim Hall and Roger Penske. By 1965 remaining chassis 001 & 002 were turned into roadsters, fitted with big block engines and sold off to Penske. Orphaned to race in the prototype class, they were no match against the Ford GT40, Lola T70, Porsche and the like. Nobody at the time seemed to know what they were good for. All five Grand Sport Corvettes passed through a litany of owners, eventually taking on a cult following. Question: What

The brand new 1963 Corvette Sting Ray broke cover at the LA Times Riverside Grand Prix on Oct. 12, 1962 along with four new ZO6 optioned cars that privateers entered in the race. Ambushed Carroll Shelby also showed up that day with a new sports car of his own. His AC Cobra powered by Ford ran off from the Corvettes before its rear suspension broke. Suddenly the future of Corvette racing was in doubt. Zora Duntov did not like it at all. Something had to be done. Weight was the big culprit so Duntov set out in secret to build a special new Corvette from the ground up. Only six lightweights were completed when GM brass found out and killed the program dead in its tracks. Question: Was a 6th Grand Sport Corvette really built? Wealthy Texas oilman John Mecom rescued the 003, 004 and 005. Each was painted Mecom's signature Nassau blue and shipped off to the Bahamas for the Nassau Speed Weeks races. They had bigger 377 cubic inch engines fed by weber carbs through a cross-ram manifold and enlarged fenders to cover their fatter tires. Differential oil coolers

exactly is their Elvis-like quality? Today they are the world's rarest and most exotic Corvettes with prices to match. A controversial sixth Grand Sport is said to have been filled with old tires, doused with gasoline, set on fire and destroyed at the Milford Proving Grounds. Original 1963 ZO6 Fuelie Corvettes are also sought after. Two of the best were campaigned by the Gulf Oil executive VP Grady Davis for Dr. Dick Thompson (white) and for Don Yenko (Daytona blue). The first car survives. Parts from the latter car were claimed from a wreck, a new frame and driveline were found by the late Leon Hurd who vintage raced it and then donated it to the NCM.



More Cubic Inches to the Rescue

Mickey Thompson got two Mystery Motors through his GM connections and installed them ZO6 chassis. GM never admitted they existed. These experimental cars were a handful to drive and neither finished the 3-hour Daytona Continental sports car race on Feb. 17, 1963 but the big block era had begun. California Racer/Collector Tom McIntyre bought one of the Mystery Motors engines he found at a Smokey Yunick auction. It is now reunited with his restored Mickey Thompson ZO6, displayed at SEMA in Nov. 2015. One of the better accounts appears in the Dec. 2015 issue of Hot Rod magazine. In March 1965 Chevy introduced a Corvette with a 396 cu. in. engine that cost less than the 327 cu. in. ramjet fuel injection set up. The legendary 427 cu. in. L88 big block arrived in 1966 Roger Penske, a championship driver in his own right proved even better at business. At 28 he stopped racing as part of a deal to buy a coveted Chevy dealership. Penske started a racing team and got the Sunoco Oil Company to sponsor it. He hired California top gun Dick Guldstrand to pick up a special order L88 Corvette at the St. Louis assembly plant, drive it to his shop outside Philadelphia and prepare it for the Daytona 24 hour race on Feb. 5-6, 1966. As Guldstrand recalled, it was a heater delete and I nearly froze to death on the way. Guldstrand, Ben Moore and George Wintersteen won their class. Six weeks later, Moore and Wintersteen won at Sebring in the car now painted Sunoco Blue. Today it is the prized possession of Corvette restorer Kevin Mackay whose dream was fulfilled by meeting with Penske at his team's 50 th anniversary tribute at the Corning Museum of Glass. Question: Why was Penske so quick to ditch the Corvette? Dave Morgan had six races at Sebring under his belt when he approached fellow Tulsa native Ralph Morrison, head of the Sunray DX

Oil Company to sponsor an L88 Corvette. Dave and Don Yenke teamed up to win their class at the Sebring 12-hour race on April Fool's Day in 1967. Noted Corvette authority Richard Prince later found the car, restored it and sold it to Long Island collector Glenn Spielberg. Morgan and his wife celebrated on March 15, 2015 at the prestigious Amelia Island Concours where the car won an award over six others for the best restored L88.



The L88 at Le Mans

Much has been made of the monstrous 1967 L88 Corvette that Dana Chevrolet entered at Le Mans. Dick Guldstrand won over the partisan French fans with blinding speed down the Mulsanne straight before the engine blew up. On the roads from Paris it is said he scared the pants off villagers because transport arrangements had fallen through and he needed to get there in a hurry. Tony DeLorenzo, son of a GM exec. pulled strings with Duntov to get the first 1967 L88 engine to go club racing and persuaded Hanley Dawson, a local Chevy dealer to sponsor the car. He made it to the SCCA runoffs at Daytona but finished second to the dark horse one-shot-wonder 427 Cobra of Pete Consiglio. The Shark Corvette Arrives Unknown at the time, some unbelievable years lay ahead for Corvette racing beginning with Tony's introduction to a blue-chip manufacturing company called Owens Corning.

WELCOME, NEW MEMBERS!

Dena & Kenneth Richmond *(not pictured)*

The Richmond's own a 2001 silver Z06 and live in Cocoa. They like shows, cruises and social events.

Steve & Holly Sinders



The Sinders' own a 2016 black convertible and live in Viera. One of the first CKCC events they attended was our Christmas party. They like cruises, shows, social events and Corvette info.

Michael & Susan Heacock



The Heacock's own a silver 2016 coupe and live in Titusville. They like all things Corvette — shows, cruises, speed events, social events and caravanning.

Former Member Returns

A new member announced in the last *Spoiler* is actually an old member, Joel Stieglitz. Joel was a member of CKCC back in the 'dark ages'. Later he joined *Space Coast Vettes* and has become very active in the *National Corvette Restorers Society* (NCRS). Joel has had and still has more Corvettes than you can count on one hand, many of which he shows (and does judging) at NCRS meets. Joel and his wife Ruth Primeau, also a CKCC member, live in the Tampa area where Ruth is in real estate agent. Joel works and lives in Brevard County on weekdays.

Get Your Car Photographed For The Web Site

We are adding new members and updating photos of current members with their cars on the web site so if your car is not pictured or you've changed cars, please let me know in advance if you'd like the photo taken at the monthly Sunday Brunch or Club meeting.

ROGER WOLF, CKCC Photographer
Merritt Island, FL
321-459-5084

photographer@ckcc.club

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 my FB page and Friend Me (Roger Wolf in Merritt Island) and request to be added to the group.

CKCC Sponsors

DIAMOND

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USSG*

GOLD

The Vette Doctor

SILVER

All State Pallets

BRONZE

Blue Ridge Awards & Engraving

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*Bill Young
carshow@ckcc.club*

50/50 DRAWING • DOOR PRIZES • SILENT AUCTION • DJ MUSIC

CAPE KENNEDY CORVETTE CLUB VETTES IN VIERA



17th ANNUAL
CKCC SHOW



BASKET RAFFLE • PEOPLES CHOICE CONCOURS • NCCC FL-032-001

Come Join the Fun April 14, 2018 — Rain or Shine!

In addition to being a spectacular Corvette show, it's located in the middle of The Avenue Viera, a vast shopping and dining complex with a multitude of choices to suit everyone's tastes.

PRE-REGISTRATION (limited to 235 cars): \$30 on-line only at www.ckcc.club before March 26 (includes one FREE T-shirt). \$40 after March 26.

REGISTRATION DAY OF SHOW (subject to available space): \$40

Check in and on site registration: 8 to 10:30 a.m.

Drivers meeting: 10:45

Awards presentation: 3:30

11 CLASSES WITH TROPHIES:

53-62, 63-67, 68-77, 78-82, 84-96, 97-00, 01-04, 05-08, 09-13, 14-15 and 16-18.

Cape Kennedy Club cars will be display only and participants will vote for a "CKCC Peoples Choice" award.

DRIVING DIRECTIONS

From I-95, exit S.R. 404 west (N. Wickham Rd.) to traffic circle and turn right onto Lake Andrews Dr. to Colonnade Ave. then follow the signs to the Show parking lot in front of Michaels Arts & Crafts.

GPS ADDRESS: 6728 COLONNADE AVE., MELBOURNE, FL 32940

Safety: The host club event Chairperson, Club Governor, host region RCD, or NCCC VP Competition at the event may deny or remove any person demonstrating unsafe performance or actions from participating in any events for the balance of the day or weekend. Further, if any person has previously been formally documented as behaving in an unsafe manner which could endanger them or anyone else at the event that may be denied participation.

Show Chairman: Bill Young, phone: 321-749-0710 • email: carshow@ckcc.club

Governor: Brenda Teixeira, phone: 321-632-5401



Information: www.carshow@ckcc.club and [facebook.com/VettesinViera](https://www.facebook.com/VettesinViera)

Checks for the Show may be made payable to Cape Kennedy Corvette Club and mailed with a filled out copy of your on-line registration to:

Cape Kennedy Corvette Club • P.O. Box 540857 • Merritt Island, FL 32954

