

# Spoiler

JANUARY/FEBRUARY 2024

## IN THIS ISSUE

*Upcoming Events*

2

*MCRS Local Meet*

3

*February Rallye & Funkana*

4 – 5

*Turkey Trot Autocross*

6 – 8

*Sunday Brunches*

9

*Valentine Cruise-in*

10 – 11

*MCCC Governor's Report*

12

*Driving Mecum Auction Cars*

14 – 15

*Competition Report*

16 – 19

*Data Acquisition For Your Corvette*

20 – 25

*Sponsors, Officers & Committees*

26

## PREZ SEZ

Hello and Happy (almost) Spring! It's nice to see the weather returning to Florida style. I know we're all about to begin our usual outdoor spring activities and for me, it's a much welcome change.



*President Janice Greene*

## GREAT VALENTINE CRUISE-IN

The club has been busy the past couple of months. We enjoyed a wonderful Valentine's Day lunch at Mo-Bay Grille in Sebastian (see article on pages 4 & 5). If you couldn't make it to that, please treat yourself and drive down for a wonderful meal. The award winning chef brings a different taste for the locals. The presentations were beautiful, only to be outmatched by the taste. It looked like everyone who attended enjoyed their meals greatly. After our lunch we stepped just next door to view all the treasures found by Mel Fisher during his dives onto the Atocha shipwreck. The Mel Fisher Museum is an inexpensive way to spend an hour looking at the gold and other treasures recovered.

## EXCITING AUTOCROSS EVENTS

We've started the year off right with one weekend of autocross under our belts. Our next autocross is March 23 & 24. We hope you can come out and lend a hand or just come out and look around. You might find a new passion. It's an enjoyable time watching our club members always trying to beat their last run time.

The club has several new adventures upcoming this year. We hope you can make it to some of the organized events.

*Continued*

## OUR APRIL 27 SHOW NEEDS YOU!

Planning and execution of our annual Cape Kennedy Corvette Club car show is in full swing. If you have not yet volunteered to help us out, we can always use your expertise. Our show is scheduled for April 27th at Dillard's at the Merritt Square Mall on Merritt Island. We can use your help with making baskets for the raffle, collecting items for Door Prizes and also items for the Goodie Bags. No donation is too small. If you do not feel up to providing a completed Basket for the raffle, please bring individual items to the club meeting and we will collect and put with other items to make a basket. Door prizes are always welcome and are some of the most appreciated gifts we provide to the participants. Feel free to donate any new item. In the past we've had car cleaning supplies, wash buckets, garage signs, glasses, mugs, travel mugs, coolers, beach towels, etc. We will put together 200 of the Goodie Bags for each registered participant but if you are unable to get 200 of the same item we

make the bags up with assorted items. So please feel free to provide any number of items that you can collect. Volunteers are needed to work in each of these areas plus we need folks to work registration and parking. This is our largest fundraiser of the year and we need your help to be successful. If you don't know where to volunteer just ask anyone. We will get you pointed in the right direction. The money collected from the 50/50 and from the Basket Raffle will be donated to the Veterans Memorial Center and to the Mooseheart charity. If you have not yet registered for the show, please do so as soon as you can.

For those heading back up north soon for the summer, we will miss you. We look forward to your return in the fall and we sincerely hope you've enjoyed your time in Florida this winter. And we hope we've given you some entertainment, some fun and made you feel at home. Safe travels back home and see you in the fall!

*Janice*

## Upcoming Events

**Mar. 10:** Corvettes in Paradise Car Show, Naples, FL

**Mar. 12:** CKCC General Membership Social/Meeting, 5:30/7 p.m., M.I. Moose

**Mar. 16:** CKCC Cruise-in, Elliott's Roadside Grill, Edgewater, FL, 3:30 p.m.

(meet at Sandpoint Park in Titusville at 2:45 p.m. to join the 3 p.m. caravan)

**Mar. 23-24:** CKCC AutoX, American Muscle Car Museum, Melbourne

**Apr. 7:** CKCC Sunday Brunch, 10:00 a.m., Fishlip's, Port Canaveral

**Apr. 9:** CKCC General Membership Social/Meeting, 5:30/7 p.m., M.I. Moose

**Apr. 27:** CKCC Vettes On The Island Car Show, Merritt Square Mall Dillard's and dinner after the show, 3:00 p.m. at La Margarita Mexican restaurant

**May 5:** CKCC Sunday Brunch, 10:00 a.m., Fishlip's, Port Canaveral

**May 13-19:** NCCC Convention, Joplin, MO

**May 14:** CKCC General Membership Social/Meeting, 5:30/7 p.m., M.I. Moose

**May 18:** CKCC Cruise-in, Frigate's Waterfront Bar & Grill, Melbourne



## NCRS Florida Chapter 45th Annual Meet

*By Rick Sherlock*

NCRS stands for National Corvette Restorers Society. It is a national organization dedicated to maintaining the history and authenticity of Corvettes. This is done through documentation of part numbers that were originally used on Corvettes. The Society also judges cars and awards certifications. Events called meets are held in different parts of the country. At these events cars are shown and judged. Also, there is usually a swap meet where vendors sell used and new parts. Before the Ebay and Amazon, Magazines like Vette Views and Swap meets were the only way to find parts you might need to fix or restore your older Corvette.



There is some question whether the NCRS was formed in 1976 in South Florida or in 1974 in Indiana. But the Florida Winter Regional has always been one of the largest yearly events. In the past it has been held at Cypress Gardens, Old Town Kissimmee, and Sun and Fun Airport Lakeland. This year

January 17th through January 20th, the event was held in our backyard at the American Muscle Car Museum in Melbourne. This was the first time at this location. It was very well received and is expected to be here again next year. The Museum lobby was open all days and on Friday the 19th the whole collection was open 4pm to 7pm.

Admittance was free to participants with wrist bands and for all others a \$25 donation.

At least four Cape Kennedy Covette Club

members (Judy Thompson, Bill Young, Joel Stieglitz, and Connie Kostyra) were part of the volunteers that helped to put on the event. Gary Regner had a swap meet space and many of CKCC members attended.

In the beginning NCRS only judged C1 Corvettes. Judging was expanded to include later models. All of which were judged on originality. Now it has been expanded again to include race cars and custom cars.

More information about NCRS is available at [www.ncrs.org](http://www.ncrs.org) and [www.fl.ncrs.org](http://www.fl.ncrs.org)

# Beginning the Year With Fun Events

By Brenda Teixeira

If you missed CKCC's Rallye and Funkana on February 11 you missed a fun time. It was a beautiful sunny Florida Sunday with a little wind mixed in.

Our starting point was Spessard Holland South Beach Park in Melbourne Beach.

Cars were teched, instructions were given at the Driver's Meeting and the fun began.

and participants had one minute to complete the gimmick. Once each participant completed the first portion of the Funkana they got in line for the Rally. Each car was given a sheet of instructions for things to identify along the route. Both the Driver and Navigator were required to each draw two playing cards, which were recorded.

Once on the rallye route, there was list of signs, animals etc. the participants had to identify. I never knew there were so many Manatees on A1A. At the checkpoint there were more gimmicks to do; Roll the Dice and a Ring Toss, and more cards to draw. Participants continued on to Mulligan's restaurant for some well-needed food and refreshment plus the final card draw.



*Continued on next page*

The participants did the first three gimmicks of the Funkana, which were our famous CKCC Turtles who were brought back to life after 40 years — they have aged well. Then there was the beanbag Tick Tack Toe and the Nerf gun shooting the beer cans. We had to do some adjustment with the Nerf gun but all was well.

Terry and Priscilla Sanderfur scored a 24 with our Turtle gimmick, Beth Cavallaro and Connie Kostrya came in with 21 points and Zach and Roni Duys came in with 21 points. The Turtle gimmick was a challenge. The turtle was tied to a 25-foot-long string



### FIRST FUNKANA RESULTS

1st Male Driver/Female Navigator — Daniel & Denise Gentry

2nd Male Driver/Female Navigator — Terry & Priscilla Sanderfur

3rd Male Driver/Female Navigator — Frank & Lynn Storc

4th Male Driver/Female Navigator — Dale & Marilyn Lewis

5th Male Driver/Female Navigator — Gerald & Carol Walsh

1st Female Driver/Male Navigator — Roni & Zach Duys

1st Female Driver/Female Navigator — Connie Kostrya & Beth Cavallaro

### SECOND FUNKANA RESULTS

1st Male Driver/Female Navigator — Terri & Priscilla Sanderfur

2nd Male Driver/Female Navigator — Daniel & Denise Gentry

3rd Male Driver/Female Navigator — Dale & Marilyn Lewis

4th Male Driver/Female Navigator — Frank & Lynn Storc

5th Male Driver/Female Navigator — Gerald & Carol Walsh

1st Female Driver/Male Navigator — Roni & Zach Duys

1st Female Driver/Female Navigator — Connie Kostrya & Beth Cavallaro

### RALLYE TIE BREAKER

Gimmick (Funkana) Connie Kostrya & Beth Cavallaro

Driver High Hand — Terry & Priscilla Sanderfur

Navigator Low Hand — Brenda Teixeira & Lloyce Campbell



**Overall Event Co-Chairs: Zach & Roni    Funkana Co-Chairs: Lloyce & Brenda**

**WE WOULD LIKE TO THANK ALL THE PARTICIPANTS.  
HOPE YOU HAD A FUN TIME.**

We would especially like to thank the following people for working, without you it would not have been possible. Anthony Chandler, Jennifer Lanier, David Glenn, Dick Merrill, Judi Merrill and Bill Shearer.

Please remember that we have an autocross coming up the end of March and our car show the end of April. Visit the website ([ckcc.club](http://ckcc.club)) for details and registration.

It would be wonderful to see members participating at these events.

# 2023 TURKEY TROT AUTOCROSS EVENT

*By Competition Director Bill Kassebaum*



Editor's Note: The following article was unintentionally left out of the November/December, 2023 Spoiler.

## **VOLUNTEER TEAM SETS UP TRACK**

On Friday, November 17, a group of CKCC racers and member volunteers arrived at the American Muscle Car Museum to setup the autocross track. Brevard County had suffered from several days of very heavy rains leading up to our season ending two-day 14-event race. All the usually tranquil ponds at AMCM were over their banks and many parts of the concrete parking surfaces where we usually locate the race paddock were under water. But the weather forecast for the next two days was perfect. Tim Reardon had designed another great track layout. The workers then proceeded to unload everything and distribute the traffic cones per Tim's sketch, set up the club canopies/tables and set up the timing equipment for testing by Zach Duys. We finished setup before noon and most of the standing water had drained from the paddock and we were ready for the weekend of racing. The weather forecast was for clear skies and little chance of rain. We were ready to go racing.

## **SATURDAY SURPRISES**

Surprise, the weather forecasters got it all wrong. It's Florida, and the chance of rain is never ever zero. When Lynn and I left Mims at Oh-Dark-Thirty (Yeah daylight savings time was gone) it was overcast but no rain. The farther south we traveled the more the fog, mist and light rain fell. When we arrived at AMCM, it was evident that Melbourne had received a lot of rain in the early hours of the morning. The paddock area was reflooded and it was still raining, though not very hard. A quick check of the "updated" forecast gave us some hope of a drying track and maybe some sunshine in the afternoon. Ed asked me if we wanted to cancel the event, but I told him that a lot of racers had traveled many miles to race this weekend and it was the final race of the year. Points needed to be earned. As long as the weather was not prohibitive to racing (lightning, large pools of water on the track, etc.) we were going to race. Racing on a wet track is part of the sport.

As more and more worker and racers arrived, we started doing the final setup for the day of racing. This includes timing setup, safety

*Continued on next page*

walk down of the course, check-in of those preregistered, registering walk-in racers and ensuring all participants, workers and spectators had read and signed the NCCC waiver. We had our worker and drivers meeting a little late, but we started racing around 9:45 on a wet track with a light drizzle falling. We had 29 racers participating on Saturday with five "metal" cars and two Formula SAE drivers from Embry-Riddle Aeronautical University (ERAU). For more information on Formula SAE, see the special article elsewhere in this edition of the Spoiler.



Everyone behaved themselves on the wet track and we completed all seven events without any incidents or off-track excursions. Most of the morning runs were on a wet track, but the rain slowed and stopped before our lunch break and most of the runs in the afternoon were on a dry track. It was a great day of racing.

As is a custom, many of the racers, workers and spectators met at Kelly's Burgers and Beer after the racing was completed Saturday afternoon and all enjoyed some much-needed camaraderie, nutrition and adult beverages. The after-race camaraderie is something you have to experience to appreciate and understand. Everyone is welcome.

### **SUNDAY SUNSHINE**

We arrived at AMCM on Sunday morning just before a beautiful sunrise with great weather forecast for the day. The track was changed slightly from the Saturday layout to give the drivers yet another version of our somewhat limited track possibilities of the concrete layout at the museum. Tim did another excellent job on the course. Our CKCC member workers and racers did another great job of getting the jobs done that need to be completed before we can start racing. I held the workers and drivers meeting close to the schedule and we were racing soon afterward.

We had 23 racers participate Sunday. The disadvantage of hosting an event the weekend before Thanksgiving; some racers had to head home early as they had travel plans to keep so as to be with family and friends on the holiday. The weather was perfect for racing; partly cloudy with a slight offshore wind with temps in the lower 80s.



*Continued on next page*



We completed all the racing early and were all headed home before 3 PM. A special thanks for all the racers and workers who stayed to help break down the gear, collect the cones and get it all where it is stored until the next CKCC race at AMCM On January 27-28, 2024.

It was fantastic to see drivers from the Indiana Region and several other Florida NCCC clubs including the North Florida Corvette Association and Vettes 4 Fun. This was in spite of an autocross that was added late to the NCCC schedule on top of our event dates in the SE region that cut into our normal attendance numbers. But we still had plenty of great racing. We hope that in the future this does not happen.

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



days, worked one of eight track corner stations checking each racer for a clean run and resetting cones after a “cone killer” racer has wreaked havoc on the course.

### **2023 NCCC SEASON WRAP UP**

As I said earlier, this was the last NCCC autocross of the year for CKCC. I would normally write a separate in-depth article on how CKCC and its members did with respect to the region and national standings. BUT I failed to capture a snapshot of the final season standing for the CKCC racers. Lynn and I caught a bad head cold late last week and did not feel like working on the article and by the time I tried to access the NCCC National Database standings, they were unavailable due to scheduled computer system maintenance. NCCC has not announced when the website will be back up. I do know that CKCC did squeak out a 3rd place in the national club standings again for 2023. This last event really helped us overcome two other clubs for this encore 3rd place position by about 100 points. I will try to get the full racing results into the next edition of the Spoiler.

Hope to see you at the track in 2024.



# Sunday Brunches

Our monthly first Sunday Brunch at Fishlip's in Port Canaveral continues to be a favorite gathering of CKCC members. The January Brunch was attended by 36 members who enjoyed the free Mimosas with their breakfasts. Attendance was a little lower than

most months probably due to the Brunch being held on New Years Day.

The February Brunch was attended by 34 members who all appeared happy based on the smiling faces.





## Valentine Cruise-In to Mo-Bay's Grille

Saturday, February 17 started out with a severe weather forecast so not many members drove their Vettes to this, our second Valentine Cruise-in to Mo Bay's Grill in Sebastian. However, the gloomy weather forecast didn't dampen the spirits of the 36 members who attended. Those of us who went on the first cruise-in to Mo Bay's last year were very impressed with the quality of the food and service and this visit did not disappoint based on the number of "loved the food" comments that were heard. It's not surprising given that the Jamaican owner of Mo-Bay's became a Gold & Platinum Awarded chef while working for 5-Star Caribbean resorts.

To top off great socializing with fellow members, Connie Kostyra entertained everyone with her lively presentation of Valentine themed PEZ Dispensers to the ladies who were wearing Valentine colors, and gave cupcakes and candy to all ladies present.



*Continued on next page*





# National Council of Corvette Clubs Report

By CKCC Governor  
Zachary (Zach) Duys

## NATIONAL CORVETTE MUSEUM EVENTS

The September/October Spoiler had a review of the National Corvette Museum located in Bowling Green, KY. There are several events you should know about for 2024.

- April 25-27: Annual Michelin Bash
- May 1-31: Military Appreciation Month, including Vets N Vettes Event
- August 29-31: National Corvette Caravan (hosted every 5 years)
- August 31: 26th Annual Corvette Hall of Fame Induction Ceremony

## 2024 NCCC CONVENTION

The 65th NCCC Convention in Joplin, MO is May 13 – 19, 2024 and they are ready for you. Jeff Bruggeman is the Convention Director and Cindy Urenda is the Treasurer. There is still room and event availability and day passes typically go on sale April 1st, for those not wanting to go the whole week. The convention schedule is a bit different than usual, starting on Monday and ending on Saturday.

Monday and Tuesday are registration and tech days. Tuesday is the welcome party with pizza and live music. Wednesday has three options; the Rallye in the morning and Funkhana in the afternoon; a Route 66 cruise to the west with a lunch stop; or a Route 66 cruise to the east with a lunch stop. That evening is the National Awards Banquet with live music by Rich McCready. Thursday is the

Concours downtown and a Scavenger Hunt on Main Street. The Peoples Choice Car show and Valve Cover Race is in the afternoon with the Road Crew band from Nashville and a street party. If you miss the Wednesday Route 66 cruise, or want to do the other one, they will be run again. Friday is the Drag Races or you can take a Riverboat cruise with dinner and entertainment. That evening there will be a Pool Party with live music and meal. Saturday is the Autocross all day. Other options are Paint N Sip (a Route 66 Corvette theme), paint and canvass supplied or you can take a bus tour to Crystal Bridges art museum and Frank Lloyd Wright House with lunch stop. Sunday is the Convention's awards ceremony. The Corvette Mall and Hospitality Room will be open Tuesday through Saturday. Day Pass registration opens April 1 at 11:00 AM. The Holiday Inn is sold out but accommodations at the second Host Hotel, LaQuinta Inn & Suites are available. Please register for Convention before calling the hotel. Tech is required if you compete in any speed events or the Rallye.

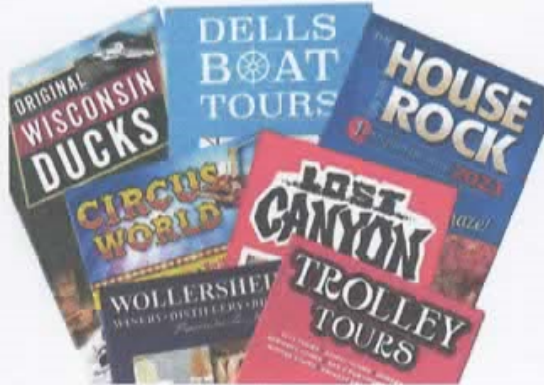
The next (66th) Annual NCCC Convention is in the Wisconsin Dells and Lake Delton, August 17-22, 2025. Jim Wood and Joan Thomas are the organizers and are asking for volunteers with Concours, Tech, Hospitality and Door Prizes. The Track will be *Road America*, a bucket list track for many of us. More details on the adjacent page.

# 2025 NCCC Convention



We invite you to join us in the Wisconsin Dells and Lake Delton area of Wisconsin for the 66<sup>th</sup> Annual NCCC Convention August 17 – 22, 2025

The Scenic Wisconsin Dells area is an exciting and beautiful resort area for to gather for partying as well as sightseeing, driving unique roads and exploring everything the area has to offer. Wisconsin Dells is the Water Park Capital of the World.



Wisconsin Dells is about an hour north of Madison, WI. There is plenty to see and do in the Dells and even more throughout the surrounding area. The Host Hotel will be the Kalahari Resorts & Convention Center conveniently located for all activities just off I-90/94 at Exit 92. The Room Rate at The Kalahari will be \$156.03 including taxes, free parking, no resort fee. Guests will have free entry to the Tom Foolery Amusement Park as well as free use of Indoor and Outdoor Water Parks. Entertainment, Parties and both Hosted Tours and Self Guided Tours are in the planning stages. Competitive Events are being planned for 2 Rallyes, 3 Drags, PC Car Show, Concours d'Elegance, Funkhana, Autocross, High Speed (not Time Trials), 2 Scavenger Hunts, Valve Cover Races and an Overall Competitor Competition.

To save travel, Speed events will be run on Tuesday (the 19<sup>th</sup>) swapping tracks around noon. Planning for the Autocross and High Speed Events is focusing on making it possible to give all competitors four runs.



**ROAD AMERICA**  
America's Park of Speed  
Elkhart Lake, WI  
[www.roadamerica.com](http://www.roadamerica.com)



- 11 RESTROOMS
- 12 CONCESSIONS
- 13 SERVICE
- 14 SERVICE LANE
- 15 GARAGES
- 16 TRAIL



Autocross will be run on the Briggs & Stratton 8/10 mile Motorplex shown above and with an X inside the Racetrack

High Speed will run on the 4.1 Mile Racetrack

All 3 Drag events will be held on Thursday (the 21<sup>st</sup>) at the Rock Falls Raceway just south of Eau Claire, WI. It is a little ways to drive (mostly along I-90/I-94) but so worth it to drag on an NHRA 1/4 Mile track that is so clean, well maintained and professionally staffed!



[www.rockfallsraceway.com](http://www.rockfallsraceway.com)



# Driving Cars Across the Block at the January Mecum Auto Auction

By Connie Kostyra

An amazing 4,000+ vehicles were auctioned January 2-14 at Osceola Heritage Park, in Kissimmee by Mecum Auctions. Forty-four very special Ferraris went often selling for millions of dollars. My jaw dropped when I was close behind one Crossing the Block that sold for \$19 million and another that turned down a bid of \$22 million. More than 500 Corvettes were auctioned, including the Split Window Colorama Collection. There was the Kevin Sargent Mopar and Winged Car Collection, and so many more. Many of the personalities of auto shows, magazines and more could be seen around.

## NAVIGATING THE MUD

CKCC members Kim Buelich, Beth Cavallaro, David Elseroad, Tim Reardon, Jim Smith, Barbara Young, me and others (who I did not see) had the challenging task the first few days of off-roading some of these beautiful vehicles through very deep mud and huge rain puddles. It was so bad that a prestige wash station was added to our route. As I drove a 2019 gorgeous BMW M2 Competition through the mess... going



slowly in first gear I was fishtailing — so glad nothing was close to me. Many beautiful C2s were in an outlying tent and sadly had to be driven through the same mud and water.



## LOTS OF VETTES AND ONE I WANTED BAD

It is always exciting, fun, challenging and a lot of work, but for me worth every minute because I get to drive some really cool cars. Had the pleasure of being in many Corvettes (C1s to C8s), even got to drive (first time for me) quite a few C8s which didn't seem to go for the outrageous sums as years prior. Fell in love with a 2013 Supersonic Blue base coupe and was very pleased that my



supervisors put me in it knowing I wanted to bid on it (but we can't drive it across the block). Got my bidding card, went inside and sat next to a pro who coached me and had high hopes when bidding began at \$15,000. Well, I never even got to raise my card as it skyrocketed well beyond my max bid (and then you have add on 10% for Mecum and 7% for Florida). Maybe I'll try again next time now that I know the ropes.

*Continued on next page*

## FUN & SOME CHALLENGING MAKES

Loved a 1969 Jaguar E Type Series II Roadster that was meticulously restored-drove as beautifully as it looked.



Was a hoot driving a 1906 Stanley Vanderbilt Cup Racer Replica (1 of 3) — had to be tugged but it was fun to see the reaction people had on the lengthy route — quite the long beauty — all sorts of cool controls and valves.



Also, got a kick out of a 2000 Dodge Viper RT/10 Roadster because it was a wigglesome challenge to get into but once you were in, it was a love to drive. Never been a big truck fan but after driving a 2022 Ram TRX pickup, loaded with 702 hp I changed my mind! One of the things I like is the challenge that some cars present-a perfect example being a drop dead gorgeous 1933 Plymouth Custom Coupe, 6.1 L Hemi V-8, first place at Detroit Autorama. Got in and the supervisor said "Connie, did you start it yet?" I laughed and said "I'm still reading the detailed, complex instructions on how to start it"-push one button, hold 10 seconds, push another button and more! Got it going, the owner came over and coached me on some short cuts, loved the power and sound it made as I took it across the block.

These are just a few of my stories. Ask some of the other CKCC drivers to relate their adventures-I'm sure they have some great stories. If you think you would like to drive at Mecum in July and/or January, (you can pick your days and the AM and/or PM shift) talk to any of us about it, and send an email to Sharon Rogers, Director, Certifleet LLC at [srogers@certifleet.com](mailto:srogers@certifleet.com) and she will fill you in on what she requires.



CKCC member Barb Young drove this beautiful C8-R

# COMPETITION REPORT

*By Competition Director Bill Kassebaum*



## CKCC'S FIRST AUTOCROSS OF 2024

The Cape Kennedy Corvette Club hosted the first autocross of the NCCC 2024 season anywhere in the USA at the American Muscle Car Museum on January 27-28. The weather was forecast to be sunny and warm for the weekend, but this is Florida, so it rained about an inch a few hours before sunrise in Melbourne on Saturday and we arrived to find major puddles and a wet track. Ed asked if we wanted to cancel and told him we don't cancel racing because of a wet track. Ed said the Space Coast Porsche club cancels at the first rain drop and will not race on a wet track. Well, we are not Porsche drivers, but real race drivers who race in the wet. We will call a race due to thunderstorms with lightning and constant heavy rain, but luckily the rain had stopped, and the track was only partially wet in spots when we started racing.

## GREAT NEW COURSE DESIGN

By lunch time, the track was dry, and we were running good times on the Tim Reardon designed course. Tim had designed a unique course that started in the museum front parking lot, made a loop around one of the grass islands and then proceeded to the skid

pad and long straight finishing behind the museum maintenance building next to one of the German tanks Mark Pieloch has recently purchased (Both have a Porsche engine!).



It was a great course. We had a total of 35 cars including 28 Corvettes and 7 metal cars ranging from a Ford Fiesta to a Porsche Cayman. We had 4 racers from South Carolina that traveled to our race and another 2 drivers from Indiana. It is great to see other NCCC region racers come race with us. It was a long day of racing, but we were done racing at about 4 PM and all those that wanted joined us for an adult beverage and bite to eat at a local restaurant near the museum. The post-race camaraderie is some

*Continued on next page*





of the most enjoyable times you will have following a hard day of racing.

When we arrived at the track Sunday, the forecast was for the rain to march across the Florida peninsula from the west coast and arrive on the east a bit after lunch. As a result, I did a quick redesign of the track, removing the loop and setting up a course similar to some of our past courses that had the start



near the entrance to the museum maintenance shop and finishing in the front parking lot of the museum. Sadly, the cars and drivers from South Carolina had broken one car engine and corded their Hoosiers for the other, so could not race Sunday. In addition, our autocross was on the same weekend as the Rolex 24 held at the Daytona speedway. So, we lost quite a few of our regular racers who wanted to attend the classic 24-hour endurance race only a short distance away. As a result, we had a few less drivers on Sunday.

The racing gods were nice to us on Sunday and the rain that was predicted to start at noon never materialized and vanished before it made it to the east coast. We were done racing and everything was packed up in the club trailer before 3 PM. Lynn and I got home before it was dark! It turned out to be a great weekend of racing.

*Continued on next page*

## **ANOTHER FUN EVENT**

CKCC hosted another fun Corvette driving event early in February. On February 12, CKCC put on a 3 event Rallye and 2 event Funkana. The turnout was not huge, but remember this was Superbowl Sunday, so it was a really great turnout considering. There were 7 cars with 14 participants and 6 CKCC members to help put the event on. After the Rallye/Funkana, everyone met for a delicious lunch at Mulligans on the water. A more detailed report of the Rallye/Funkana is on pages 4 & 5.

## **CKCC RACE TEAM CURRENTLY LEADER IN THE NCCC NATION**

I can report that CKCC is now 1st in the nation with 1522 points. CKCC men hold 7 of the top 10 places including our own Keith Grice in 3rd place. CKCC women hold 4 of the top 10 places including Roni Duys holding the 1st place position. Some of these



points will change slightly when the remainder of the Rallye/Funkana event results are entered.

## **UPCOMING EVENTS**

The next NCCC autocross in the FL region will also be hosted by CKCC on March 23-24 again at the American Muscle Car Museum.

I have already received 15 entries and hope to have 40 racers come and race with us. The more the merrier and the better our budget gets.

CKCC has also scheduled two sanctioned 14-event weeks of racing next fall as is our usual custom. These events will be October 12-13

and November 16-17. In addition, the annual Corvette-Porsche Challenge is planned for October 26. Be sure to put these events on our calendar and come out to watch the racing. More information and details of these events will be provided in a later Spoiler.

## **CKCC AUTOCROSS EVENTS MORE THAN PAY FOR THEMSELVES**

Speaking of budgets and financial data... I have heard more than a few grumblings from members that the CKCC Race Team costs the club money each time we hold an event. Nothing could be further from the truth. If we did not pay our own way, we would not host any racing events – Period.

At the February CKCC General Membership meeting, I handed out a detailed spreadsheet of the exact financials for each of our 4 autocross weekend events we held in 2023 and the first autocross we held in January 2024. In 2023, we made the club almost \$6000 PROFIT. That is after all our expenses, including the high price we now have to pay for the use of the American Muscle Car Museum property. A few years ago, it cost CKCC nothing to hold events at the museum. A few years ago, the museum told us due to increasing insurance costs, we would be required to pay what we thought was a lot, if I remember correctly; \$750/day or \$1500 for the weekend. We thought that was exorbitant. But for 2023, we paid \$1500/day or \$3000 for the weekend. In 2024 we are now paying \$2000/day or \$4000 for the weekend. The museum has already told us that for 2025, the daily fee is \$2500 or \$5000 for the weekend. Talk about inflation. But we have soldered on and have kept up with the cost of the museum by raising our driver/car entry fees. When I first started racing with NCCC/CKCC the entry fee was \$80 or \$90 for both days of the racing weekend and even provided lunch for everyone attending (I won't bring up the infamous Pizza-gate issue). For 2024 we are charging \$150 for the weekend if they pre-register, \$160 if they register on Saturday. Last year I started

*Continued on next page*

*Page 18*

marketing our events to a limited number of non-Corvette drivers to see how that would work. We have had a wide range of “metal” cars race with us and they have contributed significantly to the ability of the race team to keep making a profit each and every event. So far, we are doing well, and I intend to keep the racing program in the black and providing some profit to the club.

And to answer another concern I heard. The CKCC Race Team also participated in the 2023 edition of the annual Corvette-Porsche Challenge that is held each year between the Space Coast PCA club and the CKCC Race Team. This is not a sanctioned NCCC event and thus does not have the associated costs with our normal sanctioned events. Each of the 12 drivers from each team pays a \$60 fee that is used to pay for the track rental and is usually donated to one of Mark Pieloch’s chosen charities, usually a pet rescue organization. CKCC does not pay anything for this event. Every other year the Porsche or Corvette team is the host and provides T-shirts for all the participants and workers. Usually this is paid for by a sponsor. CKCC is the host of the Challenge in 2024 and the CKCC Race team will find a sponsor for the shirts.

Below is a simple table of the income and costs for the 2023 and 2024 NCCC Sanctioned events we held.

A much more detailed spreadsheet is available via the following link.

[CKCC Autocross Cost Analysis - 2023.xlsx](#)

If you have any questions, please reach out to me and I will ensure you are shown all our financial details of the CKCC Racing Program.

***Thanks For Reading.***

Please remember that the autocross events only happen with the help of everyone that comes out to race, work or just enjoy racing. We are totally reliant on volunteers for everything. If you want to come out and help or just watch, please do.

I am working on a club fun day of racing sometime in the near future. I just need to get a date for the event from the museum. We have a sponsor for the event so it will not cost the club anything.

Following is my contact information if you want to reach out with questions or comments. Or just come to me at any of our meetings or events with your questions or comments.

[kassebaum@gmail.com](mailto:kassebaum@gmail.com) or cell 321-616-3816

| <b>Event date</b>  | <b>Income</b>     | <b>AMCM Fee</b>   | <b>Misc Costs<sup>1</sup></b> | <b>Total Costs</b> | <b>Profit/Loss</b> |
|--------------------|-------------------|-------------------|-------------------------------|--------------------|--------------------|
| 2/18-19/23         | \$3900.00         | \$2500.00         | \$571.00                      | \$3071.00          | \$829.00           |
| 3/11-12/23         | \$4830.00         | \$2500.00         | \$452.73                      | \$2952.73          | \$1877.27          |
| 10/21-22/23        | \$4560.00         | \$2500.00         | \$562.28                      | \$3062.28          | \$1497.72          |
| 11/18-19/23        | \$4480.00         | \$2500.00         | \$420.50                      | \$2920.50          | \$1559.50          |
| <b>2023 Totals</b> | <b>\$17770.00</b> | <b>\$10000.00</b> | <b>\$2006.49</b>              | <b>\$12006.49</b>  | <b>\$5763.49</b>   |
|                    |                   |                   |                               |                    |                    |
| 1/27-28/24         | \$4125.00         | \$3000.00         | \$383.84                      | \$3383.84          | \$741.16           |

NOTES:

1. Miscellaneous costs include water, ice, sanction fees, CKCC FL region dues, software annual fee, replacement equipment (cones), paper for event documents, and batteries for the club radios.

# Data Acquisition for Your Corvette

By Competition Director Bill Kassebaum

## BACKGROUND

During the early development of motor vehicles, or horseless carriages as they were initially referred to, instrumentation for the engine and other components was not generally available. Instrumentation was not really even considered since everything was so new and constantly changing. Keeping them running and in one piece was a more important engineering design task. Speeds before 1900 were slow and typical travel distance was limited due to the lack of improved roads. As roads improved and speeds increased, racing happened (of course, that always happens). In addition, it also exposed the need for more and better instrumentation to be realized. According to most accounts, the first vehicle instrument was the speedometer, invented by Otto Schulze in 1902. The speedometer was followed by the alcohol temperature gauge with early models built into the actual radiator cap. Cooling systems were not pressurized and early engines used only water, so the alcohol temperature gauge's limited range was sufficient. Later, additional single gauges for fuel level, oil pressure and engine revolutions were added. Eventually, single gauges were

combined into one housing or instrument cluster. And now we have what looks like a video game in our car where the instrument/infotainment panel can be nearly the entire width of the front dash. When you drive one of today's new Corvette C8s, it is hard to believe how much technology has been developed and implemented into the dash of the car compared to the C1 or C2 Corvettes. Just take a look at the typical new car Owner's Manual and you will find over 500 pages of (very small print) information on how to use the technology. The owner's manual for my 1964 Vette is only 52 pages and actually includes more detailed maintenance information than the C8 manual. I would hazard a guess that most C8 owners have not read very much of their Corvette manual or even know a small fraction of the technology built into their new ride except for what they have seen via social media or what the dealer told them.

Computer technology and the data that feeds it has also taken over all new modern racing vehicles. If you look at any of the top tier racing series in the world, none of the competitors would be competitive without the numerous computers and engineers that

analyze the thousands or even millions of data points the vehicles now can provide in a few seconds. Not just to play back after the practice session or race, but in real time. The engineers have developed and installed an unbelievable variety and range of instrumentation and sensors to collect and then this steady stream of data to the pits. The Data Acquisition System (DAS)



*Continued on next page*

has become the paramount system to a successful racing team.

Sure, there are vintage racing cars with 20th century technology and instrumentation still racing, but even grassroots racing in the SCCA or any of the other amateur racing series has been inundated with DAS technology. Data acquisition can be backfitted or updated into most any motor vehicles, including yours, whether it is raced or not.

### **PRE 1980S AUTO RACING**

I do not have much information on race vehicle data acquisition of the early and middle twentieth century as I did not feel it was really relevant to the purpose of this article, modern data acquisition. But I believe most early racing vehicles had just a tachometer, oil pressure, water temp and maybe a few other gauges to provide the driver/mechanic with vital information about their racing engine (yes, early race cars sometimes had a separate mechanic that would ride in the race car).

Tuning of vehicles was done by the driver/mechanic with an extensive knowledge of the chassis adjustments, engine timing, carburetor setting for the best engine and chassis overall performance.

There were no fancy air to fuel ratio (AFR or Lambda or  $\lambda$ ) gauges connected to O<sub>2</sub> sensors to help with carburetor or fuel injection adjustments. AFR was best determined by either the color of the exhaust pipe interior or the color and/or deposits on the spark plugs after a racing session or run down the quarter mile. The art of reading spark plugs was the pinnacle of determining the fuel mixture with just an acceleration run at full throttle or lap or two around the track. An experienced mechanic could tell if the engine was running lean or rich and what carburetor adjustments (remember carb jets?) were needed to maximize performance. The heat range of the spark plug could also be changed to ensure it was operating at the optimum temperature for maximum power without fouling.



Early Corvette dashes had most of the gauges and information that was mandated by those driving these early race vehicles discussed previously, unlike many American made land yachts that may have had just a speedometer and gas gauge. Unlike the Corvette, the majority of main stream American cars hid the rest of the vital engine data behind what were typically called "idiot lights". They light up when the monitored parameter has exceeded some set high or low value the manufacturer determined during design. Many times, if the idiot light came on, for instance, low oil pressure, it was almost always too late as these lights usually turned on when the oil pressure was almost zero. Engine damage most likely already occurred. Ask me how I know.

Historic vehicle racing instrumentation was initially very minimal, usually limited to the same instruments you have in your Corvettes. In addition, the driver was usually too busy driving to really monitor instruments. As a result, the race vehicle designer would also have warning lights for major parameters such as fuel or oil pressure, water temperature and many others the designer/owner deemed important. Early tachometers had another device, called the "tell-tale", that would indicate if the engine had been over-revved. The tell-tale would let the mechanic know the driver had exceeded the design rpm limit of the engine. And why the side of the block had an air vent now. Weight is always a consideration in racing vehicles and for early

*Continued on next page*



*Jim Clark Historic F1 Pit Board Message*

DAS, they were not really light weight, so there was always a tradeoff for the data desired vs weight.

Before driver-pit communications were common, pit boards were used to convey information about the vehicle performance (lap times, times of competitors, etc.) and other parameters (track position, laps to go, etc.). This gave the driver information to plan the remainder of that lap and ultimately, the entire race. Pit boards were used extensively in all forms of vehicle racing. The only type of racing I could find that still uses pit boards exclusively to this day is motocross. They do not have any telemetry or other communications from or to the motorbike or rider. Some other racing series, including Formula 1 also can use pit boards as backups to the normal telemetry or for other not so important messages.

In early racing, there was no information transmitted from the vehicle or driver while on the track. There were attempts at two-way



*Not So Important Pit Board Message*

communications using standard CB or other commercially available two-way radios, but these were large and cumbersome, especially the antenna due to the frequency typically used.

The driver had to be able to describe to the crew chief/mechanics what the vehicle was doing on the track to help figure out changes that would increase engine performance or improve handling. The successful teams had drivers that were excellent communicators and knew the ins and outs of the race vehicle as well as or better than the designer and mechanic.

### **MODERN VEHICLES AND RACING**

I will limit my discussion of modern racing DASs to briefly mention the astonishing complexity of the current state of the art for any of the vehicles racing in the premiere racing organizations such as F1, IndyCar, International Motor Sport Association or World Endurance Championship. These racing series allow constant real time two-way data streams with astonishing band width between the race vehicle and the pits. The pit crew has much more data than the driver, which is considerable. This data is mostly completely encrypted so other teams cannot see the proprietary data. See photo below of a modern F1 data display and controls built into the steering wheel.

But what about NASCAR, you ask? NASCAR rules currently allow a limited DAS that does not include real time data transmission to or from the pits. The majority of data collected



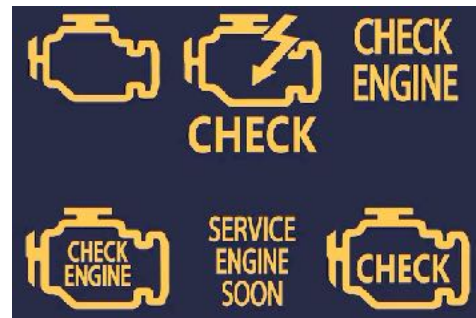
*Continued on next page*

can only be downloaded from the car in the garage. NASCAR does allow a limited amount of vehicle data to be transmitted by the video system mandated to be installed on each vehicle for use in broadcast and post-incident review purposes. The live data stream is limited to several video streams, RPM, GPS coordinates, MPH (from GPS), throttle position, and other limited engine parameters. But these are not encrypted so they are available for all to see, even the spectators and television audiences.

A bit of trivia, the first NASCAR team to adopt an early DAS was Harry Gant's #33 1986 Chevrolet (My wife's favorite NASCAR driver and thus the number on my Corvette when racing). Harry's team had installed an extremely (for the time) sophisticated telemetry system "box" that weighed 40 pounds onboard his race vehicle. The box could continuously monitor 24 different sensors at a rate of 55 samples per second. The data was then transmitted to a receiving and analysis console via a 4-watt transmitter, and a 30 ft receiving antenna. However, when the season ended, NASCAR officials (Probably Bill France Sr.) became wary of such systems actually being used to monitor a race vehicle during a race and outlawed them. That is how NASCAR has embraced technology.

### **NATIVE DATA ACQUISITION COMES TO YOUR CORVETTE**

It was not until the 1996 model year, that the federal government mandated that the Malfunction Indicator Lamp or MIL be incorporated into all 2nd generation On Board Diagnostics, known as OBD2. This article will not discuss the earlier on-board diagnostic systems. The MIL was principally used to warn the driver that something was amiss with the engine and was likely not meeting emission control limits. The MIL or "super idiot light" would light up the infamous and dreaded check engine light. The check engine light came in orange, yellow or amber depending on manufacturer and model. If it is a steady light, it was something



less important, but still needed attention. If the check engine light was blinking, this is a more serious problem with the engine that needs immediate attention. Continuing to drive with the check engine light flashing can potentially cause serious damage and costlier repairs. A relatively simple and inexpensive OBD2 reader can easily determine the cause of the MIL and display the individual Parameter ID(s) or PID(s) responsible.

The OBD2 port has opened a window into the data our vehicle acquires and sends to the Engine Control Module (ECU and many other sub-computers to control emissions, maximize power and economy as required, keep us going in the direction we want to go (stability control) and ensure our able to stop (ABS) in a controlled manner when we step on the brakes regardless of the abilities of the driver or road conditions. The Nannies have arrived.

Most modern vehicles like the last few generations of Corvette have kept the basic information in front of the driver directly on the dash. In addition, many of these Corvette models have the ability to also display other data that is not always on the dash but can be selected by the driver. This can be engine oil temperature, tire pressures, and a lot more. This can be handy for checking certain parameters while at the track. In the C7 (2015 & later) and all C8 Corvettes, GM has designed and implemented an optional data recording system, called the Performance Data Recorder (PDR). The PDR can record vehicle data such as acceleration, speed, braking, gear choice, steering angle, G-force and many other parameters. It also records

*Continued on next page*

video from a built-in camera near the rear-view mirror. All this can be stored on an SD card and played back either in the car or on a separate computer with appropriate software.

### **PDR FOR THE REST OF US**

For earlier Corvettes, like C4, C5 or C6 models, if you want to add PDR like capabilities to your vehicle, you will have to look to the aftermarket for solutions. Some are very inexpensive. For just a few bucks, you can utilize your phone with specialized software that will record video and GPS data from the phone. All you need is a modern Android or Apple iPhone and one of several video packages that will turn your phone into an inexpensive PDR. Software packages for the Android include Track Addict, Harry's Lap Timer, and RaceChrono Pro are a few. Some of these will likely work with iOS, but I am not sure. Check the websites. Most of these cell phone apps can also capture OBD2 data from the vehicle directly via a Bluetooth (BT) OBD2 dongle you simply plug into your cars OBD2 port. These devices can also be used to read PID codes via your smartphone if your MIL light is on.

There are many inexpensive options for this dongle. A quick search of Amazon or reviewing the links above can provide recommended equipment. This will provide your phone with rpm, many important engine and transmission temperatures and pressures, yaw and slip angle, steering angle, etc. and record it simultaneously along with the video

to your phone's memory. One drawback to using a cell phone is that the GPS update frequency is quite slow (1-2 Hz) resulting in inaccurate and misleading on-track location data. Almost useless for predictive lap timing. The video from a typical cell phone is also prone to vibrations while racing, but usually acceptable. A rigid mounting system is essential for a phone to provide acceptable video.

To get around the cell phone's slow GPS most of these apps will also allow you to obtain much more accurate and higher refresh rate GPS data with an external GPS unit mounted on your car. These units, such as Haze Engineering's GPS\_BT – 18 Hz External GPS can significantly increase your track location accuracy. This unit will provide a much better GPS location data source than your phone via BT. But as you can guess, the more data you want with faster sampling rate the more it costs. It is easy to get several hundred dollars in a system based on your cell phone.



*Rigid Phone Mount*



*OBD2 Dongle*

*Continued on next page*



## BEYOND YOUR CELL PHONE

If you want something a bit better than what your cell phone can provide then another option is one of the standalone lap timers with some allowing data logging. In addition, these devices typically utilize a highly accurate GPS device with a high refresh rate eliminating the need for an external GPS device. There are several manufacturers of these stand-alone devices that include Garmin Catalyst, AIM SOLO 2 DL, Apex Pro and Racebox (Mini). See photo below for a complete track-day system from AIM. Many of these also provide varying degrees of acceptable predictive lap sector times which can help show you where you're slow or fast on the track. There are likely many others that I am not aware of. If you are interested in a standalone lap timer/data acquisition device there are many very informative review type articles on the internet including a multitude of websites associated with racing products and also many YouTube channels addressing data acquisition options. Let your favorite browser search engine show you. As I have

stated, there are many lap timers, data loggers and full-blown complete DASs out there, so do your research. Some of the best information comes from your fellow Corvette owners who may already have a DAS installed. Most will gladly share whatever information they know and provide suggestions for you on your road to better data acquisition and a faster lap time. I have found that not very many of these devices are sold as used, but there are a few available on the usual web sites. A word of caution... Use these web sites with less than total belief in the actual condition or what's included in your purchase unless you can see and test the device before purchase.

Depending on your budget, if you are interested in going faster around the track, your cell phone or one of the stand-alone devices will help you with getting the most performance you can from your Corvette whether it is a daily driver or a track rat's dream car.

***Thanks for Reading.***



# CKCC SPONSORS

## GOLD

AmericanMuscle.com  
Duys Marine Electronics  
Merritt Island Moose Lodge  
New Smyrna Beach Chevrolet

## CONTRIBUTING

American Muscle Car Museum  
Blue Ridge Awards & Engraving  
Eckler's Corvette  
Fishlips Waterfront Bar & Grill

# CKCC OFFICERS

## PRESIDENT

Janice Greene  
president@ckcc.club

## VICE PRESIDENT

Frank Storc  
VicePresident@ckcc.club

## SECRETARY

Barbara Young  
secretary@ckcc.club

## TREASURER

Marylalice Istvan  
treasurer@ckcc.club

## COMPETITION DIRECTOR

Bill Kassebaum  
CompetitionDirector@ckcc.club

## NCCC GOVERNOR

Zach Duys  
NCCCgovernor@ckcc.club

## OFFICER-AT-LARGE

Connie Kostyra  
OfficerAtLarge@ckcc.club

# COMMITTEES

## CHARITABLE DONATIONS

Judi Merrill  
Patsy Shearer  
Brenda Texeira  
charity@ckcc.club

## MEMBERSHIP

Brenda Teixeira

## PHOTOGRAPHER

Roger Wolf  
photographer@ckcc.club

## PUBLICITY DIRECTOR

publicity@ckcc.club

## SOCIAL ACTIVITIES

Patsy Shearer  
social@ckcc.club

## SPOILER EDITOR/FACEBOOK

### ADMINISTRATOR

Roger Wolf  
spoiler@ckcc.club

## WEB SITE

George and Kristy Halkovic  
webmaster@ckcc.club

## 50/50 DRAWING

Janice Anderson  
50/50@ckcc.club

## SHOW CHAIRPERSON

Peter Lenhard

## JOIN OUR FACEBOOK GROUP

As a paid member of CKCC and have your own Facebook page you can see other members posts and post your own messages, photos and videos, according to the rules, on our FB private group page.

Simply type Cape Kennedy Corvette Club in the FB search window and ask to join.