



*Promoting Corvette  
Enthusiasm, Competition,  
Social, and Rallies for 45 years  
1975 - 2020*

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# CROSSTALK

Official Publication of the Corvette Club of Arizona

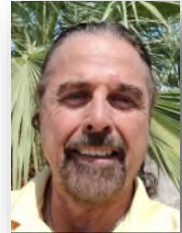
Volume 14, Issue #2

March - April 2020

## President's Message

Brad Ryan

Fellow Club Members – It is truly disappointing and unfortunate that this virus issue has not only completely shut down our usual CCA spring activities, but it will also be sending us into the hotter months where we have fewer events anyway, thus we will have lost the better part of 2020. Hopefully, this will finally end and we will be able to at least resume our usual fall schedule of events. In the meantime, it looks like everyone is finding the time to do all of those things that we generally put off. In my case, I will finally be finishing up the restoration of my factory Air Conditioning in the '67 Coupe! This is also an excellent opportunity for all CCA Club Members to do a complete review of their Club Profile, especially photos and your prior occupation instead of just “Retired”!



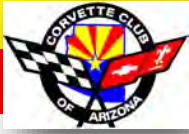
### CCA Board of Directors Update:

All Board Members have agreed that it is best that we continue to protect our valued CCA Members by cancelling the May Membership meeting. We will make a decision on whether or not to hold our regular Board meeting as we get closer to that date in May. Also, I am not aware of any of our CCA Club Members having contracted this invisible virus, but if you do know of anyone, please let someone on the Board know in case any assistance is needed. I will soon be presenting Packages from Home with CCA donation checks for the Road Runner Kick-off event and also for all of the thoughtful donations made by those requesting that their entry fees from the (cancelled) Corvettes in the Park car show be donated to PFH instead of receiving a refund! On another note, I will be sending a condolence card to the Tex Earnhardt family regarding the recent passing of Tex and to show our appreciation for Earnhardt Chevrolet supporting our spring and fall Car Shows.

### CCA Activities Update:

Our Activities Director, Susan Lovino will continue to send updates with regard to any changes to any upcoming pre-scheduled activities as we move forward in the coming months ahead.

*Brad*



From the Editor Bob Bassett



**Stay Strong  
Stay Safe  
Stay Home  
Re-open  
Save our Jobs**



We see it everywhere. It is easy to say, but not so easy to do. It is a personal decision for each person to make. I hope you are all coping well with your stay at home routines. Fortunately, it is a little easier to do for retired seniors, who are used to being home from work on a full time basis, but much harder for those with jobs or businesses. How many times can you wax the Corvette in a week? We might have to break down and wax the tin car instead! I shouldn't make light of it, but a little humor does seem to help in this situation.

While a large percentage of our club members are considered to be "at risk", there are many who are much more at risk than we are, and this pandemic has proven deadly for so many who are confined to long term care homes. Any time you think you are suffering, just imagine what those care home residents and care workers are going through. Suddenly, having to spend your days at home, with internet, TV, social media and hopefully your spouse, even with reduced or no income, doesn't seem to be such a burden.

It has been proven that staying at home and strict social distancing have flattened the curve enough that many jurisdictions have been able to handle the volume of spread and hospitalizations, whereas others that did not get a chance to isolate in place have had their hospital systems completely overloaded. Shutting down businesses has meant chaos in the economy, and has sparked a deep conflict between maintaining health safety and retaining jobs.

I understand how important it is to get the economy and jobs going again, but I urge anyone who does not need to get back to work to continue sheltering in place as much as possible, even when lockdowns are lifted. Most of us in CCA have the luxury of staying home and staying safe. We just need to take advantage of that opportunity!

No one knows how long this will go, or whether there will be a rebound in the fall. We are praying that we will be able to return this October to see all of you again, but getting together after this is over won't be so sweet if anyone is missing! Please Stay Home and Stay Safe.  
Bob & Barb



**2019 Board of Directors**

**President:** Brad Ryan

**Vice President:** Tom Palmer

**Secretary:** Dave Golec

**Treasurer:** Bob O'Connor

**NCCC Governor:** Ray Jenkins

**Membership Chair:** Guy Lombardo

**Activity Director:** Susan Lovino

**Activity Coordinators:**  
Diana Campise & Nancy Hagan

**Officer at Large:** Norm Riffel

**Volunteer Positions**

**Crosstalk Editor:** [Bob Bassett](#)

**Webmaster:** [Dom Lovino](#)

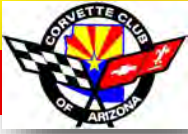
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# Caywood Farms Driver

# Denise & Dave Lott



### Our Cotton-Pickin' Driver

Caywood Farms is a hidden gem in Casa Grande. Those on our driver will never zip down I-10 and glance at the fields on either side of the road in the same way. With all the information that we gathered, I think



the consensus was that farming, especially cotton farming, is not for us. We now have so much respect for the work involved in getting that cotton Corvette t-shirt to us.

The day started with a nice drive down the back road to Caywood Farms on Highway 287. The farm has been family-owned for 90 years. As we spent the day with them, we could feel the pride in their



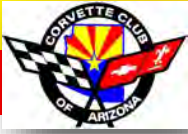
achievements and the strength of their community. There was a greeting crew outside on our arrival, and they

were very excited about the Corvettes lined up on both sides of their parking lot.



We each took a bag of popcorn, popped

*(Continued on page 4)*



## Caywood Farms Driver (Cont'd)

(Continued from page 3)

in cottonseed oil, and headed into their education center. Nancy Caywood and her assistant, Al, started us out with some hoedown music. Nancy is an inductee into the fiddling Hall of Fame, so it was a fun, toe-tapping time.



We now know the background of the country hoedown event. Most of us simply associated hoedown with a party, but, back to those hard-working farmers, a hoedown was a time to finally *lay that hoe down* and have a bit of fun. Who knew?

In a very entertaining way, we went through the various processes and machinery involved in producing cotton. We learned of the specific difficulties in farming in a desert region and of the government regulations that need to be met.

Did you know? .... Extra Long Staple Cotton (ELS) has been grown in the southwest U.S. since the early 1900s. It was originally named America-Egyptian but improvements in an experimental farm in Sacaton, Arizona, were made that produced superior fiber qualities of luster and silkiness. The name Pima Cotton was given in honor of the Pima Native Americans who grew the research cotton for the experimental farm. It can also be known as Supima Cotton.



Next we headed back outside to take a close-up look at some



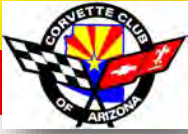
of that machinery—very intriguing to our auto enthusiasts and mechanical-minded members. Climbing onto a trailer loaded with bales of hay for seats and pulled by a tractor, we headed into the fields.

When we reached the cotton patch, Nancy gave us plastic bags to gather as many cotton

bolts as we wanted, or we could clip off a full branch to take home. We were also later able to collect a bag of cotton seeds to take home and see what we could accomplish in growing cotton on our own.



(Continued on page 5)



## Caywood Farms Driver (Cont'd)



*(Continued from page 4)*

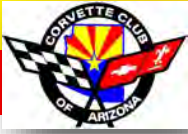
Lunch time was next. As we headed back from the fields, we started catching the aroma of the mesquite-grilled burgers, and we were definitely ready for lunch. That cotton pickin' is hard work! Burgers with all the fixings, chips, and old-fashioned desserts were on the menu. We could choose to eat at little tables inside a cotton baler, the "Caywood Bistro," or dine at tables set up outside.



That wrapped up the tour for the day. Barb Bassett had planned to play a couple of songs on her guitar during the hayride, but since that didn't work out, she went into the education center and, joined by Larry, one of the Caywood relations, and Lylla Allejandro, they played some tunes for those who stayed after lunch.

The perfect driver: nice backroad drive, reasonable distance, good weather, entertainment, education, food, friends, music.... We had it all!





## Game Night at Riffel's

## Joyce & Norm Riffel



We didn't know it at the time, but Game Night at the Riffel's on March 14 was the last Social event for CCA for the foreseeable future. CCA members got together for the required CCA activities: Good Food, Refreshing Drinks and Fabulous Fun! Joyce & Norm opened their beautiful home and played host to the pot luck dinner and some challenging games.



We look forward to the day when we can again get together with our fantastic friends.

To hold a Game Night when this is all over, please contact Susan Lovino.



## Activities Update

## Susan Lovino



### A Note from Your Activities Team

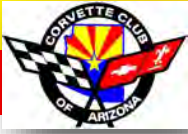
This has been a very slow time for CCA activities due to the COVID-19 virus, but I am confident that soon we will be able to get together again. While we are self-isolating, I would like everyone to think of an activity to put together for later on in the year. So far, we have MMT coming up in the fall, and we have moved the Cottonwood Driver to October 4.

We need members to start thinking about a driver or dinner (it can be a large or small group) that can be hosted in the summer or fall. Just because we have to Physical Distance doesn't mean we have to Social Distance. Please call or email or text CCA friends to check in and keep in touch. The Activity Team is hoping that everyone is staying healthy and please feel free to reach out to us just to chat or if you have a question.

Stay safe my friends and we will see you soon!

Susan, Diana and Nancy





# Groovin' Thru the '60s

# Ken & Mary Rock



On March 8, on a sunny afternoon twenty-four former long haired, bell bottomed, mini skirted members of C.C.A. got their groove on by attending the "Groovin' Thru The '60s" Concert at the Chandler Center for the Arts. The gang was sent back to a time, many years ago, when Corvettes ran on leaded gas, and we relived the memories of our high school and college years.



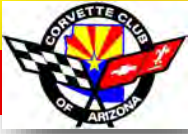
We were entertained for almost two hours by Kristin Drathman and his amazing cast with their live band taking us back to an era when life was simple and there were no cell phones! Kristen and his three amazing singing cast members dressed in character for the artists they impersonated and sang a host of songs from the early to mid '60s.

We were treated to the best of Peter Paul and Mary, Simon and Garfunkel, The Mama's and Papa's, and other songs from that era. In addition to great music, Drathman and his cast shared some of the history behind the artists and the songs they recorded.



After the concert we all "hung out " at the Crust Restaurant for an Old Italian Family Style Dinner consisting of endless salad, garlic knots, assorted pizza's, chicken Francesca, pasta and meatballs. Everyone went home stuffed and there were leftover's to take home. It was a great afternoon ending with a great evening and we hope to attend more concerts at the Chandler Center for the Arts as a group next year!





# Membership Update

## Guy Lombardo



The CCA Board has approved six new members since the last edition of **Crosstalk**. Please welcome the following new members who were approved in March.

Kevin Deihl and Jennifer Schmitt, who live in Chandler. Kevin is a retired pipefitter who is originally from Denver, Colorado. Kevin's hobbies include cars and golf. Jennifer is a business manager and is originally from Tucson, Arizona. Jennifer's hobbies are reading and dog agility. They own a 2001 silver Coupe and a 2011 Torch Red Coupe. Previous Corvettes owned include a 1970, 2003 and 2007.



Russ and Nancy Van Allsburg live in Chandler and are both retired. Prior to retirement, Russ was the owner of AZ Construction and Restoration. Nancy was a nurse and bookkeeper for AZ Construction and Restoration. Russ hails from Michigan, and Nancy was originally from Michigan and Iowa. Both moved to Arizona in 1980. Russ's hobbies are cars, travel and their seven grandchildren, all under seven years old. Nancy's hobbies are their seven grandchildren. They own a 2006 Red Coupe and their previous Corvette was a 1976 White Coupe.

Sue Henry lives in Scottsdale. Prior to retirement, Sue was an Office Manager for her family's Chevrolet Dealership in the Pittsburgh, PA area. Sue's hobbies are swimming, Corvettes and Shetland Sheepdogs. Sue owns a 2013 White Grand Sport Convertible and has committed to having it shipped to Arizona in September of this year.

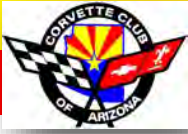


Jim Glass lives in Phoenix and is employed as an Account Executive. Jim is originally from Chicago, Illinois. His hobbies are Corvettes, travel, hiking and golf. Jim just took delivery of a 2019 White Z06 Coupe. Previous Corvettes owned were a 1991 White Coupe and a 2012 Grey Grand Sport.

Total membership is up to 133. We currently have seventeen Guest/Prospective members in various stages of completing their requirements prior to submitting their applications. Several of the seventeen will become ineligible in the coming months due to inactivity.







## CCA Chicks Sewing Face Masks

Marge Rhode

**Face Masks for Chandler & Gilbert Hospitals**

In late March I started hearing about the need for homemade face masks, not for doctors & nurses, but for other hospital staff, care givers in nursing facilities, cancer patients undergoing treatment, etc. And this was before we were all encouraged to wear them whenever we leave the house! So I decided to make some and I also decided to see if any other CCA members wanted to make them. Soon I heard from five others willing to help – Cis Eberst, Elly Palmer, Judy Schmidt, Lylla Alejandro and Patti Kerber.

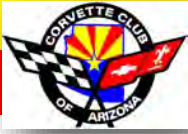
Then I needed to get fabric, ¼” elastic and pipe cleaners (to make the nose pinch). Fabric and pipe cleaners were easy since JoAnn and Michael’s stores were still open, but I had no idea that ¼” elastic was sold out everywhere! Obviously a lot of people were sewing face masks already. I made three masks using 3/8” elastic I was able to find, but threw them out as the elastic was very uncomfortable around the ears. And then I unexpectedly found 200 yards of ¼” elastic at Amazon – which hadn’t shown up a few days earlier when I looked. And it was delivered earlier than promised so I was soon able to deliver mask kits to the other five.



As of Monday April 20<sup>th</sup>, CCA members have donated 152 face masks to the Dignity Health Foundation that works with Chandler Regional and Mercy Gilbert Medical Centers. In addition, we have given 29 masks to other CCA members, family and friends. Some of us are still sewing masks, so if you need any, let me know.

So many thanks to Cis, Elly, Judy, Lylla and Patti – you did a GREAT job! And special thanks to John O’Boyle who made a sizeable donation to cover much of the cost of the face masks.





# Good Weather for Staying In

# Sheryl Katz



It's going to be a hot week! Our newest Sun Lakes member shared this Seven-Day Forecast from April 25th. Thank Goodness for A/C! If you come across something neat, send it to me.



# Dave's California Fruit Bars

# Dave Lott



I was reminiscing about those wonderful Games Nights that we can't hold for now, so I asked Dave Lott to share one of his fantastic dessert recipes with us so we could try our hand at one, and imagine that we're enjoying one of his treats with our CCA friends. Here it is. Enjoy!



- CALIFORNIA FRUIT BARS** ▲  
(Makes 24 to 36 bars)
- 1/2 cup unsifted flour
  - 1 cup oats
  - 3/4 cup firmly packed brown sugar
  - 1/4 cup wheat germ
  - 1/2 cup margarine or butter, softened
  - 2 teaspoons vanilla extract
  - 1 1/2 cups chopped walnuts
  - 1 cup golden raisins
  - 1 (6-ounce) package dried apricots, chopped (1 cup)
  - 1 (14-ounce) can Eagle® Brand Sweetened Condensed Milk (NOT evaporated milk)

Preheat oven to 350° (325° for glass dish). In large bowl, combine flour, oats, sugar, wheat germ, margarine and vanilla; mix until crumbly. Reserving 1/2 cup crumb mixture, press remainder on bottom of greased 13x9-inch baking pan. In large bowl, combine nuts, raisins, apricots and sweetened condensed milk; spoon evenly over crust. Top with reserved crumb mixture; press down firmly. Bake 25 minutes or until edges are lightly browned. Cool. Cut into bars. Store covered at room temperature.

# Vette Set Dining

# Diana Campise



**When this craziness is over, we have got to get together and celebrate!**

**Start planning now!**

**Got ideas? Have a favorite Restaurant?**

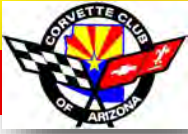
**Pick a date, make a reservation for 8, 10 or 12.**

**Call Diana, and she'll do the rest.**

**Want to join the Vette Set Dining Group?**

**Contact Diana Campise (480) 209-0117**





# C8 News and Views

## Bob Bassett



Like everything else, C8 Corvette Production at the Bowling Green Plant ground to a halt last month. Fortunately for a few lucky buyers, the plant produced about 2200 before the shut down.

Vin # 00029 was the first NCM Museum Delivery. [Click here to see the fortunate couple take delivery.](#) Notice that the Museum Delivery employee handed the keys to the Boss!

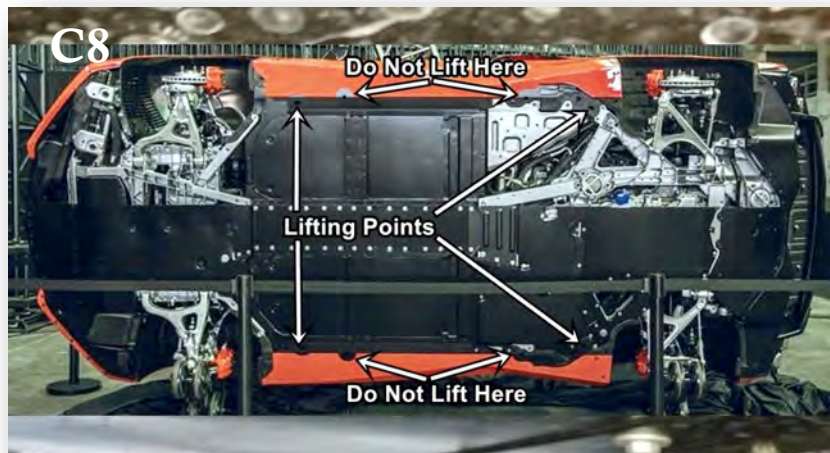
Sadly, all were not so lucky. A purchaser in Oregon succumbed to COVID 19 before his Z51 convertible could be built and delivered to him. [Rick Conti gives a sad memorial to Greg in this video.](#)

Some "Lucky" new owners are just not so lucky after all. [This guy T-Boned a Hyundai on day one!](#)

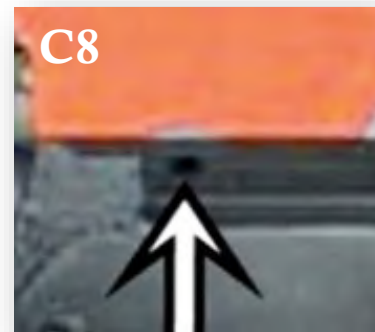
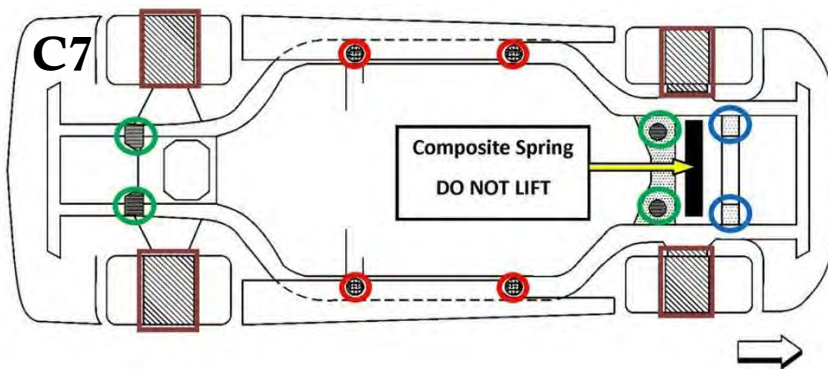
Those with a need for speed will enjoy this track video of a [C8 vs Mustang GT 500](#) in action.

### Jacking Points on C8 Compared to a C7

The main jacking points on both C7 and C8 appear to be quite similar. Because the jacking points are very close to the GRP rocker panel, I ordered a set of four jacking pucks from Midwest Corvette, now available through [Amazon](#) for about \$40. They have clips that snap into the oval holes in the center of each jacking point. I couldn't get one back out after using it, so all four of mine are installed all the time, and I have not lost one in 6 yrs. From what I understand, the oval holes on the C8 are the same and the pucks should fit.

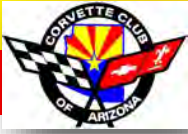


When feeling for the lift points there are also some round holes near the correct oval ones. These are not jacking points! Jack the C8 only from the area containing the oval holes.



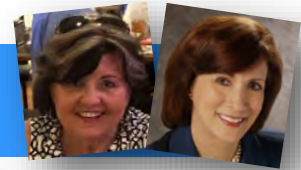
- 1) Preferred Vehicle Jacking Locations
- 2) Optional Vehicle Jacking Locations
- 3) Frame Contact Hoist Locations, Optional Vehicle Jacking Locations
- 4) Suspension Contact Hoist Locations





# CCA Chicks Around Town

Mary Ellen Hayden  
Denise Lott



## CCA Chicks Around Town



*Next lunches: May 8 & June 12 (if Possible)-- Hosted by Mary Ellen Hayden & Denise Lott*

All CCA ladies are invited to join us for the monthly CCA Chicks lunch at the Stone & Barrel Taphouse, Oakwood Country Club, in Sun Lakes. We meet on the second Friday of each month at 11:00. Guests and prospective members are welcome to attend one of our lunches as part of their membership process.

**With the current circumstances involving social distancing and restaurant closures, we will keep you updated on whether we will be able to get together as we get closer to the date.**

Please RSVP to MaryEllen Hayden ([mehayden2@centurylink.net](mailto:mehayden2@centurylink.net)).

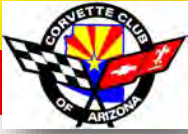


*Next morning coffee: October 7—Hosted by Norma Marsh*

From October to April, group of ladies meet at 10:30 a.m. on the first Wednesday of the month, in the Cottonwood, Sun Lakes ballroom, for coffee and fashion shows, guest speakers, and entertainers. For only \$3 you get coffee, tea, cookies, and a raffle ticket for a chance to win door prizes. Two of our Chicks, Lylla Alejandro and Denise Lott, are runway models for the stores during each show.

If you are interested in attending any one of the coffees, please email Norma Marsh ([njoymarsh@aol.com](mailto:njoymarsh@aol.com)) and she will be sure to save you a seat with our other Chicks. **Again, with social distancing and restaurant closures, we will keep you updated on whether we will get together as we get closer to the date.**





## Curb Alert Installation on a C7

Bob Bassett

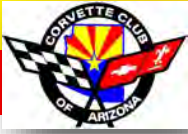


With lots of C7s coming available at attractive prices, I thought resurrecting this article might be of assistance to those whose C7, like mine, did not come with the cameras. This article first appeared in Corvette Forum in February of 2014. To protect my front spoiler from meeting with those ubiquitous parking lot concrete curbs, I purchased a product called Curb Alert, from Corvette Mods ([https://www.corvettemods.com/Curb-Alert-Parking-Sensor\\_p\\_5631.html](https://www.corvettemods.com/Curb-Alert-Parking-Sensor_p_5631.html)) for \$149, and installed it on my, then new, C7 convertible. I had seen one installation that looked a little like a June bug mounted on the nose, and I wanted arrange a really clean install that would not show from the front of the car. It took a while, but I eventually worked out an almost invisible, yet fully effective installation location. Here's my step by step install:



1. The first thing to recognize is that there is no easy way to reach in behind the grill to install the Detector. It must be done from the front. Don't drop the screw or the allen wrench behind there, or you will be fishing it out with sticky tape or a magnet!
2. The Detector mounts with the bump on the bottom. After fiddling with both top mounts, I used the square top mount bracket that was originally installed on the Detector when it arrived. Using the square bracket, I was able to mount the Detector at enough of an angle with respect to the grille, that the unit faces almost directly forward. The long narrow one looks like it would fit best to the Grille, but it aims the detector too far to the right. The square one allows you to aim the detector more to the front while still keeping enough surface for the double sided tape to hold.
3. I located the Detector just below the center chrome strip on the passenger side, about 3" from center. There are rectangle spaces large enough to house the whole Detector, but the one immediately next to the centerline has a clip for the chrome strip that prevents using it the way I wanted to, so I mounted my Detector in the second space from the center. I found that the 3" offset makes no difference whatsoever. After cleaning both surfaces with alcohol, I used the double sided tape included with the Curb Alert to mount the detector to the cross member. It is easy to miss aim this thing while lying on the ground looking upward, so if you have anyone to help, this is the time for it. A second set of eyes aiming the Detector directly forward would be a big help. After six years, including six months at a time each year sitting in a hot garage, I have had no issues with it coming loose.
4. Per the General Instructions tighten the adjustment bolt to "quite tight" before installing, and also make sure that you have the bolt head on the outboard or passenger side, as you will need to adjust the angle and then tighten this bolt after calibration. Note: If you make it too tight now, you risk pulling the fresh double sided tape away from the mounting point while calibrating. Also, per the instructions, clean the surface very well. I used Isopropyl Alcohol to clean mine. When sticking it up there, remember to have it as far toward the centerline as possible, leaving you room to get the allen wrench on that little bolt.

*(Continued on page 14)*



## Curb Alert Installation on a C7(Cont'd)

*(Continued from page 13)*

5. Once the Detector is mounted to the grille, do your calibration with the other pieces uninstalled. I used lightweight set of cables to get power and ground from the front Jumping points to the Control Box, but you can just use clamps to clamp the wires to the Jumping point if you choose.

6. Once calibrated, you have to tighten that little bolt, as they say in the instructions, "very tight", and with the Detector now mounted, it is very difficult to do. You can't get any rotation on the wrench from in front of the grille. You have to put the Allen wrench on the other side of the grille and then get it into the socket and reach through the grille with fingertips to tighten the bolt. Before I started, I taped a two foot length of fine wire to the Allen wrench so I could retrieve it if I dropped it, which I did many times before I got the thing tight. It's difficult to tighten, but it can be done.

7. With the hard part out of the way, I routed the cable along the ledge directly behind the Chrome Strip. After much experimentation, I actually used the twist ties that came with the product to fasten the cable to the clips holding the chrome strip in place. Note: these are not the cable zip straps that come in the kit. These were the twist ties that held the three product pieces to the cardboard. I used the twist ties because I was able to thread them above the clips and around the cable without opening the clips. Once twisted tightly, I clipped of the ends and folded the twisted 3/8" or so up an out of the way. I know this sounds a little "mickey mouse" using twist ties on a Corvette, but it works very well. I check them from time to time and they are still good after six years.

8. There is 1/2" x 1/2" square hole through the radiator shroud on the lower left (facing front of car) This hole has some kind of Light Sensor right next to it, so I routed the cable all the way to the last upright bar on the left of the grille, and again used a twist tie, to keep the cable away from the sensor. I used a fish with a simple 1/2" x 3/8" hook on the end and fed it down from the engine side of the shroud. I needed to shine a flashlight from the grille in order to see the hole. Look for a 1/2" x 1" electronics connection on the shroud. The square hole is immediately to the outboard side of that connector. I then fiddled with the cable from in front of the grille until I had looped the cable over the hook at one of the kinks and then fished the cable and connector through the hole and up to the fender.

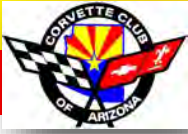


9. From there I ran the cable along the Hood Release Cable up to the latch, then under the latch and over to the Windshield Pillar. I secured the cable to the Hood Release Cable using the zip straps supplied.

10. Using a credit card, (sorry for the Costco ad), I was able to slide the cable completely under the weatherstrip at the corner of the engine compartment and over to the door opening.

11. Then, working from the open door side, I was able to slide the cable under the weatherstrip at the bottom of the window pillar, and then behind the upper door trim strip. On my car, I was able to pass the cable behind the

*(Continued on page 15)*



## Curb Alert Installation on a C7 (Cont'd)

*(Continued from page 14)*

upper trim strip without removing it. While trying to figure out how best to pop off the strip, I found enough play in it that I could slip a credit card behind the trim strip. I then pushed the cable between the credit card and the trim strip, shielding the paint from the cable connector. On the inboard side there is a vertical slit between the dash sidewall and the trim strip. With a little fiddling I was able to make the cable do the necessary 90 degree turn. Then, just when it looked easy, I ran into a couple of mounting brackets that hold the lower footwell side panel to the side wall. Instead of trying to go behind those brackets, I ran the cable around each bracket, stuffing a short length of cable behind the side panel on each side to hold it in place, and then ran it under the top edge of the carpet at the top of the footwell.

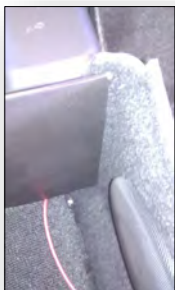


13. I found a nice cavity under the carpet at the top of the Passenger footwell which held the Control box perfectly, and I mounted the Buzzer about halfway forward on a flat spot on the underside of the air conditioning duct work.

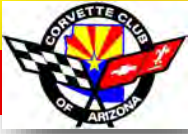
14. For the Ground I used the 10mm bolt found near the center console behind the driver's side end of the Glove box hinge. Note that the supplied ground lug will not fit here, so I soldered on a larger horseshoe lug.

15. For the power, the supplied wire will not reach the fuse box in the trunk, so I ran a new #14 stranded wire from the trunk to the passenger footwell. Because I didn't want a connection hidden behind a trim panel, I ran new wire all the way from the fuse panel to the front passenger footwell. Route the wire behind the side panel to the door, then up under the door sill panel, then behind the interior panels to the Battery in the trunk. I don't have a coupe, so you will have to be careful figuring out how to get the power wire behind the side panels or under the carpet to get from the door sill to the battery.

16. I was able to route the wire easily through the convertible as follows: Lower the top just until the Tonneau Cover is fully open and the rear window is still vertical. There is a small opening at the bottom corner where the rear compartment divider meets the side panel. You can fish the wire through that opening and then feed it under the rear carpet, just below where the convertible top protector panel is joined to the rear carpet board. Push about a foot or so of the wire forward. There is some sound deadening material attached to the underside of the trunk carpet board. Try to bend the wire so that you can push it under the material. Put the top fully up and open the trunk. Be sure to protect the rear fascia of your car from belt rash, etc. I removed my rear bib from



*(Continued on page 16)*



## Curb Alert Installation on a C7 (Cont'd)

*(Continued from page 15)*

its floor mounting and velcroed it to the rear face of the trunk to keep it in place. I lifted only the right side (passenger side) of the trunk board, as there are clips holding the driver's side cubby hole frame in place and I did not want to break them. Once you lift the battery cover, you can pull the trunk board up about a foot without disturbing the driver's side. Your wire will be directly in front of you. Pull through about 3 or 4 feet. At this point I soldered on the Add-a-Fuse I had cut off the supplied wiring, as I could not have fed the wire under the carpet with the Add a fuse attached. This method will work fine until they start supplying the correct length of wire for a C7 installation. At that time, you will have to use a fish.

16. The fuse panel is under a large removable panel under the center of the trunk. Find fuse #37 on the label attached to the board. Pull out the 20 amp fuse from that location using the little fuse puller tool attached to the fuse panel. Be sure to insert that same fuse into the empty slot on the Add-a-fuse, and then press the Add-a-fuse back into location #37. Because there did not appear to be any good routing path directly forward, I routed my wire from the fuse area over to the battery area and then forward along the groove where the ground connection to the frame sits. Just for safety, where the wire passes over the ground connector, I added extra insulation by taping the wire with electrical tape.



17. At this point, close the trunk and raise the tonneau cover as before. Snug up any excess length of wire from the trunk area. Don't pull the wire too tight against anything. Double check the wire in the trunk at this point if you are unsure. Then, using the credit card method, and starting at the rear side panel, you can easily push the wire up under the rear side panel, the door sill trim, and the front side panel.



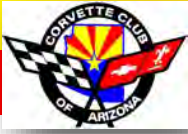
18. Once I had my new wire run all the way to the passenger footwell, I cut it from my large roll and soldered and shrink wrapped it to the red from the control box.

19. All the extra wire from the Detector cable, the buzzer and the power and ground wires can be easily bundled and dropped behind the upper edge of the footwell carpet.

I am very happy with the product and with the installation. It is invisible until you get your head down to grille level and it works well. The only caution I have is park slowly and stop as soon as you hear the beep. You can cover the 20" warning distance in about a quarter of a second. Try it. Your spoiler will thank you!







# Ken's Corvette Quiz

(Answers P. 20)

# Ken Rock



- 1. What was the last year for white wall tires on the Corvette?  
A. 1957    B. 1960    C. 1961    D. 1963
- 2. What option was first offered in the 1977 Corvette and then retracted from availability due to a squabble between Chevrolet and it's supplier over sales rights?  
A. Slotted magnesium wheels.    C. Luggage rack  
B. Glass roof panels.    D. AM/FM stereo radio with built-in cassette

- 3. What unusual component for a modern car was used in the C-5 Corvette?  
A. "Dammar" front Bumpers.  
B. Tom Corbett Space cadet rocket ship style dashboard  
C. Balsa wood core in the floorboards  
D. Captain midnight secret decoder



- 4. The C-4 ZR1 came with a key operated switch which is activated by the owner to cut the power output in the car to only 250 hp, whose enthusiasm was this fiendish device designed to dampen?  
A. Car thieves  
B. Valets  
C. Wives driving their husband's car  
D. To control the use of the ZR1's power



- 5. Corvettes were in short supply in 1953, so GM decided to sell them to only the rich and famous to extract maximum publicity value! What one American family bought three of them?  
A. The Rockefellers.    B. The Mellons    C. The Trumps    D. The Du Ponts

- 6. What was the first year that the 454 cubic inch engine was offered in a Corvette?  
A. 1963    B. 1965    C. 1967    D. 1969    E. 1970



- 7. What made the C7 Z06 coupe completely different from the C-5 and C6 versions?  
A. The roof panel was made of carbon fiber  
B. The roof panel could be removed  
C. The roof panel was available in a glass top  
D. The roof panel could be vinyl covered

- 8. What was the first big block engine offered in the Corvette?  
A. .409    B. 396    C. 427    D. 327

- 9. 2013 marked the end of the C6 Corvette. It was available in 10 different colors! What color sold the most, and what color so the least?  
Most: A. Arctic White.    B. Black    C. Torch Red    D. Cyber Gray  
Least: A. Blade Silver    B. Inferno Orange    C. Supersonic Blue    D. Velocity Yellow

- 10. In what year was the heater/defroster option standard equipment making the Corvette more civilized however you could delete it using our PO code 610 for racing your Corvette  
A. 1959.    B. 1963    C. 1962    D. 1960

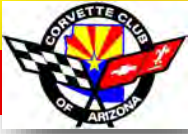
- 11. In what year did GM see a huge fall off in sales of the convertible Corvette?  
A. 1966    B. 1967    C. 1968    D. 1969



- 12. In 1968, what color leather interior was not available in the Corvette?  
A. Black    B. Red    C. Medium Blue    D. Dark Orange    E. White

Answers P.19





# CCA Governor's Update

## Ray Jenkins



After a successful Roadrunner Region "2020 Kick Off" event, hosted by CCA, I was planning on this being a good year for all area clubs to participate in the upcoming Roadrunner Region Sanctioned Events, hosted by other clubs, however, the outbreak of the Corona Virus put a stop to all that. I wish everyone in our Club a safe and healthy life until we get through this.

All Region Corvette Club Sanctioned events are cancelled through June, but the Sanctioned Events from July thru November are still on the schedule. Lets hope we can hold them.

- July 16 - 17 Phantom Vettes Rally and Corvette Show
- Sept. 19 - SDCT Car Show and Rally
- October 11 - 12 - VVV Corvette Show and Rally
- Nov. 1 - CCA All Chevy Car Show
- Nov. 13 - 15 - TVS Car Show, Rally and Autocross



The 1st Quarter Governor's meeting was held after the "Kick Off" Event on February 16, 2020.

Barb Johnson, the Region Executive, reported on the NCCC meeting which included information on Proxy forms from Club Governors, NCCC Bylaw reviews, Lifetime member requirements, NCCC Officer voting ballots and the planned NCCC National Convention being held in Indianapolis this year July 5 - 10.

Bob Johnson, the Region Competition Director, reported on the changes to the NCCC Competition rule book and that they are on the NCCC web site.

All Region Club Sanctioned event flyers are on the Region Calendar. Also that Insurance waivers are recommended for all Club Corvette Drivers and Club events.

Ron Scott, the Region Membership Director, reported on new NCCC membership being accurate when put into the NCCC data base, when a member passes away the NCCC status changes to Deceased, not Inactive, Accident Claim forms should be available at all times and the many benefits of being a NCCC member. He also said he would take our Region Governor's suggestion about pro-rating NCCC membership dues to the National meeting.

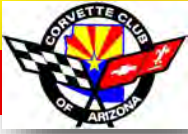
Debbie Marple, the Treasurer and Webmaster, reported we are financially in good shape and that the Web Site is up and accepting information for Club events.

The Governors commented that the CCA hosted "Kick Off" Event was a tremendous success and all gave great comments. Thanks go out to all CCA members that helped and supported Pat and me in making this "Kick Off" Event a success!

The 2nd Quarter Governor's meeting will be a teleconference on April 23, 2020 at 6:30 P.M.



Proud Owner Design can be accessed via the CCA Website. Click the "Merchandise" tab on the "Members Only" page.



## Upcoming Birthdays



### MAY

**Ray Jenkins**  
**Rita Mattivi**  
**Dick Bond**  
**Cis Eberst**  
**Kim Kemper**  
**David Friesz**



### JUNE

**Dom Lovino**  
**Marge Rhode**  
**Mary Rock**  
**Carol Smith**  
**Russ Van Allsburg**  
**Scott Feck**  
**Clara Montanile**  
**Roc Campise**

## Answers to Ken's Corvette Quiz

1. C; 2. B; 3. C; 4. B; 5. D; 6. E; 7. B; 8. B;
9. Most A. (2,938) Least B.(156); 10. C; 11. D; 12 E;

## The Last Word

Bob Bassett



Since our activities have been suspended, we have extra space in **Crosstalk** for articles from you. Most of you have been in Corvetting for many years and must have some good yarns to tell. And folks new to Corvetting must have chosen your Corvette for a good reason, so tell us about it. Please think of a good Corvette story you can put together in a few paragraphs, find a photo or two and get them to me. You don't have to be a good writer. Just tell me the story, and I'll do the rest. It can be anything from finding your first Corvette to fixing the one you have, or dreaming about your next one. Technical articles on anything related to Corvette would also be very welcome.

With the Curb Alert article in this issue, I have used up my previously published articles, and now need your help. I could go drag some in from the internet, but it would be so much better if it was a story that came from you, from your heart, and from your personal experiences. Please give it a try. There might be an author hidden inside, and besides, what else do you have to do today?

