



# CROSSTALK

Official Publication of the Corvette Club of Arizona

Volume 14, Issue #4

July - Aug 2020

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

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## President's Message

Brad Ryan



Well, this has certainly been the "Winter in July" for those of us who migrated from the Midwest, where we would hunker down during the freezing winter months with the heat on. Now here in Arizona, we all hunker down with the AC on and the heat is outside!

It's a shame that all of our great car events that we have come to enjoy here in sunny Arizona have been cancelled or put on hold. I was scheduled to enjoy my tenth consecutive year as a Celebrity Judge at the Corvettes at Carlisle this month with two buddies of mine; however, after finding out how much this event will be changing due to the China virus, plus finding out that our usual zero to one layover flights have turned into two-to-three layovers due to the airline traffic disruptions (travel time changed from 6 hrs. to 10 hrs.), and for all of those reasons we reluctantly decided to cancel because it just wouldn't be nearly as enjoyable.

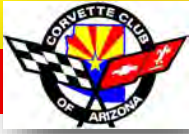
I did manage to take a heat-wave break to visit Iowa (Drove a Carbon-65 Z06), Michigan (Checked out lake Michigan beach front property – photo at right) and Illinois (for a get-together with some of the original Chicago Corvette Club members), so at least I went somewhere!



We DID hold the August Board meeting as scheduled on August 20<sup>th</sup> but the September general Membership Meeting is still uncertain at this time.

Regardless, I am still pushing forward with the application to Chandler for CHITP on November 1<sup>st</sup> where Lylla Alejandro will be my Co-Chair. I will also be working with the Board to move forward on our effort to add a 45<sup>th</sup> Anniversary photo on the back cover of the Winter Blue Bars publication. The tentative plan is to assemble at Earnhardt Chevrolet at the main entrance area where we can have over 35 Corvettes parked and taking photos from the roof or from a drone. We're still looking at other open areas with a nice backdrop and will soon be polling the Membership to determine the number of CCA Members that would like to participate in this one-time event.

*Brad*



## From the Editor Bob Bassett

**HAPPY BIRTHDAY CROSSTALK!**

In addition to celebrating our 45th year as a Corvette Club, this issue marks the 45th Birthday of **Crosstalk**. Yup! The first issue of **Crosstalk** was published as the July - August Issue in 1975. In a new section titled “**A Page From the Past**”, I have presented a page from the 2015 Jan - Feb Issue written by Esther Enriquez on the **First Crosstalk Issue**.



I asked various members to send in old photos of themselves and their cars or car related activities. I got some pretty good responses and have put them in a new section titled “**A Peek in the Rear View Mirror**”. See if you can recognize these youthful faces! I hope to repeat this column next issue, so if you weren't included on these pages, please dig into those old photo albums or hard drives and send me a few photos of you and your cars from your youth. Be sure to include the What, Where, and When, for each photo. They do not have to be Corvettes. Those who sent me newer pictures, from the last decade or so, I put into a section on “**Members and Their Vettes**”. I hope you will enjoy these memories.

As there have been no local or NCCC activities to report on, this issue again focuses on information from other sources. Everyone has a good story to tell about their Corvette(s) so we have added “**My Corvette Stories**”. These could be about when you rode in or purchased your first car and the experience that went with it. It could be about some modification or enhancements you have made to your car, and perhaps other members could benefit from how you did it or where it was done. It could be about where you have traveled with your car. Whatever it is - it is something you are excited or passionate about and worth sharing with other members.

Writing an article is simple. You don't need to be a writer, and you don't have to be the best speller or anything else. If you can write an email - you can write an article. So how about it? Just pretend you are telling a friend about something you did or experienced. That's exactly what you will be doing. Get your story into an upcoming newsletter. Next issues are October 31 and December 20 and cut off is 10 days earlier. I look forward to hearing from you!

**2020 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 &amp; Nancy Hagan

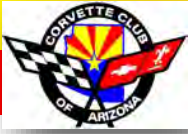
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# Members and Their Vettes

# Bob Bassett



I went looking for old photos of members and their cars, and received some great responses. Those with really old photos went into A Peek in the Rear View Mirror, which you will find on [page 7](#). The more modern ones are presented here as a look at you and your Corvettes.

John and Cec O'Boyle shared these shots with us from last summer's trip to Yellowstone with the Hoffmans and the Craigs and their Corvettes.



Garry & Karen Mion sent in this shot taken in San Diego in 2009 on their first road trip in their new 2008. This was the beginning of the Plastic Fantastic tours they organized over the next 9 years.

Sheryl & Howard Katz sent us this shot of their "YELLO" '95 coupe. This was the photo we submitted with our application to CCA Membership Chair in May 2011. We took this photo ourselves (using tripod and timer) at the Barry Goldwater Park, in Paradise Valley.

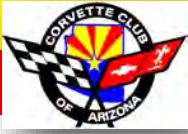


Tom Palmer sent in this great shot of his '66 convertible restoration project. We're hoping for more on this project in the next issue.

Heinz & Eva Platen went shopping. Who says you can't go shopping in a Corvette? So, we impulsively buy this nice big palm while grocery shopping. Heinz and I get to the car and it doesn't fit in the trunk... Thank goodness it's a convertible!







# A Page From the Past

Bob Bassett



Article by Esther Enriquez on the First Crosstalk reprinted from Jan-Feb 2015 Issue.



Page 12

## Crosstalk

Vol 19-Iss 1  
Jan-Feb 2015



### MEMORIES FROM THE PAST 40 YEARS

ARTICLE BY ESTHER ENRIQUEZ

As we celebrate CCA's 40<sup>th</sup> Anniversary, highlights from the Crosstalk archives will be presented in each issue of the 2015 Crosstalk this year. (Special thanks to Bruce Mundy for supplying a cache of hard-copy Crosstalks from the past.)

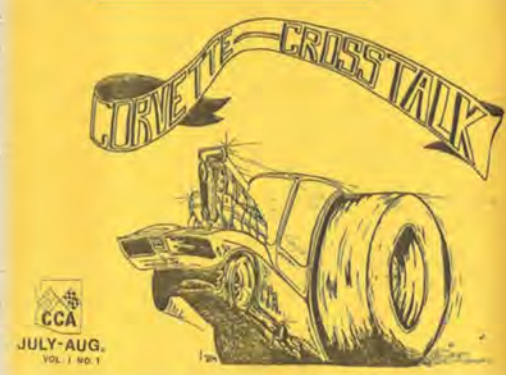
The first Crosstalk issue was published in July-August of 1975. Linda Van Scoy volunteered to create this bi-monthly newsletter with the intent to "put into writing some ideas, memories, humor, news, or general information for the enjoyment and enlightenment of our club." Members were encouraged to contribute to the newsletter which reflected CCA as an active, concerned, fun-loving club with interested members who care and plan to keep it that way.

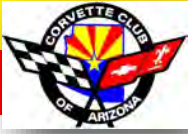
The President's message ("Thoughts from the Wagonmaster") from recently-elected Jim Hanson reminded members of the basic reason for forming the club: a very active and exciting group of Corvette enthusiasts working together to enjoy their cars and each other's friendships.

Inside pages included:

- A column by the Vice-President (Ed Van Scoy) attempting to define the Corvette and found it defined as "an armed naval escort vessel, smaller than a destroyer; a small warship."
- Highly unsatisfied with that definition, he found the following: "The only true sports car manufactured in the USA, an automotive legend and classic in its own time; universally accepted as the measure of high performance, futuristic styling with the ultimate variety of comfort options available, a lifestyle centered around the mutual appreciation, admiration and genuine love for the Corvette automobile."
- He chose to focus on the last phrase, "a lifestyle..." reminding members that only 6 months earlier, they were all strangers with only one thing in common - their Corvettes. Since then, they had discovered a way to work together to create this organization and share the better side of life - the Corvette Lifestyle which encouraged them to use their cars for more than Sunday drives.
- Minutes from the General Meeting which included a report from the Insignia Committee which presented their designs for the club logo and a motion to create a committee to draw up the Bylaws.
- The club treasury showed a balance of \$235.67.
- Buy/Sell items such as front bumper for a '63-'67 Vette, a 4-speed transmission for Vette, C.B. radios for your Vette - only \$145.
- A page of jokes (some of which would not be considered politically correct today!)
- A roster listing the 24 current members

Cover of the first Crosstalk issue





## Looking Back on 45 Years

Esther Enriquez

**2020 - Celebrating 45 Years of CCA Memories**

Following up on that article from 2015 about the First **Crosstalk** Issue, I thought I would look through more old issues. Thanks, in part, to Bruce Mundy for providing access to his collection of paper copies of previous **Crosstalk** issues, here is a partial time line I have gleaned from our archives:

**1975** – A new Corvette Club is born!

Jim Hanson is elected as President, Ed Van Scoy as VP. An important position was the Sergeant-at-Arms who fined anyone who was tardy or talking during meetings. The “Fine Box” was always kept nearby.

Meetings were held at Brown & Hoeye Chevrolet in Mesa on the 1<sup>st</sup> and 3<sup>rd</sup> Thursdays. The second meeting usually involved a social activity (mini-golf, go-cart racing, etc). Newsletter feature – CarKnack column advised on matters of love, car problems, gripes, and any other issues readers raised.

The treasury balance was \$125.37. Members were encouraged to save aluminum cans as a fundraiser. These would earn 15 cents/lb. Members in pick-up trucks offered to collect cans from the desert, lake, and river. When this did not prove productive, the effort was moved to rummaging through dumpsters behind bars. More productive was making the rounds to members’ homes and scrounging through garages and patios. A total of 299 lbs was gathered this way.

The first Corvette Car Show was held Saturday, October 4, 1975 at Williams Air Force Base; 14 cars were entered.

**1976**

New fundraising opportunity: One member (a licensed beautician) would cut any member’s hair for a \$3 donation to the club treasury.

The first Magical Mystery Tour was held in June. A general destination (Sedona) was announced and the four other Arizona Corvette Clubs were invited to join the weekend of fun.

**1983**

Frank Hagan is elected CCA President. (Frank also served as President several times after this.)

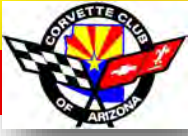
**1985-89**

CCA is now sponsored by Chapman Chevrolet. Frank Hagan is elected to the Member-at-Large position.

Frank and Nancy Hagan purchased a new 1985 silver vette with blue cloth sport seats and Bose stereo. The Hagans also sponsored the MMT to Prescott. Tradition required that the MMT hosts would have a cream pie thrown at them sometime during the event.

Frank also sponsored a “Hungry Man’s Rally” which took drivers through south Mesa past 65 eating establishments which they were expected to list.

*(Continued on page 6)*



## CCA Celebrating 45 Years (Cont'd)

*(Continued from page 5)*

Membership included 38 couples and five couples listed as Associate Members. Phil and Sandy Duhaime were prospective members at this time.

### 1990s

By now, club sponsorship had moved to Thorobred Chevrolet. Membership numbered 70. The club made a decision to become more involved in charitable activities. For the first time, a donation of \$1200 was made to needy families. A charity account and committee were established for this purpose.

As is typical today, most social events revolved around food and dining. Most social events were pot-luck, and members enjoyed the results of many gifted cooks. Founder's Day festivities were often held at various parks around the state with a potluck lunch.

MMT destinations included Cottonwood, Lake Havasu, Laughlin, Sedona, San Diego. Interestingly, many times the destination was announced in advance, but the planned activities were the "Mystery" part of the event.

A major annual club event was the Braille Rallye where drivers were directed by blind children who read the clues and directions that were written in Braille.

An inventory of the CCA storage shed included the following items: three rolls of Astroturf, casino paraphernalia, Christmas lights, Mexican straw hats, piñatas, a CCA plywood sign painted red and black.

To build attendance at meetings, the Members-at-Large were asked to contact every member before meetings and encourage attendance. Ask Sandy Duhaime how this went since she was a Member-at-Large during this time.

In addition to the Jerry Singer Memorial Award for Outstanding Member, the Terry Rogers Memorial Award was given to the Most Competitive Member.

Popular features in the Crosstalk included a column called "The Grapevine" which anonymously reported on overheard conversations, annoying and embarrassing moments and a column called "The Tattler" which relished reporting (tattling) on members' mishaps and other actions that would be better kept under wraps (drivers getting lost, keys locked in cars, etc.)

The first car show sponsored by Thorobred was held at Fiesta Mall on May 14-16, 1993 with 6 cars entered.

May 6, 1993

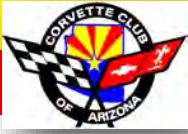
Frank and Nancy Hagan were spotted signing papers for a new corvette at Thorobred right before the Business meeting began.

I hope you enjoyed this little walk down memory lane. I'll try to find more for the next **Crosstalk** Issue.

*Esther*







# A Peek in the Rear View Mirror



Memories are a wonderful thing. Remember the good old days, like 2019 before we had COVID? How about the really good old days, way back when, like before cell phones and computers. Remember when premium gas was fifty cents per gallon? Or when Dick Tracy was the only guy with a two way wrist radio? Here are some photos of our members from yesteryear. If you have some similar shots in your old albums, and don't mind us publishing them, please send them to me. They don't have to be Corvette related, but if you have those, please use them. The older the better, just make sure it is possible to see that youthful face in the photo. Be sure to add the What Where and When for each photo. Now, see if you can recognize the youthful faces below. If you are viewing in Adobe, you can easily enlarge each photo. For the member's name and a brief explanation about each photo go to the next page.



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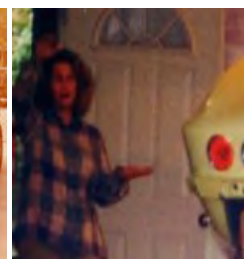
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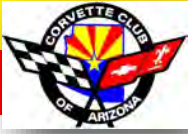


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## A Peek in the Rear View Mirror - The Story behind the photo

In the Author's cameo are Zora Duntov and Bob Bassett at CCCC Western Canada Convention 1979.

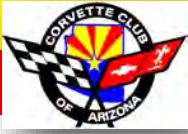
Here are the names and stories to go with rest of the photos on the previous page:

1. Larry Maiorano - 1949 Ford Custom Club Coupe. First all new car from Ford after the war. 150,254 Club Coupes produced with a base price of \$1517. Body style produced from 1949 to 1951.
2. Howard Katz - Blue '73 Coupe, as purchased after "selling" my yellow '73. (See my Corvette Story in this issue) By this time I had grown up a bit, got a haircut and a much better job.
3. Frank Hagan - with an award at the 1989 World of Wheels Car Show for his '34 Ford Tudor Sedan in the Altered Street Sedan class.
4. Sheryl Katz - with my 1981 Corvette in 1983, I think. I just noticed, this was before my vanity plates (KTZ) arrived! I'm the car washer in the family... the Corvettes were ALWAYS clean! This is not the most flattering photo of me but, it's fun. See the flowering dogwood trees in the Spring at our home in Potomac, Maryland.
5. Cec O'Boyle - a very rare photo of Cec in a convertible in 1971. This was before we were married and she didn't object to the open top, too much. The car is a freshly restored (by me) 1959 MGA 1500.
6. Cathy Maiorano - with '77 Camaro LT, 350 ci V8 and Turbo Hydra-Matic.
7. John O'Boyle - with the "Best of Show" trophy at the 1993 Far Niente Ferrari only car show. The car is a 1968 Ferrari 365GT which I completely restored including rebuilding the engine and drive train. There were 3 pieces of rubber I didn't change since I couldn't get replacements. I sold the car to a guy here in AZ (we still lived in San Francisco area) for \$55k in 1999. That same car sold 2 years ago for over 300,000 Euros. Chassis/VIN #11727 - I still remember it.
8. Patti Kerber - with our first Corvette, a 1971 Big Block Coupe, which became our daily driver, taken at our home in Trenton, Michigan.
9. Garry Mion - '72 Camaro, that replaced my '69 Camaro, in front of my house in Skokie, Illinois. Likely in 1979/1980, before I graduated Northern Illinois University and headed off to San Jose, CA.
10. Ellie Palmer - with 1966 convertible body hanging in mid air waiting for mating with the frame. See next issue of Crosstalk for more on that restoration.
11. Guy Lombardo - On his honeymoon, no less. He's off to a great start.
12. Dick Hedahl—In September of 1972 I saw this '68 L-71, 427 T-Top in a parking lot with a For Sale Sign. The guy wanted \$2500! His brand new 1973 was in and he had to sell before Monday. I offered \$2250!!! And he took it. It had only 50k miles and was never in a body shop. I showed this picture to a friend recently. He asked, "Do you still have the bell-bottoms?"
13. Barb Bassett - from a newspaper clipping with yellow '75 L48 Coupe holding 1979 Western Canada Overall Men's and Women's Championship Autocross award. She did a repeat for Ladies Overall Champion in 2012 with her Atomic Orange '07!

I had a lot of fun putting this article together and seeing how we looked back then. I hope you did too! Browsing through old photo albums brought back many fond memories of old friends and interesting experiences. Take a look through your albums and send us yours.







## My Corvette Stories

Sue Henry



I was fortunate to grow up in a car oriented family. My Dad opened our Chevrolet dealership in 1958; I was allowed to drive my first Corvette when I got out of high school. We called them demos, or demonstrators, in those days, as these vehicles were not titled and remain the property of the dealership until the sale. They were not strictly used for test drives, but were driven by some of the dealership staff to advertise the cars. We were very respectful of the fact that these were new cars, and very wonderful sports cars at that. Dad taught us to keep the cars in immaculate shape, and we were not allowed to run the miles up on any of them, as this was not conducive to a sale. My brother still has a red '64 Corvette convertible, and a '72 LT1, and I have my 2013 Grand Sport.

My brother drove the '64 while in high school, back in the late 60's, and one night it was stolen while parked at a mall. We were all very upset, but the Vette was found in the city of Pittsburgh several days later, a few miles from home, missing the eight track tape player that he had mounted temporarily on a 2 x 4 in the back, and also missing his prescription sunglasses. We had a good laugh about someone thinking the glasses were a good thing, until they realized they could not see out of them!

I have two favorite stories about the LT1; it was dark blue, and Tom had shortened the throw on the stick, unbeknownst to Dad. Back at the time, one of the 2 Corvette clubs I belonged to would autocross at the mall parking lots on Sundays. Malls were not open on Sundays then, and unbelievably, all the clubs had to do was tell the mall we would be there. They never asked for insurance waivers, and frankly, Dad would have killed us had he known we were racing. One day at the autocross it rained but we still drove the course; I had my best racing time in the rain in the LT1....the short throw on the shifter seemed to help, but I remember learning from one of the guys how to race in a 4 speed, and his one phrase of advice to me was "brake if you must, but never clutch"! Those were good days.



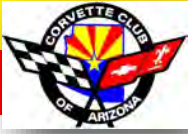
My other story is about the time Tom, still in high school, was driving the LT1 up to a vacation house on Lake Erie, in Ohio. He was showing off to a girlfriend in the state park, when a police car started chasing him. He sped up, eluded the police with the frightened girlfriend in the car, and managed to get to our house, get in the garage, and shut the door. What's really funny is that he switched the plates with my Dad's car in the garage, as if that would deter the police if they saw him again....Dad never knew of this, of course.

One of our favorite activities up at the lake was to wash and wax the Vettes endlessly, and drive them up and down the "Strip" in Geneva on the Lake. This happened every weekend, for hours at a time. Can't imagine how much gas we blew through.

My own experiences with my Corvettes over the years were not quite as crazy. I belonged to a Corvette club in Michigan where I went to college called Maple City Corvettes. We had a fun Halloween scavenger hunt one year, ending at a members house for a party. I remember having to find a cornstalk and a skeleton key as part of the objects; I'm sure we cleaned out the little old hotel of skeleton keys! The prize for having the most items was....of course, a bottle of Boone's Farm wine, which we won and makes me shudder to think of it today.

I was definitely well known as the only girl on campus with a Vette...sometimes that was a good thing, sometimes not!

*(Continued on page 10)*



## My Corvette Stories (Cont'd)

Sue Henry



*(Continued from page 9)*

We made several caravans to NCM in Kentucky, primarily for the ZR1 gatherings. I remember being particularly enamored of a ZR1 in the museum called "Purple Smash"; sadly, I think it was sold by GM during the downturn of '09. Anyway, on one of our trips, we had about 12 Vettes in a caravan; I was next to last. We were traveling at a pretty good speed, and in one town in West Virginia long known for speed traps, the whole group was pulled over by a state trooper. When asked why I was going so fast, I just said I'm following them so I don't get lost. Of course, the two of us at the back of the line were always playing catch up, and luckily for the rest, we were the only ones to get tickets. When we got to Bowling Green, it stormed pretty hard and all of us were crammed into the tiny lobby of the only hotel there at the time. We ordered many pizzas brought to the lobby, and made lots of new friends. I'm sure the hotel staff was thrilled.

I currently belong to 3 Corvette clubs in Pittsburgh, and have enjoyed many trips and events with them. We always have an all Chevy show at our dealership each summer, unfortunately cancelled this year, and attract many Corvette and Camaro owners, most of them customers. We also support and participate in Camaro Nationals at Frederick Maryland every year.



I really enjoy my '13 Grand Sport and its unique look with the striped top. I am hoping that when all this slows down, we can get together soon...although it's a little harder to get in and out of the cars these days...could we be aging?



## My Corvette Stories

Howard Katz



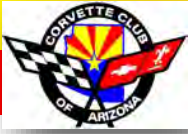
### Howard Katz - A True story:

The yellow '73 was my first brand new Corvette. Previously I owned a bunch of other used and badly abused Corvettes which I worked on. I commuted in this car to my job as an engineer at Digital Communication Corporation (DCC) in Gaithersburg, MD, where I designed satellite earth station equipment. It was a great car and I was very proud to be able to afford it. One day, on the way back to work after lunch, a black limo with dark windows pulled up along side of me on the freeway and began honking their horn. Thinking that there was an issue with my 'Vette, I pulled over. Out hopped a guy who looked like a Mafia hit man, who said "The boss wants to buy your car!!"



Thinking that this was a low tech robbery attempt, I started to get back in to my car to make a quick getaway, but he shouted out "This is for real! He'll pay you whatever you want in cash!!". That got my attention. I tossed out what I thought was a ridiculous figure, well over the Blue Book, and after a brief consultation with the "Boss", asked if I had a clear title. I did, they followed me home, counted out a large (well it seemed large to me) stack of Benjamins, dropped me off at work, and they left with my wonderful yellow Corvette. I never saw that car again!





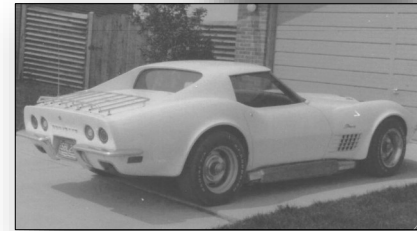
# My Corvette Stories

# Patti & Jim Kerber



**Our First Corvette** We started our life together in 1969 and by 1972 we bought our first house in Trenton, Michigan, nervously making a 30-year mortgage commitment (what were we thinking?). We both had our first “real job” and were finding our way around the real world, for the first time, had some money in our pockets. Jim always loved sports cars, owning an AH Sprite and an MGA in college, and a Camaro on graduation, but wanted to own a Corvette someday.

That same year, Jim found a '71 Corvette for sale in the Classified ads. The car was for sale at a Penske Chevrolet dealer in the Detroit area. It had A/C, 454 big block, 4-speed, white with a red interior, and only 10,000 miles. This was exactly what Jim was looking for and he was excited about the prospect of actually owning a real HOT Corvette. We got there in record time as we didn't want someone to scoop it up before we got to see it. Happy ending: we saw the car, loved it and bought it on the spot, trading in a '67 Camaro coupe that Jim had ordered and bought new as a graduation present. It had an extremely rare combination of options, 327 4-barrel engine, 4 speed manual, Rally Sport trim, fold down back seat, disc brakes, optional gauge package, and Madeira Maroon with a deluxe black interior, but had 125,000 miles on it, and Jim's job required a reliable car.



That '71 Corvette became our daily driver. Christmas was spent installing a keyed alarm system. We installed the key on the back first to make it look like we had an alarm. We did the wiring, switches and siren over the next month. Our “baby” was then safe and secure against theft.



The Corvette was very reliable, easy to maintain, and Jim did all the work at a nearby shop where you could rent a stall. One option we had wished for was a side mounted exhaust system, and for its second Christmas, Santa Claus left a 1969 factory side mounted exhaust system under our tree. Thank you' Santa and Corvette Central! It was not a bolt on installation because the exhaust pipe design had changed between '69 and '71. Nevertheless, Jim was able to do the installation one side at a time by working on small steps while still using it as a daily driver.

The HOT car now sounded great and we took it on a 500-mile two-day trip to NJ. After 100 miles we were asking ourselves why we added this exhaust system? While the sound of the system was tolerable on short trips and even fun driving around town, long trips at higher speeds on express ways were a different story. The loud resonance on the inside continued in your head long after the engine was turned off. Nevertheless, we stuck to it.



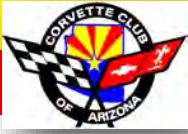
We slowly learned some of the limitations of using it as a daily driver. The cargo space was usable for smaller suitcases, but our large suitcase would not fit, and we really appreciated the luggage rack. For trips, we could wrestle the suitcase onto the rack, but it has its limitations. One Christmas we decided to buy a fresh Christmas tree went to a “cut your own” tree farm near Port Huron Michigan. We found the “perfect” tree, cut it down laying on the frozen, snow-covered ground, carried it back, paid for it, and discovered it was too large to secure to the luggage rack for the 100-mile return trip. In the end, we left it there to be donated to a charity, and bought one from a local tree lot and had it delivered.

In the mid 70's we had the gas crisis (remember odd/even days to buy gas), gasoline prices going up, limited leaded gas availability, etc., and the car was thirsty. Furthermore, the big block suffered a timing chain failure, repair of which cost over \$1,000 in 1976. We decided to trade it in 1977 for a Buick Skyhawk with a 4 speed but a quarter of the horsepower of the Corvette. What a downer. We hated to part with our first Corvette.

When trading in both the Camaro and the Corvette, Patti had wanted to keep the cars, but Jim said they couldn't. Jim's lesson now learned---- Always Listen to Your Wife!!! We still miss both cars.







## A Corvette SUV?

Suggested By  
Barb Bassett



Article by **Vlad Mitrache** from [www.autoevolution.com](http://www.autoevolution.com)

**The eighth-generation Corvette was a big moment for Chevrolet as the GM brand took a gamble and turned its iconic long-hooded sports car into a mid-engine sports car.**



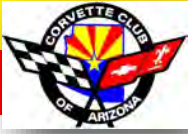
It was the first time the Vette's engine was placed anywhere but under that vast stretch of fibreglass in front of the driver ever since the model's introduction back in 1953. The dynamic benefits of this layout are no secret to anyone, but that doesn't mean there won't be people disgruntled by the change despite having improved handling and performance.

Well, imagine their reaction if they caught sight of this thing put together by Aniket Kamble: a Chevrolet Corvette Stingray-based SUV. On the upside (from their perspective, at least), the engine would be swapped back to its original place. Everything else about it, though, would make its way in the "downside" column.

But the real question is this: would the jacked-up Corvette sell? I think you don't need to study the market for too long to realize the answer to that is a very strong "yes." Look at Lamborghini: surprising no one, the Urus has just boosted Lambo's sales to an all-time high, showing the so-called risk of diluting the brand's essence with an SUV was all just talk from people who never owned a Lambo and probably never will.

Of course, the Urus isn't just a Lamborghini SUV, but also the most affordable model from the Italian manufacturer. That means the SUV has opened up the brand to the kind of people who wouldn't have afforded a \$200k+ exotic car, but have no problem forking that kind of money on something practical enough to be driven daily.

*(Continued on page 13)*



## A Corvette SUV? (Cont'd)

*(Continued from page 12)*



The Corvette Stingray SUV would most definitely be more expensive than the sports car it shares its name with, so the comparison isn't entirely suitable. However, if you're an American customer interested in a truly sporty SUV, what domestic options do you have?

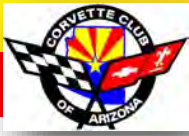
A Tesla Model X? Yes, it's quick, but it's also ugly as sin and not to mention a Tesla. Anything else? The Jeep Grand Cherokee Trackhawk, or course, but that's more of a muscle-SUV, whereas the Corvette would lean toward a sportier nature. That's about the whole length of the list, so given the market's appetite for SUVs, there would definitely be plenty of room for a Corvette version as well.



When it comes to SUVs, the famous line from "Field of Dreams" is truer than ever: "if you build it, he (they) will come" (and Barb will probably buy it).







## Membership Update

Guy Lombardo



There isn't much to report. We still have 10 Prospective/Guest Members. At this point in time, no Prospective/Guest Members who showed true interest in joining prior to the pandemic are in danger of "timing out" due to lack of CCA Activities.



Members at Caywood Farms



Members at Basha's Museum

New inquires from people who want to attend their first CCA Meeting continue to come in. We currently have four people waiting to attend their first Membership Meeting so they can become official Prospective/Guest Members. Total membership is still at 139.



## Sunshine Muffins Recipe

Bob Bassett



Here is a great muffin recipe that will brighten up any Monday morning. I like to add 1/2 cup of Craisins and 1/2 cup of sugar free Chocolate Chips instead of raisins and nuts, but you can mix it up anyway you want. Enjoy!

- 1 whole orange with peel, seeds removed
- 1/2 cup orange juice
- 1 egg
- 1/4 cup virgin olive oil
- 1-1/2 cups flour
- 3/4 cup sugar
- 1 tsp baking powder
- 1 tsp baking soda
- 1 tsp salt
- 1/2 cup raisins
- 1 cup chopped walnuts



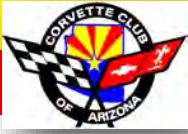
Put orange, OJ, egg and oil into blender, pulse until peel is quite small. Transfer to mixing bowl.

Stir in the dry ingredients a little at a time. Add raisins, nuts, chocolate chips, etc.

Prepare paper liners with cooking spray. Pour into liners. Makes 12 small muffins or 6 Texas size  
Bake at 375 deg F for 15 to 20 minutes (25 to 30 for Texas size) Check with a toothpick.







# CCA Summer Potluck / Game Nights – Now and Then Denise Lott



For the last five years, the Lotts have hosted a mid-summer Potluck/Game Night for those staying here in the Phoenix area. Even though the seasonal heat is intense, we still like to gather and enjoy the company of our fellow CCA members.

Since 2020 has brought many changes to our lives, I thought I would do a retrospective on our past events and then show the current contrasted gathering.

Our usual format is dinner, dividing everyone into three teams that rotate through three game stations. I try to do a mixture of game types because everyone has their favorites, and I want there to be something for everyone. There is usually something with drawing, then with movement, and something with words. Each team rotates to the three stations during the evening, with dessert to wrap up the night.

Game night this year is in limited groups. Using Zoom, I find it is best to have about five couples per screen. I have adapted several of my games to fit into this screen format. (However the dessert following the session was up to the participants.)



2015



2016



2017



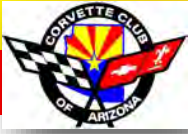
2018



2020



2019



## Activities Update

Susan Lovino



We hope that everyone is keeping busy during this situation. Since we have yet to be able to gather together, I would like everyone to think of an activity to put together for (probably) next year. Kudos to Denise Lott for coming up with the idea of holding the traditional Summer Pot Luck and Games Night on Zoom, without the Pot Luck part of course. It looks like everyone had fun from their own homes, but missed out on Dave's famous desserts.

So far, we have MMT coming up in the September and the Cottonwood driver and Hagan's Halloween Party in October. The Activities Team has canceled the Progressive Dinner that was coming up at the end of September. Until we can meet in groups of 50+, we have to settle on having small gatherings. We are planning the annual CCA Christmas Party and Gift Exchange on Sunday, December 13<sup>th</sup> at Oakwood Ballroom. If allowed, there will be no limit on the number of people that can attend! We will be sending out a "Save the Date" flyer soon.

If you would like to put something together for next year, feel free to reach out to the Activity Team for ideas or help putting it together. Since we have had a very slow year in 2020, let's get planning so 2021 is activity filled.

Stay safe my friends!

Susan, Diana and Nancy



## Vette Set Dining

Diana Campise



**I have openings for October onward!**

**Start planning now**

**Got ideas? Have a favorite restaurant?**

**Most restaurants are allowing tables of 6**

**If we stick to multiple small groups  
we should be able to make this happen**

**Pick a date, make a reservation.**

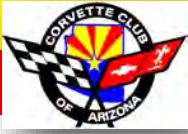
**Call me, Diana Campise, and I'll do the rest.**

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

**Contact me at (480) 209-0117**







# C8 News and Views

## Bob Bassett



Click on the underlined portion for the full story on each of these items.

As of August 3, GM Authority reports that the Bowling Green plant has begun to production of the C8 Convertible. Apparently, GM plans to ramp up production of the folding hardtop in the coming weeks.



With the Indy 500 delayed, the debut of the C8 as a Pace Car has gone to IMSA and Road America!

C8 Owner, Zac, gives an owner's 10,000 Mile Review and points out the good and the not good, but rates it as Awesome!.



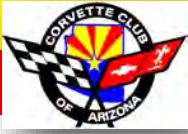
so



Remember that we reported in the May - June issue that a C8 was dropped off the lift at a Florida Chevy dealer? It is now being offered for sale on Copart.

*(Continued on page 18)*





## C8 News and Views (Cont'd)

*(Continued from page 17)*

### 2nd Recall for C8 Frunk

As of Aug 21 GM has now issued a recall which will see a modification of the Body Module software to limit speed to 26 mph if the hood is not securely latched. While still maintaining that it is operator error, it also updates the warnings, and the sensitivity of the Fob and interior release buttons. As you were probably aware, there have been over a dozen reports of the Frunk Lid, (or Front Trunk Lid) popping open while the car is in motion. GM has says it is operator error, but with so many incidents, it was necessary to issue the recall. What is really interesting is that the update to the car's many systems, including the key fob, can be downloaded using the new OTA (over the air) wireless technology, or by visiting the dealer. The first recall dealt with ensure that a person riding in the Frunk could release the latch to let themselves out. Considering the size of the Frunk, getting somebody **into** the Frunk would be the hard part. For a Video detailing the recall [click here](#).



### First C8 Corvette Convertible Finally delivered to a Dealership

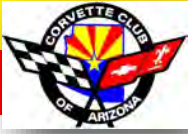
*From Corvette Forum, August 21.*

This Rapid Blue beauty is believed to be the first C8 Corvette convertible to arrive at a dealership, which is great news.

We've been waiting for what feels like a very long time for the C8 Corvette convertible to arrive. Unfortunately, a little thing called COVID-19 came along and wrecked GM's 2020 Corvette party, forcing delays in production, problems filling orders, and an extended period of waiting for the new drop top version of America's sports car. But now, finally, it appears that 'verts are beginning to reach dealerships.

The Rapid Blue beauty seen in the photo is purported to be the very first C8 Corvette convertible to arrive at a dealership. It was spotted at Criswell Chevrolet in Maryland, unfortunately with a "sold" sign in the window. But it's good to know that those rumors of convertible production beginning on August 3 appear to have panned out.





# Reasons to Upgrade Your C8 to 2LT

Bob Bassett



**Reasons to Upgrade to 2LT for \$7300 extra [View the full video here.](#)**

2LT and 3LT include:

- Safety Features: Rear Camera Mirror and Side Blind Zone warning.  
Rear Cross Traffic alert (Comes standard on 1LT C8 Convertible).
- Front End Lift is only available with 2LT and 3LT; Note: Lift additional purchase is \$1500.
- Performance Data Recorder: performance and dash cam combined standard on 2LT & 3LT.
- Navigation with traffic.
- Bose Performance Series Audio System.
- Other Cool Tech included with 2LT or 3LT:

- HUD
- Power Lumbar and Wing Adjustment
- Power Folding Mirrors
- Wireless Phone charger
- Heated and Vented Seats
- Heated Steering Wheel
- Home Link
- Satellite Radio
- Memory Package
- Advanced Theft Deterrent system
- Parcel Nets



## CCA Themed Apparel - Proud Owner Design



Welcome! Proud Owner Design

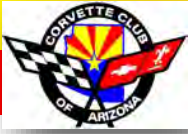
Home Page | Limited Edition | Specials & Events | Store Cart

**Official Club Store Products**

Items on this page are the official products available to members of Corvette Club of Arizona. All items will be shipped by USPS Priority Mail. Shipping charges will automatically be added to your invoice during the checkout process. There are no returns on items ordered on this web site unless there is an obvious defect. We cannot be responsible for items that don't fit.

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





# C8s At Road America

Suggested by  
Rocco Campise



Article by [David Malsher-Lopez](#) reprinted from [www.motorsport.com](#)

Corvette Racing’s Antonio Garcia and Jordan Taylor were left exhilarated and relieved at finally nailing their first ever Road America wins in IMSA competition after a shunt for their primary rivals on the penultimate lap.

The #3 Corvette C8.R was running second during the dry portion of the fourth round of the IMSA WeatherTech SportsCar Championship albeit 15sec behind the leader Earl Bamber in the #912 Porsche. However, the Garcia made it into pitlane in time to change from slick tires to wets before the rain became a torrential downpour.



By contrast, Bamber in the #912 Porsche 911 RSR stayed out for another lap and skated into the Turn 1 run-off, bringing out the caution flag. Thus Garcia was on the right rubber for the conditions before pitlane was closed.

The Spaniard was battling with new leader John Edwards (BMW M8) and Nick Tandy (#911 Porsche) in the final eight-minute sprint to the checkered flag following the race stoppage, when the BMW and Porsche went off in the Kink while negotiating some GT Daytona-class cars.

Garcia held on however, for he and Taylor to head Corvette’s third straight win, the #3 car’s second victory in three races, and C8.R’s second straight 1-2 finish.

“Finally...It took me forever to win here!” exclaimed Garcia, who has twice won the IMSA GTLM championship for Corvette. “How wild was that? I don’t know how I got through the Kink there.

“From the Carousel, Tandy and I were navigating and we had to go around the GTD cars... their leaders probably. I was risking a lot and obviously Nick was risking a lot too, as I saw later on.

“I don’t know how I made it through and I saw the #24 [BMW] spinning too. It was just amazing.

“Obviously the Corvette C8.R navigates as well, too! We will take it. Another Corvette 1-2 today is just awesome.”



Taylor, who qualified second and ran the first two stints of the race, commented: “I was happy I wasn’t in the car at the end; It looked pretty miserable, especially on that lap before it went yellow.

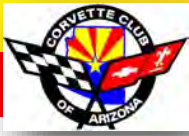
“It looked like at the Kink that it had started pouring again. I don’t know if the BMW and Porsche got that message, but our guys relayed that to Antonio and thankfully he was able to tip-toe through there and make it through for the win.

“It’s proof that Corvette Racing never gives up, even when we were down-and-out a bit there in the middle. We never gave up.

"Our race went to a three-stop race strategy pretty early on. The way we were track-position wise, we saw the rain before the other guys and were able to duck in the pits before it went yellow for the first time. It was a great call and Antonio did a great job to survive the conditions and bring home another 1-2 finish for the Corvette C8.R."







## Ken's Corvette Quiz

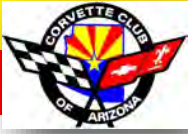
(Answers P. 22)

Ken Rock



1. In 1998 how many production pace car replicas were made?  
A. 1,088 B. 500 C. 1,163 D. 2,500
2. How many L 88 Corvettes had automatic transmissions in 1969?  
A. 0 B. 25 C. 17 D. 9
3. The wonder bar radio of 1956 was earth shaking state of the art Cutting edge technology—what made it so astonishing?  
A. transistors B. FM stations C. Citizens band D. short wave band
4. What were mandatory options on the 1953 Corvette?  
A. Signal seeking radio B. heater C. Hard top D. Four wheel covers
5. What made the 1966 Corvette different in badging then the 1965 Corvette?  
A. The badges were black instead of chrome B. there were no name badge changes  
C. The 1966 had the words Corvette stingray on the hood instead of the body  
D. Only the word stingray was on the badge
6. In the 1985 Corvette there was a new name for the fuel injection! What was that name?  
A. Direct fire injection B. Turbo jet injection C. Ram jet injection D. Tuned Port injection
7. The 1978 pace car replicas were heavily option and the Corvettes came with most of the special equipment installed, but what last, but not significant item was left to the owner to install?  
A. The decals B. The license plate holder C. The rear spoiler option D. The red pin stripe
8. What color did the first collector addition come in?  
A. Gold metallic. B. Silver metallic C. Silver beige/ dark blue D. Silver beige
9. In the 1962 Corvette, what former option became standard making the Corvette more civilized sports car?  
A. Foam cushion seats B. fitted luggage rack C. foam padded trunk liner D. Heater/defroster
10. What was the first year for the paddle shift automatic option in a Corvette?  
A. 2005 B. 2006 C. 2007 D. 2008
11. What is the rarest Corvette ever built?  
A. 1971 ZR1 B. 1972 ZR2 C. 1963 Grand Sport D. 1986 Copper Metallic E. 1969 ZL1
12. What was the first year for the ZO6 to be available in a coupe and a convertible?  
A. 2010 B. 2013 C. 2015 D. 2016





## C5 Battery Leaks

Bob Bassett



### C5 Battery Leaks By Chris Petris

If you own a squeaky clean C5, you're still likely concerned about an acidic force that could be slowly destroying your prized possession: Battery electrolytic acid leakage.

Any wet cell battery is subject to leakage and side terminal batteries have an additional burden of holding back liquid acid. The lead side terminal is bonded to the plastic case to prevent leaks, but rough handling can loosen the bond. Over-tightening the battery cable retaining bolt can also break the bond. If the battery cable retaining bolt is too long, it can crack the lead terminal and allow acid to flow out of the bolt threads. Overheating during battery charging can damage the case and start a leak. This will be evident when you notice the battery case bulging out on all four sides. Batter leak can occur at the seam where the top and outer case bond together.

There are products that may stop the flow, but for how long?

Some battery manufacturers have paid for damages caused by leaking acid though it is difficult to pinpoint what caused the problem. Rough handling or poor construction? The concern is increased when a side terminal battery is in a C5 because it sits on top of some very important components. The acid has a tendency to flow along the battery cable that has the leaky terminal. In this case, damage may be occurring out of sight. Although all earlier Corvettes will incur damage from a leaking side terminal battery it is not as catastrophic. Since the leak is at the top side of the battery it requires more "slosh" to lower the acid level enough to damage the battery or affect battery performance. The battery is generally neglected unless it is causing an obvious problem, so the leak persists and slowly causes major damage.

I once heard a chilling story of a leaking battery in a C5 that resulted in a repair bill of approximately \$8K. The acid destroyed multiple wire harnesses and the TAC (Throttle Actuator Control) module. I have dealt with many C5s that presented with A/C concerns and found no vacuum to operate the mode doors. Upon further inspection and testing, I found battery acid had destroyed the plastic vacuum lines that control the A/C system. In one case, battery acid was being drawn up the engine harness with engine vacuum. In all these cases the plastic vacuum line was replaced and any wire harness damage was minor and repairable. Even these repair bills were \$400-800. Extensive damage is certainly possible if the problem is ignored until electrical components start to do peculiar things.

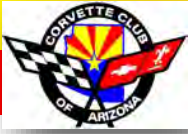
Enough with the dark side! As an owner, you can spot the problem and have it addressed before major damage occurs. If you find a white powdery film on the battery terminal retaining bolt or on the outside of the battery cable, you have an acid leak. In some cases, the terminal retaining bolt and cable is clean but there is an acid trail down the battery below the terminal. What do you do? Change to a top post? Installing a top post will obviously change the look and require a positive and negative battery cable change or cutting off the O.E. terminals and installing those hokey repair terminals.

If you are using an O.E. or aftermarket replacement battery, install a Battery Mat first ([part # 171002](#)) to soak up any acid that might leak. The Battery Mat is a treated fiber mat that will retain and neutralize the acid. You still have to keep an eye on the terminals for the white corrosive powder because it is warning you that most likely acid is permeating the battery cable and headed towards the starter.



(Continued on page 23)





## C5 Battery Leaks (Cont'd)

*(Continued from page 22)*

This positive terminal retaining bolt is showing minor corrosion. This is the best time to catch a problem. The cable terminal is not corroded and replacing the retaining bolt will eliminate further corrosion. The part number for correct cable retaining bolts is [173028](#) for 1969-2004 Corvettes. Be sure to check the length of original bolt before putting the replacement in the battery.



With the battery tray removed, you can see the harnesses below the battery along with the PCM (Powertrain Control Module) and TAC module. If this area has had battery acid spillage, thoroughly mix some baking soda and water (small box + quart water) and pour the mixture over the entire area. Then hose it out with tap water. If the plastic looms are damaged, seek professional help. The wiring condition will need to be evaluated to see if it can be saved or if replacement is required.

These gray connectors are used to connect the various computers together and are located next to the battery, near the positive cable. Check all the gray connectors for damage. If they are intact, use the baking soda and water mixture here also. If the connectors are damaged, the terminals may also be damaged, so keep the water away from them until their condition is evaluated.



This battery terminal looks harmless but it is already showing signs of leakage. The shiny lead will be dull in short time once the acid takes over. Tiny droplets of acid are near the terminal and it appears that the top of the battery is not bonded properly to the case on this battery. Be wary of this area!

*Story and photos courtesy Chris Petris*



## Answers to Ken's Corvette Quiz

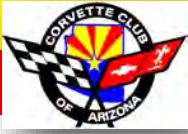
1- C. 2- C. 3- A. 4- A and B. 5- C. 6- D. 7- A. 8- D. 9- D. 10- B. 11- E. 12- C.  
Numbers built in Question 11: 1971 ZR1 (8), 1971 ZR2 (12), 1963 Grand Sport (5), 1986 Copper Metallic (4), 1969 ZL1 (2)



The ultra-rare **ZL1** option all-aluminum engine (priced at \$3,010) became the rarest and most expensive engine option in GM history. According to Chevrolet production records, only two **Corvettes** were built with the **ZL1** option in 1969.







## Upcoming Birthdays



### SEPTEMBER

**Nancy Hagan**  
**Norma Marsh**  
**Rob Deacon**  
**Dave Golec**  
**Bill Rhode**  
**Jan Logan**  
**Sandy Sample**  
**Frank Hagan**  
**Heinz Platten**  
**Jerry Jordan**  
**Ken Alejandro**  
**Bob Bassett**



### OCTOBER

**Rod Downs**  
**Norm Riffel**  
**Larry Maiorano**  
**Diana Campise**  
**Al Mattivi**  
**Pat Jenkins**  
**Janet Ray**  
**Judy Schmidt**  
**Don Smith**  
**Jan Mundy**  
**Tom Hill**  
**Joyce Mileskiewicz**  
**Marc Teixeira**

## The Last Word

Bob Bassett



Well, it is now the end of August and COVID is still here, and we have no idea when we might get it under control and get our economy and our lives back! With the pandemic still raging, it is virtually impossible to make firm plans on anything. "Playing it by ear" and "We'll see what happens" are now part of every planned event.

The heart of a Corvette Club, especially ours, is the people. With this pandemic, isolation, and social distancing, we begin to appreciate how active CCA was before this hit us, and how much we enjoyed activities with our dear friends. Of course, CCA will be super-active again, but it will take time. Looking back at our activities, we had something going on almost every week. Now, with CCA activities at a virtual standstill, we truly miss seeing our friends and participating in all the great CCA activities that we shared with them.

I'm pretty sure that we all thought this would be over by summer. Wrong! The borders are still closed, new cases are still rampant, and everyone has to decide what to do in the face of so much contradictory information. The only answer that makes any sense is that this will keep going until we come up with a reliable vaccine, so we just have to make the best of it while we wait.

One thing I will mention is that taking this seriously, wearing masks, washing hands, and keeping socially distanced, does work. In my home city, we had a month or so of cases in single digits, and then another full month without a single case. Then two people who admittedly had symptoms, foolishly travelled from the coast to join an illegal party here. The result is that now, four weeks after that party, we have over a thousand people in quarantine. The same thing is happening all over. Where our Province had been the model for flattening the curve, we are now facing daily numbers much worse than when it was at its highest in late March. It can and will blow up just that fast if people don't take it seriously! Sorry for the sermon, but we want to see all of you again, so be safe. 'Nuff Sed.

