



CROSSTALK

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May - June 2020

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

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President's Message

Brad Ryan

Last month, I was able to present a \$1,700 donation check to our CCA Charity, Packages from Home, which sends care packages to our armed services personnel deployed around the world. The donations came from both our Road Runner Region Kick-off event and also from our Corvettes in the Park Car Show in Downtown Chandler, AZ. Our event Chairs, Ray Jenkins for the RR Kick-off Event and Lylla Alejandro for the Corvettes in the Park were also in attendance for the presentation.



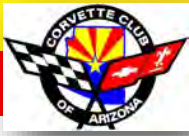
Although we actually had to cancel the Corvettes in the Park event due to COVID-19 issues, we decided to offer those that registered for the Corvette Show the option of either a refund or to donate their entry fee to Packages from Home. We were pleasantly surprised to see the number of those who were thoughtful enough to donate their entry fee from the cancelled Corvette Show to Packages from Home instead of receiving a refund!



As a matter of fact, because the entire entry fee was donated instead of the usual \$10.00 donation per entry, we actually came close to our regular donation amount for the Corvettes in the Park spring Car Show!

The folks at Packages from home were thrilled to receive this donation, especially after having to close down their volunteer packaging lines for the last few months due to the virus concerns. My sincere thanks to all who contributed.

Brad



From the Editor Bob Bassett



Getting back to “Normal”?

With Covid 19 lockdowns, stay at home orders, meeting limits and social distancing precautions, we have virtually no CCA events to record for May and June. I’m writing this in late June, and while we are seeing things open up again, mostly with careful adherence to guidelines, we are also seeing lots of gatherings without social distancing, and some of the worst numbers in terms of new cases reported in many states, including our own. With that in mind, it could still be some time before we can resume “normal” club activities. That said, as everyone is anxious to be able to get together again, our Activities Team has a number of events on the books, each of which will go ahead if the conditions at the time permit. Have a look at [Susan’s article](#) for more info.

The Mastermind of Corvette’s Fibreglass Body

Ever wonder how the Corvette came to have an FRP (fibreglass reinforced plastic) body? For an interesting video, check out the section following the [Answers to Ken’s Corvette Quiz](#).



Aftermarket already?

Most of us are still dreaming about ordering a C8 one day, and production was stopped completely for a few months, but that hasn’t stopped enterprising Corvette enthusiasts from coming up with add-ons and improvements to the new car. Seems we all want to personalize to some extent. Some examples are [Lambo doors](#) and cat back exhausts.



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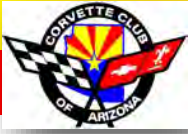
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Steve Marley

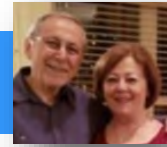
Service Director

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Cars & Coffee Quarantine Cruise Larry & Cathy Maiorano



Due to lack of CCA events, during the COVID-19 health issue, Bob Bassett was scraping the bottom of the barrel for a **Crosstalk** article. Even though this was not a CCA activity, many CCA members attended, so Bob asked me for a write up on the Cars & Coffee “Quarantine Cruise” event. I started this Cars & Coffee in September 2015 as a way for car enthusiasts to gather without a formal organization, sponsorship or rules and also an opportunity to exercise my two Corvettes ('57 and '07 convertible), '34 Chevrolet street rod and two older Jaguars. We would meet every Saturday morning at Dunkin’ Donuts in Queen Creek until March 7 of this year when the stay-at-home edict was handed down.



With much urging from the “Donut Gang”, I put together a “Quarantine Cruise” which was held Saturday, May 16. It allowed for social distancing, since we would all be in our cars, and lasted about 45 minutes, travelling from Mansel Carter Oasis Park in Queen Creek to the Dunkin’ Donuts parking lot. I had asked for acknowledgements from those planning to attend and received 20. When I got to the park I was pleasantly surprised to see about 50 collector cars. Stopping at Dunkin’ Donuts, at the conclusion of the cruise, was optional and not everyone turned in to the lot. Once there I counted the collector cars and came up with 70!

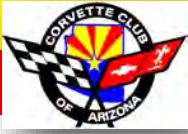
I thought we would resurrect Cars & Coffee starting Saturday, May 23, for those who feel comfortable enough to attend. It has worked out well since then. I also sent out the following common sense suggested guidelines to the 279 past Cars & Coffee attendees:

- ◆ Implement social distancing, avoid forming close groups.
- ◆ Don't hesitate wearing a cloth face mask, to protect others as well as yourself.
- ◆ Feel free to bring a chair and stay by your car.
- ◆ If possible, leave an empty parking space between cars.

We may not get back to normal for an extended period, but we can still satisfy our motoring desires on a limited basis.

Larry & Cathy Maiorano





Cleaning your C5/6/7 Engine

Bob Bassett



Everyone has an absolutely spotless detailed engine compartment all ready to be judged at the next car show, right? Well perhaps not everybody, because mine always seems to need a major cleaning before I let anyone see it. If yours needs a little clean up too, then here is an article by Chris Petris reproduced from CC Tech (<https://tech.corvettecentral.com>) with just a few edits.



Whether prepping your Corvette to roll across the auction block or display at a show, cleaning the engine adds value. A spotless engine shows just how important your Corvette is to you and how well you maintain it. Those filthy engines in other people's cars are more apt to retain heat and make it difficult to detect small leaks. Dirt and dust cause pulleys and belts to squeak from undue wear. Worst of all, it just looks bad, and you certainly can't let a Corvette look bad!

Since the 1997 and newer engines use one ignition coil per cylinder, they can be cleaned without worry of water damage. Ignition distributors, however, can be troublesome during engine cleaning, even with early cars, and very troublesome with the 90-96 LT series engines.



This is very important: the engine must be at ambient temperature with no heat buildup. Don't start the engine for any length of time! Park the car overnight where the engine cleaning will take place. If the engine is even slightly warm, electronic components can condense moisture internally when cold water hits the surface.

All electrical components and connectors are weatherproof so direct water will not cause corrosion or damage. There is no need for a high pressure washer or steam cleaner in most cases. Steam cleaning is not a good idea because it will cause condensation. Pressure washers can force water into places it shouldn't be, making it difficult to remove. Water should only be directed at the engine block or cylinder heads. Annual cleaning makes the procedure simple. A garden hose has enough pressure to safely remove any dirt, dust, and debris. While you are cleaning the engine and compartment, the radiator should be checked for debris. Radiator debris can be flushed out with the garden hose.



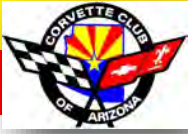
Keep things cool to avoid plastic part damage. Washing in the direct sunlight can discolor plastic covers if the cleaner dries on the pieces. Keep a water hose handy to rinse the exterior if any cleaning product gets on the paint.

If the underside of the hood is dirty, wash it first then rinse the exterior well. Apply cleaner to the engine and entire compartment. Wait approximately ten minutes before rinsing. Keep all areas wet with cleaner until rinsing is started.

We use Greased Lightning cleaner everywhere under the hood. Greased Lightning lifts the dirt and dust to limit hand rubbing or brushing. There aren't any coated components that will discolor so citric acid cleaners will work without causing damage.

We remove the engine covers and clean under them. Once everything is rinsed, compressed air should be used to blow off the water. Corrosion may begin if water is left under the engine covers.

(Continued on page 5)



Cleaning your C5/6/7 Engine (Cont'd)

(Continued from page 4)

Once the engine bay is cleaned you'll be proud to show it off at any show or cruise night. It makes a good impression on a potential buyer to see an engine that has been maintained properly.



Step by Step:

Remove air filter intake duct and cover throttle body opening with duct tape, for a thorough cleaning of the engine front. Check air filter element or service a high performance washable element. Remove air cleaner housing or cover opening to prevent water intrusion.



Removing the radiator cover is simple and allows better access to radiator and A/C condenser. Cover is affixed with two 10 millimeter hex head bolts on each side. Once removed, cover lifts straight up. You may be surprised by the debris built up on the radiator and condenser.

Remove plastic engine covers before applying cleaner. Spray entire engine with cleaner, including inner fenders and radiator area. If the sun is beating down on the engine it is easier and safer to clean in sections. Apply cleaner as many times as necessary; however, if the engine is wet, the cleaner won't be as effective.



As you can see, we have no fear. Give the engine as much water as required to remove cleaner and dirt.

Use compressed air to blow water from the engine and compartment. Be sure to blow all the water out of the alternator before starting. A landscape blower will do a good job if compressed air is not available but it's difficult to direct into close areas.



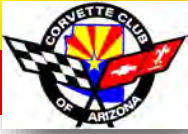
Once cleaning has been completed, apply spray silicone lubricant on plug wires. Spray silicone on a clean cloth and then wipe the wires. Silicone helps repel water and does a good job of cleaning plug wires.

Finish by applying high temperature grease at the hood latches. Spray the hood hinges with lubricant. Super Lube multi-purpose synthetic spray lubricant sprays as a liquid but leaves a film of lubricant as it dries. LPS #1 is a similar product that works equally well.



Story and photos by Chris Petris



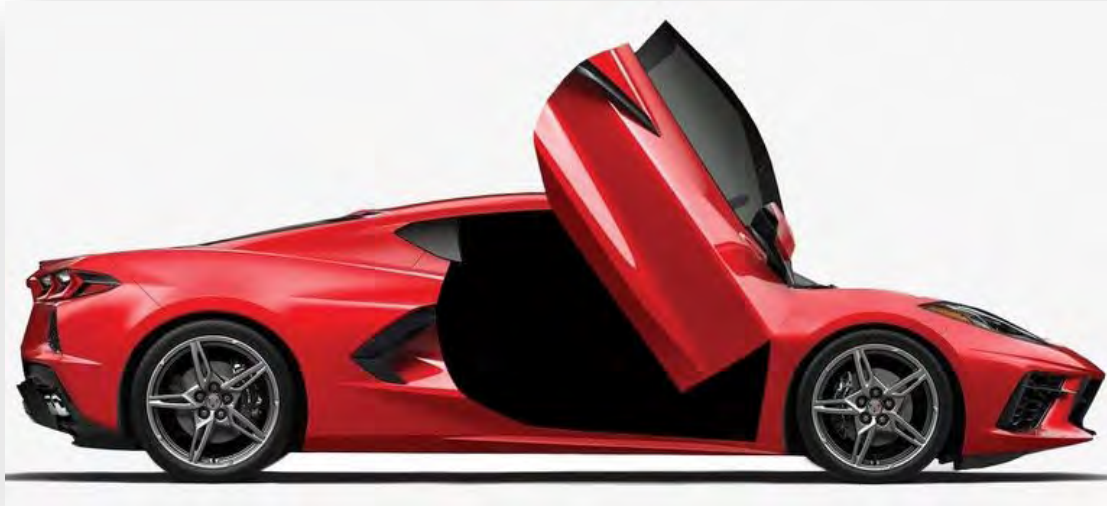


Lambo Doors for your C8

Suggested by
Roc & Diana Campise



You Can Now Pre-Order Scissor Doors for Your C8 Mid-Engine Corvette *by Brian Silvestro, Road & Track*



Lamborghini's swing-up "scissor" doors, first introduced on the Countach, have become a popular modification for people looking to stand out with their non-Lamborghini cars. The modification is especially popular on Corvettes—if you've ever been to a big Corvette gathering, you've likely seen one with the swing-up doors. Well, you'll soon be able to have scissor doors on your C8.

Eikon Motorsports of Scottsdale, Arizona, has made a scissor door kit for the C8 Corvette available for pre-order on its website. The kit uses hinges manufactured by Vertical Doors, Inc., and comes with all the bespoke mounting hardware required to get your doors to swing up Lamborghini style.

The listing claims the kit mounts to the Corvette's factory bolt pattern, making it completely reversible. Eikon has yet to share any real-life pictures of the kit installed on a car, but shared a short video update on its progress on Facebook last week. For a cool video of a partially dismantled C8 front end, and the Vertical Doors Hinge Kit see [Eikon's promo video for the C8 Lambo Doors.](#)

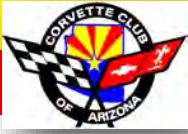
We wouldn't call the installation of Eikon's "Lambo Doors" a performance mod—all it does is add weight, after all. But if you're the type who absolutely needs their doors open vertically, the kit can be pre-ordered



today. **Editor's Note: the pre-order deal from Eikon's video has expired and the price is \$2699 for the kit, and for an extra \$1600 you get installation and a lifetime warranty.**

These door kits are also available for C7 and earlier models from [Vertical Doors, Inc.](#) in California. The price for a C7 Kit is \$1699, plus shipping. You do the installation.





Keeping Busy During COVID 19

John Marsh

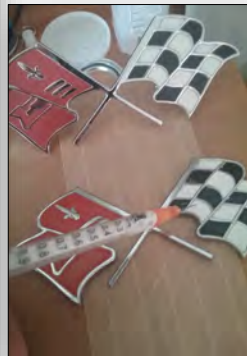


I received an email asking what I have been doing during the shutdown. Fortunately, I have been working in the garage every day doing maintenance on our 1959 Vette as well as doing some restoration projects for Corvette Friends. Here are a few photos of some of my projects.

Apart from general maintenance on the '59, the biggest project was the restoration of a '57 tach drive generator which involved a complete rebuild, new bearings, brushes, terminals, etc. Note the kit from Corvette Central.



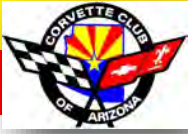
Another garage project was the restoration of a 1961 C1 wiper motor that I'm doing for a friend in Tucson. Notice the wiper coordinator, which is used to activate the wind shield washers, has experienced a thermal event. The plastic piston is melted. It is hard to find this part!



The task needing the steadiest hands was the repainting of a set of C1 Crossed Flags. Original emblems are thinner than reproductions and are also hard to find. The attaching studs are usually twisted off. I used a syringe to fill each of the checkers with enamel paint.

You'll find that on most C1 Corvettes, the Suspension bushings are worn or cracked and in need of replacement. Since you have the time, try getting your hands dirty. For novices, you'll find that You Tube is a great resource, as is Corvette Forum. Have fun!





Trapped in your Corvette?

Barb Bassett



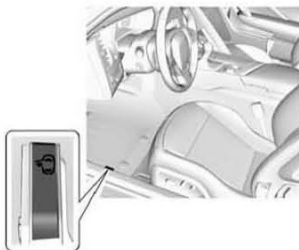
Last spring, I found out that if the battery dies on a C6 or C7 Corvette, the door-release buttons are inoperable. Now this is not too much of a surprise, unless you happen to be sitting in the car when it dies and can't get out!

The battery in my 2007 gave me 6 good years, but was on its last legs when I decided to take a girlfriend for a spin. We managed to get in okay, but got nothing when I tried to start the engine. That little extra draw killed the battery completely, and I couldn't open the doors to get out. I completely forgot that GM has equipped all C6 and C7 Corvettes with levers on the floor that, when pulled, will manually open the doors. This is printed in the owner's manual, but we're all probably guilty of not reading an owner's manual from cover to cover, and I simply did not remember about the levers. Since batteries do last for a substantial period, even in AZ, I would guess that some of you or your spouses haven't thought of this in a long time and, like me, may have forgotten the levers completely. With top up and windows closed, I remembered the "in trunk" door release, and I phoned my neighbor to come over and get Bob's keys to open the trunk and get at it. At that point, thinking about why the release was in the trunk instead of in the car, the light bulb in my head finally went on, and I remembered the other release lever beside the seat. The one that was within easy reach all the time. Embarrassing for me, because I'm supposed to be the Corvette Gal, but I got over it with a glass of wine!

Here is a refresher on how to open your doors in the event of a battery failure:

2-12 Keys, Doors, and Windows

If the vehicle has lost battery power, the driver door can be opened manually:



From inside the vehicle, pull the door release handle.



From outside the vehicle, use the key to open the hatch/trunk. See Keys on page 2-1.



Pull the manual door release handle.

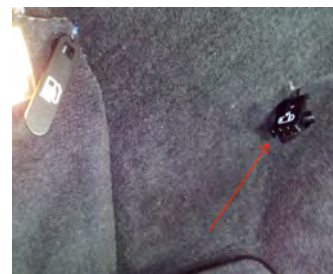


With Remote Start Shown, Others Similar

Press the button near the bottom of the RKE transmitter to remove the key. Never pull the key out without pressing the button.

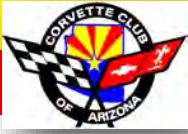


Key Removed from Fob. Insert the key in the lock immediately to the right of the hatch/trunk release button.



The manual door release is quite small, only about 3/4" x 1 1/2", and being black, is hard to see against a black carpet.





Membership Update

Guy Lombardo



The Covid 19 pandemic continues to eliminate CCA activities and meetings. Membership is holding steady at 139.

I have New Member Welcome bags for 8 new members. We have been waiting for a Membership Meeting to present the Welcome Bags. I am going to mail out the Proud Owner Design Gift Certificates this week so the new members can use them before they expire.

We currently have 10 Guest / Prospective Members. Two new individuals have contacted me through the CCA Website link and want to attend the next Membership Meeting.



Thank you to all the members who sent me Member Profile changes and new pictures. Our Webmaster, Dom Lovino has posted those changes to the website. Please take the time to review all our Member Profiles.



CCA Sewing Masks for DHF

Marge Rhode



Thought I'd give you an update and final count on our face mask project. On May 19th I delivered the last of the face masks to Dignity Health Foundation (DHF), the organization that serves Chandler Regional Medical Center and Gilbert Mercy Medical Center. I delivered the final 67 masks sewn by CCA members, bringing the total donated to DHF to 315. With the 38 additional masks donated to CCA members, family and friends, we sewed a total of 353 masks!



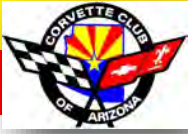
In early June I received an email from DHF and here is a pertinent part: "We are very grateful and humbled at the continued generosity from you and the Corvette Club of Arizona for the weekly donations of these homemade masks. Your gifts are making a positive impact on our community as we face the COVID-19 pandemic together."

DHF also requested that I assign a value to the masks so they could process the donation. After checking the Etsy website online for comparable masks, I gave ours a value of \$7 each, for a total of \$2200!



Many thanks to the CCA members who helped sew masks: Patti Kerber, Elly Palmer, Cis Eberst, Lylla Alejandro & Judy Schmidt; and to John & Cec O'Boyle and Jim & Esther Enriquez who voluntarily donated funds to help cover the cost. This project was another great example of the generosity of club members, both in time and money. I knew when I put the call out for help that club members would step up to the task. Love this club!





Mushroom Risotto - Sweet Basil Cooking Class

Bob Bassett



Since many of you are spending days at home trying your hand at cooking new dishes, etc., I thought I would share my favorite recipe from the Sweet Basil Cooking Classes that Barb has been hosting for the past six or seven years. It is elegant, impressive, and much easier than you would imagine. Make sure each grain of rice is coated with oil before adding the broth, and once you get to adding the broth, it requires almost constant attention, so put on your apron, pour yourself a glass of your favorite wine, stir often, and prepare to impress your spouse or guests.

WILD MUSHROOM RISOTTO - Original recipe from Sweet Basil Cooking School

5 ½ cups vegetable broth

3 TBSP (1 ½ oz) butter

2 shallots, chopped

1 lb assorted wild mushrooms (such as oyster, crimini and stemmed shiitake), sliced

1 cup Arborio rice

½ cup dry sherry

½ cup freshly grated Parmesan cheese (about 1 ½ oz)

¾ tsp fresh thyme, chopped

Kosher salt and freshly ground black pepper, to taste. Serves 6

1. In a medium saucepan over medium heat, bring the vegetable broth to a simmer, then reduce heat to low.

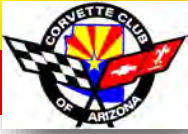
2. Place a large skillet over medium heat, add 3 tablespoons butter and olive oil and heat to "shimmering." Add the chopped shallots and saute 1 minute. Add the mushrooms and cook until tender and juices are released, about 8 minutes. Add the rice and stir to coat each rice grain with oil. Add the sherry and simmer until liquid is absorbed, stirring frequently, about 8 minutes.

3. Increase heat to medium-high. Add ¾ cup hot broth and simmer until absorbed, stirring frequently. Add the remaining hot broth ¾ cup at a time, allowing the broth to be absorbed before adding more and stirring frequently until rice is just tender and mixture is creamy, about 20 minutes. Stir in most of the Parmesan cheese and the chopped fresh thyme. Season to taste with salt & pepper.

4. Transfer the risotto to a serving bowl. Garnish with basil and the remaining grated parmesan cheese, serve warm.

I have found that this recipe is extremely flexible. I make the dish often, and rarely use a recipe. You can substitute Bacon, Chicken, Sausage, or even Lobster for the wild mushrooms. You can use any broth like chicken or beef in place of the vegetable broth, onions instead of shallots, any kind of mushrooms you have on hand, red or white wine for sherry, and basil for thyme. Enjoy. And let me know if you try it!





Activities Update

Susan Lovino



I don't have to tell you that all our usual activities, here and around the country, have been cancelled due to the COVID 19 situation. However, that does not prevent us from planning future events in the hope that we will be able to proceed with them.

By the time you read this, you should have your deposit in for Magical Mystery Tour, our annual "pack a bag and find out where we're going when we get there" weekend event We hope MMT will be held September 15 through 18. Note also that we will be opening registration for Club Guests on July 15. Please check the [CCA Website](#) for the Flyer and contact Tom & Elly Palmer for more info, but don't ask where we're going.

Game Nights: If you are planning on attending the Game Nights, you must be on the Game Night list to attend, and need to contact Diana Campise to be added to the list. Spaces are limited and walk-ins are not acceptable.

- June with Plattens
- July with Campises
- August with Lovinos
- September with Hagans

Other Events:

- September 15th – 18th MMT with the Palmers
- September 26th – Progressive dinner in Sun Lakes.
- October 4th and 5th – Cottonwood Driver with Lovinos and Campises
- October 31st – Halloween Costume party with the Hagans

Let's keep our fingers crossed and hope these can all come off as planned!



Vette Set Dining

Diana Campise



I have openings for October onward!

Start planning now

Got ideas? Have a favorite Restaurant?

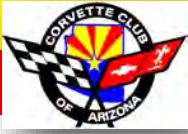
Pick a date, make a reservation for 8, 10 or 12.

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



For all you C8 Dreamers here is [GM's 2020 Corvette Orientation Video](#) put onto You Tube by Rick Conti. This is a must view for any C8 owner or wannabe! A real teaser, this 49 minute video covers everything you have been wanting to know about the new Corvette, from break in procedures, performance modes, and operating the front end lift, to managing the infotainment stack or the Performance Data Recorder. This is the most complete, in-depth set of videos I have seen, amounting to a video owner's manual, and is well worth the time it will take to view. If you're like me, you will be replaying it over and over!



With the usual start of the 2021 model year just a few months away, here's a [video on what's rumored to be new for 2021](#). Also, the [2020 Corvette Owner's Manual](#) is now available to download.

Nice Chassis! While the Corvette assembly plant at Bowling Green has been shutdown due to Covid-19 concerns, GM has continued to produce C8 chassis its Bedford, Indiana, casting plant. The plant was running three shifts of 20 employees each in order have a stockpile of C8 chassis ready to go when production resumed at Bowling Green. The plant usually operates with about 250 employees per shift, but has cut back all production except the Corvette chassis. Too bad BG couldn't have kept running, but having just 1 part out of about 15,000 unavailable would have shut them down anyway.



This will be old news by the time you read this, but according to Corvette Blogger in the first week of May, if Bowling Green can resume production in May, they will continue with production of the 2020 model, and will not jump to 2021 right away. Sadly, it appears that the HTC model could become a victim of all the delays, and may not be produced until the 2021 model year. Update late June: apparently the HTC will be made for 2020!

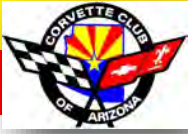


Hmmm.... Has someone already customized a brand new 2020? Is this a Z06 Prototype? Note the wide body, front fender vent and fantastic wheels.

Nope, Sorry! Like those cool videos of the possible convertible I published last July, this is a rendering of a few million pixels by digital artist, Karan Adivi.

Nice job Karan!





C8 Balancing Act

Suggested by
Dick Hedahl



And the Darwin Award goes to.....

Duh! Remember when we showed you the Jacking Points on a C8 in the March-April **Crosstalk** issue? Too bad the award winning mechanic at this Chevy dealership didn't see our article, or simply remember that the engine is not up front any more! This pristine, low mileage, C8 literally fell off the lift when the mechanic removed both front wheels. As you can see, Gravity took over and did the rest.

Those jacking points are in the manual for a reason. Needless to say, the owner was not impressed, especially since he learned about the incident from a facebook post, and not directly from the dealer. He is now in negotiations for a new vehicle.



CCA Themed Apparel - Proud Owner Design



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





LED headlights for Classic Corvettes

Ron Brennan



GET OUT OF THE DARK AGES

Install Projector LED 7" headlights in your 56-57 Street Machine

Guy Lombardo was sitting with me on the last day of the Russo & Steele auction, waiting to move more cars. We talked about our cars and Guy mentioned LED headlights. Late Corvettes have great LED projector lamps, but the C1's have T3 lamps that put out a dim yellow light. Since I just bought a new car to have bright LED headlights, I decided to see what was available for my 57.

I searched the internet and found CARiD. They have a wide selection, but I opted for the chrome insert (\$350 for a pair). The color of the headlamp background looks funny in this picture because I was wearing an orange sunscreen shirt when I took this picture.



This model is Lumen© SB7HLG201DCHR – 7" Round Chrome Projector Headlights with Switchback Halo. It plugs into your headlight harness (silicone grease is recommended for long term conduction). Two leads need to be connected to the parking lamps operate the Halo. The red lead connects to the running lamp and powers the white halo. The yellow lead connects to the flasher and powers the amber flasher when turning.

None of this is easy. CARiD listed the 57 Corvette as compatible. When I tried, they did not fit. Their design has a finned heat-sink that has a 5 -1/4" diameter, and it does not fit in the bucket.



I called customer service and Dani worked on my problem. After working with Tech Support, she said that the Website was incorrect and their product was not compatible with the 57 Corvette.

I really liked the performance of this headlight, so I looked for a solution. Jim Tyler @ Metal Pro, INC (601 W. Elwood St., Phoenix, AZ 85041) said he liked working on projects like mine. I

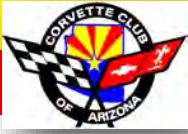
asked him to cut the bucket so the heat sink would fit. So for \$20 each, the lamps fit in the assembly (but not easily installed in the car).

If you have your car judged by the NCRS, the judge will deduct 6 points per lamp. You might lose 5 more points for each parking lamp wiring modification. But if you have your car judged by the public, I think these are going to be very popular.

The running light halo makes the rather small car easier to see during day driving, and the amber turn signal cannot be missed. And night driving will be brilliant. You can see my machine on the other side of the coronavirus quarantine at Lylla's next Corvettes in the Park auto show.



(Continued on page 15)



LED headlights for Classic Corvettes (Cont'd)

(Continued from page 14)

Wiring LED Halo Headlamps in C1 Corvettes

There is a red wire for the white Halo and a yellow wire for the amber turn signal on the Lumen© SB7HLG201DCHR – 7" Round Chrome Projector Headlights with Switchback Halo.

After disconnecting the headlight wires from the Lectric Limited™ headlight harness, I used a copper wire to fish through the wire loom and out of the headlamp grommet.

I tinned the copper pull wire and the 2 leads with a small soldering iron, and fused them together so I could pull them through the wire loom. I had to do a massage of the old loom to get the bundle out the other end.

To make new wiring look less obvious, I soldered the Halo leads to the running lamp wiring harness connectors. The purple connector was correct for the red wire to operate the white Halo running light when the parking lamps are switched on. The blue connector was correct for the yellow wire to operate the amber Halo directional signal.

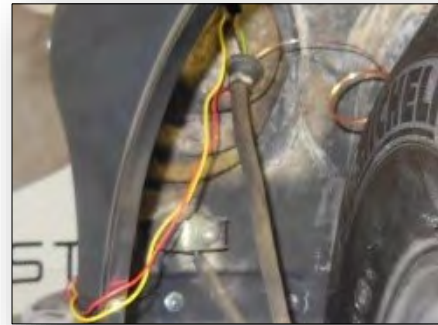
After putting the junction blocks into the mounting clips, the connections are out of the weather so the connections should be reliable forever (fingers crossed).

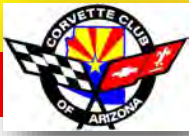
What about Dual Headlamp C1s?

Bob asked me about the late model C1 Dual LED headlamp options. I found some, but I expect it will be as difficult to install as I experienced, and the price goes up. Here is the CARiD description:

Available in Chrome: Description Features Specifications 5 3/4" Round Chrome Projector LED Headlight with Switchback Halo by Lumen®, 1 Piece. Chrome housing, clear lens. Replace your dim and dated standard reflector sealed beam with our full LED projector headlight and get an upgrade in illumination and style that will improve visibility and your machine's curb appeal. Its unique combination of bright LEDs, precise projector beams, and switchback full-circle halo delivers a stunning appearance and makes driving/riding safer day and night. This combination of performance and eye-catching looks can be yours with just a bolt-on procedure (I HIGHLY SUSPECT THAT THIS STATEMENT IS FALSE), and with its 50,000 hour or more lifespan, it will be the last headlight your vehicle will ever need. \$124.95 PRE-ORDER - Ships on 07.06.20 more details on - <https://www.carid.com/1960-chevy-corvette-headlights/lumen-7?-round-led-halo-projector-headlights-2649949635.html>. The model is SB57R-004-CHR.

For me, the road is more visible at night...a big plus. And I like the modified street machine look...but that is just me. Enjoy the drive, and I hope to see you soon.





Ken's Corvette Quiz

(Answers P. 20)

Ken Rock



1. What was the least chosen paint color choice ordered on the 1957 Corvette?

- A. Venetian Red B Onyx Black. C. Polo White D. Inca Silver
- E. Aztek Copper F. Cascade Green G, Arctic Blue



2. What year Corvette was the last year to have contrasting side coves?

- A.1961 B.1962 C.1958 D.1957

3. In 1989 what was the purpose of the six-speed manual ZF bypass feature?

- A. To help you get into sixth gear that much faster. B. To be able to operate the six speed more like an automatic by reducing the number of gears to row through. C. To force you into short shift from 1st to 4th in order to meet CAFE standards

4. The 1966 Coupe looked fairly similar to the 1965 coupe but what was eliminated on the 1966 model?

- A. Fender vents C. Vents on the roof pillars
- B. Hood hop on the big block D. Wraparound rear window



5. What new colors options where available on the 2000 C-5 Corvette?

- A. Gunmetal Gray C. Dark bowling Green
- B. Quick Silver Metallic D. Millennium Yellow

6. The 1984 C-4, incorporated this feature, which was premiered by Chevrolet on the 1965 Mako Shark II Show Car finally made its appearance on the production Corvette! Which Feature was it?

- A. Clamshell hood that lifted part of the fenders with the hood B. Side exhaust C. Rear window slats that went flat at the touch of a button D. Knock-off alloy wheels

7. What was the first year for the 454 big block engine in a Corvette?

- A. 1963 B. 1965 C. 1967 D. 1969 E. 1970



8. Who was the supplier of fiberglass body parts for the 1953 Corvette ?

- A. Fisher Body C. Rockwell
- B. Molded Fiber Glass Companies D. Owens Corning

9. The 1962 Corvette engine went from a 283 cu.in to what new engine ?

- A.350 cu.in. B.327 cu.in. C.396 cu.in. D. 454 cu.in.

10. On March 15, 1977 another production milestone was reached in the St. Louis assembly plant. What total had they reached in the number of Corvettes built on that date?

- A. 250,000 B. 500,000 C.750,000 D.1,000,000



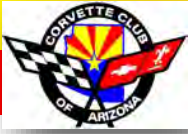
11. In 1992 a new Corvette chief engineer was named can you pick him out from this list of famous Corvette personalities?

- Zora Arkus-Duntov B. Joe Pike C. Jerry Palmer D. David Hill E. David McLellan

12. All of these racetrack-driven color names offered on the 67 Corvette are from U.S. towns or racetrack except one! Which one was not named for a US town or racetrack?

- Elkhart Blue B. Lynndale Blue C Goodwood Green D. Marlboro Maroon





Tips for Storing Your Corvette

Bob Bassett



Those of us not fortunate enough to live in Arizona all year, or perhaps those fortunate enough to live someplace cooler for the summer, have a chore to do every six months: storing the Corvettes and other vehicles for the time we will be away. In our case we are talking about short term storage of about six months. This is all common sense stuff, but if you are new to storing a vehicle, here are the steps we use:



Start by doing a through cleaning inside and out. Pay special attention to cleaning wheels and tires. Brake dust can be very corrosive and can pit aluminum and chrome wheels. Wash and wax the exterior. Clean a convertible top with the correct shampoo and conditioner. Vacuum the interior, making sure to clean under the seats as well, and use a good quality interior conditioner on all upholstery. Clean and dry the engine compartment. Check all fluids, particularly anti-freeze if you are leaving the car in a northern location. Leave a Dryer sheet in the interior, and one under the hood. I use [Flatstoppers from Raceramps.com](http://Flatstoppers.com) to prevent

flatspotting my tires during storage, as was recommended to me by Mike Terry.

My C7 came with the Corvette logoed C-Tek battery maintainer which features the cigarette lighter plug to mate with the receptacle in the trunk. C-Tek makes various models, and all are well engineered. I have two in Canada and two in AZ, and highly recommend them. I have been using them for years and have no trouble starting any of the cars when I get home. If you use one of their multi purpose models, be sure to set it to Automotive battery. It will return to that setting after a power failure.

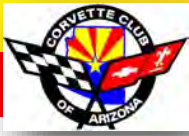


Lastly, cover the car, preferably with a fitted car cover. I add a sheet of plastic over top of the car cover, because my garage doors are not tight enough to keep that fine desert dust out over the summer.



That's it for short term storage. Note that you need to do more if storing for longer periods. Whether for long or short term, storing the Corvette is always one of those bittersweet moments. You are sorry to be leaving your present locale, but looking forward to returning to family or friends at the other end of your journey. Coming "home" to either place makes it all worth while.





CCA Governor's Update

Ray Jenkins



Watching the news the last few months has been disheartening, and I suspect I'm not alone in that feeling. The effects the pandemic has had and will have on the NCCC organization, Roadrunner Region and Club events are many, the most recent being the cancellation of the NCCC National Convention which was to have been held in Indianapolis from July 5 to 10.

Senior citizens are more adversely affected by Coronavirus. Considering the average age of a Corvette owner, CCA members may want to be more careful than most. While that might be hard considering how long restrictions have been in place, the consequences of ignoring the varying guidelines are serious, and a very real concern.

The activities for the Roadrunner Region are being cancelled one by one as the year of the "Virus" continues. While it is disappointing to see these events cancelled, the host clubs are doing their best to act responsibly, and we all need to practice the recommendations of the CDC until we all get through this.



The 3rd Quarter Roadrunner Region Governor's meeting will be again be held by teleconference on July 16th, similar to the one done in April, which worked quite well.

The following Roadrunner Region Club Events are still tentatively scheduled:

- The next Roadrunner Region Sanctioned event is scheduled for September 19th. It will be a Rally put on by the Sonoran Desert Corvettes of Tucson.
- On the weekend of October 10th & 11th the Verde Valley Vettes of Cottonwood are putting on the very popular Monopoly Rally along with three Poker Rallies, all Sanctioned events.
- On the weekend of October 24th and 25th the Tucson Corvette Club is hosting four Sanctioned Autocross Events. Get your need for speed and awesome handling of your Corvette at this closed course event.
- The final Sanctioned event scheduled for this year will be Nov. 1st for the CCA All Chevy Show in Old Town Chandler. A lot of planning is being done by Lylla Alejandro and Brad Ryan for this Show and we hope all our members will plan on helping and attending this Show.

I'm looking forward to life getting back to normal with a full slate of Corvette Club events: racing, shows, rallies, drivers, social events, etc. as I'm sure many of you are. In the meantime, I hope you all are well and keeping safe.



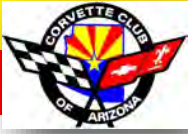
Answers to Ken's Corvette Quiz

1. D; 2. A; 3. C; 4. C; 5. C and D; 6. A; 7. E; 8. B; 9. B; 10. B; 11. D; 12. C;

Here is a little more info on the Answer to question 8: [The Mastermind of the Corvette's Fiber Glass Body](#)

In the video at the bottom of the page, Richard Morrison, today's CEO of Molded Fiber Glass Companies, (MPG) tells the story of how, his father, the late Robert S. Morrison changed the future of the Corvette. In 1953 Morrison convinced Chevrolet to use his newly created molded fiberglass body for the Corvette Concept Car displayed at the 1953 GM Motorama. The acceptance was overwhelming and from that point on the Corvette body was made out of Fiberglass Reinforced Plastic (FRP), otherwise known as fiberglass. MFG has continuously produced fiberglass composite parts for the Corvette since 1954. In 2003, Robert Morrison was posthumously inducted into the prestigious Corvette Hall of Fame.





Upcoming Birthdays



JULY

- Diane Feck
- Susan Lovino
- Frank Montanile
- Neil Pivar
- Cathy Dunton
- John Dunton
- David Steinkraus
- Carol McDougall
- Dave Roberts
- Bob O'Connor
- Sue Henry
- Gail Baldacchino
- Howard Katz
- KC Miller
- Bruce Mundy
- Tina Pivar
- Brad Ryan
- Bud Stover
- Mary Ellen Hayden



AUGUST

- Kevin Deihl
- JoEllen Leitz
- Kat Bitney
- Sandy Duhaim
- Dennis Cox
- Bill Hayden
- Eva Platten
- Cecile O'Boyle
- Gloria Hedahl
- Bob Davenport

The Last Word

Bob Bassett



Since there have been no social activities or events, this issue of **Crosstalk** focuses on technical articles, and while that is a good thing for a car club, I would like to hear from you about what you have been doing during Covid 19. Tell me about your activities, your projects or new hobbies or new pastimes developed during the shut down. It doesn't have to be car related. If you have been working in your garage, even better. Please send me a few words and pictures and share what you have been up to for the last few months.

John Marsh has been busy with a few projects and has shared some pictures. Perhaps you have been doing some advanced planning the next great CCA event. If so let me know about it. Lastly, if you see something that you think the members would appreciate, please let me know and I'll include it in the next issue. Lastly, I would like to give a big THANK YOU to Dick Hedahl for his assistance in proofreading each issue of **Crosstalk**.

Thank you for reading, and Stay Safe!

For all of you C8 Dreamers out there, I'll leave you with my current screensaver: a very sleek looking base model 2020 Stingray in Blade Silver, without the spoiler.

Enjoy!

