



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

CONTENTS

- 1 [President's Message](#)
- 2 [Happy Halloween!](#)
- 2 [Board of Directors](#)
- 3 [Cottonwood Driver](#)
- 5 [October Membership Mtg](#)
- 6 [A Page From the Past](#)
- 7 [Membership Update](#)
- 7 [Z06 & GS Wheels Cracking](#)
- 8 [Upgrade C7 Brake Pads](#)
- 12 [My Corvette Stories:](#)
 - 12 [Larry Maiorano](#)
 - 13 [Sheryl Katz](#)
- 14 ['66 Convertible Restoration](#)
- 15 [The Rearview Mirror](#)
- 16 [Activities Update](#)
- 16 [Vette Set Dining](#)
- 17 [Lexophilia - Word Fun](#)
- 18 [My Car Stories](#)
 - 18 [Larry Maiorano](#)
 - 19 [Dick Hedahl](#)
- 20 [C8 News & Views](#)
- 21 [Ken's Corvette Quiz](#)
- 22 [NCCC Governor's Report](#)
- 23 [Upcoming Birthdays](#)
- 24 [The Last Word](#)



CROSSTALK

Official Publication of the Corvette Club of Arizona

Volume 14, Issue #5

Sept - Oct 2020

President's Message

Brad Ryan



To my fellow CCA Corvette Club Members: Although the October Meeting Minutes were sent out to the Membership, I felt that it was important to give everyone my personal recap of the meeting, especially for those that could not attend. I can't tell you how thrilling it was to FINALLY see and meet with fellow CCA Members once again – it was almost like I was dreaming! WOW - AN OCTOBER MEMBERSHIP MEETING - REALLY? How did that happen? Well, although your CCA Board of Directors has been (safely) conducting meetings to execute our duties of conducting the necessary business of the CCA during this Covid situation, we were faced with making important decisions regarding how to safely conduct CCA Membership Meetings as well. Now that we have lost our (free) meeting room at the Chandler Chamber of Commerce and in order to move forward with the Club's business, we will be temporarily using the Oakwood Ballroom in Sun Lakes at a cost of \$375 to rent the two rooms. Everything worked exceptionally well as the meeting room chairs were properly socially distanced, with temperature checks and hand sanitizer available to the Members at the entry door and the use of masks "restaurant style." Despite the current Covid meeting limitation of 50 persons, the absolute best part was having a great time visiting with one another both before and after the meeting!

Oakwood has now offered an opportunity to have a dinner before the meeting, and if we get 25 members at dinner they will waive the \$375 room rental, so we plan to be there again in November for CCA Elections and with a new limit of 100 and a dinner with our CCA friends beforehand.

Please remember that every Board Member is always available to the CCA Membership via a phone call or email regarding any issues that you may want to have us bring up at the Board Meeting for discussion. We require your input to help us make the right decisions that affect the entire membership. Just go on to the CCA website Members-only section and look up the Roster for any of the Board Members that you wish to contact regarding your questions or concerns. Although the Board normally accepts requests for CCA Members to attend the Board Meetings, we are limiting our (Covid safe) meetings to Board Members only; however, we can certainly entertain requests from CCA Members with important information and/or issues that need to be discussed, so please call any Board Member if you must attend.

Brad



From the Editor Bob Bassett



HAPPY HALLOWEEN



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 & Nancy Hagan

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Crosstalk Editor: [Bob Bassett](#)

Webmaster: [Dom Lovino](#)

Earnhardt Contact

Lee Bolster

Sales Manager

(480) 821-0440

lee.bolster@earnhardt.com

Yippeee! Here's a treat! We have events and meetings and are making plans for future events. Life isn't normal yet, but it has the promise of returning to normal before next Halloween.

Encouraging things were/are the Cottonwood Driver organized by the Lovinos and Campises on October 4, and the fact that we were able to hold the first membership meeting in six months at the Oakwood Ballroom in Sun Lakes on Oct 1. For those not able to attend, Howard Katz [videotaped the entire meeting](#).

Our Annual Elections will be held at the November membership meeting to be held again at the Oakwood Ballroom in Sun Lakes, but with a better sound system, an allowable group size of 100, and the opportunity for a dinner with CCA friends! This issue should arrive before Oct 30th, which is the deadline for Susan to give the number attending to the dining room, so contact her ASAP if you intend to have dinner beforehand.

Speaking of Elections, we do have a vacancy for the volunteer position of **Crosstalk** Editor. Please have a look at "[The Last Word](#)" on page 24 for more information on keeping **Crosstalk** alive.

Lastly, our Christmas party is scheduled for December 13, at Oakwood Country Club with an apparent limit of 100, so save the date now.





Cottonwood Driver

Lovinos & Campises



This was our second time hosting the driver to Cottonwood. We originally planned a May driver hoping to beat the summer heat. We had to postpone the driver as the pandemic was starting to peak in Arizona and October 4th seemed to be the best day to hopefully celebrate the end of summer. We gathered at the Target in Fountain Hills to start the driver. Again, we had another beautiful day; great sunshine and we knew clear roads were ahead of us. Nine Corvettes were on this drive to Old Town Cottonwood. There were 14 members staying overnight. Four members on a day drive only and just staying for lunch. We planned a nice leisurely drive, taking the Beeline Highway (AZ-87) to our first stop at Mazatzal Casino in Payson. The casino provided plenty of parking, and nice clean restrooms. We did see the fire damage along the road from the fires earlier this year. Sad that it happened, but encouraging to see that the vegetation was already starting to recover.



As we started the second leg of our journey, we drove AZ-260W through the Tonto National Forest, through the Coconino National Forest and down through the lower part of the Prescott National forest. We arrived at our planned second stop - Moscato's Italian Restaurant in Camp Verde. Everyone enjoyed sitting outside on the shaded patio and the food was excellent. After lunch, we said goodbye to those heading back to the valley. We took an alternate route through Page Springs which is a historic scenic

route. This road is filled with many of the wineries located in the Verde valley area. This historic route also provided us a great winding Corvette road. We headed south for a short drive on AZ-89A back to Cornville and finally into Cottonwood. We arrived at the Tavern Hotel, parked our cars, and checked into the hotel. We received many compliments for choosing our driving route.



As part of the hotel package, we had free wine tastings from three different wineries. We had a great time in meeting the hosts at the tasting rooms and tasting different wines. We thought we would have some time to walk through the stores and antique shops. However, being Sunday, all the stores were

(Continued on page 4)



Cottonwood Driver (Cont'd)



(Continued from page 3)

already closed. Everything in Old Town Cottonwood is within 2 blocks walking distance from the hotel.

Dinner was at 7:00 pm at Nic's Italian Steak and Crab House. Everyone enjoyed their dinners and with the \$50 gift card from the hotel, many of our members were able to walk away feeling full. Most of members ended up spending about \$20-\$30 or less including gratuity for a dinner for two, *Wonderful! and Delicious too!* After dinner, we went to Tavern Bar & Grille to get our complimentary cocktail, went back to the hotel to sit outside to enjoy the cooler weather. We sat outside along the fire pit had a great time socializing. The hotel rooms were fantastic!



Breakfast was at the Crème Café. As expected, the food was again terrific, and the portions were large. The hotel had given us \$5.00 gift cards for breakfast for everyone. Another bargain for breakfast! After breakfast, we checked out of the hotel, we said our goodbyes and headed our individual ways back home.

Everyone was happy to see CCA members after the events of this year and happy to get out and away from their homes. We practiced responsible mask wearing, and social distancing where appropriate. Even with the extra precautions, all had a great time. Everyone on the trip stated they would do this drive again. We did miss the co-hosts, the Campises. We want to give them a special Thank You for finding and planning the lunch at Moscato's. Thank you to all those that participated in this drive in making it fun and enjoyable.





Membership Meetings October & November Bob Bassett



After six months of no meetings or gatherings due to Covid, we were finally able to hold an actual membership meeting, albeit limited in size to 40 members plus the 10 board members, to stay within the State's meeting guidelines. The venue at the Oakwood Ballroom in Sun Lakes offered sufficient space for social distancing, but had a substandard sound system and a relatively steep rental rate. Special thanks to Howard Katz for Videotaping the meeting and making it available for all members who could not attend. [Click here for the October 1, 2020 meeting video.](#)



With that experience in mind, your Board has elected to improve the sound system and to do the November 5th Membership meeting and CCA elections in the same venue, but in conjunction with a Dinner. If 25 members sign up for dinner before the meeting, they will waive the \$375 rental fee. So if you would like to enjoy a dinner out with your CCA friends before the meeting, here is your opportunity.



The guidelines have now been relaxed to 100 persons in attendance, and it is CCA election night, so be there if you can. Please see Susan's Oct 18th email for more information.





Pages From the Past

Bob Bassett



Reprinted here is an informative President's Message from 10 years ago.



Crosstalk

Sept-Oct 2010

Volume 4 Issue 5



President's Message

Jim Kerber

We are in the heart of the monsoon season so our Corvettes are spending more time in the garage avoiding the dust and rain. Despite the weather, we are still having activities and getting them out of the garage for some exercise.

On July 4th Gary and Karen Mion hosted a pool party at their beautiful spacious home. About 30 people attended and had a marvelous time. Gary recently bought a 1966 convertible with a 3 speed manual transmission and factory air conditioning in nice condition. I cannot recall ever seeing a 3 speed manual 1966 Corvette, and an air conditioned convertible is also quite rare. There was great food, great cars, great friends – a great way to celebrate Independence Day.

August 13 to 15 was the Carlsbad Driver organized by Bob Caccamo and Jan Adams. A fun time was had by all, enjoying the unseasonably cool California weather and perpetual marine layer near the coast.

The following weekend saw 8 Corvettes parked outside Bernard's at Ocotillo for a dinner organized by Marge and Bill Rhode. All the Corvettes were parked in the area directly in front of the restaurant and other restaurant patrons enjoyed the mini car show. Bernard's is a great restaurant and participants had a good time. And fortunately a monsoon storm passed through the area shortly AFTER everyone departed.

The Spring Car Show Committee has been working diligently on a new venue for the Annual Corvettes on the Green All Corvette Car Show held in the spring. It looks like the new show will be in downtown Chandler in April and will be able to accommodate as many Corvettes as we had at Julio G's. A sincere thank you goes out to Jim Enriquez and his committee for all their hard work, which continues as they wrap up the final details.

We have another new CCA member. Please join me in welcoming Frank and Darlene Heavlin to CCA. They own a 2005 Daytona Sunset Orange coupe.

Looking ahead to September and October, we have the annual Magical Mystery Tour organized by Bruce and Sharon Lund and Scott and Diane Feck. October brings Thorobred Thunder, our annual all Chevrolet car show at Thorobred Chevrolet. We can always use more volunteers to help with the event. Contact Event Chair George Ray to see where you can help.

Speaking of George Ray, as webmaster he was able to do something the previous webmaster (me) was unable to do, namely develop a way to change member passwords. If you haven't changed passwords recently, contact George to get a new password – it enhances security for all members.

Hope to see you soon at a meeting or an event.

Jim Kerber



Membership Update

Guy Lombardo



Please welcome new members, Lonny and Sharon White, who own a 2019 Ceramic Matrix Grey Grand Sport Coupe. Lonny is a retired airline pilot and Sharon is a retired airline reservations specialist. Lonny's hobbies are golf, hunting and traveling. Sharon's hobbies are making jewelry and traveling.

This brings Membership up to 141. During the process of recruiting members to run for office, several members indicated they were not going to renew their CCA Membership for 2021.

We currently have 8 Guest Members in the process of meeting the requirements of applying for membership, and we currently have 6 people who have expressed interest in attending their first CCA Meeting.



C7 Z06 and Grand Sport Wheels

Suggested by
Guy Lombardo



IMPORTANT: If you have a **2015 - 19 Z06** or **2017 - 19 Grand Sport**, be aware of a fault that has been appearing in the cast aluminum wheels. They appear to be cracking under normal use and leaking air. So far, GM is refusing to cover them under the 36K bumper to bumper warranty. As a result, a [Class Action Lawsuit](#) has been brought by a [Pennsylvania Law Firm](#) on behalf of all owners of the above vehicles alleging that

the cast wheels are not fit for the intended purpose. Inspect your wheels regularly, and pay careful attention to your tire pressures. If cracks form or air loss is observed, record the mileage, and report it to your dealer. Ask to make a claim on your warranty even if the Dealer says it will not be approved. Owners experiencing the defect are asked to contact the [law firm](#) to discuss further.





Upgrading Brake Pads on Your C7

John O'Boyle



Recently I helped Jean-Marc Teixeira, a fellow C7 owner, change his front and rear pads from the stock Brembo pads to Hawk Pro HPS 5.0 pads on his Grand Sport. These are High-Performance Street Pads with lower dust than the stock pads and also much lower fade and higher "torque."

I was asked to do a write up on how to do this. I should have taken pictures of the process but I didn't do that, so let's hope my verbal description is sufficient. Feel free to reach out to me if you have questions. So here go:

What you will need:

- Floor jack & Jack stands, or Shop lift
- Sockets and wrenches
- Torque wrench
- Jacking lift pucks
- Small tapered punch
- Hammer

- If you have the six piston front calipers:
- 13 mm socket and ratchet
- Green Loctite
- Wire brush or wire wheel



Open the hood and observe the level of the brake fluid. Remove some of the fluid. This is to prevent the fluid from backing out of the reservoir when you press the brake pistons back into the caliper. Brake fluid is very corrosive and will cause any paint that it gets on to bubble and peel. Also, when handling the brake fluid be careful to NOT get on your hands, if you do, clean your hands before touching anything else.

I use a turkey baster to suck out the fluid. (Yes, Cec knows, this is one just for my shop!) Just a little bit if you're not planning to flush the system. More if you're going to flush the system after the pads are replaced. Have a towel right there to catch any drips. Also have a small can or something right next to the reservoir and gently drain the fluid from the baster into the can. Don't splash. If you do, stop and flush the area promptly with water.

For starters I HIGHLY recommend that you obtain "Jacking lift pucks" for your C7. These are available online and fit into slots on the frame rail in the proper location to safely lift your car.

Before lifting the car slightly loosen the lug nuts on the wheels where you are changing the pads. (Goes without saying you should do both fronts or both rears if not all 4 – you'll get the best performance in braking by changing all 4 to the new compound pad.)

I assume most members will lift with a floor jack. Do NOT lift and support your car ONLY with the floor jack. If the floor jack fails, the car comes down quickly and people have been injured or killed (the ultimate form of injury).

(Continued on page 9)



Upgrading Brake Pads on Your C7 (Cont'd)

(Continued from page 8)

Jack the car up and place the jack stand at the designated support location which on the C7 is at the front and rear of the chassis. Here's a link with a picture and more info. <https://extremeonlinestore.com/blogs/article/d-i-y-how-to-safely-lift-your-c7-corvette>

I suggest lifting at the frame, placing the jack stand under the frame support point (location 1 in the link). On the C7 it is so low that it can be difficult to lift from the front (location 1) so that's why I suggest the frame lift point. Be careful of the side carbon fiber ground-effects pieces if you have them. You can do one wheel at a time.

Now, raise the car and support with a jack stand, or stands if you're doing more than one at a time.

Start at the front. Remove the wheel or both if you've lifted the whole front. You can also turn the wheel to get better access to the pads. (Right front, make a left turn and vice versa for the left front.)

On the caliper you will see two pins about an eighth of an inch in diameter and about 3 inches long running across the back side of the caliper. Using the small punch, tap the pins out. Start with the top and be careful to not hit the painted caliper. Once you have the tapered end of the pin knocked back a quarter to a half an inch you can press on the top of the metal, cross like spring holding the pads in (this is the quieting spring, keeps the pads from rattling when you're driving) and wiggle the pin out.

At this point you can remove the spring by just bringing it down to free it from the bottom pin. As you remove the spring note its shape/orientation. On the 6 piston calipers there is a small $\frac{1}{4}$ inch metal piece across the top end and a larger $\frac{1}{2}$ inch metal part in the center. Note this well.

Then remove the bottom pin.

If you have the 4 pistons calipers you can skip this step. If you have the 6 piston calipers you will need to remove the black structural tube across the center of the pad opening. Use a 13mm socket on the small bolt on the inside of the caliper. Remove the bolt, you may need to press on the "head" end of the tube to keep it snug in the caliper while you remove the small bolt. Remove the tube.

At this point you need to depress the pistons all the way back into the caliper. I have a special tool I use to press the pistons back, but you can use a flat blade to press on the old brake pad using the brake rotor for leverage. You may want to place a small piece of 1/8 inch thick hard plastic between the blade and rotor to prevent damage to the rotor. It doesn't take a lot of force but steady pressure to force the brake pistons back.

I find using the old pad effective since it works against all the pistons on one side at a

(Continued on page 10)



Upgrading Brake Pads on Your C7 (Cont'd)

(Continued from page 9)

time. You may need to go back and forth a couple of times to get the pistons to retract all the way.

Once done you can remove the old pads. Just wiggle them a bit and they will come out. Take them out one at a time. Observe each pad and match it identically to the new pads. Insert the new pads in the identical location and orientation of the ones you just removed. They will be tight but will slide in if oriented properly. If the pistons aren't all the way in you'll need to place the old pads back in and press them back further. I don't suggest pushing directly on the pistons for a number of reasons, the main one is that the rubber seal on the piston can be easily damaged or torn by using a pry tool against it. If damaged the piston seals will be compromised and the pistons can rust make braking ineffective and probably a lot more exciting than you planned!

Once the pads are in (for the 6 piston calipers) take a wire brush or wire wheel to the threads on the small bolt to clean off the residual adhesive on the threads. Then, when clean, place a small drop of Green Loctite (or Blue Loctite if you don't have Green – DON'T use Red, it is not suitable for any future repair on the brake.) Now, CAREFULLY tighten the small bolt. Again you can push in on the "head" end to get the tube to fit snugly into the caliper and allow you to tighten the bolt. This is an aluminum bolt so don't over-tighten. Make it firm but don't over do it – besides you put Loctite on it so its not going to fall out. The Loctite also aids in preventing any galvanic seizing between the bolt and the tube.

Replace the lower pin. You'll need to work it through the tabs on the new pads and also get it in the small hole on the other side of the caliper. Once it is started in the small hole, use the hammer to tap it all the way in, you'll hear it "seat" when its fully in, there will be a noticeable difference in the sound the hammer makes when tapping the pin. Again, take care to avoid the painted caliper. Re-insert the metal spring oriented as you observed when you removed it. If you don't remember, look at the other side!

Replace the upper pin. You'll have to push pretty hard against the top of the spring and may need to move it down slightly to clear the tabs on the pads. I find that tapping gently on the end helps it along. Once it is through the tab on the second pad make very sure it is aimed at the small hole in the caliper and tap into place. Don't force it, it will go in when properly aligned/aimed. You'll also hear a change in the hammer noise when it is seated all the way in.

Before you do the other front wheel check the level of the brake fluid in the reservoir and lower if necessary.

(Continued on page 11)



Upgrading Brake Pads on Your C7 (Cont'd)

(Continued from page 10)

The rear pads are the same but easier. On some C7s you may have to place the spring in position before replacing the lower pin. Again check the brake fluid level between each pad installation.

Remount the wheels. I like to torque them with the car in the air which requires an assistant to press on the brake pedal to hold the wheel still while it is being torqued. Now, since the brake pistons were pushed back the assistant will need to press the brake pedal several times before it gets firm enough to hold the wheel still. Also, with the new pads they will need to press much harder to keep the wheel from turning. They should also hold the steering wheel straight otherwise you'll be fighting a wheel that will "steer" while you are torqueing.

Wheel lug nut torque on the C7 is 100 ft-lbs. If you tighten in the air you won't need to re-torque after driving a few miles. But if you tighten on the ground make sure the wheels are as tight as you can get them in the air and then torque on the ground, then re-torque after 20 - 30 miles.

Check the fluid level. Fill to the mark on the side of the reservoir. Any quality brake fluid that meets or exceeds the GM recommendations is fine. I use Castrol Brake Fluid Dot 4. **DO NOT REUSE THE FLUID** you remove at the beginning. You can dispose of it with your used motor oil.

I usually bleed/flush the brake fluid if it is 2 years old or older. So you might want to consider that. Flush it more often if you use the car in performance driving - open track and autocross.

As I said at the beginning, feel free to reach out to me with questions.

John O'Boyle

PS - From the Tire Rack/Hawk web site, here's their recommended "bed-in" procedure:

To break in the new pads, make 6 to 10 stops from approximately 30 to 35 MPH applying moderate pressure.

Make an additional 2 to 3 hard stops from approximately 40 to 45 MPH.

DO NOT DRAG BRAKES!

Allow 15 minutes for brake system to cool down.

Your brakes are now ready for use and can be driven normally.





My Corvette Stories

Larry Maiorano



RE: The black '57

Bought that car in May, 1990 and sold it in August, 2006. I bought it sight unseen (can't believe I did that), except for photos from an ad in Hemmings Motor News out of Lansing, Michigan. The owner sent me pictures, told me everything worked on the car and he wouldn't lie to me since he was a school teacher. Turned out nothing worked and the clutch was burned out.



The transmission was a '58 4-speed, the engine block was correct, but items under the hood and the trunk lid (dimples where script would have been) indicated that it started life as a fuel-injected car. Because I was an NCRS member and had lots of close NCRS friends, with lots of extra parts, we were able to bring the car back to "show" quality, if not NCRS quality. The flags in the coves didn't belong there, but they looked good, and I added two 4 bbl carburetors.



RE: The current '57

Bought that one in March, 2011. It was claimed to have been purchased by car collector, Ken Buttolph of Iola, Wisconsin, in 1973 out of Texas. I purchased the car from a friend of Ken's in Wisconsin, Chet Krause, who also had a large collection that he was putting on consignment with Motorcar Portfolio in Ohio. It appears that the car was relatively inactive in two large collections from 1973 until 2011. It was claimed the car had an original 4-speed, but it was built on January 14, 1957, so it could not have left the factory with a 4-speed.



The engine was claimed to be a 283, but it turned out to be a 1956 265 cid which had later been bored out to 283. However, the body and frame are in very original condition without any signs of ever having been damaged. In July, 2011, I replaced the engine with a 1965 Corvette 327 cid.





My Corvette Stories

Sheryl Katz

**THREE in a C3**

Howard: *"Hi Honey! Can you pick me up at the subway in about 45 minutes? Because of the inclement weather, the Electronics Showcase ended early - the heavy rain is turning into snow and everyone's leaving now."*

Sheryl: *"Okay; I'm just about done for the day so that will work out great."*

Action: Sheryl quickly finishes and dashes out so she can be on time. The traffic from her office to the subway station nearest to their home is awful, temps are falling, and snow is starting to accumulate... bad news for driving conditions, especially driving her commuter car, the '81 C3. She makes it to the pickup area (without fish tailing!) five minutes early and waits patiently.



Shortly thereafter, she sees Howard and... a business associate too?!? Is he kidding?!? Sheryl's thinking... how the heck are we going to stuff three people in THIS car - it's a coupe!!

Howard: approaches the car, opens the door and says... *"Guess who's with me? He was stranded and I told him we could take him home!"*

Sheryl: *"Oh sure, you're joking aren't you?"*

Howard: Ignoring Sheryl's question, says cheerily *"Okay... get in the back Honey! "*

Sheryl: Stunned, pauses and says *"I'm flexible and could probably fit back there but... I'm wearing my work clothes, a fine suit with a straight skirt and high heels - I doubt it! "*

Howard: *"Come on Sweetheart - hurry up; it's cold out here and we're holding up traffic... in the back you go."*

Action: Somehow, and most likely not the most lady like way, she managed to fold herself into the waaaaa back for a crazy ride home.

THE END.

Post Script: This has never been repeated.





A 1966 Restoration Project

Tom Palmer



We had a 1966 roadster that I restored, body off frame, attached are some pics.

The time line went like this:

1999, we bought our first corvette (kids were gone), a 1966 sunfire yellow convertible, 327, 4 speed, it needed work.

2000, I overhauled the engine, took it right down to the block.



2001-2, took body off frame in our garage, frame was dipped & stripped and then powder coated, put it back together with a lot of new parts.

2004, refurbished interior, added headrests, had it painted using epoxy with a clear coat.

2007, sold it (sniff, sniff.....)

2007, bought our current 2005 victory red convertible with 1750 miles on it.....it just turned 51K.





A Peek in the Rearview Mirror

Neil Pivar



Circa 1958, Los Angeles.

Am I a badass or what?

This beautiful Buick was one of three presented by General Motors at the Los Angeles Motorama of new cars in 1956. It was specially prepared, extra lacquer paint coats, show chrome plating and real leather interior. Three speed manual transmission, and 4.11 (not 3.56) rear end gears, and chrome wire wheels. Of course, I removed the chrome wire wheels cause they were for old people and weren't cool. I replaced them with 55 Oldsmobile spinner hub caps I got from midnight auto supply. I am sure some of you remember midnight auto supply. They had outlets everywhere.



My Buick was very quick for the time. Then, some foreigner named Dugoff or Dumbkoff off designed the 283 engine for a small two seat fiberglass car, and my quick Buick wasn't so quick anymore. I mean, get real. Why would anyone want a car with no back seat and a plastic body? Ya gotta be kidding me, right?

Around 1983, in Hawaii, I bought a really nice 1958 Corvette for about \$3,000. About a year later, I sold it for \$3,600. Nice profit. Tell me, am I not a shrewd investor. Wish I had it back today.



Odds and Ends



Dean and Sandy Sample, who are originally from Denver, shown here with members of Denver Corvette Association on a trip there in August of 2013.

Bill Rhode with his 1964 turbocharged Corvair Monza Spyder convertible. This wannabe Corvette has been adopted by CCA as its unofficial mascot.





Activities Update

Susan Lovino



A Note From the Activities Team

Welcome to Fall! It has been very exciting being able to plan general member meetings again.

We had 42 members attend the October 1st meeting at Oakwood Country Club. Our next member meeting will be on November 5th, again at Oakwood Ballroom. This time we are able to accommodate 100 people and we are going to offer a dinner prior to the meeting. The details were sent out on October 18th. Check your email for the flyer.

We are going ahead it with the annual CCA Christmas Party and Gift Exchange on Sunday, December 13th at Oakwood Ballroom. We are able to accommodate 100 people at this point. If something changes, we will keep you posted. Invitations will be sent via email in November.

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. Let's get planning so 2021 is as activity filled as can be.

Stay safe my friends!

Susan, Diana and Nancy



Vette Set Dining

Diana Campise



I have openings for November 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





Lexophilia

Sheryl Katz

**Lexophilia**

"Lexophile" describes those that have a love of words, especially in word games, such as: "To write with a broken pencil is pointless."

An annual competition is held by the New York Times to see who can create the best original lexophile.

This year's submissions:

I changed my iPod's name to Titanic. It's syncing now.

England has no kidney bank, but it does have a Liverpool.

Haunted French pancakes give me the crepes.

This girl today said she recognized me from the Vegetarians Club, but I'd swear I've never met herbivore.

I know a guy who's addicted to drinking brake fluid, but he says he can stop any time.

A thief who stole a calendar got twelve months.

I got some batteries that were given out free of charge.

A dentist and a manicurist married. They fought tooth and nail.

A Will is a dead giveaway.

With her marriage, she got a new name and a dress.

Police were summoned to a daycare center where a three-year-old was resisting a rest.

Did you hear about the fellow whose entire left side was cut off? He's all right now.

A bicycle can't stand alone; it's just two tired.

The guy who fell onto an upholstery machine last week is now fully recovered.

He had a photographic memory but it was never fully developed.

When she saw her first strands of gray hair, she thought she'd dye.

Acupuncture is a jab well done. That's the point of it.

I didn't like my beard at first. Then it grew on me.

Did you hear about the crossed-eyed teacher who lost her job because she couldn't control her pupils?

I stayed up all night to see where the sun went, and then it dawned on me.

I'm reading a book about anti-gravity. I just can't put it down.

Hope you enjoyed these as much as I did.





My Car Stories

Larry Maiorano



Yes, I hate the helmet, but not the kind you wear on your head. Let me explain:

In 1967 I drove my 1957 MGA from San Diego up to Carlsbad, California to visit my parents for the day. While at their home, I spent a good part of the afternoon washing, cleaning and detailing my little roadster. That evening I was heading back to San Diego, pleased with how good the MG looked, when I saw smoke coming from under the dash. I was in a neighborhood, so I immediately parked in front of a house where the owner was standing on his front lawn. He asked what the problem was and I replied that my car was catching fire. A quick look under the dash revealed that the wiring was on fire. I knew that since it was an electrical fire, I needed to immediately disconnect the battery. Now, you should know that an MGA is an English car and the battery is not under the hood, but behind the seats under a removable "shelf" area. As I exposed the battery, the home owner decided to be a good Samaritan and turned his garden hose on, spraying the area behind the seats. I yelled at him to stop so that I could disconnect the battery cable.



Here is where it gets interesting. You see, this was a very original MG with original British battery cable connections. These were vintage **helmet** type connectors fit over the top of the battery post with a single round lag screw (full thread wood screw) that is screwed in the top of the battery post. No amount of tugging or yanking is going to dislodge the cable. You need a screw driver....which I didn't have! While I'm trying not to panic, the good Samaritan comes over with a bucket of dirt and throws it behind the seats and over the battery (well he was trying to help). However, I did notice that he had a "4 sale" sign on his lawn attached to a metal stake. I yanked the sign out of the ground and used the stake to try and pry the battery cable off the battery post. As hard as I tried, the cable wouldn't come off, but, with leverage, I did manage to yank the post clear out of the battery. For a brief moment, I wasn't sure which was worse....the MG's wiring catching fire or the interior of my car full of water and dirt, or the totally destroyed battery. Eventually, the MG was made whole again, but without **helmet** type battery cable connectors.





My Car Stories

Dick Hedahl



Reading Larry Maiorano's MG story I was reminded of my own electrical disaster.

In August of 2013 I found a nice looking 1968 Corvette on eBay. It looked pretty good. The body and paint were really nice. There was evidence that it was a 427/435 L-71 car.

But it had a replacement engine. So I bought it. Not a bad price for a driver, which is what I wanted at the time.

I was in AZ when it arrived in Bismarck. The trucking company called and said, "Your car died when we were driving it to your house. So we towed it to your garage."

OK. So when I got home I took a look. The body looked really good. It is the same paint that is on it now. So I was pleased. Then I popped the hood....

Burned wires everywhere! The battery was dead, but it sure had a dead short somewhere. I called my buddy Pat from ProTune. He was one of my best customers and the best technician I knew.

Pat walked into my garage and said, "Wow. It looks good." But then I lifted the hood and he saw the burned out mess. Pat said, "This will be fun! You can get a full replacement wire harness. There are no computers, and it has all American Threads!!!"

So we hauled it to Pat's shop. We found 3 key problems:

1. The engine had an aftermarket starter which relocated the cable
2. The Car had steel Headers moving them closer to the starter cable
3. The motor mounts were broken.

So here is what I think happened. While the car bounced around in the trailer, the engine would rock and short-out the starter cable against the headers – draining the battery. They managed to get it started, but the battery was really low. Driving it rocked the engine again. So they shorted and burned the wires, but didn't have enough power left in the battery to burn up the car, or MY HOUSE!!!

Since it needed a whole new harness, I decided to look into what it really was. That's when I proved it was a real L-71 car. And that is when I started to invest half of my kids inheritance in restoring my Corvette!





C8 News and Views

Bob Bassett



As the 2020 production year comes to a close, and GM ramps up production of the 2021, we can look back at a year and a half of excitement, rumors, and discoveries. Corvette Forum has put together an excellent article entitled: [Corvette Forum's Year in Review: 2019](#) It is well worth the time to go through it.



Is an eRay in our future? Quite possibly so, and sooner than you might think!

This article discusses [GM's commitment to electric vehicles](#) and the move of Corvette engineers over to electric platforms.

Here is a rumor that [an eRay will take the place of the highly regarded Grand Sport model](#).



We also have a report that the C8 Z06 will come with a naturally aspirated V8. Contrary to the report in Motor Trend, the Z06 will apparently not come with a twin turbo, 5.5-liter, dual-overhead cam, flat-plane crank V8 similar to the C8R. Instead, it will come with the new LT6 5.5 liter 9000 RPM mill with an estimated output of 625 Hp and 485 Ft-Lbs of torque.





Ken's Corvette Quiz

(Answers P. 23)

Ken Rock



1. The inventor of the Corvette fuel injection system was?

- A. "Boss" Kettering.
- B. Zora Arkus-Duntov
- C. John Dolza
- D. Stu Hilborn

2. What features on the 1953 Corvette were found on the first production Dodge Viper more than 30 years later?

- A. Plastic body.
- B. Plastic side curtains
- C. 6 V battery
- D. Automatic transmission



3. In the mid-1950s, what production target did GM need for the Corvette to make a profit?

- A. 10,000
- B. 12,000
- C. 25,000
- D. 50,000

4. When did the National Corvette Museum open to the public in Bowling Kentucky?

- A. June 1, 1989.
- B. June 1, 1992.
- C. September 2, 1994
- D. September 2, 1995

Green



5. What was the last year for the pop out your window in the C3 Corvette?

- A. 1969
- B. 1970
- C. 1971.
- D. 1972

6. If you owned a 1981 two-tone Corvette, where was your car built?

- A. St. Louis Missouri
- B. Bowling Green Kentucky

7. What year did the Corvette manual transmission change from a 6 Speed to a 7 Speed gearbox?

- A. 2012.
- B. 2013
- C. 2014.
- D. 2015

8. In the 1982 model year how many Collector Edition Corvettes were sold?

- A. 2,500
- B. 3,387
- C. 6,759.
- D. 6,502

9. What is one of the rarest decals you'll find on top of the air cleaner on a '60's big block Corvette?

- A. 325-hp
- B. 450-hp
- C. 425-hp
- D. 435-hp



10. What Hollywood actor purchased two 1968 L 88 Corvettes to form a racing team?

- A. Clinton Eastwood.
- B. Dan blocker.
- C. James Garner
- D. Paul Newmam

11. Why was the 2018 Corvette production number of 9,686 the second lowest production number since the 1959 Corvette with 9,670 produced?

- A. GM strike by the U,S Auto Workers
- B. A massive recall on the suspension on the 2018 Corvette
- C. GM installing a new paint shop in the plant
- D. GM having a shortage of automatic transmission from the manufacture



12. What kind of paint was used on the 1958 Corvette?

- A. nitrocellous lacquer
- B. enamel.
- C. acrylic lacquer
- D. water-base enamel





NCCC Governor's Report

Ray Jenkins



The Arizona summer is phasing into fall and a great time to start planning for outdoor Corvette activities. The Roadrunner Region had its Governor's meeting October 8th using TEAMS on the internet.

Here are some of the highlights:

Regional Executive Barb Johnson

- Barb reported that the 3rd Quarter National Meeting was cancelled and that we have not yet had notification about the 4th Quarter Meeting.
- The National Convention this past June was cancelled. Plans are going ahead for the 2021 National Convention in Cleveland June 13-18. The 2022 Convention is slated for Atlantic City, NJ.

The deadline for the winter issue of Blue Bars is Nov. 30. As well as acknowledging the 25th Anniversary of CRCC and the 45th Anniversary of CCA, Barb urged all clubs to also send her information and photos of any activities their clubs may have been able to hold.

Regional Competition Director Bob Johnson

- Bob reminded everyone that even though all our regular activities have been cancelled due to the pandemic, TVS will hold their annual Corvette Thunder event Nov. 14-15 in Sierra Vista.

Regional Membership Director Ron Scott

Ron stated that renewals are due to him by Nov. 21. Our NCCC insurance coverage has not changed. After much discussion there is still no reduction in NCCC dues for people joining later in the year.

Old Business

The only remaining Roadrunner event for 2020 is TVS Corvette Thunder on Nov. 14-15. The event will include a car show, rallies and low speed autocrosses. The decision was made to not give out any Regional awards since we will only have one event this year. TVS will be giving out place awards for individual winners at their event.

The 2021 Kickoff hosted by Colorado River CC is going full speed ahead, with rooms reserved at the Riverside Resort and Casino, in Laughlin, NV, Jan. 29-31. Flyers and applications are in your email.

New Business/Dates for 2021:

- NCCC National Meetings scheduled for Feb. 19-20, April 30-May 1, Sept. 10-11, and Nov. 12-13.
- The 2021 National Convention will be held in Cleveland June 13-18.
- Roadrunner Region 2021 Kickoff Jan. 29-31; 1st Quarter Governors' Meeting Jan. 31 in Laughlin.
- TVS event Mar. 20-21 in Sierra Vista.
- CCA Corvettes in the Park April 11.
- 2nd Quarter Governors' Meeting April 15 via TEAMS
- Great Escape July 16-18 in Ruidoso; 3rd Quarter Governors' Meeting July 18,
- SDCT Event Sept. 18-19,
- CCA All Chevy Car Show Nov. 7 in Chandler.
- TVS events Nov. 20-21.





Upcoming Birthdays



NOVEMBER

- Kathy Golec
- Dave Lott
- John O'Boyle
- Joyce Riffel
- Betty Irish
- Charlotte McSpadden
- Elly Palmer
- Arlene Craig
- Phil Duhaine
- Debbie Roberts



DECEMBER

- Guy Lombardo
- Nancy Downs
- Ellen Kemper
- Gordon Leitz
- Cathy Maiorano
- Jim Kerber
- Cynthia Rhoads
- Jim Glass
- Jeffrey Nieman
- Steve Rhoads
- Patty Friesz
- Gil Schmidt
- Alison Stover
- Beth Godina
- Ken Rock

CCA Themed Apparel - Proud Owner Design



If you would like to purchase shirts, hats and jackets please visit our website (www.proudownerdesign.com) and click on the "Sanmar" tab located on the upper left hand side of the page.

Once you do that you can browse from thousands of items that we can put the club logo on. Simply call us or e-mail us with the product number, color and sizes that you need and we will get back to you with a price for those items.

Answers to Ken's Corvette Quiz

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





The Last Word - Urgent: Editor Required

Bob Bassett



As you all know, we have been contacting club members to find a volunteer to take over as **Crosstalk** Editor for the coming year. I originally signed on as an assistant to Sheryl Katz in 2018, and then took on the Editor's job in January of 2019. Last November, I agreed to continue as Editor for 2020 on the condition that I would not go beyond the two years. As our search for a replacement has so far been unsuccessful, I was asked to perhaps simplify the last two issues for 2020, as some had commented that **Crosstalk** had become too complex. While I could do that, when a member takes the trouble to send me an item for publication, I think it is important to attempt to fit it into the current issue. Rather than doing a wholesale slash and burn on my format for my last two issues, I think it is important to give you my best effort, and to carefully point out that any new **Crosstalk** Editor has full discretion to take **Crosstalk** in any direction that suits them. The only guideline is a responsibility to maintain a line of communication with members about club activities and news. With that in mind, the format, content and style of **Crosstalk** are all chosen by the Editor. They are not dictated in any other way. If an Editor has only six hours available every two months, then **Crosstalk** can be as simple as a few pages recapping recent events ([See P.6 reprint from 2010](#)) If they wish to do more, it can be whatever the Editor chooses.

Quoting from the SRP's: *The Editor's goal should be to capture a reflection of the Corvette Club of Arizona in every issue by featuring club events, activities and our members. Features can also include activities and interests from our members outside of club-related activities or links to available articles, activities or videos of possible interest to members.*

Previous issues of Crosstalk can be used as a reference but there are no specific content requirements. The design, layout and length of each Crosstalk publication is open to the editor's judgement, abilities and creativity.

I was also asked what time commitment is required. The answer to that depends on what you want to put into it. I believe I now work on **Crosstalk** on about 5 days in every two months, and the time varies from a few minutes to a few hours. I would estimate that I spent between 20 and 25 hours on each of the first three issues. More recently, I think I am down to between 10 and 15 hours in total for each issue, with almost all the time spent in the last 12 days of each period. During the remainder of each period, I simply receive articles or ideas from members and store them until I begin assembling the issue.

I spent more time on my first issue, but it got much easier once I got into the swing of it. I am almost finished with this Sept-Oct issue, and apart from receiving emails, spent about two hours in early October, about four hours yesterday, and about three hours so far today. I'll probably need another two or three hours to finish it off and get it to Susan. UPDATE: I spent another four hours polishing it up, so have spent thirteen hours in total for this issue. You may well choose to simplify **Crosstalk** to the point where you can put it together in a few hours, or if you want, you can have all of my existing templates, photos and clip art libraries, along with my checklists and reminders and see what pleases you.

I use Microsoft Publisher, which is part of the Office package, and an excellent free photo editor called GIMP (which suits me well). While both of these programs have a learning curve, they do the job very well. Publisher has been around a long time and there are a number of club members who have helped me from time to time. Now that I know these programs well, I will be happy to assist anyone in getting up to speed with them, and Dick Hedahl has generously agreed to continue to do the proofreading.

While I cannot continue to be Editor, I guarantee to assist the new Editor in every way possible throughout their term. If you feel **Crosstalk** is worthwhile, then I urge you to consider volunteering. After 45 years, it would be a shame to see December's issue of **Crosstalk** become the last one!

