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*Promoting Corvette
Enthusiasm, Competition,
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CROSSTALK

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President's Message

Denise Lott

CCA Friends:

It's been a great summer in Phoenix with a variety of CCA events that go on regardless of heat waves. Now we look forward to our Fall signature event, the Magical Mystery Tour (MMT). For the first time, this trip is a four-day venture rather than our traditional three-day event, which means more activities packed into our time together. Both September and October are filling up with drivers and social gatherings, so keep looking at our calendar.



Another annual occurrence is the election of new officers for the coming year in November. Our club members come from such a wide variety of backgrounds and positions. I'm always in awe when I talk with newer members and learn about their unique experiences. As we approach election time, please think about what you might contribute to the club for a year's term. Are there things you would like to see added or done differently? Here is a chance for you to help keep our club strong, and to suggest new options. Our nominating committee consists of Dom Lovino, Dave Lott, and Bob O'Connor. They would appreciate your contacting them if you have any questions about different roles on the Board, or if you would consider running for a specific office. If they call you, please hear them out and help them. After all, it's your club. How can you contribute?

Anyone is welcome to observe at the monthly Board meetings. If this would be helpful to you in making a decision on what positions you might fill, you can attend one of these in September or October. Please let me know a couple of weeks in advance so that we can arrange for your attendance.

For those newer members who may not be aware, there is one other vote that is taken in November. On election night, the club also chooses an Outstanding Member of the Year. Who has, literally, stood out this year? Who has made significant contributions to CCA? Keep this in mind during the next couple of months so that you can be ready with a name to write in on the secret ballot. The name will be revealed in January at the awards ceremony. This is an honor, so give it some reflection time.

I am looking forward to the upcoming trips and events already on our docket for Fall and hope that I get to spend time with each of you along the way.

Sharing the drive with you in 2019,

Denise



From the Editor Bob Bassett



After four years of speculation, rumors, and grainy spy photos, both educated and uneducated guesses, the C8 is finally a reality, and surprise, surprise, one that we can afford! Barb thinks I have lost my mind, but I have not missed a single news update or rumor since March. Of course, my excuse is that I



have to report it in **Crosstalk**. That's my story and I'm sticking to it. Have a look at the links in the C8 News and Views section on Page 4. I think you will agree that the new mid-engine Corvette can compete with the exotics in everything except snob appeal. It is the greatest American sportscar ever to hit the road!

Since CCA is a car club, I felt we should try to have more car articles, so a while ago I sent out an appeal to a few members for some car articles, and I got a terrific response. I am now throwing out that request to everyone in the club to please provide me with a story about your car or something technical that you have done to, or with, your Corvette. I'm sure all of you have a story to tell, so please put a few words together, attach a few photos, and get them to me. I'll do the rest.

With elections and appointments coming up in November, should anyone be interested in taking over as Editor of **Crosstalk** for 2020, please contact me and I'll give you the nickel tour of MS Publisher and Adobe Acrobat and what is involved in putting it all together. As Dave Friesz would say after his Engine Swap: Go for It! Hey, If I can do it, anyone can.

Lastly, Susan Lovino has reminded us that our annual dues are payable now, and Brad Ryan is looking for volunteers for Chevys in the Park, so please bring a check to the September membership meeting, and be sure to sign up for the Fall Car Show.



2019 Board of Directors

President: Denise Lott

Vice President: Bruce Mundy

Secretary: Tom Palmer

Treasurer: Susan Lovino

NCCC Governor: Ray Jenkins

Membership Chair: Guy Lombardo

Activity Director: Esther Enriquez

Activity Coordinators:
Diana Campise & Nancy Hagan

Officer at Large: Brad Ryan

Volunteer Positions
Crosstalk Editor: Bob Bassett
Webmaster: Dom Lovino

Earnhardt Contact
Steve Marley
Service Director
Work Cell: (480) 202-7883
stephen.marley@earnhardt.com





Activities Update

Esther Enriquez



In most parts of the country, Labor Day signals the end of summer. Here in Arizona, however, we know that we have to expect at least another six weeks of hot, dry, sweaty weather. This is a perfect time to take off for a drive to a cooler locale and distract ourselves from the Valley's heat. One thing we look forward to at this time of year is the fact that many of our winter visitors will be returning and joining in our end-of-year activities. Right now, the calendar looks pretty sparse, so I'm depending on our full-time members to organize a few events that will help us welcome back our "snowbird" Corvetters.

Please think about volunteering to host an event. Our Activities team, Diana Campise, Nancy Hagan and myself, would be glad to assist you in any way – just let us know which of the following offers will motivate you to get involved:

- Guide you through the process (even the simplest events like a Vette Set dinner or a Game Night)
- Co-host with you in planning and leading an event/driver
- Match you up with a tenured member who may have hosted a similar event and can help you with the details

This is the time when we begin collecting dues – keep in mind that being an active member requires more than just submitting a check.

I've been looking at the calendars for the past couple of years, and I notice that many events listed on the calendar are hosted by the same people every year. If you want to be part of a fun, active club, then it's time to step up and add your name to the list of event hosts!

We are waiting to hear from you.



Membership Update

Guy Lombardo



Please welcome new members, Lylla and Ken Allejandro.

Ken is originally from Seattle, Washington, and Lylla is from Peoria, Illinois. Both were professional Quality Assurance Representatives for Boeing. They arrived in Sun Lakes in April 1993 expecting a short stay. As fate would have it, in spite of the extreme hot summers, they fell in love with having more than a hundred days of sunshine a year, and this became their home.

Lylla's hobbies ranged from horses, competitive barrel racing, and dancing, to customizing and showing Corvettes. Ken was the adrenaline junkie with periods of sky diving, scuba diving, motorcycle hill climbing and motocross. Ken also returned to his early interest in art and has had sponsored showings and a spell having his prints sold in two Arizona art galleries.



In December 2017, Lylla bought her fourth Corvette, a Red 2003 Coupe. Their mutual hobbies are somewhat tamer now, and center around Lylla's Corvette, and dancing.

Our membership total now stands at 137.





C8 News & Views

Bob Bassett



For those of us following the C8 news, it has been a busy time. First came the big Reveal on July 18, followed by a fair amount of additional information, trickling down each day, culminating in the release of the official options and pricing. Then we got confirmation that there will be a Convertible version. We weren't too sure about that a few weeks ago. Special thanks go to Bob O'Connor for all his informative emails on the C8. Now, there is far too much information available for me to cover here, so I am providing some interesting links:



1. GM's "[First Ever Mid Engine](#)" Note: Don't try to play the video linked to the Beautiful Red Vette at the top of the page as the video requires a GM login. However, if you scroll down, all the rest of the Videos work without any login. There are 21 separate videos, and all are very informative.
2. [Jay Leno's Garage C8 Episode due to air Aug 28](#) This is his first look at the new car.
3. GM's "[Explore Stingray Visualizer](#)" See the options and colors.
4. Public Walk Arounds at Dealers: [Walk Around at Schumacher](#) [Walk Around at Connell](#)
5. [Exhaust Sound](#) Nice!
6. [Chazcron's C8 Render Supercut](#) The digital artist's efforts from original guesses to actual car.
7. [Detailed C8 Presentation Aug 31 at NCM 25th Anniversary Bash](#) Compliments of Tom Palmer

The big question, of course, has always been pricing. At the Reveal, GM announced that Stingray would start under \$60,000. Full pricing details were promised for August 15, and sure enough, an email with options and pricing arrived in my inbox at 4:45 that morning. Here is the simple breakdown:

1. Entry level Base MSRP is \$59,995, which now includes the \$1,095 delivery freight charge.
2. 2LT upgrade costs \$7,300; adds additional interior choices, HUD, NAV and PDR (starts at \$67,295).
3. 3LT upgrade from base costs \$11,950, add more interior choices, (starts @ \$71,945).
4. Z51 remains at \$5,000. see detail below.
5. FE4 Magnetic Ride Control (requires Z51) \$1,895.
6. Performance exhaust without Z51 \$1,195.
7. E60 Front Lift, (requires 2LT or 3LT) \$1,495.



The Z51 Package (\$5,000) consists of: Michelin® PS4 Performance 3 Season tires, Standard FE3 Performance Suspension, Available FE4 Suspension with Magnetic Ride Control™ (\$1,895 extra), Larger 345 mm front and 350 mm rear brake rotors, Extra cooling with additional rear-mounted third radiator, Electronic Limited-Slip Differential, Larger rear spoiler w/up to 400 lbs. of downforce, Performance exhaust results in 495 HP.

For the nitty gritty details, try these links:

1LT Pricing and Details : <https://www.chevrolet.com/upcoming-vehicles/1lt-pricing>

2LT Pricing and Details : <https://www.chevrolet.com/upcoming-vehicles/2lt-pricing>

3LT Pricing and Details : <https://www.chevrolet.com/upcoming-vehicles/3lt-pricing>

For the full 14 page price list go to: [https://www.chevrolet.com/content/dam/chevrolet/na/vehicles/c8/pricing PDF.pdf](https://www.chevrolet.com/content/dam/chevrolet/na/vehicles/c8/pricing/PDF.pdf)





C8s at Carlisle

Ken Rock



I was fortunate to visit Corvettes at Carlisle on August 22 and to view two C8s in person. Ron Fellows had one of his Spring Mountain cars there, and GM allowed us to get up close and personal with a beautiful new Long Beach Red C8 that was on display for all to see and touch. I didn't have time to write an article, but if a picture says a thousand words, then here are twelve thousand on the C8.





CCA Members view C8 at Van's

Sheryl Katz



On a quiet Tuesday, 8/28, Van Chevrolet hosted the Scottsdale Reveal of the new C8. It was somewhat of a limited viewing and a few CCA members (Eastwoods, Frank Hagan, Katzes, Garry Mion, O'Connors, and Swansons) were able to stop by the Open House to see the car. A small yet steady trickle of Corvette enthusiasts showed up throughout the day so there was plenty of time and room to see the car, sit in it, grab a bite to eat, gawk, chat, and do it all again, as many times as desired. It was an exciting afternoon - if you have any questions about the experience, give us a jingle.



C8 Engine Appearance Package

Bob Bassett



We have seen many pics of the C8 Engine compartment, and so far, all have been of cars with the \$995 Engine Appearance Package, Code ZZ3, but what does the engine compartment look like without the package? The two photos by [Keith Cornett - Corvette Blogger](#) show the difference:





Return to Ruidoso

Patti & Jim Kerber
Marge & Bill Rhode



Eight Corvettes pulled out of the McDonald's parking lot in Sun Lakes right at 7:00 AM on the first leg of the trip to Ruidoso, NM. It was Friday, July 26th and we were excited to get back to beautiful Ruidoso and escape the heat in the Valley!

Unfortunately, Bill Rhode's sciatica was acting up, making it uncomfortable for him to get into a Corvette, so their good friend Lois went with Marge for the trip. Bill was certainly missed. His sense of humor always entertains. The good news is that his recovery is proceeding well.

We made stops at Chevron stations on the east side of Tucson and in San Simon, and then stopped in Deming for lunch at the local IHOP. There we were joined by five other Corvettes driven by CCA members and one guest couple who drove to Deming the day before in order to break up the long drive. We had pre-ordered our lunches and the staff did their best to serve all 26 of us.



We left Deming, now with 13 Corvettes in the caravan, and made a stop in Alamogordo before arriving at Inn of the Mountain Gods about 5:00 PM New Mexico time. There we were joined by the final CCA couple who had just driven in from Texas in their Traverse with license plate MOCVET (My Other Car is a Vette).



Dinner that evening was catered for our group on the patio of the clubhouse overlooking the golf course. The weather was perfect, and the food was surprisingly good for a buffet. Everyone lingered, just relaxing, sharing stories and laughing. One table had an especially good time talking about the big dipper, and there were no astronomers present!



(Continued on page 8)

Return to Ruidoso (Cont'd)

(Continued from page 7)

Saturday and Sunday brought many options, and everyone was free to choose what they wanted to do. There was golf, an art & wine festival, Hubbard Museum of the American West, shopping, dining, gambling, and two organized activities – a driver to Roswell Saturday morning and horse races on Sunday afternoon.

On Saturday morning, eleven couples left the Inn of the Mountain Gods for the “driver within a driver” to Roswell, a nice one-and-a-half hour drive. We had ten Corvettes and one MOCVET travelling with



us. Roswell is best known for an incident in 1947 where either a UFO, or a weather balloon, depending who you believe, crashed in a nearby field. This incident is now the basis for the Roswell visitor economy. The Roswell Visitor Center had plenty of parking for us as well as several renditions of what “the visiting” aliens might look like. After the group photos, participants were free to explore Roswell and have a good time. Most, if not all, visited the UFO museum, shopped for souvenirs, explored Roswell, and had lunch at one of the many downtown restaurants. Some visited a winery in Roswell to sample the local fare. We then left Roswell and returned to Inn of the Mountain Gods on our own time.



On Sunday afternoon, nine adventurous souls decided to try their luck on the ponies at Ruidoso Downs. The betting was not at all scientific, but all had a fun time. We didn't lose much money, and the quarter horses were gorgeous! It was also a festival weekend at the track, so there were extra food and merchandise vendors on the grounds. I know at least three of the ladies left with newly purchased earrings.



On Sunday evening the group went to the Cattle Baron Restaurant in Ruidoso. Arrangements were made in advance for a private dining room for all 28 participants. We enjoyed a great meal together and savored the cooler temperatures on our last evening in Ruidoso before returning to the Valley heat. That day was Bruce Mundy's birthday and Tina Pivar's birthday was just two days later, so everyone celebrated with a piece of carrot cake, complete with candles for Bruce and Tina.



On Monday everyone was on their own for the trip home, or to make up their own groups for traveling. We hope everyone who went had a great time. It was a fun group and we definitely enjoyed it!





Upcoming Birthdays



SEPTEMBER

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

OCTOBER

**Norm Riffel
 Larry Maiorano
 Diana Campise
 Pat Jenkins
 Lisa Pavlicek
 Janet Ray
 Judy Schmidt
 Garry Eastwood
 Don Smith
 Jan Mundy
 Tom Hill
 Joyce Mileskiewicz
 Carol Schwarzenbach
 Marc Teixeira**

NOVEMBER

**Kathy Golec
 Pam Swanson
 Diana Zajicek
 Dave Lott
 John O'Boyle
 Joyce Riffel
 Betty Irish
 Charlotte McSpadden
 Elly Palmer
 Arlene Craig
 Phil Duhaime
 Debbie Roberts
 Jack Schwarzenbach**

Monthly Chicks Luncheons Mary Ellen Hayden & Denise Lott



Next Luncheons: September 13 and October 11



All CCA ladies are invited to join us for the monthly CCA Chicks lunch at the Stone & Barrel Taphouse, Oakwood Country Club, in Sun Lakes.

We meet on the second Friday of each month at 11:00. Guests and prospective members are welcome to attend one of our lunches as part of their membership process.

If you would like to attend, please RSVP to MaryEllen Hayden (mehayden2@centurylink.net). If you would like to receive the monthly reminder, which includes directions, just let her know.



Hosted by MaryEllen Hayden & Denise Lott





Webmaster's Corner

Dom Lovino



If you have been looking through the CCA website, you may have noticed a new item in the Member's Only section. There is a new button called '**Buy, Sell or Trade**'. Pressing the button opens a disclaimer and after accepting the disclaimer, a page showing a list of CCA members' Corvettes, parts, and accessories will open. Since the inception of the page, there was only Bill Hayden's C6 for sale on the page. It has SOLD before this article could be published. That's great for Bill and his new Corvette but now leaves the page lacking items to be bought, sold or traded.

These pages are an opportunity for our members to communicate your **Corvettes, Corvette parts and Corvette accessories** that you intend to Buy, Sell or Trade. Since we are a Corvette club, only **Corvette related items** will be placed on the page. There are other avenues and services to move your non-Corvette related items you no longer wish to keep. Adding items is easy. Just send your information (short description, a picture, price and contact number) to webmaster@corvetteclubofarizona.com to have them added to the page. Once you have sold or traded them, send the webmaster another email to let me know they're gone, and I'll mark the item sold and remove your contact information.

If you are looking for a Corvette, part or accessory, this is your opportunity to let the CCA members know as well. Follow the same process above.

I hope you will find the 'Buy, Sell or Trade' pages helpful and useful.



3D Mini Golf

Tina Malko



Staying out of the heat and eating seem to be priorities for our CCA members who are not lucky enough to be snowbirds and head off to cooler climates for the summer. Neil and I heard of an interesting new place, and trying to be creative, we organized an outing to this new business called Imagine 3D Mini Golf in Gilbert.



The place was exactly that:

miniature golf indoors with 3D vision and lots of black light and fantastic graphics. We were all given glasses, a golf club and a neon colored ball. The games began and we decided not to keep score! We had a ball, and there were some rather hilarious putts!

After playing we went to Bobby-Q-BBQ, on Stapley, for happy hour and munchies. Always a good time to get together with our CCA friends.





1962 Engine Swap

David Friesz

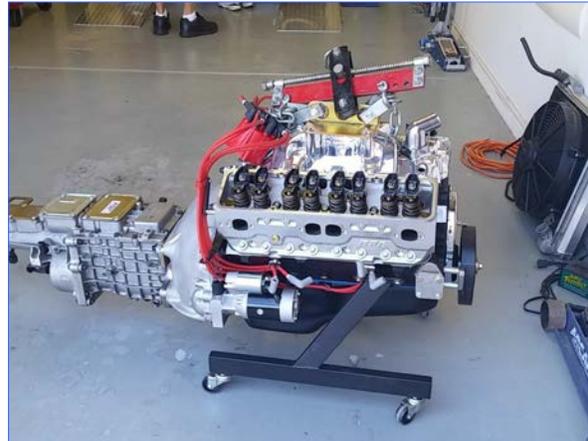
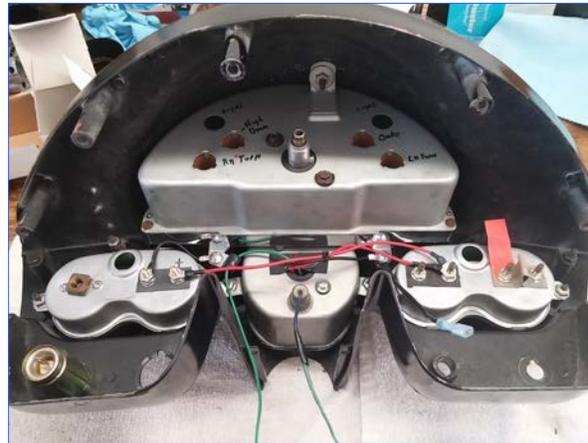


Want to install a new small block in your 1962 Corvette? It's easy. Here's the way I did it in five easy steps.

1. Recruit CCA club members with promises of fame and glory for the heavy lifting.
2. Remove the old 327.
3. Replace it with a new 355.

During the four months between steps 2 and 3 do the following:

- Decide that working on your back on the floor under the dash or not being able to see your fingers is fun.
- Degrease and paint the engine compartment.
- Reroute and organize engine wiring. Improve engine, frame and battery electrical grounding.
- Remove and rewire the instrument cluster for a voltmeter and electric tach.
- Remove old heater and install new AC unit.
- Build up new long block with accessory drive, intake manifold, distributor, fly wheel, clutch, starter and harmonic balancer.
- Fabricate plug wires.



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1962 Engine Swap Cont'd

(Continued from page 11)

- Ceramic coat exhaust manifolds.
 - Install new engine and original fuel injection system.
 - Discover fuel injection no longer wants to start the engine. Internet says that you are not the first person to have this problem.
 - Replace the fuel injection system with a carburetor and new fuel pump.
 - Install new fuel lines.
 - Rewire fan and fuel pump.
 - Start the engine. Adjust the idle and verify ignition timing. The fact that no fluid is leaking is a good thing.
 - Have John Marsh overhaul your wiper motor.
 - Replace all the pieces you removed when you started this project if you can find them.
 - Hire a guy to finish AC hoses.
4. Disregard the fact that your friends now think you are weird.
 5. Rethink why you did this in the first place.



Tell everyone that an engine swap is easy. **Go for it!** Dave Friesz





History of the Grand Sport Corvette

Ken Rock



As I am the proud owner of a 1996 Grand Sport, I have a keen interest in the history of the Marque. Here is a history I have put together with information from articles in *Grand Sport Vettes* and the *Grand Sport Registry*.

The first C-3

In the early 1960's Carroll Shelby's Cobras were dominating America's Sports Car, the Corvette, in racing. The Cobra was about 1,000 lbs. lighter than the Corvette and while the power generated by Chevrolet engines was comparable to the Cobra's, the aluminum bodied "snake" consistently beat the fiberglass Corvette.

In late 1962 rumors began to circulate that a Corvette was being developed that would end Shelby's dominance on the racing circuits. Bowtie fans and racers were ecstatic. Zora Arkus-Duntov, father of the Corvette, and others at Chevrolet launched a plan of building 125 ultra light Corvettes called the Grand Sport. By building 125 cars, the Grand Sport would qualify as a GT production car under international racing rules. Sadly, the General Motors front office stopped the program. When the cease and desist order came down from the ivory tower, five Grand Sports had already been completed.



General Motors pulled the plug on the Corvette racing program because in 1957, General Motors President Red Curtice persuaded the American Manufacturers Association to pull out of providing any more factory participation or assistance in racing events. It was believed that Henry Ford pulled a political end run to get Curtice involved so that General Motors in particular would no longer be making special racing or "export" parts for their cars.

Ford agreed to observe the ban, but it was a gesture only, and they continued to supply parts to racing teams through an outside agency. Under the guise of being an independent company, race teams like Holman and Moody worked closely with the Ford factory in development of NASCAR and other racing programs and so called "export" parts for Ford engines.

Chrysler Corporation closely followed Ford's lead in that area, except they labeled their development as "police packages" or "severe duty" parts. A group of Chrysler engineers on their own formed an organization which provided assistance to anyone that asked for help. They were not paid through any funds from Chrysler itself. In the end, only General Motors strictly observed the racing participation ban, which is exactly what Henry Ford II wanted.

Duntov's objective with the Grand Sport was to make it ultra-lightweight. In the end, they weighed in at about 1,900 lbs. or about 1,350 lbs. lighter than a stock Corvette coupe. They had a 377 cubic inch aluminum V-8 engine putting out 550 horsepower. They ran with a 4-speed transmission and 4-wheel independent suspension. Le Mans 1963 was to have been the Grand Sport's debut in Europe, but since the requisite 125 cars had not been built, the effort had to be scrapped.

Early on, although they missed Le Mans, the Grand Sports showed brilliantly at times. When they ran head to head against the Cobras, they showed that they were both faster and better handlers than Shelby's snakes. The Cobras, having met the 125 minimum, were certified as production cars while the Grand Sports were not. That was an important distinction. Since it wasn't classed as a production car pursuant to FIA racing rules, the Grand Sport had to compete in the prototype class where it ran against the likes of Chaparral, Porsche RS-60, and "Birdcage" Maseratis. The Grand Sport just wasn't competitive against those full-blown racers.



(Continued on page 14)



History of the Grand Sport Corvette (Cont'd)

(Continued from page 13)

The five Grand Sports went to racers and teams like John Mecom and Roger Penske. Before they went to into private hands, though, GM pulled the 377 cubic inch motors. In the hands of privateers, they were mostly run with the big block 427 motor. Initially, even though the 427 was heavier than the small block 377, the Grand Sports ran with some measure of success. At Nassau in 1963, they put on an exciting show besting the Cobras and finishing third and fourth behind two prototypes. Roger Penske returned to Nassau in 1964 and won the Nassau Trophy race, serving pretty much as the swan song for the original Grand Sports.

Carroll Shelby and Ford then came along with their own 427, and in the ensuing months and years, the Cobra continued to be developed and improved whereas the Grand Sports and racing Corvettes were stagnating, trying to compete with no factory support. It was like going to a gun fight with a pocketknife.

The Rebirth C-4

The Corvette Design Team wanted to do a fitting 'close' for the long-running and successful C4 body style. The 'car guys' had created the mules for the C4 Grand Sport in 1993 and showed them to a small group of dealers and marketers that help set brand direction.

The feedback was that the design was 'too bold' and they only forecast sales of 500-1000 units. That wasn't enough sales - they were all worried that the coming C5 would hurt the sales of the last year of the C4, but John Heinricy and others were pushing hard to have GM do something different and bring the GS to the market.

At the coffee pot one day, Heinricy and then Corvette Chief Engineer Dave Hill were talking about the problem. One of them thought for a minute and said, "How about we have two special models? We'll make an unlimited number of commemorative specials and the limited-run Grand Sport."

In that room they set the maximum number of Grand Sports at 1,000 since that's what the marketing guys said they could sell. Each Grand Sport would come with the new high performance LT4 engine (the highest performance small block engine Chevy had ever produced at the time) and a mandatory six speed manual transmission. The Collectors Editions, on the other hand, would be boulevard cruisers and eventually comprised nearly 25% of the total 1996 production, far from a true limited edition!

The C6 Grand Sport

More than a decade later, Chevrolet announced the reintroduction of the C-6 Corvette Grand Sport on April 24th, 2009, as part of the Corvette Birthday Bash event at the National Corvette Museum in Bowling Green, KY.

The 2010 Grand Sport combined the C6 Corvette's LS3-based powertrain with unique, Z06 wide-body styling and a racing-bred suspension for a distinctive model that delivered a great balance of road and racetrack performance. It was offered in both coupe and convertible body styles, with either a six-speed manual or six-speed automatic transmission. The LS3 6.2L engine was rated at 430 horsepower and 424 lb-ft of torque with the standard exhaust system. An optional dual-mode exhaust system elevated the power ratings to 436 horses and 428 lb-ft.

The Grand Sport replaced the Corvette's previous Z51 package and brought a greater degree of handling performance, with wider wheels and tires; revised shock, stabilizer bar and spring specifications; and specific gearing. This equipment enabled cornering capability of 1.0 g, as well as a 0.2-second improvement in 0-60 acceleration vs. standard LS3-powered models.



(Continued on page 15)



History of the Grand Sport Corvette (Cont'd)

(Continued from page 14)

The C7 Grand Sport

The big news for 2017 was, of course, the reintroduction of the C-7 Grand Sport. The Grand Sport took the best of both previous C7 models, the Stingray and the Z06, and that potent combination resulted in a lightweight architecture with a track-honed aerodynamics package, along with Michelin Sport Cup 2 tires and a naturally aspirated LT1 V8 with 460 hp.

“Racing has been part of Corvette’s essence for more than 50 years and that track experience has helped us build better, more capable cars,” said Mark Reuss, executive vice president of Global Product Development and Global Purchasing and Supply Chain. “The global acclaim for the seventh-generation Corvette validates that direct link and the 2017 Grand Sport takes its track-bred technology to a new, exciting threshold.” The new Corvette Grand Sport featured the chassis tuning, upgraded cooling systems and performance technologies of the Corvette Z06 to give the new model the capabilities commensurate with its racing-derived history. It offered an estimated 1.05g in cornering capabilities in its standard configuration and 1.2g’s cornering with the Z07 performance package which includes Brembo’s carbon-ceramic brakes, Michelin Sport Cup 2 tires and a carbon fiber aerodynamics package. All Grand Sports have a unique VIN prefix, and the last 4 digits tell what number the car is out of the 1,000 that were built.

Some Grand Sport Facts

1,000 Grand Sports were produced in 1996: 593 Coupes with Black Interior, 217 Convertibles with Black Interior, 137 Coupes with Red Interior, 53 Convertibles with Red Interior. Why are there Red Hash Marks on the left Fender? During the races, the numbers on the hood of the cars were hard to read at a distance, and the numbers on the doors were often blocked by the other cars. The stripes on the top of the fenders were high enough to see in heavy traffic, and since the Grand Sports were the only cars with the fender stripes, they were easy to recognize. This made it easy to identify the car and driver by counting the number of stripes on the car.



My Grand Sport!

I’ve owned my 1996 Grand Sport since March 2006. The car only has 5,382 miles on it. I’ve always been fascinated by the Grand Sport history as well as the color combination on the 1996 Model. I searched for over a year to find the specific model and the options that I wanted, a coupe with red interior and low miles with the Z51 handling package! My Grand Sport has a unique history: According to the Grand Sport Registry it is the only one of the 1000 Grand Sport’s built that have my specific options on it. My Grand Sport serial number is 0347, which means it was the 347th built at the Bowling Green Plant. The car was delivered to a Naval Officer in Honolulu, Hawaii on October 5th, 1996. It has a unique 5 mile an hour front bumper specially designed for the islands. The car was later sold in 2000 to a collector in Reading, Pennsylvania, from whom I purchased it, so I am only the third owner. I really enjoy taking my Grand Sport to car shows. It attracts a lot of attention as there are not many Grand Sport Corvettes around, especially with the Red Interior!





Ken's Corvette Quiz

Ken Rock



1. What was the first year that air conditioning was an option in the Corvette?
A. 1961 B. 1963 C. 1965
2. Who drove the 2005 Corvette pace car at the 2005 Indianapolis 500 race?
A. Jay Leno. B. Colin Powell C. Parnelli Jones
3. Who had the original vision at General Motors to build an American sports car that later would be called the Corvette?
A. Ed Cole B. Harley Earl C. Zora Duntov
4. What was the first year for the rollup windows in the Corvette?
A. 1955. B. 1956. C. 1957
5. What year Corvette shared the same steering wheel as the Chevy Vega?
A. 1975. B. 1976. C. 1957.
6. Was the Z06 always available in the C6 Corvette?
A. Yes. B. No.
7. The C-4 1996 Grand Sport was only available for one year. What year did General Motors re-introduce the Corvette Grand Sport?
A. 2008. B. 2010. C. 2015.
8. What was the first year that GM introduced keyless entry in the Corvette?
A. 1992. B. 1993. C. 1995.
9. What was the last year for the eight-track tape option in the Corvette?
A. 1981. B. 1982. C. 1984.
10. Where did GM get the name for it's new Sports Car?



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



Club Calendar

The following calendar of events is for planning and scheduling purposes and is subject to change. For the most up to date information and flyers for various events, please go to the [Website](#) and Login. **Last Update: 08/31/2019**

<u>September</u>	<u>October</u>	<u>November</u>
2 Labor Day	3 Membership Meeting Nominations Night Chandler Chamber	3 All Chevy Car Show w/Ryan
2 End of Summer Pool Party w/Allejandros	11 CCA Chicks Lunch – Hayden/Lott	7 Membership Meeting Election Night Location TBA
5 Membership Meeting Chandler Chamber	12 Driver w/Deacons	8 CCA Chicks Lunch – Hayden/Lott
13 CCA Chicks Lunch – Hayden/Lott	17 Board Meeting w/Hagans	9 Military Ball w/Lotts
19 Board Meeting w/Lombardos	19 Driver to OLD TUCSON STUDIOS w/Campises and Hagans	11 Veterans Day
20-23 MMT w/McSpaddens & McDougalls		21 Board Meeting w/ Bassetts
TBD Game Night	TBD Game Night	23 Highway Cleanup w/Samples
		28 Thanksgiving
		TBD Game Night

Answers to Ken's Corvette Quiz

1. 1963; 2. Colin Powel; 3. Harley Earl; 4. 1956; 5. 1976;
6. No (none in 2005); 7. 2010; 8. 1993; 9. 1982;

10. When General Motors introduced the car to the public as a prototype the production name was still undecided. Out of over 300 submissions, the name suggested by Myron E. Scott would be the winner. Myron thought the name **Corvette** rolled off the tongue well and thought a tie to the fast strike ships called "Corvettes" from World War II would appeal to the American men, many who had served. This would go on to form the foundation for the nautical names that would be applied to Corvettes and concepts such as the Mako Shark and Sting Ray (later to be used as Stingray).





CCA Governor's Update

Ray Jenkins



Pat and I attended to NCCC Quarterly Meeting in Ruidoso, NM in July.

Nominations for Region offices have been sent out to all Governors. All nomination forms are to be sent to Pat Jenkins before August 31st. We were asked to remind Clubs in the Region that any Region Regional Competition Director is still a Safety Officer. Ron Scott asked us to hold new member applications until September 1st to enter them into the data base. Points to Note are:

- Reminder that **Blue Bars** is now available on the [NCCC website](#).
- National membership is now 17,867 at first of May.
- Membership cards will be different next year and will be mailed.
- Lifetime membership will be \$300 for current members and \$300 for Spouse.
- Lifetime membership for new members will be \$330 and \$300 for Spouse.
- Chevrolet is concerned with the use of Chevrolet in Club Logos, etc. They would deny use of their name and logo.
- What qualifies as a Sanctioned Event? If it is sanctioned it will have full NCCC insurance coverage. It needs flyers and approval of Region RCD 45 days in advance of the event. The biggest benefit is the liability insurance, and the fact that members of other clubs may participate if it is a sanctioned points event.
- [Scholarships](#) are also available from NCCC. Check the website for information.

Upcoming events:

- Sept. 28 - Sun Fun Road Rally (SDCT)
- Oct. 12 & 13 - Car Show and Rally (VVV)
- Oct 12 - Region Governors meeting (Cottonwood)
- Nov. 2 & 3 - Car Show, Rallies and Autocross (TVS)
- Nov. 3 - All Chevy Show (CCA)
- Feb 2020 - Kick Off Event for 2020.

National Meeting dates:

- Sept. 6 & 7, 2019
- Nov. 9 & 10 2019
- Feb. 21 & 22, 2020
- May 1 & 2, 2020
- Sept. 11 & 12, 2020
- Nov. 6 & 7, 2020



Please check the [RoadRunner Region Website](#) for the most up to date details.

House of Refuge - Handbags for Hope

Cathy Maiorano



In August some of our CCA Chicks attended Handbags for Hope to support the House of Refuge. The charity assists single mothers with transitional housing and training for up to one year. Elly Palmer and I volunteer there, and Marge Rhode, our past president, is also very involved in this cause and has worked on the Board there for many years. This is but one example of our ladies sharing and supporting each other. Well done girls!





60th NCCC Convention - Denver

Ray Jenkins



In July, Pat and I attended the NCCC National Convention in Denver, Colorado. It turned out to be a great event. There were Competition events all week that we participated in. They had everything from Peoples Choice, Concours, and Drag Races, High and Low speed autocrosses to Valve Cover Racing. We also participated in the "60s Party" and the "Western Night Party".

The host hotel, Crown Plaza, was an excellent venue. They had a room big enough to have the Concours and Peoples Choice Corvette Shows inside.

This was the 60th anniversary for NCCC, and the Denver Corvette Association did a great job of putting on the NCCC Convention this year in celebration of that landmark!



For those attending who did not want do competition events, there were several choices of tours each day to points of interest around the area.



They even provided a professional photographer. Here is a link to some pictures that were taken: [2019 NCCC Convention Photos](#)



What do Corvetters do during long northern winters? Take a Corvette valve cover, attach four wheels, add a cool paint job, build a soap box derby style indoor drag strip, and you have Valve Cover Racing. Some folks will do anything to stay involved when they can't drive their Corvettes!

All in all, it was a terrific week. I would encourage everyone to take in a major NCCC event!





Prescott Driver

Patti & Jim Kerber
Jan & Bob Logan



The end of the monsoon season is near, but there is still an excessive heat warning for the Valley. Where to go to get more comfortable while being outside? Prescott is a good choice, and if you're driving a Corvette there is no better way to get to Prescott than the back road, AZ-89, from Wickenburg to Prescott; a twisty Corvette road uphill to the cool pines of Prescott.



The Logans and the Kerbers figured Labor Day weekend would be a good time for another trip up AZ-89 as there was a Craft Show taking place in the Prescott town square and figured approximately 10 cars would sign up. Over 20 cars signed up, and 20 made the trip. We met near the I-17 and Carefree Highway for a quick driver's meeting and passed out information for the trip.



Denise and Dave Lott experienced a smoothie shower inside their Vette as Dave spilled his, freshly made, healthy beverage just as they were poised to leave their driveway for the driver. But after a quick clean-up they were able to meet us at the first stop. We left the starting point separated into two groups following the same route with ten minutes between us so we could have more fun in the turns.



After a nice highway drive on Carefree Highway and US-60 we arrived at our first stop, the Mobil station and Dairy Queen on the north side of Wickenburg. We had both groups together there for a very few minutes and then continued on in two separate groups.



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Prescott Driver (Cont'd)

(Continued from page 20)

The drive on AZ-89 was as fun as always. We encountered a few bicycle riders as we climbed up the hill, which is always challenging, but we were able to carefully drive around them. The second group arrived in Prescott at 10:45 a m, fifteen minutes before our lunch reservation. The temperature in Prescott was 85 to 90 so you could actually walk outside, perspiration free, in the direct sun!



Lunch was at the Prescott Brewing Company located right on the town square. We enjoyed our time there. Service was slow but that gave us plenty of time to talk and socialize



in the separate second floor dining room. After lunch most participants walked through the Craft Fair and many returned home with purchases.

A few couples stayed overnight to return home on Sunday, while the rest came back via I-17, the more direct route. It is too bad we couldn't bring the Prescott temperatures back with us as we arrived home to find the summer heat was still on in the Valley.





Chevys in the Park Car Show

Brad Ryan



The CCA fall car show is now starting to shape up with the NCCC sanction in place and full approvals from the DCCP and the City of Chandler for our November 3rd Car Show. The Flyer with all information is now posted on the website here: [FLYER](#).

Believe it or not, this will be the 20th Anniversary of this show which has been held at various locations over the years, notably at Thoroughbred/Earnhardt Chevrolet. We have had consistently glowing comments from the attendees for holding this venue at Chandler Park.

New this year will be locating registration off of Commonwealth Avenue & San Tan for improved traffic flow and less street congestion when the cars line-up. We will also looking to have custom labeled "CCA" water bottles to hand out to participants as they leave the park.

There are only two more CCA meetings before this event, so please sign up early as this event takes a lot of Club volunteers to make it run smoothly. Please choose your volunteer position from the [SIGN UP SHEET](#), and then call, email or be at the next meeting to sign up for this fun event.



Brad Ryan 630.284.1161 showchair@corvetteclubofarizona.com

August Game Night

Diana Campise



The August Game Night at the Campise's featured eating, drinking, laughing and playing. We played Blank Slate and Tic Tac Toe flip cup game. Didn't know what to expect with the latter. However, between screaming and cup crushing, the game took on a life of its' own. What is this game of TTT you ask? We set up a standard TTT layout and two different color plastic cups, a color for each team. The idea of the game is to flip a cup from the bottom so it lands top down. Once the cup is standing on its' top you can then place it on the on the board with the intent of aligning three cups in a row to win. Well let me tell you, frustration and competitiveness took over with some cup placements landing with such severity that they were crushed. No one was sitting for this game! Two winners emerged, Lott and Lott.



At the end of the evening we had coffee with Bailey's and dessert, courtesy of, guess who, the Lotts. As usual, after the food, the games and the desserts we all sat around and talked, who knew? In the meantime, Sir Winston was our Ambassador-at-Large and merrily went on his way, lap to lap.





The Last Word

Bob Bassett



The above photo is titled “Generations”. Pics like this conjure up a lot of memories for me, and I’m sure, for you too. My first corvette was a 1960, but I didn’t buy it until 1975, so I sort of missed the introduction of the first three generations of Corvette. I did go to all the new car showings at the dealers every September, and salivated over the new models, including the Corvettes, of course, from about ‘56 to ‘65, and I did get a ride in a brand new 1963 Coupe in October of ‘63, but that doesn’t really count for this conversation. I was, however, around for, and followed with real interest, the introduction of the next four generations, particularly the C4 in 1984 and the C7 in 2014.

The introduction of the C8 however, has been a whole new experience for me. I must admit that I have been completely obsessed with the new car and the achievement it represents. Most of us have been aware for years of GM’s long-standing efforts to achieve Zora’s dream of a Mid-Engine Corvette, but I had a unique opportunity to ask him about it back in 1979 when I was President of the Canadian Council of Corvette Clubs. He said then it would be “a good while before it happens, but when it does, it will be well worth the wait.” Zora was right on both counts! Now, its 40 years later, it has indeed been a good while, but I’m finally seeing it happen, and Yes, Zora, it was well worth the wait!

I have been privileged to own at least one of every generation, with two C3s and three C4s in the mix, and have always acknowledged that each generation was a vast improvement over the previous one, and that the C7 we drive now was incredibly so; like moving up two generations. Tadge Juechter, said recently that the C7 was so good that they found it very difficult to see where they could improve on it, that they had taken the front-engine platform about as far as they could, and therefore made the decision to go forward with the mid-engine configuration.

So, after 60 years of planning, engineering, designing, testing, and all the disappointments and successes along the way, the Mid-Engine Corvette is finally a reality, and Zora would be very proud of what they have created. To say it is a quantum leap over previous generations would be an understatement. The car has been completely reborn. In both performance and elegance, it can now complete with the legendary “supercars”, yet at a price that everyday enthusiasts like us can afford.

Thank you, GM, and Congratulations on a job well done!

