



The Ozaukee Glass

Official Newsletter of the Ozaukee Corvette Club



November (Fall) 2021 Issue

Published November 9, 2021

"Cruisin' Since 1979!"

[Web: www.ozaukeecorvetteclub.com](http://www.ozaukeecorvetteclub.com)

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President: Pat Murray
Vice Pres: Bruce Post
Secretary: Jim Nowlen
Treasurer: Rich Witkowski
Newsletter Editor: Ron Delveaux
Sunshine Committee: Sally Post

Membership: Ron Giese/Jim Nowlen
Parades: Ron Giese
Web Masters: Pat Murray
Advertising: Jim Nowlen
Directors: Dave Burkhardt
Gregg Goetz, Ron Giese

The Ozaukee Glass, official Newsletter of the Ozaukee Corvette Club, is produced periodically and provided to all members, advertisers, and other car clubs. Articles printed in The Ozaukee Glass are believed to be accurate and correct. The Ozaukee Club assumes no responsibility for the completeness or correctness of the articles.

Effective 2022, the Ozaukee Corvette Club will hold board and general membership meetings quarterly, with dates to be published on the club web calendar.

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Corvette Trivia & "Did You Know?"	Eye Spy

Watch for the Corvette Trivia answers.

Member News:

Sunshine Committee: 😊

If you know of someone who is down and out or just needs cheering up, please let Sally Post know so she can get something out to them. You can e-mail her at post.sally@gmail.com or call her at 262--421-8930.

We are playing catch-up with anniversaries, birthdays, and new members as publication of several monthly newsletters was missed.

Happy Anniversary!!!

8/2	Roger and Jane Miller
8/6	Steve and Doreen Lettau
8/11	Bruce and Sally Post
8/13	Gary and Karen Locklair
9/13	Bob and Janet Griesmeyer
9/20	Mark and Beth Acterberg
9/29	Ron and Sue Giese
10/3	Mike and Pat Landeck
10/27	Mark and Jan Hobler
11/6	George and Barb Jurss
11/17	Scott and Mary Mueller

Happy Birthday!!!

8/2	Jane Miller	10/14	Frederick Leffler
8/6	Donna Fredericks	10/16	Steve Lettau
8/14	Gary Roeske	10/20	Jesse Fahney
8/17	Ron Delveaux	10/21	Terri Cohodes
8/19	Mark Hobler	10/22	Barbara Grove
8/25	Gene Neils	10/29	Roger Miller
8/30	Scott Mueller	11/7	Jon Gilmore
9/1	Mark Acterberg	11/8	Al Neville
9/10	Lois Roeske	11/12	Jeff Nall
9/17	Bruce Post	11/21	Ron Giese
9/28	Woodie Adkins	11/24	Jason Chern
10/13	George Jurss	11/25	Cary Knudson
10/13	Bob Griesmeyer		

Please welcome new members:

Gerry and Nancy Edwards	'66 Laguna Blue Convertible
Joshua Haas	'80 Maroon Coupe
Roger and Jane Miller	'21 Z51 Red Coupe
Patrick and Cary Knudson	'93 Polo Green Coupe
Ray and Janet Medley	'21 White Coupe

New members OCC name tag will have a peel off sticker reading "New Member". If you see that, please make it a point to introduce yourself and welcome them to OCC.

Upcoming Calendar of Events 2021/2022

(See web site calendar for latest information and specific details)

November 11, 2021; OCC Board & General Membership Meeting @ FlipSide.

January 2022; Return of OCC Holiday Party!

April TBD, 2022; OCC Board & General Membership Meeting.

June TBD, 2022; OCC Board & General Membership Meeting.

September TBD, 2022; OCC Board & General Membership Meeting.

November TBD, 2022; Club Elections.

More details of 2022 events as they become available.

From Ron Giese, Membership

At our next meeting, Wednesday 11/17/21, I will be handing out our renewals for the 2022 year. I have been doing this at the past November meetings to save a few stamps for our club and our members. I will mail out renewals to the rest of our members, and they should have them in their possession by the beginning of December. Dues are due back to me by Dec.31st. Self-addressed envelopes are included. If you come to our November meeting, and you wish to pay 2022 dues that night, please bring a check made out to OCC. Dues are the same as last year \$54.00 for a joint and \$42.00 for an individual.

Please consider joining as a joint. This helps our club do the things we do.

See you at the meeting.

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Editorial:

Well, despite the continued uncertainties related to the pandemic, 2021 turned out to be a great club year. The club did eight great road trips, participated in four parades, and held three Adopt-a-Highway events. Some individual club members also participated in non-club events such the Chula Vista Corvette Adventures in Wisconsin Dells. Remember, Adopt-a-Highway is one way our club gives back. It is an enjoyable time; especially on those days when we are able and decide to meet for breakfast/brunch afterwards. If you're new in the club, and if you can spare a few hours on a Saturday morning, it's a great way to meet and get to know other members.

Don't forget. Come join us for Wednesday Corvette Night at Wayne's in Cedarburg. Check out the club web site at OzaukeeCorvetteClub.com to see photos.

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OCC Club Doings

Adopt-a-Highway (AAH)

A big thank you to all the participating club members for taking time out to do the Adopt-a-Highway. One hour to do the dirty deed, 9 bags of trash, 1 piece of vinyl siding, and a concrete rake. Breakfast at Flipside was awesome.

Pictured below, left to right: Rich Witkowski, Ron Giese, Jim Nowlen, Gerry Edwards, Karen Locklair, Gary Locklair, Roger Miller, Al Neville, and Gregg Goetz. Not pictured is Ken Seidl.



Corvette Trivia #1

What was the secret code name for the 1953 Corvette build project?

- Project Manhattan
- Project Opel
- Project Riviera

OCC Club Doings....continued

Tent Teardown at Wayne's Drive-in

There was an excellent turnout, on October 30th, with 7 of our club members to help Steve's crew take down the tent at Wayne's Drive-In. Of these 7 OCC members, 3 are new members. Upon our arrival at 8:45am, we found that the tent still had to have all of the tables, trash cans, lights, speakers, wires, and heaters removed. Once this was completed we started the takedown. By 10:00am the tent was down and all packed away. This was record time and was really appreciated by Steve at Wayne's.

Steve will now take the tent in to have it cleaned and have minor repairs made to areas that need attention.

OCC really appreciates having a great place to have our Wednesday Drive-ins while we are sheltered from the elements.

While no photo is available of the participating members, those who attended are: Ron Giese, Gregg Goetz, Jim Russell, Pat Knudson---new, Bill Black---new, Gerry Edwards---new, and Ken Seidl.

Corvette Trivia #2

Where are the build records stored for the 1953 Corvette project?

- The Smithsonian
- Iron Mountain Underground
- They don't exist.
- The Jeffersonian





Did You Know?

The Corvette has the record for the longest running continuous production of a passenger car model. This is surpassed only by the longest running production vehicle which is....the Chevrolet Suburban.

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Tech Talk:

NATIONAL CORVETTE MUSEUM NEWS

Exciting news for all those who are waiting for the 2023 Z06. Earlier this summer, it was announced that the 2023 Corvette Z06 would be revealed this fall, and now know the 2023 Chevrolet Corvette Z06 was revealed on Tuesday, October 26 at 11:00 am Central Time.

The final production statistics for the 2021 Corvette are now available. Of the 2 models, the Coupe was more popular than the Convertible at a little over 57% of the 26,216 total for the 2021 cars produced.

In The Flesh – 2023 Corvette Z06 Reveal At The Peterson Auto Museum

Click the link below to read the full article at the LSX Magazine web site. Great and colorful photos of the Z06.

<https://www.lsxmag.com/news/in-the-flesh-2023-corvette-z06-reveal-at-the-peterson-auto-museum/>

Motor Trend and Hot Rod News

How the C8 Corvette Z06's LT6 Became the World's Most Powerful Naturally Aspirated Production V-8.

We lay bare the secrets within the 2023 Chevrolet Corvette Z06's beastly new engine.

Not only is [the 2023 Chevrolet Corvette](#) Z06's LT6 engine the largest [flat-plane crankshaft V-8](#) in the world, it's also the world's most powerful naturally aspirated production V-8.

Click the link below to read the full article at the Motor Trend web site.

https://www.motortrend.com/news/2023-chevrolet-corvette-z06-lt6-v8-flat-plane-crankshaft-tech/?wc_mid=4035:22143&wc_rid=4035:967936&_wcsid=C043302737249F432E39377C1D9156F2EB22FD DFC67074C7

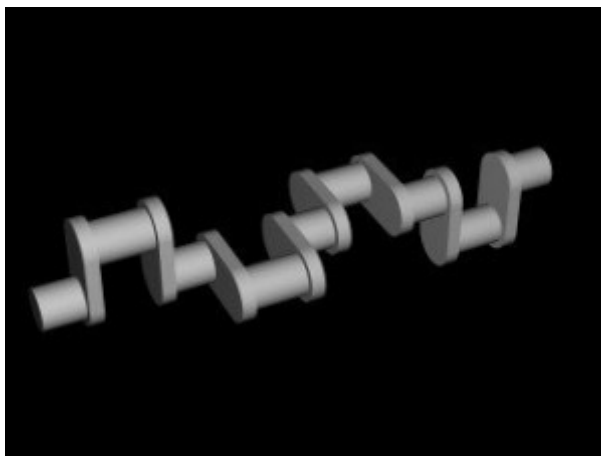
Flat Plane Crankshafts vs. Crossplane Crankshafts

Source: On All Cylinders, An Automotive Blog, powered by Summit Racing Equipment, published January 15, 2015.

Flat plane **crankshafts** are nothing new.

However, with the recent introductions of the Shelby GT350 and GT350R, flat plane crankshaft design has been garnering a lot more attention. And it's been raising a few questions, too. Namely, what is a flat plane crankshaft? How does it differ from a crossplane crankshaft? And what are the benefits to a flat plane crankshaft?

In this post, we'll look at flat plane crankshafts vs. crossplane crankshafts. We'll start with the crossplane crank, since you may be a little more familiar with that design.

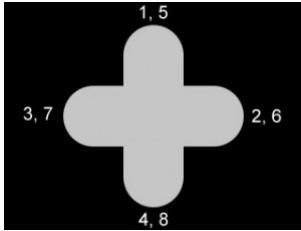


Crossplane Crankshafts

The **crossplane crankshaft** is used in most every production V8 sold in America today.

On a crossplane crank, the four crank journals are arranged at 90-degree intervals (see image at left). When you look at this type of crankshaft along its axis from either end, it resembles a +. Hence, the name crossplane.

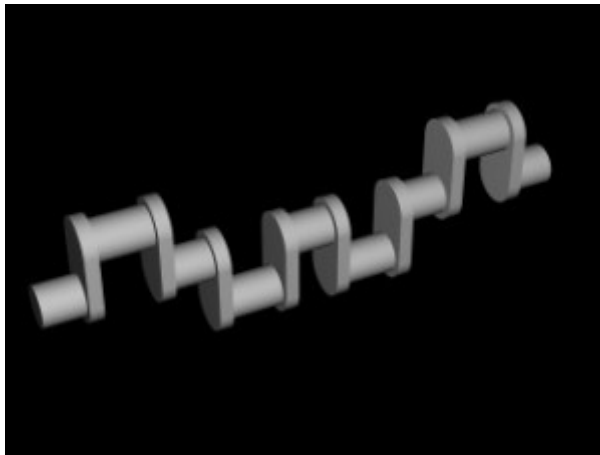
Using the traditional [V8 firing order](#) of GM, AMC, Mopar, and most Ford OHV V8s (1-8-4-3-6-5-7-2), a cross plane crankshaft will produce unevenly spaced firings within each side (or cylinder bank) but ensures there's a balance between the two banks. This is what gives American muscle cars that distinctive burbling sound, although there is some sacrifice in the amount of exhaust scavenging that takes place.



The basic configuration of a crossplane crankshaft when looking from the front. (image courtesy of e31.net)

Another distinctive characteristic of the crossplane crankshaft is its counterweights. These counterweights are required to keep the engine properly balanced and prevent it from rocking up and down. This reduces vibration (a problem with many flat plane crankshafts) and fosters smoother operation; however, it also adds rotational mass, which makes this crankshaft less desirable for really high-revving engines.

That brings us to the flat plane crankshaft.



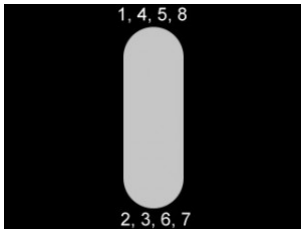
Flat Plane Crankshafts

The flat plane crankshaft used in the new 5.2L engine is the first ever in a production Ford engine, but flat plane cranks have been around forever.

Flat plane crankshafts have two pairs of journals 180 degrees apart from each other. When viewed from either end, these crankshafts look flat (see illustration below right). No matter the firing order, flat plane engines will always alternate back and forth between the two cylinder banks. This produces more efficient exhaust

scavenging without the need to have header primaries cross over from one bank to the other. It also gives the new Shelby GT350 a totally different sound from other American performance cars—as this video shows:

Another thing that differentiates a flat plane crankshaft from a crossplane crank is the lack of massive counterweights. Without the additional mass of the counterweights, the lighter flat plane cranks will spin more easily than their crossplane counterparts, making them more ideal for high-revving, high-rpm applications. The downside is flat-plane crankshafts tend to create more vibration within the engine without the help of counterweights.



The view of a flat plane crankshaft from the front (image courtesy of e31.net).

Flat plane crankshafts are typically found on race cars and high-end exotic cars because of their high-rpm performance. In most cases, race car drivers don't mind a little extra vibration in their engine, and exotic car companies will spend money on lighter-weight materials to reduce vibration in street-oriented cars. Since the flat plane 5.2L V8 will be used in the high-end GT350/GT350R, we'd expect many of those vibration problems to have been addressed by Ford as well.

Most flat plane crankshafts have a shorter stroke than crossplane designs. That means less crankcase space is required; however, shorter strokes often lead to lower torque output.

The Bottom Line

Crossplane Crankshaft Advantages: Smooth, vibration-free performance; distinctive American muscle car burble.

Crossplane Crankshaft Disadvantages: Heavier (harder to rev), requires larger crankcase.

Flat Plane Crankshaft Advantages: Lighter, more compact, more responsive (high-revving), better exhaust scavenging.

Flat Plane Crankshaft Disadvantages: Prone to vibration, lower torque levels.

Crankshaft Trivia #3

In virtually every what engine in existence is the flat plane crankshaft used?

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Did You Know?

The 1976 Corvette "borrowed" the steering wheel from the Chevy Vega and was used for the entire production year.

OZAUKEE CORVETTE CLUB

BOARD (GENERAL MEMBERSHIP) MEETING MINUTES Oct 21, 2021

MEMBERS ATTENDINGS

- Officers and Board Members: Pat Murray, Rich Witkowski, Jim Nowlen, Ron Giese, Bruce Post
- General Members: Sally Post, Sue Giese, Gene Nells, Gerry Edwards, Ray Medley, Mark Hobler, Jan Hobler

CALL TO ORDER: Pat M @ 6:02pm;

TREASURER'S REPORT: All bills are current with adequate funds.

SECRETARY REPORT/REVIEW AND ACCEPTANCE OF PRIOR MEETING MINUTES: August minutes were reviewed and approved.

MEMBERSHIP REPORT: 4 new members, Patrick & Cary Knudson, Ray & Janet Medley

ADVERTISING REPORT: No change

WEBSITE REPORT: The Weebly site builder Pro and our host (Fat Cow) billing will be due in 2022. Sometime in mid-November, I will negotiate our three-year price from what we are currently paying for Fat Cow. Website statistics are as follows, number of unique visitors to date 8293, number of visits 12926, hits, 143415—top three web browsers used in order Google Chrome, Safari, and Firefox.

ROAD TRIP'IN WITH BRUCE: The Lap Around Door County event was completed on October 10th. Seven Corvettes from the club participated. The day started with breakfast at Otto's at the Osthoff Resort in Elkhart Lake then on to Door County. We stopped at a few wineries and markets for some "seasonal" purchases, completed the "loop" and stopped at Donny's Restaurant at the Glidden Lodge for dinner during our return trip. We'll definitely do Donny's again. Weather permitting, we'll be adding one shorter road trip on October 30th before putting the car away for the winter - we're thinking Mud Creek Cafe in Stockbridge for brunch.

SUNSHINE COMMITTEE: Two cards send out to members

OLD BUSINESS:

- ByLaw change adopted by unanimous vote of those members participating.
- Final 2021 Adopt-a-Highway pickup was completed Oct 2nd. 9 bags collected. Breakfast after at Flip Side.

NEW BUSINESS:

- Web hosting bill will be due in November. Pat will pass on detail to Rich.
- 2022 Director slate established. Same as 2021 except for removing Gregg Goetz and replacing with Mark Hobler.
- With pretty much the same slate of directors and no opposition positions on the ballot, we will do this with a similar method as we did for the last by-law revision.
- 2022 OCC Club meeting schedule proposed.
 - January 2022 Holiday Party, location TBD
 - April with some club activity
 - June with some club activity

- September with some club activity
- November election.

OTHER:

Next OCC Board Meeting will be on Nov 17, 2021 at FlipSide's back room. Dinner at 5:00; Meeting at 6:00.

ADJOURNMENT:

The meeting was adjourned at 6:33pm.

Submitted By:

Jim Nowlen, Secretary; October 22, 2021

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Road Trippin' With OCC Members:

Chula Vista Corvette Adventures with Mark and Jan

In June of 2021, members Mark and Jan Hobler participated in the annual Chula Vista Corvette Adventures. In their own words, let's hear about "their adventures" during this fun event.

For the past 7 years Jan and I have participated in Corvette Adventures at Chula Vista Resort in Wisconsin Dells. It is a 3 day event with road tours each day, a parade through the Dells on Saturday and an end of event banquet on Saturday evening. We are tour leaders. We lead two tours every year and we also participate in the Mystery Tour which no one knows where we are going until just before the ride starts. Tours range in time from 4 hours to 8 hours and may stop at a variety of places. Stops can be a brewery or a winery, fish hatchery, maybe an Amish horse farm. Lambeau field is also a destination for one of the longer rides. A lunch stop is always included in the tours. Just before returning to Chula Vista we stop at the Dells raceway, a 1/3 mile track, where you can test the limits of your car. You can stay at any hotel you choose in the Dells but registration is cheaper if you stay at the house hotel Chula Vista as tours begin leaving at 7:30am. On Friday evening you can sign up for a Surf & Turf cruise or a "booze cruise", weather permitting. It is a great chance to make new friends, meet some interesting people and hang out with others who enjoy driving their Corvette.



Road Trippin' With OCC Members...continued

2021 OCC Road Warrior Wrap-Up

2021 was a great year for the OCC Road Warriors. We never really got weathered-out and only needed to reschedule two events to the published rain date. As a rule, we had six or seven Corvettes on each of our trips but had as many as fourteen cars for one event. Many of the regulars participated, but several new members joined in as well. A special thank you goes to Jan and Mark Hobler for hosting our drive-out/picnic at their cottage in back in August. They also get a special shout-out for sharing their ideas and keeping the herd together by "riding drag" on many of our road trips. No one gets left behind when they're on the job!

Thanks to good spring weather we started early this year with the Shakedown Run to Gus' Drive-In East Troy on April 24th. This was followed a few weeks later, on May 16th, with a breakfast cruise to one of our favorite spots, Whispering Orchards near Cleveland, WI. Judging by the level of participation, club members really like this spot so, we'll be keeping this on the schedule for a yearly visit. June 19th was the date for a dinner trip to Schwarz's in St. Anna - a good meal (as usual) was the order of the day. We took one of our longer runs in July, with lunch on the deck at Fitz's on the Lake overlooking Lake Wisconsin. From there it was a quick ride on the ferry at Merrimac and a scenic tour up Hwy 60 to Spring Green and then on to the Botham Winery near Barneveld for a tour, wrapping-up with a leisurely cruise back home. As previously mentioned, Mark and Jan hosted a cookout at their cottage near La Valle in August - another great turn-out. October 10th was the date of our annual "Lap Around Door County" to buy pumpkins and apples, hit a few wineries and look at the fall colors. The day started early with breakfast at Otto's at the Osthoff Resort in Elkhart Lake and dinner at Donny's Glidden Lodge. For those that haven't been there, Donny's is highly recommended by the OCC Road Warriors and is on the Lake Michigan side of the Door peninsula near Valmy. Just be sure to make reservations. And just because the weather was so nice, we made one more road trip on October 30th back to an old favorite, Mud Creek Cafe in Stockbridge.

Well, old blue is now in hibernation until spring, but I must admit the early November weather has been so beautiful I've considered hitting the road "one more time". But Sally's list of honey-do's is growing so I'll have to be content with thinking about next year's cruises. For those that haven't made any of our trips, our basic strategy is "a leisurely cruise to interesting places for good food with friends with a common interest, and generally staying within 100 miles so we're home before nightfall". Got any ideas for next year's cruises? Let us know. Thank you to everyone who participated - it's definitely more fun running with the crowd.

Bruce & Sally

P.S. I continue to be intrigued with the "Trip Around Lake Michigan" idea. Hmmm.

(Photos on the next page and some links to fun videos.)

Shakedown Cruise to Gus's in East Troy - 4-24-2021



Whispering Orchards and Mud Creek Coffee - 5/16/2021



OCC Long Cruise 200 Miles – 7/10/2021



Check out the link to a video captured by a random driver on HWY 60.
https://youtu.be/RQK_VwrhqfA

Run to Elkhart Lake for breakfast, then to Algoma, and onward into Door County for Dinner – 10/10/2021



Click the link below to find all the 2021 club event photos!!
[Click RIGHT HERE. Yes, RIGHT HERE! No, No. Not HERE! RIGHT HERE!](#)

OCC Club Picnic at Mark and Jan's – 8/14/2021



Classifieds:

Windjammer for a C-5. This attaches to the top of the windshield with a temporary clamp that can be easily be attached or removed. This was donated by one of our members since he now owns a C-7. As it did not sell at the Chili Cookoff, the club is selling it here. The money we receive for this will go to a charity. Windjammer retails for \$215.00, the club is asking \$100.00 or best offer. Please contact Ron Giese 262-628-3721.

CORVETTE Storage in Cedarburg area. Very clean, dry, bird proof and secure. Reasonable annual rates. Brent Brown 414-559-1978.

Jon Gilmore, we are selling front floor mats (black) for a C-5. \$ 10-20.00 make an offer. Contact Ron G. 414-870-2497. Pay Ron, and he will make sure Jon gets it, or just pay Jon. Ron does have these in his garage. We don't have to have a picture!

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Corvette Trivia #4

How many fiberglass body pieces were used in making the original Corvette model?

- 56
- 36
- 46

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Next to Grafton
High School
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Upcoming Calendar Events
(See web site calendar for latest information)

November 11, 2021; OCC Board & General Membership Meeting @ FlipSide.

January 2022; Return of OCC Holiday Party!

April TBD, 2022; OCC Board & General Membership Meeting.

June TBD, 2022; OCC Board & General Membership Meeting.

September TBD, 2022; OCC Board & General Membership Meeting.

September TBD, 2022; OCC Board & General Membership Meeting.

November TBD, 2022; Club Elections.

More details of 2022 events as they become available.

Trivia Answers
#1 Project Opel
#2 They don't exist
#3 In-line 4 Cylinder Engines
#4 46

2022 is Just Around the Corner !!



Roads Ahead...