

# OZAUKEE GLASS

Official Newsletter of the  
Ozaukee Corvette Club



*Gregg Goetz' 1973*



*Ozaukee Corvette Club  
Post Office Box 371  
Cedarburg, WI 53012*



# THE OZAUKEE CORVETTE CLUB



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January 2012

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VP: Sue Giese  
Secretary: Sue Montana  
Treasurer: Jim Baker  
Governor: Wayne Richter  
Director: Pat Murray

Membership: Ron Giese  
Parades: Margaret Greene  
Web Master: Darryl Greene  
Advertising: Sue Montana  
Newsletter: Darryl Greene  
Sue Montana

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



The Club meets at 6pm on the  
3rd Sunday of the month at:  
Circle B Recreation Center  
Hwy 60 & Hwy I - Cedarburg  
262-377-8090  
Meetings at 7pm June - Sept



## Ozaukee Corvette Club Meeting Minutes - January 15, 2012

Call to Order: Meeting was called to order by President Darryl Greene at 6:00 p.m. There were 9 members in attendance.

Secretary Report: A motion was made by Jeff Myers to approve the minutes and seconded by LLoel Baker. A motion was also made & seconded that we dispense with the reading of the minutes.

Treasurer's Report: Jim Baker went over the treasury report and also the expense of the Christmas Party. Ron Giese made a motion to accept the report and was seconded by Sue Giese.

The Club also thanked Sue Montana and Jeff Myers for organizing the Christmas Party. Everyone seemed to have a good time.

VP Report: Sue Giese said that there wasn't much to report. The event calendar for the year is now on the Club's web site. Please check it out. She will continue to add events

Advertising: Sue Montana had nothing new to report.

Membership: Ron Giese reported that he had talked to 1 new potential member.

50/50 Drawing: Sue Montana won the 50/50 drawing.

Website: President Greene stated the web site is all up-to-date. Be sure to check the What's New page regularly for new content.

NCCC: Wayne Richter stated he needed a flier for our car show this year for NCCC to save the date. Darryl Greene said that he would put a basic flyer together & give it to Wayne. We also talked about the Chili Cook-Off which is an NCCC function, and after discussion with members it was decided as a club we will attend – March 18th. Darryl will e-mail everyone & let them know if we will reschedule the monthly meeting for March or cancel it.

#### New Business

BRUNCH: March 4th we are planning to go to brunch at the Port Hotel in Port Washington. We will meet at 10:00 a.m. Please let Sue Montana/Jeff Myers know if you would like to go.  
jmontana@wi.rr.com

Motion for adjournment was made by Kathie Bruhn and seconded by LLoel Baker at 6:35 p.m. The next meeting will be Feb. 19, 2012 at 5 p.m. at the Circle B Recreation Center in Cedarburg. There will be bowling and our meeting.

Respectfully submitted,  
Sue Montana, Secretary

#### Upcoming Events

- February 19 - 5:00 meet at Circle B before 6:00 monthly meeting for dinner, bowling at 7:00 following the meeting. Friends and relatives are welcome to join us.
- March 4, 2012 - Brunch at the Port Hotel 10am 101 East Main Street, Port Washington.
- March 18 Chili Cookoff - see website for details and downloadable flier.

#### Tech Tips

An ounce of prevention. Always a good idea to take care of minor issues before they become major problems. One could actually say that is what most tech tips are about- preventing problems, and therefore heading off major expense so we can enjoy our Corvettes even more.

Well boys and girls, yours truly really messed up. I have had the pleasure of owning a 2001 Silverado for 10 years, and have put 257,000+ miles on it. Changed all the fluids regularly, put high quality brake pads on it long before the old ones needed replacing, and have been rewarded with practically trouble free driving- even with 2 teen aged sons driving the daylights out of the truck at times. Just had the 4L60 E transmission replaced,, and noticed my front wheel bearings where growling and worn out when the truck was on the hoist. Well, I had not ever had the disc brake rotors off the truck, and in order to get to the wheel bearing assembly, I had to remove the brake rotors. Well, 10 years of year round driving had fused the rotors to the wheel bearing hub flange, and I have been trying to remove these rotors for 3 days so far. Torch heat, PB Blaster, rust dissolvers, and repeated hammer blows and nothing has moved so much as a millimeter. Even the bearing hub assemblies are rusted solid. I am so screwed, and I have no one to blame but myself. I should have taken the entire assembly apart years ago, and applied a thin coat of Never Seez to all the various surfaces before the rust monsters had taken over ownership of my front end.

So, by now you are asking yourself, what does this have to do with my Corvette? Well, all of you with C-4, C-5, and C-6's have an identical front bearing set up as the Silverado has. In fact, every GM car currently made uses non serviceable bearing packs in the front end, and the Corvette has those at all 4 wheels. Those of you with C-1, C-2, and C-3 Corvettes can manually pack your own inner and outer bearings, and not experience my current rusted situation. GM went to the bolt on pre-packed bearing assembly concept because of potential liability issues. Should someone pack those older serviceable bearings wrong, the front end bearings can be destroyed, and then you get to practice stopping your car with no front tires or wheels, because they have left your car about 3 seconds earlier and are either rolling off the side of the road, or into oncoming traffic. Try and imagine that visual, and ask yourself why GM would ever build a car like that. Well, it isn't GM that caused the front end bearings to disintegrate- just some moron that slept through the class on "bearing service and packing" in high school or tech school. I actually walked into a shop (as a Snap-on Tools Dealer) years ago, and saw a kid tightening the axle nut with an Impact Gun!!! The shop owner was distracted, and didn't see this butchery of auto mechanics taking place. This guy had no clue as to how to pack wheel bearings, and how to properly tighten them once they were packed. Of course, I stepped in and asked this cocky idiot just what in the %&@# he was doing. He gives me a sheepish look and proclaims he is packing bearings. By now the shop owner sees me having an informative chat with this young man, and realizes how serious the situation has become. Of course the new bearings were ruined, and had to be replaced, and I think the kid was told to pack up his tools and get out.

Unfortunately, there are dozens of court cases every year that GM has to defend itself across the nation against motorists that have had their front bearings serviced by techs that didn't have a clue as to the proper procedure. It became clear that it made better sense to install a pre-packed and sealed bearing assemblies that couldn't be screwed up by these brain surgeons. That brings us back to the point of this article. Because we drive our cars so little, the chances of the bearings wearing out are very slight- at least for 150,000 to 200,000 miles. That could take 50 to 100 years! However, water will get in between the wheel flange and the brake rotor and start rusting these 2 pieces together. This would also be true of the bearing assembly and the forging it is bolted to on the front end. For those of you looking for a real worthwhile winter project, I would remove the tire and wheel assembly, take off the brake rotors, as well as the bearing assembly (3 or 4 bolts); and apply an extremely thin coating of Never Seez to all the various surfaces- careful not to get any on the brake rotor friction surfaces. When the bearings and rotors are assembled the metal is protected and sealed against rusting, and the metal parts will not fuse themselves together like my Silverado has done. I would think that anyone with a C-4 would place this as a high priority. (Not to give Never Seez a shameless plug, but this product cannot be washed off with water, salt water, or detergent, and it cannot be burned off with a torch. I have even witnessed guys applying it to a new non-stainless exhaust system.) I would actually coat these front end and rear end bearing components on a brand new Corvette as well, and have the piece of mind knowing that no rust will ever be present. A future owner of your Corvette, that may not even been born yet, will have absolutely no problem replacing the rotor or bearing assembly on the Corvette because of what was done back in 2011. They will understand why you did what you did, and be most appreciative of your thoughtfulness. Another legacy you can leave to future Corvette owners!

There are many surfaces that we do not need rust to form on, and cause future headaches. The use of an extremely small amount of Never Seez can prevent this. Here are a few other areas one can address...

Spark Plug threads (dissimilar metal corrosion with alum heads and  
Steel spark plug threads)

CV Joint Flanges and Bolts

Wheel Studs- extremely thin coating- torque nuts to 100 lb ft max

Exhaust System Flanges, Bolts, and nuts (non Stainless Systems)

Shock absorber mounting nuts and threads

There are countless other places on the Corvette that can rust and use a small amount of Never Seez to prevent corrosion. Always remember that less is more. Never Seez is a paste-like consistency that can protect metal surfaces, and allow fasteners to be removed years later. It actually looks like thousands of microscopic ball bearings under a microscope. One can over tighten spark plugs and lug nuts because of the slippery nature of Never Seez, so wipe off almost all the Never Seez on these threaded surfaces. Hopefully, each of you will take time to look carefully at ways to make future service and maintenance of your Corvette and other cars you may own a lot easier.

Save the wave,

Jeff Myers

## Corvette of the Month

### Gregg Goetz' 1973

Gregg - 1973 marked the first year for the L82 engine, which was a detuned version of the venerable LT1, sharing many of the same components, 5710 L82's were produced in 1973. 1973 marked the first year of the front Endura rubber bumper cover, a feature that allowed 5 MPH crash protection, the rear rubber bumpers were mandated in 1974. Some other features and firsts for 1973 were; radial tires, rubber body mount bushings and side impact protection in the doors. 1973 marked the closest GM ever got to the original Mako shark II concept body.



**65 Mako Shark II show car** The designs and concepts tested with the Mako Shark II concept car helped steer engineers to design the look of the C3 Corvette, which debuted in the fall of 1967, and become the longest-running series of Corvettes in the car's history. Had VP of Design Bill Mitchell and his crew of stylists had their way, the production '68 Vette would have been as radical as the show car, but the tall arching fenders made it impossible to see out of and its aerodynamics were terrible. There were, in fact, two primary versions of the Mako

Shark II and then the Manta Ray version. So three basic versions with quite a few re-paints and minor changes over the years.

## **Classifieds**

87 red convertible

Black top and new rear window, excellent shape. 73,000 miles, new air cond., new wiper motor, valve job, water pump, brakes, all fluids changed, new battery, new cold air induction system, shop manuals, new radio/CD and speakers, custom car cover, real paint custom pin striping.

Asking \$12,000 or make offer. Other minor car stuff to go with.

Ron Giese

414-870-2497

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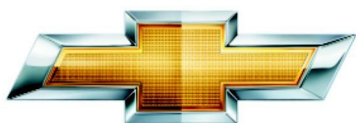
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Contact Wayne Richter 262-377-8145, richterway@sbcglobal.net



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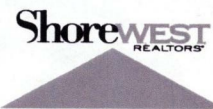
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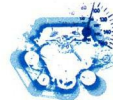
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