

OZAUKEE GLASS

Official Newsletter of
the Ozaukee Corvette



Sue Montana's 2007



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



THE OZAUKEE CORVETTE CLUB



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March 2012

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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



Margaret is Chili Cook-off Winner!

The 20th annual Chili Cook-off was hosted by the Muskego Corvette Club at the Delafield Brewhaus, proceeds to go to the Muskego Food Pantry, Muskego Senior Taxi Service and Acres of Hope & Aspirations. Approximately 100 members were there from the following clubs: Brew City, Kettle Moraine, Badger State, Ozaukee, Wisconsin Corvettes, and Southwest Corvettes, all introduced to rounds of applause. Judging was held in the categories of chili, salsa and chocolate desserts with chili entries by Margaret Greene and Sue Giese, salsa by Jeff Meyers and chocolate cake by Llorel Baker. Margaret's hot and spicy pulled-beef chipotle adobo chili was the winning entry, to the delight of the group of us that attended from the Ozaukee Corvette Club. The result of this win is that our club is to host the event next year - none of us realized that this would be the consequence! Larry Gerbitz



Margaret is more than a little surprised at winning!



Can you tell that Jeff was enjoying the food?
(hint - look at his shirt)

was also a winner at the 50/50 raffle, scooping up \$150!

The Delafield Brewhaus has hosted the event for years and they donate the space, set up tables and provide the bartender at no cost. Margaret quickly volunteered to chair the event for 2013 and will be putting together a committee. This was a great opportunity to have a lot of fun with the other clubs and to enjoy a lot of delicious food.



Margaret's Chili Recipe

- 1 beef chuck roast (about 3 pounds)
- 3 cans (14.5 ounces) petite-diced tomatoes
- 2 cans (14.5 ounces) tomato sauce
- 1 can (14 ounces) chicken broth
- 1 can (11-12 ounces) chipotle chiles in adobo, minced
- 2 tablespoons chili powder
- 2-3 teaspoons ground cumin
- 1-3 teaspoons oregano
- 3 large garlic cloves, minced
- 1 1/2 cups your favorite sweet barbecue sauce (I used Sweet Baby Ray's BBQ)
- 1 can about 15 ounces red kidney beans (rinse with cold water)
- 1 can about 15 ounces black beans (rinse with cold water)



Top with sour cream, shredded cheese and fresh cilantro

Quick Method: Heat oven to 450 degrees. Lightly coat roast with oil, season with salt and pepper. Heat a heavy pot over medium-high heat. Add roast, sear on all sides until well browned. Add remaining ingredients except beans and toppings, bring to a simmer. Using potholders to protect hands, place a sheet of heavy-duty foil over the pot, pressing on the foil so that it touches the roast. Seal foil around pan edges to completely seal. Cover with lid. Set pot on middle rack of oven and cook until roast is tender, about 1 & 1/2 hours. Remove beef, cool and shred removing any gristle/fat. Return shredded beef to pot along with the beans and reduce. Serve with above toppings.

Crock Pot Method: Place all ingredients except beans and toppings in a slow cooker and cook on low until meat is tender enough to shred, 6 to 8 hours. Remove meat from pot and shred when cool enough to handle, removing any gristle/fat. Transfer sauce to large pot and reduce. Mix sauce with meat and beans and warm stovetop or in the slow cooker. Serve with above toppings.

Upcoming Events

- April 15th Monthly Meeting Circle B
- April 26-28 - National Corvette Museum Bash with 2013 unveiling
- See web site calendar page for additional future events and details

Tech Tips

Tech Tip- 1963 to 1982 Rear Spindles

Part 1 of 2 parts

In the fall of 1962, the most beautiful car I had ever seen, was offered for sale by Chevrolet. The 1963 Corvette Stingray was here. Each of us remembers that moment, that very first time we actually saw our first 1963 Stingray. For a Corvette person, it is one of those lifetime defining moments. Some of you may be too young to have ever seen a '63 in 1963, but those of you that did, know exactly what I am writing about. For me, it was a Sebring Silver coupe; in the early fall of 1962- the very first 63 Corvette to hit the streets of Kenosha. The owner of the Chevy Dealership was a client of my father, and he told my dad that they had Kenosha's financial elite arguing over who was going to buy it. Even in an AMC town, this car not only stopped traffic on the street, but also on the sidewalks. I'm certain some of you have had similar experience. Never has a new car stirred the imagination of the buying public as the '63 Corvette did. All those promised cars of the future that never seemed to materialize- just happened!

Some of you may remember the school assemblies in Jr. High (middle school?), or high school; when a troupe of product promotion specialists from General Motors went around the country showing us all the latest things they were working on. Remember, they were promoting and encouraging students to design a car of their own design with a prize of a college education at Kettering University or the General Motors Institute in Flint, Michigan. In the fall of 1962 these goodwill ambassadors of GM were telling us to watch Bonanza for a showing of the all new 1963 Stingray- a name that had never been used before! Seeing those first commercials, and then actually sighting a real Stingray on the streets was jaw dropping... at least for me. I was hooked; I committed myself to setting to the task of owning a new Corvette Stingray...someday. I informed my parents of my goal, and they nodded their approval. Their advice was clear and to the point- do very well in school, get a good job, and you will reach your goal of having your own Stingray. Probably, many of you heard the same thing. This started a life long pursuit of learning about everything that had to do with the Corvette. That brings us back to our tech tip.

Over the years, there was one major weakness in the '63 to '82, and that is the rear spindle area. Oh, don't get me wrong, these Corvettes had other shortcomings like too small or frail drive shafts and half shafts, and small ring and pinion gears. Everyone talks about the 10 bolt positraction being very weak compared to the 12 bolt positraction; well the Corvette was equipped with a rear end slightly smaller than the weak

10 bolt, and it would not hold up under abusive driving by thoughtless owners. Over the years, as horsepower and car weight increased, you had a Corvette with a rear suspension built for a 300 horsepower/ 3200 lb. car that was never built up to match the power increases. If one were to power shift their 3700 lb. '67 big block at 6500 from 1st to 2nd gear, they will crush the needle bearings in the u-joints for certain, and perhaps flat spot or break the ring and pinion gear in that tiny rear end, as well as the bearings in the spindle area. It was also possible to twist the axle propeller shafts like a wrung out wash cloth. This was because 500 lb. ft. of destructive torque was twisting these components. So, here is the tech tip- don't ever power shift or side step the clutch on a big block or for that matter any power level greater than 300 horsepower. There was no beefing up of the rear end, axle half shafts, driveshaft or u-joints when they put big blocks in Corvettes. Ironically, the bigger heavy duty stuff didn't come along until the late '70's- early '80's when the most powerful engine had only 165 horsepower that couldn't get out of their own way. However, the spindles and their inner and outer bearings were still the same as they were in 1963- ouch!

Concerning these spindles... first of all, if you have not had the spindle bearings re-packed in 10,000 miles, you are way over due. If you have experienced the death of the spindle inner and outer bearings, you will never forget the experience. Someone said it sounded like a large rip saw cutting through green timber. The searing/ screeching sound is terrible. Unfortunately, if your Corvette is making these sounds each time you go around a corner, it is too late; because the bearings are attempting to weld themselves to the spindle. This is always the part of the diagnosis when people get upset. They usually go into denial, and think I'm some kind of smart ass know it all, that is way too knowledgeable about their Corvette's condition. I have actually had people get mad at me, because I told them what was wrong, and about how much it was going to cost to fix. Seems the more expensive it is, the less they like me. Ironically, I wasn't the one that would ultimately do the repair work; I was just letting them know what they were looking at for repairs. You see folks, it takes a few special tools to press out the spindle (if the bearings are not welded to the spindle), set the clearance and bearing tolerances, and press the spindle/ bearing assembly back into the swing arm. Chevrolet dealers and high end independent Corvette repair shops have these special tools. As a preventative measure, I always recommend this bearing service be done every 10,000 miles or once a year when guys still drove their Corvettes in winter snow. The real problem was getting and keeping lubricant on the outer swing arm spindle bearing. To get to that bearing, one had to press out the spindle that was pressed on the bearing.

Now here is the tech tip... One has to find a way to make removal of the spindle easy. When GM designed this revolutionary rear suspension, they wanted to be certain that the spindle would never just come off the swing arm. They did not want to ever be embarrassed by the media because a rear wheel came off the car. So, they doubled up on securing the spindle by designing a pressed on outer bearing as well as using a threaded nut on the end of the splined portion of the spindle that held a flange plate; that in turn bolted to the propeller shaft coming out of the differential.. Yep, lots of preventative measures all designed to make sure the spindle was double secure. However, the problem was that it took special tools and knowledge to remove the spindle for lubrication service. That was a major repair that was somewhat pricey back in the day, and it was something a Corvette owner couldn't do on their own without purchasing 3 or 4 expensive Kent Moore tools that were generally unavailable even to the non-dealership independent repair shops. This repair was easily overlooked, because it was expensive and after all, everything seemed to be working just fine. When left alone too long, the bearing grease would break down from stress put on these bearings from normal driving, and stop lubricating these inner and outer roller bearings. These bearings become damaged, and sometimes had to be cut out of the swing arm with a torch.

Next month, the second part of this tech tip will complete the discussion of the IRS.
Save the Wave,
Jeff Myers

Corvette of the Month

Sue Montana's 2007

How Special Can A 2007 Corvette Be? I'll let you decide...

I can't make this stuff up. This was the car nobody wanted. Rick Conti was the Corvette sales manager at EVS, and he absolutely loves the 1996 Grand Sports. With the new C-6, he could not see GM ever offering anything like the Z-16 Grand Sport ever again. With the advent



of the 2007 model year, GM had a new option called 'D-30' or, "Non-recommended color/trim/top combo". Rick ordered 3 Lemans Blue/ Red Leather interior cars- 2 coupes and one convertible and added the Corvette Accessory stripe package in silver with red accents. This was as close as one could get to the Grand Sport "Skunks", because nobody knew at the time that this was the last year for Lemans Blue. They may offer it again someday, but 2008 to present one cannot get it. The coupes sold immediately, but alas, the convertible languished for almost 3 years. Nobody wanted this ugly duckling. They even stopped washing it! Everybody knew about it, but that red interior with blue? What was Conti thinking? To complicate things, this car had a huge sticker price. Well, the EVS guys were not thinking Sue Montana would even consider such a car. Turns out, she did not enjoying driving the 6 speed manual in her 2004 Lemans Blue Commemorative convertible with a mere 19,000 miles, and EVS had a red tag price on this 2007 that reflected a \$23,500 reduction off sticker! This car had an automatic and that unusual color combination that reminded her of her 1996 Grand Sport! Conti realized that she was the real deal, and gave her what she wanted for her 2004 convertible. Fate was smiling on Sue.

Now here are the most incredible numbers, and one very special date. 2007 was one of Corvette's strongest sales and production years with sales of 40,561 cars. 10,918 were convertibles, 784 were Lemans Blue convertibles, and a total of 126 cars had the D-30 non recommended color option (@ 34 convertibles). Sue's car is 1 of 4 Lemans Blue/ red leather/ black top Corvettes ever built according to GM. This car is well equipped, lacking only navigation and On-Star. One of the most notable options is F-55 Magnetic Select Ride. Besides having special shock absorbers capable of changing ride firmness 60 times a second, 2007 was the first year they included the larger cross drilled brakes as part of Select Ride. Of the 4 convertibles, hers is 1 of 1 with Select Ride!

This is where it gets nothing short of remarkable... I was working on her car, and had the left front wheel off the car. I saw a date embossed in the fender liner...a built date of February 14, 2007. I was shocked, because that was the exact same build date of my '67 red coupe 40 years earlier, to the day! I called her to the garage to show her this remarkable date. She was very surprised, and somewhat taken back by the date. She said it was an incredible coincidence, because that was also the date that Jim Montana was told he was terminal. We both reflected on all these dates and how they affect our lives. I think everyone will agree, this is a very rare and special Corvette that Sue Montana is connected to on a number of levels. - Jeff Myers

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

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Corsa Exhaust for C5 - please call Sue Montana 262-853-3399.

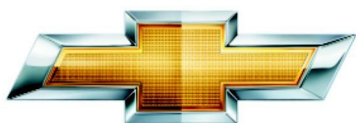
C5 stainless steel stock exhaust like new, taken off when Corsa was put on. If you can use it, give me a call - Gene Neils 262-675-0642.

2012 Midwest Region Schedule of Events
Last Updated: 03-13-2012

EVENT	DATE	DAY	LOCATION	HOST CLUB
NCCC Meetings	24-Feb	Friday	St. Louis, MO	NCCC Committee Meetings
Regional Meeting	25-Feb	Saturday	St. Louis, MO	Midwest Region Meeting
Governors Meeting	25-Feb	Saturday	St. Louis, MO	National Governors Meeting
MWR Awards Banquet	24-Mar	Saturday	Countryside, IL	MWR & Windy City Corvettes
3 Rallyes	31-Mar	Saturday	Salem, IL	Little Egypt Corvette Club
3 Rallyes	15-Apr	Sunday	Milan, IL	Midwest Corvettes
2 Concours and 3 PC	22-Apr	Sunday	Tinley Park, IL	Lakeside Corvettes
5 Low Speeds(Cancelled)	28-Apr	Saturday	Rantoul, IL	Central Illinois Corvette Club & Rolling Prairie
5 Low Speeds(Cancelled)	29-Apr	Sunday	Rantoul, IL	Central Illinois Corvette Club & Rolling Prairie
NCCC Meetings	4-May	Friday	St. Louis, MO	NCCC Committee Meetings
Regional Meeting	5-May	Saturday	St. Louis, MO	Midwest Region Meeting
Governors Meeting	5-May	Saturday	St. Louis, MO	National Governors Meeting
2 Rallyes	12-May	Saturday	O'Fallon, MO	Route 66 Corvette Club
3 Rallyes	19-May	Saturday	Rosemount, MN	Suburban Corvettes of Minnesota
4 Rallyes	20-May	Sunday	Waukesha, WI	Badger State Vettes & Northern Rays Ltd
6 Low Speeds	26-May	Saturday	Mattoon, IL	Windy City, Corvette Club of Illinois, Mid-Illinois Corvette Club
6 Low Speeds	27-May	Sunday	Mattoon, IL	Windy City, Corvette Club of Illinois, Mid-Illinois Corvette Club
5 Low Speeds	28-May	Monday	Mattoon, IL	Midwest Region
2 Rallyes	10-Jun	Sunday	Cary, IL	Sunburst Corvette Club
1 PC Concours	10-Jun	Sunday	Countryside, IL	Windy City Corvettes
7 Low Speeds	16-Jun	Saturday	Waukesha, WI	Wisconsin & Kettle Moraine Corvette Clubs
7 Low Speeds	17-Jun	Sunday	Waukesha, WI	Wisconsin & Kettle Moraine Corvette Clubs
NCCC	23-Jun	Saturday	Topeka, KS	NCCC Convention
Convention	thru	thru	Topeka, KS	NCCC Convention
Week	29-Jun	Friday	Topeka, KS	NCCC Convention
5 Low Speeds	7-Jul	Saturday	Rantoul, IL	Central Illinois Corvette Club & Rolling Prairie
5 Low Speeds	8-Jul	Sunday	Rantoul, IL	Central Illinois Corvette Club & Rolling Prairie
5 Low Speeds	14-Jul	Saturday	Oak Creek, WI	Badger State Vettes
5 Low Speeds	15-Jul	Sunday	Oak Creek, WI	Northern Illinois Corvette Club
7 Low Speeds	21-Jul	Saturday	Quincy, IL	Great River Corvette Club
7 Low Speeds	22-Jul	Sunday	Quincy, IL	Great River Corvette Club, Mid-Illinois, St. Louis Corvette Club
7 Low Speeds	28-Jul	Saturday	South Bend, IN	Windy City, Lakeside Corvette Club
7 Low Speeds	29-Jul	Sunday	Davenport, IA	Midwest Corvettes
7 Rallyes	4-Aug	Saturday	Woodbury, MN	Corvettes of Minnesota
1 PC Concours	5-Aug	Sunday	Lisle, IL	Windy City Corvettes
7 Rallyes	11-Aug	Saturday	West Salem, WI	River City Corvettes
5 Low Speeds	12-Aug	Sunday	Rockford, IL	Northern Illinois Corvette Club, Sunburst Corvette Club
2 Rallyes	18-Aug	Saturday	Cary, IL	Sunburst Corvette Club
6 Low Speeds	18-Aug	Saturday	Wentzville, MO	Route 66 Corvette Club, St. Louis Corvette Club
6 Low Speeds	19-Aug	Sunday	Wentzville, MO	Route 66 Corvette Club
Concours, Rallye, Low Speed	19-Aug	Sunday	Elkhart Lake, WI	Kettle Moraine Corvette Club
2 Concours & 1 PC Concours	25-Aug	Saturday	New Berlin, WI	Wisconsin Corvette Club
1 Concours & 2 PC Concours	26-Aug	Sunday	West Allis, WI	Badger State Vettes
5 Low Speeds	1-Sep	Saturday	Mattoon, IL	Northern Illinois-Northern Rays-Windy City
5 Low Speeds	2-Sep	Sunday	Mattoon, IL	Northern Illinois-Northern Rays-Windy City
5 Low Speeds	3-Sep	Monday	Mattoon, IL	Midwest Region
NCCC Meetings	7-Sep	Friday	St. Louis, MO	NCCC Committee Meetings
Regional Meeting	8-Sep	Saturday	St. Louis, MO	Midwest Region Meeting
Governors Meeting	8-Sep	Saturday	St. Louis, MO	National Governors Meeting
3 Rallyes	15-Sep	Saturday	White Bear Lake, MN	Corvettes of Minnesota
1 PC Concours & 1 Concours	16-Sep	Sunday	Crystal Lake, IL	Sunburst Corvette Club
MWRCS Cutoff Date	16-Sep	Sunday		MWRCS Qualifying Cutoff Date
4 Rallyes	22-Sep	Saturday	Rosemount, MN	Suburban Corvettes of Minnesota
6 Low Speeds	29-Sep	Saturday	Centralia, IL	Little Egypt Corvette Club
7 Low Speeds	30-Sep	Sunday	Galesburg, IL	Glass Favorites Corvettes
MWRCS	6-Oct	Saturday	TBD	Midwest Regional Championship Series
MWRCS	7-Oct	Sunday	TBD	Midwest Regional Championship Series
7 Low Speeds	13-Oct	Saturday	South Bend, IN	Windy City Corvettes, Chicago Corvette Club
7 Low Speeds	20-Oct	Saturday	South Bend, IN	Land of Lincoln Corvettes
NCCC Meetings	9-Nov	Friday	St. Louis, MO	NCCC Committee Meetings
Sanctioning Meeting	10-Nov	Saturday	St. Louis, MO	MWR 2012 Sanctioning Meeting
Regional Meeting	10-Nov	Saturday	St. Louis, MO	Midwest Region Meeting
Governors Meeting	10-Nov	Saturday	St. Louis, MO	National Governors Meeting

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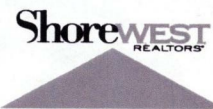
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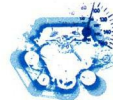
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