

OZAUKEE GLASS

Official Newsletter of the
Ozaukee Corvette Club



Jim Baker's '65



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



THE OZAUKEE CORVETTE CLUB



"Cruisin' Since 1979"

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April 2012

President: Darryl Greene
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 - April 15, 2012

Call to Order: Meeting was called to order by President Darryl Greene at 6:05 p.m. There were 14 members in attendance.

V-President Report: Sue Giese was not able to attend.

Treasurer's Report: Jim Baker went over the treasurer's report covering the last two years. Gregg Goetz made a motion to accept the report and was seconded by Harold Zaske.

Advertising: Sue Montana reported we are working on getting a few new advertisers.

Membership: Ron Giese stated that we were expecting some new members at tonight's meeting. Ron also reported that there are 4 Hotels in Bowling Green, KY that will offer rooms this year for \$59.88/night to Corvette guests interested in touring the Corvette Plant and Museum.

50/50 Drawing: Darryl Greene won the 50/50 drawing and donated his windfall to OCC's charity. Thank You Darryl!

Website: President Greene stated the web site is all up-to-date. Darryl is entering our Web Site & Newsletters from Jan., March & May 2012 into the NCCC Contest. (Let's keep our fingers crossed.) Motion made to accept, Llorel Baker, seconded by Harry Zaske.

NCCC: Wayne Richter reported May 29th will be the 1st Corvette Nite- Brew City Cruise Nite, now at the Highland House in Mequon . NCCC pins are available for members to purchase for \$3.00 each. A motion was made by Margaret Greene to accept Wayne 's report seconded by Jeff Myers.

Old Business: Congratulations to Margaret Greene for winning the Chili Cookoff Contest for our club. Now we have the honor of hosting the event next Feb. 2013. Margaret will be chairing the committee. If anyone has some car related items they would like to donate for the auction, it would be greatly appreciated. More to come.....Jeff Myers also made his famous salsa, Llorel Baker entered her fabulous chocolate cake and Sue Giese made spicy chili.

New Business

BY-LAW Change: the Board is proposing a change concerning the month that the dues are due. After much discussion the change to the by-law was tabled until next month.

EVS: Ron Giese shared with the club his experience at EVS and how wonderful he was treated and how pleased he is with the work they did.

Motion for adjournment was made by Jeff Myers and seconded by Margaret Greene 7: 05 p.m.

The next meeting will be May 20, 2012 at the Circle B in Grafton.

Respectfully submitted,
Sue Montana, Secretary

Upcoming Events

- April 26-28 - National Corvette Museum Bash with 2013 unveiling
See web site calendar page for link and additional details
- May 6th: Arrive 10:45 at Grafton Target, leaving at 11:00 for lunch at Brisco County, Sheboygan. Cruise afterward up to Manitowoc for ice cream at Cedar Creek.
- May 20th Monthly Meeting Circle B
- May 20th - Road Rally sponsored by Badger State Vettes and Northern Rays of Itasca, IL - see web site calendar page for flyer
- May 28, 2012 OCC West Bend Parade - follow web site for updates on details
- May 29, 2012 Brew City Cruise Night, now at Highland House Restaurant in Mequon. See <http://www.brewcitycruisenight.com/> for details.
- See web site for complete 2012 calendar

Tech Tips

Tech Tip- 1963 to 1982 Rear Spindles
Part 2 of 2 parts

Last month we discussed bearing and spindle care, and the survival of the C-2 and C-3 rear end assemblies. This month we will wrap our discussion of the Corvette IRS...

Over the years, one learned that the nut holding the inner flange plate was all that was needed to hold the entire spindle/ bearing assembly securely in place! So here is the double secret hot set-up, to enable one to re-pack their rear swing arm bearings without going to the dealer. 1.) Go out and get brand new Timken Bearings for the rear spindles. That would be inner and outer bearings with seals. 2.) Have your spindles pressed out one final time, or purchase new spindles, and take them to a machine shop. 3.) Instruct the machinist that you want .003 to .005 (that's 3 to 5 thousandths for you non-mechanical types) removed from the bearing surfaces on each spindle. Ultimately, what you are after is an 'oil slip fit' with the new roller bearings. The machinist will remove just enough material from the spindle bearing surfaces, so that the new bearings will just slide off with normal hand pressure when using a thin coating of oil on the spindle bearing surface. 4.) By doing this, each of you can remove your own spindles without having to go to the dealer for expensive labor. Another benefit is your ability to perform this much needed service more frequently on your own, or if you do go to the dealer, the labor rate should be considerably lower because everything comes apart so easily. 5.) Use a very high quality- high pressure synthetic bearing grease like Valvoline Extreme pressure GM spec lithium based grease and pack these bearings, set the end play (per your Chevy service manual) with shims available from GM (very inexpensive metal rings with varying thicknesses), and torque the axle nut to specifications, and you are good to go.

It is always recommended to inspect the U-Joints and be certain all the needle bearings are still there- if not replace the U-Joints as needed. Also, when you are looking over everything, check over the forward bolt and shim pack that secures the swing arm to the frame. If the rubber bushing is worn out, the swing arm will move under acceleration and braking and prevent the rear end from keeping your rear wheels aligned. The shim pack will become a rusted mess, and this area



of the frame collects a large amount of dirt and gravel. The shim pack is used to set rear end toe-in. Keeping this area clean and clear of rust and dirt will help the Corvette frame survive many more years; while maintaining any semblance of an alignment- very important for handling and tire wear. What is a documented fact, is that Duntov was under very strict cost constraints when he developed the Independent Rear Suspension for the '63 Stingray. When you really get into the mechanics of this rear end, you can see its' simplicity, and its limitations. Someone joked and said, "Anyone can build an IRS for \$500, but can you do it for \$150?" Understand, that every dollar spent by GM meant \$4. to the sticker price. The bean counters fought this expensive IRS, and kept putting up ridiculous cost barriers for Duntov to overcome. He fought back every challenge, and finally went to the senior management of GM to plead his case in order to stop the ridiculous actions by the cost accountants. Duntov won out, and the Independent Rear Suspension was finally approved. Zora often said, he could have really built a beautiful masterpiece of a rear-end if they would have let him spend a little more money. When Corvettes ran endurance races like the 24 Hours of Lemans or 12 hours of Sebring, they rarely finished. Many times the problems were linked to this Independent Rear Suspension built by the cost accountants. Had GM, their accountants, and Duntov known that this design would be put in Corvettes for the next 19 years ('63 to '82), perhaps they would have allowed a stronger design to prevail. What is really amazing is when you look at the side by side comparison of this rear end to the C-4. It was like, everyone was ready for the cost accountants, and told them to just go away. The engineers and designers sited all the warranty costs and durability issues the C-2 and C-3 endured, as well as the black eye it gave the Corvette on the race track because of repeated

failures. Chief Corvette Engineer, Dave McCallum, got to build the incredible front and rear suspension in the C-4 without the money guys messing up the works. The C-5 was an evolution of that C-4, and the C-6 was even more refinement of the C-5. Incredibly, rear suspension durability has been a non issue since 1984. Unfortunately, cost accountants have caused too many failed cars to be built at GM, and we have all seen the results in the last few years-remember the Pontiac Aztec? If any of you has spent as much time working under your '63 to '82 as Greg Goetz has, you will know what I am saying about the bean counters pulling cost out of a car. They thought you probably weren't going to crawl under your Corvette, so they thought they could get away with all the cost saving changes they ordered re-engineered. How many times do owners like Greg question why they did the things they did to save a few pennies.

When it came to the all new C-4, they started with a clean sheet of paper. The rear end was a 5 point aluminum masterpiece that handled as well as it looked. I remembered the 1st time I was under a C-4; it was a '92 ZR-1! The transmission alone was the size of a small block Chevy engine! The hoses and fuel lines were routed carefully and with esthetics in mind. The car was as finished off underneath as well as it was under the hood. The Chassis was stiff, and they actually built a car that gave them a measurable chassis harmonic (that IS a wonderful thing). Corvettes raced and won, because they were able to finish the races they started. Customers responded, and the Corvette has just gotten better over the years. As of late, it seems the cost accountants are looking at their work differently. Product quality and durability seem to be the order of the day. GM has emerged from bankruptcy (never thought I would write that) to regain its' #1 car manufacturer status, and they are building the best cars in their history! As we get ready to celebrate the 60th Anniversary of the Corvette, the future is bright for GM and Corvette!

Save the Wave,

Jeff Myers

Corvette of the Month

Jim and LLoel Baker's 1965 Corvette Coupe

I have traced the history of this car back to 1973 when a family in Janesville, Wisconsin promised their son a Corvette for graduating from college, UW Stout. The parents both worked for GM in Janesville and had this 1965 Corvette refurbished in 1973 for a gift to their son who graduated in May 1974. The son enjoyed the car for 34 years in and around Watertown, Wisconsin until he died in 2007 and his



widow decided to sell it. I had been looking for a C2 coupe and found this car on an internet site but was not impressed with it until I saw it in person at Bloomington Gold in 2009. I purchased the car at the meet after careful inspection by myself and another Corvette expert. I have

contacted the widow of the previous owner and a mechanic who worked on the car to verify the condition of the car and its history. The widow said she and her husband went to her 5th high school reunion in this car in 1974.

The car, a 1965 Glen Green Corvette Coupe, has 34,000 original miles. This was verified by the previous owner and the DMV. The options include the 327ci, 350hp engine, 4 speed close ratio manual transmission, A/C, PS, PB, 3.70:1 posi-traction rear axle, soft-ray tinted glass all windows, side mounted exhaust, telescopic steering wheel, AM/FM radio with power antenna, day/night interior mirror and back-up lights. The car came with the original steel wheels and stock hubcaps with bias-belted tires but I preferred the (5 bolt) cast aluminum knock-off wheels with radial white wall tires. The seats were green vinyl and showed a little age so I installed green leather seats. All of the upgrades I made are consistent with options that were available when the car was produced. The two non-stock changes that were made to the car back in 1973 when it was refurbished are; the 1967 stinger hood was installed and a 1966 grill was installed because it is chrome and the 1965 grill is flat black. The car is the original color however the paint applied in 1973 was base-coat clear-coat so the car is significantly shinier than the original Glen Green lacquer.

When I purchased the car it need a fair amount of TLC but today everything is working and it is a real pleasure to drive and share with fellow enthusiasts.

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
sun.vette@yahoo.com



A common emotion!

For Sale – Performance Choice Car Cover – For C4 Corvettes. Also fits C2s. Indoor cover. This is the heavier, cushion type material. With storage bag. Like new, very clean condition. \$75.00. Contact Wayne Richter 262-377-8145, richterway@sbcglobal.net

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

2012 Midwest Region Schedule of Events

Last Updated: 03-20-2012

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
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	2-Jun	Saturday	Rantoul, IL	Central Illinois Corvette Club
5 Low Speeds	3-Jun	Sunday	Rantoul, IL	Rolling Prairie Corvette Club
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
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
5 Low Speeds	13-Oct	Saturday	Mattoon, IL	Midwest Region Fundraiser
5 Low Speeds	14-Oct	Sunday	Mattoon, IL	Midwest Region Fundraiser
7 Low Speeds	20-Oct	Saturday	South Bend, IN	Land of Lincoln Corvettes
7 Low Speeds	21-Oct	Sunday	South Bend, IN	Windy City Corvettes, Chicago Corvette Club
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

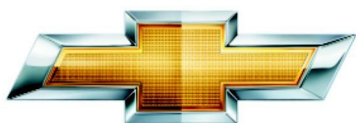
Non-Sanctioned Events:

May 25 - 27 Crow River Corvettes Charity Fundraiser Weekend

August 12 Ozaukee Corvette Club Car Show Charity Fundraiser

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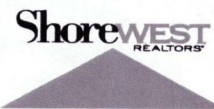
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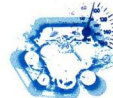
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