

OZAUKEE GLASS

Official Newsletter of the
Ozaukee Corvette Club



Pat and Ann's 2004 Pace Car



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

May, 2012 Issue



THE OZAUKEE CORVETTE CLUB



"Cruisin' Since 1979"

www.ozaukeecorvetteclub.com

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May 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 - May 20, 2012

The meeting was called to order at 6:00 pm. There were 18 members in attendance and we welcomed new members Bud & Mary Pat Walsh and Tony & Michelle Lucchesi.

Secretary's report: Sue Montana Meyers was unable to attend and the previous meeting's minutes were read by Darryl Greene. Motion to approve was made by Jay Brown and seconded by Ron Giese.

Treasurer's report: Jim Baker reviewed our current position and described regular club costs. Motion to approve was made by Margaret Greene and seconded by Dan Dujmic.

VP Report: Sue Giese discussed materials received from other clubs and car shows and suggested that members look them over. Motion to approve was made by Jay Brown and seconded by Bud Walsh.

Webmaster report: Darryl talked about the new web site calendar with links to event sign-up sheets. He encouraged members to always check the What's New page for new activities and changes on the site. Please put your name on web site sign-up sheets for events for planning purposes. Motion to approve was made by Ron Giese and seconded by Jay Brown.

Advertising: Sue Montana Meyers was not present but Darryl Greene talked about future home page ads at premium pricing.

NCCC report: Wayne Richter reviewed NCCC benefits for new members and talked about upcoming sanctioned events. Motion to approve was made by Margaret Greene and seconded by Dan Dujmic.

50/50: There was no raffle at the meeting.

Newsletter: Darryl Greene suggested that members submit two photos of their Corvettes for the "Vette of the Month" feature along with a couple paragraphs describing why it's special to that owner. Send this to Darryl's email address. Motion to approve was made by Ron Giese and seconded by Bud Walsh.

Membership report: Ron Giese talked about some tweaks to the application form. Motion to approve was made by Jay Brown and seconded by Larry Gerbitz.

Old Business:

Members attending the cruise to Brisco County Wood Grill had a great time in spite of the rain. Jim Baker will contact EVS regarding a meeting about the August show.

New Business:

West Bend Parade: Parade Master Margaret Greene said that we will meet at Circle B at 8:15am on Memorial Day, May 28th, and will leave at 8:30. We will meet afterward at Wayne's Drive-in Cedarburg. Dan Dujmic said that he'd been on County Road NN and said to avoid it due to gravel. An online map link will be posted.

Brew City Cruise Night: We will meet at the Grafton Target parking lot at 5:00 on 5/29 and leave at 5:15 for the Highland House on Port Washington Road at Highland.

Trip Around the Lake: It was mentioned that Leon Rediske is making plans to meet beforehand on 6/3 and this information will be posted on the web site.

Ladies Cruise: Margaret Greene talked about this activity on 6/16. Women club members will meet and cruise to the Horse & Plow restaurant in Kohler followed by shopping. Watch the web site calendar for details and be sure to put your name on the sign-up sheet so that reservations can be made. Event will be held rain or shine. Driving vettes is preferable but not required.

Summer meeting locations: Margaret Greene suggested alternate outdoor locations for the summer meetings. Possible sites will be explored and all members will be notified of any location changes.

Sue Giese offered to put together a "Mystery Cruise" with an undisclosed location for a meal midway through the approximate 2-½ hour ride. Stops will occur along the way for breaks.

Motion for adjournment was made by Jay Brown and seconded by Ron Giese at 7:15.

Upcoming Events

- May 28th - West Bend Memorial Day Parade - meet at Circle B at 8:15 am, leave at 8:30, parade starts at 9:30
- May 29th - Brew City Cruise Night, now at Highland House Restaurant in Mequon. See web site for link and details.
- June 3rd - Trip Around the Lake (Winnebago) - see web site for updates on meeting place and time
- June 7 - 10th - 5th Annual Corvette Adventures in the Dells Chula Vista, Wisconsin Dells
- June 16th Ladies' Cruise. Women club members will meet and cruise to the Horse & Plow restaurant in Kohler followed by shopping. Watch the web site calendar for details and be sure to put your name on the sign-up sheet so that reservations can be made.
- June 16th - 17th - *Parking Lot Gone Wild!* Co-sponsored by the Wisconsin Corvette Club and the Kettle Moraine Corvette Club. 14 low speed events. See web site for link.
- June 17th - Monthly meeting, Circle B
- June 21 - 24 - Bloomington Gold. St. Charles, IL
- June 23 - 29 - NCCC Convention, Topeka, KS
- June 30th - Grafton Parade
- See web site for complete yearly calendar and updates

First Cruise of the Season

The club's first spring cruise was to the Brisco County Wood Grill in Sheboygan. Poor weather limited the number of participants, but we had a great time nonetheless. Bringing their vettes through the rain were Ron and Sue, Kay and her grandson Connor, Jeff and Sue - Darryl and Margaret brought their Pontiac, since their vette is not a "daily driver". They were rewarded for their prudence by unexpectedly scoring an extra dessert. Kay's grandson, Connor, is 15 and just got his learner's permit. A possible future Corvette owner, he was promised by Kay that he could drive it home if the rain stopped by the time we left. The rain did stop and we're looking forward to hearing about Kay's experience with Connor at the wheel!



Community

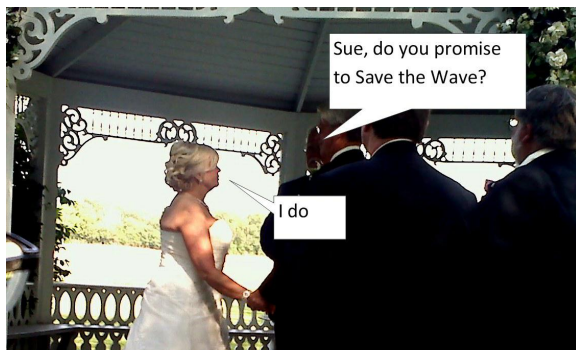
One of the purposes of the Ozaukee Corvette Club is to raise funds for charitable contributions. We made a contribution this past year to Family Sharing in Ozaukee County, whose mission is "...to alleviate hunger and promote self-sufficiency with dignity and compassion to low-income, elderly and disabled residents of Ozaukee County." We are gratified to have received a response

from Family Sharing that says in part, "...without the amazing generosity of donors like you, Family Sharing could not meet the needs of the hundreds of men, women and children who turn to us for help... The words thank you cannot adequately reflect the gratitude we feel for your support... It would be very difficult to continue to carry on our mission without you."

We have also participated in the Chili Cookoff, a joint effort of numerous Corvette clubs throughout SE Wisconsin with proceeds going last year to the Muskego Food Pantry, Muskego Senior Taxi Service and Acres of Hope & Aspirations. In 2013 it will be our honor to host the Chili Cookoff!

A Wedding!

Club members Sue Montana and Jeff Myers celebrated their wedding on May 19th. Could a happier couple be found?



Tech Tips

Corvette Ignition, part one of three

The ignition system has always been somewhat of a mystery for Corvette owners. Either you know absolutely nothing about vehicle ignition, or you know just enough to get in over your head. I say this, because I have picked the brains of many Corvette owners, and find many that think they know and understand their car's ignition system, when in fact they know very little about the system. Before you think I'm being arrogant, I want you to know I was one of those guys that thought they knew a lot about ignition. Lots of trial and error, and even more money being spent than I care to ever admit to, and I really didn't have a clue.

However, I was very fortunate to work for the Snap-on Tools Corporation, and their Product Promotion Department. I learned to use, demonstrate, and sell Snap-on diagnostic equipment that helped me as a dealer and field manager. Many years later, Snap-on purchased the Sun Electric Company, and I was a tech rep for Snap-on Diagnostics. I was in a cutting edge environment of automotive diagnostics, and realized how little I really knew about ignition systems until I was trained by the best minds in the business! The most important thing I learned was to take a complex concept or idea and make it as simple as possible. Hopefully, this article will help each of you to better understand your ignition systems. We will break this down in 3 separate tech tips that deal with each era of the Corvette Ignition. The first era will be distributor and point ignition systems with some transistor ignition also discussed. This era covers 1953 through 1974. The second era will cover GM High Energy Ignition or HEI. This will cover 1975 through 1996 with some discussion of GM Opti-Spark found on the 1992 through 1996 LT-1/ LT-4 Corvettes. The third era we will cover is the current "Hall Effect" or distributorless ignition systems found on the 1997 to present "LS" engines. This style of ignition was also used on the 1992 through 1995

ZR-1. However, I am finding that each of these 3 sections is still quite long. Where appropriate, we will divide each section, because there is a lot of information to cover. Should there be something that isn't quite clear, I will be glad to answer any questions.

I would like to start out every discussion on ignition systems with a precautionary warning. There is an ever present danger of electric shock when working with ignition. After all, we are applying various voltage and amperage levels to ignite atomized gasoline in a violent controlled environment. As willing participants we are at risk to become injured from electric shock. The first coils generated @ 20,000 volts at a very modest 1/10th of an amp. This modest amperage would carry current to your elbow and cause a fair amount of pain for a few hours- similar to a bee sting. The second coils were HEI coils, and they generated @ 50,000 volts at a not so modest ½ of an amp. You may be wondering how really bad can a mere ½ amp be? Well, ask Ron Giese, our resident electrical contractor, what a mere ½ amp with 50,000 volts behind it will do to the human body. I have witnessed someone take a jolt to the shoulder, and even having an eye becoming crossed from extreme muscle contraction. The shoulder pain will hold on for about a 2 days- not nice. The ignition found on late model Corvettes, since 1997, have separate coils for each spark plug. Each of these individual coils can supply up to 100,000 volts at 1 amp. These are by far the most powerful ignition systems put on a vehicle. These systems will fire a spark plug under practically any condition. However, these distributorless/ coil on plug ignitions can produce enough electricity to stop a beating heart or at least cause heart arrhythmia. The tech tip here is a warning... be very careful around these coils. Also, NEVER remove one of the spark plug wires while the engine is running. You could become the new target for that voltage. I personally know of a tech that was injured so severely that he was hospitalized for 3 weeks. Besides being badly burned, he lost the vision in one eye, and had to have a cardiac pacemaker installed to control his heart arrhythmia. He is lucky to be alive. One must learn to respect the power that is inherent in any ignition system. The tech tip is to not crank over or run an engine with an open plug wire because you can become injured, and you may burn out parts of the ignition system. In other words, when a circuit is open, the coil(s) are attempting to fire non-combustible air. This causes maximum voltage and amperage to be produced, and this voltage is looking for something or someone to make contact with. Along with this incredible rise in voltage comes a lot of heat that can burn up the windings in the ignition coil itself. Hopefully, you are getting a feel for the potential dangers you could expose yourself to, and take care to avoid them.

The first systems are Distributors and Ignition Contact Points with Remote Coil used from 1953 to 1974. These ignitions start out with a coil that is really a step up transformer. Ok, in English... 6 volts in the '53, and '54 Corvettes, or 12 volts from the mid 1950's was introduced into the positive terminal on the coils. There are 2 distinct areas in every coil, the primary and secondary windings of fine wire around a solid iron core. Once that 12 volts DC enters the coil, it builds and transforms in the primary, and then steps up in the secondary area. It is capable of producing about 20,000 volts maximum. However, the actual amount of voltage needed is always just enough voltage to fire the spark plug. Newer spark plugs, wires, cap and rotor use very little voltage. Time and heat cause resistance to build and require more voltage to fire the same spark plug. When it takes more than the 20,000 volt capacity of the coil to fire the plug, there is a misfire or "breaking up of the ignition".



Time to step back, and explain a few things about these coil/ distributor ignitions. The distributor cap, and all the parts found inside it (the points, condenser, and rotor) are the ‘primary’ portion of the ignition system. Those components found outside the distributor cap- the coil, wires, and plugs are the secondary part of the ignition. All the big violent voltage is made and used in the secondary part of the ignition. The low voltage, signal producing part of the ignition is called the primary or first part of the system. The wire coming off the negative side of the coil running to the distributor is a special calibrated wire. This is the connection point for a dwell meter used to measure point closing or contact. The tech tip is to never use regular wire, the car will run very erratic. This wire carries the signal and reduced voltage to the ignition points. Another tech tip would be to not turn your ignition switch to the right, or the ‘On’ position when the engine is off if you wanted to hear your radio. Remember, GM had an ‘accessory’ position if you turned your key to the left. This “accessory” function supplied 12 volts to



operate the radio or power accessories without activating your ignition system and supplying voltage to the points. If ignition points burn the gap widens as the electricity arcs between the contacts. When you stopped the car you may have had a point ‘closing’ equal to 30 degrees of dwell, but after 30 minutes of listening to top 40 music, the burning arc either welds the points together (if they happened to be closed when you stopped the motor) or widens the gap from burning point material away. Either way, your Corvette runs very rough, or doesn’t even start.

In a perfect world, the points open .015 to .018 when the distributor turns and causes the points to open. The tech tip, is to use a very small amount of lubricant on the distributor lobes, and use a high quality product like ‘Lubriplate’. Too much lube, other than a little film, will fly around and probably mess up the points...literally. Also, inspect the distributor “cam” lobes, and be certain they are smooth and polished. Any rough flaws or file marks will grind down the point rubbing block, and your car will never hold a tune, because the point gap is changing constantly. There is another area one needs to be concerned with, and that is ‘point bounce’. Point bounce defined would be a multiple closing of the contact points instead of just one solid opening and closing. Usually when the engine is wound to high rpm levels, the points are literally propelled off the distributor lobes to open further than designed, they slam down to the closing position with the contacts bouncing off one another. I once thought that the stock Delco points with 8 oz. of opening pressure were too light duty, and caused my high rpm ignition miss. I went out and bought some heavy duty 32 oz. points to solve the problem. They didn’t help, the car still misfired, and idle was no longer smooth. Out of frustration, I asked a very knowledgeable co-worker to look at my Corvette’s ignition on the Scope. He looked puzzled, and told me my super duty 32 oz. points were bouncing at idle! He also said my new cap and rotor were bad, and that was due to an excessive air gap between the rotor and cap. I made the changes, and put in the highest quality copper Delco 8 oz. points and Delco Copper rotor and cap. My car started easier, and when I took it out on the road, it pulled strong all the way to 6500 rpm without misfiring! Seems there is a big difference in ignition part quality, and the super trick heavy duty points that take 2 pounds (32 oz.) of force to open are a joke.

Another tech tip would be checking the condition of the distributor body and shaft. One needs to mark the rotor position, and remove the distributor from the car. If there is a lot of up and down movement between the bottom of the distributor body and the distributor gear, it should be shimmed so that up and down movement is limited to .006 to .010. Distributor shims are now

aftermarket items, and easily obtained. Also, check for excessive play between the rotating distributor shaft and the upper and lower bushing that is pressed into the housing. As the car adds miles, these distributor bushings will wear, and it will cause the point opening to change from cylinder to cylinder while the engine is running. If a scope is used, .003 to .005 variance in point opening can be seen on a worn distributor. By the way, another secret tech tip to tell the real mileage on a car is to check this area of distributor wear. With normal, average, good maintenance, a .003 variance equals about 50,000 miles, and .005 wear equals about 80,000 to 100,000 miles of wear. Car dealers can use their scope to look at this wear, and determine the actual true mileage of a trade in, or something they bought at the auction. Either way, the car won't run well, and the distributor needs to be re-bushed or replaced. BTW, this was the one test that proved the validity of synthetic oil. Corvette owners that had their entire point type distributors rebuilt and restored to zero wear (.001), and used synthetic oil; showed zero wear after 30,000 to 50,000 miles of driving in parades, road trips, and club events. The tech tip is- oil was changed every 3000 miles or at least once a year. All oil will oxidize and form acids. Synthetic oil fights the acid formation and oxidation so much better, that wear is almost non-existent. Next month we will continue the distributor/ coil ignitions of the early Corvettes.

Save the Wave,
Jeff Myers

Corvette of the Month

Pat and Ann Murray's 2004 Pace Car

It all began when I lusted over my friend Jeff's 1968 Marina blue Corvette convertible. When I came home from bowling on my 34th birthday that very same car was sitting in our garage. Much to my surprise my dear wife Ann had persuaded Jeff to sell her his prized possession so she could give it to me for my birthday. In 40 years of marriage she has not been able to top this gift even when she bought me a Honda Goldwing for another birthday.



The Corvette had a 327 engine, 350 HP and a 4-speed with the factory hardtop. However, Ann could not drive the car because she had to make a decision of seeing out of the window or hitting the clutch pedal and she didn't know how to drive a 4-speed.

As soon as the Ozaukee Corvette Club was established in 1979 we joined the group and have enjoyed the many cruises, parties, friends made, etc. Ann and I both have served as officers of the club.

As a few years went by we purchased a 1982 Collector Edition and for a while we were a 2 Corvette family: the 68 for me and the 1982 for Ann. Having 4 cars at the time became a bit

much for me to maintain, plus summer is only a few months long in Wisconsin. We sold our 1968 and hung onto the 1982 Collector Edition until a 1994 convertible that we both loved was offered for sale. We traded the 1994 for our first brand new corvette in 2004. This 2004 Corvette pace car convertible is the one we still continue to enjoy to the fullest.

This 2004 Pace Car is number 8 of 44 made and was used as a parade vehicle in that year's Indy 500 race for members of the Armed Forces. We have both original window stickers (yes there are two)! The original says North Central Region and the other one says EVS on it. The graphics were identical on all 44 cars and installed at the Indy Motor Speedway. It's great to know we have a little bit of history that we can drive and enjoy.

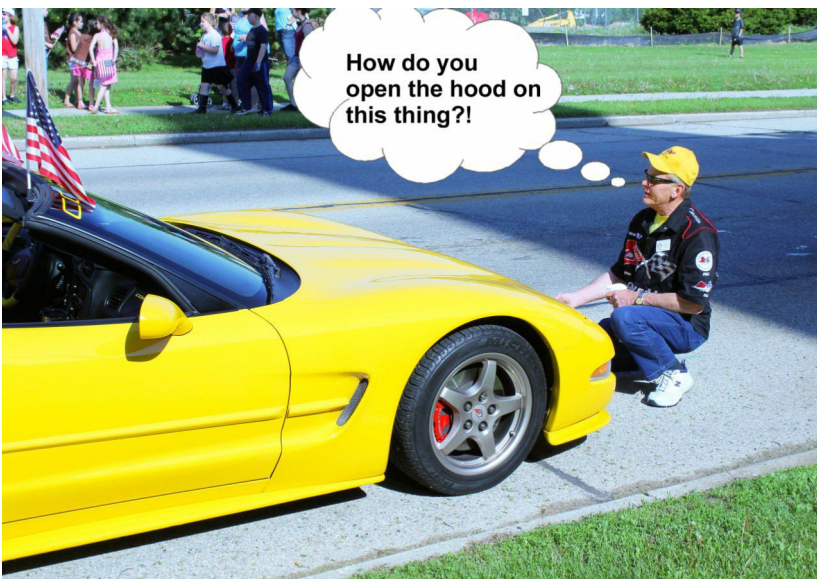
We especially enjoy being members of the Corvette Pace Car Registry. Every year they have a reunion and a special trip to various places throughout the country. It's a wonderful opportunity to reach out to the friends we have made in this group and enjoy a piece of Americana at the same time. This year we will be traveling to Gatlinburg to meet our pace car friends and from there tour on to Charlotte, North Carolina. We'll save the WAVE!

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



Ron - it opens the other way!

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

July 20 - 22..... Chicago CrossRoads Scholarship Fundraiser Weekend

August 12 Ozaukee Corvette Club Car Show Charity Fundraiser

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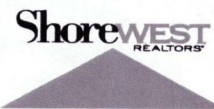
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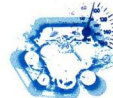
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