

OZAUKEE GLASS

Official Newsletter of the
Ozaukee Corvette Club



Tom and Shari's '59



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

June, 2012 Issue



THE OZAUKEE CORVETTE CLUB



"Cruisin' Since 1979"

www.ozaukeecorvetteclub.com

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June 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
Unless scheduled otherwise



Ozaukee Corvette Club Meeting Minutes - June 17, 2012

Call to Order: Meeting was called to order by President Darryl Greene at 6:30 p.m. at Flipside Restaurant in Grafton. There were 22 members in attendance.

Secretary's Report: Sue Montana read the minutes from the May meeting. A motion was made by Kathy Huck to accept the minutes as read, seconded by Kathie Bruhn.

V-President's Report: Sue Giese went over newsletters and other brochures that had come in the mail. A motion was made by Ron Giese seconded by Jay Brown to accept the report.

Treasurer's Report: Jim Baker went over the treasures report and also went over the cost of OCC's yearly dues with NCCC dues included. After discussion a motion was made by Kathie Bruhn to accept the report and was seconded by Kathy Huck.

Advertising: Sue Montana reported we are sending through the mail 4 newsletters to 2 members & 2 advertisers. The rest of the advertisers and club members request that it be e-mailed to them.

Membership: Ron Giese stated that we were expecting some new members. A motion was made by Jeff Myers, seconded by Pat Zaske to accept the report.

50/50 Drawing: Kathy Huck won the 50/50 drawing. Congratulation!!

Website: President Greene stated the web site is all up-to-date. Darryl entered our Web Site & Newsletters from Jan., March & May 2012 into the NCCC Contest. Winner announced at the end of June. (Let's keep our fingers crossed.) Motion made to accept, Llorel Baker, seconded by Tom Hansen.

NCCC: Wayne Richter reported on upcoming events. A motion was made by Pat Zaske to accept Wayne's report seconded by Jeff Myers.

New Business

Parades: Please go to OCC's web site to sign up for parades and to get more information as to time and meeting place.

EVS Car Show: Aug 12th – Jeff Myers & Jim Baker reported on the meeting they had with EVS regarding the upcoming Car Show. The members exchanged their thoughts & ideas on how to better the show this year. A motion was made to accept the report by Tom Hansen, seconded by Jay Brown.

Bloomington Gold: St Charles, IL – Pheasant Run – Jim Baker is planning on going June 22, leave at 7:30a.m. Please call Jim if would like to caravan down.

Motion for adjournment was made by Jeff Myers and seconded by Margaret Greene 8:05 p.m.

The next meeting will be July 15th, 2012 at Ron & Sue Giese's house – at 5:00pm. Bring meat to grill and other eats & drinks

Respectfully submitted,

Sue Montana-Myers, Secretary

Upcoming Events

- June 21 - 24 - Bloomington Gold. St. Charles, IL
- June 23 - 29 - NCCC Convention, Topeka, KS
- June 30th - Thiensville Parade 10:30, Grafton Parade 2:30
- July 4th - Cedarburg Parade
- July 15th - Monthly OCC meeting
- See web site for complete yearly calendar and updates



May 28 West Bend Parade

The first parade of the season kicked-off in West Bend with 23 members and guests participating in fourteen vettes. We convened afterwards for food and socializing at Wayne's Drive-in. All agreed that there appeared to be a larger turn-out in West Bend than recent years, and we all had a great time!

May 29 Brew City Cruise-in



We had a good turnout for the first Corvette Night at the Brew City Cruise-in held at the Highland House restaurant in Mequon with 10 vettes from our club. Most of us also enjoyed dinner off the great menu at the restaurant.

June 3 Trip Around the Lake

We were greeted with perfect weather for the annual Trip Around the Lake sponsored by the Fond De Vettes. We had 18 cars and enjoyed the ride around Lake Winnebago with a stop mid-way for a break and food. The event concluded with us all convening in Fond du Lac for hamburgers, music and door prizes.



June 9 Georgie Porgies Cruise-in

Thirteen of us enjoyed the ride to Oak Creek and the company of other attendees who admired our fine row of vettes. Hamburgers and ice cream were savored on this warm and sunny afternoon!



Tech Tips

Corvette Ignition, part two of three

Last month we began our tech tip on point type ignitions. We also covered the precautions one should take when working with all Corvette ignitions.

As a recap, we were covering the primary or under ignition cap portion of the ignition that signals the system to fire. When the ignition points open for .018, they close together for 30 degrees of crankshaft rotation called dwell, dwell event, or dwell angle. When the points close, this signals the building up of current flowing to the plugs. The voltage rise time starts out gradual, and builds until a spark is produced. Newer plugs and wires need less voltage to fire off the air/ fuel mixture. Once the points open, the voltage in the coil collapses and the condenser absorbs any excess voltage so the points do not burn. This condenser is a very simple device that performs a very vital function, absorbing excess current and saving the points from voltage arching. If one has access to a scope, you can see the condenser function by a oscillating sine wave indicating voltage being absorbed. The tech tip is, you should see a minimum of 3 to 5 of these oscillations if you have access to a engine scope.

The rotor spins around and directs the electrical energy to a particular terminal that in turn carries the current down to the spark plug through the plug wire. The tech tip to determine relative quality of rotors available is to take an old distributor cap, and cut away a part of the cap so that you can see how close the metal tab on the rotor comes to the contact in the cap- the closer the better. Beware of rotors that look good, but have over 1/8th inch gap(.125) vs .010 for the good ones as measured from the tab to the cap contact. Even some of the made in U.S.A. caps leave a lot to be desired. If you have found a good rotor (MSD, Delco, Accel) there will be less resistance created, and the voltage will get to the plug wires without too much loss. Also under the cap and under the rotor are advance weights. There is also a vacuum advance canister that uses engine vacuum to advance and retard timing as required by the load the engine is experiencing. These advance weights and vacuum advance canister determine the rate and amount of advance in degrees of timing that enables the Corvette to accelerate and yet deliver higher engine economy at cruise. The Tech Tip is to make certain this vacuum advance canister does not have a vacuum leak. This will cause to car to surge while at highway cruise speeds. Another Tech Tip is to be certain the advance weights, found under the rotor, open freely and are not rusted in the closed position. Also make certain the small springs attached to those advance weights are not rusted and can pull back the weights. These are very special springs, and are particular to each application. If you find these springs are broken, rusted, or missing, have a qualified technician make the repairs.



Wayne as a boy, and ahead of his time!

Plug wires are very important. The good news is, getting a good set of wires is very easy. The bad news is, the stock Delco TVRS(Television Radio Suppression) wires are not that good. Too many guys insist on the use of these wires for the sake of originality. The core of these wires is fiberglass strands that are impregnated with carbon. They are very inexpensive to make, but over a period of time, the carbon separates into segments due to movement of the wire as you drive. As these Delco wires get older it takes much more electricity to jump the gaps and make it down

to the plugs. The Tech Tip is to take an ohm meter, and measure the ohms per foot in the wires. Since ohms is resistance, the higher the ohms the more current it will take to make the plugs fire. A standard rule is less than 2000 ohms per foot is considered acceptable. If you have that 2 foot long wire going to one of the plugs, you should look for 4000 ohms or less. However, I did say this was an easy remedy. One should look for wire called MSW or Magnetic Suppression Wire. This is not a brand name, but a type of wire. Why is this MSW wire the hot set-up? Because the core of this wire is fiberglass with carbon, but it is tightly wound with fine stainless steel monel wire wound around the carbon fiberglass strands. When you put an ohm meter on each end, you are looking at anywhere from 10 to 40 ohms per foot! The current flow encounters extremely very low resistance, and the plug fires off with very little current needed. This tech tip on MSW wire applies to all ignition systems- including the HEI and LS motor coil systems. The real bonus is, there is no ignition noise in your radio using these magnetic suppression wires and real seat-of-pants power increases one can feel. These wires can be found from Beldon, MSD, Taylor, Filko, or Essex and purchased from Jegs, Summit Speed Equipment, Amazon, and Ebay. Also, your local independent parts store may stock these MSW sets of wires. Be certain to get a set made for your Corvette with the correct angle on the end boots, as well as the length of the wires. Excessive wire length found on “universal” sets is not desirable because of more



resistance potential.

Electrical current flows from a positive to a negative(honest!). When voltage leaves the coil, it needs to make the journey into the distributor and then out of the distributor without building resistance from jumping excessive gaps. Then the wires carry the current to the plugs, and the current then enters the spark plug and as the current gets to the end of the spark plug, it has to jump a .030 gap to the negative ground strap on the spark plug. That .030 gap creates a spark “kernel” that in turn ignites the fuel mixture, pushing the piston down the cylinder bore

and rotating the crankshaft.

The bottom line is, you want to have good high quality parts that enable the current to get to the plug and fire off the plug at 3000 to 5000 volts. Your Corvette will pull strong all the way to the redline without misfiring. Just remember that the stock coil can only produce 20,000 volts maximum. If the ignition parts are worn and old, they may be firing at 12,000 to 15,000 at idle. As the engine RPM increases, more current is needed to fire the plugs because of the added load. The worn out system may hit 20,000 volts at 4500 to 5000 RPM, and the coil will be unable to fire the plugs and your Corvette will be misfiring. A good ignition system, will only need 8000 to 12,000 volts at 7000 rpm, well within the capacity of the coil. Another tech tip would be load testing the ignition quickly with a scope or a KV meter. All one has to do, is bring the engine up to @ 2500 rpm and watch the voltage firing lines. They should settle down to @ 8,000 to 10,000 volts (8 to 10 Kilovolts or KV). Merely snap the throttle, and watch how much the voltage jumps because of the sudden load you put on the engine. If the voltage jumps more than 3,000 to 4,000 volts, it is time to replace the plugs and wires. One should think of the coil as a limited resource for electrical power. Here is something to ponder. Years ago, guys would add a big aftermarket ignition coil from Mallory, Accel, or some other speed equipment company, thinking they would go faster because they would have a “bigger/ hotter spark”. Truth is, electricity is lazy, and takes the path of least resistance. If you have fresh high quality cap, rotor, points, wires, and plugs it may take only 4000 volts to fire everything regardless of the coil used. Stock Delco coil or high dollar Mallory- 4000 volts from either coil with no difference in the spark “kernel” so save your

money. If your Corvette runs better with a “bigger” coil, you have excessive resistance in the plugs and wires that need to be replaced. If you are the original owner, and drove your new bone stock Corvette all the way to the red line on the tachometer when your car was new, you know the stock system is very capable of delivering maximum performance.

In 1964, Chevy offered the K-66 transistor ignition for the first time. This system was offered up to 1969, but there were reliability issues. The difference was, the points and condenser were eliminated and a different coil was required. This system used magnets to pulse each time the rotating reluctor lined up with 8 magnetic points with a stationary coil under the cap. This pulsing signal went to a remote transistorized amplifier that cued the coil to build energy and send the current through the distributor and down the wires to the plugs. Point type ignition was prone to point “bounce” at high rpm and sometimes even at idle. The magnetic pulse signal was consistent at all rpm levels, and solved a durability issue in competition. However, the problem with this system was the reliability of the transistor amplifier. It is felt that underhood heat, or vibration cause the transistors to fail and the amplifier to fail. Chevy even moved this amplifier to the left front of the radiator core support so that cool air would circulate and draw off the heat. The tech tip is-I have found that an MSD 6A amplifier box will work well with a MSD Blaster coil by reading the pulses in the stock Corvette Transistorized Ignition. It will even provide multiple spark firings at lower rpm levels (idle up to @3000 rpm). The Blaster coil is the same diameter as the stock Delco coil, and it fits in the stock coil bracket and under the Corvette shielding.

Another Tech Tip for all of you that like to wash or steam clean your engines. Regardless of the ignition system, you need to make absolutely certain that you dry ALL moisture drops from the coil(s) and distributor(if equipped) before starting the engine. Bring several old terrycloth bath towels and

wrap around the coil and distributor before washing off your engine. When your washing session is complete, remove the damp towels, and take more dry towels, and dry off any and all water that is on or near the coil and distributor. If you start your car when the coil and distributor is wet, the electricity will etch through the coil and distributor cap and create a tremendous current leak with electricity going to any ground source causing misfiring and crossfiring of the ignition. To check your system, and see if you have electricity leaking from the coil or distributor, take a spray bottle and spray a fine mist of water at the general direction of the coil and distributor in a darkened garage. In the low light, you will see anything from a few brilliant lines of electricity coming out of the cracks in the coil tower/ distributor to a complete St. Elmo’s light show glowing from every part of your ignition. All this wasted energy on display is less energy going to your spark plugs.

When any Corvette runs poorly, the problem is either the fuel or ignition. It is real simple, have a qualified diagnostic tech put your car on his Sun machine, if a scope reading shows a perfect ignition system operation, then the problem is fuel related. Once you get into your carb, fuel filter, fuel pump, and rebuild and clean whatever needs to be done you will have a durable system that will run strong until wear and resistance calls for another tune-up.



Corvette of the Month

Tom and Shari's 1959

The Vision—The Dream—The Reality—The Ownership of a 1959 Corvette
By Thom Brown

It all began with a vision and a love of working on anything mechanical. My dad encouraged me to fix things and take things apart to see what made them work. Soooo, for the very first time at the age of 15 I bought my first set of wheels from a “bone” yard and asked my dad if I could use the garage for a summer to work on my prized purchase (mind you this was NOT a Corvette, but a Nash Rambler Country Club Coupe—complete with a continental kit with a real spare tire—really cool). Permission being granted, a book was purchased and the love of grease, frustration, expense and busted knuckles began. Fast forward to college (undergrad) and a friend who drove a 1958 Vette (white, white cove, a red interior and a black top) — this car was a “chick magnet” and it began the first love affair I had with iron and fiberglass!!



I married the true love of my life, Shari, but always had the passion to own a 1959 Vette because I saw no reason for the fake louvers on the hood and the useless chrome strips down the trunk lid (please don't be offended this is my personal choice).

Again fast forward to about 20 years of marriage (as you have now figured out, I just don't rush into things) and three sons later I still had that urge to find my second love—a white '59 Vette with a red interior and black convertible top.

Iola was calling me but the trouble was that I had never heard of the place or been there. With the encouragement of two really great friends, Jim Baker and Jim Peters, we set out to Iola for the 1985 Swap Meet and Car Show. OMG!!!! I thought I was in HEAVEN and all the “CAR GODS” were leading me to the promise land of **CORVETTES**. As we approached the Corvette Corral, my heart skipped several beats and my eyes focused on the most beautiful site—a 1959 white—oh hell, you know the rest—sitting there in REGAL splendor, just waiting for a new owner to talk to the present owner, John.

“It's not for sale” was the first response from him. I responded, “can we at least talk about the car?”

“Sure, it's a 59 and I am the original owner. It's has a 283 V8, 4 barrel Stromberg carb, 3 speed stick, a Wonder Bar radio a manual soft top---AND IT'S NOT FOR SALE.”

Well, Jim and Jim went on to view the rest of the show (and see the other less important cars in my estimation) and I sat and talked to John about the car. He mentioned what he thought the car was worth (ah ha, he *is* thinking about the sale, I quickly surmised) and I figured that I could wear him down after learning he had several other Vettes a couple years newer - I just let him talk about his love of the “fiberglass queens”. After several hours of wearing him down he agreed to sell the car to me at an agreed upon price — NOW WHAT??? Shari was not here, I didn't have that much money in the checking account (in fact I didn't have that much money to my name — the thought of putting a lien on the boys crossed my mind but quickly vanished) and I thought that where there is a will there is a way, or as I would learn, where there is a will there is a dead guy.

Out of the afternoon sky appeared Jim and Jim to the announcement that John and I had come to an agreement about the car and he would meet me on Sunday morning to exchange the title for a check (and in my mind the title for my life after Shari found out).

Jim Baker did not believe that I really struck a deal; Jim Peters thought I had just signed either a divorce decree or a death wish. The ride home was exciting and filled with several different emotions—the love of finding the car I had searched for and the fear that I may not live long enough to enjoy it after Shari finds out. And of course, Jim Xs 2 did not provide any comfort or reassurance.

We arrived in Cedarburg and Shari was at the neighbors' house, and I thought it would be safe to tell her there because she certainly wouldn't hurt me (as in shoot me) in front of our neighbor, who was a local Lutheran Pastor. I was right, but the look of terror and surprise (can't remember which was more prevalent) was mine to figure out for later that evening. After trying to explain what a great future investment we had just made, my instincts told me I was losing ground and I should just leave well enough alone and open the refrigerator to warm up the house. Well, time has passed and the '59 Vette turned out to be a great investment. Shari still cannot drive it because her legs are not long enough and the seat doesn't move forward, but she has conceded that it is fun and she like to ride in it.

Jim Baker and Jim Peters are still my BOFs and Jim Baker has spent many hours with me working on making improvements to my pride and joy — he treats it like his own and is a source of encouragement and wisdom to me on the restoration of this original beauty.

Proud to be a member of the Ozaukee Corvette Club and enjoy all the beautiful cars our members own. Can't go as fast, but we get there.

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

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.

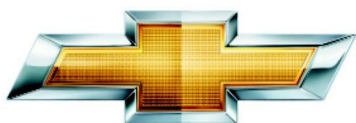
Wanted - P285/40ZR17 driver's side - contact Leon.

2012 Midwest Region Schedule of Events
Last Updated: 06-13-2012

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
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	West Quincy, MO	Great River Corvette Club
7 Low Speeds	22-Jul	Sunday	West Quincy, MO	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	St. Charles, MO	Route 66 Corvette Club, St. Louis Corvette Club
6 Low Speeds	19-Aug	Sunday	St. Charles, 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 -CANCELLED
MWRCS	6-Oct	Saturday	TBD	Midwest Regional Championship Series CANCELLED
MWRCS	7-Oct	Sunday	TBD	Midwest Regional Championship Series CANCELLED
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

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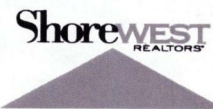
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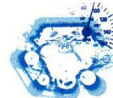
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