

# OZAUKEE GLASS

Official Newsletter of the  
Ozaukee Corvette Club



*Dan Dujmic's 96 Grand Sport*



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

July, 2012 Issue



# THE OZAUKEE CORVETTE CLUB



"Cruisin' Since 1979"

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July 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

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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  
Unless scheduled otherwise



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

Call to Order: Meeting was called to order by Darryl Greene at 6:40 p.m. at the home of Ron and Sue Giese, following a barbeque. There were 17 members in attendance and two guests, Mike and Lillian Gierach. Sue Montana was unable to provide minutes due to no internet service at home, so they were taken by Darryl.

Secretary's Report: Sue Montana read the minutes from the June meeting. A motion was made by Leon to accept the minutes as read, seconded by Llorel.

V-President's Report: Sue Giese went over correspondence that had come to the club. A motion was made by Llorel and seconded by Larry to accept the report.

Treasurer's Report: Jim Baker went over the treasures report and the club's current balance, which is considered to be adequate. Motion was made by Margaret to accept the report and was seconded by Jane.

Website: Darryl Greene stated that the web site is up-to-date. Neither our site nor the newsletter placed in the NCCC contest, but, hopefully, the improvement efforts have resulted in better vehicles of communication for the club. Motion made to accept by Jeff and seconded by Nancy.

Advertising: Due to Sue and Jeff being involved in moving this month, Darryl contacted all advertisers by email regarding August renewals, and Sue will follow up with phone calls to those who have not responded within a two week period. Members discussed a suggestion by one of our advertisers to crosslink web site at no charge and this was considered to be a win-win for all parties. Motion to approve the report was made by Frank and seconded by Margaret.

Membership: Ron Giese gave his report and we welcomed Mike and Lillian Gierach who are considering joining the club. They have a beautiful 81 with a modified high horsepower small block. A motion was made by Llorel, seconded by Leon to accept the report.

50/50 Drawing: Susie S won the 50/50 drawing.

Newsletter report: See previous comments regarding the NCCC contest.

NCCC: Wayne Richter was unable to attend the meeting, but members were encouraged to check links to the upcoming Corvette Tribute at Road America on 8/19.

### **Old Business**

Parades - it was emphasized that only current members may drive due to insurance and potential liabilities.

EVS Show: Jeff will secure commitments from members for the various tasks required at the show. He and Sue will acquire necessary materials from the club's storage unit. A meeting will be held July 18th at EVS Port Washington to review details.

### **New Business**

Fish Day parade July 21 - members were encouraged to attend, especially with the compensation offered by the Fish Day organization. We will meet at the Port Washington Sentry store at I-43 exit 100 at 9:05 and leave at 9:20 for lineup at 9:30. The parade starts at 10:00 and we are position 60. Some members will also enter the car show afterward at the park on the bluff.

Sue Montana will set up a miniature golf outing in September, and Jeff suggested a future Route 66 cruise.

Members were enthusiastic about summer meeting venues and formats and the group voted to again meet at the Flipside Cafe.

Motion for adjournment was made by Sheila and seconded by Jane at 7:45 p.m.

The next meeting will be August 19 at 5pm at the Flipside Cafe, Grafton for dinner followed by the meeting.

## Upcoming Events

- July 21 Fish Day parade
- August 21 Brew City Cruise-in, Highland House restaurant

## Tech Tips

### Tech Tip- Ignition part 2

### High Energy and OptiSpark Ignition

Welcome to the mid 1970's, and increased emission standards. Many of you remember this was a somewhat stressful time of transition for many of us. Many felt the supercar era coming to a forced end. Our Corvettes were losing engine choices, power was dropping dramatically, and rubber bumpers were being added where our gorgeous chrome used to reside. With the advent of unleaded fuel, came lower compression ratio engines; because when lead was removed from fuel, the octane rating dropped dramatically. Back when 11:1 compression was common, and Super Cars of all makes roamed the streets; Super Shell, Chevron Supreme, and Mobil Super Premium were all 98 to 101 octane with just the addition of the Ethyl Corporation's tetra ethylene lead to the regular leaded 94 octane. It may interest you to know that 94 octane regular still had ethylene lead, just smaller amounts- remember, it was still "leaded regular".



Tetraethylene lead was a cheap easy octane builder invented by DuPont and General Motors during World War II for use in aircraft. GM and DuPont formed the Ethyl Corporation to make and market this wonder chemical for fuel. It was felt that it would be extremely expensive to build the octane levels by refining unleaded fuel to the high octane levels needed in Corvettes past and present. Some Shell engineers felt that 98 octane leaded Super Shell selling at 32.9 a gallon would need to be priced at \$1.39 a gallon for unleaded 96 octane Super Shell in 1972. To put in perspective, that would be \$13.90 a gallon in today's pricing! Take the lead out of plain regular fuel, and you were down to 82 to 84 octane. This octane was just too low for any car to run on, and the refiners had to add a lot of additional processes just to refine the fuel up to 87 octane. 92 or 93 lead free premium was still a few years off, because of the added technology yet to be invented. You may recall, the oil companies were allowed to sell leaded regular and premium for older cars in the early 1970's. Along with the octane challenge, was the soon to be equipped catalytic converter Corvettes. Lead in the fuel would coat the catalyst pieces and render these expensive converters useless. Fuel tank restrictors for smaller gas pump nozzles that pumped unleaded fuel seemed to solve this issue. This was a very depressing time for many of us

One thing the GM engineers discovered very early on, were the problems they had with cat converters if there was a misfire, and raw/ unburned fuel went into the cat. Converter temperatures would soar! There was definitely a need for a very powerful ignition system to be able to fire the plugs under all conditions. Pre 1971 Corvettes using leaded fuel were jetted to run on 11:1/ 13:1 air/ fuel ratios. These same air/ fuel ratios were way too rich, and would cause the catalytic converters to turn red hot and cause fiberglass floors to melt, and burn carpeting in steel



bodied cars. The answer was to lean out the air/fuel mixture so the catalyst could perform and convert exhaust gases. They found that the ideal compromise air/ fuel ratio was 14.7:1 otherwise known as Stoichiometric air/fuel ratio. The H.E.I. ignition fired off these leaner mixtures and solved the lean misfire issues. To this day, every car on the road is programmed to run 99% of the time at 14.7 to 1 air/ fuel ratio at a much reduced converter temperature. The Tech Tip here is to be certain that the catalyst is not obstructed and air is allowed to circulate around it if you are modifying, changing your exhaust system, or adding any underbody accessories. There are many good reasons the cat is located exactly where it is. Chevy provides carefully engineered clearances so that a catalyst operating at 1700 degrees poses no danger to the Corvette. This is the reason that the EPA strictly regulates placement and use of these devices on cars. As a side note, you may be interested to know that it is illegal to use a catalytic converter on an older car that was never equipped with one! This came about because of some well meaning restorers that transplanted a LS-1 in older 1950 and 1960 supercars. They also wanted their older cars to run as clean as the new cars being sold. Unfortunately, they lacked the engineering expertise needed to properly place the cat converters. Temperatures rose to dangerous levels, and some cars were destroyed from fire. So if you want to put a LS-3 or LS7 motor in a 60's or 70's Corvette or other GM car, this is a great engine to use; just don't add cat converters to the exhaust! It is perfectly legal to NOT use cat converters on these older Corvettes.

Besides having to make the Corvette run and perform on a less powerful fuel, they also had very strict emission levels that had to be conformed to. The problem with lean fuel mixtures was low combustion levels. Engines experienced "lean misfire". The carburetors were not versatile or accurate enough to keep and maintain a constant 14.7 to 1 air/ fuel ratio. This spelled the end of carburetion. Fuel injection was the answer, but the cost was still too high. By the late 70's, the Corvette was down to a pitiful 165 net horsepower, and was hardly able to get out of its' own way. However, it was running clean, and still running faster than just about any other



Yes, your vette has a lot of bling, Ron, but don't let it go to your head!

new car on the road. These were some very sad days for GM and the Corvette faithful. Many of you recall the sudden desire to own a C-2 (1963 to 1967), because they still performed somewhat well on the newer low lead premium fuels that were still available and they took us back to a happier time in our lives. The new High Energy Ignition systems could ignite the lean running new 1975 to 1981 Corvettes, and help them pass Federal Emission tests while still using electric Quadrajet carburetors. They needed clean efficient fuel injection Corvettes, but just couldn't dedicate enough engineering talent to make it happen sooner. Ironically, as pathetic as the performance was, the sales figures were some of the highest in Corvette history- over 315,000 Corvettes, averaging over 45,000 each year for 7 years (1975 to 1981)! Pretty spectacular when you consider that there were "only" 414,000 Corvettes built between 1953 and 1974!

Here is the Tech Tip and precautionary warning again...Be advised these are very powerful ignitions. 50,000 volts at ½ amp of current flow. We can't emphasize enough that one treat the GM HEI system with care and great respect. These systems are very powerful, with 2 ½ times the voltage and 5 times the current (amperage) of point type ignitions. The voltage produced is very violent, and can hurt you. When a HEI distributor cap has aged, and the coil has to produce 12,000 volts to just make the plugs fire at idle, just the simple act of touching the cap to adjust the engine timing can cause you to become a very reliable conductor of current and the new ground for the ignition! The end result could be very painful and dangerous. The Tech Tip is to be aware of the conditions you are working in. DO NOT stand in areas of moisture, and DO replace old caps, rotors, and ignition wires that could leak out stray voltage before touching the distributor to set the timing. Please be very careful when working around HEI ignition. Also, never operate HEI with the plug wires pulled off the spark plug because the full 50,000 is attempting to ignite a missing spark plug. The added stress of all this high voltage can cause the H.E.I module to burn out. Raw fuel is still being drawn into the engine, then going into the cat converter causing unsafe increased operating temperatures. There is a lot to think about. Next month we will complete our discussion of H.E.I and OptiSpark ignitions.

Save the Wave,

Jeff Myers

## Corvette of the Month

Dan and Desiree Dujmic's 96 Grand Sport

After nearly three years of searching, I have purchased a 1996 GS Coupe VIN #154 to add to its sibling VIN #82 2011 GS CRM Coupe. I Passed on many black leather interior GS coupes because the red leather interior is stunning(and rare) against the admiral blue paint. I found the car in Baltimore , MD , Full history and documentation since the first owner ( I am the 4th owner)

- Red leather Interior Coupe with 7008 original miles, Z51 Suspension
- All original except the Battery , Oil Filter and Air Filter (even the OEM license plate screws LOL)
- Bloomington Gold Top Flight Winner
- 1 of 1000 Grand Sports made in 1996
- 1 of 810 Coupes (there were 190 convertibles)
- 1 of 86 coupes with Red interior and Z51 Handling Package



Looking forward to many shows this summer specifically trying for NCRS(national corvette restoration society) Top flight award

as well as going for the Gold Spinner Award. A Corvette has to have Bloomington Gold and Top Flight NCRS award before it is eligible for the Vettefest Gold spinner Award. Get this though.. (from what I am being told) you only have one shot at gold spinner award. Everything has to be near perfect..

Looking forward to sharing this car with all the members in OCC.. Thanks for getting me hooked on the best hobby (vice) in the world.. Nothing beats corvettes.

### **Roundabouts or Round Abouts..... An observation**

We are seeing more and more of these European styled traffic control intersections in our communities. Saukville/ Port Washington have 3 of these in a 300 meter stretch on Hwy 33- a regular 3 ring circus! A lot of folks are reluctant to use these marvels of traffic management, but let us look at all the advantages...

11. Everyone now has a skid pad close to home. You can take your Corvette on a circular trip, and test the lateral grip of your tires. Those of you with a C-6, with Heads-Up display. can actually measure the G-Force reached before the tires go away; allowing you to spin hopelessly out of control. Sort of your own little private NCCC event!
10. You don't have to come to a stop! You merely roll into the circle and remember to yield to anyone coming from your left. The neat thing is, you get to practice your California rolling stop without risking a ticket!
9. You can't possibly get T-Boned, because the traffic flows in a circle - unless some moron stops, and you rear end them.
8. You learn to aggressively stick your nose into the traffic flow, and it feels remarkably good! Aggressive is good!
7. You learn, very quickly, the difference between clock-wise and counter clock- wise, or you will create a terrible mess - ouch!
6. You aggressive Corvette types can practice your drifting techniques as you drive around and around the circle, hangin' your rear end out, while watching the cloud of smoke billowing off of your rear tires, roasting the tread off your tires.
5. The drifting of your car is a lesson on economics - it always costs more than you ever dreamed. Those tires are really high dollar, and the positraction clutches will need some attention eventually - double ouch.
4. There are no stop lights to stop for. Also, none of those pesky high dollar spun aluminum light poles. You take out one of those, and the bill from the Village will choke a fairly good sized mule!
3. You will save fuel and a lot of money, because you are not sitting around waiting for your turn to cross the intersection. You will save even more money, because you can't get arrested for doing a burnout, because you are so flamed out at the idiots taking too much time to move across an intersection.

2. If you forgot something at home, you can enter the circle, do a 360 degree turn and exit heading back the way you just came from without doing an illegal u-turn - Now that is huge, and a great time to practice your drifting technique.
1. And the number 1 reason traffic circles are so cool is, you can set up timed races between the 3 circles in Saukville after you have perfected your drifting and acceleration technique! Just imagine, blasting down hwy 33, entering circle #1, do a 720 degree romp (that's 2 times around) continue to the next circle and the next - you get the idea. After completing your 720 degree romp around each circle, both ways, the contest is over - low time wins! What great fun. Who knows, this could really catch on, and Saukville could become the Corvette drifting capital of the world! Can you imagine the test drives at EVS?

Save the Wave in a circular way...

Jeff

## **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, new exhaust from catalytic converter back, including OEM mufflers, shop manuals, new radio/CD and speakers, custom car cover, real paint custom pin striping. Asking \$10,900 or make offer. Other minor car stuff to go with.

Ron Giese

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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](mailto:richterway@sbcglobal.net)

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

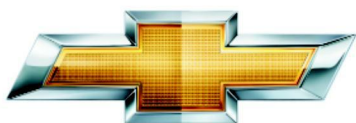


**2012 Midwest Region Schedule of Events**  
**Last Updated: 06-13-2012**

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 <b>-CANCELLED</b>
MWRCS	6-Oct	Saturday	TBD	Midwest Regional Championship Series <b>CANCELLED</b>
MWRCS	7-Oct	Sunday	TBD	Midwest Regional Championship Series <b>CANCELLED</b>
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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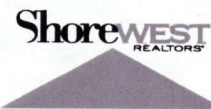
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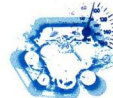
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