

# OZAUKEE GLASS

Official Newsletter of the  
Ozaukee Corvette Club



*Stephen Light's '66 Big Block*



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

August, 2012 Issue



# THE OZAUKEE CORVETTE CLUB



"Cruisin' Since 1979"

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August 2012

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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 5pm on the 3rd Sunday of the month at:

Flip Side Cafe  
Cheyenne Court - Grafton  
262-474-0140

Dinner at 5:00 and meeting afterwards



## Ozaukee Corvette Club Meeting Minutes - August 19, 2012

Call to Order: Meeting was called to order by President Darryl Greene at 6:00 p.m. at Flipside Restaurant in Grafton. There were 11 members in attendance.

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

V-President's Report: Sue Giese was not at the meeting.

Treasurer's Report: Jim Baker went over the treasurers report and also went over the results of the EVS Car Show. After a long discussion, it was decided that we might have to make a few changes.

Advertising: Sue Montana reported we are receiving checks from advertisers & the rest will be contacted this week.

Membership: Ron Giese was not at the meeting. Darryl reported that we had 2 new members.

NCCC: Wayne Richter gave a report about Road America .

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

Website: President Greene stated the web site is all up-to-date.

### **New Business**

EVS Car Show: Aug 12th – Jeff Myers & Jim Baker reported on the Car Show. The members exchanged their thoughts & ideas on how to better the show next year. They also wanted to thank everyone that helped. We could not do this without club member's help.

Miniature Golf: Sue & Jeff Myers are planning a miniature golf outing – more will be posted on the web sight.

After some discussion about our monthly meeting place, a motion was made and voted on to meet monthly at the Flipside Restaurant - meeting at 6:00pm . If you want to have dinner there be there around 5:00pm . Members are encouraged to come for dinner since the Flip Side is guaranteeing the room monthly for our meetings. Our meeting time will not change with the season.

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

The next meeting will be Sept 16th, 2012 at Flipside – at 5:00pm.

Respectfully submitted,  
Sue Montana-Myers, Secretary

### **Upcoming Events**

- August 26 - KMCC Custom Car Show Sheboygan
- Miniature Golf & Eats outing - see calendar for update
- October 6 Round Robin - please let us know if you want to volunteer your home for salad, main entree or dessert.

### **Tech Tips**

Tech Tip- Ignition Part 3

Distributorless Ignition

Distributorless Ignition is the most powerful ignition GM has ever created, and signaled by microprocessors- welcome to the 21st century and the true golden age of Corvettes. Ironically, we sure could have used this back in the 1960s with all the high compression engines and high octane leaded premium...ah those were the days, but were they? Those older 1960 to 1972 Corvettes weighed 3200 to 3500 lbs., had questionable fit and finish, maybe turned a skid pad at .7 G's, averaged an over rated gross horsepower of 300 to 350 horsepower, ran the quarter mile in 14.2 to 15.5 seconds, and delivered a consistent 12 miles per gallon, while creating exhaust gases that could knock you out. Corvettes today weigh a little less, handle much better with a lateral (side to side) 1.0 G's on a skid pad, range in horsepower from an LS1 @ 350 to a ZR-1 equipped LS 9 @ 638, run a quarter mile between 12.85 at 105 mph and 10.85 at 128mph, and deliver over 26 mpg while releasing such low emissions that pollutants are measured in parts per

million! A lot of this is due to the technology of this latest ignition found on all C-5 and C-6 Corvettes. This newest “distributorless” ignition will fire a plug submerged in oil with a huge .050 gap! I have witnessed a power demonstration of this GM system, where it ignited a plug submerged in 1 gallon of motor oil, and blew all the oil out of the container, sending it straight up in the air. Some engineers were concerned that the supercharged ZR1 would blow the flame out on the plugs with this ignition- not going to happen. This is an extremely powerful ignition, and one to be respected when one is working around it.

Our mandatory precaution and Tech Tip is to make certain that everyone understands that this ignition system is capable of producing 100,000 volts at 1 amp. This is a lethal level of current that can stop a beating heart. If you are going to be working on or around the coils on these engines, just turn everything off, and keep the key fob away from the car- at least 25 feet away to prevent the ECM from turning anything on. It is an extremely dependable and simple system with no apparent weaknesses. Perhaps the only questionable area would be the spark plug wires. Lower resistance Magnetic Suppression Wires (MSW wires) would be preferred.

The real beauty of the Corvette coil on plug ignition is its’ simplicity, using a very refined ignition signaling called ‘Hall Effect’. There is actually a ‘notched’ wheel on the crankshaft, and a sensor built into the block behind the starter that



‘reads’ the notches as the motor spins. The sensor pulses each time one of the notches passes by the sensor. There are 7 uniform gaps and 1 larger gap that separate these pulses. When that large gap is read by the sensor that signals the computer that cylinder #1 is firing. The rest of the cylinders in the firing order where signaled by the successive notches as the crankshaft turned. These sensor pulses create a signal similar to the magnetic reluctor in a HEI ignition, or a set of points in the first generation ignition found on early Corvettes. However, the notched wheel and magnetic sensor of the 1997 to present ignition systems are far more reliable. The signal produced, and subsequent sine waves created, tell the computer which coil to fire, and which injector to energize. The reliability of this system is just incredible. Real serious horsepower gains are created by Corvette and GM Powertrain engineers using this ignition system as a launching point. Basic high performance hot rodding says one has to get in as much fuel and air as quickly as possible into each engine cylinder, then ignite it, and get it out of the engine after complete combustion as quickly as possible. The LS series motors found in the C-5 and C-6 Corvettes are a model of incredible efficiencies and horsepower. How is it possible that a 6.2 liter 367 cu. in. LS-3, with dual mode exhaust, can produce a conservative 436 horsepower compared to a 7.0 liter 427 solid lifter carbureted tri-power L-71 from the mid sixties producing 435 somewhat optimistic gross horsepower? It actually gets ridiculous when you compare apples to apples or the ZO-6, 7 liter/ 427 LS-7 to the 1967 Big Block 7 liter L-71. The LS-7 produces a very conservative 505 net horsepower while delivering @ 24 mpg. The 1967 Corvette’s L-71/ 427 produces a gross horsepower of 435 and a more realistic 385 net horsepower while delivering anywhere from 4 to 12 mpg. Also, the added weight of the big block makes the ’67 a somewhat nose heavy car.



The answer to all these new efficiencies lie in all the new technologies we have learned over the last 40 years. New plastic resins from our Space Program are used in the intake plenums. The use of computers in 1981 Corvettes monitored 5 sensors and made 20 decisions a second per sensor to increase mileage and power. Now we have progressed in speed (baud rate) and power monitoring over 20 sensors making well over 20,000 decisions per second per sensor to extract more mileage and horsepower while producing practically zero tail pipe emissions. Other groundbreaking technologies used on late model Corvettes are extensive use of aluminum in the heads and block. Improved engine and transmission cooling, as well as newer higher lift roller camshafts with larger sodium filled valves and “beehive” shaped valve springs that cancelled out destructive harmonics that limited valve lift. However, when used together as a complete system, the LS family of engines is able to bring more air into a given space, add precise amounts of fuel at the exact moment needed to fill the cylinders better and more completely. Then, just as efficiently, extract the exhaust while measuring how well the engine burned the fuel and giving the computer feedback so that the next injections of fuel were adjusted to give the latest efficiencies at a rate of 20,000 times a second! Just a walk in the park for the LS engine equipped Corvette. In the near future, the LS family of motors will benefit from Direct Fuel Injection with a variable phased camshaft. This innovation should yield @450 honest horsepower that we could see in the new C-7. Next month, the final installment on Corvette ignitions.

Save the Wave,  
Jeff Myers

### **Corvette of the Month** Stephen Light's 1966 Coupe

My father owned one of the first 1955 two seat Thunderbirds. But by the time I was 14 it was gone, just another used car he sold. My first car, was a hand me down Ford Fairlane 500 hardtop sedan, that my mother, and then my older brother, drove for 65,000 miles never realizing it had a police interceptor engine with solid lifters installed.

In hindsight, I laugh at all the STP and Bardahl that went into the oil pan to quiet the lifter noise, to no avail. My first real experience with a Corvette and the moment that shaped my desire to have one, happened when I was an engineering student at Colorado State University. I vividly recall one afternoon leaving the engineering building into a bright Colorado Spring day and seeing one of the local kids driving past in a new

sky blue, (now I know it was Marina blue), big block 1966 Corvette roadster with side pipes. What a sight! What a sound! As I got onto my bicycle to ride back to my dorm, I promised myself that if the opportunity ever presented itself, I'd have one. That was 20 Corvettes ago, but the black 1966 coupe my wife and I own is the result of that afternoon.



The coupe in the picture has a storied past as do many of the older Corvettes. While the first owner is unknown, I was able to locate and speak to owner number two (1973-1981), and I bought the car from the estate of number three. Number two bought the car from the original owner who he recalls as a photographer in St. Louis. The second owner's description of the car in short hand would have been, "Road hard and put up wet." Lots of body damage but no frame damage, and a worn out motor. Original Kelsey Hayes knock-off wheels but worn out spindles and splines. And side pipes that had been grounded more than once. You get the picture. So this owner did a full engine rebuild including decking the block with a .030 in. rebore, and a cosmetic touch up. During our restoration we learned that "cosmetic" was a gross exaggeration. He must have thought this was an old fiberglass boat based on what damage we had to repair before we could get to the real stuff. But back then a broken Corvette was just a used car and fiberglass was something few body and fender men understood.

The third owner was a collector who purchased the car in early 1981, and drove it less than 1,000 miles before his death in 2008, when I bought it. I was particularly attracted to this car as it was fully optioned including a 427/390hp motor, close ratio four speed transmission, factory air conditioning, power steering, power brakes, positraction 3.70 axle, power windows, factory leather, emergency brake light flasher, high end radio, and tuxedo black paint.

While the Protect-o-Plate was long gone, the trim tag was still in place and matched the vehicle. Little did I know that when the paint came off, some real challenges would show up. After I inspected it and drove it a very short distance, I had the car shipped to Raleigh, North Carolina where my wife and I were living. When it came off the truck, the restorer I



was going to use was delighted. I thought he was happy to see such a great car, but in retrospect I now think he was happy to see that he'd have at least a year's work for his shop.

So I drove it off and on for a few months, and with winter 2008 coming, I decided it was time to give it a fresh coat of paint, some new carpets and freshen the interior. Besides it always smelled like gasoline. But as that process began, and each day revealed another challenge to my plan, I debated just bolting it back together and unloading it.

In the midst of this the car was looking pretty grim so my wife Carolyn, to whom cars are anything but personal, wasn't overly supportive of the project despite my promises that it would turnout fine. In the summer of 2009, with the car in pieces, and baskets, and boxes, Carolyn and I visited some family in Cincinnati and had occasion to tour the Cincinnati Art Museum with them. And there, in the rotunda of this 100+ year old Greek marble edifice, was an absolutely perfect silver, fuel injected, 1963 split window on a viewing stand described in glowing terms as, "The best example of automotive art in the 20<sup>th</sup> Century". Now maybe that's an exaggeration, but Carolyn said that if our car could look anything like that one, she'd be supportive of finishing the work I needed to do.



So back in Raleigh, with rekindled enthusiasm, I decided to bring the car to NCRS flight standards and to show it, neither of which were in my earliest plans. The “driver” was about to become a “trailer queen”.

The body was beaten up. It was anything but a ‘no hit’ car. We found chicken wire and an old shop rag serving as a form over which fiberglass was laid to fill a hole over the left rear wheel. We found the car was about an inch shorter than spec



owing to a faulty rear profile from another hit, so we made a template and rebuilt the back end. Fortunately the frame was nearly flawless so shot blasting, repainting, renumbering and shimming brought it back to the factory’s specification. A big decision on the body was what type of paint to use. I decided to go for modern technology including a clear coat which costs 20 points in judging but makes a much prettier car. Bringing the undercarriage and running gear to factory original specifications is another story entirely. As the NCRS judging specs define the car as it was delivered by the dealer on day one, things like ball joints must be riveted, not bolted, which shows they’ve been replaced. The proper filters, wire ties, stickers and minor details all add up if you don’t have them, and add up if you want to buy them. One of the most remarkable things I learned in the process was that you can essentially build a new car from scratch through parts available from dozens of Corvette supply houses. If you want one that’s close to original, that feels the same and looks the same, you can do that too, for a lot less and a lot faster.

So the day of the first show arrived. I trailered the car from Raleigh to Sevierville, Tennessee, about 400 miles, and not too far from Gatlinburg. Corvette Expo, held in Sevierville each year is a big show with an associated Corvette auction. It also hosts the South Central chapter’s annual judging show so there were judges with all levels of credentials, from beginner to emeritus. Since this was my show #1, and scoring at least a third flight was mandatory to be allowed to show at the National, I was pretty jittery. When it was all over, and that means that at least three people per category were inspecting the car through each of the various NCRS categories, (engine, drive train, operation, exterior, interior, suspension, exhaust, etc) the car earned a Second Flight at chapter level. That was enough to earn entry to the NCRS Nationals that were to be held in Charlotte the summer of 2010, four months hence.

But the judging at National was reported to be tougher with the best judging crews for each category, so it was back to the shop, the catalogs, and changing things I held sacred about the car. Based on the points lost in judging, off came the side pipes, the knock offs, and the head rests. On went the straight under carriage exhaust system complete with new rocker panels, rear fascia and chrome exhaust tips, which if anyone is interested I’d sell very inexpensively. Also on went factory standard wheels and hub caps. Surprisingly when I had to show the spare tire at the Corvette Expo show I learned I had a 15 inch Ford rim. I’d never even looked at it and neither had the restorer. Finding a date code correct 1966 plain Corvette rim was of course, only possible with the aid of the internet. And finally the seats came out so that the headrests could be removed and the leather replaced. While the headrests were factory, they must have come from

another car as 883's trim tag didn't show them. The last challenge before the Nationals was what to do about the missing engine block numbers, lost when the 427 was decked. When I spoke to owner #2 who had the engine rebuilt, he was very clear that the original block was reinstalled after rebuilding. All the date codes on the castings matched with the December 1965 build date. So with his detailed description of the rebuild, and a call to the NCRS for guidance, I felt we'd be on solid ground re-stamping the block number. After all, this is restoration, not preservation, as the NCRS rule book says. So off came the heads, the right amount of scratching was emulated onto the block pad to look like the original broaching marks, and numbers were carefully hammered in.

Then, finishing this all two days before the show, off we went to the NCRS National in Charlotte under the grandstand at the Charlotte Motor Speedway. About 275 of the most beautifully preserved and restored Corvettes you will ever see in one place showed up. Every year, every model, every option was represented. The furthest anyone drove their 'Vette to the show was from Montreal. My car was staged next to that car which looked pretty tired-but it had never



been touched, so it was a true "Survivor Car" with about 50,000 miles on the clock. That was a real lesson to me in that there are lots of ways to enjoy your Corvette. I like mine factory original while you may like yours completely customized, or somewhere in between. I like mine to roar on the track, while you might prefer a more leisurely touring car. One of the beauties of the Corvette and the Corvette hobby is that the car lets us go in so many directions. The car earned a Second Flight at the Nationals about

which I am delighted. Needing to restamp the engine block eliminated any real chance of a Top Flight, but at least we got as close as we could. And now that it's been campaigned, I feel more comfortable driving it around on occasion to keep everything lubed and ready for the next owner who will be my adult daughter, as the car hers in my Will, but not before. Perhaps she'll develop a special bond with the car when it's her turn to drive it weekly.

I've been asked if I'd ever restore another one. The answer is a conditional, "Yes", but not to NCRS standards. I think once is sufficient for that experience. I learned that most of the NCRS cars don't have many options and that's because each option gives you more chances to lose points. I learned about what was involved in building the car the way it was done in the factory back in 1966 in St. Louis when striving for the NCRS specifications. Frankly it makes me really appreciate the quality we enjoy in the current cars, which was just unattainable in the early years. Tolerances were too wide, rattles were expected, and did I mention eight miles per gallon on premium with octane booster in each tank. No one ever dreamed the cars would become collectible.



So that's the recent story of Sn# 111883. Not the Marina blue roadster I saw that day in Colorado, but satisfying now that the restoration has really made this Carolyn's and my new, 1966 Corvette.

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.

## 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

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



1965 Corvette Sting Ray Coupe - Nassau Blue inside and out, 76,461 original miles, 327-300HP - 4 speed. AM-FM radio - Power antenna. Standard 4 wheel disc brakes, standard steering. Custom cover, shop manuals, and original keys. Same owner for last 39 years. Has been in private museum for 25 years. The car is as original as you will find but needs a little TLC to restore it to its original beauty. Asking \$35,000. Contact Jim Baker (262) 377-5346 anytime.

**2012 Midwest Region Schedule of Events**  
**Last Updated: 08-03-2012**

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	Woodstock, 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	Woodstock, 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 <b>-CANCELLED</b>
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 <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

# EVS

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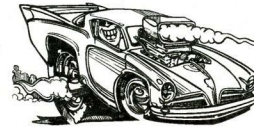
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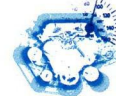
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