

OZAUKEE GLASS

Official Newsletter of the
Ozaukee Corvette Club



Larry Gerbitz' 88



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

September, 2012 Issue



THE OZAUKEE CORVETTE CLUB



"Cruisin' Since 1979"

www.ozaukeecorvetteclub.com

facebook.com/OzaukeeCorvetteClub

September 2012

President: Darryl Greene
VP: Sue Giese
Secretary: Sue Montana
Treasurer: Jim Baker
Governor: Wayne Richter

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 - September 16, 2012

Call to Order: Meeting was called to order by President Darryl Greene at 6:04 p.m. at the Flipside Restaurant in Grafton. There were 19 members in attendance.

New members Ray and Barbara Schunk were present and introductions were made by all. Welcome, Ray and Barbara!

Secretary's Report: Sue Montana-Meyers was not present and minutes were read from the August meeting by Sue Giese

V-President's Report: Sue Giese suggested that we compile an online page of links to members' photos with their vettes. We will poll membership via email about providing digital photos.

Treasurer's Report: Jim Baker went over the treasurers report and updated the club with the current balance.

Advertising: Sue Montana-Meyers was not present and Darryl Greene reported on advertisers who had not yet renewed.

Membership: Ron Giese again welcomed our new members.

NCCC: Wayne Richter updated upcoming conferences and events.

50/50 Drawing was not held due to lack of tickets

Website: President Greene stated the web site is current and suggested that members check the Whats-New page regularly for event and content updates.

New Business

Fall Cruise: members will meet Sunday September 30th at Lake Park on the bluff in Port Washington at 10:10 to leave with other vette owners coming from Slinger. We will cruise up to Sheboygan Falls and meander back to the Five Pillars restaurant in Random Lake for brunch at noon. Cost for brunch is \$13.50 and they will accept cash only. Please sign up online. Those wishing a longer cruise can meet the Hartford group at the Slinger bowling alley on Hwy 60 for their 9:30 departure.

Round Robin October 6th: Appetizers will be hosted by Sue & Jeff and dessert at Jay Brown's. We still need a host for the salad / entree. Please sign up online.

Annual Dues to be received by 10/15. Due to NCCC penalties, dues received after 11/1 will require a \$10 additional assessment.

Nominations will be accepted at the October 21st meeting. The vice president position is open and members were encouraged to consider nominations for other positions, as well. Jim Baker, though he and Llorel will be out of town for the October meeting, agreed that he is willing to again serve as treasurer. We agreed that this would satisfy the by-laws in regard to nomination acceptance. After three seasons of being the parade chair, Margaret Greene is giving up the position, which is now open. Thank you for your great work, Margaret!

Sue Giese suggested that we check meeting times in regard to evening Packer games. We looked at the schedule and there are no conflicts in the regular season.

Motion for adjournment was made by Ron Giese and seconded by Jay Brown at 7: 12 p.m.

The next meeting will be October 21st 5:00 pm at the Flipside.

Upcoming Events

- September 30th Fall Cruise
- October 6 Round Robin - please let us know if you want to volunteer your home for salad/main entree.

Tech Tips

Tech Tip- Ignition Final Part

Distributorless Ignition

This final part of DIS or Distributorless Ignition Systems begins with a precaution. These C-5 and C-6 ignitions can produce up to 100,000 volts at 1 amp- a lethal level of current that can stop a beating heart or definitely ruin your day. The Tech Tip is to treat these systems with tremendous respect, or hire only qualified professionals to work on your Corvette.

Last month, under precautions, I wrote that one should keep the key fob away from the Corvette when work is being performed so that the computer does not accidentally energize the ignition. The ignition system is also affected by the Vehicle Anti Theft System, or VATS. The C-5 is difficult, and the C-6 Corvette is impossible to steal by the average joy rider, as well as the seasoned pro. That is because the Corvette uses a seamless sequence to start the car. When one approaches the Corvette with the key fob in your pocket, the car literally wakes up, system by system, and performs a series of self checks. Much of the VATS system operation is very confidential and guarded by GM, but what we are allowed to know is nothing short of remarkable. The Corvette expects to be started and driven, and is waiting for you to depress the start button. When one presses the start button, that is only a request. All one has to do is press the button and the Corvette transmits a signal that is received by the fob and in turn returns the signal to the transmitter in the dash. (You can actually find the Federal Communications Commission frequency code on the fob and in the owner's manual). The engine will crank over until a rate of 500 rpm is achieved and the fuel pump will pressurize the fuel injectors. Once 500 rpm is read by the crankshaft



Jim is still waiting for his trophy...

sensor, the fuel injectors are energized and the ignition coils are turned loose to deliver as much voltage as is needed to fire the freshly injected fuel. This entire sequence happens at the speed of electricity except for the spin up of the engine to 500 rpm. Now, let's say that someone jumps into your C-6 and pushes the start button without a key fob. The display will tell the thief, "No key fob detected". There will be no wireless radio transmission received and returned to the dash transmitter. The VATS system will shut down and lock the fuel and ignition system, preventing the vehicle from starting. With your OnStar subscription, your Corvette will send a signal via satellite to OnStar that the bad guys are attempting to steal your Corvette. If these same bad guys try to tow your car, thinking they will get your car running at their hideaway, the OnStar system will see the change in longitude and latitude and signal the VATS system to lockdown and render all systems offline until your Corvette VATS is reset at your dealer. In addition, OnStar will notify you and the local police, and track the exact location of your Corvette. This is a little known feature of OnStar, making it similar to Lojack. The computer and VATS controlled ignition is a huge part of the theft deterrent system, and the reason it is practically impossible to steal a C-6. However, thieves have resorted to taking the fob (usually at gunpoint) and driving

off. Owners merely call OnStar, and report the theft with their code, and OnStar will track the car and can even disable the ignition system to prevent high speed escape by the bad guys. I think we can agree that this ignition is very special on many levels.

Earlier we said this distributorless ignition uses 8 separate coils located just above the spark plug it will be responsible for firing. There are excellent GM weatherproof electrical connectors that connect the individual coil to the computer and to the master wiring loom. Because these coils are being turned on and off for the purpose of firing their designated cylinder, they have a lot of time to cool down between firings, and are not prone to burn out and failure. The Tech Tip is to NOT ever repair, but always replace any computer or fuel injection wiring harness that have been cut or spliced. It is highly unlikely that you will ever experience a cut wire anywhere on the LS wiring harness, but if you do, be forewarned that any break in a wire that is repaired with a splice or a terminal crimper will cause a 1/10th volt drop. Considering that the data from the

Corvettes various sensors are measure in millivolts, an error of 1/10th volt is huge! Also, do NOT ever puncture the insulation on these wires with a circuit tester, because moisture can now get in and start corroding the copper wire. The voltage drop will be much more than 1/10th volt and the wires will be rendered as junk. The Tech Tip here is to carefully inspect a Corvette you are considering, that has had the wiring harness cut, spliced, and taped over. Why? All the various cuts call for voltage drops that exceed the sensor's specifications. A new under hood GM harness will run you north of \$400.00!! Ask your Corvette tech how he checks or tests wires. Does he test from the connector pin ends by back probing (this is the correct way), or does he puncture



the wire? Great techs understand the cause and effect of proper testing by not puncturing the wire insulation. These are important questions to ask, that will save you a lot of grief and money down the road. When GM builds a wire harness, a great deal of care is taken to be certain the correct voltage is getting from the sensor to the computer. For example, barometric readings are converted into voltage by the sensor using resistance in varying amounts to tell the computer when the weather is changing, or you are going up in altitude. Being off 1/10th volt may have your Corvette thinking it is in Death Valley at 120 feet below sea level; when it fact it is in Grafton at somewhere around 700 ft above sea level (. Also, don't think you are offending someone by asking how they do their work on your Corvette. Always remember the key words here are "your Corvette". The real good Corvette techs love these cars as much as we do, and they understand how particular the Corvette owner can be. If you are thinking this isn't very important, because you are not real big on confrontation; perhaps the high price of a new wire harnesses will change your mind. So the real Tech tip is to ask relevant questions to help you find the best tech at the best shop in your area. When you find a guy (or gal) that you feel confident working on your Corvette, get to know them well, stay with them, and follow them if they change employers. You might even remember their birthday, and put them on your Christmas card list- yes it is that important! Ask Jim Russell the importance of having a great Corvette Tech working for you.

Another Tech Tip with these LS ignitions is what to do when a coil does fail. This could save you a few dollars. In the rare case when a coil stops working, you will hear a very audible miss that sounds like a consistent dull thud. When a scan tool is connected to your Corvette, the scanner has the ability to count engine misfires on any cylinder as logged into the ECM. Typically, the tech will clear the counter while the engine is idling and watch for a new building count of misfires on a particular cylinder. Let us say that #5 cylinder is showing 2200 misfirings, but the cylinder directly across is #6 and it is also showing 900 misfirings. All the other cylinders are showing zero misfire. The temptation is to buy 2 new coils for cylinders 5 and 6- just buy 1 coil for #5. Install the new coil, make all connections on #5 and start the engine. Low and behold all cylinders will be firing perfectly at zero misfire! Without going into a lot of complicated theory, #6 was experiencing what we will call “sympathy” misfirings. It has to do with the nature of upset fuel and airflow as read by the oxygen sensor on the exhaust, and a lot of other complicated things. Just take my word on this, and experience this phenomena if it ever happens to you. If you don’t believe me, well... you can always buy 2 coils.

The simplicity of this system operation is based on operation of only 1 moving part- the crankshaft chopper wheel. The signals to fire each coil come from the vehicle computer that is coordinated in sequence with the injection of fuel. The advance and retard of the ignition event is determined by all the information gathered by the vehicle sensors and coordinated by the vehicle computer. All this is done to harness the tremendous power created by these ignition coils, to fire off the fuel mixture regardless of the situation the engine is operating. To further build the reliability of this system, GM uses spark plugs that are coated with iridium on the electrode end. The use of high quality platinum plugs is ok, but not required. However, the Tech Tip is to prevent damage to cylinder heads on your LS series motors is to coat the spark plug threads with an extremely thin coating of Never Seize to the spark plug threads. Because the spark plugs are made of steel, and the cylinder heads are aluminum; dissimilar metal corrosion will take place. Considering the few miles we drive our Corvettes each year, it could be 10 to 15 years or more before we consider replacing spark plugs. The corrosion between steel and aluminum has very little to do with miles, only time. If you have not coated the steel spark plug threads, chances are very good that you will “pull” the aluminum threads from the heads. Translation- your spark plugs have seized the softer aluminum into their threads and you cannot put a new spark plug back into the engine until you have repaired the head with new plug thread inserts. However, your engine will not behave the same, because these new inserts are steel, and will affect how the spark plug fires due to heat range differences caused by the inserts in the plugs. Most Corvette owners end up replacing their cylinder heads at great expense. You or your technician can perform this Never Seize fix very easily, and the end result will save you considerable expense down the road.

This tech tip article is somewhat short, because the system is very simple, and extremely reliable. As a testament to the reliability of this system, the aftermarket companies like MSD are offering bolt on 8 coil Hall Effect systems for older small and big block Chevy engines. Their signaling device is a chopper wheel mounted to the crankshaft dampener, with a sensor in a bracket sending signals to a dedicated microprocessor box. Used primarily in competition, users have reported incredible reliability. The results are real, but so is a steep price. However, those of you with C-5 and C-6 Corvettes get this system as part of your LS engine package!

Save the Wave,
Jeff Myers

Corvette of the Month

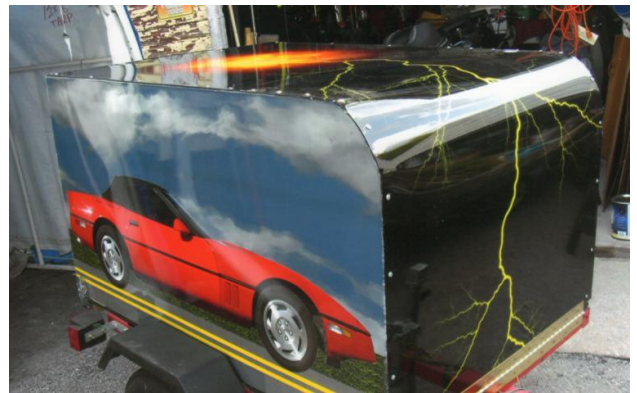
Larry Gerbitz' 1988 Convertible

I have a 1988 Torch Red Convertible with a 350 engine. I love driving my car. I have done the "Round the Lake" in Fond du Lac, driven the track at Road America, and gone to Funfest. I have been to Bloomington Gold where I participated in the road trip on Saturday evening through the countryside where halfway through you go back and meet the rest of the cars coming from the other way. I have been to the EVS Corvette shows and one summer my wife and I drove to several drive-ins with car hops - some on roller skates. I have gone to Corvette Adventures in

Wisconsin Dells and have been in the parade down Main Street.

I built a custom-made Corvette trailer that looks like I am pulling my Corvette behind me. I bought my Corvette to drive and have fun!

Larry Gerbitz



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

414-870-2497

sun.vette@yahoo.com



Z06 plastic pedal car, yellow

Extra decals

Asking \$125

Kathie Bruhn

414 507 3262

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

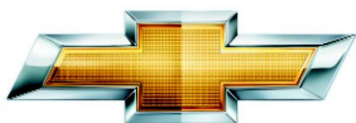
Baker (262) 377-5346 anytime.

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 -CANCELLED
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 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

EVS

ERNIE VON SCHLEDORN



For all Corvette sales & service, visit

THEGMDEALER.COM

CORVETTESPORTS INC.

720 FOREST AVENUE · SHEBOYGAN FALLS, WI 53085



NEW CORVETTE PARTS AND ACCESSORIES
Complete Inventory of Service and Restoration Parts

GENERAL SERVICE AND REPAIR
MECHANICAL REPAIR PARTIAL RESTORATIONS
COMPONENT RESTORATIONS

SPECIALIZING IN CORVETTE SUSPENSIONS
REAR WHEEL BEARINGS - CONTROL ARMS - DIFFERENTIALS

Quality Corvette Parts Rebuilding and Service
Steering Boxes - A-Arms - Powering Steering - Front Coil Springs
Gas Shocks - Rear Springs - Tach Drives - Speedometers

"Call us FIRST or Call us LAST for all your Corvette Needs"

www.corvettesports.com

Phone: (920) 467-2833

Fax: (920) 467-2358

Dan Wrolstad



Direct: 262.375.4108 ext. 331
Office: 262.375.0550
Cell: 414.550.4340
E-mail: dwrolstad@shorewest.com

Cedarburg Office
1245 Cheyenne Ave.
Suite 103
Grafton, WI 53024
Fax: 262.375.9003
shorewest.com

WEST BEND DYNO TUNING LLC



BRAD RIEKKOFF

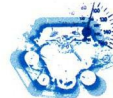
8450 TRADING POST TRAIL
WEST BEND, WI 53090

SHOP PHONE: (262) 692-9035

- SPECIALIZING IN EFI AND CARBURATOR TUNING & PERFORMANCE MODIFICATIONS
- IN HOUSE CHASSIS DYNO
- FULL LINE OF PERFORMANCE PARTS
- WE INSTALL WHAT WE SELL
- FULLY INSURED
- GROUP & CLUB DISCOUNTS AVAILABLE

westbenddyno.com

brad@westbenddyno.com



TRI CITY NATIONAL BANK

WILLIAM T. LENT
Assistant Vice President

W61N529 Washington Avenue
Cedarburg, Wisconsin 53012-1925
262 / 375-7570 • FAX: 262 / 375-7560
E-Mail: d.bodart@tcnb.com
NMLS #474451

HOURS

Monday-Friday 9:00 AM - 6:00 PM
Saturday 9:00 AM - 12 Noon
www.tcnb.com



www.corvetteconnection.net

Bob Steinbacher
262-781-2166

5075 N. 124th Street
Butler, WI 53007

NEW & USED PARTS
Complete Body & Mechanical Repair
Appraisals • Buy and Sell
Pre-Buy Inspections



HARRIS

Dan Koehler
Assistant Vice President
Branch Manager

NMLS: 503489

201 North Main Street
Thiensville, WI 53092
T 262-512-4027
F 262-242-4500
TF 1-888-340-BANK (2265)
daniel.koehler@harrisbank.com



A part of BMO Financial Group

BMO Harris Bank N.A.

Where your ideal electrical dreams become a reality!



Ron Giese

Cell (414) 870-2497
idealelectric@gmail.com

Office (262) 628-1948
Office (414) 774-2968
Fax (262) 628-1288

Jeremy Giese

Cell (414) 704-9914
idealelectric@gmail.com



Recognition Specialists, Inc.

Corporate Awards - Trophies - Plaques
Signage & Nametags
Clocks & Giftware - Ribbons - Medals
In-House Laser Engraving

1201 6th Avenue
Grafton, WI 53024
(262) 377-5528

FAX (262) 377-7178
Email: recspec@wi.rr.com
WEB: www.recognitionspecialists.net

CLIMATE CONTROL VEHICLE STORAGE AT MEQUON STORAGE 262-236-0612

- Temperature between 50 - 80 degrees
- Electric garage door
- Optional outlet for battery charger hookup
- Gated facility with security cameras
- 24/7 access
- Conventional storage also available

MYSTORAGEHOME.COM



6911 W. Donges Bay Road, Mequon WI 53092



Bill Wos
Owner

Automotive Repair Services

(414) 529-TECH
(529-8324)

FAX: (414) 529-8348

4737 S. 108th Street, Greenfield, WI 53228



BFGoodrich gForce T/A KDW
Real racing heritage. Chosen by
Skip Barber Racing Schools



Michelin Pilot Sport A/S Plus
True ultra-high performance
for all seasons and is covered
by a 45,000-mile warranty



**Goodyear Assurance
TripleTred All Season**
Powerful All-Season Traction
80,000 mile tread life limited warranty



Tires Unlimited Automotive Services

1557 N. Wisconsin St. Port Washington 262-284-4414

Now: Also Michelin, BF Goodrich & Uniroyal Authorized Dealer
ASE Certified Technicians - Find us on Facebook

WWW.TIRESUNLIMITEDAUTOMOTIVE.COM

State Farm®
Providing Insurance and Financial Services
Home Office, Bloomington, Illinois 61710



Brandenburg Ins. Agcy., Inc.

4703 Columbia Road
Cedarburg, WI 53012-9196
262-377-0670
www.jimbrandenburginsurance.com



In Memory of Our Friend Eddie Hermann



Famous Thursday Classic Cruise Nights

Open April thru November at 11am



JOHN DEERE

Bob Lauer
President

LAUER EQUIPMENT SALES
1800 Wisconsin Avenue, P.O. Box 3
Grafton, WI 53024-0003
262-377-1910 Fax: 262-377-3411
amlauer@sbcglobal.net www.lauerequipment.com
Service After The Sale