

OZAUKEE GLASS



Official Newsletter of the
Ozaukee Corvette Club



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

May, 2013 Issue



THE OZAUKEE CORVETTE CLUB



"Cruisin' Since 1979"

www.ozaukeecorvetteclub.com

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May 2013

President: Darryl Greene
VP: Ron Giese
Secretary: Sue Montana
Treasurer: Jim Baker
Governor: Wayne Richter
Director: Gregg Goetz

Membership: Jeff Myers
Parades: Thom Brown
Web Master: Darryl Greene
Advertising: Kay Newell
Newsletter: Darryl Greene

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 at 6:00



Ozaukee Corvette Club Meeting Minutes - May 19, 2013

Call to Order: Meeting was called to order by President Darryl Greene at 6:00 p.m. at Flipside Restaurant in Grafton. There were 17 members in attendance.

New member Tom Bednarek was welcomed. Also, new to the club, is Ted Wachs

V-President's Report: Ron Giese, in Jeff's absences, said that there is a window banner available in the \$25-30 range. Jeff has already purchased one.

Treasurer's Report: Jim Baker reviewed the current club balance.

Advertising: Kay Newell had no new new advertisers to report.

NCCC: Wayne Richter reported on the upcoming events: June Sprints, Convention this year in Bowling Green, KY – June 24-28.

Parades - Thom Brown brought us up to date on upcoming summer parades.

Old Business:

Kudos to Ron for efforts organizing the OCC night at Wayne's Drive-in! It has been a great success in its first two weeks.

On-line signup: Darryl reported that he is switching to Google Docs due to server problems with the current Editgrid provider.

New Business:

OCC apparel was discussed and Darryl & Jim Baker will get quotes from two or three suppliers for polo shirts.

Membership voted to discontinue rental of our storage unit in Port Washington. Thom Brown has graciously offered to donate his space for the purpose. Materials must be removed by July 1. Anyone with personal property in the storage unit, please arrange to remove it. If anyone wants the second grill, which is in poor shape, please let us know, otherwise it will be scrapped.

The meeting format was reviewed in light of the difficulty in keeping business to the targeted half hour during busy spring and summer months. It was agreed that necessary time will be spent to effectively review and discuss current business, and the meeting length is to be one hour.

Meeting was adjourned at 7:02.

The next meeting will be June 16th, 2013 at Flipside – at 5:00pm for dinner – 6:00pm for meeting.

Upcoming Events

(See web site calendar for latest information)

5/27 Memorial Day parade: meet at Circle B 8:00 AM and leave at 8:15

6/2 Lions day car show - meet at the Harris Bank Hwy 60 & 12th Ave at 10:45. We will drive in together to set up for the show. Please check the sign-up sheet.

6/2 Trip around lake - for those going leave 33/45 7:45. Consider, however, supporting the Lion car show.

6/4 Brew City 1st car cruise night

6/6 - 6/9 Corvette Adventures in the Dells

6/22 Jackson Car show - free admission

6/29 Thiensville-Mequon parade

6/29 Grafton parade

7/4 Cedarburg parade

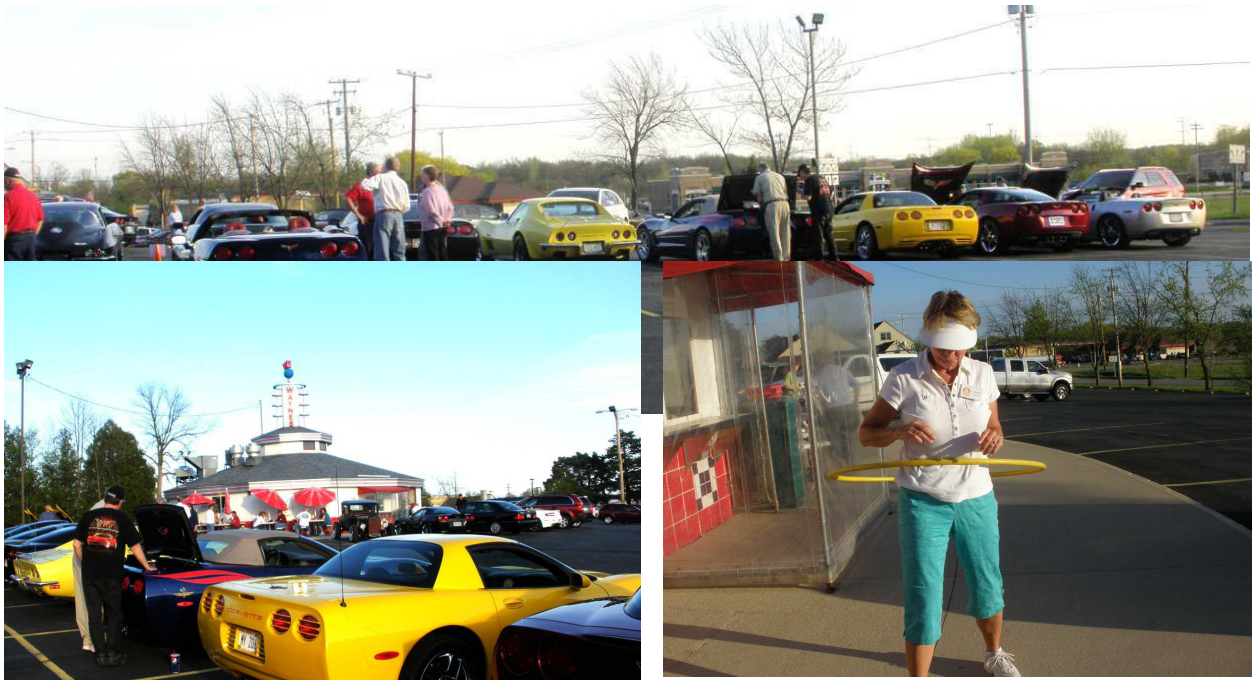
6/16 OCC monthly meeting

7/20 Port Washington Fish Day parade and car show afterward

7/21 OCC monthly meeting

August and forward - see web site calendar

Wednesday OCC Nights at Waynes Drive-In



Classifieds

1990 ZR1 Corvette, black with grey leather interior, original paint and just 50,000 miles. All the car's history and sales items that came with the car including service manuals, sales literature and a cover are part of the deal.

Own a rare piece of Corvette's rich history. This is a beautiful, extremely well cared for example of a very rare Corvette. This is vehicle #141 of only 6939 ZR1's manufactured from 1990 through 1995. The 1990 ZR1 established a number of records including endurance, speed and handling. The styling of the 1990 ZR1 is unique to that model year and was the very first "wide body" Corvette manufactured. In 1991 the styling changed (front end) and the 91 through 95 models looked all the same making the 1990 model year ZR1 unique to all other Corvettes.



1990 to 1995 ZR1 Corvettes engines are the only 4 valve per cylinder, dual overhead cam Corvette engines ever manufactured. VERY RARE and extremely fast. The National Automotive Dealers Association blue book currently values the 1990 ZR1's to be worth from \$24,360 to \$36,350. This car is priced to sell at only a fraction of it's original \$60,000+cost, and much below the current blue book numbers.

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\$19,750.00

Phone Bob (friend of Jim B) at Cell 262-674-4896 or home 262-628-9157, 8AM to 8PM central.

If club members have items for advertisement, please contact Darryl Greene.

Dyno Tuning- 3rd part

In our previous tech tips, we have hopefully addressed clear explanations as to exactly what a dynamometer and dyno tune is. Now, let us say that you think you would like to jump in and have your Corvette 'Dyno Tuned'. Where does one begin? Start by asking questions! Find out who the 'good guys' are out there, and go in and talk things over. You will be asked what you want to accomplish. If you are going to take your Corvette off the road and trailer it to competitive events, the sky is the limit (or at least your bank account will be). However, I suspect most of you will be looking to keep your cars very streetable and add a few horsepower so that you are just a little faster than another club member that has been in the Mid-America Catalog or West Coast Corvette Catalog and added a few go-fast parts.

Some guys, have added a K&N Filter set-up(\$350), and a set of Corsa or Borla exhaust (\$1350). Others have added Kooks tubular exhaust headers (\$1000), a smooth flowing Corsa cross over stainless dual exhaust pipe(\$350), and they may have even bought a plug in power programmer (\$850). Here's a bit of Tech information, there is a misconception that there are "plug-in chips" for the C-5 and C-6. The last cars to have "Chips" or aftermarket plug in microprocessors were pre 1996 Corvettes. Another tech tip is...if a dyno shop is telling a C-5 or C-6 owner they will "put in a new Chip", RUN DO NOT WALK away from this bozo- he does not even know that all GM cars have not used a "chip" in over 15 years, and since he has no clue, he could really hurt your car. OK, back to the Corvette with all the hardware added. A popular misconception is to add up all the advertised horsepower increases from each of these speed equipment components , and think you have really added a lot of horsepower. Here's a real world example of that- K&N says their filter adds 15 HP, Corsa's muffler claims vary, but 18 to 25 HP is claimed in their literature, Kooks Headers says 30 to 60 HP, Corsa's dual cross-over pipe- 8 to 15 HP, and a Diablo power programmer 29 to 35 horsepower. That all adds up to 100 to 150 horsepower on top of the base 430 HP engine. So

now, our Corvette guy thinks he is sporting 530 to 580 HP! In all reality, his car may be a little quicker, and he has bragging rights because he has spent big money, and now knows how 530 to 580 horsepower feels. Truth be known, the Corvette's computer will sense increased intake air flow from the Mass Airflow Sensor because of the K&N air filter, and less exhaust restriction from rapid changes sensed by the Oxygen Sensors because of the Corsas or Borla mufflers, which will cause a leaned out fuel condition. The Corvette computer allows for a small increase in fuel to be sprayed through the injectors if a lean condition is sensed. This is done by increasing the "pulse width" or "on time" of the injectors. This added fuel flow will help to richen up the air/ fuel mixture somewhat, but not as much as may be needed for healthy engine operation. Always remember, GM programs their engine computers for emissions compliance and fuel economy first and foremost. The allowable limits the computer's program will allow, are anywhere between 4% and 6% which translates into only 20 to 25 horsepower, maybe 30 horsepower if one is generous. So, after spending \$3900 on a bunch of add on stuff, the Corvette's computer program will limit the effectiveness to the additional 20 to 25 horsepower you are feeling as you accelerate. Also, that Diablo programmer, as well as other programmers only work above 80% throttle or wide open throttle, and they really don't work very well at that. But, your \$3900 made your C-6 faster than Sue Montana's stock C-6- by a little bit (or 20 to 25 HP)...honest. Oh yes, if you do extensive changes to the computer controlled Corvette engine with all this bolt-on hardware plus bigger injectors, and a higher lift, longer duration camshaft; you will probably set numerous "hard" trouble codes. Your car will run terrible, and you are now going to be speed limited to 85 mph because the 'check engine' light is glowing. When you give up trying to get it to run correctly, and bring your Corvette to the dealer; your Chevy Service Dept. will see all the additional speed equipment and computer modifications, and they will cancel your warranty. Did you really think GM was going to guaranty your engine after you changed their operating parameters? This is one of those examples of a little knowledge being a dangerous thing. Of course, the bad dyno guys, will assure you that they can get all these parts to work in harmony-

more bull pucky. If you insist on trying to make these parts work I will guaranty that Sue's or Harry Zaske's bone stock C-6 will blow your doors off. You may actually find yourself longing for the days when your Corvette was bone stock.

However, this is where the great dyno guys take over. I was communicating with Vince Hausmann, at West Bend Dyno, and Norm Brandes at Westech Auto in Silver Lake, Wi. It is common knowledge that GM has to build the Corvette to satisfy everyone that buys one. Some have said that the Corvette is built in a detuned mode. Well, not exactly. Remember, emission and economy come first...always. The rated horsepower of the LS-2 and LS-3 is a by-product of tremendous efficiencies built into the Corvette LS motors. The Corvette's computer is programmed to satisfy the aggressive driving guy that wants to go fast, as well as the more senior of us, that want to cruise or parade; and occasionally blast down the highway and surprise a few Porsche snobs that actually think they drive a fast car (lol). As I have said in previous tech tips, this program is controlled and determined by 2 variables built into the program called 'Integrator' (short term), and 'Block Learn' (long term) artificial intelligence. Based on the way you drive, your Corvette will change it's operating parameters that determine engine operation. GM calls this the operational matrix. (Jim Russell calls this "Fuzzy Logic.") This way, your Corvette truly becomes your Corvette as your expectations for power, performance, and driveability are met.

Vince, from West Bend Dyno, stated that GM sets their engines in the 70% range. The 30% "left on the table" serves as protection for the engine. GM doesn't ever come close to tuning or running an engine in the ragged edge. This type of thinking goes back to what we just said about the aggressive driver, or the sedate senior that buys a Corvette- that is the plus or minus 4% to 6% built into the stock program. Vince stated that when they "tune" a car, even a stock one, they dial it up to 80 to 85% efficiency. This still leaves a safety margin of 15 to 20% which sits well with the GM computer program that the engineers worked so hard to develop. There are shops that will dial up 90% or more, but they are flirting with engine failure. Just tuning for maximum power does nothing for part throttle or initial start-up, and makes for a poor running car that is not enjoyable.

Unfortunately, most dyno shops focus on Wide Open Throttle (WOT), and shoot for the highest horsepower number possible, so the customer can feel good. Here's the tech tip... If the shop does not pay attention to all three areas of operation (cold start, part throttle cruise, and full throttle) the Corvette will be hard starting, surging or bucking under part throttle, as well as running on the unsafe edge under full throttle- it may really run well, but for how long? Experienced (quality?) dyno shops will always focus on part throttle and full throttle driveability as well as smooth initial start-up and warm-up.

The real interesting thing is, the great dyno tuners, like the 2 gentlemen named, can take a stock Corvette, or those modified K&N air filter/ Corsa exhaust equipped Corvettes, and build some serious legitimate horsepower. For those guys that want even more, like aggressive camshafts, and head porting or supercharging; a great dyno tuner will make the set-up work in harmony with factory-like idle, and part throttle cruise. The real kick is when you experience wide open acceleration with factory-like safety margins. You get what you pay for, because only the experienced dyno tuner can mimic the years of research done by the manufacturer so that a mild or extensively modified car will start, idle, and cruise like a factory car- consistently and safely. Always be aware of the bad guys out there, and ask good questions. With the good guys running the dyno, you can get the most out of any equipment or modifications you are planning, and be rewarded with a Corvette that will in fact be the fastest car on the street, unless, of course, you run up against Darryl Greene and his '84 Z-51!

Save the Wave,

Jeff

The Milwaukee Section of the
Society of Automotive Engineers (S.A.E) will feature
A Corvette Evening - All About the New C7

Presented by Dave McLellan retired Chief Engineer/Chevrolet Corvette

On Wednesday September 11th the Milwaukee Section meeting of SAE will provide an informative and technical program to its members and interested Corvette enthusiasts on the 2014 C7 Corvette. Attendance is limited to 150 maximum for SAE members and area Corvette club members.

Guest speaker for the evening will be Dave McLellan, who's technical presentation will provide more information than any coverage of the C7 that has appeared in various automotive magazines. To support the events of the evening the C7 will be on display.

The cost for the evening is \$20.00 per person including dinner.

Make checks payable to "SAE Milwaukee Section".

Advanced registration is required. Guests and members will arrive at 5:30 PM. Dinner will be served at 6:00 PM with the McLellan presentation scheduled for 7:00PM. No walk in registration will be accepted. Corvette club members will be the guest of Wayne Richter, SAE Board Member & Ozaukee Corvette Club and Kettle Moraine Corvette Club member.

To reserve your spot and guarantee attendance to the event, an early response by July 31st is appreciated.

Wayne Richter
1588 Woodland Drive
Grafton, WI 53024

Contact Wayne at richterway@sbcglobal.net
or by phone at 262-770-0252

Eric Von Schledorn Chevrolet is located at the Highway 33 exit of I-43 in Saukville WI.

The address is 805 East Green Bay Ave Saukville, WI 53080-2618

Cut Here and Mail Now to Register

I / We Plan to attend the Milwaukee Chapter SAE Meeting on September 11th.

Last Name _____ First _____

Last Name _____ First _____

Address _____ City _____ Zip _____

Phone () _____ email _____

Corvette Club/s Affiliation _____

Cost is \$20.00/ person. # of persons _____ X \$20.00 =

A name badge will be waiting for you at registration.

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5:30pm



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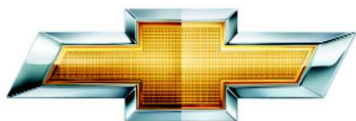
2013 Midwest Region Schedule of Events

Last Updated: 05/10/2013

EVENT	DATE	DAY	LOCATION	HOST CLUB
NCCC Meetings	22-Feb	Friday	St. Louis, MO	NCCC Committee Meetings
Regional Meeting	23-Feb	Saturday	St. Louis, MO	Midwest Region Meeting
Governors Meeting	23-Feb	Saturday	St. Louis, MO	National Governors Meeting
MWR Awards Banquet	16-Mar	Saturday	Countryside, IL	MWR & Windy City Corvettes
3 Rallyes	30-Mar	Saturday	Salem, IL	Little Egypt Corvette Club
3 Rallyes	14-Apr	Sunday	Milan, IL	Midwest Corvettes
2 Concours and 3 PC	21-Apr	Sunday	Tinley Park, IL	Lakeside Corvettes
NCCC Meetings	26-Apr	Friday	St. Louis, MO	NCCC Committee Meetings
Regional Meeting	27-Apr	Saturday	St. Louis, MO	Midwest Region Meeting
Governors Meeting	27-Apr	Saturday	St. Louis, MO	National Governors Meeting
5 Low Speeds	4-May	Saturday	Rantoul, IL	Central Illinois Corvette Club
5 Low Speeds	5-May	Sunday	Rantoul, IL	Rolling Prairie Corvette Club
3 Rallyes	18-May	Saturday	Rosemount, MN	Suburban Corvettes of Minnesota Cancelled
4 Rallyes	19-May	Sunday	Waukesha, WI	Badger State Vettes & Northern Rays Ltd
6 Low Speeds	25-May	Saturday	Rantoul, IL	Windy City, Corvette Club of Illinois, Mid-Illinois Corvette Club
6 Low Speeds	26-May	Sunday	Rantoul, IL	Windy City, Corvette Club of Illinois, Mid-Illinois Corvette Club
7 Rallyes	2-Jun	Sunday	La Crosse, WI	River City Corvettes
2 Rallyes	9-Jun	Sunday	Cary, IL	Sunburst Corvette Club
5 Low Speeds	15-Jun	Saturday	Elkhart Lake, WI	Wisconsin & Kettle Moraine Corvette Clubs
7 Low Speeds	16-Jun	Sunday	Elkhart Lake, WI	Wisconsin & Kettle Moraine Corvette Clubs
NCCC Convention Starts	24-Jun	Saturday	Bowling Green, KY	NCCC Convention
NCCC Convention Ends	28-Jun	Friday	Bowling Green, KY	NCCC Convention
6 Low Speeds	6-Jul	Saturday	Rantoul, IL	Central IllinoisCC & Rolling Prairie CC & St. Louis CC
6 Low Speeds	7-Jul	Sunday	Rantoul, IL	Central IllinoisCC & Rolling Prairie CC & St. Louis CC
5 Low Speeds	13-Jul	Saturday	Oak Creek, WI	Badger State Vettes
5 Low Speeds	14-Jul	Sunday	Oak Creek, WI	Northern Illinois Corvette Club
5 Low Speeds	20-Jul	Saturday	Crete, IL	Windy City Corvettes & Northern Rays Corvette Club
5 Low Speeds	21-Jul	Sunday	Crete, IL	Chicago Crossroads Corvette Club
7 Low Speeds	27-Jul	Saturday	South Bend, IN	Windy City, Lakeside Corvette Club
7 Low Speeds	28-Jul	Sunday	Davenport, IA	Midwest Corvettes
7 Rallyes	3-Aug	Saturday	Woodbury, MN	Corvettes of Minnesota
1 PC Concours	4-Aug	Sunday	Lisle, IL	Windy City Corvettes
5 Low Speeds	11-Aug	Sunday	Rockford, IL	Northern Illinois Corvette Club, Sunburst Corvette Club
2 Rallyes	17-Aug	Saturday	Cary, IL	Sunburst Corvette Club
6 Low Speeds	17-Aug	Saturday	St. Charles, MO	Route 66 Corvette Club
6 Low Speeds	18-Aug	Sunday	St. Charles, MO	Route 66 Corvette Club & St. Louis Corvette Club
2 Concours & 1 PC	24-Aug	Saturday	New Berlin, WI	Wisconsin Corvette Club
1 Concours & 2 PC Concours	25-Aug	Sunday	West Allis, WI	Badger State Vettes
5 Low Speeds	31-Aug	Saturday	TBD	Northern Illinois-Northern Rays-Windy City
5 Low Speeds	1-Sep	Sunday	TBD	Northern Illinois-Northern Rays-Windy City
3 Rallyes	7-Sep	Saturday	White Bear Lake, MN	Corvettes of Minnesota
Concours & PC	8-Sep	Sunday	Crystal Lake, IL	Sunburst Corvette Club
NCCC Meetings	13-Sep	Friday	St. Louis, MO	NCCC Committee Meetings
Regional Meeting	14-Sep	Saturday	St. Louis, MO	Midwest Region Meeting
Governors Meeting	14-Sep	Saturday	St. Louis, MO	National Governors Meeting
5 Rallyes	21-Sep	Saturday	Edgerton, WI	Mad City Vettes
6 Low Speeds	28-Sep	Saturday	Centralia, IL	Little Egypt Corvette Club
7 Low Speeds	29-Sep	Sunday	Galesburg, IL	Glass Favorites Corvettes
7 Low Speeds	5-Oct	Saturday	Rantoul, IL	MWR Fundraiser-Crossed Flags CC & Mad City Vettes & St. Louis CC
7 Low Speeds	6-Oct	Saturday	Rantoul, IL	MWR Fundraiser-Crossed Flags CC & Mad City Vettes & St. Louis CC
7 Low Speeds	12-Oct	Saturday	South Bend, IN	Windy City Corvettes, Chicago Corvette Club
7 Low Speeds	13-Oct	Sunday	South Bend, IN	Land of Lincoln Corvettes
NCCC Meetings	8-Nov	Friday	St. Louis, MO	NCCC Committee Meetings
Sanctioning Meeting	9-Nov	Saturday	St. Louis, MO	MWR 2014 Sanctioning Meeting
Regional Meeting	9-Nov	Saturday	St. Louis, MO	Midwest Region Meeting
Governors Meeting	9-Nov	Saturday	St. Louis, MO	National Governors Meeting

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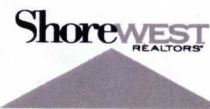
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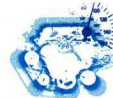
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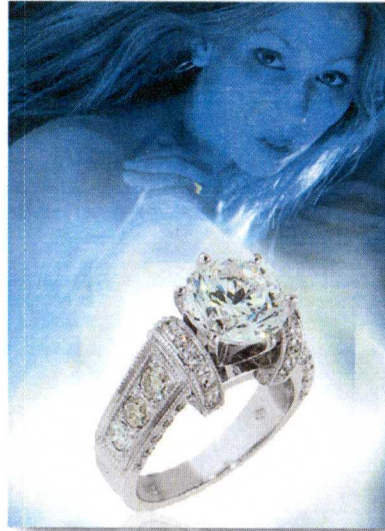
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