

OZAUKEE GLASS



Official Newsletter of the
Ozaukee Corvette Club



Ozaukee Corvette Club
Post Office Box 371
Cedarburg, WI 53012

June, 2013 Issue



THE OZAUKEE CORVETTE CLUB



"Cruisin' Since 1979"

www.ozaukeecorvetteclub.com

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June 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 - June 16, 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 16 members in attendance.

V-President's Report: Ron Giese went over newsletters and other brochures that had come in the mail. He also reported on Road America.

Treasurer's Report: In Jim Baker's absence, no treasurer's report was given.

Advertising: Ron Giese reported in Kay Newell's absence that everything is up-to-date.

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

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

Membership: Jeff Myers reported no new members

Old Business:

Storage Unit: Jeff Myers and Sue Montana Myers volunteered to clean out the storage unit and Thom Brown offered to store the club's items in his garage.

New Business:

Darryl Greene stated for the membership to please use the sign-up sheets for the up-coming events, so we have a count of members that are planning to attend an event.

Vettes for Vets: June 26th at Wayne's Drive-in – After discussion about the event for Disabled Veterans, a motion was made by Sue Giese to have the club match donations up to \$1,000.00, seconded by Kathie Bruhn. The motion was voted on by members present and unanimously passed. Please try to attend this very important charity event. We have veterans in our club, or in our own families that have given of themselves for our Country - please show support for them.

Bonfire & Picnic: Sue & Ron Giese are opening their home for the club event – July 13th – please bring you own meat to grill, beverages & a dish to pass. Please use the sign-up sheet.

Parades: July 4th & Fish Day – Please check the sign-up sheets.

Jeff Myers report on C2 Corvettes will be rescheduled for a different meeting.

Motion for adjournment was made by Kathie Bruhn at 6:55 p.m., seconded by Kathy Huck.

The next meeting will be July 21st, 2013 at Flipside – at 5:00pm for dinner – 6:00pm for meeting.

Respectfully submitted,

Sue Montana-Myers, Secretary

Upcoming Events

(See web site calendar for latest information)

Wednesdays 5:30 Wayne's Drive-in

6/29 Grafton parade

7/4 Cedarburg parade

7/13 Bonfire at Ron & Sue's

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

7/21 OCC monthly meeting

8/23 - 25 Cruise to Mackinaw City

September and forward - see web site calendar

June 2 at Lions Chicken Roast



A Corvette Evening

Evolution from the C1 to the C7

Wayne Richter is getting reservations/checks from KMCC and other Corvette clubs to reserve their spot for this Corvette Evening. OCC members need to do likewise. If there is an overwhelming response from SAE members, who have requested another Corvette meeting, seating may become limited. See Wayne for details and the flyer on page 7.

Classifieds

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

Tech Tips

We were all set to write about C-5 and C-6 rear end gearing, when Ron Giese had an incident while cleaning his carpet in his 2003. Thought it may be a timely topic, and a warning to others. Seems Ron was getting his car ready for the summer. He was vacuuming the carpet, and the nozzle of the vac struck the seat adjuster switch on the side of his bucket seat. He didn't hit it too hard, but the switch broke apart. Thinking it "just" came undone, and he could click it back into the switch, he tried unsuccessfully to put it back. Turns out, it is quite a complex switch mechanism, and buying just a portion of the switch that broke apart is not possible. It seems an entire switch assembly must be purchased, and GM wants about \$200. for that item!

The bigger problem, down the road, will be finding switches as well as other vital parts and pieces for you C-5 owners. The policy of GM is to only inventory parts for 10 years; as mandated by law. After 10 years, they stop manufacturing and keeping inventory on hand for their dealer organization. Companies like Mid-America and Corvette Central buy up all this "obsolete inventory", triple the price, and offer it to you as "New Old Stock" or N.O.S. The real problem is, the Corvette lasts a lot longer than 10 years. So, the tech tip is- Be careful around these switches and any other components. They will have to last at least 50 to 100 years! That's right, 100 years. Do any of you doubt that there will still be 1953 Corvettes in 40 years? All the more reason to treat our Corvettes with a great deal of care and respect.

Here is a tech tip money saver. I have been researching the different differential or rear end gearing options one can change on their Corvette. The old school rule was a 1st gear should be an overall ratio of 9.0:1. Translated that meant, if your Muncie or Borg Warner 4 speed had a first gear of 2.20:1 (Muncie close ratio) or 2.36:1 (Borg Warner super T-10)- a 3.73 rear end gear was the hot set-up. The down side was revving 3000 rpm at 65 mph, and getting 12 mpg while cruising, and 4 to 6 mpg under wide open throttle. However, at 32 cents a gallon who cared? Well, at \$4.00 a gallon, 12 mpg is not economically feasible, and 4 to 6 is just a very unfunny joke- just ask Greg Goetz! The C-1 to C-3 Corvettes may actually become too expensive to operate. Many owners are converting to overdrive 5 or 6 speed Tremec transmissions with a 30% overdrive, yielding 30% better mileage or 16 mpg. The other very viable option is to do a complete conversion to a late model Chevy LS motor. More and more older Corvettes are being converted to iron block LS motors from salvage yards. I was looking at a '67 Corvette on YouTube that had a 6.0 liter motor and 4 speed automatic transmission from a GMC Denali, along with the vehicle computer and wiring loom.

The very real upside, was a '67 Corvette convertible that now got 24 mpg- on regular fuel !! A visit to a good dyno shop, and the computer program will be modified to

work with the lighter weight Corvette. Part of the conversion was replacing the stock 3.55:1 gearing with a 3.08:1 gearset. The 1st gear in the GM 4L60E, 4 speed overdrive automatic transmission is @3.00:1, for an overall 9.24:1 first gear (with a 3.08 rear end gear). This '67 Vette was a rocket, because the new 6.0 produced more net horsepower more efficiently than the old 327/350 hp. In fact, it produced slightly more net power than the old 427/435 hp Big Block and yet it weighed as much as a small block. The other upside is, you do not have to run Catylitic Coverters. In fact the law is very clear on this, you are NOT allowed to run cat converters on a car that was not originally equipped with them! Somebody even challenged me on this, but when I pointed out that older cars are not engineered to run with a catylitic converter because, the location has to be engineered to withstand over 1200 to 2000 degrees of heat (worst case senario). The carpet could catch on fire, as well as brake lines and fuel lines. GM Performance parts has extensive publications on these conversions as well as the motor mounts, exhaust manifolds, oil pans, and a slew of other parts to help you with a successful conversion! Blinding acceleration and 28+ mpg? Welcome to the world of C-5, C-6, and C-7 Corvettes. They are even developing LS conversion packages for C-4's ! No more Optispark problems, and much better mileage numbers.

What about gear ratio changes for the C-5 and C-6? Well, the Corvette forums are full of conversation about guys that have spent the \$3,000 to change their ratios only to find out that stock 3.42:1 gears in a 6 speed manual are better than the 3.73:1 or 3.90:1 that they put in their cars. They all agreed that 1st gear in a Z-06 and Z-51 with the close ratio transmission was useless with these taller gears, unless you are going to live on the drag strip or trailer your Corvette to Road America...yep, competition only. They all agreed that GM really knew what they were doing on this one. The good news is, it will only cost them another \$3000 to have their cars returned to stock. I think that is called a little \$6000 ride in the country. So the tech tip is- Leave well enough alone when it comes to rear end gears, and if you must be faster than the next guy, put your money into solid engine modifications and a great dyno tune. The automatic 6 speed cars have 2.56:1 standard rear end gears. One could be tempted to try an aftermarket 3.15:1 gear. However, one has to realize, that is greater than a 20% taller gear, and mileage would drop by 20% or 5 to 6 mpg. Again, I default to GM, and their engineering expertise. They felt the 2.56:1 gear in C-6 and 2.73:1 gears in the automatic C-5 were the best overall ratio. So the tech tip is- save your money and stay stock. Just ask yourself, out of the last 1000 miles driven; how many of those miles were spent at wide open throttle or on a drag strip? 1 or perhaps 2 miles? Save your money, and enjoy your Corvette!

Join us for...

OCC/Wayne's Drive-In *Corvette Cruise-In* *Wednesdays*

5:30pm



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Corvette's + Cruisin' + Wayne's + Wednesdays = Fun + Food



The Milwaukee Section of the Society of Automotive Engineers (SAE) will feature

A Corvette Evening

Corvette Evolution from the C1 to the all 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, Dave McLellan, will present "What is a Corvette", covering Corvette evolution all the way through to the all new C7. He will provide more technical information than any C7 coverage by the 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 are invited by 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.

RSVP to:

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

Mail registration with payment to:

Wayne Richter
1588 Woodland Drive
Grafton, WI 53024

Event Location:

Eric Von Schledorn Chevrolet
805 East Green Bay Ave
Saukville, WI 53080-2618
(Highway 33 exit of I-43 in Saukville WI.)

Cut Here and Mail Now to Register

☐ I / We Plan to attend the Milwaukee Section SAE Meeting on September 11th, 2013.

Cost is \$20.00 per person. *Make checks payable to "SAE Milwaukee Section".*

Total Guests = Total Enclosed = \$

SAE Member

Last Name

First Name

Address

City

State

Zip Code

Phone ()

Guest One

Last Name

First Name

Guest Three

Last Name

First Name

Guest Two

Last Name

First Name

Guest Four

Last Name

First Name

Corvette Club(s) Affiliation

A name badge will be waiting for each member and guest at registration.

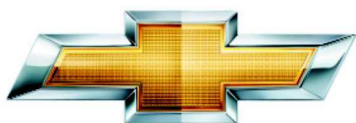
2013 Midwest Region Schedule of Events

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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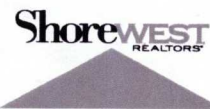
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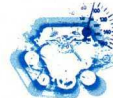
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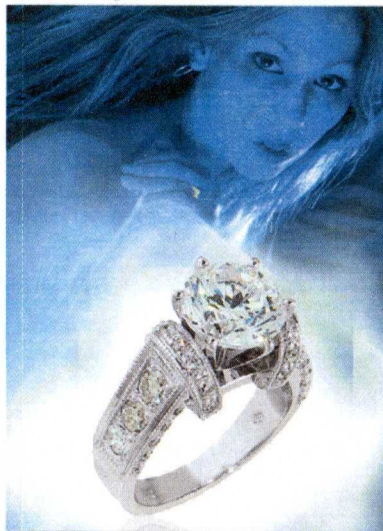
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