



THE OZAUKEE CORVETTE CLUB



OZAUKEE GLASS

Official Newsletter of the Ozaukee Corvette Club

April 2018 Issue

"Cruisin' Since 1979"

www.ozaukeecorvetteclub.com

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<mailto:ozaukeecorvetteclub@gmail.com>

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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 Ozaukee Corvette Club meets the 2nd Wednesday of the month unless an alternate date is published.

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Upcoming Calendar of Events 2018 (See web site calendar for latest information)

April 14, 2018 - Adopt a Highway, 8am, meet at Waynes. We need volunteers, please sign up.

April 28th 2018 - time TBD OCC Spring Shakedown Cruise. J Myers

May 9th 2018 - 6:00pm May OCC meeting, Flip Side, Grafton

May 12th 2018 - 8am Breakfast Run and Scenic Tour (Lumber Inn Delafield), B Post

May 16th 2018 - Wayne's drive in opening day.

May 28th 2018 - Memorial Day Parade, details TBD

May 29th 2018 - 5:30pm Brew City Corvette Night #1, The Nines.

June 3rd 2018 - 7:00am - 8:45am meetup, Fond De Vettes Trip around the lake

June 7 thru 9 2018 - Corvette Adventures in the Dells.

June 13th 2018 - 6:00pm June OCC meeting. Under tent at Wayne's

June 16th 2018 - 8am Breakfast Run and Scenic Tour (Mud Creek Coffee - Stockbridge), B Post

June 29th 2018 - 3pm Dinner and Sunset Cruise at Road America \$20. B Post

July 11th 2018 - 6:00pm July OCC meeting. Under tent at Wayne's.

July 14th 2018 - 8am. Breakfast Cruise to Log Cabin. B Post

August 8th 2018 - 6:00pm August OCC meeting. Under tent at Wayne's.

August 11th 2018 - 8am Adopt a Highway. Meet at Wayne's. Please sign up.

August 18th 2018 - 8am Lunch Tour Green Lake and Horicon Marsh. B Post

August 21st 2018 - Brew City Cruise #2 Corvette Night.

September 12th 2018 - 6:00pm September OCC meeting, Under tent at Wayne's.

September 14-16 2018 - Fall Corvette Adventures in the Dells

September 22nd 2018 - 8am Wildcat Mountain Twisty Road Tour. J Nowlen

October 6th 2018 - 8am Door County Overnight. B Post

October 10th 2018 - 6:00pm October OCC meeting. Location TBD

November 3rd 2018 - 8am Adopt a Highway, Meet at Wayne's. Please sign up.

November 14th 2018 - 6:00pm November OCC meeting. Location TBD

December 12th 2018 - 6:00pm December OCC meeting. Location TBD

2018 Chili Cook-off Winners!!!!

Chili, Mike Thate -----WCC

Chocolate, Joy Muex----BCCC

Salsa, Ed Cassel-----WCC

Largest CCO funds raised yet!



Kids and Candy? ----- YES

Kids and Toys? ----- YES

Kids and Cancer? ----- NO, NO, and NO!

Our fellow club members, Jan and Mark Hobler, are joining a National group of Corvette owners driving to St. Jude Children's Research Hospital in Memphis on May 17 from Peoria. All funds raised by the Hobler's will go directly to St. Jude, as did the funds raised at our 2018 chili cook-off.

St. Jude has made great strides in treating cancer and other diseases. The 5-year survival rate has gone from 20%, 50 years ago, to 80% today. Some cancer treatments have a 94% survival rate. If you would like to partner with the Hobler's and St. Jude, please go to [this link](#) to help the cause.

The 6th National Corvette Caravan is scheduled for August 28 – 31, 2019 (eg: Next year). Read all about it [here](#). As the next year unfolds, let's see how many in our club plan to participate and if so, we might want to coordinate with each other.

Ozaukee Corvette Club Meeting Content

March 21, 2018

We did not have a quorum as presently defined to make our March meeting a valid club meeting. We had 10 members attending, 4 of which were board members.

April 11, 2018

Members present 17.

Board Members, 7 (Jeff, Ron, Sue MM, Sue G, Mark, Pat, Gregg)

Approved minutes will be published next month, but a quick brief summary:

All bills are current, all areas functioning as expected, 69 club members.

Please note, we need people to help walk our club banner in Parades. Please consider doing this for our club at some of this year's parades. Contact Mark Hobler to volunteer for a specific parade. Please don't be shy about volunteering, many hands makes our club effective.

Mike Binsfeld from Ice Kold, one of our new OCC advertisers, spoke to members last night. Ice Kold is an AC specialist shop, working on AC systems in all forms of vehicles from Corvettes to Combines. One take away is that our automotive AC systems will degrade a bit during winter storage. There are a number of ways we might help mitigate this, but Mike himself with his own vehicle, empties and refills Freon every spring, checking for leaks before refilling. Unlike a lot of repair shops, Ice Kold doesn't rely upon dye to discover leaks. Rather they use a sensitive leak sniffer to detector to find leaks. He repairs those on the spot before refilling.

We enjoyed an active conversation (more than a presentation) which helped members get a lot of "back on the road" questions answered. Mike stayed around until the last member left. If you have any questions as you put your vehicle(s) back on the road, AC or anything else, feel free to call Mike.

Meeting ended at about 6:45.

Tech Tip- Sway Bars and Upper/Lower Control Arm Bushings

This tech tip is meant for the hobbyist that is rebuilding and restoring the suspension on their Corvette or other collector car. The suggestions for a particular brand of replacement part are based on years of personal experience, and the experiences of clients that were professional technicians working on Corvettes and other American made cars. Besides the brands named, there are other very good replacement parts available in the market that will provide a similar end result. The intent of removing old worn out suspension components is to literally remove all the accumulated wear in a vehicle's suspension. A Corvette will steer, track, and handle every bit as well as it did when it was new. This type of restoration work is very satisfying because you will experience a new found handling that you thought could never be brought back. In almost all cases the ride and control of your car will actually be better than when the car left the Corvette Assembly plant because of advancements in rubber and polymer technology.

Sway Bars, or stabilizer bars, are found on the front end on all cars since the mid-1940s. They are torsion bars that resist twisting. If the right wheel and tire on a car move upward, and the left wheel and tire move downward excessively as in a sharp turn, the car body would tilt excessively to the right and control during the turn would be compromised. To help counteract or eliminate this excessive rolling motion and add to straight line stability, manufacturers installed a sway bar by attaching them to the frame of the vehicle and the ends to each lower control arm on the front end. The effect a sway bar has on a car's handling is very evident when you drive your car in a spirited manner. Some early Corvettes like the C2 Big Blocks & F-41's, C-3 LT-1, 454 & FE-7 Gymkhana Corvettes have sway bars attached to the rear axle to add even more anti-roll stability to the rear suspension. The nice thing is, they are for the most part unnoticeable and require very little maintenance.

When it comes to our Corvettes, a sway bar is a big reason our cars handle well. Sway bars are carefully engineered to help keep the car flat in a turn, and tire tread in full contact with the road. Sway bars come in different diameters. The larger diameter bars (7/8" to 1 1/8") are found on Corvettes as well as other High-performance cars. The smaller diameter bars (1/2" to 3/4") are found on Impalas and other grocery getters. They are made from "Spring Steel" because they will return to their original position without taking a "set" or breaking as conventional steel may do when they are twisted.

Regardless of the size, sway bars do not make a Corvette or any car or truck ride any harder than a vehicle without a sway bar. As one drives down a road, the up and down motion of the car and the equal movement of those wheels is controlled by the vehicle's shock absorbers. The sway bar(s) merely moves up and down with the suspension. It is only when one wheel raises or lowers more than the wheel on the opposite side that the sway bar comes into play, such as in a turn. If you ever wanted to see just how important the sway bars are to the handling of your Corvette, just disconnect one of the end links, and remove the rubber bushings and link bar that connects to the lower control arm. You will experience excessive body roll, and a lot less control. I predict you will hate what your Corvette has become with a disconnected sway bar. The tech tip is to occasionally remove the sway bar end linkage, and inspect it for crushed or cracked rubber bushings, and bent or rusted metal on the link. These can be wire brushed and coated with a thin coating of anti-seize compound like Never-Seez. The anti-seize compound cannot be washed off, wiped off or burned off with a torch, and it seals the surface of the steel parts preventing any further corrosion. There are very reasonably priced replacement pieces available from the Chevy or companies like Napa and Moog, and carried by better parts stores nationwide

Continued on Page 9

New Members! Welcome!

None this month

Member Anniversaries:

4/1 Rich Witkowski & Jim Nowlen
4/13 Gregg Goetz & Zhaleh Barari
5/13 Allen & Bee Heckendorf
5/18 Peter & Linda Kolbach
5/19 Jeff & Sue Myers
5/26 Gary & Lois Roeske

Member Birthdays:

4/1 Richard Witkowski
4/3 Allen Heckendorf
4/13 Peter Kolbach
4/14 Pat Murray
4/26 Bee Heckendorf
4/26 Ken Seidl
4/27 Nancy Gilmore
4/28 Ken Sauter
5/1 Larry Cohodes
5/1 Gary Locklair
5/7 Nancy Neville
5/14 Karen Locklair

NEWSLETTER PUBLICATION SCHEDULE:

Articles for each month's newsletter
need to be sent to
jimnowlen@gmail.com by or before
the cutoff date below.

**Next Newsletter cutoff is
May 9, 2018**

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.
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Grafton, WI 53024
Fax: 262.375.9003
shorewest.com



Dr. Zhaleh Barari
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p 262.677.4313

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Trip Around The Lake



JUNE 3rd 2018

Trip around the Lake is a FREE event for ALL CORVETTES. Registration is from 7:00 am - 8:45 am at the Forest Mall parking lot, West Johnson St. Fond du Lac. First car out at 9:00 am. A stop at Waverly Beach approximately 10:15 am. Lunch and refreshments available from the Knights of Columbus at end of the ride at Holiday Automotive. Live Music, raffles, and door prizes.



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We want to mention that Silk Screen specialists already have our club logo and most if not all Corvette generations 'vette logo. This is a great place to get your OCC logo gear.

Bring your own shirt, or buy from them. Note that our "official" shirt color for parades is White.

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If you missed the April 11th club meeting, you missed hearing Mike's presentation about A/C maintenance along with a larger car care conversation. Mike stayed around answering questions after our meeting.

Ice Kold is offering all OCC members a special AC tune-up special this spring for \$54.95 to check Freon refill, take care of minor leaks. If more major they will happily discuss options with you. Since Freon commonly depletes a bit in winter storage, this is good maintenance to ensure a summer of cool driving. A few of us took advantage of this last summer and will definitely do it again this year.

Tech Tip; Continued from page 5:

While inspecting your sway bar(s), it is also a great idea to look at the larger rubber bushings that surround the sway bar, and attach to the frame. Under extreme loading, and over time, these frame mounting bushings can distort or crack. With all the potential for wear, you will find these sway bar bushings will distort and need to be replaced from time to time. As the stock bushings age and wear, the handling of your Corvette will not be as "crisp" as it was when your car was new. The body will sway more until all the "play" is taken up, and the sway bar can begin to do its' job preventing your car from rolling too much. New bushings will cause a noticeable improvement in handling because zero "play" is present. However, when it comes to sway bars or stabilizer bars, and their mounting points to the frame, Moog offers a "heavy duty" bushing option for most cars that are made of polyurethane plastic instead of rubber. You will get the desired full benefit of your sway bar when driving from tightened up handling without any harshness.

Over the years, I noticed the rubber in stock upper and lower "A" frame front suspension bushings crack and deteriorate. This causes the upper and lower control arms to move at their mounting point, and change the handling of the car. This is caused by a combination of under hood heat, stress on the bushing itself, and the effect of ozone on the rubber. The tech tip is when you buy replacement control arm bushings, use a household floor finish like Johnson's GloCoat, and submerge and soak the new bushings in the floor finish. The floor finish will get into all areas and protect the rubber from ozone deterioration. The quality of the rubber used by most aftermarket suppliers seems to be much better than the stock GM pieces from years ago. However, when it comes to sway bars or stabilizer bars, and their mounting points to the frame; Moog offers a "heavy duty" bushing option for most cars that are made from polyurethane plastic instead of rubber. I have found that the rubber compound used by Moog in their control arm bushings seems denser than GM replacements or the parts being imported. I also used them on a number of '63 to '82 restorations, and they seem to just give you a more precise ride. Because of all the progress engineers have made over the past 30 or 40 years in polymer technology, and rubber insulation technology in particular; replacement parts like these various quality aftermarket pieces are much better than those parts that originally came on your older Corvette. This is very noticeable on C-2 and C-3 Corvettes. Anyone doing a detailed restoration of the front and rear suspension should replace any older OEM parts that have deteriorated over the years. You will not believe how your '63 to '82 Corvette will handle and steer- you can literally remove 30 to 50 years of wear for very little money, and get better than new car handling once more. I would add that GM has also embraced this new polymer technology starting with the C-4 Corvettes in 1984 following through to the latest 2019 Corvette C-7. The few pennies of additional cost of these bushings pay back huge dividends in handling in all Corvettes.

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Classifieds:

For Sale- 2007 Corvette Coupe, LS-2 400 hp, 6spd auto, Velocity Yellow, Cashmere interior, Chrome wheels, 3LT options, @9500 miles. Being sold by the original owners, Pat Zaske. Asking \$24,000. OBO (please note! Price reduced!). Call for more information 262-377-3331.

CORVETTE Storage in Cedarburg area. Very clean, dry, bird proof and secure. Reasonable annual rates. Thom Brown 262-227-9927.

Windjammer for a C-5. This attaches to the top of the windshield with a temporary clamp that can be easily be attached or removed. This was donated by one of our members since he now owns a C-7. As it did not sell at the Chili Cookoff, the club is selling it here. The money we receive for this will go to a charity. Windjammer retails for \$215.00, the club is asking \$100.00. Please contact Ron Giese 262-628-3721.

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Ozaukee Glass Editorial Page

Editorial (new feature!):

I want to give a shout out to our fantastic ADVERTISERS. Their advertisements help bring us our website, and many of the costs running our club which keep renewal costs lower and event fees either partially or completely covered by our club.

Our advertisers are small to medium sized independent businesses. We have member driven advertisers; where members have suggested the advertiser rather than hope companies would reach out to us. Between us, our membership trades at all of these places.

Readers, please take time each month to read through our advertisers. When you need products our advertisers offer, please check them out. My personal experience has been excellent. When it comes to our 'vettes, I start with our advertisers first. If you don't already, please consider doing that. Thanks. Jn

Q&A (new feature!)

OCC member asks: NLEd, why isn't there an event on June 23rd? That's the only weekend day this summer I can get away from work.

NLEd: Events are set and lead by members. Consider creating an event; perhaps a nice drive to an interesting place and become the host. If you need and ask, it is likely other members will be happy to help you.

NLE asks on behalf of members: How come the publication of the newsletter is so erratic?

NLEd: I've been trying to finesse the timing of minutes and struggled to reconcile "approved" minutes. Starting with the beginning of the year; I simplified that by timing publication with our monthly meeting date. My data sources are always required by the monthly meeting date, so I use that date to publish the newsletter. Our heuristic is the second Wednesday of each month. March 2018 the date was changed to March 21 which made for a late newsletter. Plan on a newsletter the day after a monthly club meeting.

Send your questions to [NLE](#). I'll answer and publish each month.



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Note to membership: One of the benefits of this newsletter is to help us get to know each other. As we typically experience each other with our Corvette, it will help us to know each other better when we feature a member's Corvette each month. I only have one other contribution in my queue. Please send in pictures, your story (see Spotlight below). I'll save and feature you in an upcoming issue. Thanks!

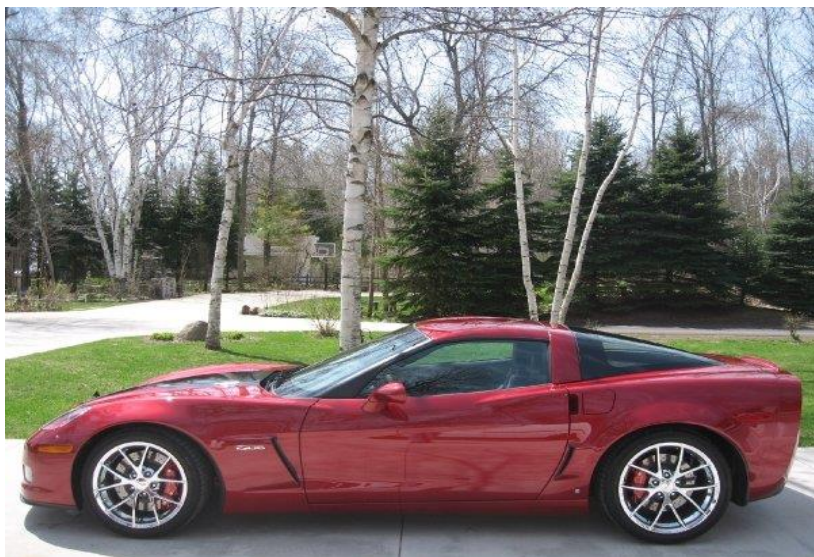


Member's Spotlight

Trent and Karen Schanen:

The 427 Limited Edition Z06 features a Crystal Red Tint coat exterior, the first Z06 ever offered with a red metallic tint coat paint. It also features graphics on the hood and fascia that evoke the style of the famed "stinger" hood design and graphics that were offered with 1967 models equipped with the 427 engine. Also unique to this model are "427" hood badges. Each example is numbered and signed by Wil Cooksey, the Corvette assembly plant manager who is retiring after 15 years on the job, and comes with a certificate of authenticity.

Available under order code Z44, this special Z06 was produced spring 2008. Only 427 were offered in the United States and Canada, with 78 more exported outside North America. That's a total of 505 production vehicles – the same number of horsepower produced by the LS7 engine.



About the Corvette:

Year: 2008

Model: 427 Limited Edition Z06 - #307

Engine: 427

Color: Crystal Red Tint

Nickname: The Phantom

Outstanding Features: * Crystal Red Tint coat exterior paint with stinger-style graphics and 427 hood badges; * Exclusive, new chrome wheels; * Body-color rear spoiler and door handles; * Exclusive dark titanium custom leather-wrapped interior; * Special Crystal Red interior trim plate graphic pattern; * Console armrest signed and numbered by Wil Cooksey; * "427"-embroidered seats and floor mats; * "Z06" sill plates

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Ozaukee Corvette Club
PO Box 371
Cedarburg, WI 53012



Upcoming Calendar Events
(See web site calendar for latest information)

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