



# THE OZAUKEE CORVETTE CLUB



## OZAUKEE GLASS

Official Newsletter of the Ozaukee Corvette Club

### July 2018 Issue

"Cruisin' Since 1979"

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**President:** Jeff Myers  
**Vice Pres:** Ron Giese  
**Secretary:** Sue Montana Myers  
**Treasurer:** Sue Giese  
**Newsletter Editor:** Jim Nowlen

**Membership:** Ron Giese  
**Parades:** Thom Brown  
**Web Masters:** Pat Murray  
**Advertising:** Mark Hobler (Hoh bler)  
**Directors:** Gregg Goetz, Mark Hobler  
Pat Murray

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 2<sup>nd</sup> 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](#))

July 21<sup>st</sup> - 8:30am - PARADE Port Washington Fish Day, Car Show after parade. Please [sign up](#).  
\*\* After the Fish Day Parade, Occ will be going up to the upper park for the car show. PLEASE come as we are now competing against Muskego Corvette Club.

August 8<sup>th</sup> - 6:00pm August OCC meeting. Jeff will send location by email 2 days BEFORE meeting.

August 11<sup>th</sup> - 8am Adopt a Highway. Meet at Wayne's. Please [sign up](#).  
\*\* The last AAH was again a success with 9 of our members doing an excellent job for Ozaukee County. We are doing our share for the community. Come and join us, we do have fun doing this as a club. And it's a great way to get to know fellow members.

August 18<sup>th</sup> - 8am Lunch Tour Green Lake and Horicon Marsh. B Post. Please [sign up](#).

August 21<sup>st</sup> - 5:30pm - Brew City Corvette Night #2, [The Nines American Bistro](#), Mequon.

August 25<sup>th</sup> - All Day - Vettes on the River. [Info and Registration here](#).

September 12<sup>th</sup> - 6:00pm September OCC meeting, Jeff will send location by email before.

September 14-16 - Fall Corvette Adventures in the Dells. Please [sign up](#) if you're going.

September 22<sup>nd</sup> - 8am Wildcat Mountain Twisty Road Tour. J Nowlen.

October 6<sup>th</sup> - 8am Door County Overnight (or perhaps not, TBD). B Post. Please [sign up](#).

October 10<sup>th</sup> - 6:00pm October OCC meeting. Flip Side, Grafton.

November 3<sup>rd</sup> - 8am Adopt a Highway, Meet at Wayne's. Please sign up.

November 14<sup>th</sup> 2018 - 6:00pm November OCC meeting. Flip Side, Grafton.

December 12<sup>th</sup> 2018 - 6:00pm December OCC meeting. Flip Side, Grafton.

## 2019

January 9<sup>th</sup> 2019 - 6:00pm January OCC meeting. Flip Side, Grafton.

January 12, 2019 - 5:30pm OCC Christmas Party at MJ Stevens.

February 13<sup>th</sup> 2019 - 6:00pm February OCC meeting. Flip Side, Grafton.

March 2<sup>nd</sup> 2019 - TBD CHILI Cookoff?

March 13<sup>th</sup> 2019 - 6pm March OCC meeting, Flip Side, Grafton

April 10<sup>th</sup> 2019 - 6pm April OCC meeting, Flip Side, Grafton

May 8<sup>th</sup> 2019 - 6pm May OCC meeting, Flip Side, Grafton

June 6<sup>th</sup> - 8<sup>th</sup> - [Corvette Adventures 2019](#), Chula Vista Resort, Dells



## *WB Accounting And Tax Service*

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*The 6<sup>th</sup> 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.*

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## Ozaukee Corvette Club Meeting Minutes

June 13, 2018

The June 13, 2018 meeting of OCC was called to order by President Jeff Myers at 6:10pm at the Flipside Restaurant, 21 members were present.

**Secretary's Report:** Sue Montana Myers read the minutes from the May Meeting. Jim Nowlen made a motion to accept the minutes as read seconded by Kathy Huck.

**Treasurer Report:** Sue Giese gave her report on the balances in the checking account. A motion was made by Pat Murray, seconded by Gary Bush to accept the Treasurer's Report.

**Newsletter:** Jim Nowlen stated we can now click on the newsletter hyperlink to sign up for events. Something new that Jim thought we would enjoy using. Thanks Jim!

**Membership:** Ron Giese stated we now have 73 Members.

**Web Master:** Pat Murray stated that the web site looks good. Pat stated that we have 2 events happening this Sunday, May 3rd, the Trip-Around-the-Lake and The Grafton Lions Club Chicken Roast plus Corvette Show.

**Advertising:** Mark Hobler reported what some of the other Corvette Clubs charge for ads in their Newsletters.

**V-President:** We are looking for people to walk the OCC banner in our parades. Things discussed by Ron, May 23 - Adopt a Highway, St Jude's, Memorial Day Parade, Trip-Around-the-Lake, Corvette Adventures. Also discussed was our Club's insurance and that it wasn't what we thought our coverage was. Ron brought up some questions by Mark Hobler about the NCCC. Jeff Myers and Ron felt that a detailed discussion concerning the NCCC would be appropriate in the near future due to all the new members the club has added since the Club decided to leave the NCCC.

### **New Business:**

President Jeff Myers stated that we should save the date for the Caravan to the Corvette Museum - 25th Anniversary - August 2019. More to come..... Sue Giese suggested we start a binder with the OCC's meeting minutes in it. Sue Giese made a motion to start a binder with the minutes, seconded by Larry Cohodes. Secretary Sue Montana will take care take care of the binder. Ron suggested we go to Starry Nights Car Show on June 29th at 198th and Capital in Brookfield.

**Parades:** Thom Brown talked about up-coming parades. Please see the sign-up sheets for parades. Our next meeting will be Wednesday, July 11th at Wayne's. Meeting will start at 6:00pm. A motion was made to adjourn by Jim Nowlen, seconded by Pat Murray. Meeting was adjourned at 7: 05pm.

Respectfully submitted,  
Sue Montana Myers

## Tech Tip- Combustion (two part series)

### Part 1

I hope to explain a very technical subject in a simple and informative manner that will add to the enrichment of owning your C-5, C-6, and C-7 Corvettes. Those of you with older Corvettes can also benefit from this tech article if gasoline prices, formulations, or emission requirements should change in the future. Most auto engines operate in 4 cycles. That means the pistons move up and down 4 times. A more sensible explanation of the 4 cycles is:

1. *The intake valve in the cylinder head opens, allowing air and fuel to be drawn into the cylinder as the piston moves from the top to the bottom of the engine cylinder (intake).*
2. *The intake valve closes and the piston begins moving upward compressing the air and fuel (compression)*
3. *Just before the moving piston gets to the top of the engine cylinder, the spark plug creates an electric spark across it's electrode igniting the fuel and air mixture. The instantaneous expansion of exploded air and fuel sends the piston down the cylinder (power)*
4. *Once the piston has used up all the energy in the exploded fuel, momentum carries the piston upward as the exhaust valve opens allowing the spent fuel and air to escape out of the engine. (exhaust).*

When you are cruising down the highway at 3000 rpm on your tachometer, this 4 cycle event his happening 25 times a second. Everything works well as long as one uses the recommended grade of fuel. The question some may ask is how is it possible for GM, Ford, and Chrysler to build late model high performance engines that develop incredible levels of horsepower on low octane fuel compared to 50 years ago. In the mid 1970's, 460 net horsepower from the current LT-1 and 430 net horsepower from the LS-3 are numbers no one believed we would ever see again. If you are old enough to remember the legendary 427 Chevy, 426 Hemi Dodge, 427 side oiler Ford, you remember all the mystique and coolness of anyone that drove one of these ground pounding street monsters. However, compared to the current motors offered by these same manufacturers, those old motors are obsolete, air polluting, 'gas guzzlers'. They would never pass emissions testing, and 6 to 12 mpg is no fun for anyone at \$3.80 a gallon. Another requirement for each of these big motors was a steady diet of premium fuel. Some even required 103 Octane leaded premium at a whopping \$.60 a gallon in 1967! Using regular grade fuel could potentially destroy these engines, and "regular" was 94 Octane fuel. Today's premium is between 91 and 93 octane. What actually causes damage in any engine is something called detonation. Detonation happens when the fuel and air mixture ignites on its' own before the spark plug can ignite it. The sudden random ignition of the fuel mixture, and the resulting shock and expansion of ignited fuel tries to push the piston back down the cylinder. The problem is, the piston continues its upward travel because of momentum caused by the firing of the other pistons and the spinning flywheel. A rattling sound or something that sounds like castanets clattering can be heard. This may sound somewhat minor, but the pistons, piston connecting rods and engine bearings are all being tortured. Holes in pistons, bent connecting rods, and engine bearings that look like someone beat on them with a hammer are also signs of detonation. When the engine fails, you will hear a bang followed by massive amounts of tailpipe smoke as the oil is being sucked out of the engine from the failed piston. This is known as "catastrophic engine failure", and your use of your Corvette will be interrupted until the engine can be repaired or replaced. The tech tip is to back off on the throttle if you ever hear the detonation clatter in older pre-computer Corvettes. Oh yes, turning up the volume on the radio is not an option.

Continued on Page 10

## New Members! Welcome!

Dan Dujmic  
Jeff Perkins  
Jim Russell  
Pete Minns

## Member Anniversaries:

7/3 Jon & Nancy Gilmore  
7/4 Fred & Mary Kellbach  
7/28 Ken & Kay Sauter  
8/6 Steve & Doreen Lettau  
8/11 Bruce & Sally Post  
8/13 Gary & Karen Locklair  
8/21 Thom & Shari Brown

## Member Birthdays:

7/4 Sheri Brown  
7/20 Frank Gross  
7/22 Marilyn Feely  
7/26 Jim Baker  
7/26 Sandie Gerosa  
8/14 Gary Roeske  
8/18 Judi Krafcheck  
8/19 Mark Hobler  
8/24 Jeff Perkins

### NEWSLETTER PUBLICATION SCHEDULE:

Articles for each month's newsletter  
need to be sent to  
[jimnowlen@gmail.com](mailto:jimnowlen@gmail.com) by or before  
the cutoff date below.

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

**Dan Wrolstad**



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## Jan and Mark's Trip report of their St. Jude fund raising drive:

The Peoria to Memphis St. Jude Corvette Drive first came to our attention at the 2017 Corvette Adventures in Wisconsin Dells. After seeing the video presented at the closing banquet, we knew this was something we wanted to do.

Each driver commits to raising \$1000 and, if they have a passenger, the passenger commits to raising \$500. We drove to Peoria, IL with Dave Klein, the leader from Wisconsin, on Wednesday to attend the mandatory driver's meeting that night.

Thursday morning we drove to Uftring Chevrolet in Washington IL where they provided a light breakfast and a "team" meeting.

Two groups left from there with police escort and headed to Mid America Motorworks in Effingham IL. After an awesome catered lunch, courtesy of Mike Yager at Mid America Motorworks, we split up into four groups and headed toward Memphis.

The Arkansas Welcome Center was our next stop where those folks really rolled out the red carpet and provided great food and beverages for us (at their own expense I might add).

The four groups left the welcome center and headed for Memphis. All four groups arrived at the hotel in a very coordinated plan. The hotel was awesome, our rooms were already taken care of, and you just picked up your key and spent the rest of the evening doing whatever you wanted in Memphis.

Friday morning we met for a "team" meeting before heading over to St. Jude. A fantastic buffet was available on site and those who had never taken a hospital tour had the opportunity to do so. What a vision Danny Thomas had to get this hospital started-divine intervention all the way!



The kids that were well enough, and wanted to, could come out to the cars with their parent(s) and have their pictures taken in the cars, blow the horn (which one little boy just loved) or just get out in the fresh air and have some special fun.

The two speakers that presented during our breakfast were the CFO and Chaplain. Trust me, when you hear these kids' stories and the lives they go on to lead, every penny we raised was NOT enough. They look at life so differently because of what they have been through.

It costs \$2.4 million a day to run this facility and most of their donations average \$35. St. Jude provides cost free treatment for every child so their families can be with them when they go through their treatments, tests, and recovery. There is emotional support for the kids through activities and art to express their feelings about cancer and its treatment, emotional support for the family and the hospital staff.

We can't tell you enough what an AWESOME experience this was! The folks that coordinate this event did it right and I can't believe how well done it was.



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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.

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## Tech Tip; Continued from page 5:

The good news is, in newer Corvettes, the "ECM" (Engine Control Module or Computer) controls the amount of fuel being injected and the amount of ignition spark advance needed to ignite the fuel. Some of you remember when we were in lines waiting to buy gasoline that were rising in price on a daily basis. Most folks felt fuel quality was dropping as prices were going up. The truth was, in order for the cat converters to change the deadly carbon monoxide into relatively harmless CO<sub>2</sub> and sulphur dioxide; oil companies had to eliminate the lead in fuel. Lead or tetra ethylene also known as Ethyl was an inexpensive additive that boosted fuel octane, cushioned valves, and made high octane fuel used in aircraft during World War II possible. As a side note, Ethyl fuel additive was invented in a cooperative venture by DuPont and General Motors. They formed the Ethyl Corporation to market this lead based additive. Problem was, when ethyl is removed from the refining process, octane dropped. The added steps the oil companies had to go through in the refining process to even get to 88 and 91 Octane was very expensive and time consuming. The amount of unleaded fuel available in the market place was a lot less. This caused considerable panic with gas station operators that were used to picking up the phone and having 8000 gallons delivered within a few hours, and were told they couldn't have that much fuel. We didn't suddenly have a shortage of crude oil, just a shortage of finished product available to sell.

If leaded gasoline is used in a cat converter equipped car, the lead coats the cat converter pellets, and the cat converter stops working. There are sensors before and after the cat converter called oxygen sensors. The lead in gasoline will coat these oxygen sensors, and they will not be able to measure the correct air/ fuel ratio needed to allow the engine's computer to measure just the correct amount of fuel. The Corvettes built from 1981 to present are computer controlled and are equipped with a device called a knock sensor. At the first sign of detonation, the knock sensor activates and reduces engine's ignition timing by 2 degrees; and keeps reducing this spark event until the detonation stops. This saves the engine from internal destruction. Power is less, but at least it is still running. This is why on new cars there is no fuel requirement listed, only fuel recommendations. Your C-4, C-5, C-6 and C-7 will run on regular grade with no detonation. However, you will not experience the great mileage or robust performance your car is capable of. You get what you pay for. The higher octane fuels are actually a little harder to ignite. By needing an actual spark to ignite, the fuel can be controlled better, and prevent engine damage.

Ok, so if I can hurt the 350 or 427 in my '69 Corvette on 94 octane leaded regular, how can my LS-3 or new LT-1 thrive on 91 to 93 octane unleaded premium that I buy today? That is clearly an example of the incredible engineering in these engines, and it seems to be nothing short of an improbable miracle when all things are considered. This is where the science behind combustion engineering comes into play. The GM engineers have over 5 million man hours making these LS and LT series motors work so well on mere 91 to 93 octane premium. The secret in the current LT-1 is thought to be the cylinder head, and piston design. The engineers stressed efficient movement of air into the engine. That is why these engines have those unusual plastic intake manifolds or "plenums".

Continued on Page 13

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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.

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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 or best offer. Please contact Ron Giese 262-628-3721.

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The air enters the intake plenum based on the amount of throttle we apply to the pedal, and is directed to each cylinder through 8 tunnels of equal length inside the plenum. Air to each cylinder is equal, insuring when fuel is added, the cylinder will fill with a correct amount of air and fuel. Once the intake valve opens, and the piston starts drawing in air and fuel, everything stays in perfect motion. The combustion chamber design in the aluminum cylinder head is designed to direct the compressed air-fuel mixture to the spark plug. This aluminum cylinder head bleeds off tremendous amounts of heat that causes harmful detonation. These aluminum heads also have a "heart shaped" combustion chamber design that causes this "swirling" of the air and injected fuel to ignite more completely. Compression is very high, even higher than back in the 60's. High compression is free horsepower. The trick is getting lower octane fuel to behave perfectly under higher compression, and they have done it! As owners of these Corvettes equipped with LS and LT series motors, we enjoy the performance and economy these engines provide. We may not know or care what makes our Corvettes run so well, but we can all appreciate the tremendous engineering that went into building the engines in our Corvettes.

**Save the Wave,  
Jeff Myers**

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## *Ozaukee Glass Editorial Page*

OCC is contemplating a change to our by-laws emanating from our new knowledge of how our insurance would work if needed. The proposed text for the bylaw revision eliminates any reference to Club owned policies. The first part of the bylaw pertaining to owner's responsibility to have insurance on their Corvette is all we are proposing.

*"Article III Section 7- Insurance*

*Members must carry and maintain in force, State of Wisconsin minimum required insurance levels on their own Corvette.*

*If the State of Wisconsin raises these insurance standards, the individual member is required to raise their insurance coverage."*

To be discussed and voted on at a future meeting.

Our club would like a substantial showing at Port Fish Day car show. We seem to be competing with another club for presence, and since we're the "local" club to Port Washington; hope we can get a huge showing by our membership. Would you please consider joining us?

We are trying to put together a list of people interested in the 2019 Corvette Caravan. Please sign up if you're interested in participating. This promises to be a fantastic drive – and an opportunity to enjoy your Corvette's best features!

*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 and do business with them when it makes sense.*

*NEW FEATURE. If you're on a computer reading this, <ctrl> click on any advertiser to be taken directly to their website!*

*A note about Corvette Adventures. Four of us from our club participated this past June. What a terrific time! For 2019 four member couples reserved rooms in the A building of the Villa's. If you think you might be interested in participating next year, make your room reservation now if you want to be near other OCC members. Reminder there is also a September Corvette Adventures event.*

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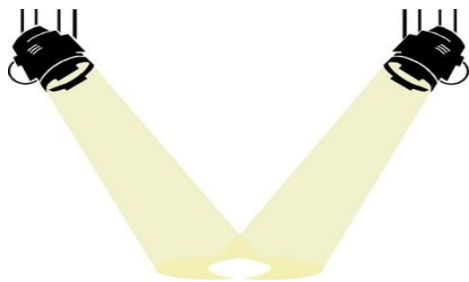


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Proud co-sponsors with Ozaukee Corvette Club of  
Wednesday Night Corvette Cruise In at the Drive-In  
Mid May through September @5pm

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 have no other contributions in my queue. This feature will be eliminated in June with no contributions. *Please send in pictures, your story (see Spotlight below). I'll save and feature you in an upcoming issue.* Thanks!



## *Member's Spotlight*

**Pete Minns:** What a fun entry for member spotlight! Welcome Pete Minns to Ozaukee Corvette Club. What an awesome alternative to the lovely newer 'vettes we've enjoyed in recent months.

Pete's story: It's not complete yet. It was a basket, bushel, crate, box and trailer full of parts when I picked it up from my brother's estate. So this car has family history. I'm finishing a body off resto fingers crossed and no rising creeks in the way, it should be on the road for some shakedown miles this summer. I'm looking forward to meeting everybody! I'm farther along now than the pic of it back in its yellow splendor.

Pete, we hope you'll join us on some club drives as you get its road legs stretched.



### About the Corvette:

Year: 1969

Model: Convertible

Engine: L71

Color: Yellow

Nickname: N/A

Outstanding Features: Original engine was replaced by a '69 L71 block, crank, heads, intake/exhaust manifolds and carbs. 4 speed, PS, PB, no AC. Family lore: "... never seen the car move under its own power."



**Ozaukee Corvette Club**  
**PO Box 371**  
**Cedarburg, WI 53012**



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

July 21<sup>st</sup> - 8:30am - PARADE Port Washington Fish Day, Car Show after parade. Please [sign up](#).

August 8<sup>th</sup> - 6:00pm August OCC meeting. Jeff will send location by email 2 days BEFORE meeting.

August 11<sup>th</sup> - 8am Adopt a Highway. Meet at Wayne's. Please [sign up](#).

August 18<sup>th</sup> - 8am Lunch Tour Green Lake and Horicon Marsh. B Post. Please [sign up](#).

August 21<sup>st</sup> - 5:30pm - Brew City Corvette Night #2, [The Nines American Bistro](#), Mequon.

August 25<sup>th</sup> - All Day - Vettes on the River. [Info and Registration here](#).

September 12<sup>th</sup> - 6:00pm September OCC meeting, Jeff will send location by email before.

September 14-16 - Fall Corvette Adventures in the Dells. Please [sign up](#) if you're going.