



THE OZAUKEE CORVETTE CLUB



OZAUKEE GLASS

Official Newsletter of the Ozaukee Corvette Club

May 2018 Issue

"Cruisin' Since 1979"

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<mailto:ozaukeecorvetteclub@gmail.com>

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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 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](#))

May 12th - 8am - Breakfast Run and Scenic Tour (Lumber Inn Delafield), B Post. Please [sign up](#).

May 16th - 5pm - Wayne's drive in opening Corvette Night.

May 26th - 8am - Adopt a Highway, Meet at Wayne's. We need volunteers, please [sign up](#).

May 28th - 7:30am - PARADE Memorial Day West Bend, leave from Circle B Bowl on rt60, Cedarburg.

May 29th - 5:30pm - Brew City Corvette Night #1, [The Nines American Bistro](#), Mequon.

June 3rd - 7:00am - Fond De Vettes Trip around the lake. Please [sign up](#).

June 3rd - 11am - Grafton Lions Annual Chicken Roast and Corvette Show. Please [Sign up](#).

June 7 thru 9 2018 - Corvette Adventures in the Dells. Please [sign up](#) if you're going.

June 13th - 6:00pm - June OCC meeting. Jeff will send location by email 2 days BEFORE meeting.

June 16th - 8am - Breakfast Run and Scenic Tour (Mud Creek Coffee), B Post. Please [sign up](#).

June 29th - 3pm - Dinner and Sunset Cruise at Road America \$20. B Post. Please [sign up](#).
**** We recommend you discuss being on track for NON COMPETITIVE event with your insurance agent.**

June 30th - TBD - PARADE Thiensville - Fun before the Fourth!

June 30th - TBD - PARADE Grafton Independence Day Parade, Car Show, Eats.

July 4th - 8:30am - PARADE Cedarburg Fourth-of-July.

July 4th - 1pm - PARADE Brown Deer Fourth-of-July.

July 11th - 6:00pm July OCC meeting. Jeff will send location by email 2 days BEFORE meeting.

July 14th - 8am. Breakfast Cruise to Log Cabin. B Post. Please [Sign up](#).

July 21st - 8:45am - PARADE Port Washington Fish Day.

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

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

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

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

September 12th - 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 22nd - 8am Wildcat Mountain Twisty Road Tour. J Nowlen.

October 6th - 8am Door County Overnight. B Post. Please [sign up](#).

October 10th - 6:00pm October OCC meeting. Flip Side, Grafton.

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

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.

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Ozaukee Corvette Club Meeting Minutes

April 11, 2018

The Apr.11, 2018 meeting of OCC was called to order by President Jeff Myers at 6:00pm at the Flipside Restaurant, 17 members were present.

Secretary's Report: Sue Montana Myers did not read the minutes from the March Meeting as a quorum was not present.

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

Newsletter: Jim Nowlen stated there was nothing new to report.

Membership: Ron Giese stated we now have 69 Members that renewed their membership.

Web Master: Pat Murray stated that the web site is secure without any issues.

Advertising: Mark Hobler stated there is nothing new to report.

V-President: We are looking for people to walk the OCC banner in our parades. Please call Mark Hobler if interested. Ron asked Jeff to send letters with results of the Chili Cook-Off to the 4 other Corvette Clubs that attended the event.

Old Business:

Chili Cook Off – March 4, 2018 - Chili Cook-Off - The results were tremendous. \$3,425 was donated to St. Jude's Children's Research Hospital. All thank you's were sent out. The real success belongs to everyone in OCC that organized and performed so well! Perhaps the most important work we do all year! The OCC Christmas Party will be held again at M.J. Stevens Judi and I arranged the party at M.J. Stevens for next year. More to come.....

New Business:

Shake Down Cruise: After some discussion, the date of the Shake-Down Cruise to Schwarz's Steak House will be May 5, 2018. Meeting at the Target parking lot at 3:00pm.

Tech Tip: Cabin Air Filtration in C-6 and C-7 Corvettes was discussed explaining the benefits to members of proper functioning air filtration. Jim Nowlen will make illustrations for the newsletter.

Ice Kold: Mike from Ice Kold talked about tuning-up your Corvette's a/c and the special deal they are running for \$54.95.

Parades: Thom Brown will be back from Florida around May 1st. He will inform us of the up-coming parades.

Our next meeting will be Wednesday, May 9th at Flipside.

A motion was made to adjourn by Mark Hobler, seconded by Bruce Post. . Meeting was adjourned at 6:45pm.

Respectfully submitted,
Sue Montana Myers

Tech Tip- "Correctness"

I'm not certain "correctness" is actually a word, but it is used frequently in the NCRS (National Corvette Restorers Society). Correctness or being correct is somewhat important when judging or buying a Corvette. One needs to understand, that when buying a Corvette there may be some very valuable parts and accessories that must be a part of the Corvette you are buying.

What motivated this tech tip was an ad for a 2014 Corvette Premiere Edition Convertible when we were looking online for our next Corvette. The selling Chevy dealer listed everything on this convertible in great detail. They did a good job of describing every little detail by listing all the standard equipment and line after line of all the 3LT and Z51 features. To a relative new comer to the world of Corvettes, this would appear to be a very complete car. However, be aware that this is a dealer tactic used to make their Corvette look very complete and well equipped. The fact is every C-6 and C-7 in standard 1LT trim is a very well equipped Corvette. Add in the 3LT level standard equipment and the Z-51 engine and suspension equipment, and the Corvette standard feature description of those Corvettes can cover 2 pages, single spaced. The reality is, most C-6's came with 2LT and 3LT option levels. Most C-7's came equipped with 3LT and Z-51. However, to someone not familiar with that information might think that they were looking at a very unique and rare Corvette. The key to recognizing a correct and complete Corvette is to know what should be with the car, but is missing. In the case of that particular C-7 Premiere Edition, there was no listing of the 5 piece Corvette luggage set, the Genuine Corvette Accessory embroidered floor mats, and the indoor car cover. The reality is, many owners may try to keep some of these items that should go with the car. They may want a keepsake of their Corvette. If you let them keep something that should be part of the car, you are going to end up buying it in order for the Corvette to be considered original and "correct". The tech tip is, to do your homework, and be an informed buyer about the Corvette that interests you.

Other Corvettes having special additional equipment or accessories are the pace cars. There are unique lettering and graphics included with every pace car. These special pace car identifying stickers need to be either installed on the car, or in the car rolled up in original good condition. If the car is an event car like Pat Murray's, there should be some documentation establishing the authenticity. Original window stickers and letters from GM are always desirable. Pat Murray has suggested that the pace car graphics should be installed instead of being rolled up in a box. They can dry out and become damaged.

Then there is the very expensive air cleaners used on all the '63 to '65 fuel injected Corvettes. These fuel injection air cleaner housings, in mint original or restored condition are absolutely mandatory, and can run upwards of \$6,000.00.

All '63 to '82 Corvettes have a build sheet attached to the top side of the fuel tank, as well as duplicate build sheets stuffed under seats and in a variety of places on those C-2 and C-3 Corvettes. These build sheets were used by the St Louis and Bowling Green auto workers building the Corvette to make certain all the correct options were installed on the car. These were "work sheets" that were used long before any window sticker was put on the Corvette. If you are considering a '63 to '75 convertible make sure to see the build sheet for that particular car. Those convertibles came standard with a vinyl convertible folding top. There was also an optional Auxiliary Hardtop available. There was also a no charge option to substitute the Auxiliary Hardtop for the canvas soft top. If these '63 to '75 cars show the standard soft top with the "axillary hardtop" on the build sheet, and the owner says he never had one or didn't know of its' whereabouts, the missing top is treated as "damage" , and a deduction is in order. There are a lot of 'less than honest' Corvette dealers out there that want top dollar for a numbers matching C-2 or C-3 Convertible.

Continued on Page 9

New Members! Welcome!

None this month

Member Anniversaries:

5/13 Allen & Bee Heckendorf
5/18 Peter & Linda Kolbach
5/19 Jeff & Sue Myers
5/26 Gary & Lois Roeske
6/10 Dale & Linda Doerflinger

Member Birthdays:

5/1 Larry Cohodes
5/1 Gary Locklair
5/7 Nancy Neville
5/14 Karen Locklair
5/29 Adam Tietzen
6/2 Leah Kilmer
6/7 Karen Schanen
6/8 Mary Kellbach
6/11 Thom Brown
6/12 Jan Hobler
6/12 Sue Montana Myers
6/14 Mike Landeck
6/16 Gregg Goetz
6/16 Pat Landeck

**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
June 13, 2018**

Dan Wrolstad



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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.

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Tech Tip; Continued from page 5:

The build sheet he is basing his asking price shows the soft top and hard top and knock off aluminum wheels, and the hardtop and aluminum wheels are not with the car. In one instance, I called the previous owner and found out he sold his Corvette to this less than ethical dealer with both tops and original knock off wheels. The top adds \$5,000 and the wheels \$3600 to \$6,000 depending on their condition. The point is, if the Corvette convertible came with it, it needs to stay with it for proper documentation and originality. If you have to go out and buy a used top, these tops run \$2,000.00 in very rough condition to \$7,000.00 in fully restored perfect condition. Remember, with any high option older Corvette, you are in the major leagues of the Corvette hobby, and vendors know you need those rare parts to make your car correct. Make certain, before you close the deal, that you have all options and equipment shown on the tank sticker needed to make the Corvette correct. The tech tip here would be if there is no tank sticker or build sheet, one can be ordered, by NCM members, for any Corvette by the [National Corvette Museum](#) and sources within the NCRS.

On the engines, original intake manifolds with the Winters Foundry “[Snowflake](#)” need to be on the 327/350 HP L-79 engine, and the 327/ 365 HP L-76 engine. Same with the 427 Tri power intakes. An aftermarket [Edelbrock](#), [Offenhauser](#), or other non-stock aluminum intake manifold is not correct, and was NEVER put on any Corvette at the factory- regardless of what the seller tells you. Those missing Winters Foundry manifolds are easily worth \$1,000. To \$2,000. This also holds true for original knockoff wheels at \$3,500.00, original radios \$1,000. Side pipes '65 to '67 and '69 \$3,500 to \$5,000.00 depending on their cosmetic condition and completeness...and the all-time biggest ticket item missing on any '63 to '65 Corvette is the original complete fuel injection unit with special distributor and the air cleaner described above. If that baby is missing off of a documented “fuelie” car, you are looking at a range of \$15,000 up to “name your price” while I get out the smelling salts. As you can see, a lot of the high prices for missing equipment are from the C-2 era. These cars are over 50 years young, and a lot of their authentic and expensive equipment may have been removed and sold off. It is safe to say that 50 years from now, those 2014 Premiere Edition Corvettes with every factory added GCA accessory included will be the only Premiere Editions bringing top dollar as collectible cars.

So, what is one to do going forward? Very simply, always insist upon completeness and originality. Do your research on a car that really interests you, and let the seller know what is missing. Start deducting from his price, the cost of all the missing parts that should be on the car that he is asking top dollar for, because you are going to have to buy the missing parts to make the Corvette “correct”. If you don't make the needed changes, you will just be passing on the problem, and you will take a serious hit on price. Do it correctly, and you can command top dollar...and that is the best tech tip I can give you.

In 1992, I was asked to go with a business associate to authenticate a '67 427/ 435 hp convertible, asking price, \$57,000.00, and claiming to be “mint condition- numbers matching, all original” When we arrived at the seller's house, we saw a terrible excuse for a '67 Corvette. This owner was motivated by all the big money being paid for '67 Big Blocks, and thought he could pass his car off to some unknowing buyer. This car was in awful condition. Wrong engine, bald tires, he claimed it ran great but couldn't start it, wrong rally wheels and trim rings, and the chrome bumpers had torn metal from using a regular bumper jack instead of the correct scissors frame jack. This seller did not really know what “numbers matching meant” as far as the car, engine, and transmission numbers were concerned. I kept quiet (I know, hard to believe) and waited for all the B.S. this guy was spewing to die down. I proceeded to point out all the problems, wrong parts, and non-stock parts and pieces that were on the car. I stressed that the serial number of the car and the engine block serial number and date coded casting numbers were not even close, and that a NCRS top Flight award would never be granted to a Corvette as screwed up as this one.

Continued on Page 12

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

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Continued from page 9

The seller then takes us into an adjoining room, and there is the correct numbers matching bare block that really needed to be built up and installed in the car. He was actually going to try and keep the big block for himself to put in a Chevelle at a later date- Great! I advised my business associate that if he bought the car, the correct bare block must be part of the deal, and that there was about \$37,000. in actual damage and missing parts on this Corvette from worn out or incorrect pieces on the car. My business associate asked me what was needed to make this a 100 point NCRS top flight Corvette. I advised him to pass on this car, but if he was insistent on buying it, \$18,000. With the correct block and a good title would be a fair price. He would be looking at spending another \$110,000.00 to \$115,000. on a very complete restoration, and be prepared to be without the Corvette for about 14 to 16 months while it was at Nabors Corvettes in Houston. If he did this, he would have a \$180,000. Corvette when he was done. Today, this car in correct form, would be worth \$750,000 to \$850,000. He offered \$12,000.00 and the guy turned him down (of course). This was a very real and very true transaction, and you have to be aware of all the con men and get rich quick kind of guys out there that don't know jack about Corvettes. We treated the missing pieces like damage, and charged back the seller accordingly. The reason is, you are going to have to go out and replace all those missing, broken, and worn parts to make the Corvette in question correct and complete. Oh yes, the owner called back and accepted the \$12K offer 3 days later!

The truly "correct" Corvettes are the only ones bringing big prices at Barrett-Jackson. One of my friends has a perfect '66 427/425 hp convertible. The engine, transmission, and frame numbers all match on his convertible with side pipes, knock off wheels, and gold line tires. All these options are listed on the build sheet that is still glued to the fuel tank. This Corvette is not over restored- just correct. This Corvette is not for sale, but if it was, you could build a very nice 4 bedroom house for the kind of money it would take to buy this complete correct Corvette. Also, for all you current owners, if you remove something or modify your car, always save the original parts- never throw anything away that was originally on the Corvette from the factory or as delivered. Finally, one parting suggestion... if you get the itch to add stuff to your Corvette, purchase items from the Genuine Corvette Accessories online catalogue first. Why? Because every part number in that catalogue has a GM part number, and has been tested for quality and durability. Another reason is, because at the time a new Corvette is ordered, any or all of the accessory parts in the GCA catalogue can be dealer installed, and are considered part of the original Corvette.

Becoming a member of the [National Corvette Restorers Society](#) is a tremendous way to expand your knowledge of our favorite car, and helps you with the process of correct restoration.

**Save the Wave,
Jeff Myers**

Ozaukee Glass Editorial Page

Please note that in THIS ISSUE of the Ozaukee Glass I've added hyperlinks to the electronic copy. On upcoming calendar where you see underlined text, click on <ctrl> button while clicking on that text and you'll be taken directly to the sign up sheet. If you see underlined blue text within anything you're reading, <ctrl> click on that for additional information.

We really need a volunteer to carry our club banner in the West Bend Fourth of July Parade! Also, the club ROSTER on our website has been updated. Please check YOUR information for errors or omissions and inform Ron Giese.

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.

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.

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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

Jeff and Sue Myers:

My wife knew I liked the Premiere Edition convertible. She searched for listings of available 2014 Premiere convertibles available for months. There was one in particular that kept appearing week after week, we think a bad photo put buyers off. The paint in the picture looked terrible, but in the end it was just water spots from a recent wash. We negotiated our price; drove through driving snow to Iowa with our trade in. We closed the deal and loaded our C7 for the trip home. As Sue guided me onto the trailer, she stepped backward into a hole, and broke her ankle. We headed home, ankle iced, in record time to see her doctor. We are both amazed by all the features, the quality fit and finish, and the incredible horsepower and performance of this C-7. Truly, the best Corvette we have ever owned.



About the Corvette:

Year: 2014

Model: Premier Edition Convertible

Engine:

Color: Limerock Green

Nickname: tbd

Outstanding Features: *Z-51 3LT options, Limerock Green with Brownstone Napa Interior. 90th C7 Convertible built in 2014. Jeff says "*

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

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