



# THE OZAUKEE CORVETTE CLUB



## OZAUKEE GLASS

Official Newsletter of the Ozaukee Corvette Club

### September 2018 Issue

"Cruisin' Since 1979"

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<b>President:</b>	Jeff Myers	<b>Membership:</b>	Ron Giese
<b>Vice Pres:</b>	Ron Giese	<b>Parades:</b>	Thom Brown
<b>Secretary:</b>	Sue Montana Myers	<b>Web Masters:</b>	Pat Murray
<b>Treasurer:</b>	Sue Giese	<b>Advertising:</b>	Mark Hobler (Hoh bler)
<b>Newsletter</b>		<b>Directors:</b>	Gregg Goetz, Mark Hobler
<b>Editor:</b>	Jim Nowlen (Noh len)		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](#))

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.

October 13<sup>th</sup> - 11:00am Fall Cruise to Lake Geneva. Please [sign up](#).

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, Delafield Brew Haus. Kettle Moraine Corvette Club hosting.

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

June 12<sup>th</sup> 2019 - 6:00pm June OCC Meeting.

July 10<sup>th</sup> 2019 - 6:00pm July OCC Meeting.

August 14<sup>th</sup> 2019 - August OCC Meeting.

September 11<sup>th</sup> 2019 - September OCC Meeting.

October 9<sup>th</sup> 2019 - October OCC Meeting.

November 13<sup>th</sup> 2019 - November OCC Meeting.

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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**

### **August 8, 2018**

The Aug.8, 2018 meeting of OCC was called to order by President Jeff Myers at 6:00pm at Wayne's, 23 members were present.

**Secretary's Report:** Sue Montana Myers read the minutes from the July Meeting. Jan Hobler made a motion to change the date for our July 11 meeting because it was wrong in the minutes. Mark Hobler made a motion to correct the minutes read seconded by Judi Krafcheck.

**Treasurer Report:** The Treasurer's report was given by Jeff Myers on the balances in the checking account. A motion was made by Jim Nowlen, seconded by Judi Kraftcheck to accept the Treasurer's Report.

**Newsletter:** Jim Nowlen stated he is looking for members and pictures of their cars and get their story of how they came to love Corvettes and to publish a member a month with their story for the newsletter.

**Membership:** Ron Giese stated we now have 82 Members.

**Web Master:** Pat Murray stated that the web site looks good, no issues.

**Advertising:** Mark Hobler reported nothing is new.

**V-President:** Adopt a Highway will be Sat, Aug. 11, 2018.

#### **New Business:**

President Jeff Myers stated that we should save the date for the Caravan to the Corvette Museum - 25th Anniversary - August 2019. Pat Murray has 2 rooms left for that event. Contact Pat to save a room for you if you want to go and send in your registration.

**Gables of Germantown Car Show-Aug. 30, 2018:** This is the apartment complex that Jay Brown lives in. The residents will also sell food and have a little craft show.

**By-Law Changes:** The proposed By-law change concerning club owned insurance has been tabled until the insurance issue is resolved.

**Parades:** Thom Brown talked about up-coming Fish Day parade. Thom also stated that he wants to resign from being the Parade Master. Pat Murray said that he would do the Fish Day Parade and take care of the details.

**General Liability Insurance:** Jim Nowlen and Bruce Post presented their findings concerning insurance for the club. They discovered that a General Liability policy, like we had, provided legal funding if the club is sued. Jeff Myers added that he talked with a corporate attorney, Jack Buri of Foley and Lardner, that said the same thing about legal representation that Jim Nowlen brought up. Attorney Buri felt that a small annual premium on a policy works like a retainer fee for legal counsel.

**Officers and Directors Insurance:** Jon Gilmore made the motion to cancel the current Officers and Directors policies. Jim Nowlen seconded the motion. The vote was unanimous. Jeff Myers will contact Koehler/ Ansey Insurance to cancel this policy and have a refund check issued.

**GM/ EMI Licensing Agreement:** Jeff Myers reviewed the agreement we have with General Motors concerning use of Corvette and Chevrolet trademarks, emblems, and stylized lettering. The Club was granted this license in April 2014.

A motion to adjourn was made by Bruce Post seconded by Jim Nowlen. 6:50pm.

Our next meeting will be Wednesday, Sept. 12 at Wayne's. Meeting will start at 6:00pm

Respectfully submitted,  
Sue Montana Myers

## Tech Tip- OIL

Oil is the lifeblood of our engines. Many of you have probably not given too much thought as to the importance of oil in your engine. A lot of us don't know how to check it. Many feel it is way too complicated and messy to change on your own, and there are some of you that could care less about engine oil.

Motor oil is a very complex liquid. Besides lubricating the moving parts inside your engine, motor oil cools and cleans the engine. As incredible as it sounds, motor oil is pumped under moderate pressure to the crankshaft and piston connecting rods and provides a .0005 inch cushion or barrier so that none of these moving parts actually make metal to metal contact. All these parts literally float on the oil barrier created by the oil pump. It has been speculated that if the crankshaft, rods, and rocker arms made metal to metal contact, the engine would seize up, burn up, or blow up in a matter of seconds. This is known as catastrophic engine failure. It is said that a fresh clean oil and filter change is the most cost effective insurance one can provide for one's engine.

Some of you may know, and are familiar with the expression: "numbers matching Corvette". This means the original engine that was installed by the factory is still in the Corvette. In a collectable C-2 and C-3 Corvette, a numbers matching engine indicates that the original motor has not been replaced due to abuse or poor maintenance. For example, a '65 327/fuel injected convertible or a '67 427/435 hp Corvette, will command \$10,000 to \$40,000 more than a car with a replacement or exchange block. Back in the day, GM put a 5 year/ 50,000 mile warranty on those cars to match Chrysler Corporation's warranty. Unfortunately, many people had the attitude that they could go out and abuse their new Corvettes (and Novas, Chevelles, and Camaros) because GM would give them a new engine, transmission, and/ or differential under warranty. 50 years later, we see the effect of this careless attitude. Changing oil regularly and driving reasonably is the best insurance for keeping an original motor in good shape and protecting your investment. The tech tip is for everyone to be aware that there are many Corvettes for sale that appear to be numbers matching, but are actually re-stamped fakes. Familiarizing yourself with how these stamped numbers look on an authentic original Corvette will help you recognize a fraudulent re-stamp. As stated above, changing the oil and filter frequently is the best insurance for maintaining your original motor. How often is a change required? The life of conventional oils is 2000 to 3000 miles. Synthetic oils can go 3000 to 6000 miles. The oil will be jet black from all the carbon that was cleaned off the cylinder walls. Those carbon particles are captured in the oil filter, but there are still microscopic particles that are abrasive and they can accelerate the wear or affect that .0005 barrier between moving parts. Oil also has a time limit of about 1 year. Oxidation builds up in the oil whether the engine is running or sitting in storage. Oxidation causes the oil to break down and literally stop lubricating. That .0005 oil film barrier can be compromised. The tech tip is change oil & filter every 3000 miles or 1 year whichever comes first. So, over the course of this Corvette driving season, you may only put 1200 to 1800 miles on your car. The oil looks fairly clean, and you are tempted to go 2 years on the same oil. The extreme cold to normal high engine operating temperatures causes the oil to absorb moisture as it cools down. That moisture causes oxidation in the oil. This is why, regardless of the mileage, you need to change your oil every 12 months at minimum.

This begs the questions, "what kind of oil, what brand of oil, and what weight of oil?". Motor oil comes in different viscosity or thickness. Over the last 20 years GM has recommended 5W30 weight oil. Translated, that means "5 winter 30". This is an all season oil that has very thin 5 weight oil mixed with thicker 30 weight oil. The 5 weight oil thins out the 30 weight oil, so the oil functions in cold and hot weather as @17 weight oil. In the newest C-7 Corvettes the 5W30 oil is critical for proper engine operation. There are very high tech cam phasing devices that require only 5W30 oil. If you use other weight oil. The direct injected LT1 engine will not run correctly, and you will

Continued on Page 9

## **New Members! Welcome!**

Don & Lori Hansen

Membership in OCC now at 84

## **Member Anniversaries:**

9/13 Bob & Jan Griesmeyer  
9/20 Erich & Diane Rehm  
9/29 Ron & Sue Giese  
10/3 Mike & Pat Landeck  
10/27 Mark & Jan Hobler

## **Member Birthdays:**

9/2 Ken Hackendahl  
9/10 Lois Roeske  
9/17 Bruce Post  
9/19 Jason Dannenberg  
9/27 Dan Dujmic  
9/28 Woodie Adkins  
10/13 Bob Griesmeyer  
10/13 George Jurss  
10/16 Steve Lettau  
10/21 Terri Cohodes

### **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  
Oct 10, 2018**

**Dan Wrolstad**



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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:

be looking at a very costly repair. It is always best to follow the manufacturer's oil weight recommendation- in this case 5W30 in late model Corvettes. This is also the weight oil recommended in all LS series motors. The older Corvettes will see 10W30 weight oil is recommended for year round use.

What kind of oil should one use- synthetic or conventional? There are a lot of differing opinions. However, technology has advanced so much that every generation of Corvette will benefit from synthetic oil. The oil companies have gone so far as to offer engine warranties if their synthetic oils cause any engine failure that is oil related. Years ago, using conventional 10W30 oils in a small block Chevy, if you changed your oil and filter every 2000 miles normal engine wear would have the cylinders wearing about .030 inch in 100,000 miles. That .030 cylinder wear would cause the engine to pass oil into the combustion chamber and you would use about 1 qt. of oil every 1500 to 2000 miles. Use synthetic oil in the same scenario, and after 100,000 miles there would be .002 to .005 wear and no oil consumption. Saving a \$2,000 engine rebuild compared to the high price of synthetic oils is a no brainer. Synthetics are that good!

What brand of oil should I use? All oil whether conventional or synthetic is refined to a standard established by the American Petroleum Institute (or API). All oils are currently rated "SN". This means there are required chemicals used in the refining process that makes all SN oils compatible, regardless of the brand or whether it is conventional or synthetic. Personally, I do not mix conventional oil with synthetic oil. There are just too many advantages to synthetics. Many of you have brands of oil that you have used for years, and you are loyal to those brands because they simply perform well year after year. There are Amsoil guys and Royal Purple guys as well as Mobil 1 and Valvoline Syntec guys and gals. They are all great synthetic oils, and do a wonderful job of cleaning, cooling, and lubricating.

However, there is a very serious issue and tech tip. All current motor oils are rated "SN" as stated earlier. The car companies asked the oil companies to eliminate Zinc from motor oils. It was found that Zinc in oil causes a premature failure of catalytic converters. The car companies have to warranty those cat converters for 100,000 miles under Federal emission rules. Cats were failing at 60,000 to 80,000 miles because of the Zinc content in motor oil. By eliminating the Zinc, those of you with older Hydraulic or Solid Lifter flat tappet cams run the risk of destroying your camshafts and rocker arms. The zinc in oil provided added lubrication and protection for those older engines. The tech tip is, since all current retailed oil is SN rated, you will need to purchase oil that has zinc added, or buy a zinc based additive you can add to your oil in order to save your engines in to classic pre 1986 Corvette. Your local auto parts store and mail order places like Jegs and Summit have these zinc additives. On the C-4 Corvettes starting in 1987 or '88, and all C-5, C-6, and C-7 have roller lifters and some have roller rocker arms. Check with your Chevy dealer or the various Corvette publications to see if you have roller lifters or flat tappet lifters.

Save the Wave,  
Jeff Myers



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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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### ***Ozaukee Glass Editorial Page***

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.*

*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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Proud co-sponsors with Ozaukee Corvette Club of  
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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*

Bruce and Sally Post's Corvette's:

Sally and I grew up in suburban Detroit. Our parents, like just about everyone else we knew, were car people and working for one of the big 3 and a half. Back then, GM people rarely socialized with Ford, Chrysler or AMC people and vice versa. It's not that they were openly hostile, they just didn't have anything to say to each other. As a result, our loyalties were strong and learned early. Since my father's family were Ford people and mothers family only bought GM, I'm only half joking when I tell acquaintances I was the product of a mixed marriage. I had to address this identity crisis at an early age. The facts that I lived in Dearborn (the home town of Henry Ford) and 90% of my friend's parents were Ford employees the choice was clear, especially if I wanted a social life. Ford all the way! A progression of Fairlanes and Mustangs absorbed my discretionary income during the 1960's.

But a few years earlier there was this guy that lived a few houses down from us. In my 14-year-old mind he was about as cool as it gets. Not only was he a DJ for WKMR (a popular local rock 'n radio roll station), but he also had this candy apple red '62 fuelie and apparent unending supply of attractive companions. Could these two conditions be related? That was my first inkling there may be something to this Corvette thing.

Growing up where we did, we ate, slept and breathed cars. The 30 mile loop up Telegraph Road and back down Woodward Avenue was standard fare for a Friday or Saturday night. I those days there were drive-in restaurants every mile, so "the tour" occupied an entire evening. Naturally we "looped" through all the drive-ins looking for adventure and received the stink eye from all the locals for our efforts. They were all there, the hot-rodders, the beaters, the latest factory go fasts and kids driving cars with whatever modifications they could afford. Ever see a '59 Impala do a wheelie through an A & W? And, of course the Corvettes. Once in awhile, being Detroit, we'd see a factory prototype someone's parent borrowed from Engineering. Sally's dad once loaned us an early Maverick prototype complete with a 428 cobra jet engine. Aside from the fact you couldn't see over the high rise hood and it handled like a pontoon boat, I did go like hell. We'd always finish the night at our home drive-in to debrief the day's adventures and give the lookers the stink eye.

If anyone spent any time in Detroit back in the 60's they know every green light was a drag race. Still is. On one of "the tours" we witnessed five-across Stringrays racing at the 8 Mile Road light on Telegraph Road. It was a pretty awesome sight, especially since the road narrowed to four lanes in a few hundred feet. It re-occurred to me that there might really be something to this Corvette mystique.

So then the 1970's happened. My rising interest in Corvettes was dampened by less than stellar cars, a growing family and job commitments. And yes, we had minivans. It stayed that way until the late 80's when we discovered Lola, a fathom green '69 convertible that was languishing in a hay barn (really) near Flint, Michigan. The car was owned by a business acquaintance's wife who hadn't driven it in years. She was forlorn and dirty, but had great limes and was just waiting to be rescued. All the original parts were there including both tops. I was also amazed the original owner was a lady since the car had no power anything, a very stiff clutch and was a bear to turn when not moving. Sally drove it once. Problem solved.



It became a 15 year project with my son Andrew to return the car to NCRS Survivor standards. He still claims to be damaged from lugging parts around swap meets and riding endless miles on 90 degrees days in a non-air conditioned sweat box on upholstery GM's marketing people wishfully called "comfort weave". When we sold the car in the early 2000's to a new caretaker I figured I was out of the Corvette business for good since all of the later generations have plastic bumpers. And everyone knows only real Corvettes have chrome bumpers, right?

But then the C6's came along. Oooh, I like those. And we really like Laguna blue with a cashmere interior.. And we really like air conditioning, cruise control, 8 way power seats with lumbar support, premium sound systems and cars that have about every option checked including Z51 and Corvette Museum delivery. I still take a long look at especially nice Mustangs and think of Camaros as copy cats, but we're in a new, long-term relationship now.



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

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

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