



THE OZAUKEE CORVETTE CLUB



OZAUKEE GLASS

Official Newsletter of the Ozaukee Corvette Club

August 2016 Issue

"Cruisin' Since 1979"

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Vice Pres: Ron Giese
Secretary: Carie Drennen
Treasurer: Sue Giese
Newsletter Editor: Dana Drennen

Membership: Ron Giese
Parades: Thom Brown
Web Masters: Pat Murray / Dana Drennen
Advertising: Gene Krull
Directors: Gregg Goetz, Jim Baker, 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 3rd Sunday of the month!

Corvette Night #2 at the Brew City Cruise Night in Mequon!

Although I didn't get a final count them, OCC had about 10 cars show up for the second Corvette Night of the Brew City Cruise Night at The Nines American Bistro (Mequon Golf Club) on 8/23/16. The season wraps up there on Tuesday 9/27/16. As always, every make and model of cars is welcome to attend. Keep in mind, Wayne's wraps up their season on Wednesday 9/28/16. Let's hope for good weather and a great showing for the finale!!

(Photos courtesy of Gary Locklair)



Ozaukee Corvette Club Meeting Minutes – August 21st, 2016

President Jeff Myers called the meeting to order on 8/21/16 at 5:59 pm.

Board Members Present:

President Jeff Myers
Vice President Ron Giese
Treasurer Sue Giese
Secretary Carie Drennen
Director Pat Murray
Director Gregg Goetz

Board Member not Present:

Jim Baker

Secretary's Report: Carie Drennen read the July 2016 membership meeting notes. Sue Montana-Myers motioned to accept the notes as read and this was seconded by Kathy Huck.

Treasurer's Report: Sue Giese reported the current balance in the checking account. She reported there had been three checks written with two deposits. Jeff advised the members present that he had a check from Car Craft National to be deposited into the account.

Richard Witkowski motioned to accept the treasurer's report as read and this was seconded by Dana Drennen.

Advertising: Gene Krull was not present for the meeting so no advertising report was available.

Newsletter: Kathie Bruhn stated ten newsletters were mailed out.

Membership: Ron Giese reported we currently have 88 members in the club.

Vice President's Report: Ron reported he called Jim, the owner of The Firehouse, regarding using the large screen TV for our meeting and was told that would be fine for us to use. Jim, however, did mention the fact that we are not spending enough money for reserving the room as he was having to hire additional wait staff for us. He requested \$50 per month for use of the room. Jeff and Ron are going to speak with Jim regarding a dollar figure for our meeting, whether it be a flat fee or if we as a club just had to purchase so much towards meals, etc. Jeff stated he will look around for other meeting places.

Ron informed the members that he is down to 30 emblem patches and would like to purchase more. Mark Hobler made a motion to purchase 200 patches and this was seconded by Sue Montana-Myers. No one opposed this motion, so Ron will be ordering these.

Bruce made a proposal to the club that there be a change in the By-Laws authorizing a board member to spend up to \$300 without membership approval. Mark Hobler seconded this proposal. Jeff stated he would send out an email to the club regarding this.

Ron and Thom Brown are going to get together and decide on dates for the Ronald McDonald House and Jay Brown car shows.

Ron informed the members that The Paramount Plaza brick is installed.

Hosting the Holland Car Show next year was discussed. Jeff will be contacting the Chamber of Commerce of Cedar Grove to inquire into this.

New Business: Pat Murray stated we have control of the website and that he and Dana are in the process of re-building it. We are currently limited to six pages without password protection. The members present were advised there would be additional fee to have unlimited pages along with password protection. Bruce Post made a motion to go ahead with the upgrade and this was seconded by Judi Krafcheck. A vote was held which was unanimous in favor of the upgrade. Sue has obtained a debit card linked to the club checking account and Pat and Dana will be working with Sue to pay the appropriate fees for the website.

Scott Fischer, who is a member of our club, has a printing business and he was generous enough to print up 200 cling-ons for the club. Ron will be checking in with Scott regarding making a banner for our parades for next year.

An upcoming Packer game with conflicting times to our meetings was discussed. A long discussion was held in regard to winter hours and where we will be holding our meetings took place.

White shirts were decided on for our club shirts. Bruce Post made a motion to accept the new logo and this was seconded by Judi Krafcheck. A vote was held regarding the new logo which was unanimous in favor of the new logo. The club will be paying the \$115.00 set-up fee.

The next meeting will be 9/18/16 at 1pm (lunch at 12pm) at the Firehouse Restaurant in Saukville.

Kathie Bruhn made a motion to adjourn the meeting at 7:13 pm and this was seconded by Kathy Huck.



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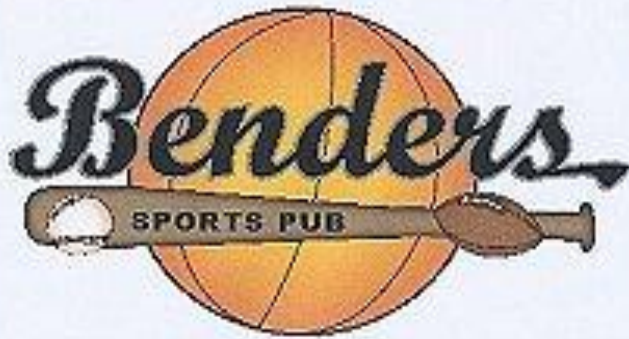
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August 2016 Tech Tip – Tires for the Corvette - Part 2

Last month we wrote about how critical the tires for a Corvette can be. Way before speed ratings were required on tires, Zora Duntov and the GM legal department made certain that every Corvette leaving the factory was equipped with tires that could handle the speed and cornering that Corvettes were capable of performing. Tire technology, and the ability of tires to survive the cornering and acceleration that a Corvette could produce was questionable. Back in the 1960's and early 1970's affordable tires were "bias ply". Michelin made radial tires in limited sizes, but they were very expensive. Typically, a single Michelin, Continental, or Dunlop Radial Tire for an XKE Jaguar in 1966 was \$175.00 or \$700.00 a set! That is \$7,000. in today's money for 4 tires- and these were fairly small tires (6.70R X 15). These were the same size as tires put on a Chevy Biscayne or Plymouth Belvidere in bias ply that were \$19. to \$24. About this same time, many tire companies were playing a numbers game with the size of tires. Goodyear had a 7.50 X 15 tire for the Corvette, but BF Goodrich supplied a 7.75 X 15 for the Corvette. When you had worn down the rear tires from aggressive driving, you were sort of locked into buying the same size tire that were still on the front of the car. (Continued next page)

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These little differences in tire size and appearance were designed to lock out competition. My experience was, the BFG Tiger Paw in 7.75X15 was a wider fatter tire that looked great on Corvettes. The only problem was they didn't wear very well, and if you wanted a better wearing tire you had to put on a Goodyear or Firestone back then, but the tires looked a little different. The tire industry and government developed a "letter" system. The Corvettes came equipped with F70 X 15 tires in 1968. This "F" series designation dictated that all tires of that size must be a minimum of 26.95 inches and a maximum of 27.00 inches in diameter. A 5/100th inch variance was for reasonable manufacturing variances. Many of you may have actually experienced this first hand. Those special Corvette bias ply tires were 4 ply which means 4 layers of rubber molded around Nylon or Rayon cord with some extra cord woven in the layers to add strength and prevent a tire from blowing apart at high speed. Some of you may remember when your family bought rayon cord tires. These were the tires that would pick up a "flat spot" after sitting overnight, and you swore the tires felt like square blocks rolling down the road, until the carcass of the tire heated up and the ride smoothed out. The ancient tech tip is to avoid buying rayon cord tires (they are actually still available!) for your restoration project. (Continued next page)

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Eventually, the National Highway Traffic Safety Administration (NHTSA) required tire manufacturers to rate their tires based on tread wear, traction, and temperature. The idea was to help consumers make good buying decisions based on the quality of the tires being sold. In other words, if there are 2 brands of tires you are considering for your Corvette, and one set is \$800. and the other is \$1200. Other than the \$400. price difference what are the differences in the tires? The ratings should tell you the differences so you can make an informed buying decision. The government and tire manufacturers also dropped the "letter" size system for a more precise system that uses the metric system. However, this is such a complex issue that I would suggest reading about tire sizing on websites like "tirerack.com". They do an outstanding job of explaining the technical information that goes into various tire sizes. Over the past few years, we have seen a change in tire suppliers by GM for the Corvette. Those of you buying C-4, C-5, and C-6 Corvettes may have noticed that all Corvettes came equipped with Goodyear Eagle GSC or F-1 Tires. These tires are excellent handling, but the tread wear is somewhat rapid- even if you drive your Corvette gently. The trade off for great grip and handling was loss of tread, because the tire's rubber compound is softer. Most owners agree that about 19,000 to 21,000 miles is the useable life of these original equipment tires. These OEM Goodyear's were designed for the Corvette, and the high speeds the car can attain. The tire wear or UTQG (Uniform Tire Quality Grade) of the OEM Goodyear tires is 240. That 240 number is supposed to indicate that those particular tires last 2.4 times longer than the standard established by the government. Problem is, no one seems to know exactly what that mileage standard is. If it is 10,000 miles, those OEM Goodyears should last 24,000 miles. There are other accounts of the standard being 15,000 and other sources saying 20,000 miles. Well those of us with user experience know those Goodyear OEM tires won't last 36,000 or 48,000 miles. It is also known that many times these impartial UTQG ratings are being used as a marketing tool to enhance one tire over another, because the manufacturers and not the government declare their UTQG rating. Considering that a replacement set of OEM Goodyear GSC tires will set you back about \$1300. after only 20,000 miles, many of you decided to shop around- this was not lost on GM. So a UTQG of 240 equals 20,000 miles, and Michelin has a set of all season tires with a UTQG of 500 and Continental makes a set of their DWS06 for Corvettes with a UTQG of 560. Does that mean that the Michelins will deliver over 40,000 miles and the Continental DWS06's will last 46,000 miles? The truth is, no one knows for sure until the tire tread is worn down from actual use, but those of you changing to Michelin have told me they seem to be holding up and feel much better. In fairness to Goodyear, they followed the instructions and requirements of GM and Corvette Engineering, and were the only company committed to making the Corvette a world class handling sports car. (Continued next page)

The other tire companies were not interested in Corvette tire business because it was such a small segment of the car market in 1984 to 1989. They also felt the small market niche was only big enough for 1 company. However, once there were well in excess of 400,000 C-4, 5, & 6 Corvettes needing replacement tires, that market became more attractive for other tire companies to get involved. Another issue, were the complaints by Corvette owners about the high cost of tires that would only last 20,000 miles. Michelin declared their Pilot Sport A/S all season run flat would go a minimum of 40,000 miles for the same money as the Goodyear GSC or F-1. Soon Continental, Pirelli, BFG, Firestone and about 12 other companies joined Michelin in going after that Corvette business. Many GM employees that own Corvettes tested Michelin tires on their cars, and felt the dramatic difference, as well as improved tire wear. After extensive testing, GM announced Goodyear was out, and Michelin was the new OEM supplier for the C-7 coupe/convertible, Z06, and Grand Sport. Goodyear makes a great tire, but their design and construction of the Corvette tire were locked in years ago. All their competition had to do was improve on every aspect of the existing design, and they would take away Goodyear's business- and this seems to be what happened.

Along with UTQG numbers, tires are rated on "Temperature" and "Traction". The highest rating on temperature is "A" which means tires with this "A" rating can operate safely in excess of 115 mph...way in excess! These temperature numbers tell the consumer the speed that a tire will not fly or blow apart due to temperature increases in the sidewall and tread. The "B" rating is 100 to 115 mph and a "C" rating is 85 to 100 mph. Most passenger car tires are "C" rated. The tech tip is a no brainer; a Corvette owner should only purchase "A" temperature rated tires because of the Corvette's speed capability. A tech tip about tire sidewalls is to make certain there are never any cuts or checking cracks on the tire sidewall. Any damage to the sidewall weakens the tire structure and it cannot be repaired- it must be replaced immediately. Never drive on tires with deteriorating side walls because they can come apart at any time without warning. One should also inspect the rarely seen inside sidewall for damage.

The "Traction" ratings are based on the tire's ability to hold the road while turning in a large circle called a skid pad. This is measured in something called "G Force". The higher G Force represents better traction and a higher traction rating for the tire. The lowest level accepted by the NHTSA for cars sold in the U.S. is "C" indicating less than .38 G's is attained before the rear wheels break loose and the rear of the car spins out. "B" is .38+ G's. An "A" rating is .47G's and the newest category is "AA" which is .54 G's. The "AA" rated tire should be the only tire considered by a Corvette owner. The sidewall of the tire is taking almost all the stress. This makes our previous tech tip about sidewall condition even more relevant. The typical tire rating sticker looks like this...

Continental DWS06 All Season Michelin Pilot Sport A/S Goodyear Eagle F-1

UTQG 560 UTQG 500 UTQG 240

Temp A Temp A Temp A

Traction AA Traction AA Traction AA

A replacement tire purchase is a expensive proposition. Prepare yourself to purchase tires by gathering objective information on the various brands that interest you and talk to club members or Costco, as well as your dealership. They are able to give you great information at competitive pricing and help you in the event there are warranty issues. These businesses are experts at mounting and balancing these special tires. The tech tip would be to have your Corvette aligned, and front and rear end components inspected for excessive wear before driving with your new tires. Worn tire rods or ball joints have too much play and make it impossible to align the tires correctly. A shop that has 4 wheel alignment equipment has made a significant investment, and will be able to align the tires and wheels correctly. I'm of the belief that radial tires should be used on every generation of Corvette. There are superior safety, ride quality, and handling benefits from using radial tires. (Continued next page)



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A tech tip for all you C-1 C-2 and C-3 guys- there are specialty companies like Diamond Back Tires in South Carolina that sell radials with 3/8 inch white wall or red stripes or 3 or 4 inch wide whitewalls. Being informed about the relative quality of your tires will help you make a good buying decision.

Save the Wave,

Jeff Myers

**Ozaukee Corvette Club
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Upcoming Calendar Events

(See web site calendar for latest information)
Every Wednesday mid-May-through September at 5:30PM Wayne's Drive-In, Corvette Night.

Sept 18th - OCC Meeting at Firehouse Restaurant, Lunch at 12PM, Meeting at 1PM.

Sept 23rd - 25th - Fall Adventures in the Dells.
More info at www.fallcorvetteadventures.com

Sept 28th - Wayne's Drive-In Grand Finale 5PM.

The car show for Ronald McDonald House has been postponed until 2017.

Ron and Sue Giese Bon Fire, Date to be announced, watch the calendar.