



THE OZAUKEE CORVETTE CLUB



OZAUKEE GLASS

Official Newsletter of the Ozaukee Corvette Club

April 2016 Issue

"Cruisin' Since 1979"

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Secretary:	Carie Drennen	Web Master:	Frank Wilke
Treasurer:	Sue Giese	Advertising:	Gene Krull
Newsletter:	Kathie Bruhn	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!

Our first trip out for Adopt-A-Highway in 2016 was a huge success with 12 members participating! The area that we clean is a 1.3 mi stretch of Hwy 60 headed west from 5 Corners in Cedarburg. Pictured left to right; Dana Drennen, Jim Nowlen, Dick Witkowski, Susie Sydor, Barb Jurss, Sue Giese, George Jurss, Gregg Goetz, Jan Hobler, and Ron Giese (not pictured, Al Neville and photographer Mark Hobler).



24th Annual Chili Cook-Off 2016!!!

This year's event was hosted by Brew City Corvette Club. 134 members representing six area clubs were in attendance, including 16 from OCC!

Our very own Barb Jurss took home the 1st Place Trophy for the Salsa Competition!

\$1,700 was raised for this year's charity, Children's Hospital of Wisconsin and a great time was had by all that attended.



Ozaukee Corvette Club Meeting Minutes – April 17th, 2016

President Jeff Myers called the meeting to order on 4/17/16 at 6:02 pm.

Board Members present included:

President Jeff Myers
Secretary Carie Drennen
Director Gregg Goetz

Board Members not present:

Vice President Ron Giese
Treasurer Sue Giese
Director Jim Baker
Director Pat Murray

Jeff reported the sad news of Gene Engel's passing.

Secretary's Report: Carie Drennen read the March 2016 meeting minutes. Sue Montana-Myers motioned to accept the notes as read and this was seconded by Jim Nowlen.

Treasurer's Report: In the absence of Sue Giese, Carie Drennen read the treasurer's report. The balance of the checkbook was reported along with the number of checks written. There were no deposits. Tom Hansen made the motion to accept the report as read. This was seconded by Dana Drennen.

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

Newsletter: Kathie stated ten newsletters were mailed out.

Activity Coordinator Report: Sue updated us as to upcoming events for the next month. Please remember to check the calendar as there are new events being added frequently. Please also remember to use the sign-up sheet if there is an event you will be attending.

There is a Corvette Bash in Bowling Green from 4/28 through 4/30/16.

Wednesdays at Wayne's Drive-In begins 5/18/16.

Membership: We currently have 81 members.

Vice President Report: In the absence of Ron Giese, Jeff read the VP report. There were 12 people who participated in the Adopt A Highway clean-up. Twenty-four bags of trash were collected in 1.5 hours. Great job! Lunch was provided by the club for the participants at The Flip Side afterwards.

Old Business: There is a Bowling Green run taking place June 24th through 26th.

New Business: Car Craft Nationals are July 14th through July 16th. Please check the sign-up sheet.

Jeff reminded everyone that during parades you must drive your own car. You may not have a relative or friend drive your car as they are not covered on the club's insurance.

Jeff provided tech tips and also brought in the hub cap which, at some point, will appear in your car.

Our next monthly membership meeting will be held on May 15, 2016 at The Firehouse Restaurant in Saukville, dinner is at 5:00 pm with the meeting at 6:00 pm.

Jeff made a motion to adjourn the meeting at 6:34 pm and this was seconded by Dana Drennen.



In memory of OCC member, Gene Engel



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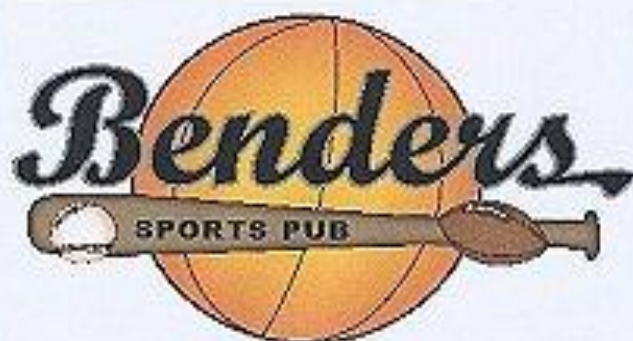
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April 2016 Tech Tip - Stock Rocker Arm Issues.

Those of you with 1997 to 2013 Corvettes, you may already know your cars are equipped with the "LS" series motor. You may have read that some owners have experienced a failure of one or more rocker arms where the small needle bearings break away from a failed bearing retainer, and are scattered throughout the engine, and end up in the oil pan. This problem is reported happening on LS-6 and LS-7 motors found on Z-06 Corvettes. The solution has been to replace the rocker arms with something from the aftermarket or buy a bearing conversion kit. One very positive fact is, that this problem does not occur very often in stock LS-1, LS-2, or LS-3 Corvettes.

When a rocker arm bearing lets go, you will definitely know it. There is a terrible clattering and grinding sound, and the engine idle changes. The check engine light may come on because of the valve failing to open correctly and the resulting improper combustion of fuel. I have seen a number of tech articles about this problem, and decided to buy a Comp Cams Rocker Arm Upgrade kit for our LS-2 as a hedge against this sort of failure in an otherwise tremendous engine. (Continued next page)

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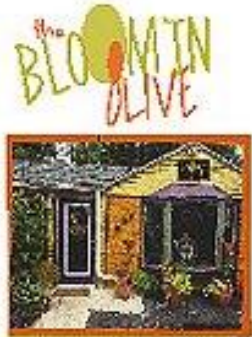
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As a sidebar, I found another interesting fact. Some owners decided to really spend serious money to upgrade their valve train with forged steel roller bearing rockers with roller tips. These type of rocker arms cause zero friction when pushing down the intake or exhaust valves. However, many of these same owners complained that their cars lost a lot of the characteristic rapid acceleration when they revved their motors. They complained that their motors seemed "sluggish or tired" under acceleration after doing a lot of upgrades and spending \$450 to \$1200 on the engine valve train. According to GM engineers, all these "upgrades" added a lot of weight to the valve train. All that extra reciprocating weight has an effect on the engine's ability to rev faster. Turns out the tech tip is to save your money and do not add those heavy aftermarket rocker arms if you are using your car on the street.

However, what about that pesky bearing issue? I took the stock rocker arms out of our Corvette and used a special tool to remove the stock cast fulcrum and bearing assembly's and install the new machined and heat treated trunnions and roller bearings. I showed members this special tool at the club's March meeting. I learned a couple of interesting facts- the stock needle bearing retainers are very light duty. (Continued next page)

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These same retainers also limit the rocking movement or total allowable lift of the valves. The fulcrum that the stock bearings rotate on is cast metal, and only allows bearing contact on the lower portion of the fulcrum from the 4 o'clock to 8 o'clock position. The GM sales guides say this fulcrum is "investment cast". I noticed the wear marks on this stock fulcrum from rotating with my stock .421 lift camshaft. There seemed to be about another 1/8th inch of travel before the rocker arm was at its' limit. The ZO-6 motor has a .540 lift cam, and is .119 inch or just a shade under .120 or 1/8th inch. I think I may have stumbled upon why ZO-6 motors have rocker arm bearing issues- the rocker arms move to the maximum upper limit of the stock fulcrum piece, and may at times exceed those limits.

So, what is the fix? I know GM has spent lots of money engineering an excellent lightweight rocker arm that may be better than anything in the aftermarket. Not to give Comp Cams a shameless plug, but they have developed a 16 piece heat treated machined steel trunnion and bearing kit for @\$130. that allows 360 degree contact by roller bearings without any lift restrictions. This would probably solve the ZO-6 failed roller bearing issues, Those of us with lesser LS-1, LS-2, and LS-3 motors would be secure in our knowledge that we will probably not ever have bearing failure issues as long as we use the stock camshaft. There are no horsepower gains, because we are not changing the valve lift event. Mileage, emissions, and horsepower are the same, so is it really worth it? I believe it is. It may be hard to put into words, but everything seems more solid and quieter- no valve train noises. The only noise is from the fuel injector solenoids opening and closing, and the motor just idles rock steady.

Re-assembly of the converted rocker arm is also very easy. There is no need to set the valve lash to a specific setting. The LS motors use something called "zero sum" valve adjustment. Translated, it means one has to only tighten the rocker arm attaching bolt to 22 lb. ft. of torque. Someone said, it might actually be more difficult to remove the valve covers in order to get to the rocker arms. This is truly subjective on my part, but the before and after idle quality is definitely improved. (Continued next page)



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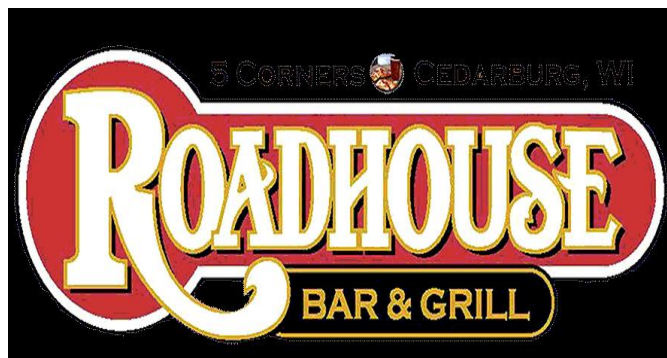
One final note, those of you with a 2014 to 2016 Corvette with the new LT-1 and LT-4 Supercharged engine; this same Comp Cams Kit may work. However, if there are differences in bearing Inner or Outer Diameter, and/or machined trunnion size, a new kit should be on the market soon.

(I have brought samples of these "investment cast" stock rocker fulcrums and bearing retainers to our April meeting for those of you interested to see what we are referring to in this tech tip. If you missed that meeting, I will be glad to show anyone interested what this all looks like)

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. First night is May 18th!!!

May 7th (**Date change!**) Shake Down Cruise to Quaker Steak & Lube 4900 S Moorland Rd New Berlin. Meet at Target in Grafton at 11:00AM leave at 11:15AM.

May 14th - Post's Breakfast Cruise to Whispering Orchard Café - Meet at Wayne's 7AM leave at 7:15AM.

May 30th - West Bend Memorial Day Parade. Line up between Oak and Decorah 8:15AM-9:15AM Starts 9:30AM promptly. Possibly going to Benders or Sawmill for brunch afterwards.

June 4th – Ronald McDonald House Car Show.

June 5th Leon's Trip around the Lake.

June 9-11 Corvette Adventures in the Dells.

June 12th Grafton Lion's Chicken Roast & Corvette Show.

June 24-26 – Cruise to NCM Bowling Green, KY.

June 25th – Thiensville Parade.