



THE OZAUKEE CORVETTE CLUB



OZAUKEE GLASS

Official Newsletter of the Ozaukee Corvette Club

May 2017 Issue

"Cruisin' Since 1979"

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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 / Jim Nowlen
Advertising: Mark Hobler
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 3rd Sunday of the month!

Upcoming Calendar Events

(See web site calendar for latest information)

May 29th - Memorial Day Parade, The parade will line upon MAIN ST. between Oak and Decorah Rd. at 8:45.

June 4th - Trip around the Lake - see calendar

June 8th through 10th, Corvette Adventures Weekend.

June 10th - Dinner Cruise, see calendar

June 11th - Grafton Lions Chicken Roast and Car Show.

June 14th - 6:00PM Wayne's Drive in, JUNE OCC MEETING*

June 24 - Thiensville Fun before the 4th Parade, see calendar

July 4th - Cedarburg Fourth of July Parade, see calendar

July 8th - OCC Christmas in July, see calendar.

EVERY WEDNESDAY is OCC NIGHT AT WAYNES...

Club Meeting Minutes (Note these are summarized Minutes of April 2017):

The April 9th meeting of OCC was called to order by president Jeff Myers at 1:00pm at the Firehouse Restaurant, 17 members were present.

President Jeff Myers welcomed our guest speaker Mike Binsfeld from Ice Kold, Inc.

Secretary's Report: Sue Montana Myers read the secretary's report. Motion was made by Sue Giese to accept the report, seconded by Mark Hobler.

Treasurer Report: Sue Giese gave her report on the balances on the checking account and on checks that were written or received.

Membership: Ron Giese stated nothing new to report.

Web Master: Pat Murray had nothing new to report.

V-President: Ron Giese reported 10 members helped with spring cleaning for Adopt a Highway

Old Business:

Corvette Adventures: Ed Sari and his wife Barbara spoke to club members at the March meeting about Corvette Adventures. Ron Giese stated that he and Sue have always enjoyed their experience there. Please see signup sheet if you would like to participate this year.

By-Law Change: At the March meeting there was a motion to change in the wording of the by-laws concerning meeting dates and starting times. A motion was made to indicate the club shall meet one time per month at a convenient time.

This exact measure was presented and voted on at the Oct. 18, 2015 meeting. If there is a meeting change there will be at least a 5 day notification, perfectly in order with Robert's Rule of Order. The by-laws were already changed.

New Business:

Chili Cook Off – As a club OCC will be in charge of this event next year. Jeff will get in contact with the Kettle Moraine Corvette Club to get more details.

Please check the sign-up sheet to see the activities that will be coming up.

Because of Father's Day, the June meeting of the OCC will be at Wednesday, June 14, 6:00pm at Wayne's Drive-in. Rain Date is June 21st at Waynes'.

Our guest speaker, Mike Binsfeld from Ice Kold in Grafton gave a talk about his business and how it can help the members who have air conditioning problems. He

had some great information. Thanks to Mike for speaking at our meeting. Ice Kold is offering just for OCC members an AC check for **\$54.95**. You may phone them at 262-277-1066.

Motion to adjourn the meeting was made by Gregg Goetz, seconded by Judi Krafcheck at 1:40.pm

Respectfully submitted,
Sue Montana Myers

June 2017 tentative agenda

No special speaker at June meeting, but club does have to begin laying tracks to be ready for Chili Cook-off our club is organizing. We do want to request that ALL MEMBERS begin looking for items for door prizes, etc for this event. Please keep board informed of your growing list of items. Please note we are meeting on Wednesday, 6pm at Wayne's for our June meeting. June 21st rain date.

Member Anniversaries:

Allen & Bee Heckendorf May 13th
Linda & Peter Kolbach May 18th
Jeff & Sue Meyers May 19th
William & Sue Gensrick May 21st
Gary & Lois Roeske May 26th.
Dale & Linda Doerflinger June 10th

June Birthdays:

Karen Schanen June 7th
Mary Keillbach June 8th
Shari Brown June 11th
Jan Hobler June 12th
Sue Meyers June 12th
Mike Landeck June 14th
Pat Landeck June 16th
Gregg Goetz June 16th
Shaleh Barari June 26th

NEWSLETTER PUBLICATION SCHEDULE:

Articles for each month's newsletter need to be sent to jimnowlen@gmail.com by or before that month's meeting.

Newsletter target publication will be 24 to 48 hours after a monthly meeting. To make sure we don't have to publish corrections we only publish approved minutes so, as is case here, May newsletter will contain April Minutes...

Elsewhere in our newsletter will be important dates to remember. These are also available on the club website calendar, as well as club "hootboard".

Next Newsletter cutoff is June 14, 2017

May 2017 Tech Tips from Jeff “Dry Sump Engines”

As time goes on, many of you will be purchasing Corvettes that may have dry sump oil systems. Just what is a dry sump system, or perhaps more appropriately, why would I need this type of oiling system? Truth be known, for street driving- even very spirited street driving you really do not need a dry sump oiling system, but your Corvette may come equipped with one. The conventional Wet system is what we have had for years in Corvettes as well as your family grocery getter, and it still serves us well.

So what is a dry sump system? Instead of oil collecting in the oil pan (the sump), the engine oil is directed to a large reservoir outside of the engine where it is pressurized by a separate oil pump and pumped directly into the oil system of the engine. There is very little actual oil in the engine oil pan; it is in an external tank. The main bearing, connecting rod bearings, and valve train rocker arms are lubricated without very little chance of these critical engine parts not getting the much needed lubrication and cooling from engine oil, because of the constant supply of oil under consistent oil pressure. This becomes very useful under hard cornering, and situations when oil in a conventional oil pan can slosh around leaving the oil pump pick-up uncovered, sucking air, losing prime, and causing the bearings to become damaged or destroyed. By now you are saying to yourself, that you don't drive your Corvette like that, and it seems like a lot of overkill for a street driven passenger sports car. You would be correct in your assumption.

So that brings us back to Corvettes that have this type of system, and what you need to know for maintaining the dry sump oiling. The C-6 Z-06 were the first engines to get dry sump oiling in 2006. Then, when the C-6 Grand Sport Coupe equipped with the manual transmission was ordered, you got the dry sump 6.2 liter LS-3. Order a convertible and/ or an automatic transmission Grand Sport and you got the standard LS-3. The very interesting little known fact, if you ordered a manual trans(std equip- no charge) Grand Sport Coupe- not only did the Corvette come with the very expensive dry sump 6.2 liter LS-3 engine, but this particular LS-3 was hand built in the GM Engine Performance Center by the same men and women that built the Z-06 LS-7. It was no secret that these particular LS-3's made a lot more power than the machine built standard LS-3. Those car guys that tested these hand built LS-3 Dry Sump engines found they produced between 25 to 50 more horsepower at the flywheel- rear wheel horsepower 10 to 35 more horsepower. So the bottom line was, you bought a Grand Sport. You bought a coupe to save the \$5,000 over a convertible. You ordered your Grand Sport Coupe with a manual transmission and saved \$1,300. over the automatic. So you end up with a hand built engine with noticeably more power, equipped with a dry sump system that would normally cost \$2,000 all for zero additional dollars. GM's official comment about their dry sump 6.2 liter LS-3 is that it performs within specifications- very high on their allowable horsepower and torque ratings. So the tech tip for those of you looking for a bonus value is to find a C-6 Grand Sport Coupe with a standard manual transmission. You will get a dry sump engine producing 460 to 490 flywheel horsepower.

When the C-7 was released, they made it simple. All Z-51 Coupes and Convertibles and all Z-06's get the dry sump LT-1 or Supercharged LT-4 motors. The Z-51 option package was such a good value,

(Continued next page)

most C-7's are ordered as Z-51 cars. The Z-06 cars are expected to be tracked, and GM wanted the dry sump system on all these cars. Besides, they just love to do anything to give the Ford guys a lot of crap.

The big tech tip is oil capacity, and proper oil change technique. This discussion pertains to the C-7 LT-1 and LT-4 Corvette dry sump motors. The C-6 dry sump engines are LS-3 and LS-7, and may vary in their procedure. I'll cut right to the bottom line. There has been some confusion on dry sump oil capacity listed by GM. At C-7 introduction, GM listed 10 qt. capacity, then they changed it to 9.8 qts. Finally, a revised and tested amount of 9.5 qts was settled upon. We took delivery of our C-7 Z-51 Convertible, and I found over 12 qts in the engine, and over 1 qt. in the intake system. I installed a K&N filter before driving the car. When I removed the intake plumbing, I found a lot of oil in the intake ducts. Then I checked the oil in the sump reservoir, and found the oil was overfilled by 2 inches on the sump dipstick. The draining procedure must be followed. There is a drain plug on the front area of the oil pan and on the driver's side of the pan. First you drain the oil from the front plug- this drains the reservoir. Then you drain the side plug, and a small amount of oil comes out. Finally, you remove the oil filter, and be ready for a lot of oil to come out. GM/ Delco makes a oil filter that isn't any more money than other name brand filters, but the Delco filter has specific "anti-drainback" features. With everything drained, there was over 12 qts. of oil in the engine. The proper technique to check oil is to run the engine. Turn off the engine, and wait exactly 300 seconds or exactly 5 minutes and check the oil. With 9.5 qts, the oil level at 5 minutes was right on the money. If you were to go out several hours later, the oil would have gradually migrated from the sump reservoir to the engine oil pan, and it would appear that the oil level was down 2 or 3 qts. We think the dealership porters saw a low oil level after the Corvette sat a few days, and added oil. There is a connected fitting that runs from the left valve cover to the intake plumbing, and we feel that the excessive oil may have blown out of the engine into the intake area. Tech tip- run the engine, wait 5 minutes exactly, check the oil; and make certain the oil change guys know this before allowing them to touch your Corvette. Hopefully, this will reduce stress with you C-7 dry sump guys and gals, and help you prospective C-6 Grand Sport folks to pick a killer Corvette.

Save the Wave,

Jeff Myers

A brief comment about Ice Kold's AC Check Special: We took advantage of their offer last week on our '87. A local mechanic converted us from R12 to less expensive R134a Freon a year ago when he replaced our compressor.. However there are other adjustments necessary aside from changing fittings that had not been done. Ice Kold found a leak, repaired and then tuned the system to the new Freon. Note unlike my prior dealer experiences, Ice Kold uses a leak detector rather than dye to discover leaks. The repairs were reasonably priced. A great experience! Jim Nowlen and Rich Witkowski



Dr. Zhaleh Barari
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Trip Around The Lake

June 4th 2017



Trip around the Lake (Winebago) 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 ride at Holiday Automotive. Live Music, raffles, and door prizes.

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Classifieds:

C-5: ● Soundboard for trunk ● Taillights & license plate louvers (Painted mell. yellow) ● Relay for low & high beam lights (turns on both high and low headlights beams on the highway) easy to wire in ● Dr. Color chip kit Mell. Yellow (never opened) ● Leather steering wheel cover (yellow & black) ● Emergency hood release ● Touch up bottles (3) ● Can of NAPA spray paint (Millennium yellow) ● 2-yellow key fob rubber covers ● Yellow grab handle -5. Contact Ron at: ronhgiese@gmail.com

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Member's Spotlight

Rich and Jim Witkowski/Nowlen bought their '87 Coupe in Neenah when Jim was looking for a Miata, and found one up in Neenah. Parked next to the Miata was our Corvette. We made a great “twofer” purchase. “Charly” has been slowly being brought back, not quite there yet but within a year we’ll have refreshed the interior and it will finally be close to “like new” again.

Members, please volunteer your car and story for the JUNE Newsletter. Thanks.



About the Corvette:

Year: 1987

Model: Coupe

Engine: L98

Color: Yellow

Nickname: Charly

Outstanding Features: Prior owner added Borla exhaust and chrome 17” wheels. New LCD dash this year.

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



**100 South Main Street
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(See web site calendar for latest information)

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