



# THE OZAUKEE CORVETTE CLUB



## OZAUKEE GLASS

Official Newsletter of the Ozaukee Corvette Club

### November 2017 Issue

"Cruisin' Since 1979"

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**President:** Jeff Myers  
**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  
**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 3<sup>rd</sup> Sunday of the month unless an alternate date is published.

#### Upcoming Calendar Events

(See web site calendar for latest information)

November 4<sup>th</sup> - Adopt a Highway, 8:00am at Wayne's. Season Ender, but join us in 2018.

November 15<sup>th</sup> - November OCC Meeting and Annual Elections. Flipside Restaurant, Grafton. Please do your best to attend, or send in an absentee ballot.

January 13<sup>th</sup> 2018 - Christmas Party at M.I Stevens. More info coming..

March 4<sup>th</sup> 2018 - S.E. Wisconsin Corvette Clubs Chili Cookoff - Delafield Brew Haus.

## **Summary of Club Meeting (October 2017):**

We met October 18, 2018 at FlipSide Restaurant, Grafton.

**Club officers attending:** Jeff M, Ron G, Sue M, Sue G and Gregg G

### **Secretary's Report:**

September minutes read and approved.

### **Treasurer Report:**

Accounts current. Activity reported to membership at the meeting. Withheld from this summary.

### **Membership/VP Report:** TBD

We are pleased to have 79 members.

### **Web Master:**

No report

### **Newsletter:**

All current

### **Old Business:**

Chili Cook Off; OCC is the host this year. Please give donation items to Ron&Sue Giese or Jeff&Sue Myers. Shari Brown gave a very helpful presentation about how to make auction gift baskets.

Coffee proposal from Larry tabled for now.

### **New Business:**

**Proposed amendment to by-laws.** Bruce Post presented a revision to the club's by-laws. The proposed revision changes the meeting date each month to Wednesdays. This by-law revision affects Article V, Section 2 Membership Meetings, "regular membership meetings will be held on the second Wednesday of each month." The second revision affects Article V, Section 3 Annual Meeting, "The Annual Membership Meeting will be held on the second Wednesday of November each year for the election of officers, directors, and any other business that may lawfully be presented." This proposed revision was seconded and will be voted upon at the November Meeting of the Club. The vote for these revisions to be approved, will require a 2/3rds majority vote of members present.

**Nominations for Officers and Directors:** Those nominated for the Director position are: Pat

Murray, Gregg Goetz, Mark Hobler, Jim Nowlen and Bruce Post. Vote for 3 Directors

President, unopposed – Jeff Myers

V-President, unopposed – Ron Giese

Secretary, unopposed – Sue Montana

Treasurer – Sue Giese, Sue Montana

Elections will be held at our Annual Meeting, Nov. 15<sup>th</sup> - 6:00pm meeting, 5:00pm dinner at Flipside Restaurant in Grafton.

**Christmas Party:** This year our party will be held on Jan. 13<sup>th</sup>, 2018 at M.J. Stevens. More to come.....

## **New Members! Welcome!**

No new this month

## **Member Anniversaries:**

11/5---Ken & Suzi Hackendal  
11/6---George & Barb Jurss  
11/16---Frank & Jeanie Gillitzer  
11/26---Jim & Llorel Baker

## **Member Birthdays:**

11/1---Jay Brown  
11/2---Kathy Olson  
11/7---Jon Gilmore  
11/8---Al Neville  
11/21---Ron Giese  
11/23---Frank Gillitzer

## **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 first of the month.

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  
December 1, 2017**

**Note to members from editor.** One of the things I try to feature each month is a Member Spotlight reflecting Corvettes owned by our members. It would help greatly to have on hand pictures and information so that I can include, potentially, YOUR car in a newsletter. If you are willing to participate, would you please send me a PHOTO of your car, along with your story. Your story can be anything you like. For example, how did you come to buy the car you're featuring? Other data that will help: Year, Model, Engine, Color, Nickname and Outstanding Features.

If you're willing to participate, would you please send me an email including photo? Send to our newsletter editor.

Thanks very much!

Tech Tips from Jeff – November 2017  
Tuning an old Chevy – low tech article

I noticed Thom Brown's 1959 Corvette was running with a noticeable slight misfire. I asked Thom if I could check over his engine and adjust the dwell and timing as well as adjust the carburetor. Back in the day, this was known as a screwdriver tune-up, because it was only about adjusting what was already there- not changing parts. Sort of a follow-up after the car was tuned making sure everything was set to specifications.

Once the tach/ dwell/ cylinder shorting meter and timing light were connected I was looking for 30 degrees of dwell and 8 to 10 degrees of advanced timing. I would also want to see the vacuum advance and the mechanical advance function in the distributor working as designed. I found 21 degrees of dwell and zero degrees of initial timing. I showed this to Thom, and explained the cause and effect of these out of spec readings before adjusting the points and advancing the distributor. Once the dwell meter showed 30 degrees of dwell, and the timing was adjusted by turning the distributor creating 8 degrees of advanced spark timing (with the vacuum advance canister disconnected) Thom's 283 started to sound a little better. However, there was still a noticeable misfire.

As referenced above, my tach/dwell meter is also a cylinder shorting meter. What that means is, I am able to push a button on the meter's panel and cause a specific cylinder in the firing order to ground out or go to zero rpm and therefore not contribute to the running of the engine. The meter displays the amount of rpm the engine decreased after losing the effect of that particular isolated cylinder.

Prior to beginning this test, we program the meter with the engine firing order. In this case 18436572, a long established GM firing order, was entered into the meter. Thom's engine was idling at 750 rpm. Cylinder #1 was grounded by the meter and the rpm dropped 90 to 100 rpm. Next, cylinder #8 indicated a 100 to 110 rpm drop. Then cylinder #4 dropped 90 to 95 rpm. Next #3 cylinder dropped 110 rpm when shorted. #6 was next, and dropped 100 rpm. Then #5 was shorted, but only dropped 10 to 20 rpm- a red flag! Next was cylinder #7 and it dropped only 5 to 15 rpm- another red flag! The last cylinder tested was cylinder # 2 and it dropped a healthy 100 to 110 rpm. These are 6 very healthy rpm decreases, indicating that these cylinders are contributing a great deal to the running of the engine. Usually we see 50 to 70 rpm drop on a typical engine at idle. However, cylinders #5 and #7 are not working very hard, and not contributing to the overall power of the motor. In other words, you take them away, and their small power contribution is hardly missed.

So now what do we do? We will focus all our attention on cylinders 5 and 7 to determine what is actually going on. First we will remove the spark plugs from 5 and 7 cylinders, as well as the spark plug wires. We will test the resistance in the plug wires of 5 and 7 as well as a known good cylinder and compare the ohms per foot or wire. If the resistance is higher in the wires on 5 and 7, we will replace them with good low resistance wire. If the spark plugs are oil fouled or clogged up with oil they will be replaced. However, this is unlikely because the motor would be consuming oil and it would be noticeable at the exhaust. If the cylinder 5 and 7 plugs have zero gap or too wide of gap, they will be re-gapped or replaced. We can also do a cylinder blowby test to make certain the engine is

(continued next page)

not allowing high pressure exhaust gases from getting into the bottom end of the motor past the piston rings. Then, we will perform a compression test on 5 and 7 as well as a known good cylinder and compare our pressure readings.

If the compression is lower on 5 and 7 compared to our known good cylinder, such as cylinder #1, then we have some cylinder sealing issues- broken piston rings, burned or worn valves, or a failed head gasket because cylinder #5 & #7 are next to one another on the engine. If everything checks out as normal, or close to normal, with compression and blowby testing; there is a final test. We will remove the driver's side valve cover, start the engine, and watch the rocker arm action on cylinders 5 and 7 compared to known good cylinders 1 and 3. If the intake and/ or exhaust rocker arms on 5 and 7 are barely moving, or moving up and down less than cylinders 1 and 3 then we have a failed camshaft that will need to be replaced. Crazy thing was, everything checked out- the rocker arms on cylinders 1,3,5,&7 were all moving the same amount and we felt the cam was good. The power loss on 5 and 7 are head scratchers. By the way, when I say "we", I had Jim Baker helping with this tune-up. Having a professional engineer assisting is tremendous- Jim checked and double checked everything, and asked good questions.

We tested the resistance in the in the plug wires, and found over 175,000 ohms per foot on all the existing wire- normal is @5 tp 7 thousand ohms per foot. Then we removed the distributor cap, and found all sorts of marks or carbon deposits inside the cap. This is called "carbon tracking", and it appears as though the voltage is not going down those high resistance wires, but grounding out on the distributor base nears cylinders 5 and 7. This is not good, but it explains why those cylinders aren't working well.

We did some further research and found out a previous owner had installed the wrong carburetor on Thom's 283. The beauty about owning a Corvette is that regardless of how rare, special, and unique you believe your car is; it is still a Chevrolet, and parts are plentiful.

We ordered new Champion plugs, Accel Magnetic suppression wire, Accel high resin distributor cap and rotor, Delco ignition points and condenser, as well as a remanufactured "new" carburetor. All these new parts and pieces were installed, and those new ignition wires had only 50 to 70 ohms per foot. We set the points to 30 degrees of dwell. The distributor allowed 24 degrees of advanced timing. The vacuum advance canister was allowing too much timing for today's quality of fuel. We backed down the vacuum advance from 26 to 18 degrees.

Finally we set the initial timing to 6 degrees before top dead center for a total of 48 degrees of timing. We removed the valve covers, and replaced a leaking gasket. We also set the lifters to a preload of 3/4 turn. We had to back off some of those lifters 2 to 3 turns, others 1 to 1 1/2 turns to hear an audible click. These lifters were all over the place- that affects engine vacuum and fuel economy. The last thing we did to bring this all together, was to set the idle adjustment and choke settings on the new carburetor. Jim and Thom took it out for a road test, and came back very pleased. This tune up really woke that little 283 up, and gave Thom an engine that is once again "firing on all 8 cylinders"...and that is actually where that expression comes from!



**Dr. Zhaleh Barari**  
Optometrist

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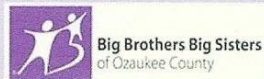
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We want to mention that Silk Screen specialists already have our club logo and most if not all Corvette generations 'vette logo. This is a great place to get your OCC logo gear.

Bring your own shirt, or buy from them. Note that our "official" shirt color for parades is White.

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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 \$28,000. OBO. Call for more information 262-377-3331.

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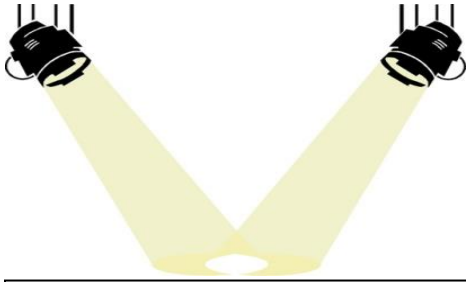


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## *Member's Spotlight*

**Sorry no spotlight submission this month. If you are willing to be featured please write me.**

**Meanwhile, photos from the Lk Geneva October Drive hosted by Bruce and Sally were sent to me. Now that Winter is upon us, this may be a nice reminder of the great 2017 driving season.**



BALLOT

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BALLOT

This is the slate of candidates for elected positions in the Ozaukee Corvette Club for the year 2017- 2018, our 39th year. This absentee ballot is for those of you that may not be able to attend the Annual Meeting on November 15, 2017 at 6:00pm at the Flipside Restaurant, Grafton, Wi.

An absentee ballot is not a secret ballot. If using a absentee ballot, make certain your name is on the top of your ballot or part of your email response identifying you. All mailed-in ballots, will be addressed to the secretary, Sue Montana-Myers, and sent to the Club's Post Office Box 371, Cedarburg, Wi. 53012 postmarked no later than Saturday November 11, 2017 unidentified ballots are void, and will not be counted. If you desire your ballot to be secret or anonymous, you must attend the Annual meeting and vote in person. All emailed ballots should be addressed to the secretary, Sue Montana-Myers at smontanamyers@gmail.com dated no later than November 14, 2017. All mailed absentee ballots will be picked up on November 15th from the Club's P.O. Box.

If you choose to use THIS BALLOT (rather than the one Sue Montana-Myers sent), or better yet, attending the election meeting; please print out a copy of page 15 of this newsletter, one for each voting member. You may choose to print duplex and use mailer page (16) to fold and mail in your ballot.

Candidates nominated at the October 2017 meeting are:

President: Jeff Myers (unopposed)

Vice President: Ron Giese (unopposed)

Secretary: Sue Montana (unopposed)

Treasurer: Sue Giese     \_\_\_

          Sue Montana   \_\_\_

Directors- vote for 3

          Greg Goetz     \_\_\_

          Mark Hobler    \_\_\_

          Pat Murray     \_\_\_

          Jim Nowlen     \_\_\_

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OCC Ballot

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Our final Adopt A Highway was Sunday November 5<sup>th</sup>. This marked the end of our third season doing this. Our turnout this past Sunday was low though, so only six club members participated; ten always more ideal. We finished in about two hours collecting 10 bags of trash. Breakfast at Colectivo in Grafton.



**Ozaukee Corvette Club  
PO Box 371  
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**Upcoming Calendar Events**  
(See web site calendar for latest information)

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