



# THE OZAUKEE CORVETTE CLUB



## OZAUKEE GLASS

Official Newsletter of the Ozaukee Corvette Club

### October 2016 Issue

"Cruisin' Since 1979"

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**President:** Jeff Myers  
**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 3<sup>rd</sup> Sunday of the month!

### Post's Cruise to Door County!!!

Six cars went on the Corvette ride to Door County on Saturday October 8th, led by Bruce & Sally Post. It was a great ride thru the country along the lake. We stopped for lunch at Gibraltar Inn in Fish Creek and then up to Gillis Rock and a stop at Stones Throw Winery in Baileys Harbor. The trip departed at 8AM, and we were home about 7:30PM.



## Fall Color Cruise to Lake Geneva!!!

The Fall Color Cruise was very pleasant, with 12 members driving down to the Lake Geneva area. This cruise was a request from Judi Krafcheck, because she remembered how relaxing and scenic this was 2 years ago. The Geneva Lake Cruise Line has a fleet of very large and well maintained vessels for these types of cruises. We were on the 75 foot U.S. Mail boat Walworth- one of 3 active mail delivery vessels remaining in the United States In the 2 hours we were on the water, a detailed historical account is given about the homes and estates built by Chicago businessmen primarily after the Chicago Fire of 1871. Familiar names Like Wrigley, Vicks, Swift, Schwinn, Marshall Field, Morton Salt, Drake Hotels, Griffith Laboratories, Oscar Mayer, Schlitz Brewing, Andes Candies among others, built summer homes and lived on Geneva Lake during the early 20th Century. The fall color around the lake was beautiful, and the jokes from the tour guides were corny and tasteful. After the cruise, we went to Lake Geneva's own Popeye's Restaurant- not to be confused with the chicken franchise(they were there first!) and had a very nice dinner or a very late lunch. Sue and I will plan on making this an annual event for the club, and those that went on this 2 hour cruise will probably agree that a relaxing and great time was had by all.



## **Ozaukee Corvette Club Meeting Minutes – October 16th, 2016**

Vice President Ron Giese called the meeting to order on 10/16/16 at 1:16 pm.

Representative Nicole from the Big Brothers Big Sisters Program of Ozaukee County attended our meeting to inform our club of the need for volunteers for this program.

### **Board Members Present:**

Vice President Ron Giese  
Treasurer Sue Giese  
Secretary Carie Drennen  
Director Gregg Goetz  
Director Pat Murray  
Director Jim Baker

### **Board Member not Present:**

President Jeff Myers

**Secretary's Report:** Carie Drennen read the 2016 membership meeting notes. Ann Murray motioned to accept the notes as read and this was seconded by Jim Baker.

**Treasurer's Report:** Sue Giese reported the current balance in the checking account. She reported there were two checks written since the time of the last meeting. There is one deposit to be made. Sue stated she will be sending out the check for the \$500 donation to Family Sharing at the end of October for the Thanksgiving donation. Jay Brown motioned to accept the treasurer's report as read and this was seconded by Kathy Huck.

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

**Newsletter:** Kathie Bruhn stated thirteen newsletters were mailed out.

**Webmaster:** Pat and Dana updated the members present as to the status of the new website. They are meeting on 10/17/16 to publish the new website. Pat gave a preview to the members present of what the new website will look like. Pat and Dana have put in a lot of work to get the new website up and running and they have done a great job!

**Membership:** Ron Giese reported we currently have 88 members in the club. Membership dues for 2017 are due by the end of December 2016.

**Vice President's Report:** Ron reported that the finale at Wayne's was very good. There were 26 members present for the bonfire and all had a great time. Thank you again Ron and Sue for hosting this event. Ron reminded everyone of the upcoming fall cruise next weekend.

**Old Business:** Mark Hobler stated the cruise to Door County turned out to be a great ride.

**New Business:** Ron asked for suggestions for events for the months of November and December, so if anyone has any ideas please feel free to voice them. Dana threw out the idea of a Round Robin. Also discussed was that we need to start thinking of a holiday party for the club.

Nicole from Big Brothers Big Sisters asked if we could place a copy of their business card in our newsletter. A discussion was held regarding this matter. A vote was held and the majority was for placing the card in our newsletter and website.

The next Adopt-A-Highway will be held November 5, 2016.

Nominations were held for club officers and board of directors which are as follows:

President – Jeff Myers, unopposed.

Vice President – Ron Giese, unopposed.

Treasurer – Sue Giese, unopposed.

Secretary – Open, no nominations.

Board of Directors – Pat Murray, Gregg Goetz, Mark Hobler, and Sue Montana-Myers.

Sue Giese made a motion to close the nomination process and this was seconded by Dana Drennen. This was unanimously agreed upon by the members present.

Voting for the above will be held at the November membership meeting. A vote by e-mail sent out from Carie Drennen must be e-mailed back to Carie by November 19, 2016 in order for your vote to be counted.

Dana Drennen made a motion to adjourn the meeting which was seconded by Jim Baker at 2:06.

### A special note from your Editor;

On behalf of the Ozaukee Corvette Club I would like to publicly thank Frank Wilke for the outstanding job and the creative contributions he made as the webmaster for our club over the last few years. We wish you health and happiness in all your future endeavors.



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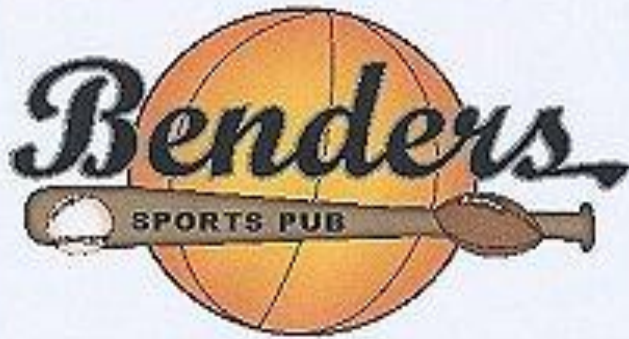
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### October 2016 Tech Tip – A Tale of 2 Engines

Starting in 1966, the Corvette could be optioned with a 427 V-8. There were 2 versions, one rated at 390HP and the other at 425HP. One version was \$186, and the other \$310. The price difference of \$124 and horsepower difference of 35 horsepower is all most people knew. Over the years, there have been many technical comparisons, and people are now more informed about the actual differences in these 427's. First of all, the horsepower of most of these engines was dreamed up by marketing guys that wanted to sell Corvettes, but didn't want insurance companies to price the policies so high that sales would be affected. If the actual power output of these 427 motors was published, the insurance industry would never cover them. Marketing guys were definite Fiction Writers. The Chevy sales people were told to just get the prospect behind the wheel of the Corvette with these new Big Blocks, and the incredible power would help sell the Corvette for them. Early on, these same 427's were advertised at 400 HP and 450HP, but magically were replaced with lower 390 and 425 hp numbers. The truth is, these engines were probably 50 to 100 HP underrated.

The short version is, the 427/ 390HP engine was made up of cast iron parts, and the 427/ 425HP engine was a disguised race motor made up of many forged steel and aluminum parts. Forging steel made for more dense steel and therefore stronger steel. Cast iron is cost effective, and easy to machine. Steel can be forged. On the other hand, iron will crack if struck by a forging hammer. So here you have a 390 horse 427 that is very streetable, idles smoothly, has lots of torque for towing and acceleration, enjoyable to drive, and easy starting. Sounds like a perfect motor for a big station wagon doesn't it? Well, it was also made optionally available for all the full size Chevy Impalas, Caprices, and Bel-Airs. (Continued next page)

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Turns out, most mechanics/ engine builders today as well as back then would tell you that the 390 hp/ 427 Chevy was hands down the best large engine GM put in anything they made back then. However, marketing guys could not ever admit that the lowest entry level Chevrolet Division 427 was a better motor in 1966 than Pontiac's 421, Oldsmobile's 425, Buick's 430, or God forbid, Cadillac's 472. Truth is, all these GM engines deemed superior to the Chevy 427 were weaker and thinner cast engine blocks, smaller/ thinner cast crankshafts and connecting rods, choked off inefficient cylinder heads, with restrictive exhaust, and heavy cast iron intake manifolds that showed no imagination in design. 99.9% of the buying public simply believed their upscale Pontiac, Olds, Buick or Cadillac is far superior to anything Chevy could ever produce, and they would be 100% wrong. There was a 19 year old Car Guy kid that tried to tell his non-car guy father that a new 1970 Chevy Kingswood Estate Wagon with a 454 would be a much better car than the Olds Vista Cruiser with a 455. Dad went with "bigger is better". People merely believed a salesman that had to sell his brand, but in many cases knew the Chevy 427 was a superior engine. In fact, the Canadian government instructed GM, that all Pontiac cars destined for Canada starting in 1966 will use Chevrolet 350 and 427 engines. That is why you may have heard that "Canadian Pontiac GTO's" all have Chevy 396 big blocks, and full size Bonnevilles (called Parisennes), had either 350 or 427 Chevys under their hoods. I do not know if Olds, Buick, or Cadillac had to use 396 or 427 Big Block Chevys in their Canadian versions. The castings in Chevy 427's were stronger, and the internal components were far more massive than anything the other GM divisions were turning out. In the years to follow, the Chevy passenger big block grew to 454 cu.in. still rated at 390 HP. The other divisions played the numbers game. Pontiac, Olds, and Buick all went to 455 cu. in and Cadillac went to 500 cu.in. None of this mattered, the Chevy Big Block still made more power, and lasted longer than any other motor offered by the other GM divisions, and this was the passenger car low performance big block. Many of you may remember the GM scandal in the late 1970's when Oldsmobile was "caught" using Chevy 350's in their 88's and 98's. (Continued next page)

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Truth be known, those Oldsmobiles with the Chevy 350 were far better cars than those using the Olds 350. It seems no matter what you did, the Olds 350 started using excessive amounts of oil at 35,000 miles- 1 qt every 1000 miles was correctly viewed as excessive.

Then there was the other 427 high performance mother bear. Special cast block with 4 bolts holding the crankshaft on the center 3 main bearing points, oil system plumbed for external oil coolers and higher volume/ pressure oil pumps, Forged, machined, and heat treated crankshafts, connecting rods, and high compression pistons. Extremely large intake and exhaust cylinder head port runners and valves, with heavy duty valve springs. These cylinder heads were offered in cast iron or heat treated aluminum. More aggressive high performance camshafts with solid lifters, longer duration valve opening and higher valve lift yielding incredible horsepower. You immediately knew if you pulled up next to one of these 427 Chevys because of the radical idle, and the fact that you couldn't hear very much from the noise level. You were cautioned to rev the passenger 427 to no more than 5600 RPM, but the Hi Perf 427 was still making horsepower at 7000 rpm. If you exceeded 5000 rpm in your Pontiac, Olds, Buick, and Cadillac, you were going to have engine durability issues very soon. Many of you will recall that in the late '70's/ early '80's GM had to eliminate those engines that were unable to conform to emission and durability standards set by the EPA. That was the end of those boat anchor Pontiac, Olds, Buick, and Cadillac V-8's. The Chevy 350, and 454 passed the rigorous EPA durability and emission testing- the only old school engines to do that. Looks like the Canadians were correct all along. The Hi Performance 454 is still available, and there is also a 502 cu in size producing 502 very under rated power available from GM Performance Parts. Today, we have roller lifter cams, Fuel injection, and better breathing heads even for the low powered 390 HP passenger big block. The restoration guys are using all this new high tech and getting 600 hp out of those old 390 HP 427s in the '66 to '69 Corvettes while getting 16 to 18 mpg! The Hi-Perf 427 that was a 425 Hp or 435 Hp solid lifter motor is getting upwards of 750 to 900 horsepower using aftermarket parts. Now is a good time to explain the benefits of practicing caution with all this Big Block horsepower in 1966 to 1974 Corvettes. The tech tip, if you have a 600 + hp Big Block, is to NEVER try out this power all at once, or Dual disc clutches will be recommended, and owners will turn rear end gears into scrap metal, breaking transmission gears, twisting up the driveshafts and half shafts like wringing out a wash cloth, and pulverizing u-joints. If you are fortunate enough to already own a big block C-2 or C-3, these 600+ hp numbers are somewhat easy to attain, but care must be taken when applying power or you could be looking at some expensive down time.

The big block is about 100 lbs heavier than the small block or LS series Chevy in a Corvette, making those '66 to '74 Corvettes somewhat nose heavy, and prone to poor handling compared to the small block. However, with improved technology, substituting aluminum parts for cast iron (heads, intake manifold, water pump, exhaust manifolds), one is able to remove about 100 pounds of weight over the front wheels, restoring the handling that previously was reserved for 327's and 350 motors in Corvettes. The big block 427, 454 has survived when other competitive motors have become obsolete. (Continued next page)



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

Nov 5<sup>th</sup> – Adopt a Highway, Saturday November 5,  
8:15AM - 10:00AM, Meet at Wayne's Drive-In, 1331  
Covered Bridge Rd, Cedarburg, WI 53012.

Nov 12<sup>th</sup> - 6PM - 9PM Dinner at Johnny Manhattan's,  
3718 Hubertus Rd, Hubertus, WI 53033.

Nov 20<sup>th</sup> - OCC Meeting at Firehouse Restaurant,  
Lunch at 12PM, Meeting at 1PM. Annual club  
elections will be held as well.