

Michigan

“Where it all began”



Volume 14 Issue 3

Dates to Remember

National and Chapter SACC dues > were due Dec. 1, 2023

Bakers Cruise-In, Milford, MI

Sunday, June 2

Contact: Tom Gamache

(734) 812-6541 if attending

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MI 2024 Lighthouse Tour #2

See pages 4-8

for added info



Whitefish Point, UP

From President's Laptop

June 2024

Michigan Chapter members,

The May 2024 President's memo was published almost exclusively with Lighthouse Tour #2 and Corvette Crossroads information due to the need for chapter members to quickly make reservations related to both concurrent events before none would be available. Many of you, having made the necessary arrangement, we can move on to a preview of Club Events for the 2024 driving season.

First club event: a **Cruise-in Car Show** on June 2nd at **Baker's** Restaurant in Milford, MI. MISACC will park on the grass behind the building with a canopy. Address and times are on page 3.

Second club event: **Corvette/Camaro Bowtie Show** at Gilmore Museum, Hickory Corners, MI on July 21st. An MISACC tour west from 8-Mile or Territorial Rd allows our caravan to avoid all I-94 traffic and congestion. Pre-registration is required

Third club event: **Lighthouse Tour #2** on Friday, Crossroads Show on Saturday and on Sunday, either Mackinaw Island or a cruise North across the Mackinaw Bridge to Whitefish Point in Paradise, MI See pages 4-7 for registration and other related information.

September is an open month on our calendar, but a cruise to dine or tour of some kind is open for suggestions: Imagine a scenic "Last Leaves of Summer 1-day Cruise" such as Territorial Rd in Washtenaw County or M-50 from Tecumseh thru Jackson, Eaton Rapids and Charlotte to M-43 NW of Lansing. Use your own imagination and local experience and share your ideas. There is lots of planning time between now and end of August to make it happen.

Fourth club event: **Color Tour** on Sat Oct 12 or Sunday Oct 13 as a rain date; destination TBD but as of now, likely the Chelsea- Dexter area or Chelsea to St Johns unless a better trip to cider and donuts is suggested.

Christmas Luncheon will be Dec 7th at Aubree's in Dexter, MI as primary or Karl's Cabin in Plymouth, MI. Without a doubt, this is the best and most attended event of the year. The Corvettes are put to bed so there is no tire kicking and no cleaning and polishing. Just some of the nicest people you will ever meet and good people to talk to. Please join us if you can.

Remember, every mile of seat time is a good memory!

Bill Huffman, Pres.

Michigan Chapter SACC

solidaxlecorvettemi.com



2024 MISACC Events

☐ Sunday, June 2 - Bakers Cruise, 2025 S. Milford Rd., Milford, MI

The car show 'officially' starts at 3:00 pm; however cars begin to arrive as early as 7:00 am. Tom Gamache and Jim Dillon will arrive about 8:00 am—9:00 am to reserve several spots on the grass behind the restaurant. Suggest others arrive about 10:00am -10:30am to park as a group on the grass.

Questions? Contact Tom Gamache (734 812-6541) or by June 2 if planning to attend



☐ Sunday, July 21 - Gilmore Car Museum Best of the Bowties Corvette & Camaro Show,

Hickory Corners, MI. Show is 9 AM – 4 PM on the Campania Barn Lawn.

Registration is required \$20 per vehicle (pre-registration is recommended).

Participant gate open from 8 AM to 12 PM. Register online at:
www.gilmorecarmuseum.org/events/corvette-camaro-show-2024

In the past, a caravan from Detroit area has made the trip

Please contact Bill Huffman swh73@comcast.net if attending



☐ Thursday, August 22 –26 Lighthouse Tour #2

Tawas to Mackinaw City route, details on pgs 4-8 with further details to follow. This tour will begin in Tawas preceding the August 24th **Corvette Crossroads** car show in Mackinaw City.

Any questions or if you wish to join TOUR #2 or join us for an hour or 1/2 day..

Please contact: Bill Huffman (swh73@comcast.net)

☐ Saturday, August 24 Corvette Crossroads, Mackinaw City, MI

9:00 a.m. – (Note: we normally make this a weekend trip – travel up Friday, return Monday)

suggested reservations at Riviera Motel, phone 231-436-5577 or Lighthouse View Motel phone 800-434-1659
More information can be found on the website: www.mackinawchamber.com on their "Events" page. The car show location will be at the wharf next to Conkling Heritage Park. Registration fee is \$30.00

Register online: www.mackinawchamber.com/product/corvette-crossroads-registration/

Please contact Bill Huffman swh73@comcast.net if planning to attend

☐ September > we are looking for an event, a cruise, a drive and lunch or dinner. A lighthouse tour on the west side. Any Ideas??

Please contact Bill Huffman swh73@comcast.net with suggestions



☐ Saturday, October 12 - Fall Color Ride – route TBD– possibly start at either Chelsea or Dexter. Information to follow.

☐ Saturday, December 7 - MISACC Christmas Luncheon - save the date, location to be determined.





Lighthouse Tour #2 Information

Thursday (Optional own your own) Tawas Point

In operation since 1876, Tawas Point Lighthouse is a fascinating attraction for maritime buffs. Tawas Point is a destination for bird-watchers; it also offers spectacular views of sunrises over Lake Huron and sunsets over Tawas Bay. The lighthouse is open for tours seasonally and during special events in the off-season.

The lighthouse is open for tours Wednesday through Monday, noon to 5 p.m., from mid-May through mid-October. The last tour each day begins at 4 p.m. Tours are given by lighthouse keepers; tickets available at the lighthouse museum store.

A Recreation Passport is required for entry into Tawas Point State Park.



Friday AM Sturgeon Point

Sturgeon Point Lighthouse is located five miles north of Harrisville on Lake Huron and was completed in November 1870. The tower is 70 feet, 9 inches tall and is 16 feet in diameter at its base. The light is 3.5 order Fresnel lens made in Paris, France. The light is still maintained by the U.S. Coast Guard. The keeper's house is now a maritime museum which is open to the public from Memorial Day to mid-September. The lighthouse tower is open to the public. The grounds are open all year.

The light station was built in 1869 by the [United States Lighthouse Board](#). The Board was in the midst of a lighthouse building boom on the Great Lakes due to increased maritime traffic, and in response to a large number of lost ships and men: [Congress](#) approved 70 lights on the western Great Lakes in thirty years: 28 in the 1850s, and 21 in each of the following decades





Friday PM 40 Mile Point

40 Mile Point Lighthouse is located on the northern shoreline of Lake Huron in Presque Isle County's Lighthouse Park, Rogers City, Michigan. At a cost of \$25,000, the station was completed by the end of 1896. Its 4th Order Fresnel lens has been a welcoming beacon to sailors since May 1897 and is still operating today. In 1996, the 40 Mile Point Lighthouse Society began restoring the lighthouse, outbuildings and grounds. Several years ago, the pilot house from the Steamer Calcite, built in 1912 and the first self-unloading steamer on the Lakes, was relocated to the reservation. The Society, with the help of many retired Great Lakes sailors, has also restored and preserved this structure. The park is open to the public year-round. The lighthouse museum, pilot house and gift shop are open 10:00am to 4:00pm Tuesday through Sunday beginning Memorial Day weekend through mid-October. Admission is free. Group tours can also be arranged.



Saturday (Optional own your own) Old Mackinac Point

Old Mackinac Point Light is a deactivated lighthouse located at the northern tip of the Lower Peninsula in the U.S. state of Michigan. The lighthouse is part of Fort Michilimackinac State Park in the village of Mackinaw City just east of the Mackinac Bridge.

Even before the advent of European explorers, the Straits of Mackinac were a significant hazard to water borne travelers. Consequently, before lighthouses, the Ojibwa lit the shore with fires.

In the early 19th century, with large vessel traffic increasing from Lake Huron into the Straits, the first step in guarding the Straits was taken in 1829, through the construction of Bois Blanc Lighthouse to both guide mariners in making the westerly turn into the Straits, and to warn them of the shoals and shallows surrounding the island.



Three years later in 1832, Congress acted on Stephen Pleasonton's recommendation that a lightship be placed on Waugoshance Shoal as the first attempt to mark the western entrance to the Straits. In 1838, Lieutenant James T. Homans reported that the lightship was wholly inadequate. He recommended a better solution for Waugoshance and also that a light be built on the point to the west of Mackinaw Harbor. Nothing came of Homans' recommendations. In 1854, the new Lighthouse Administration decided (against the recommendation of local residents) to put a light at McGulpin Point, approximately 3 miles (4.8 km) to the west of Old Point Mackinaw.



Sunday Option #1 Optional (own your own) Whitefish Point

Whitefish is a popular menu item in restaurants in the Upper Peninsula, and for many years the most productive whitefish grounds were to be found in Whitefish Bay near Whitefish Point.

On motion of Representative John S. Chipman of Michigan, the Committee of Commerce was instructed on January 13, 1846 to look into the expediency of erecting lighthouses at Whitefish Point and two other locations on Lake Superior. Congress provided \$5,000 for Whitefish Point Lighthouse on March 3, 1847, and the following month 115.5 acres at the point were reserved for that purpose.



The contract for constructing the lighthouse was awarded to Ebenezer Warner, and work at the site began during the summer of 1848. The resulting stone tower stood just over forty-two feet tall and tapered from a diameter of twelve-and-a-half feet at the ground to eight feet, five inches at its iron lantern room. An array of thirteen lamps set in fourteen-inch reflectors was used to produce a fixed white light, and a four-room, one-and-a-half-story, stone dwelling was built for the keeper. Construction was completed on November 1, 1848, and the light was placed in operation the following spring.

Sunday Option #2 Visiting Mackinac Island

MI SACC members presently committed to Lighthouse Tour #2

Bill and Steph Huffman	'60	red	Steve and MaryJane Gould	'60	white
Paul and Cheryl Lemieux	'59	white	Dave and Sue Ruby	'57	venetian red
Mike and Christine McClain	'62	maroon	Jim and Cindy Dillon	'62	black

CAN YOU SEE A WAY TO ADD YOUR C1 TO THE LIST??

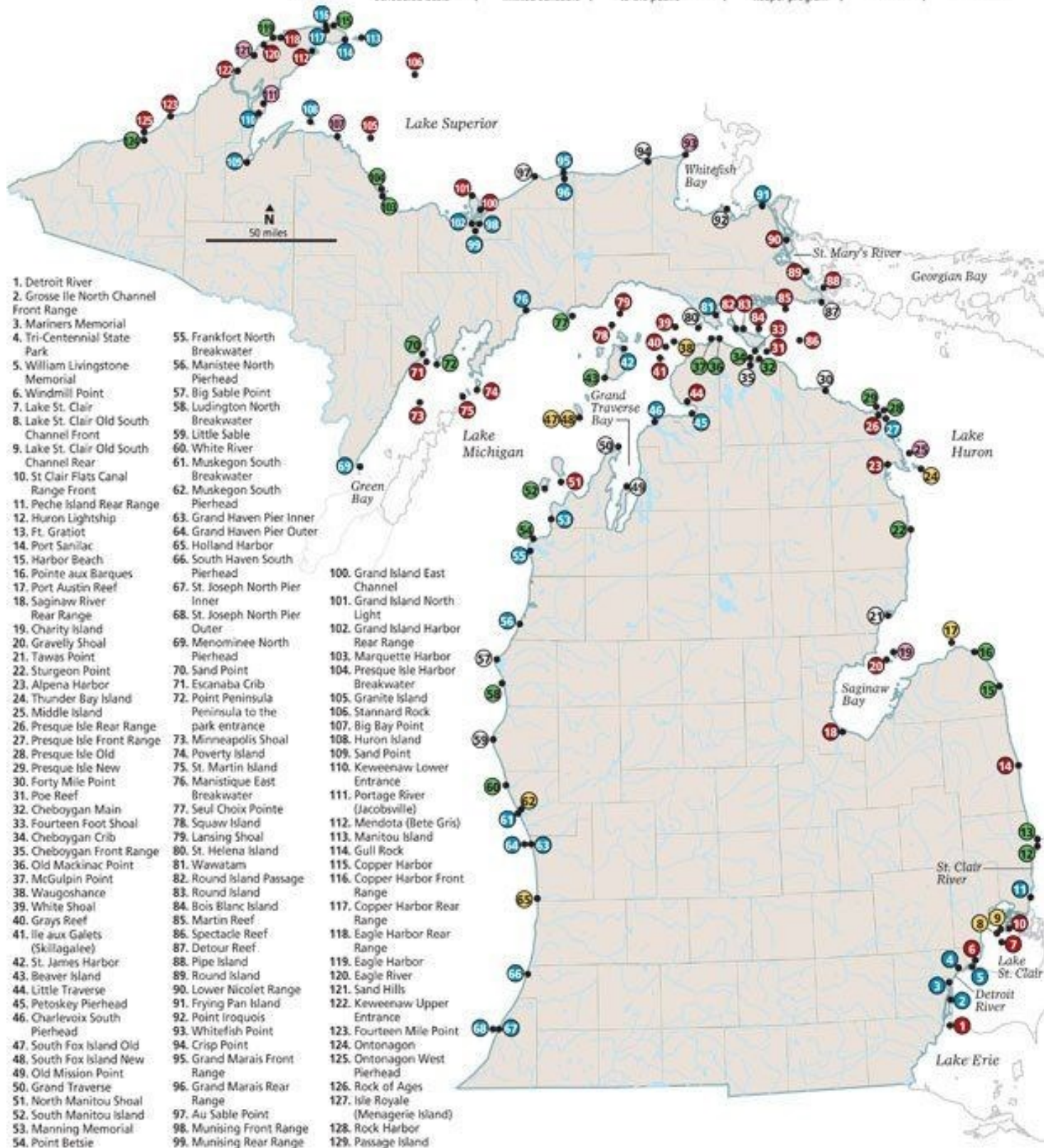
MICHIGAN LIGHTHOUSES

Lighthouses and navigation lights circle the Great Lakes. This map shows only lights in Michigan.



KEY TO SITES:

- Open to the public on a regularly scheduled basis
- Open to the public on a limited schedule
- Grounds, pier open, but buildings closed to the public
- Offers a lighthouse keeper program
- Bed-and-breakfast
- Not open to the public



1. Detroit River
2. Grosse Ile North Channel Front Range
3. Mariners Memorial
4. Tri-Centennial State Park
5. William Livingstone Memorial
6. Windmill Point
7. Lake St. Clair
8. Lake St. Clair Old South Channel Front
9. Lake St. Clair Old South Channel Rear
10. St. Clair Flats Canal Range Front
11. Peche Island Rear Range
12. Huron Lightship
13. Ft. Gratiot
14. Port Sanilac
15. Harbor Beach
16. Pointe aux Barques
17. Port Austin Reef
18. Saginaw River Rear Range
19. Charity Island
20. Gravelly Shoal
21. Tawas Point
22. Sturgeon Point
23. Alpena Harbor
24. Thunder Bay Island
25. Middle Island
26. Presque Isle Rear Range
27. Presque Isle Front Range
28. Presque Isle Old
29. Presque Isle New
30. Forty Mile Point
31. Poe Reef
32. Cheboygan Main
33. Fourteen Foot Shoal
34. Cheboygan Crib
35. Cheboygan Front Range
36. Old Mackinac Point
37. McGulpin Point
38. Waugoshance
39. White Shoal
40. Grays Reef
41. Ile aux Galets (Skillagalee)
42. St. James Harbor
43. Beaver Island
44. Little Traverse
45. Petoskey Pierhead
46. Charlevoix South Pierhead
47. South Fox Island Old
48. South Fox Island New
49. Old Mission Point
50. Grand Traverse
51. North Manitou Shoal
52. South Manitou Island
53. Manning Memorial
54. Point Betsie

55. Frankfort North Breakwater
56. Manistee North Pierhead
57. Big Sable Point
58. Ludington North Breakwater
59. Little Sable
60. White River
61. Muskegon South Breakwater
62. Muskegon South Pierhead
63. Grand Haven Pier Inner
64. Grand Haven Pier Outer
65. Holland Harbor
66. South Haven South Pierhead
67. St. Joseph North Pier Inner
68. St. Joseph North Pier Outer
69. Menominee North Pierhead
70. Sand Point
71. Escanaba Crib
72. Point Peninsula Peninsula to the park entrance
73. Minneapolis Shoal
74. Poverty Island
75. St. Martin Island
76. Manistique East Breakwater
77. Seul Choix Pointe
78. Squaw Island
79. Lansing Shoal
80. St. Helena Island
81. Wawatam
82. Round Island Passage
83. Round Island
84. Bois Blanc Island
85. Martin Reef
86. Spectacle Reef
87. Detour Reef
88. Pipe Island
89. Round Island
90. Lower Nicolet Range
91. Frying Pan Island
92. Point Iroquois
93. Whitefish Point
94. Crisp Point
95. Grand Marais Front Range
96. Grand Marais Rear Range
97. Au Sable Point
98. Munising Front Range
99. Munising Rear Range

100. Grand Island East Channel
101. Grand Island North Light
102. Grand Island Harbor Rear Range
103. Marquette Harbor
104. Presque Isle Harbor Breakwater
105. Granite Island
106. Stannard Rock
107. Big Bay Point
108. Huron Island
109. Sand Point
110. Keweenaw Lower Entrance
111. Portage River (Jacobsville)
112. Mendota (Bete Gris)
113. Manitou Island
114. Gull Rock
115. Copper Harbor
116. Copper Harbor Front Range
117. Copper Harbor Rear Range
118. Eagle Harbor Rear Range
119. Eagle Harbor
120. Eagle River
121. Sand Hills
122. Keweenaw Upper Entrance
123. Fourteen Mile Point
124. Ontonagon
125. Ontonagon West Pierhead
126. Rock of Ages
127. Isle Royale (Menagerie Island)
128. Rock Harbor
129. Passage Island



Michigan

Lighthouse Tour

We are in need of volunteers that have local knowledge and an interest in assisting with the planning and organization of future MI SACC's Lighthouse Tours.

The proposed routes should be driven to establish daily distances and travel times to provide C1 time for driving, sight seeing, including meals and lodging.

See page 6 for Lighthouse locations in Michigan
Please express your interest below in becoming a member of a future Tour planning team.

Pick a Tour and begin your journey....

#3 Mackinaw City to Traverse City _____

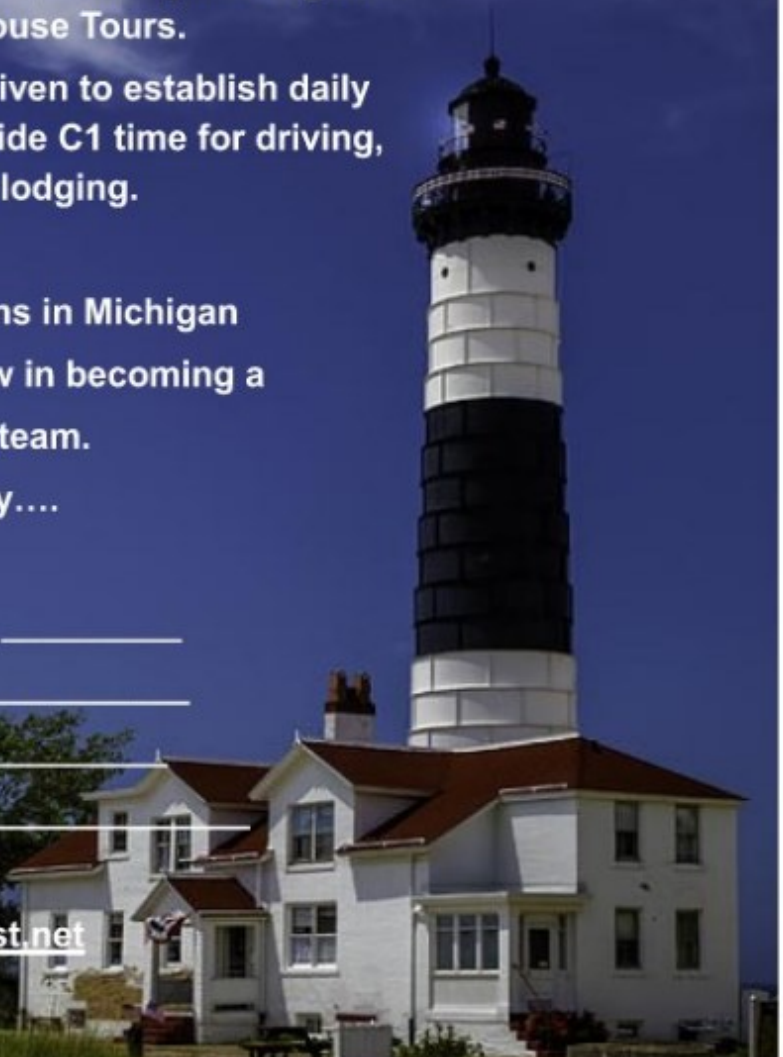
#4 Ludington to Traverse City _____

#5 St. Joseph to White River _____

#6 Your preferred tour _____

Your choice. Pick one and contact

Bill Huffman swh73@comcast.net



Big Sable Point





Convention 2024

-- August 21 - 24, 2024 --

SACC rotates convention locations from East to West to Central areas. This year we will be in the East and will join with Corvettes at Carlisle in Carlisle, PA for our annual convention. When you register you will be provided web site information where you will make your reservation with our group. Our host hotel is in a nearby small town with an easy drive to the Carlisle Fairgrounds. The discounted room rate is \$199.00 per night.

- Wed 8/21**
- The National Board will hold its meeting at 9 AM in the hotel meeting room.
 - The Chapter Representatives will meet with the board at 2 PM. All members are encouraged to come.
 - We will hold our welcome reception at the hotel at 6 PM with a catered meal in the breakfast area, for all registered members. Immediately following will be the Annual Meeting, all members of SACC can attend and vote.

- Thur 8/22**
- We will host a Corvette workshop. An alternate event will be offered for the spouses.
 - The Board and Volunteers will set up our display tent at Corvettes at Carlisle.



Fri 8/23
Sat 8/24

CARLISLE
REGISTRATION *Events*

WE WILL BE ENJOYING CORVETTES AT CARLISLE!
Please make your own arrangements with Carlisle for tickets, parking and their events.



Looking forward to seeing all our members!!



2024 SACC National Convention

August 21 - 24, 2024 We are joining forces with Corvettes at Carlisle!

- 1. Name _____ Spouse or guest _____
- 2. Address _____
- 3. Chapter _____ SACC Membership # _____
- 4. Cell Phone # _____ Arrival date _____
- 5. Email address _____

CONVENTION REGISTRATION

Covers Welcome Party and Annual Banquet Dinner, hotel dedicated parking area, parking lot security at the hotel, signs demarcating dedicated parking area, use of the meeting room, posters/easels/office supplies.

- \$250.00 for 2 people \$190.00 for single attendees

Make checks payable to SACC Convention. You will receive instructions on where to make your room reservation after your registration has been received.

Hold Harmless Agreement: I agree to insure my vehicle(s) and property against loss, damage, and liability and to provide proof of insurance to SACC. I assume the risk of any and all damages or acts of omissions which may result in the theft, damage or destruction of my property or injury to me or to others occurring during or as a consequence of this convention. I agree to send proof of vehicle insurance covering the convention dates. I will abide by Federal, State and local guidelines to prevent contagious diseases and virus spread and that SACC is not responsible for any transmission of these diseases.

Year _____ License tag# _____ State _____

Exterior color _____ Trailer YES or NO

Insurance Company _____ Policy # _____ Expires _____

Signature _____

**Mail completed form and payment to:
Mary Rae Brockhouse • 215 Cedar Drive • Chapin, Illinois 62628**

TECHNICAL HELP FROM THE SOLID AXLE CORVETTE CLUB

These and other questions and answers available at:
solidaxle.org under Technical Help.

To submit a technical question regarding a 1953 to 1962 Corvette, simply e-mail sacctech@solidaxle.org. In the subject box you need to put "sacctech/ (your SACC membership number)". Example: sacctech/1234

Question: I'm looking for a place to purchase a service manual that has the information on how to change and set up a new crown and pinion gear set.

Answer from Doug Prince, SoCal Advisor:

Refer to Corvette Service Manual ST-12 Chapter 4.

Question: I have a 1962 Corvette and would like some help. The number on the steering column is #20867S103393 I would like to know the build date of the Corvette and what would be the correct date code for the block and heads 327 340 hp with 4 speed any help would be great

Answer from Max Brockhouse, President of SACC:

Your '62 was built fairly early on the 15th of November 1962. Actually your '62 is fairly early production model year. The '62 started production on September 17, 1962

Question: I recently bought a neglected 61, and am concerned that it has the wrong driveshaft. My question is this: what is the correct overall length of the driveshaft?

I replaced two very badly arched rear springs with replacements and now see that the yoke doesn't penetrate the transmission tailshaft up to the previously worn (bright), area? Also, the driveshaft looks to be an aftermarket shaft.

Answer from Chip Werstein, SoCal Advisor:

Drive shaft measures 34 1/2" from center of front u-joint to center of rear u-joint. Yoke is 4 3/4 "

Question: I've got a question about my 1960 Corvette. I just cannot figure out how to install the door end tab which should be bent and also holds the weatherstrip. Do you have a close-up picture of such a tab correctly installed? It seems that it would otherwise make scratches at the door.

Answer from Chip Werstein, SoCal Advisor:

Look in the 1960 assembly manual, section F, sheet 11. Once you install the retainer, you bend the vertical end up under the weatherstrip. And yes, sometimes it will scratch the door jam.

Question: Can you tell me the proper diameter of the front coil springs for my 59 Vette, what they put in the car measures 0.6685 and the suspension has absolutely no give whatsoever, any help would be greatly appreciated.

Answer from Chip Werstein, SoCal Advisor:

Original 53-62 standard Corvette spring coils measure .550 and the free (unsprung) height of the spring is 13 3/4". 57-59 heavy duty springs have a free height of 11 1/8". I do not know the coil diameter.

Question: I have a '58 Vette with oversized screw holes for door panels. Problem is the oversize screws are loose. How can this be fixed? I understand to fix fiberglass, both sides has to be sanded and roughed up to adhere new fiberglass layup to prepare for new holes, but I don't think the inside of the inner door can be reached.

Answer from Max Brockhouse, President of SACC:

Enlarge the holes in the door, insert plastic anchors (some are square & some are round) into the door. Now you can use the normal screw to hold your door panel on.

Answer from Doug Prince, SoCal Advisor:

You don't necessarily have to fiberglass repair both sides of the hole in the door panel as fiberglass repairing of the outside of the door panel hole is sufficient. However it is like putting a band-aid on the problem as it is usually just a one time repair that will strip out over time. Obtain some real thin sheet metal from Lowes or Home Depot about 1/16th thick and cut it into pieces approximately 1/2 inch by 5/8 inch and then drill two small holes for small rivets that will attach the metal pieces over the bad door panel holes. You could skip this rivet step and fiberglass the metal pieces to the door panel. With this repair you are now putting the door panel screws into metal and not a weak fiberglass repair. I do this all the time and it works just great.

Question: I have a 54 Corvette vin number E54S003218, car has a top flight award but, major deduction was for engine block stamping. (Stamping improper, inconsistent?) casting number, 911, casting date, C114 march 11, 1954 engine stamping, 0419517 F54YG. My question is what date should the stamping be? Per Corvette Birthday Book, Production date is 5-27-54. Any help is appreciated.

Answer from Bruce Fuhrman, SACC Secretary:

I have a '54 S/N 3329 which came with engine S/N 0727180. Mine was built in June '54. So, your dates look correct, however, the engine S/N would have been assembled approximately in March '54 based S/N's listed in Noland Adam's book and should have an engine S/N around 070XXXX, not 0419517. There are some produc-

tion sequence abnormalities which can be explained since some cars have been found to have the original engines built 1-3 months before the car build date. All engines were run up on a test stand before installation. If there were any leaks, noises or other abnormalities, they were sent back to assembly for correction and when repaired, put back in the cycle. Obviously, this could take time. My current engine S/N is 0434847 which was assembled in about April of '54.

Question: Stamped to the engine block on passenger side front on block F1018EB-I have found out (I think) what most of this means-F=Flint-though another web site said that Flint V-8's were designated with a V. 10-Oct.? 18-18th day?-EB-E=Corvette? but what is the B for? I am so confused and tired of asking.

Answer from Doug Prince, SoCal Advisor:

Your engine was built in Flint, MI. October 18th and the engine is for a 283 c.i. passenger car with dual four-barrel carbs and solid-lifter cam that was 270 horsepower. 1958 Corvette engine codes for fuel injection was as follows: CR 250 horsepower hydraulic cam with manual transmission, DH 250 horsepower hydraulic cam with Powerglide transmission and CS 290 horsepower solid lifter cam with manual transmission. Sorry to tell you that you have the wrong engine block!

Answer from Chip Werstein, SoCal Chapter Advisor:

It is not possible to determine what your motor (block) came out of without knowing the casting # and casting date of the block. Your decoding of the F1018 is correct. However, EB is a suffix code that was used for several years and indicates the following applications:

1957 283 passenger car 270hp

1958-1961 283 passenger car turboglide with 4 barrel carb

The only thing I can say with certainty is that your block is not original to your car.

Question: I was changing my axle bearings and pulled the ham out (not a limited-slip), to flush out the rear housing when I found one of the side carrier gears with chip damage to the outer end surfaces of the teeth. Upon close inspection, it seems that none of the other gears have evidence of related damage and so wondered if this gear may have been used by some unscrupulous previous owner to patch up the differential for resale??

I wouldn't mind finding a compatible 3.70 differential assembly to prepare as necessary for my car and wondered what other Chevys used this same unit.

Answer from Chip Werstein, SoCal Chapter Advisor:

These rear ends were used in 56-62 Corvettes, 55-64 Chevrolet, 62-64 or 65 Chevy Nova.

Question: I'm finishing restoration on a 1960 Vette and noticed that about 18" from the back of the front fenders a hump on top of both front fenders of the car. I tried adjusting the body shims, but that made no difference. Do you

have any suggestions that might help me correct this problem? I have checked with other owners in the area and that problem is not visible on theirs

Answer from Mike McCloskey, SoCal Chapter Advisor: Shim the front bumper brackets so you are not pulling rearward on the body when you tighten the bumper bolts.

Answer from Chip Werstein, SoCal Chapter Advisor:

It is impossible to identify the problem without seeing the car. My guess is one of the following:

1. 18" from the rear of the front fender is the point where the inner fender is bonded to the outer fender. The bonding material can cause a line across the fender at the bonding point, but not a "hump". I see this problem on 56-57 cars, but not later ones.

2. A front end may have been spliced onto the car at this point and poor body work may have resulted in the hump.

I doubt shimming will solve your problem. I would carefully inspect the front end fiberglass for prior repair work to help identify the cause of the problem. The easiest solution most likely will be sanding/grinding the area smooth and repainting the front end.

Again, I am only guessing. A competent Corvette body shop can provide a more definitive answer.

Question: I am having trouble with my brake lights working intermittently. I know the problem is in the steering column where the turn signals and horn all come together. However, I can't get it adjusted where the brake lights work and the horn doesn't sound when I turn the wheel. Do you have a solution to this problem? I'd welcome ideas for how to fix this problem permanently. I've had this worked on multiple times. It works for a while and then the problem returns. Thus, I'm always worrying that the brake light aren't working.

Answer from Doug Prince, SoCal Advisor:

If you are using the original cancelling cam mechanism it is probably completely worn out. Buy a current reproduction but KEEP the original cancelling cam spring, as the spring that comes with the repro is Chinese and is not nearly as strong as the original and will not cancel the turn signal after the turn has been performed. Be sure that you are using a new reproduction turn signal switch and make sure that all the connections are nice and tight at the steering column. Be sure to clean and lubricate the cancelling cam wheels that are in the turn signal housing.

Question: 1962 Corvette Headlight Switch. How do you get the knob out of the switch? I have a new switch and the nut wrench to get it out of the dash.

Answer from Max Brockhouse, SACC President: Reach up under the dash, feel the light switch. On the top will be a small button with a spring holding it out, press the button down while pulling out on the knob, this will release the knob/rod assembly. The knob rod will be three sided with a groove on the end/tip. Use a LARGE screwdriver to remove

the bezel on the out side of the dash, this will allow you to remove the light switch assembly. To replace the knob into the switch, hold the button while inserting the knob, otherwise the rod will not seat in the switch assembly.

Question: I am restoring my 1960 Corvette rims. Is the entire wheel painted the same as the body color?

Answer from Chip Werstein, SoCal Advisor:

1960 Corvette wheels were dipped in semi gloss black paint. Then the front of the wheel was painted body color. Body color overspray can (and should be) seen on the back-sides of the wheel.

Question: I am restoring my 59 (off the road for last 25 years, 77k miles) and have done a lot of reading/research (including much of Noland Adams guide and the Baird/Howey handbook). Today's questions (among the many) are about the suspension. First, the consensus appears to be to replace the coil springs BUT other than NOS (haven't looked for them yet) do all the replacement springs cause the front end to sit too high? Second question is, is there a way to evaluate the original springs or do I assume (as appears to be the case) that ALL 50 year old springs are now sagged somewhat and should just be replaced. Final question, is there one supplier that is most recommended for these front end parts, hopefully made in the USA??

Answer from Mike McCloskey, SoCal Advisor:

Most original springs have some sag. Check the assembly manual for front end curb height to determine how much sag your springs have. All new springs, in my experience, are too tall.

Question: I have a 1962 Corvette 340 HP with a 4-speed tranny. I noticed 2 plugs on the right side of tranny one low and one slightly higher, I'm assuming the lower is drain plug and the higher is the fill plug, is this correct?

Should I use Valvoline Synchronesh fluid or stick to 90w oil, I have read the specs and noticed that the 4-speed tranny has sync on all 4 gears, I'm assuming that they are brass due to the age of the car, what is the recommended fluid?

Answer from Mike McCloskey, SoCal Advisor:

You have the plug arrangement correct. Fill until it runs out of upper plug...about 2 1/4 pints. Unless your trans is shimmed tight and is difficult to shift into 2nd when cold, I'd use the 90 weight (or 85-140). If it's a tight trans, use the GM manual trans fluid (more like 30w).

Answer from Chip Werstein, SoCal Chapter Advisor:

Yes, the lower plug is the drain plug. I have always used 90 wt gear oil and never had any problems. However, I do live in S. Calif. and never have to deal with cold weather which may make a difference.

Question: I have a block with casting # 3756519 and engine code # FOI28M. Could you tell what it's out of?

Answer from Chip Werstein, SoCal Advisor:

3756519 is a 283 block from 1958-1962. Suffix "M" indicates 1958-1962 trademaster truck with manual trans. "F" indicates the block was cast in Flint, MI and 0128 is the build date... Jan.28. Cannot identify the year without the block casting date.

Question: I have a 59 Corvette which has a sealed air cleaner. How does one go about properly cleaning it?

Answer from Brad Bean, Vice President of SACC:

I have an early '60 which has the same sealed air cleaner. Once every few years, I soak mine for a few hours, in kerosene and then rinse and flush it with clean water. Seems to work for me.

Question: A friend has a 1958 Corvette that has been painted more than once. He wanted to know what the factory colors might have been. I found a website "Corvette history 1958" in their article they said the 58s had a code plate on the engine side of the cowl. This had body identification, production build date and paint and trim codes. Now this has lead to some disagreement as to if it is there or not. Evidently it is not on his 58. Could you tell us if it is true?

Answer from Noland Adams, Founding Pres. of SACC:

The trim plate exists, but the first year for the factory installed trim plate was 1963, when it was located under the glove box door next to the serial number plate.

There might be a hidden body color name in the trunk area. Remove the large cardboard panel in the front of the trunk area. Near or under the right trunk hinge the body color was written using a large lumber crayon (usually green). The name was covered by overspray when the trunk was painted. Using a quarter, scratch away the paint to reveal the color name. Ivory means white, but red, blk, blue, or char (charcoal) are obvious.

Answer from Bill Herron, Treasurer of SACC:

While the passenger cars and trucks did have the data plate you refer to, production Corvettes did not have any info attached anywhere except the Serial Number plate until 1963. The only ways I know to determine the original color are to: 1) find an inconspicuous area and carefully remove the layers of paint until you get to the last one; and/or 2) take a quarter and lightly scrape the paint off of the trunk side of vertical divider panel between the trunk and deck lid compartment. Many, if not most of the 58-62s had the body paint color written in grease pencil there. Note that (I believe on the later Solid Axles) the color might have been scribbled on the vertical panel in the passenger compartment behind one of the seat backs. Since the color was written in grease pencil the paint would not adhere; hence a careful scraping usually reveals the color.

1953 Corvette Wins 2024 Ridler Award Built By Kindig-It Design!

Dave & Tracy Maxwell's 1953 Corvette, built by Kindig-It Designs has been named the winner of the prestigious Ridler Award at the 2024 Detroit Autorama. Completely hand-built, this car is the culmination of more than five years of work, all carried out behind closed doors, because the criteria for the Ridler Award is that the car has to make its public debut at the Autorama. "Keeping people away from the car was one of the most difficult parts of the build," says Baylee Kindig, Dave's daughter.

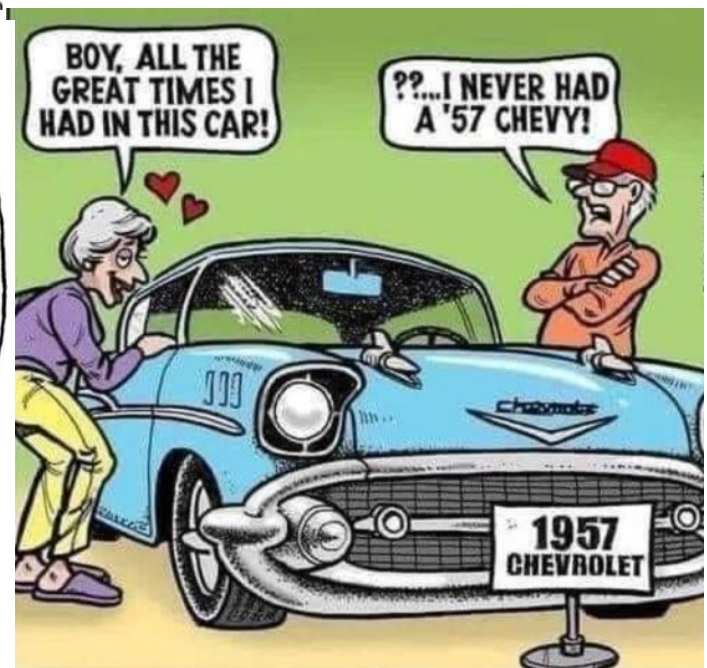
It's difficult to know where to start when describing this car. Nothing about it is a 1953 Corvette. The car was built entirely from scratch out of aluminum. The chassis, suspension, body, and interior are all the work of Kindig-It Design. The shape is loosely based on a Corvette concept car from 1954 called the Corvair. That concept featured a sloping rear window but isn't nearly as elegant as the shape and proportions pulled off by Dave and his crew. In fact, this car is much sleeker and more stylish than Chevrolet's design concept from the '50s. It bears repeating: everything on this car is hand-made.

As if that weren't enough, check out that V-12 engine under the hood. Yes, twelve cylinders where you'd expect to see eight. The engine was built by Race Cast Engineering, an Australian company that made a huge splash at the SEMA show a few years ago with its innovative V-12 engines based on LS engine architecture. Making nearly 800 hp right out of the box, just a few hot rodding tricks will get

you to 1,000 naturally-aspirated horsepower in a hurry. We can only imagine what it sounds like!

The rest of the drive train resembles that of a C7 Corvette, including the torque tube and 8L90E transaxle. The front and rear suspension are custom-designed by Kindig-It, as are the wheels, which were built by EVOD to Dave's specs. The suspension uses a cantilever design to actuate the coilover shocks, and you can see the rear suspension components peeking through an opening in the package tray—as Baylee described them, "functional and pretty."

How many hours went into the construction of this car? "I am afraid to count," says Baylee. We won't even begin to speculate what the final cost of construction is, either. It's enough to celebrate the skill and expert craftsmanship needed to create something of this caliber. In an excellent group of Great 8 finalists, this car truly did stand above them all. Congratulations to Dave and the crew, winners of the 2024 Ridler Award.



Welcome to the Michigan Chapter
SOLID AXLE CORVETTE CLUB



Please include completed application with your dues renewal

Michigan Chapter SACC Membership or Renewal Application - New___ Renewal___ Yr. ___

Michigan Chapter Membership requires membership in the National SACC organization.

For record keeping: MI SACC collects both National and Chapter dues and submits your National dues to SACC National.

SACC Annual dues are	1 year	\$45.00
Michigan Chapter SACC dues are		<u>\$15.00.</u>
	TOTAL	\$60.00

Chapter dues include our quarterly Chapter Newsletter "Michigan"

SACC National Membership includes the quarterly magazine "On Solid Ground"

If you are a new National member please insert your National membership # _____

Please make checks payable to: MI SACC and mail to: Paul Lemieux
 MI SACC Treasurer
 403 Loris Lane
 Oxford, MI 48371

Questions: contact Paul Lemieux > jp1vet9@gmail.com

NOTE:
 New members please send several photos of all your C1 Corvettes and a face shot of you (and your spouse, together, if you have one) to:
druby1938@gmail.com

Applicant Name _____ Co-Applicant: _____

Address _____

City _____ State: _____ Zip: _____

Home phone _____ Work/Cell: _____

E-Mail _____ Fax: _____

C1 Corvettes presently owned -

Solid Axle VIN # 1 _____ Yr _____ Color _____

Solid Axle VIN # 2 _____ Yr _____ Color _____

Solid Axle VIN # 3 _____ Yr _____ Color _____

Solid Axle VIN # 4 _____ Yr _____ Color _____

I will enjoy participating in these club activities: Driving tours _____ Get away weekends _____

Museum tours _____ Historic site/shop tours _____ Car Shows _____ Tech sessions _____ Race events _____

Newsletter Contributions _____ Tour/Event Planning _____ Other _____

I would be interested in attending the planning meeting Yes _____ No _____

Signature: _____ Date: _____

I am currently a member of the following automotive clubs/organization _____

Visit our website: www.solidaxlecorvettemi.com

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Solid Axle Corvette Club

The Solid Axle Corvette Club is for enthusiasts who drive and show America's first sports car., our beloved C1's. The Solid Axle Corvette Club invites you to share our enthusiasm and dedication to the Solid Axle Corvettes, and to enjoy the fellowship of our members.

SACC is the initials of the Solid Axle Corvette Club. So, just what is a solid axle Corvette? The rear axle housing on all 1953 to 1962 Corvettes was a one-piece shell. The rear differential (rear gears) and the axles were mounted within this rear axle housing. (The rear axle housing is sometimes called a solid [or straight] axle housing.)

Beginning with the 1963 model year, Corvettes had an independent rear suspension (IRS). The rear differential is built into the center housing: universal joints and short shafts (called jack shafts) transfer power to the rear wheels. Each rear wheel reacts independently to the road surface, and has earned the nickname "rubber axle".

The Solid Axle Corvette Club (SACC) is a non-profit organization dedicated to the preservation, care, history, and enjoyment of the 1953 to 1962 Corvettes. Ours is a family oriented club with membership covering all members of your family. You do not need to own a Corvette to join.

Road Rules

The *Michigan* is the quarterly newsletter for the Michigan Chapter of the Solid Axle Corvette Club and is published four times yearly (Spring, Summer, Fall & Winter). It is published in PDF format, and e-mailed to members in good standing.

Membership in the Michigan Chapter is open **only** to members of the parent organization, the Solid Axle Corvette Club. The Solid Axle Corvette Club is a non-profit organization, serving members with an interest in 1953—1962 model year Corvettes. Ownership of a Solid Axle or any Corvette is not necessary to become a member of the organization.

The newsletter provides a forum for members to communicate with other members. As a result, the newsletter will often contain member opinions. Those opinions should not be construed as an endorsement by Michigan SACC or the parent organization, SACC.

Direct Questions to:

National SACC Membership Chairman

Lucy Badenhoop, SACC NATIONAL
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Michigan membership dues, inquiries and corrections to the address list should be directed to the Treasurer:

Paul Lemieux

403 Loris Lane
Oxford, MI 48371
jplvet9@gmail.com

Membership renewal and application form on page 9

Please submit articles for publication to the editor.

Generally, articles for publication should follow the broad theme of anything of interest to the Solid Axle Corvette community". Suggested items for publication would include how-to articles, parts information, performance issues, scheduled events, restoration or repair information, and personal stories.

The Michigan Newsletter editor can be reached at:

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