

Michigan

“Where it all began”



Dates to Remember

**2022 SACC dues > National and Chapter
Will be due Dec. 1, 2021
Please renew**

Volume 11 Issue 5

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Where have we been this summer?

Gilmore Corvette Envy

Corvettes at the Summit

Troy Traffic Jam

Corvette's America Car Show

Woodward DreamCruise

SACC Convention

Next > Paragon Openhouse

Don't forget our website

www.solidaxlecorvettemi.com



From President's Laptop

Sept 2021

Michigan Chapter Members,

For Michigan Chapter, since the last newsletter, we have had a busy two months. We participated in several different club events in July & August leaving little time for review & introspection.

What a wonderful difference from 2020!

Corvettes at the Summit, Canton, MI on July 10th, where most of us, who took advantage of the full judging, were awarded the Platinum Award. Dave Ruby, Harry Jones & Tom Gamache decided their trophy cases were already too full.

Gilmore Museum Corvette Envy, Hickory Corners, MI on July 18th was a pleasant cruise and a well-attended show. The Corvette display was excellent. We had 5 C-1s make the trip, Tom & Sue Gamache, Paul & Cheryl Lemieux, John & Kandy Ronayne, Mike & Christine McLain + yours truly. Stef's flight was delayed and she got home about 2 AM so she had to bow out.

I was really looking forward to Concours d'Elegance and parking with NCRS, Inn at St. Johns, Plymouth, MI on July 25th. However, at 10 PM on July 24th, I got a phone call that parking for all of the various car clubs was flooded and therefore unavailable. I understand a few brave folks decided to attempt alternative parking arrangements but we were not there. Perhaps next year will be better.

Aug 1st, many attended Troy Traffic Jam, in downtown Troy to benefit Troy Historical Society, Troy, MI.

Aug 14th the Corvettes America Show in Clarkston, MI was a really nice show with all the different generations grouped together. Dave Ruby, Harry Jones, Joe Feko & Ron Struck had their cars on display. Also attending were Jim & Cindy Dillon, Paul & Cheryl Lemieux & Ron Melaragni, who made his first outing in his 1961 since our annual membership meeting in May 2019. Ron, good to see you and welcome back, my friend.

Our next club event was Woodward Dream Cruise w/ NCRS on Aug 21st. Unfortunately, getting ready for Carlisle, missed it. No doubt, it did not disappoint.

On the morning of August 23, we left to attend the 2021 SACC National Convention in Mechanicsburg, PA. My trip report appears on pages 10—14 of this newsletter.

Looking ahead to the Paragon Open House on Sept 18th. Paragon is now a part of Legendary Sports, LLC. In their joint Tech Session at the 2021 SACC Convention, they promised an expanded commitment to the Corvette marketplace.

October 9th or 10th will be our annual color tour and December 4th our annual Christmas Lunch.

Make every mile of seat time a good memory!

Bill Huffman, Pres.

Michigan Chapter SACC

www.solidaxlecorvettemi.com



A Gift from RM Restorations

Courtesy of Rich Mozzetta

In 2017, at the SACC Convention at River Ranch, FL, Rich Mozzetta gave a Tech Session presentation on the C1 electrical system. A 31-page PowerPoint presentation with information & photos detailing the C1 electrical system that every owner needs to know so as to not inadvertently burn up their car.

I know this first hand because my 1960 had an electrical fire caused by a defective ignition switch in 1969. My insurance paid for the entire wiring harness replacement but I was required to pay for the switch, as the cause. The Chevrolet mechanic then fused my car just the way Rich has illustrated.

After his tech session, I asked Rich if he would allow me to have a copy. He not only agreed but asked for my e-mail address so he could send the PowerPoint to me. When asked directly, he had no objection to my sharing it with other C1 owners.

Fast forward to 2020. A question came up on the SACC Technical Help Section regarding this very topic. Since I am a sometime contributor in this Help Section. I contacted Rich regarding using his material in this way. His response far exceeded my expectations.

Rich has retired and closed RM Restorations, he graciously offered to donate his entire archive of restoration material to Michigan Chapter SACC for use on our website.

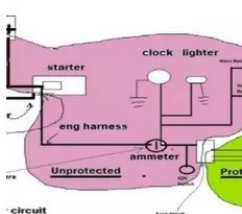
www.solidaxlecorvettemi.com

Our Editor, Dave Ruby, worked on this project for 3 months this year cataloging the material and uploading it to our members only website. [www.solidaxlecorvettemi.com/C1 History and Servicing Guide/RM Restoration Tips](http://www.solidaxlecorvettemi.com/C1_History_and_Servicing_Guide/RM_Restoration_Tips)

MI SACC website has limited access. Please login to website via email and a password of your choice and request to become a website member. MI SACC webmaster will respond promptly. Please, check it out.

Renovation Tips - Rich Mozzetta

Contributions by Dave Zuberer & Frank Dreano



C1 Electrical Fused or Not



56-62 Ignition Switch
Ignition & Fuse Pts



Heater Motor Rebuild
Heater Motor Seized?

Next time you see Dave Ruby, he deserves your personal thanks for the hours he devoted to this.

Finally, to Rich Mozzetta, our gratitude for allowing us access to your life-long passion to Corvette excellence.

PS, Rich has also provided historical info on the Research Project 56/57 prepared by Michael Hunt in 1980's. MI SACC will be adding this info to our website in the future.

Bill Huffman, President

Michigan Chapter SACC



C1 Top Frame Rebuild



56-62 Soft Top Installation



56 Power Top Rebuild

MI SACC Chapter 2021 Event Schedule

DATE	EVENT	LOCATION	CHAMPION
July 10	*Corvettes at the Summit	Canton, MI	Tom Gamache tsgama22@comcast.net
July 18	*Corvettes Envy at Gilmore	Hickory Corners, MI	Mike McClain mcmclain@sbcglobal.net
July 25	Concours d'Elegance	St. John's	John Ronayne jronayne33@gmail.com
Aug. 1	*Troy Traffic Jam	Troy, MI	Joe Feko jfeko@wowway.com
Aug. 14	*Corvettes America Show	Clarkston, MI	Paul Lemieux jplvet9@gmail.com
Aug. 21	*Woodward DreamCruise	Woodward Avenue	Harry Jones choochooharry@comcast.net
Aug. 25-28	*SACC National Convention	Mechanicsburg, PA	Bill Huffman swh73@comcast.net
Sept. 18	Paragon Open House	Swartz Creek, MI	David Ruby druby@comcast.net
Oct 9/10 or 16/17	Fall Color Tour	TBD	Bill Huffman swh73@comcast.net
Dec. 4	Karl's Cabin, Christmas Lunch, Plymouth		Bill Huffman swh73@comcast.net

MI SACC members advise Champion if attending to allow MI SACC to enter and park as a group.

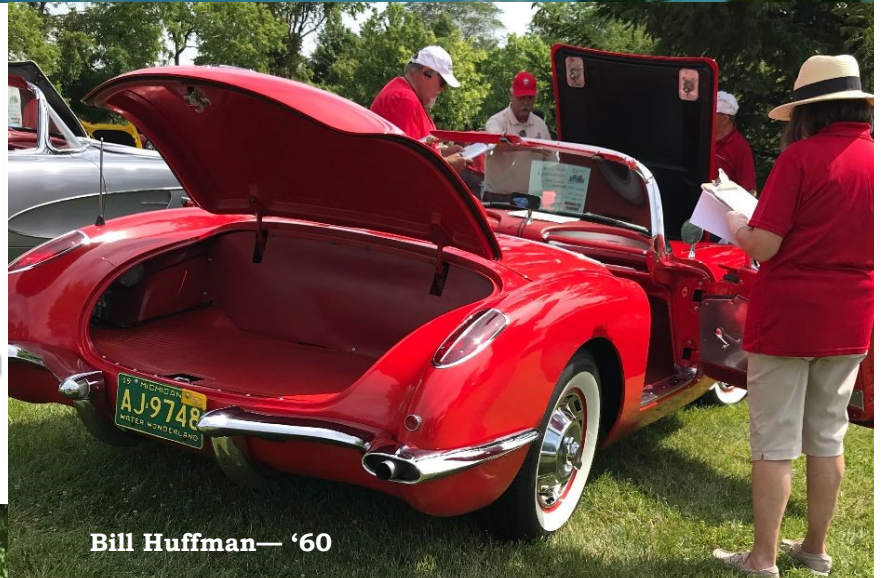
* denotes preregistration is required.



Don't forget our website

www.solidaxlecorvettemi.com

The most beautiful Corvette Show in Michigan



Bill Huffman— '60



Harry Jones— '60



Jim Dillon '62 Platinum Award



Paul Lemieux '59 Platinum Award



Bill Huffman '60 Platinum Award

MI SACC AT THE GILMORE CAR MUSEUM



Corvette Envy



SUN
JUL 18



MI SACC CHAMPION:

John Ronayne

ironayne@gmail.com

CONCOURS d'ELEGANCE OF AMERICA - AT THE INN AT ST. JOHN'S



JULY 2021 23-25

NCRS asked MI SACC to parking at St. John's in Plymouth, MI on Sunday July 25, 2021.

However, rain changed the entire event. No cars were parked on the lawn, There was no parking allocated to car clubs. We traveled via Detroit Iron, parked at the local high school and were bussed to Inn at St. John's.

The day was very hot and humid, but the classics were awesome as always, i.e Best of Show!!

In 1937, Phillippe Barraud, a Switzerland paper baron wanted to best the Delahayne roadsters he saw in Paris. He chose a Cadillac V-16 with 154" wheelbase. The result: A 22 foot two-passenger roadster >>>



2021 Corvettes America Car Show

13 - C1s and only 11 - C2s



Joe Feko '61



Harry Jones '60



People's Choice C1 > Dave Ruby '57



Top Modified C1—'61



Top Stock C1—'56

Woodward **DREAM CRUISE**[®]



2021 SACC Convention Trip Report

August 25-28

Mechanicsburg, Carlisle, and Gettysburg, Pa

What a trip!

We, four of the Michigan Chapters officers, (Tom & Sue, Paul & Cheryl, Mike & Christine plus Stef & yours truly) decided to caravan to the SACC Convention near Carlisle, PA, but as a two-day trip. We did this for two reasons. First to take it easier on the cars & second because Tom & Sue had an invitation to visit the guy from Phillipsburg, PA who literally rescued them in 2014 when Tom Gamache's '54 had a front wheel bearing failure on their way to the Lancaster, PA, the site of the SACC National Convention.

The story is well documented in "Michigan" 2014 Issue 4 (reprinted on pages 15-19 the Gamache saga) as well as an article in the Winter 2014 issue of *On Solid Ground*, the club magazine.



Tom Sayers, the hero of 2014 (see page 19) and SACC member #690, who with his wife Gigi, met us in his beautifully restored Panama Yellow '58, led us to our motel, showed us his personal collection, arranged for dinner at a closed restaurant, gave us t-shirts advertising his business called "Tom's Garage", met us for breakfast then led us out of town and waved goodbye.

A young man who wandered by us in Canton at Corvettes at the Summit this year admiring our cars, made an unsolicited statement and one that caught us all by surprise. He said and I quote "People who own Corvettes are really nice".

Yes, they are!

Unless you have made the trek across the mountains of states like Pennsylvania, WV, NC, MT, WY, ID & OR, it is impossible to imagine how vast the forested & mostly uninhabited land we call home.

One of the most interesting parts of the trip for me was crossing PA from W to E, one mountain pass after another, many times just 4 – 60+ year/old Corvettes and Sue's SUV and no other traffic. We left Phillipsburg about 10:30 Tuesday morning & arrived in Mechanicsburg about 2:30 PM. Our hotel, a Fairfield Inn, was new, clean and had A/C that cooled to ~65 degrees inside w/ 90 degrees temperatures outside. The ladies spent a lot of time outside in the shade of the front entrance to warm up.



2021 SACC Convention continued



Day Zero, Wednesday, the National Board Meeting ran long from 9- 1:30 dealing with By-Law issues. Revising election process of Regional Reps to be same as National Officers, National Officers term starting time is now 1 Jan, disposition of chapter assets when one is dissolved took time. One revision is a change in interpretation rather than wording change. Previously, a SACC member was not allowed to hold a National Office and a SACC Chapter office. After an extended by-law review, the decision was that practice was by tradition rather than per by-law, so that exclusion is now eliminated.

The Chapter Board Meeting at 3:00 pm centered on the SACC by-laws, a review of 2022 & 2023 convention locations, an appeal for chapter officers present to volunteer for the open national offices and then an invitation for open discussion of other chapter issues.

Wednesday evening, we enjoyed the Reception Buffet at the hotel. By end of day, there were about 18-20 C-1s and 3-4 of the newer Vettes. Attendance was about 60 members.

Day One, Thursday, we took a 1-hour bus ride to Gettysburg National Park for what turned out to be a very memorable visit. We had been there before during the 2005 SACC Convention but this time, with the new Visitors Center Museum & its massive 360-degree interactive theater display depicting the July 1-3, 1863 battle was a couple steps above awesome. Our guide on the



Little Round Top—a natural fortress that saved a nation



bus tour, a Corvette owner with 22 years of tour guide experience, took us thru the various locations and helped us visualize the troop movement at the Battle of Gettysburg from initial surprise contact to final conclusion.

It is a real paradigm shift on how tough you think you are relative to your great-grandfather.

Overheating cars & flat tires are just bumps in the road.



Thursday evening, we drove our cars to the Carlisle Country Club for the SACC Annual Membership Meeting where Lance Miller gave the keynote. Tom Gamache “won” the silent auction with 7 items. He beat me by 2. Thanks to an assist from my lovely wife, we “won” 5 items.

The membership election resulted in no change in National leadership but the VP chair is still vacant and we are still looking for Editor Ken Amrick’s replacement.



Day Two, Friday, we caravanned to Corvettes at Carlisle for the morning tech sessions which were interesting. Topic 1 was C-1 Resto-mod from modern improvements to full transformation by Tony Avedisian, whose Corvette restoration shop has been doing Top Flight restorations since before 1990.

Basically, you need a realistic idea of where you want to end up before you start. Anything is

possible, it just takes time, MONEY & motivation.

Topics 2 & 3 were packaged together with Steve Childs from Paragon Reproductions (recently purchased by Legendary Sports) and Wade Kawasaki, CEO of Legendary Sports, representing Coker Tire & Haggerty Insurance. Their topics were modern improvements to old Corvettes, and valuation of same.

Topic 4 was Corvette hardtop care & restoration.

Normally, owners don’t use their hardtop but over half of all C-1s were delivered with hardtops and at Carlisle this year, I was surprised that so many had them on. I didn’t take mine this year but I remember many shows where my car was the only one with a hardtop.

Mike & Christine McLain, Paul & Cheryl Lemieus, Tom & Suzanne Gamache, Tom & Gigi Sayers, Bill and Stef Huffman



Tom Sayers
2014 Road angel



On the 556-mile ride to Carlisle, I discovered why I really need to recontour my seats, so I bought new correct foam & seat covers.

Seat cushions are supposed to be concave so it fits your posterior. Sitting on a beach ball is no longer comfortable. The car didn't change so I must have. This must be what they mean by "aging gracefully" ;<D

Every mile is a new memory!

Bill Huffman, Pres.
Michigan Chapter SACC

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2021 SACC Convention

August 25-28

Mechanicsburg, Carlisle, and Gettysburg, Pa



Michigan

“Where it all began”



Volume 5 Issue 4

The Planets Aligned and the Road Angels...

Saturday August 16

Michigan SACC members, Tom and Sue Gamache in their 1954 Corvette, and Paul and Cheryl Lemieux in their 1959 Corvette left for the 2014 SACC National Convention in Lancaster, PA on Saturday, August 16 (we missed the Woodward Dream Cruise, bummer).

The first day of driving across Ohio on I-80 was good and we spent Saturday night in Barkeyville, PA (an easy 263 miles)

Sunday August 17

We headed for Lancaster (only 258 miles) on Sunday morning. Stopped at the Pennsylvania Welcome Center and were advised to take PA322 for a scenic drive (*the first planet aligned*).

As we exited I-80 onto PA 322-E, I felt a bit of play in the **left** front wheel of the '54. Stopped along the road and confirmed all was not well. I decided to limp into Philipsburg (having traveled 107 miles since breakfast) hoping to find a place to assess the damage. Stopped at a Kwik Fill gas station (*the second planet aligned due to its visibility to the main road*). After determining that the left front wheel bearing had completely failed, I pulled out the **SACC Road Assistance Directory** and sure enough there was a Tom Sayers (SACC 690) listed in Philipsburg. Called Tom and left a message on his home phone and proceeded to contact Hagerty Ins. to arrange for a tow.

As I'm on the phone with Hagerty, the **first Road Angel** appeared in the form of John Kendrick and his friend Dewey. John said "I'm just an old hot rodder (1948 Ford Sedan with a 351 Windsor powertrain), but you're welcome to use my garage to fix

your car." After we accepted his offer, John got on his cell and called his friend who owns Corvettes to see if he would be able to help - his friend was on the way to meet us at the Kwik Fill. John told Sue and Cheryl that he called his friend, "Tom" and Sue said that we had just called someone named Tom - that's when we discovered that we both called the same person! Our **Second Road Angel** - aka Tom Sayers appears.

It was assessed, the '54 could be repaired, but we needed to get it to John's garage. After many minutes on the phone with Hagerty Ins. couldn't locate a tow service in the area. I mention this to John and John responded, "well, let me see if Jim is available". One call to Jim Washburn at Price-Parkway Service and he arrives with his tow truck (our **Third Road Angel**). I called Hagerty back and Jim and Hagerty worked out Jim's reimbursement for the tow to John's garage. (continued on page 2)

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Special points of interest:

2015 DUES are due by Dec. 1st.

See page 11 for renewal



.....Road Angels appeared or Your SACC Road Assistance Directory.....

(continued from page 1)

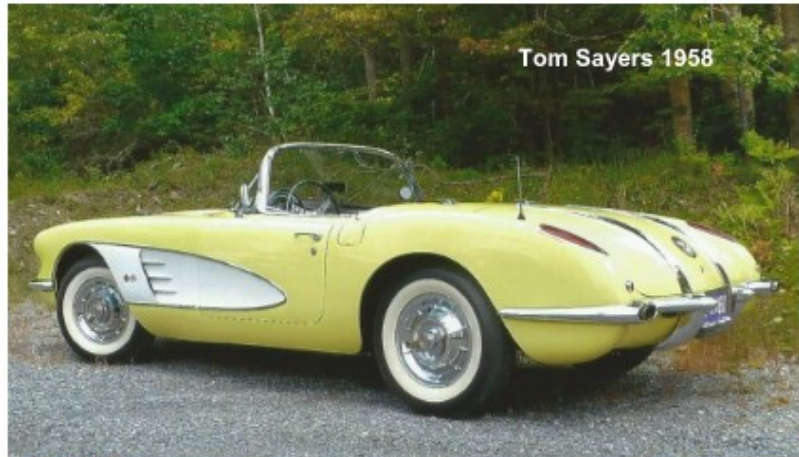
With the '54 safely in John's garage, his wife Carol (our **Forth Road Angel**) came out to sit with Sue and Cheryl and assured them that Tom Sayers knows Corvettes and he'd surely get it repaired. Off came the wheel and after an assessment of the failed bearing, Tom Sayers said "the only way you're going to get to Lancaster tonight is for me to take the drum and hub assembly off of my 1958 Corvette and install it on the 1954".

I thought that Tom probably had a 1958 parts car and we'll just take the drum and hub assembly off of the '58. How very, very wrong I was! Upon arriving at Tom's garage and opening the garage door, I was blown away. A man's dream; Corvettes, Camaros, a first generation Firebird, a 1965 Mustang, and more, all in pristine, restored condition. One example would be Tom's 1969 Z28 Camaro 4 speed with 28K miles. Tom bought it new, still owns it, and no, it's not for sale! Tom also does Corvette repair and in the back of his garage was a beautiful silver blue 1964 coupe, 365 4-speed with real Corvette knock off wheels and side pipes.

Now, I'm waiting for Tom to take us to his '58 parts car, but instead Tom wheels his floor jack over to his original/restored beautiful Panama yellow 1958 Corvette with black interior (yes, NCRS says it should be charcoal, but Tom likes black so that's what it is). Unbelievable as it was, Tom proceeds to remove the hubcap, wheel and then the original hub and brake drum assembly from this immaculate 1958 Corvette, all to repair my 1954 and allow us to proceed to the SACC National Convention in Lancaster that evening. I am in disbelief!

Words cannot describe this incredible act of kindness!

Page 2



.....Don't Leave Home without it!

(continued from page 2)

After a bit of work on the spindle to dress out the minor scaring due to the failed bearing, we were, incredibly, on our way to Lancaster. I was to ship Tom's hub and drum assembly back to him when we got back to Michigan, and he would then ship my original hub and drum assembly back to me.

But wait, the saga continues. Our initial assessment of the failed bearing was that it was just a bad bearing. An easy answer that proved to be incorrect. Pulling into the convention hotel in Lancaster, there was an all too familiar sound and feel that evening coming from the **right** front wheel. Yes, another wheel bearing failure, identical to the left front wheel bearing failure. Finally, the real reason these bearings failed - I'd installed the wheel bearing incorrectly.

Again, a look at the **SACC Road Assistance Directory**, and sure enough, Peter Botta (our **Fifth Road Angel**) was listed for Lancaster. A call to Peter and an offer to use his garage and any other assistance we needed, including transportation was made.

(Fortunately, Sue was driving our Lincoln MKX, since we needed space for our golf clubs, so we had transportation.)

Monday 18th

Peter gave me the name of a place (The Sportscar Center) that had worked on his 1953 and 1955 Corvettes. A call to owner, Mel and son Eric, at the Sportscar Center and we arranged to have the car flatbedded to their shop. A call to Paragon had a set of bearings and a seal over-nighted to our hotel.

Tuesday 19th

The new bearings arrived that afternoon and a quick trip out to the Sportscar Center got the repair rolling.

Meanwhile, we attended another great SACC convention and reacquainted with old friends, and met new friends. We participated in the driving tour of PA Dutch "Amish Country", including a covered bridge photo with the cars.

Wednesday 20th

Picked up the car on Wednesday, and enjoyed the road tour and tech sessions which took us to see a couple of

great car collections as well.

Thursday 21st

We were on our way to Corvettes at Carlisle. Parked on the Fun Field at the SACC display and was fortunate to receive a Celebrity Choice Award for the 1954. Left for Michigan after picking up the award on Sunday morning at the Carlisle Fairgrounds. Arrived home safely Sunday night and tucked the 1954 into its usual place in the garage.

Really hard to call this a "trip". It was much more of an adventure, and a very clear demonstration of just how kind and wonderful people in the car hobby are.

John and Carol Kendrick opened their home (and garage!) to strangers stranded on the road.

Tom Sayers gave me an original part off of his Corvette to use.

Peter Botta offered any assistance we needed.

While so much seems to be wrong with the world these days, this experience has renewed my faith in people and served as a high bench mark that I will try to match should I ever see someone stranded on the road or receive a call from a fellow SACC member in need of assistance!

Tom and Sue Gamache,
Paul and Cheryl Lemieux



Paul Lemieux Tom Gamache Tom Sayers John Kendrick



The Rest of the Story...

By Tom Gamache



SACC National Convention—Great Location, Great Activities, Great Weather, Very Well Organized.

The Mid-Atlantic Chapter did an outstanding job with every phase of the Convention. Brad Bean, his wife Marilyn, and a host of other Mid-Atlantic Members spent a lot of time and effort putting this Convention and the various activities together, and it showed.

Registration was on Sunday with story swapping time. The convention activities began on Monday. Sue and I played in the golf tournament; competition was very stiff, we played a fivesome. The SACC Board meeting followed that afternoon, and an early evening reception for all Convention attendees.



Tuesday morning began with a very well thought out and documented (excellent turn by turn instructions with mileage check points) Road Tour thru the Pennsylvania countryside, including 3 covered bridges, and arrangements were made to have pictures taken for each Tour participant. The Tour ended at the "Amish Experience", which included a tour of an Amish House followed by lunch at "Plain



and Fancy" family style restaurant. The afternoon consisted of a Chapter Board Reps. meeting with the selection of the site for the 2016 National Convention. The evening's activity was very special, with dinner at the Dutch Apple Theater followed by a presentation of the stage play "Hairspray".



The Wednesday tech. sessions were special for the "car guy" in us. We road tripped to Ludwig's Custom Auto which is a very well reputed (Jeff did Brad Bead's outstanding 1960 Corvette and his 1957 Chevrolet Nomad) restoration and custom auto facility. Jeff provided a very interesting discussion on auto restoration and painting, including a video demonstration documenting the process's Jeff uses. Talk about detail, How about wet sanding with 2000, then 4000 grit before final painting?

Back on the road, we were given the opportunity to visit Jeff Barbour's private collection, and what an impressive collection it is. Many re-



stored and original Corvettes together with midget race cars and motorcycles, and loads of auto memorabilia. To give an example of the quality of Jeff's collection, his 1964 Corvette is use as a "reference" vehicle by the NCRS.

Lunch on Wednesday was at the Boehringer's Drive Inn, followed by the annual member's meeting back at the hotel.

Wednesday evening we gather for a reception in the Palm Court followed by dinner at the Palm Court restaurant in the Double Tree hotel. After dinner, Adam Boca of the Nation Corvette Museum provided a very interesting presentation about the repairs to the Museum following the sink hole and the restoration of the vehicles

damaged in the sink hole. Brad Bean concluded the evening and the Convention with presentation of Convention awards and closing remarks, before thanking the attendees and wishing all a safe trip home.

Thursday found some attendees headed for home and some headed for Corvettes at Carlisle in nearby Carlisle PA. The weather turned a bit cooler, and with a bit of spotty rain on Friday. However the number of Corvettes at this event and the number of Corvette related business's, vendors and the size of the swap meet and cars for sale is truly mind boggling. Definitely a must see to believe event. SACC National had their usual area just inside gate #3 so the C1's in attendance received a lot of visibility and attention. One of the cars from the MI Chapter was chosen for a Celebrities Choice award so we were well represented. Quite coincidentally we added a new member, Don and Linda France from Harper Woods who were at the event and stopped by the SACC display.

It was a very good week regardless of my wheel bearing problems. We meet some great people, had some wonderful experiences and made it back home safely. My personal thanks to Cheryl and Paul Lemieux who traveled with Sue and I and were most supportive during my road problems.

Probably won't take the '54 to Tacoma in 2015, but certainly looking forward to 2016 in Illinois

Tom and Sue Gamache

PS: Below is the "Celebrities Choice"



Tom Gamache's 1954 at Carlisle



Tom Sayers 1958 Panama Yellow Corvette

Least you think I was exaggerating about Tom Sayers' kindness and generosity and the quality of his 1958 Corvette . Consider that the beautiful 1958 (shown below) became the donor for the drum and hub assembly necessary to get my ailing 1954 safety on the road (and continue our trip to the SACC Convention in Lancaster). Check out the rest of the story.....

Upon arriving home from the SACC Convention, I disassembled the borrowed left front hub and drum assembly and returned it to Tom Sayers, with many, many thanks. Tom immediately reassembled his Panama Yellow 1958 Corvette, and now complete and roadworthy again, Tom decided to take it for a spin to pick up a few miscellaneous parts from Corvette America in Reedsville, PA.

As Tom Sayers exited Corvette America that afternoon, there was a fellow with a camera showing a lot of interest in his Panama Yellow 1958 Corvette. He asked Tom if he might take a few pictures of the car. Tom agreed and the fellow began taking pictures. He stopped for a moment and ask Tom, "May I do a "photo shoot" of your car?"

Tom responded, "How long will the "shoot" take?" He responded, "about 2 1/2 hours." Tom said , "OK by me, I've got all afternoon." The photographer then proceeded to take hundreds of photographs of Tom's beautiful Panama Yellow 1958. When the photographer was finished he told Tom Sayers, "Your Panama Yellow 1958 will be the cover car for one of the next two Corvette America catalogs. Is that OK with you?" Tom said, with pride, "Absolutely!"

So you see, Paul and I were not the only people that recognized just how great Tom's 1958 Panama Yellow Corvette is.

Wonderful story and I'm absolutely thrilled that Tom and his Panama Yellow Corvette are getting the recognition they deserve.

With many thanks, Tom Gamache.





Paragon Corvette Reproductions Open House Sept 18—10:00 am—2:00 pm Swartz Creek

Always a good time with Corvette lovers, lunch, beverages, t-shirt and music.

Also a time to acquire spare parts at a reasonable price

NCRS will marshall at Bordine's Nursery in Rochester Hills

MI SACC has been invited to join the NCRS caravan to Paragon.

Meet at Bordine's Nursery, 1835 S. Rochester Road, Rochester Hills by 8:30 am.

Caravan will leave for Paragon at 9:00 am. **Be there or be square.**

Please advise David Ruby, MI SACC Champion, at druby@comcast.net if you plan on joining the caravan.

A Funny thing happened on the way to..



JOKE OF THE DAY-BUMPER STICKER ON A SENIOR'S CAR "I AM SPEEDING BECAUSE I HAVE TO GET THERE BEFORE I FORGET WHERE I AM GOING"



Member information

Newsletter Update

We know that you value “Michigan: newsletter, and it may be one of the reasons you joined MISACC. We want it to remain a benefit to our members. With that in mind, we wish to advise anyone who wants to see past issues of the newsletter to visit our website solidaxlecorvettemi.com.

In addition, we are focused on the future and having the newsletter continue providing interesting news and useful information to our members. We publish the newsletter a minimum of four times a year. Please send any items or C1 information including .jpgs you wish to share to the editor.

This is the club newsletter—if there is something you would like to see, technical content, or the latest Corvette info, please let the newsletter editor know: druby@comcast.net

MISACC on the web

The web address for MISACC is:
<http://www.solidaxlecorvettemi.com>

If you have not visited the website recently there has been a few additions. The most note worthy is:

RM Restoration Tips listed under
C1 History and Servicing Guide
Want ads

Sent you want ads with .jpg photos to Editor at druby@comcast.net



**Welcome to the Michigan Chapter
SOLID AXLE CORVETTE CLUB**



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.

	1 year	3 years
Michigan Chapter SACC dues @ \$15.00 a year:	\$15.00.	\$40.00
Michigan Chapter SACC windshield decals: ___ decals @ \$5.00 each:	_____	_____
National SACC yearly dues, renewable December 1st :	\$45.00 *	\$130.00*
	Total : _____	_____

*SACC National and MI SACC offer one year or three year dues options.

Chapter dues include our quarterly Chapter Newsletter "Michigan"

National Membership includes the quarterly magazine "On Solid Ground"

SACC National publishes an annual membership & roadside assistance roster. The roster contains names, phone numbers, city & state, but no street address. It also has a field to indicate that you are willing to help if a traveling SACC member needs roadside assistance in your area.

If you do not want your name listed in the roster initial here: _____

If you do not want to participate in the road side assistance program initial here: _____

FAILURE TO INITIAL ABOVE INDICATES YOUR PERMISSION TO BE LISTED IN THE ROSTER.

If you are a new member: SACC National will send you a National membership number separately.

If you are an existing 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 > jplvet9@gmail.com

Applicant Name _____ Co-Applicant: _____

Address _____

City _____ State: _____ Zip: _____

Home phone _____ Work/Cell: _____

E-Mail _____ Fax: _____

Corvettes presently owned - please include the VIN # for all C-1's

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

**Michigan Chapter SACC
2021 Volunteers**

President: **Bill Huffman**
2200 N Sandstone Road,
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swh73@comcast.net

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Director-at-Large **John Ronayne**
923 Penniman Avenue
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jronayne33@gmail.com

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 National SACC Membership questions to:

Lucy Badenhoop, SACC NATIONAL
P.O. Box 2288
N. Highlands, CA 95660-8288
badenhoop@comcast.net

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

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:

Dave Ruby, Editor
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