

Michigan

“Where it all began”



Volume 14 Issue 1

Dates to Remember

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

MI SACC Planning Meeting

Brookshire Inn, Williamston, MI

Saturday, May 11, 2024

11:30 am to 2:30 pm

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MI SACC 2024 Lighthouse Tours

See pages 5-8 for
proposed itinerary



Crisp Point Light, UP

Don't forget our website www.solidaxlecorvettemi.com

From President's Laptop

March 2024

Michigan Chapter members,

Daylight Savings Time is here and we are still waiting for the spring equinox, but Punxsutawney Phil forecast an early spring. The robins and chipmunks are back and buds are out. The temperature is above freezing so Corvette driving season must be fast approaching.

All you snowbirds can load up and start home now! In case you missed it, it has been mild up here so far this winter. It has felt more like winter in Tennessee than Michigan with snow today & gone tomorrow or sometimes, snow in morning & gone by late afternoon.

April 1 is much more than April Fool's Day; it is time to free the toys from the pole barn. Time to pull off the cover, disconnect the battery tender, check fluids and "Drivers, start your engines."

First event is our Spring Membership Meeting at 11:30- 2:30 pm on Sat, May 11th at the Brookshire Inn in Williamston, MI (brookshiregolfclub.com) where we will organize Michigan Chapter events for the 2024 driving season.

The only other event already on the 2024 calendar is the SACC National Convention, Aug 21-24, 2024 at Carlisle, PA.

Details and registration information are on pages 3 & 4 and in the Spring 2024 "On Solid Ground".

Looking forward to 2024 and 2025, the Michigan Chapter Board is putting a lot of effort into what we believe will continue to be a fun series of events:

The Michigan Lighthouse Tour.

See pages 5 thru 8 for planning info..

We welcome your involvement in planning if you live in or close to any of the tour segments; local information is invaluable in event and lighthouse tour planning.

As we continue planning each tour segment, all SACC Members who are Michigan residents, whether Michigan Chapter members or not are encouraged to join us for whatever distance you or your car are comfortable with. There is something uniquely satisfying about driving in a traveling car show, particularly our beloved C1s. Everybody we meet has a smile, a wave and often a personal story of the one they had that got away.

Please join us on May 11 at Brookshire Inn.

Make a note: **MISACC Spring Membership Meeting, 11:30 am—2:30 pm Sat, May 11, 2024.**

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

Bill Huffman, Pres.

Michigan Chapter SACC

solidaxlecorvettemi.com



Fort Gratiot Lighthouse





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**

MI SACC Event Planning Meeting

Brookshire Inn,

205 West Church Street, Williamston, MI

11:30 am–2:30pm All are Welcome.

Bring your thoughts on events and activities,

particularly for

Continuing our Lighthouse Tour Planning

please advise Bill Huffman swh73@comcast.net

by April 30, if you plan on attending.

Eagle River Lighthouse





An invitation for all SACC National members whether or not you are members of Michigan Chapter:

The Michigan Chapter is continuing to plan Lighthouse Tours. Day or weekend trips thru 2025.

There are **129 Lighthouses on the shores of Michigan;**

we are not short of destinations. Just your willingness and interest to participate...

Our initial Lighthouse Tour in the fall of 2023 was from Port Huron to Bay City on M-25, #11 to #18,

See page 8 for Lighthouse map of Michigan.

Proposed options for 2024

- 1) Bay City to Mackinaw on US-23, #21 to #37, one or possible two days on to 2023 or 2024 August Crossroads Corvette show . Possible overnight at Alpena on Thunder Bay. Passes thru Standish, Au Gres, Tawas, Au Sable, Oscoda, Harrisville, Alcona, Alpena, Presque Isle, Rogers City and Cheboygan
- 2) Mackinaw City to Traverse City on M-119, US-31, #38 to #49, overnight at or near Traverse City. Passes thru Cross Village, Harbor Springs, Petosky and Charlevoix. Could be the return route from 2023 or 2024 Corvette Crossroads.
- 3) Ludington to Traverse City on US-10, US-31 & M-22, #59 to #50, overnight in Ludington, Traverse City or both. Passes thru Manistee, Frankfort, Empire, Leland and Northport. #49 is a short drive on Old Mission Peninsula.
- 4) St. Joseph to White River on US-31 & B-15, #68 to #60, overnight in Muskegon. Passes thru Benton Harbor, South Haven, Saugatuck, Holland, Grand Haven and Muskegon

Each of these areas may have special annual events that we may become a part of **OR** which would impact the planning and dictate the Tour +/- timing. (ex. Tulip, Cherry & Blueberry Festivals)

Michigan Lighthouse Tour is planned to be a series of day/weekend road tours thru 2025. The tours would allow SACC Members to join us for a day or two when they (or their car) are comfortable. The planning is in the beginning stages and will take some time to establish the routes, rest stops, lunch and dinner, not to mention motel accommodations. To measure your interest and possible willingness to participation, **please attend the May 11 Event Planning Meeting** or respond as soon as possible to Bill Huffman swh73@comcast.net



Michigan Lighthouse Tour

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

Several of the proposed routes were driven last fall, daily distances and travel times noted to provide C1 time for driving, sight seeing, including meals and lodging.

Please see page 6 for the proposed 2024 Tours and page 8 for Michigan Lighthouse map.

Please express your interest below in becoming a member of the Tour planning team.

Pick a Tour and begin your journey....

#1 Bay City to Mackinaw City _____

#2 Mackinaw City to Traverse City _____

#3 Ludington to Traverse City _____

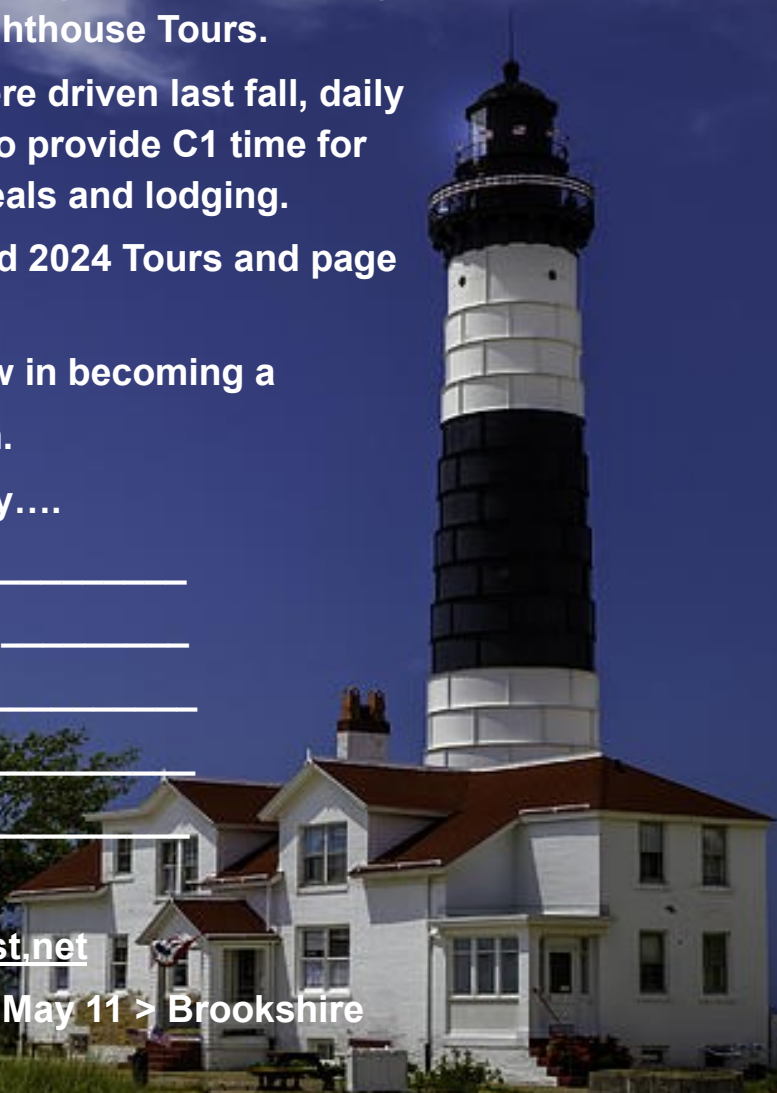
#4 St. Joseph to White River _____

#5 Your suggestion for a tour _____

Your choice. Pick one and contact

Bill Huffman swh73@comcast.net

Hope to see you on May 11 > Brookshire



Big Sable Point Light, Ludington

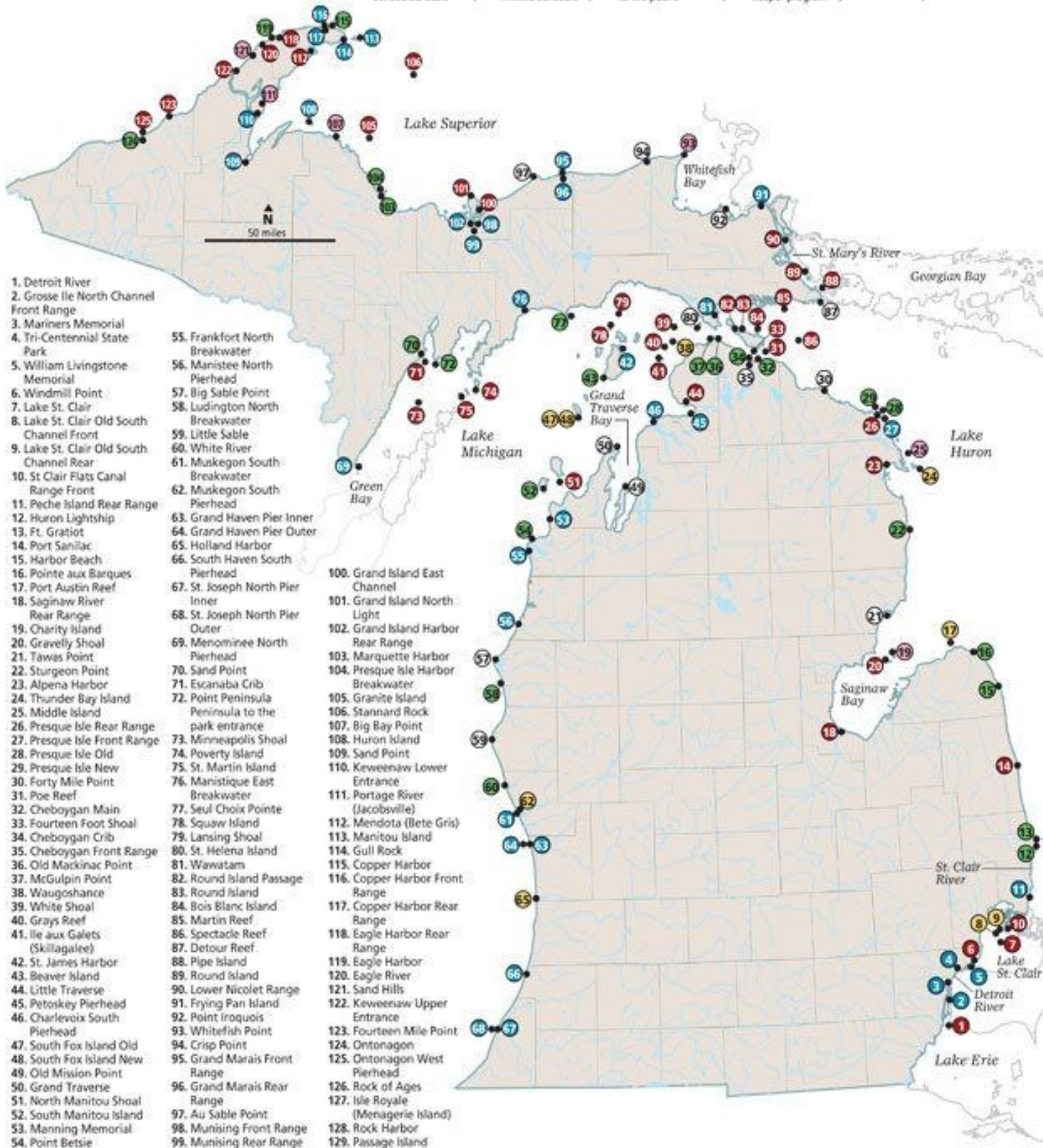
MICHIGAN LIGHTHOUSES

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

Gary is a friend that I met at the Concours at Michigan State in the early 2000's. Gary is an award-winning journalist that has been writing about automobiles, auto design and auto people and the auto industry for 35 years. A mechanical engineering graduate of Duke University, a former Naval officer, auto engineer, race driver, advanced technology vehicle development manager who has authored 10 automotive books and shared his story about his first Corvette.



Corvette Li'l Stinky '57 Corvette

After my first Corvette got me big-time busted, I foolishly customized it.

By Gary Witzenburg

My first car was a goofy German Lloyd 600, a tiny 23-hp microcar. It was to be my 16th birthday present, but I thankfully never saw it. The auto gods were smiling on me the day my dad picked it up when it clanked to a halt just a few feet out of the dealer's lot. More than a little pissed, he harassed the dealer into a friendly price on a well-used 1957 MGA.

Then my introduction to that little beauty was traumatic. Before hitting the sack on Christmas Eve, I noticed our garage was full of white smoke. I cranked up the door to see my mom standing in shock and my dad frantically searching for the battery of that lovely red Roadster. We finally found two separate six-volt batteries behind the seats, but the electrical system was well-fried by the time we got them unhooked. "Happy birthday," grimaced my frustrated dad.

Once functional, that MGA was cool for school but rusty, unreliable, and slow. I lusted for something cooler and quicker and started

threatening to trade it for an older Corvette. I even checked out a couple of not-so-cherry '54s and '55s.

My father, a Nebraska farmer's son who had wheels as a kid and believed his sons should, too, was a skilled driver who loved cars, apparently including Corvettes. On a business trip to Detroit, he found a nice '57 'Vette for sale by a couple who needed the money and talked them down to \$1,500. It was a black base car with a white convertible top, a detachable hardtop, and a 245-hp twin-4-bbl. 283 V8 and a two-speed Powerglide automatic.

We were not wealthy, but some fellow students' families were, and most didn't even have cars. So, driving the only Corvette around was truly badass. But, as one Cobra-driving comic complained, "I think the cops were hiding in my trunk." Nearly every time I put my foot in it, there they were. I soon earned a couple of tickets, and the state lifted my license for a month.

That seemed a good time to modify the 'Vette, so I invested summer-job money in a Duntov

cam and a set of solid lifters. Next on my list was a stick-shift gearbox. I couldn't afford a four-speed, so I settled for a three-speed and paid a mechanic to install it.

Once my license was restored and it was ready. A friend and I picked it up from the shop and test-drove it out of town. We headed for a long, straight stretch of divided parkway with no houses or traffic where someone had painted quarter mile start and finish lines. We wanted to try an informal run, so we drove up the other direction to get to the start line.

Just cruising in third, I decided to punch it without downshifting to see how it pulled from low rpm. I was watching the road, not the speedometer, but I guess we were up to 90 or 100 mph (in a 35-mph zone) before I backed off and braked for the stop at the next intersection.

And when we got there, irate cops were waiting. "Do you know how fast you were going, kid?" one asked, clearly upset. "No, officer," I said. I was thinking they had merely heard the engine at high rpm and didn't really have anything on me, so I was not about to confess.

"We clocked you at 80," he snarled. "Let me see your license." It turned out they had radar hidden halfway down the road (unusual at the time) and were monitoring it from the corner. "Is that as fast as



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that car will go?" the other asked while his partner was writing what may have been the best ticket of his career.

"Yeah... in first gear," I snarked. What the hell? I was already in serious s**t.

That brought another license suspension...for three long months, at least over the snowy Cleveland winter. And that's when I decided to customize my 'Vette, starting with end-to-end painted racing stripes. I removed every second tooth from the grill and blacked out its horizontal bar. I pulled off both license-plate brackets and the rear-fender chrome trim. I added twin antennas, custom ('68 Olds wagon) taillamp lenses, triple ('64 Pontiac Tempest) chrome strips in the coves, "moon" hubcaps, and short lakes pipes with removable caps (which dragged on driveways and broke off every week or two).

I also two-toned the orangey red dash and seats, the latter with white upholstery paint, then paid a body shop to Bondo chrome exhaust tips into the rear fenders with no chrome surrounds. Finally, I painted the inside of the trunk white, and my artist cousin painted a cartoon skunk in there because we christened my newly customized 'Vette "Li'l Stinky."

The doors and dash did look better with white panels, but it wasn't long before the paint on the

seats began to crack and look awful. So, I bought a set of seat covers to hide them. And the tightly restrained exhausts soon vibrated through the Bondo. Otherwise, I thought it looked pretty cool. And it got a new white convertible top...which our family cat walked all over, leaving indelible paw prints on the first night it was home. I love animals but never liked that cat.

Because it still had the low numerical axle ratio that came with the Powerglide, it was incredibly long-legged, good for 65 in first, over 100 in second, and I don't know what in third. I pushed it to 100 a couple of times where it was safe, but I had the good sense not to exceed that speed. It was a really great car to have in high school.

I even took it to the local drags one Sunday and won a trophy, even though it was a bit of a dog off the line. The other cars with their 4:56 (or whatever) axles were in fourth halfway down the strip, only to watch me cruise by in second just before the finish. It was hilarious.

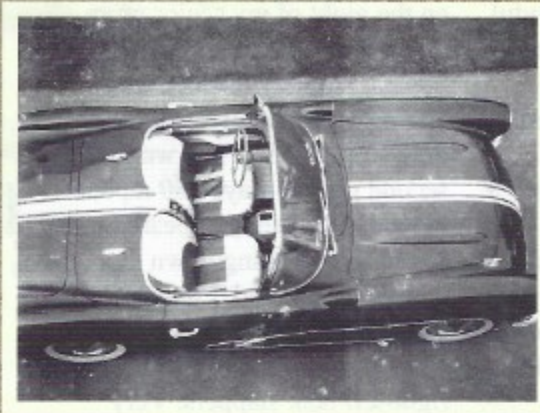
It also nearly killed me more than once. It suddenly slid sideways when pushed too hard on a curvy, wet four-lane on my way home from my summer construction job one Friday afternoon. I caught the slide and avoided getting battered by traffic, but it was a scary lesson.

Scariest still was a near disaster

on the night of my senior prom. After dropping my girlfriend Marty home, I stupidly decided to try a late-night run on that makeshift drag strip. When I was well up into second gear at maybe 80 mph, a large dog suddenly appeared in my headlamps, trotting down the middle of the road. I jammed on the brakes and swerved to miss it, which sent me into a series of left-right-left tank slappers. Very fortunately, I knew enough, even at 17, to understand that getting off the brakes would help me regain control, so I did. And I somehow avoided both the dog and the high curbs that likely would have flipped me into the puckerbrush on either side of the road. Whew!!! Another very scary lesson!

Alas, when it came time for college, Li'l Stinky had to go because my dad needed the money. But my clumsy customization job had badly damaged its value. "Your son pretty much ruined that car," one dealer told him. But another who specialized in used Corvettes finally bought it for (as I recall) \$1,200. Years later, when I bumped into that guy working as a salesman at a different dealership, I asked whether he remembered Li'l Stinky. "Hell, boy," he said, "I lost my ass on that car!"

I hope that didn't cost him his business.



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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: My primary issue with my 1960 C-1 is that at 65 or 70 mph, my engine, with the 3.7 rear end, is turning over 3,000 rpms. If I go to a 3.08 posi, this should drop my rpms down to around 2,600 or so.

I have owned this 1960, two 1969's, a 1999 and a 2007. Both the 1999 and 2007 were 6-speed manual transmissions and at 70 mph the engine rpms were barely over 1,600. What do you have to do to this car to get the rpms down to around 2,000 at 70 mph?

Answer from Doug Prince, SoCal Chapter Advisor:
It may be a case of wanting your cake and eating it too! Remember you are driving a C1 Corvette and not a C5 or C6. Six-speed manuals are great today but your C1 is 54 years old. Depending on what engine is currently in your C1 going to 3:08s will make it a real dog around town. Based on my experience, I suggest that you may have to get used to the RPMs.

Question: I have a Roman Red 1959 with white coves, white soft-top, and black interior. I would like to add a hardtop which was originally part of the build, but no longer in my possession. What is most proper, a white hardtop or red? I prefer the red, but can live with white, if that is more correct.

Answer from John Hinckley, MI Chapter Advisor:
Factory-installed hardtops left St. Louis in body color; there was no mechanism to order them any other way.

Answer from Brad Bean, SACC Vice Pres.:
Never say never, but hard tops were only offered, from the factory, painted the primary body color. I am aware of one case where it was painted to match the cove, at the dealer prior to delivery, which I guess would have made it "original". Also, the headliner color and style should match the

car's interior color and year. For investment purposes, it's nice to have a correct hard top, for a car which came with one. I too purchased and restored one for my '60. However, I enjoy driving the car with the top down and it was a pain taking a hard top of it on. Plus, if I left home with the hard top on, no matter how nice the day was, the hard top had to remain on until I returned home. After one summer of using the hardtop, I stored it in the garage where it remained for 15 years; selling it rather than move it following retirement.

Question: I have recently purchased a 1960 Corvette that has had a frame off restoration. Since the restoration the bumper "down" nose panel has been damaged. I have located a replacement part. My question is how much of the old nose down panel has to be removed in the area where it bonds to the nose "up" panel? I have recently acquired several books on automotive fiberglass repairs and intend to install this part myself. Any other guidance would be appreciated.

Answer from Bill Huffman, Michigan Chapter Pres.:
The lower front panel as an OEM part extends from the center line of the headlights back to the wheel openings from one side to the other behind the bumpers and below the grill surround. You might want to consult a local Chevy dealer or body shop that does fiberglass repair to see if your lower panel can be repaired. An otherwise completely restored C-1 is a poor place to start learning fiberglass repair. Remember the Hippocratic Oath, "Do your patient no harm". Or as Dirty Harry says, "A man has to know his limitations".

Question: I purchased a 1960 C1 that has had a frame off restoration in 2009. I have been working out of country and the car was not driven until I retired in August of this year. There are three primary issues:

Issue #1: The clutch pads are frozen and the limited slip feature of this rear end is not working. I have added one of the additives that was recommended, went to parking lot did figure eights, and pads are still stuck. What is required to service these pads?

Issue #2: The car has either a 4:11 or 4:56 rear end and at 70 MPH the tach is showing 3,000+ RPM. I am getting parts estimates to install a posi 3:36. Is a 3:08 possible?

Issue #3: The car has a 383 stroker installed with an estimated HP of 450. Since the car has the original tire size and I do not plan to spend my weekends at the drag strip, I do not believe that the chassis or rear end will be at risk. Do you believe otherwise?

Answer from Bill Huffman, Michigan Chapter Pres.:
1) I had a similar issue with a rebuilt 3.70 posi unit. I had it rebuilt, then went a couple years before I got around to installing it. We put in Posi-lube plus a GM additive and spent a couple hours doing figure 8s. The clutch pads were still stuck. Took the car on a 50 mile road trip, drained the

axle lube completely, added another bottle of GM additive and then tried the figure 8s again. Over the next week of short runs, the posi unit began working fine.

2) With a stock 3.70 axle in mine, it runs 3000-3500 RPM at highway speeds. Since your car was recently re-done, and if it has the original rear end, you should be able to read the axle code stamped on the passenger side front surface of the differential casting along with the differential assembly date.

Look for AN for 3.70, AP for 4.11 or AQ for 4.56. Casting number on the driver side should be 3743833 along with a casting date. Either a 3.55, 3.36 or 3.08 will require a new carrier. It is your car, make yourself happy.

3) The 1949 Chevrolet chassis with stock tires, brakes and steering in your 1960 Corvette was never designed to handle 450 HP in any way except CAREFULLY.

Question: I am looking for the pins and clips that hold the shifter to the trans. on a 1961 4 speed.

Answer from Bill Huffman, Michigan Chapter Pres.: You don't say whether you have a Borg Warner T-10 or a Muncie Transmission. You also didn't say whether you have a stock shifter or a Hurst.

An OEM original 61 Corvette w/4-speed should have a BW T-10 with T-handle reverse lock-out. However, after 52 years any combination is possible. After you find out what is in your car, complete linkage kits for your combination are available from most Corvette parts vendors. If you really only need the pins & clips, check Corvette Central P/Ns 531016 & 531115.

Question: We have a 1958 Corvette with a 1962 283 engine with an aluminium intake manifold. Can you tell us whether the 1962 283 Corvette motor had an aluminium intake manifold from factory?

Answer from Doug Prince, SoCal Chapter Advisor: All 1962 Corvettes were assembled with the newly introduced 327 cubic inch engine with various horsepower ratings. The 340 horsepower version had a single four barrel aluminum intake manifold.

Question: Trying to improve the turn signal cancel mechanism. I got some information from Rarecorvettes that refers to some leaf springs that go under the turn signal ring. With the mechanism laid out in front of me, I see neither the thin leaf springs, nor any place to mount them, if I had 'em. Is there a source for these internal steering column parts?

Answer from Doug Prince, SoCal Chapter Advisor: The turn signal cancelling cams very often wear out. Paragon Reproductions sells a complete turn signal cancelling cam mechanism, part number 8960K. Your turn signal housing has two small wheels that must be cleaned and lubricated in order for the new mechanism to work properly. Use needle nose pliers to insure that they turn freely after cleaning and lubricating them.

Question: I have a question regarding starter motors for C1 Corvettes. I have a 1958 Corvette with the original 283 engine. I have tried to keep it mostly original. I am trying to find out if anyone actually makes a high torque starter motor that will fit my engine. It does not have to be a mini starter, a full size starter will be fine. I have tired unsuccessfully twice in purchasing a high torque mini starter only to find out it does not fit my engine. The holes on the engine are 1/8" off from the holes on the starter. The reason I am looking for a high torque versus a regular, is after I drive for about an hour and the engine is hot, when I stop for a coffee and return to start the car, it is difficult to start. I have narrowed it down to the starter being overheated. I added a thermal wrap to the motor/solenoid, but that did not really help. Or does anyone make a high quality starter that does not get overheated and will start easily in warm weather. (it gets warm in Calif.)

Answer from Doug Prince, SoCal Chapter Tech Advisor: This one is very easy. Just buy a GM starter for a big block Corvette C2 as all C2s with the big engine had a high torque starter motor. You will have to just change the end frame, the part that bolts to the starter in a C1 to the bell housing. This is an easy fix and you will love the difference it makes. I also suggest that you install a larger in diameter positive battery cable when you make this conversion. Go to a two gauge or larger as they flow more current with much less resistance to engine heat. Works like a charm for me.

Question: My dear husband who would kill me if he saw that I was typing this, misplaced the only set of keys we have to our 1961 Corvette. I have a sneaking suspicion they are in the trunk, but he seems to think they are in the pocket to a USMC uniform that he turned back into the Corps when he retired last year. Anyway - no locksmith wants to touch the car, so I thought I'd seek expert advice about how I go about fixing this dilemma.

Answer from Max Brockhouse, SACC President: The good news is, you can open the trunk without a locksmith. The bad news is, you will have to damage the trunk emblem in order to do it. Drill a series of holes in the plastic emblem to weaken it and break it out as well as the metal dish behind the emblem. Now use this hole to reach the rod on the key tumbler inside the trunk lid. Now pull the rod until the latch releases. Good luck and all is not lost

Answer from Bruce Fuhrman, SACC Secretary: One way would be to remove the glove box key assembly and take to a locksmith. He can make a key which if a stock car should match the trunk lock.

Answer from Bill Herron, past Treasurer of SACC; "One key fits all" on my 57. If your glove box is unlocked, open it and remove the lock. The actual lock unit (inside the housing) will have a four digit number stamped on it; that's the key code for that lock. I don't recall 61 for sure but assuming it's the same as 57 that code (and a competent locksmith) will be able to make a new key. As an alternative,

call AAA (I did once when I locked the keys in my trunk 3500 mi from home!). I won't bother with the details but a locksmith came out and opened the trunk with no damage.

Question: Could you please supply me with the wheel alignment specs for my '61 Vette? It's steering very average and I've got her booked in at the local tyre shop for adjustment but they haven't any spec's.

Answer from Doug Prince, SoCal Advisor:

As per Corvette Service Manual ST-12 wheel alignment is as follows: Caster 2 degrees +/- 1/2 degree

Camber 1/2 degree +/- 1/2 degree

King Pin Inclination 3 1/2 to 4 1/2 degrees

Toe-In (per wheel) 1/16th inch - 1/8th inch

Toe-Out on Turns

Inner Wheel 20 degrees +/- 2 degrees

Outer Wheel 24 degrees +/- 2 degrees

Question: What type of gas should I use in my 1959 Vette? It's a 283 automatic just restored.

Answer from Doug Prince, SoCal Advisor:

Your engine has lower compression than the high performance engines and should operate just fine on 91 Octane gasoline. Today's gasoline's are 10% gasohol which is very detrimental to older cars fuel systems. Gasohol attracts water which when combined with alcohol forms an acid compound which will start to eat away at the inside of older pot metal carburetors and metal fuel lines. By adding one ounce of automatic transmission fluid to each gallon of gasoline will inhibit this process so that rust and acids can not form in your Corvette's fuel system.

Question: I have a 1960 Corvette and the generator has started to smoke so I'm guessing that it needs to be rebuilt. Do you have any recommendations for a shop that can either rebuild my current generator or a source where I can purchase a "new" generator? I live in Minnesota but obviously I'd be willing to send the generator off to a shop that knows what they are doing.

Answer from Noland Adams, Founding Pres of SACC: When replacing parts on your 1960 Corvette, be aware that original parts are more valuable than common replacement parts. Even if your Corvette is modified, keep any original parts you have.

Normally generators are rebuildable, if the case isn't damaged. Every Corvette parts dealer will have a shop in their area that rebuilds generators, starters, distributors, master brake cylinders, etc. If your part is original, be sure that you get your original rebuilt and returned. I don't know where you live, but I'd contact the closest Corvette vendor first.

Answer from Doug Prince, SoCal Chapter Advisor:

First off there are many qualified generator rebuilding shops scattered across the country, but you must first determine that you have the correct generator that is original/

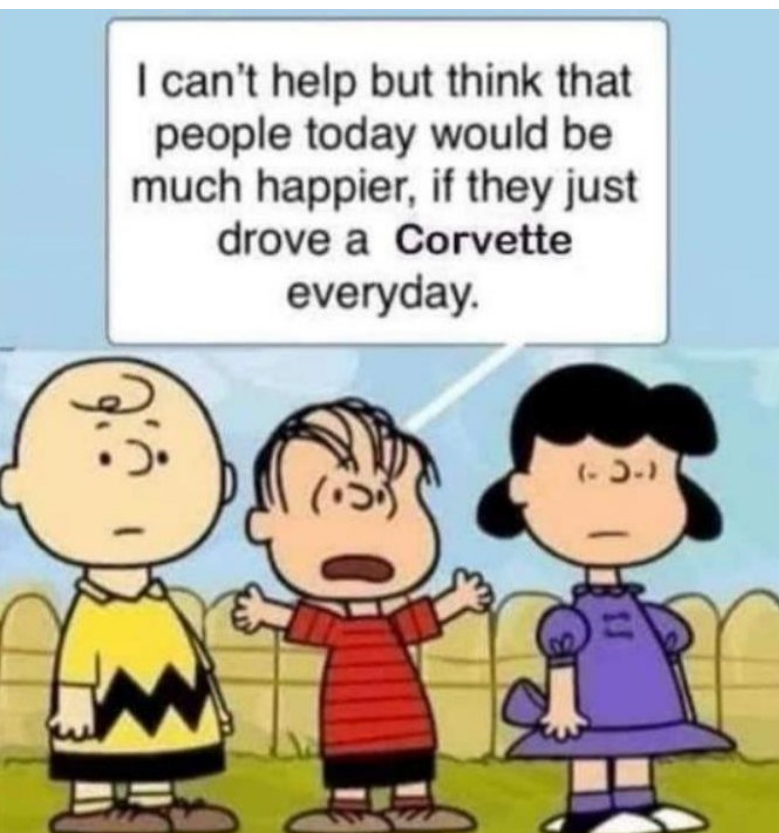
correct for your Corvette to go through the motions of having it rebuilt. If the generator in question is not original then you could obtain a generic replacement or seek out a rebuilt original that is correct for your Corvette. If your generator still has the original Delco Remy metal tag affixed to the body it will either read 1102043 for all engines except for high performance fuel injection or 1102173 for high performance fuel injection engines. If you have neither of these generators on your Corvette you could opt out for either a generic "over the counter" replacement or seek out a rebuilt correct generator for your Corvette. NCRS Driveline or Ebay would be your best bet for correctness.

Question: I need a service manual / rebuild manual with pictures of the original 3-Speed Saginaw transmission which is used in my 1960 Corvette. It seems that there is no information or manual about this 3-Speed transmission. That is very disappointing. Furthermore there are no rebuild

kits for this kind of transmission available? Do you know where I can gather information about this transmission or even a book? And where to buy any correct rebuild kit? Thank you very much and have a nice day.

Answer from Doug Prince, SoCal Advisor:

Information about rebuilding and repairing three-speed manual transmissions can be found in a 1961 Chevrolet Passenger Car Shop Manual. The chapter in this manual would also apply to your 1960 three-speed transmission.



Speed limit? What Speed limit? **SPRING CHECKLIST**

Spring has Sprung!



It's just about time to "think spring," and with that comes a few things you should do before driving your car the first time after storage. If your car has been in storage for less than six months, follow these steps:

1. While being stored, the battery should have been disconnected, taken out or had a battery tender hooked up. If not put a trickle charge on the battery to bring it back to full charge. Make sure the cables are disconnected during the charging process.

2. Inspect the fuel system. Be sure the choke and throttle linkages move freely and the system is free of any leaks. Check fuel lines for signs of deterioration. Due to advances in refinery procedures, modern pump fuel remains stable for at least six months, so if you topped off the tank prior to storage the fuel should be fine for start up. (I use STA-BIL keeps fuel fresh for up to two years)

3. Inspect cooling system. Look for cracking or loose fan belts and leaking or deteriorating radiator and heater hoses. Check that coolant is clear of debris, at the proper level, and is still a rich green color.

4. Inspect the engine for signs of oil leaks and that the oil level is up. If the oil wasn't changed prior to storage, change it now; otherwise wait until after the initial start up (Step #12 below). Also check transmission, brake, and differential levels and inspect for leaks.

5. Inspect the ignition system for signs of cracking on ignition wires and related wiring connections. Check the distributor cap for moisture or deterioration.

6. Inspect the brakes and suspension components for any signs of deterioration. Be sure all components are operating freely and functioning as designed, including the emergency brake.

7. Repair any problems found prior to start up.

NOW YOU'RE READY :

8. If the battery was removed, install the fully charged battery into your classic. Remove the ignition wire from the coil and turn the engine over several times. You should do so until your oil pressure gauge needle moves up – if you have a too late light, let it spin for a 10 count.

9. Reconnect the ignition. Also remove the air cleaner lid (Not necessary for fuel injection! HA!) and check that there is fuel squirting in the carburetor when you move the throttle. Reinstall the air cleaner lid.

10. Get in the driver's seat and follow your usual starting procedure. **Be sure the vehicle is out of gear.**

11. Let the engine idle until it reaches operating temperature. Closely monitor engine operation, watching for leaks, or malfunctioning systems. Listen for noises such as knocks or rattles.

12. After the engine has warmed up, shut it down. Change the oil and filter, if not done in Step #4, this clears the engine of any moisture that gathered inside over the winter. Check for any leaks in general once again on and around the car.

13. Check the inflation of the tires and spare, adjust as necessary. Now you can start it up and check the brakes for proper operation.

14. Take a 30-minute ride close to your home. Check again for any fluid leaks when you return home.

15. Finally, give your classic a good wash and wax. It's time to take a spin and enjoy the road with your classic.

NOTE: If your car has been in storage longer than six months, a more thorough inspection and procedures may be required. Storage for long periods of time can actually leave the car in a state of disrepair due to deterioration. It is good to reserve this type of inspection and start up to a trusted mechanic.

GULFSHORE MUSTANG CLUB OF SOUTHWEST FLORIDA PRESENTS

THE 12th ANNUAL STANGS



VETTES

HEAD TO HEAD CHALLENGE

JAN. 27TH 2024 12-4 PM

NEW LOCATION!!



COCONUT POINT®

A SIMON MALL

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IN PARKING LOT BEHIND THE MOVIE THEATRE OFF OF VIA COCONUT POINT

TROPHIES FOR TOP TEN MUSTANGS

TROPHIES FOR TOP TEN CORVETTES

ANY MUSTANG OR CORVETTE WELCOME, NO CLUB AFFILIATION REQUIRED.

MUSIC BY TOMMY TUNES

GATE OPENS AT 11:00 (NO EXCEPTIONS)

**** \$20 CASH AT GATE ****

REGISTRATION BEGINS AT 11:30

REGISTRATION CLOSES AT 3:00

OPEN TO ALL MUSTANGS AND CORVETTES ONLY,

NO CLUB AFFILIATION REQUIRED. CARS MUST BE REGISTERED

WITH THEIR CLUB TO QUALIFY FOR THE DESIGNATED CLUB COUNT.

CASH PRIZES

\$1,000 TO THE WINNING HOST CLUB WITH THE MOST STANGS OR VETTES!

\$500 TO THE HOST CLUB WITH THE SECOND MOST STANGS OR VETTES!

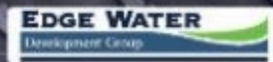
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\$2,000 TOTAL CASH PRIZES

WILL BE GIVEN OUT TO THE WINNING CLUBS

FOR MORE INFORMATION VISIT WWW.GULFSHOREMUSTANGCLUB.COM,

CALL ANNETTE NILLES @ 239.851.6169 OR MARK WILSON @ 260.452.7727 OR EMAIL EVENTSGSMC@GMAIL.COM



13th Annual "Stangs vs Vettes" in Bonita Springs

Several hundred attended; however, very few C1's. Judging was interesting:

Stang owners voted for Vettes; Vettes owners voted for Stangs



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.

SACC Annual dues are	1 year	\$45.00
Michigan Chapter SACC dues are		\$15.00.
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

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

Questions: contact Paul Lemieux > jplvet9@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
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

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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Michigan Chapter of SACC
30120 Lincolnshire E.,
Beverly Hills, MI 48025
cell: 248-514-2677
druby1938@gmail.com

