

Michigan

“Where it all began”



Volume 10 Issue 1

Dates to Remember

**Dec. 1 your SACC dues may be past due
Both National and Chapter**

April 25, 2020 MI SACC Spring Meeting

Brookshire Inn, Williamston, MI

August 26–29, 2020

SACC 2020 Convention, Carlisle, PA

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RENEWAL NOTICE-

Dues were due on December 1st

National and Chapter Memberships

Expired December 31, 2019

(unless you've paid for multiple years)

Michigan Chapter collects chapter dues of \$15

plus National SACC dues of \$45 for a total of \$60

MI SACC will forward SACC National dues and record MI SACC members

who are also SACC National members. See page 14 for renewal info

If you have paid your SACC dues directly to National,

please let us know for our records

SEND SACC National and MI SACC DUES to:

Paul Lemieux, Treasurer, 403 Loris Lane Oxford, MI 48371

Don't forget our website

www.solidaxlecorvettemi.com



From the President's laptop February 2020



The longer daylight hours and the few days of real sunshine once again give us hope that spring can't be far off. Even Punxsutawney Phil predicted an early spring this year.

Looking in the rear view mirror, our annual Christmas Lunch on Dec 7th, at Karl's Cabin, Plymouth, MI had the best member turnout since we started. Our membership has grown in this last year with the activities related to our SACC National Convention. To better serve your individual interests, we appreciate those of you who took the time & effort to fill out & return our 2019 member survey. Based on the results, most did not identify individual events but there were several requests for club events toward the west side of Michigan.



So far, the only Michigan Chapter Club event locked in is the 2020 SACC National Convention in Aug with a caravan of Mi SACC C1s attending in Carlisle & Gettysburg, PA Reservations at <https://allenberry.com/> . Recent info is that a new block of rooms has been added .but don't delay, they will go quickly. The 2020 SACC Convention registration is enclosed in this newsletter. Contact Bill Huffman is interested in joining the Mi SACC caravan.

Please plan to attend our Spring Membership Meeting at Brookshire Inn in Williamston, MI on April 25th 11:30 AM-2 PM <https://www.brookshiregolfclub.com/> when Michigan Chapter SACC selects our driving season events for May to Dec 2020. We also elect club officers. All chapter members are welcome.

Bring your list of proposed club events with you,

Bill Huffman, Pres.
Michigan Chapter SACC

Don't forget our website: www.solidaxlecorvettemi.com

Technically Speaking...

... a voice of experience

By Harry Jones

My Old Coil

My Corvette is a 1960 which has the original fuel injected 283 cu in engine with a 4 speed transmission. This car has been running very well for over a year since it received new spark plugs, the timing checked, fuel injection tweaked, etc.

Recently, while driving on the expressway at 65 mph, all of a sudden, the engine started to periodically miss. After exiting the expressway, it became a chore to keep the engine running. I had to keep my foot on the accelerator to keep the engine at 1,300 rpm or it would stall. I used the emergency brake to stop the car at lights or when traffic required me to slow down.

With only having two feet, this action worked well under the circumstances while the gas gauge kept moving ever so slowly towards empty. I had a full tank when I left the house and after traveling 70 miles, only had ¼ of a tank left. Eventually, I arrived home and managed to get the C1 into the garage.



Harry's 1960 at Paragon

Was this event due to a bad spark plug wire? Bad gas? I use 110 leaded gas. Was the timing out of whack? Who knows?

On the way home from Paragon and in the rain, the gremlin returned. We made it home, but it was an adventure. Wipers moved and so did the rain water; everywhere!

After talking with several car guys, no one seemed to have a solution. Later, I just happen to run into an AMC car collector and after describing this event, he commented that it could be the coil. When they get old and hot due to longevity of driving, not at high speeds, they just quit firing all the time; however, they may fire occasionally.

I rushed out and picked up a new coil, installed it, turned the key and the engine came to life. And the owner of this wonderful 1960 Corvette was very happy that it was running as if it was new....

I learned about what caused this event. So next time; I will know what to do when the engine has that symptom. What a car learning experience this has been!

Who said, "You cannot teach old dogs new tricks"?

Harry Jones SACC #2519

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 email sacctech@solidaxle.org. In the subject box you need to put "sacctech/ (your SACC membership number)". Example: sacctech/1234

Question: To prevent front wheel bearing early damage what is the dimension of offset that I should be looking for? Would it be zero and how are these measurements described?

Answer from Larry Pearson, SoCal Chapter Advisor:

The offset you need is zero, and for the front wheels only. This is true for all cars unless the front hub is designed to handle an offset with the original front wheels. Offset does not pose a problem with the rear wheel bearings because the rear axle bearing already is offset inward from the axle flange and the offset loads are absorbed by the rear wheel bearing and the differential side bearing, which can easily handle additional offsets.

If you are purchasing new wheels, the manufacturer tells you about any offset. Keep in mind that aftermarket wheels wider than 5.5 inches make steering very difficult unless you install an aftermarket power assisted steering system in your car. If you are buying used wheels and you don't know the manufacturer or the model number, you can measure it this way. First, measure the distance between the flanges where the tire mounts. Then divide this measurement by two. Then do your best to measure the distance between the back surface of the wheel that mounts to the wheel hub and the the inside surface of the wheel flange. You have to estimate this as best you can, because it can't be directly measured with a ruler, so you have to "eyeball" it. Put a straight edge across the back of the wheel and measure the distance from the back mounting surface to it. Then measure the distance from the inside of the wheel flange to the straight edge and subtract this from the other measurement. This should give you a pretty accurate measurement. You should be accurate to within one quarter of an inch. This measurement equals one-half of the distance between

the flanges for zero offset. Offsets of one-half inch or less should not pose a big maintenance problem. Greater than one-half inch will cause a maintenance problem with the small outer wheel bearing. Keep in mind, that if a wheel bearing fails and seizes up, it will cause damage to the spindle that the bearings ride on. Nobody makes a reproduction spindle that I know of, so you will have to find a used one. Any 1949-1954 Chevy sedan spindle should work.

The reason that I know this is that a good friend of mine has a 1972 Dodge Charger with aftermarket aluminum wheels that have an offset. The outer wheel bearings, which are tapered roller bearings, fail on a regular basis. He loves those aluminum wheels, so he puts up with the maintenance problem. He checks those outer wheel bearings on a very regular basis.

Question: My question is on my 1960 Corvette hardtop, the (3) required hold down bolts, are they chrome, stainless, or otherwise?

Answer from Michael Capozzio, Ohio Restorer:

The bolt and receiver nut are stainless steel.

Question: I have a 1959 that I am restoring as original and at present working on the steering. I am stumped on a simple item. The seal around the hole in the inner fire wall. Most suppliers offer two types of seals, a soft and a hard. Does this car take both or one or the other?

Answer from: Bill Huffman, Michigan Chapter Pres:

The steering column outer plate & steering column outer seal are forward of the firewall. The steering column inner seal and steering column inner grommet are in the cabin behind the firewall. All four parts plus the attaching screws are required to seal around the steering column. Look on page 28 of Paragon Reproductions C-1 catalog for picture of the assembly.

Question: I'm looking at a 1961 Corvette with 1,459 original miles, white with silver coves and red interior. This is my first attempt at buying a Vette of this year and I'm not sure what is good and bad. The car was repainted, but was never sanded out. All numbers match. The rubber on the door seals look new but the glue job was sloppy. The dealer said all bushings were replaced, but there isn't any documentation of this. The interior is very good except for a seam on the drivers seat coming apart. Some of the chrome has pits but looks like it was chromed over the pits. There is some slop in the steering wheel. I'm just not sure, if it's more than an inch. There was surface rust on the jack and handle in the trunk, so I'm not sure if the trunk leaked or just moisture. The convertible top is new but it doesn't seal tight against the trunk. I'm not sure what they fit like when they were new. All that being said its a 283, 4-bbl and they want \$57,200 for it. I'm not a mechanic, but can do some things, so I realize a professional may be needed. Do you think this is a good deal and what is critical to look for? This

Continued on page 5

car was never titled and had 1 owner.

Answer from Chip Werstein, SoCal Chapter Advisor:

All I can say is WOW! 1,400 miles and never titled. There must be a great story behind this car, but I see some red flags here.

* Being sold by a dealer. Is this a reputable Corvette dealer?

* Is there any documentation on the one owner and where this car spent it's life?

* Why were the bushings replacedwhat bushings. The a arm bushings could not possibly be worn out in 1,400 miles.

* Why was a low miles car repainted and re-chromed?

* The original door, trunk and deck lid weatherstrips were attached with yellow glue, which was applied in a very sloppy manner. Over the years it would have turned brown.

* An almost new car should have very little steering play. It is adjustable.

*The poor top fit is most likely top frame adjustment or poorly installed top.

* Before spending the money, I would have it inspected by an early Corvette specialist.

I wish I could offer more help but it's difficult to assess any car without seeing it.

Question: When installing new drag link innards and tightening screw plugs on each end are these plugs fully tightened when you can slide cotter pin through holes while aligned with slot in plug? The person who took it apart didn't pay attention when he disassembled drag link. I don't think that the plugs will tighten to the point cotter pin could be installed over face of plug regardless of slot position.

Answer from Bill Huffman, Michigan Chapter Pres.:

The best exploded view of the C-1 drag link assembly that I have found to answer your question is on page 29 of the Paragon Reproduction C-1 parts catalog.

The short spring and spacer are installed in the short end of the link that connects to the third arm. The two longer springs and spacers are installed in the longer end that connects to the steering gear pitman arm.

Make sure that the four bearing surface cups are fully seated to the third arm or pitman arm studs so there is full contact between the bearing surfaces an the studs spherical surfaces. Mis-alignment of one of the bearing surfaces may account for why your rebuild won't assemble properly.

Question: All power systems in car are fed by a #12 gage wire with starter exception. Without any current protection on this conductor how often have these wires burned up? Does anyone know what the total current draw can reach with all systems operating?

Answer from Larry Pearson, SoCal Chapter Advisor:

This red #12 gauge wire ends up going to the fuse block or the ignition switch and almost everything off of these are fused. Four exceptions are the windshield wiper motor the power top motor, the power window motors, and the head-

light switch. All of these have internal or external circuit breakers. I have never heard of this red 12 gauge wire burning up.

The total current draw depends on how many electrical appliances are in operation at once. The small instrument panel bulbs are 2 1/2 watts each. The fused appliances probably operate at less than 1/2 of the fuse rating. Add it up. The generator can produce 35 amps, and this was designed to handle all the expected loads, plus charging the battery. The voltage regulator limits the maximum output of the generator to 35 amps. If the total load exceeds 35 amps, then the battery will provide the additional current, and the ammeter will show a discharge. I have never seen this happen under normal driving conditions except at idle, when the generator is taken out of the circuit by the voltage regulator, because it cannot provide 12 volts or more at idle speed. The alternator, which replaced the generator in 1963, can provide enough output at idle.

Question: I am looking to purchase a 1962 Corvette with a severely rusted frame. I am planning to replace the frame with a stock frame, but what other year C1 frames could be used without a great deal of alteration?

Answer from Larry Pearson, SoCal Chapter Advisor:

Make sure that the center line of whatever aftermarket wheel you choose is directly over the large wheel bearing. If the center line is offset, in or out, the small outer wheel bearing will take on more of a load than it was designed for and it will fail. This is true weather you are using the original ball bearings or after market tapered roller wheel bearings. The ball bearings are more prone to failure than tapered roller bearings, so if you must have an offset, switch over to the aftermarket roller bearings, and check the small outer bearing frequently for signs of failure. I suggest at least every 10,000 miles.

Answer from Doug Prince, SoCal Chapter Advisor:

In all due respect I would highly recommend that you DO NOT purchase this 1962 Corvette unless you are absolutely stealing it. If the frame is that rusted out then so will all of the front and rear suspension parts as well as the rear leaf springs and sway bars. You will have to do a basically complete "body off" restoration which is extremely time consuming and very expensive, if you have to sublet all the work out. Buying a C1 or any Corvette in this condition is asking for a lot of trouble.

Question: I have a 56 corvette with a Muncie transmission incorrect for the year. I had the powerglide that came with the car rebuild. Turns out it is a passenger car powerglide with the Corvette tail housing. My question is do I have to use cooling lines or can I run it without the cooling lines to look correct because I know the Corvette power glides were air cooled. I appreciate your input.

Answer from Max Brockhouse, SACC Pres. Emeritus:

No, your power glide would be air cooled.

MI SACC EVENT CALENDAR

Come to the MI SACC Chapter Planning Meeting

April 25, 2020 11:30am Spring Planning Meeting

Brookshire Inn Williamston, MI

Champion: Bill Huffman

August 26-29, 2020 SACC National Convention Carlisle, PA

Contact: Bill Huffman swh73@comcast.net for caravan information

See pages 6 to 10 and www.solidaxle.org for additional info



Message from the MI SACC Board to all SACC members of Michigan

The Michigan Chapter hosted a very successful SACC National Convention in August, 2019. Detroit and its automotive heritage provided a very interesting backdrop for the gathering of C1 enthusiasts from across the country. California, New Jersey, Texas, New York, Florida, Connecticut, Arizona, Massachusetts.

We are looking forward to the 2020 driving season and sharing the C1 joy with all.

Please support the 2019 sponsors and plan on attending the April Spring Planning Meeting to keep the ball rolling. Your participation and presence is essential for another fun-filled summer in your C1.

Michigan SACC Chapter Board



Don't forget our website

www.solidaxlecorvettemi.com



2020 SOLID AXLE CORVETTE CLUB NATIONAL CONVENTION

AUGUST 26 - 29 - Boiling Springs, Carlisle & Gettysburg, PA

This year's SACC National Convention will be held in conjunction with Corvettes at Carlisle. If you've never attended a SACC convention or a Corvettes at Carlisle event, this is your year as we have scheduled the events so they coincide with one another. Normally each event would be busy within itself. However, we have arranged the convention schedule to allow our members to attend both the SACC National Convention and Corvettes at Carlisle, without the pressure of having to select one over the other or being rushed from one to another.

Our host hotel is the Allenberry Resort in the picturesque village of Boiling Springs, PA. Situated along the Appalachian Trail, this 19th century stone farm and trout fishing retreat was recently renovated and updated to a state of the art facility, while retaining its country charm. The resort is located about 5 miles southeast of Carlisle, but a world away from the traffic and congestion that accompanies a "mega" event like Corvettes at Carlisle. We have reserved parking for our C1s as well as a separate area for trailers. The address is 1559 Boiling Springs Road, Boiling Springs, PA 17602. www.allenberry.com Due to early interest, we have already increased our reserved room block. Once these sell out, there is no guarantee members will be able to stay at the host hotel and may have to seek accommodations in Mechanicsville, Harrisburg or Gettysburg, as the Carlisle area sells out a year in advance for this weekend.

For reservations call the **Allenberry (717) 258-3211**, ask for "reservations" & say you are with the **Solid Axle Corvette Club**. Rooms in the Stone Lodge are \$219, while Pine Lodge rooms are \$172 to \$192 per night. Space is limited and will go to the first callers. Any un-booked rooms from our block, will be released on July 25th.



2020 SOLID AXLE CORVETTE CLUB NATIONAL CONVENTION
AUGUST 26 - 29 - Boiling Springs, Carlisle & Gettysburg, PA
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The convention schedule is as follows:

- Tuesday, 8/25** Early arrivals.
- Wednesday, 8/26** Board Meeting, Annual Business Meeting & Reception Dinner at the Allenberry Resort.
- Thursday, 8/27** Continental Breakfast at Allenberry followed by a full day private guided bus tour of the Gettysburg Civil War Battlefield. Returning to the Allenberry Resort for evening cocktails and Annual Banquet.
- Friday, 8/28,** Caravan* to the Carlisle Fairgrounds.
 Continental Breakfast & Tech Sessions at Corvettes at Carlisle.
 Tickets are available for the annual Chip Miller Amyloidosis Foundation Charity Dinner Friday evening, which is encouraged, but strictly voluntary. Or, you may choose other local dining options.
- Saturday, 8/29** Caravan* to Carlisle Fairgrounds*, Continental Breakfast at Corvettes at Carlisle. We will offer an alternate local event for those not wishing to partake of a second full day at the Fairgrounds. Saturday evening we will return to the Allenberry Resort & park in "theater style", for a Cook-Out and Drive-In movie. You may bring folding chairs, if you'd rather not sit in your car, but when was the last time you got to watch a movie with your best girl in a C1 Corvette?
- Sunday, 8/30** Although the convention officially ends Saturday evening, some may choose to return to the Carlisle Fairgrounds on Sunday, to soak up more ambiance or to claim "Celebrity Choice Awards" at the awards ceremony. If you register as a "Fun Field" participant, Sunday admission is included.

**Shuttle service will run between the Allenberry and Carlisle Fairgrounds Gate #3 both Friday and Saturday afternoon.*



2020 SOLID AXLE CORVETTE CLUB NATIONAL CONVENTION
AUGUST 26 - 29 - Boiling Springs, Carlisle & Gettysburg, PA
Continued from page 8

If you plan to attend **Corvettes at Carlisle**, you must register separately. We suggest pre-registering for the "Fun Field" (\$75), which enables you to drive your C1 on to the showfield each day & admits one vehicle occupant. If you wait until you arrive in Carlisle to register, the price is higher and only those pre-registered for SACC will be able to park in our display area. **Make sure to list the Solid Axle Corvette Club on your pre-registration form.** You can pre-register on-line at: CarlisleEvents.com or call (717) 243-7855. If registering a non-C1 Corvette you can park on the showfield, but not in the SACC display. If driving a non-Corvette, you can park off-site (in a private lot) for \$10 to \$20 per day and pay the \$10 or \$20 daily admission rate (per person), at gate #3.

Chip Miller was a founding partner of Carlisle Events, parent company of Corvettes at Carlisle. He was a long time member and friend of SACC as well as a leader in the Corvette community. We lost Chip, way too soon, after contracting Amyloidosis, in March of 2004. Later that year, the **Chip Miller Amyloidosis Foundation** was founded to raise awareness and help find a cure for this progressive disease. As part of the foundation's fund raising efforts, Corvettes at Carlisle hosts a **charity dinner** and auction on the Friday night of the event. No fancy candle light tables, filet mignon, or tuxedos, but you will enjoy good food & drink and an enjoyable evening with other Corvette enthusiasts, while raising funds to fight a terrible disease and honor of a great man and good friend! **Tickets are \$65 each. To purchase in advance call Jodi Morrison at (717) 243-7855**, (press 5, and then extension 113), or by access CarlisleEvents.com, clicking on Corvettes at Carlisle & scroll down to the third item.

This should be a fun and enjoyable event, as we combine the two largest SACC events of the calendar year into one. We hope you will block these days on your calendar, complete & submit the registration form and make your hotel reservations to join us!

2020 SACC National Convention Registration Form

August 26, 27, 28 & 29, 2020 - Carlisle & Boiling Springs, PA

Name _____ Family Member(s) _____
Address _____ Non-SACC Guest of Member _____
City _____ Home Phone# () _____
State/Prov. _____ Zip _____ Cell Phone# () _____
SACC Membership # _____ E-Mail _____
Chapter _____ Arrival & Departure Dates _____

The convention's host hotel is: The Allenberry Resort, 1559 Boiling Springs Road, Boiling Springs, PA 17602. For reservations call (717) 258-3211, ask for "reservations" & say you are with the Solid Axle Corvette Club. Rooms in the Stone Lodge are \$219, while Pine Lodge rooms are \$172 to \$192 per night. Space is limited. Un-booked rooms will be released on July 25th.

If you plan to attend Corvettes at Carlisle, you must register separately. Suggest pre-registering for the "Fun Field" (\$75), which admits for your CI, the driver & one occupant, each day of the show. If you wait until you arrive in Carlisle to register, the price is higher and only those pre-registered for SACC will be able to park in our display area. **Make sure to list the Solid Axle Corvette Club on your pre-registration form.** You can pre-register on-line at: CarlisleEvents.com or call (717) 243-7855. If registering a non-CI Corvette you can park on the showfield, but not in the SACC display area. If not driving a Corvette, you can park off-site (in a private lot) for \$10 to \$20 per day and pay the \$10 or \$20 daily admission rate (per person), at gate #3.

Please indicate all functions you plan to attend and the number of people attending each.

Convention registration, before 6/30/20. *Registration includes SACC member & one family member/guest.* \$ 100.00

Please add \$50 for each additional family member/guest _____ persons @ 50.00 each. \$ _____

Please add \$25 for registrations submitted after July 1, 2020..... \$ _____

Wednesday, 8/26 Reception Dinner at Allenberry Resort _____ persons @ \$25.00 each. \$ _____

Thursday, continental breakfast at Allenberry Resort..... persons \$ *Included*

Thursday, 8/27 Gettysburg tour, (includes: bus, tour guide, lunch & Cyclorama)..... persons @ 75.00 each. \$ _____

Thursday, 8/27 Awards Banquet & Reception..... persons @ \$50.00 each. \$ _____

Friday, 8/28, Caravan, continental breakfast & tech sessions at Corvettes at Carlisle. _____ persons \$ *Included*

Friday, 8/28, Chip Miller Amyloidosis Foundation Charity Dinner. *Call Jodi at Carlisle Events: 717 243-7855 (press 5) then ext. 113*

Saturday, 8/29 Caravan, continental breakfast at Corvettes at Carlisle..... persons \$ *Included*

Saturday, 8/29 Alternate event (for those not wishing to attend the events at the fairgrounds) _____ persons *TBA*

Saturday, 8/29 Cook out and "drive-in" movie..... persons @ \$25.00 each. \$ _____

T-Shirts..... SM MD LG XLG XXLG..... @ \$25.00 each. \$ _____

Convention T-shirts may be ordered, if unable to attend. If so, please add \$5.00 for shipping & handling. \$ _____

Total enclosed \$ _____

Sorry, but due to our having to pay in advance for many events, no refunds will be made for cancellations occurring after 8/1/20.

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 or 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.

Year _____ Vin # _____ License tag # _____ State _____

Exterior color(s) _____ Interior color _____ Trailer: Yes _____ No _____

Insurance Company _____ Policy # _____ Expires _____

Signature _____ Date _____ Please mail completed form with check (payable to SACC) to:
Jack & Cheryl Jarvis - SACC

**Convention contacts: Jack Jarvis (304) 543-6021
or Brad Bean (850) 499-4736**

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Michigan

“Where it all began”



Volume 10 Issue 1

Thanks to All for their Generous Support of 2019 SACC National Convention

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Don't forget our website

www.solidaxlecorvettemi.com



**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 _____

www.solidaxlecorvettemi.com

Michigan Chapter SACC 2020 Volunteers

President: **Bill Huffman**
2200 N Sandstone Road,
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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 National SACC Membership questions to:

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

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Oxford, MI 48371
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Membership renewal and application form on previous page.

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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