

Michigan

“Where it all began”



Volume 6 Issue 3

DREAMCRUISE WEEK—ENJOY THE ATMOSPHERE!!!



On the way to Hastings....

*HASTINGS and
CORVETTES AT
THE SUMMIT
have COME and
GONE!*

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MISACC arrived!!



From the President's Laptop

July 2015

Our kickoff event was the Corvette Club of Battle Creek annual show at Turkeyville on May 17. Seven C-1s made it there; a pair of '57 fuelies took 1st & 2nd in class, Don Baron drove his '59, Paul & Cheryl Lemieux had their '59, Stef & I brought our red '60. Bruce Miller drove his '62 Resto-mod and a dealer brought a white '62 in need of some TLC. About 80 - 90 cars attended on what turned out to be a beautiful day.

On June 21 we attended the Father's Day Car Show at Charlton Park in Hastings. Once again, what started as an iffy day at best turned out as a superb day. There were hundreds of Hot Rods, muscle cars, Rat Rods and vintage autos everywhere although not many Corvettes. Paul & Cheryl Lemieux joined Stef & I for an interesting show. Unfortunately, we missed seeing John & Devan Hanson.



On July 11, we attended Corvettes at the Summit in Canton. Once again the Legends Corvette Club put on another outstanding show. On a personal note, I was diligently working toward having my long term project roadworthy. There is an enclosed article regarding how my "new" 1960 250 HP fuel injection co-operated. Once again, we met at Tom & Sue Gamache's home prior to caravanning to the show. Thanks to both of them for their hospitality AND the use of their canopy. Earlier this year, I loaned our 12 x 12 Quik Shade Compact canopy and it came home collapsed & unsalvageable. At 42 inches long, it fit perfectly between the wheel wells in the trunk of a C-1. So far I have been unsuccessful in replacing it. SO..... If anybody out there has an extra or knows where to buy one PLEASE contact me.

A 1957 Fuelie—First in C-1 stock

Keep the following future events on your calendar

August 15 Woodward Dream Cruise

Sept 19 is the Paragon Open House, Swartz Creek. Bring your wish list.

Fall Color tour Oct 3 (Oct 10 rain date). Breakfast at Chelsea Big Boy, followed by a caravan to Uncle John's Cider Mill in St Johns.

We look forward to seeing you and your C1 at Paragon in Sept. or the Color Tour in Oct.

Bill Huffman, Pres.

Michigan Chapter SACC



Bill at the Summit—Congratulations

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

2015 SACC MI EVENTS

AUGUST 15

WOODWARD DREAMCRUISE



The **Woodward Dream Cruise** event is a classic car event held annually on the third Saturday of August in Metropolitan Detroit, along Woodward Avenue. The WDC Event spans much of the avenue, from Pontiac through Ferndale in Oakland County, Michigan, all the way to the State Fair Grounds inside the Detroit city limits, just south of 8 Mile Road. An estimated one million spectators attended the 2009 Woodward Dream Cruise

SEPT 19

PARAGON OPEN HOUSE SWARTZ CREEK, MI



Caravan optional
Dave Ruby to coordinate
druby@comcast.net

OCT 3

OCT 10 (RAINDATE)

COLOR TOUR BREAKFAST IN CHELSEA AND LUNCH AT JOHN'S CIDER MILL

Caravan planned to and from
Bill Huffman to coordinate
swh73@comcast.net



WOODWARD DREAMCRUISE

AUGUST 15, 2015

21ST ANNUAL



Did you know that the Woodward Dream Cruise actually started as a small fundraiser to raise money for a soccer field in Ferndale, Michigan?

In August 1995, Nelson House and a group of volunteers looked to relive and recreate the nostalgic heydays of the 50s and 60s, when youth, music and Motor City steel roamed Woodward Avenue, America's first highway. That year, 250,000 people participated—nearly ten times the number expected. The rest, as they say, is history.

Today, the Woodward Dream Cruise is the world's largest one-day automotive event, drawing 1.5 million people and 40,000 classic cars each year from around the globe—from as far away as New Zealand, Australia, Japan and the former Soviet Union. North American cruisers from California, Georgia, Canada and all points in between caravan to Metro Detroit to participate in what has become, for many, an annual rite of summer.

Drivin' from Drive-In to Drive-In



Ted's, Totem Pole and The Varsity, Hollywood, Wigwam and Suzie Q's, and, of course, Big Boy. These old-time drive-ins and restaurants that dotted Woodward Avenue were the places to see and be seen during an era remembered perhaps most famously by Hollywood in *American Graffiti* and *Happy Days*. These locations were the turnarounds, stopping points and social hangouts for the cruisers of the era.

Michigan's first drive-in was located near Square Lake Road in Bloomfield Hills. Ted's Drive Inn became a hangout and one of the avenue's most popular destinations. It had begun in 1934 as a lunch wagon/trailer and was known for "the world's largest hot dog," priced at 35 cents.

The Totem Pole opened in Royal Oak in 1954 and featured a 16-foot totem pole hand carved by Ojibway Chief White Wolf of St. Ignace. The restaurant introduced the "Teletray," a 2-way speaker through which customers could order the popular Big Chief Burger.

At these locales and others, roller-skating waitresses sporting white bobby socks and serving trays delivered hamburgers and milkshakes to duck-tailed greasers in leather and beauty queens sporting class rings and letter jackets. The real attractions, though, were the cars.

Hot rods and muscle cars. Convertibles and hard tops. Oversized tires and custom-painted flames. These marvels of machinery were cool and hot; street machines that cruised Woodward emanating vintage rock and roll from the AM radio coupled with the rumble of a big block V8.



JULY 11, 2015 CORVETTES AT THE SUMMITT HERITAGE PARK CANTON, MI



Tom & Sue Gamache have once again invited MiSACC to meet at their home for coffee and doughnuts prior to caravanning to the show.

For those of you who haven't been there, put Summit Park on your bucket list. It is a beautiful spot to kick back and enjoy a day of nice cars, good friends, great weather and contribute to a worthy cause.

A big THANK YOU to Tom and Sue!!!!



Sept. 19, 2015 Swartz Creek

Paragon Open House is from 10:00 am to 2:00 pm, music, food and drinks provided by Paragon. Additional information will be available shortly on their website:

<https://www.paragoncorvette.com>

No prior registration is required for the Open-house, but Paragon would appreciate a count of potential attendees and MiSACC members interested in attending and possibly in caravanning from a central location to Swartz Creek should contact Bill Huffman with location suggestions.

RSVP to swh73@comcast.net



Technology Speaking

Door Panel Screw Hole Repair ...Bob Hurst Reprint from "The Solid Scoop" June 2015

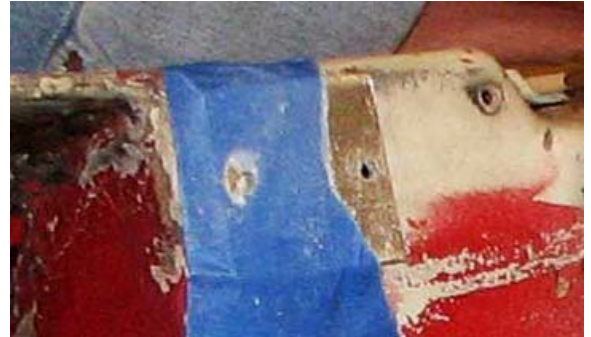
One very common problem with these 60+ year old C1 Corvettes is the screw holes in the fiberglass doors. These holes have been used over and over and do not allow solidly fastening items (Door Panels) when applying torque to the screws. A common solution after removing door panels is to use larger size (number) screws or inserting drywall inserts for smaller screws. Again, in many cases these type fixes will also not allow to securely torque the screws. Bob Hurst has successfully used a method to solve this "screw-hole-issue".

The list below is parts and equipment needed.

- Material and tools needed:
- Aluminum sheet stock (1/32) cut to
- approximately 1 1/2 inch squares.
- Pop rivets 1/8 X 3/8.
- Masking Tape
- Drill Motor
- 1/8 inch dia drill bit and 7/64 inch dia. drill bit.
- Phillips screwdriver
- Door handle puller.

Suggested repair instructions:

1. Remove door panel hardware and all attaching screws. This is good time to lube all window channels and rollers.
2. Pre-drill two 1/8 inch holes on opposite edges of metal squares on sheet stock, OR, tape squares to cover old holes and drill the holes through the metal and fiberglass door. **DO NOT DRILL TRIM SCREW HOLES YET!**
3. Install the pop rivets (1/8 x 3/8 inch) with pop rivet tool and secure metal squares. Remove tape.
4. Repeat the above steps to cover all the screw holes to be used when installing the door panels.
5. Position the door panel to be installed using the hooks on the window panel molding. Use the armrest and its two attaching screws to center the door panel. Check the door panel alignment on door before tightening.



Taped on sheet metal covering existing old screw hole. 1/8" holes to the side are drilled through door and will house the pop rivets.



(Right)

Completed anchor plate installation covering old door panel hole



6. Next, drill holes in anchor plates using the hole drilled in properly aligned door panel as guide. Use 7/64 inch drill OR one size smaller than the final trim screws you will be using.
7. Install the remaining door panel trim screws. **DO NOT** over tighten.
8. Install remaining door hardware and you're **DONE**.



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



Michigan Chapter SACC Membership or Renewal Application - 2015 New___ Renewal___

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
2015 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 :	\$35.00 *	\$100.00*
	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 # _____

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

Please make checks payable to: MI SACC and mail to: **Kathy Hutchins**
MI SACC Treasurer
9417 N Rich Rd
Alma, MI 48801

Questions: (989) 463-1512 , kjhh41@hotmail.com or MI_SACC@yahoo.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 _____
 Suggestions for events or cruise _____
 I would be interesting of chairing an event or gathering. Yes ___ No ___

**Michigan Chapter SACC
2015 Volunteers**

President: **Bill Huffman**
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swh73@comcast.net

Vice Pres: **Tom Gamache**
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Secretary: **John Hutchins**
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Event Organizer: **Rick Smith**
170 Lake Forest Ct.,
Niles, MI 49120
hummerrick@msn.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, 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:

Kathy Hutchins
9417 N. Rich Rd.
Alma, MI 48801
kjhh41@hotmail.com

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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