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# Michigan

"Where it all began"  
Michigan SACC Newsletter

Michigan SACC

Volume 3, Issue 6

Late Summer 2012

## 2012 SACC Activities

### Paragon Open House

Sept 22, 2012

Swartz Creek

All are invited to enjoy the end of summer!

Please advise Bill Huffman.

We are to advise Paragon of

MISACC expected participants

RSVP to [swh73@comcast.net](mailto:swh73@comcast.net)

### Activities of interest to C1 owners

- |          |  |
|----------|--|
| Sept. 16 | Milford Car Show<br><a href="http://www.milfordcarshow.com">www.milfordcarshow.com</a> |
| Oct. 7   | Cider Mill Run & Lunch<br>(NCRS event)   |

### MI SACC Merchandise

#### MI SACC window decals

Decal replicates the MI SACC logo

\$5.00 each

Contact Bill Huffman

[swh73@comcast.net](mailto:swh73@comcast.net)

#### MI SACC Tee's polo shirts and hats

Submit order ASAP with check payable to:

Kathy Hutchins, Treasurer, SACC

9417 N. Rich Rd.

Alma, MI 48801



**BE  
THERE  
OR BE  
SQUARE**

**Swartz  
Creek  
Sept 22**

### PARAGON'S FALL OPEN HOUSE 9-22-12

## Inside this Issue

### Pictures of the summer activities

Beautiful 1958 in Birmingham during the Dream Cruise



President's Message:

From the President's Laptop

Aug 2012

What a wonderful driving season we've had so far. It's been great driving weather for us but not so good for the crops. Perhaps a return to "Camelot", where it is only allowed to rain at night by royal decree would help. Anybody who drives a Solid Axle should remember the legend. Keeping the Roman Red '60 on the road this year sort of reminds me of the old days when it was my daily driver, only now it's just the opposite situation. Now, we drive and show it on weekends, then fix it during the week. I already told you about the wheels & tires but that's only the beginning. The old weather strip that let in so much water was replaced by the newer, softer stuff that seals much better. The much needed new carpet sure looks good. A fuel system leak if the tank was filled more than ¾ full lead to a new fuel tank, filler hose & clamps. I was amazed at how much residue was sloshing around in the bottom of the original tank.

All this fun and more to come, with the goal of driving the old girl to the National SACC Convention at Memphis, TN in July 2013.

"Corvettes at the Summit" on July 14 was a very good show for MI SACC. We took home 5 Gold awards and a Silver. As the last group in, we got to park on the peninsula, with a picnic table, a very nice shade tree and a cool breeze. Thanks Harry, we couldn't have done it without you.

John Conder stopped by to see us but his '54 was still in Leland. Ron Struck, a SACC member and a new MISACC member, took a Gold with his black '62. Ron, welcome to MI SACC.

By the time this is published, the 2012 Concours d'Elegance will be history. However, thanks to Harry Jones, who also belongs to Michigan NCRS, MI SACC will have been part of it. The thought of participating in a world class car show is intimidating but what an opportunity.

To those brave souls who are throwing caution to the wind, I say our old jalopies are as good as theirs any day. Life is good.

Bill Huffman

**Looking forward to seeing you and your C1 at**

**Paragon Fall Open House, Swartz Creek, MI 22 Sept**

The 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 members interested in attending and possibly in caravanning from a central location to Swartz Creek need to contact Bill Huffman with location suggestions.

# C1's at Concours D'Elegance 2012



Bill Huffman's 1960 along side Harry Jones's 1960's



Suzanne (Tom) Gamache with their 1954



Richard Dunham's 1959



Hanging out with NCRS



John Ronayne and his 1962



Dave and Sue Ruby's 1957

# C1's at Concours D'Elegance 2012



**1957 Air Box**



**1960 Raced by Cunningham**





The Gulf Oil Race Car began life as one of 246 Corvettes built in 1962 with the RPO 687 option. This option essentially made the car track-ready and this particular model included a 37 gallon fuel tank, ideal for track use. The Gulf Oil Racing Team purchased it from Yenko Chevrolet in Canonsburg, PA. The car was driven by Dr. Dick Thompson, known as "The flying Dentist" and achieved 12 wins in 14 races in the 1962 racing season. It won first place in the 1962 SCCA A-Production Championship.

The car was sold to Tony Denman who raced it in 1963. Although he had only been driving competitively for less than one year, he raced successfully through the 1963 season including a second-in-class finish at Daytona. At the end of the season, he removed enough of the high-performance parts to sell the car as a normal street Corvette.

The car eventually became daily transportation for a college student. In 1979 it was purchased and restored by Rev. Mike Ernst. He was able to track down the original racing parts and included them in the restoration and upon completion this Corvette was the first recipient of the NCRS American Heritage Award. Owner- Paul E, Andrews, Jr.

### 1962 Gulf Oil Race Car Driven by Dr. Dick Thompson





## Zora Duntov's 1955 Mule Test Corvette

Late in 1955, before the Corvette became America's sports car, Zora Duntov was toiling away to make his factory mule a record breaker. Over a year earlier, Chevrolet Chief Engineer Mauri Rose had Smokey Yunick install an experimental V-8 engine in a 1954 Corvette test mule. Designated EX87, the car was given to Duntov for him to prepare it for a speed record run at Daytona Beach. There it was assigned a new tracking number 5951.

Duntov modified the car, replacing the windshield with a curved Plexiglas screen, fitted a fiberglass tonneau cover over the passenger seat, fabricated and installed a headrest-tailfin and increased the engine displacement to 307 cubic inches. The final modification was to order and install a special camshaft. At the GM Desert proving ground, Duntov blasted off to a record 163 MPH.

Years later, Steve Tate discovered the original engine in Smokey Yunick's shop after Smokey had passed away. He was also able to locate the car itself, with the Chevrolet experimental logbook., then owned by the Bible Broadcasting Company. He reunited the original engine with the record car and brought the car back to its original configuration as Zora's famous test bed and the world's first high-performance Corvette. The enormous restoration took one year –Present Owner – Kenneth Lingenfelter





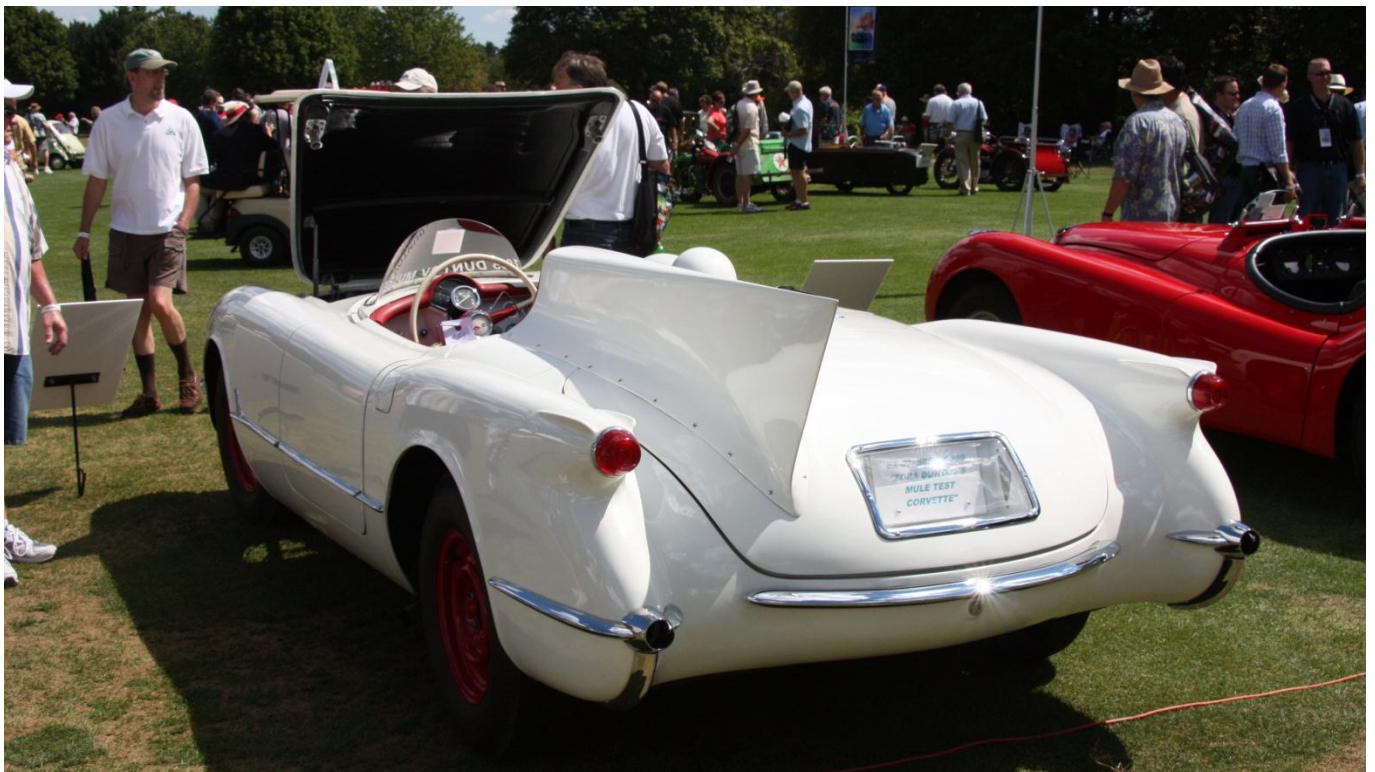
**Zora Duntov's Mule**







**Dontov's Mule "The First V-8 Corvette"**



# Corvettes at the Summit, Canton, MI on July 14



Meeting for coffee at Gamache's



John Ronayne's 1962



Paul & Cheryl Lemieux's 1959



Tom & Suzanne Gamache's 1954



Patrick & Ellie Lickfeldt's 1958



Bill & Stef Huffman's 1960

## *Tech Tips: from Tom Gamache*

### **Subject: 1954 Corvette Lighting Improvements**

I really enjoy driving my 1954 Corvette. However, driving after the sun had set was a cause for concern. I decided to try and improve the forward lighting and the rear lighting visibility.

The stock 7 inch sealed beam incandescent headlights only served to announce my coming to on-coming traffic but did little to light the roadway in front of me. At the rear, the stock incandescent 1154 bulbs did little to indicate a pending stop or turn at night or in bright sunlight.

After a number of years of concern over being able to see and be seen at night, I decided to try and improve the forward lighting and rear lighting visibility.

**HEADLIGHTS:** Searching the web lead me to the Little British Car Co. (LBCC) website, [www.lbccarco.com](http://www.lbccarco.com). I was able to order 6 volt halogen headlights to replace the stock 6006 DOT H85 bulbs with LBCC part number 171-HL106 (current price \$62.80 each). This part number consists of steel base and a glass lens unit with mounting and locating features which match the mounting and locating features of the 6006 bulb, and a halogen bulb which is inserted into the steel base. (SAM\_0103.JPG). The results were like night and day (sorry for the bad pun). With a bit of trial and error headlight aiming, my forward visibility was greatly improved.

**TAIL/STOP/TURN LIGHTS:** (SAM\_0082.JPG) When I purchased the halogen headlights from LBCC, I also purchased 4 halogen bulbs (LBCC part number 170-706H, current price \$21.35 each) to replace the 1154 bulbs for both the front parking/turn lights and the tail/stop/turn lights. I also bought a pair of halogen instrument panel bulbs (LBCC part number 170-163H, current price \$20.10 each). While there was an improvement in the tail/stop/turn light visibility, it was incremental and not a significant improvement. I think this is due to the rather thick red lens of the tail light. The front parking/turn lights were definitely brighter with the halogen bulbs but I felt the visibility of the incandescent 1154 bulbs was adequate. The halogen instrument panel bulbs were also brighter but again, I felt the standard incandescent bulbs were adequate.

Still not satisfied with the visibility of the tail/stop/turn lights, I looked into LED replacements for the 1154 bulbs.

Classic Automotive Bulbs (CAB) ([www.classicautobulbs.com](http://www.classicautobulbs.com)) offered a 60 LED "tower" to replace the 1154 bulb. However I was concerned that the stock thermal flasher, a Tung-Sol 535 flasher (SAM\_0105.JPG), would not flash due to the lower current draw of the LED units. CAB also lists a 6 volt electronic flasher with a 3 pin mounting configuration that matches the 535 flasher but could not confirm that it was a replacement for the 535 flasher.

I ordered 2 of the 60 LED "towers" (CAB part number BAY 15d, current price \$29.99 each), and the 6 volt electronic flasher (CAB part number EL13/EG23/550 current price \$19.99 each). I ordered the 60 LED "tower" in red rather than white as I was advised that the white LEDs had a distinctly blue cast which may show as pink thru the red tail light lens. I first replaced the 1154 halogen bulbs with the 60 LED "tower" in the tail/stop/turn light socket and replaced the halogen 1154 bulbs in the front parking/turn lights with standard incandescent 1154 bulbs.

Starting the engine and stepping on the brake showed a very noticeable improvement in visibility. Objective achieved, but would the 535 thermal flasher work? A quick flip of the turn signal lever and yes, it did. I later tried the electronic flasher and it did not flash. However, I was able to return the flasher for a refund of the purchase price since the 535 flasher worked just fine. I guess the question of an electronic flasher is moot. CAB also lists LED replacements for the instrument bulbs which I did not purchase. Note: The LED "towers" are larger than the incandescent bulbs so if package space is limited, an LED replacement may not fit. SAM\_0103.JPG: left is 6006 sealed beam headlight, center is halogen bulb, right is steel base and glass lens unit. SAM\_0082.JPG: left is incandescent 1154 bulb, center is halogen 1154 bulb, right is 60 LED tower. SAM\_0105.JPG: 535 Tung-Sol thermal/mechanical flasher.

# Wanted/For Sale

A Section awaiting for your treasurers

Submit your ad to [druby@comcast.net](mailto:druby@comcast.net)



# Welcome to the Michigan Chapter SOLID AXLE CORVETTE CLUB

## Michigan Chapter SACC Membership Application for 2012

Michigan Chapter Membership requires membership in the National SACC organization. To make record keeping easier MI SACC collects both National and Chapter dues and submits National dues to the National office.



2012 Michigan Chapter SACC dues @ \$15.00 : \$15.00.

Michigan Chapter SACC windshield decals: \_\_\_\_\_ decals @ \$5.00 each: \_\_\_\_\_.

National SACC dues, renewable every December : \$35.00 .

Total : \_\_\_\_\_.

Chapter dues include our quarterly Chapter Newsletter "Michigan"

SACC publishes an annual membership & roadside assistance roster, which does not include your street address. The roster does contain names, phone numbers, city & state. 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.**

National Membership includes the quarterly magazine "On Solid Ground"

If you are a new member the National SACC will send you a Natl. membership # separately.

See [WWW.solidaxle.org/forms](http://WWW.solidaxle.org/forms) for national membership application form.

If you are an existing National member please insert your national membership # \_\_\_\_\_

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

Questions: (989) 463-1512 , [kjhh41@hotmail.com](mailto:kjhh41@hotmail.com) or MI\_SACC@yahoo.com

Applicant Name \_\_\_\_\_

Co-Applciant: \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home phone \_\_\_\_\_ Work/Cell: \_\_\_\_\_

E-Mail \_\_\_\_\_ Fax: \_\_\_\_\_

Corvettes presently owned - please include the Serial # 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 interesting of chairing an event or gathering. Yes \_\_\_ No \_\_\_

Description of the event or gathering \_\_\_\_\_

I am currently a member of the following Automotive clubs/organization \_\_\_\_\_

## Michigan Chapter SACC

### 2011-2012 Officers

- President: Bill Huffman  
2200 N Sandstone Road  
Jackson, MI 49201  
swh73@comcast.net
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269-684-1227



## 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). A copy is sent to each member 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 Nat'l SACC Membership questions to:

Lucy Badenhoop, SACC  
P.O. Box 2288  
N. Highlands, CA 95660  
e-mail: [badenhoop@comcast.net](mailto:badenhoop@comcast.net) or  
[MI\\_SACC@yahoo.com](mailto:MI_SACC@yahoo.com)

### Direct Michigan SACC membership inquiries to:

**Kathy Hutchins - MI SACC Treasurer,**  
9417 N Rich Rd, Alma, MI 48801  
Questions:  
(989) 463-1512 , [kjhh41@hotmail.com](mailto:kjhh41@hotmail.com) or  
[MI\\_SACC@yahoo.com](mailto:MI_SACC@yahoo.com)

### Please submit articles for publication to the editor.

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

### The Michigan editor can be reached at:

Sue & Dave Ruby, Editor  
Michigan Chapter SACC  
e-mail; [druby@comcast.net](mailto:druby@comcast.net)

