

Michigan

“Where it all began”



Volume 4, Issue 3

Gilmore Dust-off meets Mi SACC

The 4th annual Gilmore Car Museum Dust-off begins the summer and gives every one the opportunity to dust-off our C1s along with other Antique, Classic, Muscle, Hot Rods and Trailer Queens.

“Get out of the garage, fire it up and dust it off”, that was the invitation to attend the 4th annual DUST-OFF. And 5 MI SACC C1’s did just that: (See picture below)

Tom and Sue Gamache’s ‘54
Dave and Sue Ruby’s ‘57
Pat and Ellie Lickfeldt’s ‘58
Paul and Cheryl Lemieux ‘59
Bill and Stef Huffman’s ‘60

The day began as a cold and gray day, overcast and threatening rain but the rain never materialized, the drive was uneventful providing for a memorable C1 experience.

The five C1s began to gather early on Saturday morning, three met in Chelsea with two others joining in Jackson to caravan across I-



94 to Hickory Corners.

It was a nice drive, with good company and beautiful automobiles. We did at times slow up traffic; those passing continually slowed down and at times they were driving along side and in no hurry to continue their typical I-94 80 mph trip.

When we arrived at the Gilmore Museum; the temperature was chilly, but the sun did show up at lunch time while we were enjoying a delicious pork bar-b-que.

The museum resides on sev-

eral hundred well manicured acres with barns and other structures which house Mr. Gilmore’s private collection, as well as several donated CCCA vehicles including such as Auburn, Cord, Packard, Duesenberg, Cadillac and other antique and specialized vehicles.

A new Ford sanctioned Model A Museum will be dedicated on May 19th at Gilmore.

In addition, there is an extensive loaned Hudson collection and several first genera-

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Special points of interest:

- ♦ *Corvettes at the Summit July 13, 2013*
- ♦ *Bloomington Gold June 28-30, 2013*
- ♦ *National SACC Convention Caravan, July 22-28, 2013*
- ♦ *Paragon Openhouse Sept 21, 2013*



Gilmore Dust-off (Continued)



Bill's favorite - 1929 Pierce Arrow; actually Bill had more favorites than you can count. A Cadillac, a Duesenberg, and a Packard. I liked the 1932 Hudson, it was beautiful!

We enjoyed the CCCA Museum's Classics, such as Cord, Pierce-Arrow, Duesenberg, Packard, Jaguar, Cadillac & Chrysler. The Pierce Arrow Museum included many more of the breed. We were surrounded by Lincoln Zephyr,s, Chrysler town cars and convertibles and a collection of Hudsons that I never knew existed. They were all very beautiful, but don't touch. Were they built to be driven? How sad!

You can tell by the photo to the left that Bill was very impressed! I guess Duesenberg's are not his choice. Maybe the archer worried him?



MI SACC Caravan to Gilmore

1958 Chevrolet Corvette (1959 GM Motorama Concept Car)



Known as "Fancy Free," this 1958 Corvette was one of 10 1959 General Motors concept cars by the "Damsels of Design" - a group of women stylists under the direction of GM Vice President of Design, Harley J. Earl, tasked with creating features that would enhance the appeal of GM's automobiles among prospective female buyers.

Of the 10 Motorama concept cars—two from each GM brand; Chevrolet, Buick, Pontiac, Oldsmobile and Cadillac—this

1958 Corvette is the only example that survived. It retains its factory-original metallic "Silver Olive" paint and special features including seat covers for each season, leather-wrapped tray for purse stowage and a floor mounted waste basket. Retractable seatbelts and recessed license plate pockets are two features they introduced that remain standard today.

Loaned to Museum by Werner Meier



Corvettes at the Summit July 13, 2013

The registration form for this show can be printed from the website www.corvettesatthesummit.com/. The cost is \$25.00 before July 1 (pre-registration), and \$30.00 after July 1. On-site registration closes at 10:00 AM on July 13.

The show is held in Canton, MI, at Heritage Park, west off of Canton Center Rd., approximately 3 miles north of Michigan Ave. (US-12).

In order for Michigan SACC participants to park together, We must enter as a group prior to 10:00 AM on the 13th.

We suggest we do as we've done in the past, get together at Tom and Sue Gamache's home at 45451 Augusta Dr, Canton, MI, 48188. Arrive at Tom and Sue's at 8:45/9:00 AM (there will be coffee and donuts/bagels here) and then leave for the show at 9:45 AM. Tom and Sue's home is about 5 minutes drive to Heritage Park.

Directions to Tom and Sue's home from .



the intersection of Canton Center Rd and Cherry Hill Road are:

South on Canton Center Rd. (be in right lane) and after approx. 3/8 mi., turn right (west) onto Glengarry Blvd..

Proceed west on Glengarry Blvd. to the third crossover in the Blvd., which is Pinehurst.

Turn left (south) and follow Pinehurst until it ends at Augusta Dr..

Turn right (west) onto Augusta Dr.. Tom and Sue's home is the third house on the

left. Tom will have the '55 C1 parked at the front of the driveway.

Park in Tom's driveway or on the street.

Canton Center Rd. is approximately 3 miles west of I-275, and 1 mile east of Beck Rd..

Cherry Hill Rd. is 1 mile south of Ford Rd.(M153), and approx. 3 miles north of Mich. Ave.(US12).

Please advise Tom if attending ;

734-981-3804

From the President's Laptop

To MI SACC June 2013:

Officially, summer starts on June 21st but a very busy Corvette Summer has begun. We kicked off the driving season with a caravan to Gilmore Museum on May 11th and discovered it's a great way travel.

Somehow yours truly got talked into organizing & registering the old cars participating in the Spring Arbor Memorial Day Parade. It gave me the opportunity to get the Corvette Golf cart out but that resulted in a set of new 8 volt batteries. Oh

well, it now runs as good as it looks!

Jackson Corvette Club had events on May 4th & May 17th and participated in the Jackson Rose Parade on June 2nd. With the red/white '60 in the paint shop, it has been anything but boring.

Last Saturday I was reviewing the summer schedule and although we are registered for the National Convention on July 25th - 27th including caravan lodging, I found that we hadn't yet registered for Corvettes at

the Summit on July 13th or for Corvette Crossroads on August 24th. We are now registered. So, take this as a friendly reminder that you too need to turn in your registration, before it gets filed.

Life is good,

Bill Huffman



SACC National Convention—CARAVAN

Michigan SACC members will be gathering at Bill and Stef's home at 2200 N. Sandstone Road, Jackson, to begin the caravan to the July 25-27 National Convention in Memphis, TN. The drive will be split into 3 easy days of approx. 270 miles. Presently, we have four couples that are planning on making this a trip to remember and a check on their bucket list.

Visit www.solidaxle.org for convention details and registration info.

Each couple is expected to make their own reservations for the trip to and from Memphis.



Elvis is alive and well in Memphis!

The planned stops are:

Day 1 (7/23): Holiday Inn Express,
6720 S Scatterfield Rd, Anderson, IN.
Ph. 765-779-0111

Day 2 (7/24): Holiday Inn Univ. Plaza,
1021 Wilkinson Trace, Bowling Green, KY.
Ph. 270-745-0088

Day 3 (7/25): Crowne Plaza Downtown,
300 N 2nd St, Memphis, TN.
Ph. 901-525-1800



TELL THE TRUCK DRIVER TO TAKE ME TO
MEMPHIS FOR THE 2013 SACC CONVENTION
BECAUSE THE '53 IS THE HONORED YEAR!

Return trip will likely be three days, there will be an SUV traveling along for the more sane individuals.

Please contact Bill Huffman at
swh73@comcast.net or
517-750-4606

to express interest, become part of the caravan or just ask questions.

Corvettes to take the spotlight for 60th anniversary at Hemmings Motor News Concours d'Elegance

Reprinted from Hemmings Daily
By Matt Litwin May 23, 2013

It may have come from humble beginnings 60 years ago, but Chevrolet's Corvette has become both an American legend and a sports car icon since. Within those six decades, its prowess has quickly extended well beyond the streets, claiming motor-sports accolades here and abroad, such as class victories in the 24 Hours of Le Mans, the 12 hours of Sebring, and at regional and national SCCA events. The number of literary volumes dedicated to the history of the two-seater is staggering and endless, as another chapter is being developed in the form of the new C7. As countless aficionados celebrate the Corvette's 60th anniversary this year, so too will the 2013 Hemmings Motor News Concours d'Elegance, with a class devoted to the first 20 years of the Corvette.

Our goal is to have a representative of each body style (coupe and roaster, where applicable) from each model year up through 1973. That could result in a class of at least 32 Corvettes, which will be broken into three sub-classes by generation. Throw in the different engine options over the decades, and that potential number of Corvettes on display only multiplies. For owners who are interested in submitting factory-correct, show-quality condition examples for consideration and inclusion, there's still plenty of room available; however, we urge you to do so as soon as possible by sending a few photos and a brief write-up about your Corvette to us at concours@hemmings.com.

The Corvette class accompanies an exciting list of featured marques, including 1966-1971 Street Hemis, Jaguar E-types, [Early Ford V-8s](#), Class of 1958, Pre-1976 BMW Automobiles



1962 Chevrolet Corvette. Photo by Richard Lentinello

and Motorcycles, and American Fiberglass Specials of the 1950s, as well as our other standard Vintage Trucks, Muscle Cars, European Sports Cars, and Classics classes, and more. We are still accepting submissions for each class.

The Concours will take place Sunday, September 29, at the Saratoga Automobile Museum; however, the three-day affair – as in years past – begins on Friday, September 27, with our annual opening event and rally from our home office in Bennington, Vermont, to the museum in Saratoga Springs. Our Cruise-In Spectacular, open to all cars, trucks and motorcycles, starts at 10 a.m. on Saturday on the manicured grounds adjacent to the Saratoga Automobile Museum.

For more information on the New England Concours d'Elegance, visit Hemmings.com/events/concours





Shirt Type	MI SACC Decoration	Shirt size- S thru 2XL	Std White Price	Quantity De-sired
T-Shirt-- Silk screened	MI logo on left front / Front view of C-1s on front / Rear view on back	S _____ M _____ L _____ XL/2XL _____	\$25.00	_____ _____ _____
T-shirt Front				
T-shirt Rear				



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



Michigan Chapter SACC Membership or Renewal Application - 2013 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

2013 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 every December : \$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 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 _____

Suggestions for events or cruise _____

I would be interesting of chairing an event or gathering. Yes___ No___

Technically speaking.....

... a voice of experience

The AC Delco Spark Plug Decoder Table

Prefix and suffix letters are used to identify a specific type plus the numbers relate to thread size and heat range. For example, the R45TS spark plug shown is:

- **R** - Resistor
- **4** - 14 mm Thread
- **5** - Heat Range (range 1-5 start with a 3)
- **T** - Taper Seat (No T for your gasketed plug)
- **XL** - Extra Long Reach, 3/4" fully threaded
- **S** - Extended Tip

Plug Identification Table Prefix:

- **B** - Series Gap
- **C** - Commercial
- **CS** - Chain Saw
- **F** - Fine Line 14 mm 5/8" Hex
- **M** - Marine
- **LM** - Lawn Mower type
- **R** - Resistor
- **S** - Shielded (5/8-24 thread)
- **V** - Surface Gap

Prefixes are sometimes combined e.g., **VB**, **CR**

Numbering:

- 1st number denotes thread size
- 2nd number denotes heat range

In the early 1990s, an all-numeric, identification code was developed to ensure that the proper spark plug would be selected for replacement in specific engine applications. The numeric code does not in any way correspond to the heat range of the spark plug. Therefore, selection of a spark plug with a different code number is not recommended.

The heat ranges may be drastically different between two different plugs, and engine damage or poor performance may result. See your local installer or retailer for details.

The prefix "41" stands for the manufacturer's product line (e.g., 41 = spark plug).

Numbers after the prefix indicate the type of spark plug and also the specific application:

- 100 – 199 = Iridium
- 600 – 699 = Resistor
- 800 – 999 = Double Platinum

Plug Identification Table Suffix:

- **A** - Clip Gap
- **C** - Copper Core Center Electrode
- **C** - Colder Version of M44 Plug
- **E** - Special Design Electrode Extended Tip
- **F** - 1/2" (12.7 mm) reach
- **FF** - 1/2" (12.7 mm) reach, fully threaded
- **G** - Pin Gap (cold-running)
- **I** - Iridium Center Electrode
- **J** - Boot Release Agent, Anti-Seize Compound
- **K** - Special Design
- **L** - Long Reach 7/16" (11.1 mm) reach, (14 mm) thread 3/4" (19 mm) reach, (18 mm) thread 3/4" (19 mm) reach, (14 mm) thread (fineline)
- **LT** - Long reach, .715" (18.16 mm) with tapered seat
- **M** - Special Design Electrode
- **N** - 3/4" (19 mm) reach, 3/8" (9.5 mm) thread length

- **R** - Resistor (Sport Vehicle Plugs)
- **S** - Extended Tip
- **S** - 7/8" (22.3 mm) Moderate Long Reach 23/32" (18.25 mm)
- **T** - Tapered Seat Shell Design
- **TS** - Tapered Seat with extended tip
- **XL** - Extra Long Reach, 3/4" (19 mm) fully threaded
- **Y** - 3-Prong Cloverleaf Electrode
- **Z** - Special Gap (usually denotes wide gap)
- **5** - .050" (1.3 mm) gap
- **6** - .060" (1.5 mm) gap
- **8** - .080" (2 mm) gap
- **100** - Iridium
- **600** - Resistor Type
- **800** - Platinum Type
- **900** - Double Platinum Type

Suffixes are combined to form such AC suffix designations as **FG**, **XLS**, **TS**, **FFM**, **TSX**, **SZ**, etc.



Vehicle Identification Number (VIN)

Now to the most important little piece of metal on old Corvettes: the serial number plate. In 1970 the serial number changed to be called the vehicle identification number (VIN) plate, so you can call it either name these days.

In 1953 the s/n plate was installed on the side of the left windshield "dog leg". In 1956 it moved to the left front door post. In mid-1960 it moved to an under hood location where it was spot welded to the steering column, where it stayed through the end of 1962 production.

I want to bring your attention to the serial number plates on 1953 to early 1960 Corvettes. They were retained by two binding head Phillips screws. Binding head screws are flat on the head mounting area, with a routed top. They are bright silver, and replacements are available at most hardware stores.

A serious problem may develop when an old Corvette is stopped by a traffic officer. All police officers are aware of the theft of valuable old cars, so such a car could get

stopped for a routine check at any time. Laws vary by state, but certainly an officer would expect to see a serial number plate (or a VIN plate) in place.

But traffic officers are trained to look for serial number (or VIN) plates riveted or spot welded on place. Even if you have the original plate in place on your 1953 to 1960 Corvette, officers have been known to question the mounting of the plate via two screws. Often their actions the same for a car without a plate at all: impound the vehicle and force the owner to prove that it is a valid number on the serial number plate. Then the vehicle is towed to a storage area, where the owner will pay the storage bill. An officer who is specially trained will check, and the numbers on the frame must match the numbers on the plate. One Corvette owner in the state of Washington had his Corvette impounded four months before he was able to convince the authorities.

To avoid this situation, always have your serial plate properly in-

stalled on the car. Be sure your registration is complete and the information is accurate. Remember, if the officer has any doubt he (or she) probably has the right to impound the car on the spot.

You can take one more "ounce of prevention". Years ago I wrote an article on the original serial plate being attached by two common screws. Maybe- just maybe- having a copy of this article as further proof might convince the officer that your car is equipped as it was when it left the factory, then he (she) may not impound your Corvette. Send me a large self-addressed stamped envelope (SASE), and I will send you a copy of that article to keep in your Corvette.

Noland Adams

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El Dorado, CA 95623



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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). 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 pro-

vides 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 Badenhop,
SACC

P.O. Box 2288

N. Highlands, CA
95660-8288

e-mail: badenhop

@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

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

The Michigan Newsletter editor can be reached at:

Dave and Sue Ruby, Editor

Michigan Chapter SACC

30120 Lincolnshire E.,

