

Michigan

"Where it all began"



Volume 9 Issue 4

MI SACC Color Luncheon
Sunday, Oct. 20, 11:30 Chelsea
at The Common Grill
Optional self-guided Color Tour
See page 10 for information

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Renewal Notice- Dues are Due December 1st

National and Chapter Memberships
Expire December 31, 2019

(unless you've paid for multiple years)

Michigan Chapter collects chapter dues of \$15
plus National SACC dues of \$45 = \$60

We then forward SACC National dues and have a record that all our members
are also SACC National members. See page 12 for renewal info

Please pay by December 1,
so we can forward your SACC National dues before the end of December
If you have paid your SACC dues directly to National,
please let us know for our records

SEND DUES to:

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

Don't forget our website

www.solidaxlecorvettemi.com



From the President's laptop

Oct 2019

Welcome to Fall in Michigan. The leaves are turning into their annual multi-color splendor. You are welcome to join us for our Mi SACC luncheon/2019 Color Tour Lunch. For something different this year we have decided to meet for lunch at the Common Grill, 112 S Main Street, Chelsea, MI at 11:30 AM on Sunday Oct 20th. Reservations REQUIRED if you are attending contact Cheryl Lemieux at cheryllemeieux9@gmail.com. The Color Tour is optional and will be self guided to Uncle John's Cider Mill at 8614 North US-127, St. John, MI (989) 224-3686.

Stef and I missed the Paragon Reproductions Open House due to my shoulder surgery, but all those who attended reported that they had a great time. Thank you to Paragon Reproductions & Steve Child for being our Gold Sponsor at the 2019 SACC National Convention hosted in the Detroit Metro area last August.

The convention committee and volunteers had a very enjoyable business meeting at John & Kandy Ronayne's home Sunday Sept 29th to approve the 2019 SACC National Convention financial report for submission to the National SACC Board. Even financially, the convention was a success.

Several have agreed to caravan (Aug 24 and 25) to the 2020 SACC National Convention. So If you even think you may want to attend the 2020 SACC National Convention in Carlisle & Gettysburg, PA. See page 11 for additional contact information, call 717-258-3211 and ask for the SACC room block. The SACC convention will precede the Corvettes at Carlisle event; therefore rooms are at a premium and reservations at Allenberry Resort are going fast. Don't wait or it may be too late. Contact Bill Huffman if you are interested in joining the caravan.

We also look forward to seeing you at our annual Christmas Luncheon on Dec 7th, 11:30 AM -2 PM at Karl's Cabin, 6005 Gotfredson Rd, Plymouth, MI <http://www.karlscabin.com/location/karls-cabin/> Please advise Bill Huffman by Dec. 1st, if you plan on attending. This is necessary to allow us to be seated as a group.

Bill Huffman, Pres.
Michigan Chapter SACC

swh73@comcast.net
www.solidaxlecorvettemi.com



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

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

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Gold Sponsor - 2019 SACC National Convention

07.18.19

Next Generation Corvette Reveal Event



C8 Convertible reveal <https://www.youtube.com/watch?v=R67uL4Dt73Y&feature=youtu.be>



Paragon Open House Sept. 21, 2019

Paragon provided music, food, drinks and a t-shirt on a beautiful early fall day. Temperature was comfortable, food was very good and the music was over the top.

The ride home was a bit damp, but we had shared the day with friends! What could be better?



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: What do the pros think about silicon vs conventional after 100% brake system change out. Master cylinder, wheel cylinders, drums, shoes and actual hydraulic lines?

Answer from Bill Huffman, Michigan Chapter Pres.:

Speaking for myself only, every older Corvette brake system I have had to rebuild, wheel & master cylinders were full of rusty sludge and steel lines were rusty/rusted through. All have been replaced with new or rebuilt cylinders or calipers, SS brake lines and silicone based fluid.

Having owned the same cars for many years (one since 1968), other than pads or shoes, I have had no brake issues since switching to the silicone based fluid. The only downside is that DOT 3 fluid is more readily available. I keep two bottles in the garage.

Answer from Larry Pearson, SoCal Chap Tech Advisor:

I have been using DOT 5 Silicone brake fluid in all my cars since I first became aware of it in 1975 and I think it is wonderful. I have had no problems with it in these cars I own: 1949 Plymouth, 1951 Oldsmobile, 1955 Cadillac, 1956 Chevrolet Bel Air, 1960 Corvette, 1962 Corvette (2), 1968 Caprice, 1972 Chevrolet C 20 Pickup, 1975 Chevrolet Monza, 1984 Oldsmobile, 1992 Camaro. All US military vehicles use Silicone brake fluid, because they don't want brake failure. DOT 5 is compatible with all rubber components that use DOT 3.

There are some issues with it, however. First, it is hard to find and is very expensive. However, since it lasts forever, it is very inexpensive in the long run. Second, it is extremely difficult to remove from surfaces you plan to paint. Since it is not a petroleum based product, petroleum-based solvents will not remove it. I, quite frankly, don't know what solvent will remove it from surfaces to be painted. California's EPA has banned all known solvents that remove silicone. You have to sand or grind it off, and even this might not work.

If you spill it on concrete, it turns white when the concrete gets wet, and this never seems to go away. When the concrete is dry, it is not visible.

Silicone brake fluid absorbs air in the form of micro-bubbles, when it is agitated in the presence of air. These micro-bubbles will congeal into large bubbles and will dissipate when the fluid is allowed to sit undisturbed for at least one day. If you shake the container the fluid becomes milky with millions of micro-bubbles. For this reason, you cannot pressure bleed a brake system with Silicone brake fluid, and it probably cannot be used with ABS brake systems because the brake fluid gets violently pulsed when ABS is activated. Silicone brake fluid cannot be used in hydraulic power window and top systems that use brake fluid. This is because the pump agitates the brake fluid in the presence of air, causing millions of air bubbles to form in the reservoir, causing the reservoir to overflow with bubble-filled silicone fluid. I had this happen with a 1948 Buick hydraulic power top system, which I tried to convert to silicone. If you have to use DOT 3, use DOT 4 instead. They are supposed to be compatible and DOT 4 is supposed to resist absorbing water.

If you have your silicone-equipped vehicle serviced in a shop, they always will add DOT 3 brake fluid to top off your reservoir, no matter what you tell the mechanic or any signage you use. Most mechanics do not know what DOT 5 fluid is, and they definitely do not stock it. The DOT 3 fluid goes to the bottom of the reservoir and does not mix with the DOT 5, so you might not be aware that this was done. Most DOT 3 fluids can co-exist with silicone fluid, but some versions of DOT 3 will turn to "jello" when mixed with silicone. All DOT 3 does not have the same chemistry. If you have a garage service your silicone equipped car, take a plastic tie wrap and secure the reservoir top so the mechanic cannot get into it.

Because of the agitation problem with DOT 5, bleeding a newly overhauled brake system must be done very slowly. Plan on spending two days doing it. Remember, though, that if you do it right, the result is, literally, forever. Start out by carefully and slowly pouring DOT 5 into the master cylinder reservoir to fill it. Let it sit overnight. This will allow the DOT 5 to slowly fill the master cylinder bore. You need a helper to finish the bleeding. Make sure all bleeder screws and brake line fittings are tight. Use a clear plastic hose on all bleeder screws and feed it into a small glass bottle. The clear plastic hose will allow you to see when the brake fluid starts coming out and is clear of bubbles. Have your helper go to the right rear brake bleeder screw and open it. Very slowly push the brake pedal down to the floor and hold it there. Have the helper close his bleeder screw. Then slowly lift the brake pedal all the way up. Do not pump the pedal the usual three times and then have the helper open the bleeder screw. This will cause the DOT 5 fluid to be "blasted" through the air-filled lines, and will cause the fluid to be "aired" with millions of micro air bubbles, and you will never get a hard pedal. Repeat this process until you see

clear, bubble-free, DOT 5 coming out of the wheel cylinder or caliper. Then take a hard rubber hammer and rap the cylinder or caliper several times to dislodge any bubbles stuck inside. Then do the routine again until there are no bubbles. Make sure that the master cylinder reservoir remains full throughout the bleeding process. Pour the DOT 5 fluid into the reservoir very slowly to avoid aeration. Move to the left rear, the right front, and last the left front wheels and repeat this procedure. When you are done with the left front wheel, you should have a hard pedal. Push the brake pedal down hard and hold it there and see if it slowly moves down to the floor. If so, you have a leak somewhere, and you have to fix it. DOT 3 and 5 fluids are liquids and do not compress. If when you are done the pedal is somewhat soft, you have air in the system. Let the car sit for 24 hours, and then repeat the above process until you get a hard pedal.

You can do the above procedure by yourself, but it is tedious. Cut a piece of 2x4 to length and wedge it between the brake pedal on the floor and the front seat cushion. With this you can work both ends by yourself. Be sure to push the pedal down and then raise it up slowly.

When I converted my brand new 1992 Camaro to DOT 5, I did not disassemble and clean out the brake system. I flushed it out with DOT 5 at each wheel until no more DOT 3 came out each bleed screw. I took a turkey baster and emptied the master cylinder before starting the bleeding process. Although there probably was some DOT 3 still in the system, it now has been 26 years and I have never had any sort of brake failure. The calipers and the master cylinder are all original.

If you are rebuilding your master and wheel cylinders or calipers, and the rubber cups are not cracked or worn, I reuse them. Rebuilding kits are hard to get. Today's repair kits are made in China and I do not trust anything they make. In my experience, some of their rubber parts are bad right out of the box. Never use anything but alcohol as a solvent to clean brake parts. Petroleum based solvents and lubricants will destroy brake system rubber parts. Use brake fluid as an assembly lubricant. If you use a brake hone to clean up the brake system bores, do not attempt to polish the bores with fine sandpaper. They may leak if you do this. The finish should be left coarse. This advice came from a man who has a business rebuilding and re-sleeving calipers, wheel cylinders and master cylinders.

Answer from Chip Werstein, SoCal Chapter Tech Advisor: I am a big fan of DOT 5 and use it in all my vintage cars. However when bleeding a C-1 system I always start at the left rear wheel because it is furthest from the master cylinder... then rt rear, rt front and finally left front. Bleeding is challenging and time consuming especially the pumping the pedal method. Years ago I had a friend who would loan me his power bleeder loaded with DOT 5 which had the right top for the C1 master. That's the easy and fast way to do it. He's long gone and I started gravity bleeding. I have a lift and I get the car 6' in the air. I use a long clear plastic tube

and drain it into a clear bottle. I usually go around the car 4-5 times until all the bubbles completely disappear, always making sure the master is full. Normally it takes me two days to get a good pedal.

Question: Is there anything showing how to install the chrome clips and chrome molding that go on the deck lid? Do the clips get installed to the deck first and the chrome slides over the clips or do the clips go on the chrome and then attach to the deck lid?

Answer from Chip Werstein, SoCal Chapter Advisor:

The clips are installed in the stainless moldings first and then the assembly is mounted to the convertible deck lid. There is a good illustration in the 1961 assembly manual in section E sheet 4.

Question: I have a 1960 Corvette with dual 4-barrel carbs and an automatic transmission. Did this model have a transmission oil cooler in the radiator? My radiator is not set up and I do not have any lines

Answer: Due to the horsepower to weight ratio of early Corvettes, they did not use a transmission cooler so the transmission itself has two brass plugs installed blocking the passages where lines would connect.

Question: I have owned my 1962 Corvette (# matching) for almost 9 years and I'm going to have the second gear synchronizer replaced. I dropped the rear driveshaft from the differential, but the front slip yoke isn't budging. I sprayed penetrating oil on it but hasn't come loose yet. Does anyone have any ideas? I don't want to damage my T10.

Answer from Doug Prince, SoCal Chapter Advisor:

For some reason, GM decided in model year 1962, to add a 1/4 inch spacer between the transmission mount and the tail shaft. I surmise that GM wanted to cut down on the drive shaft angle for some reason, but you must install this special spacer if you want to add a Muncie 4-speed transmission. All 62 C1s had this special spacer. I worked on a 56 C1 years ago and I pulled the motor and transmission and could not get the drive shaft splines/yoke splines to line up, when I went to reinstall the drive shaft in the transmission. 56 C1s had a metal protection plate in the transmission tunnel and this was my problem in getting the yoke and output shaft splines to line up. Lowering the transmission a little bit solved the problem and everything went together and worked just fine. Try lowering the transmission at the transmission mount. Maybe it will allow the yoke to come out easily... give it a try before beating on the transmission drive shaft because you will have to remove the transmission mount to remove the transmission in the first place.

Answer from Chip Werstein, SoCal Chapter Advisor:

Usually the reason for the driveshaft not easily sliding off the trans output shaft is that the splines on either the output shaft or yoke are twisted. In the past I have had to pry or carefully hammer the yoke out of the trans. Once apart, determine which parts are damaged and replace as necessary.

MI SACC EVENT CALENDAR

Come to the SACC Color Tour.

Enjoy a drive through beautiful Michigan

Sunday, Oct 20, 2019 Fall Color Luncheon Chelsea, MI

Meet at 11:30am - The Common Grill, 112 South Main Street, Chelsea

Optional self-guided Color Tour to Uncle John's Cider Mill after luncheon

Please RSVP to Cheryl Lemieux at: cheryllemeux9@gmail.com if attending luncheon

Dec 7, 2019 Christmas Luncheon

Plymouth, MI

Champion: Bill Huffman

SWH73@comcast.net

Info to follow

www.karlscabin.com/location/karls-cabin/

A message from the MI SACC Board to all SACC members of Michigan

It has been a busy year for the Chapter, planning for the SACC National Convention required hours of planning and coordination in order to provide an enjoyable experience for those attending. We were successful in many ways. Mi SACC Chapter welcomed them and all enjoyed their experience and Detroit hospitality.

However, there was one major disappointment that lingers. That is the seeming lack of interest and support by a sizable percentage of the SACC members residing in Michigan. We understand some may be ill or dealing with family issues but even counting those, that leaves quite a few SACC members that the Michigan Chapter is apparently not addressing their needs or expectations.

C1s from San Diego, Massachusetts, Florida, Arizona and three from Texas drove to Detroit. They were not trailered, they were driven. Where were the C1s from Bad Axe, Grand Rapids, Traverse City and Mackinaw? Is it unreasonable to ask why? We would really would like to know. Please contact Bill Huffman with any comments or suggestions at swh73@comcast.net.

We will be gathering at the Common Grill in Chelsea for the Fall Color Luncheon. After the luncheon, an optional self-guided Color Tour to Uncle John's Cider Mill in St. John's, MI. We hope you will attend and take this opportunity to exercise your C1 (however, Detroit Iron is acceptable based on the weather) and continue to be a part of MI SACC, which is focused on keeping our C1s on the road. If attending the luncheon, please contact Cheryl Lemieux at: cheryllemeux9@gmail.com.

The Christmas Luncheon will be held at Karl's Cabin in Plymouth, MI. It is always a good time to reflect on our C1 experiences and share a meal with friends as we celebrate the season. Group reservations have been made, but RSVP is required by mid-November to confirm space and seating. Please contact Bill Huffman at swh73@comcast.net to RSVP, and be sure to add it to your calendar.

A short Annual Membership Meeting and election of 2020 officers will follow.

If you are unable to attend the Fall Color luncheon, we hope to see you at Karl's Cabin on Dec. 7th for our annual Christmas Luncheon.

Michigan SACC Chapter Board



Don't forget our website

www.solidaxlecorvettemi.com



August 26-29, 2020

These are the corrected dates!

SACC's 2020 National Convention will coincide with the Corvettes at Carlisle event, August 26-29, 2020. Not only will they occur simultaneously, but Convention activities will tie in with Corvettes at Carlisle. As SACC Convention attendees and Corvettes at Carlisle registrants, we will receive special considerations and positioning while attending Corvettes at Carlisle events.

Wednesday, August 26--Business meetings are and welcome reception that evening.

Thursday, August 27--Morning caravan to York, PA to tour the **Harley Davidson assembly plant**. Afternoon reserved for parts hunting at the "Fairgrounds". That evening we return to the Allenberry Resort for a reception and our **Annual Banquet** (yes, next year it will be at the beginning of the convention rather than at the end). Bill Miller and Lance Miler will be our guests of honor and we will have a special guest speaker.

Friday, August 28--We will host **Tech Sessions** at the "Fairgrounds" in the morning, and that evening attend the **Chip Miller Amyloidosis Foundation Charity Dinner**.

Saturday, August 29--Free time at the "Fairgrounds" and our **C1s will be the lead cars** in the annual Corvette parade in downtown Carlisle. Then we will caravan back to the Allenberry Resort, where we will have a **Cruise-In & Cook Out**. Shuttle service will be provided between the Allenberry Resort and the "Fairgrounds" for spouses who may not want to spend the entire day at the event. Saturday afternoon there will be an **alternate schedule for spouses** including a luncheon and matinee performance at the Allenberry Playhouse.

The agenda and registration form will be in the winter edition of the "On Solid Ground" magazine and is on the Solid Axle Corvette Club web site (www.solidaxle.org)

Allenberry Resort Rooms are going fast

The good news is as of August 30, we sold out of our initial 30-unit room block! The bad news is we have sold out of our 30-unit room block!

SACC President Brad Bean was able to get another 10 rooms added to our convention room block, so we now have 40 rooms. But they are going quickly, so if you have not yet done so, please book your room immediately! Unless you have a Carlisle, PA, area hotel where you stay every year, the next closest hotels with rooms available that week, are 20 miles away in Mechanicsburg, PA.

When you call the Allenberry Resort: (717) 258-3211, press #1 for reservations and ask for the SACC room block for your dates, between **August 25 & 29, 2020**.

While they last, your choice will be:

Pine Lodge: \$219.00

Meadow Lodge: \$179.00 (2 queens)

Meadow Lodge: \$192.00 (1 king bed)

Once our room block is booked, if **they have any other rooms available**, it will be at their established rate and there is nothing we can do to pull any strings. So again, if you plan to attend, please call immediately to make your reservations.

**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: jplvet9@gmail.com

Applicant Name _____ 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 in early 2020 Yes___ No___

Signature: _____ Date: _____

I am currently a member of the following automotive clubs/organization _____

Michigan Chapter SACC 2019 Volunteers

President: **Bill Huffman**
2200 N Sandstone Road,
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swh73@comcast.net

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Secretary: **Cheryl Lemieux**
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cherylleieux9@gmail.com

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2056 Fox Glen Court,
Bloomfield Hills, MI 48304
choochooharry@comcast.net

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 Badenhop, SACC NATIONAL
P.O. Box 2288
N. Highlands, CA 95660-8288
badenhop@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 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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30120 Lincolnshire E.,
Beverly Hills, MI 48025
cell: 248-514-2677
druby@comcast.net

