

Michigan

"Where it all began"



Volume 4, Issue 4

Mi SACC Caravans to Memphis

On July 23rd, five couples, members of MISACC, met to caravan to Memphis and in the words of Paul and Cheryl Lemieux.....

"It was awesome - Paul and I really enjoyed the trip, the convention and everything. His car (1959) ran great and the weather couldn't have been better - it was not hot and muggy like we thought it would be. The highlight of the trip had to be the visit to Graceland. We followed a Memphis police car in a caravan of the solid axle Vettes, then newer Vettes to Graceland. Motorcycle police blocked the entrances of the freeway to let us pass without other vehicles around. After we got there, we lined up in the employee parking lot across the street and they sent us over to Graceland in small groups to have our picture taken in our car in front of the mansion. That is extra special since normally people are



not allowed to drive up that driveway to the mansion. The pictures turned out very nice, but we couldn't get out of the car to take any of our own - only the SACC official photographer and she'll mail a larger copy to all of us - we were given a 4x6" copy to take home. The tour was of the mansion, the Elvis Presley Automobile Museum, as well as two private planes on the grounds. We had a buffet dinner in the car museum and it was very nice.

The guys really enjoyed

the tech sessions on Saturday and the speaker, Tom Hill, was from the GM assembly division in Bowling Green. He and his wife drove his company car to Memphis - a 2014 C7. On Saturday afternoon, he took it out of the garage, along with Tom Gamache's '54, and they parked them side by side for photos. For the ladies, there was a 1950's and 60's fashion show and that was fun. We sat with Tom Hill's wife, Liz, and she is very nice. (continued on pg. 2)

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Special points of interest:

- ◆ *DRIVE2ENDHUNGER*
August 12, 2013
see pg 4
- ◆ *Woodward DreamCruise*
August 17, 2013
- ◆ *Corvette Crossroads Capital City Club Mackinaw City, MI*
August 24, 2013
- ◆ *Paragon Openhouse*
Sept 21, 2013
- ◆ *2014 Mi SACC CARAVAN Nat'l Convention, Lancaster, PA*
- ◆ *2014 Caravan to Corvette Museum, Bowling Green, KY*





Mi SACC in Memphis (Continued)

The banquet was great and I think Michigan had one of the largest group of attendees, with twelve of us there. I think we also spent the most money at the auction too! There was a bidding war for the three convention posters which had a 1953 white Vette on it, and Tom Gamache bid until he won, as did Danny Dawes (our newest club member, see his comments on pg. 3). Carol Wyman and I each won silent auction items. It was a lot of fun.

Caravanning worked out well, although it was a little hairy in some spots near the big cities making freeway exchanges, but we came out without a scratch. It was fun to have people waving, tooting, giving us the thumbs up all along the way. We even got a toot from a train passing along the roadside. At the gas stops, hotels, etc., people were coming over to the cars to ask questions all the time. Paul and I spotted a car carrier with a load of 2014 Corvettes when we were near Bowling Green, KY - Tom Hill thought they might be the ones being shipped to the media.

It was a fun trip all around."

Cheryl and Paul



Gamache and the 1954 at Graceland

L to R: Tom and Sue Gamache, Art and Carol Wyman, Cheryl Lemieux, Bill and Stef Huffman, Ellie and Pat Lickfeldt and Patti and Danny Dawes. Paul Lemieux is behind the camera.



All photos courtesy of Cheryl & Paul Lemieux

Mi SACC in Memphis (continues)

Remember the many times when you were thinking about going to the SACC National Convention, and all the reasons you developed for not going. Well, here is the story you should read.....

We've BEEN to Memphis! You may have seen the Video on the SACC website announcing and previewing this years convention. It was made by one of the hosts (Mary Rae Brockhouse) and started off with the excited proclamation "We're GOING to Memphis". Those words were an inspiration to Patti and I after buying our '62 the end of last summer and joining the Michigan SACC Chapter. She needed a lot of work to make the trip (the 'Vette not Patti) and we wanted to get'er done before we left Sunday with plans to make a few extra stops along the way. The last task needed (at least to make this trip) was the engine rebuild and reinstall. We moved the Sunday departure to Tuesday but they just couldn't get her off the dyno and into the car before we had to leave. So cancel the trip because we had no Solid Axle to Drive??? Heck NO, we have been around cars from the early 1960's up and know there can always be something to cause a change of plan. So regroup and off we went in our 2012 Silverado headed to Bowling Green, KY and the Corvette Museum for our 1st stop. After enjoying that pit stop we headed to a Fresh Water Pearl Farm, museum and gift shop (Patti's favorite part of the stop!) staying overnight in Camden, TN and then on to Memphis Thursday and our 1st Solid Axle Corvette Convention.

WOW, what a great event. It was well organized, easy to get around and so many things to do! After the meet and greet with others in the SACC, we headed off to Beale Street to check it out and concluded with a electric Trolley ride back to the hotel. Friday we filled two buses and went on a tour of many historic landmarks with a singing tour guide who kept us entertained and smiling. Our guide was fabulous and she kept everyone engaged. We heard the other guide was just as entertaining. We learned a lot about the town and the origins of Rock and Roll and ended up at the Rock and SOUL Museum. With so many items on display and historical facts it was hard to get through everything in a couple hours. One could go back again and again to see/learn more. Patti and I had lunch with the other 10 from our Michigan contingent and enjoyed getting to know more of the folks.



Police Escorted Caravan to Graceland

Later we all gathered in the parking deck and got a Police Escort to Graceland. WOW, what a neat experience. Our truck got to be the "caboose" and bring up the rear of the pack. They blocked off the expressway as we drove along and had me straddling and blocking 2 lanes to help keep the traffic away from the 'Vettes. The motorcycle police would leap frog and take turns blocking exits and being my "wing-man" (wish I could have that on my drive to and from work each day). The 'Vette's arrived safely and then got their picture up close and personal in front of the mansion. Afterward we all got a private tour. Wonderful to be there after hours and no crowds. All of this was followed by Dinner at the Elvis Car Museum with a buffet of some of what the south is known for. We headed back at the end of a spectacular day to the hotel to get some rest.

Saturday was a great day of seminars with restoration/maintenance tips, a vintage video of the 50/60's racing and a sneak peak at the corvette factory changes and workup for the all new 2014 'Vette. Many of the ladies spent some time on their own and also in a 50/60's fashion show which Patti loved. Then out to the garage to see an early production New 2014 'Vette. They drove it out front of the

hotel for better lighting and posed it with Tom and Suzanne Gamache's 1954 'Vette representing 60 years (before and after). We got some great pictures of both cars and experienced what the new one is like to sit in. One word... Sweet!

Saturday, the convention concluded with a dinner, silent and live auction's and the annual meeting. The meeting had many comical spots and everyone seemed to have a great time. It was sad to see it coming to an end.

Patti and I did several other stops on our overall trip, but the convention was definitely the highlight for us. Even without our Solid Axle car we had a blast! We hope more folks from Michigan sign-up for future conventions. Whether or not you take a solid axle car, you are sure to have a great time, make new friends and enjoy the spirit that make us all love these cars and this club!

We already have our first challenge for next years convention in PA. Patti is a teacher who will be just back to work and not able to get the time off, BUT she is already suggesting I drive to the SACC convention and she will drive out for the Carlisle event and we can caravan home together. Now that must be love!!!

Danny and Patti Dawes



1954

2014

August 14, 2013—Corvettes on Woodward—DRIVE2ENDHUNGER



Supporting the Opens Hands Food Pantry—Royal Oak

The days of the calendar are flipping by faster than the new C7 can sprint from 0-60mph. August is nearly upon which means that the Woodward Dream Cruise is right around the corner. Along with that comes all of the activities beforehand that makeup the annual [Corvettes](#) on Woodward fiesta. Once again, organizer Larry Courtney has assembled 3 full days [Corvette](#) goodness for participants.

Each year on the Wednesday before the Woodward Dream Cruise Corvette enthusiasts gather to support the Open Hands Food Pantry in Royal Oak, MI. [Corvettes on Woodward](#) began as a one night only Corvette take-over of famous Woodward Avenue. Today it's a multi-day festival of all things Corvette and the 2013 edition takes place in just a couple of weeks.

The highlight of Corvettes on Woodward is the Wednesday night cruise down world famous Woodward Avenue. The event now consistently draws over 500 Corvettes each year to the Radisson Hotel in Bloomfield Hills for staging.

From there it's about 5 miles of cruising south to the food bank to drop off generous donations. In addition to the edible goodies, the cash donations are typically enough to buy 40,000lbs of food each year. That's the weight of about 12 Corvettes.

This year there are five tours and two meet and greets scheduled. Here's how the whole agenda looks for 2013.

Activities on Wednesday, August 14th begin with a tour of the [GM Heritage Center](#) at 10am. Currently only one tour is scheduled but an additional tour may be added if there is demand. Cost is just \$10 per person to view this priceless collection of 100+ years of GM history.

After the Heritage Center, you'll head over to the Radisson Hotel for staging for the big cruise. The lot opens at noon. At the hotel there will be a 50/50 drawing and a Cauley Performance Automotive truck taking food donations for those not cruising to the Open Hands Food Pantry. Vendor displays will include [Corvette Central](#), Eye Candy Wraps, Matick [Chevrolet](#) (with Callaways!), Galli Sports Apparel, and Cruis'News magazine.

Information on the [2014 National Corvette Caravan](#) will be available as well. The police will show up at 7pm to block off Woodward so 500+ Corvettes can head south. Like last year, a \$5 donation will be collected when you enter in order to offset expenses. Any excess collected is donated to the food pantry. All attendees will get a raffle ticket and the first 250 Corvettes will get a dash plaque. After you've dropped off your goodies head on up to the Moose Preserve restaurant at Square Lake and Woodward any time after 8pm. (CorvetteBlogger tip: don't forget to order the fresh made chocolate chips cookies).

Thursday's adventure is a visit to the massive [Lingenfelter Collection](#) in near-

by Brighton, MI. As of now, the time is still TBD, but it's usually a morning tour. Contact Larry Courtney to reserve your spot as this tour is limited to 100 people. Cost is free, but a \$10 donation to the Lingenfelter charities is usually offered up. Later on at 7pm head over to the Hooters at Rochester and Big Beaver Roads for another meet and greet.

Friday August 16th is a very busy day. The action begins with a 10am stop at the Webber Wildlife Museum in Clinton Township, a 1pm tour at Katech (limited to 24 people), and wraps up at the Stahl Automotive Museum and their free openhouse from 1-4pm.

[Corvettes on Woodward](#) is rapidly growing into a can't miss Corvette event each year. Make your plans now for the tours and Radisson parking. They fill up quickly. For more [information](#) on the event follow the [COW thread on Corvette Forum](#), or email organizer Larry Courtney at vjnlcvette@aol.com, or give him a call at 586-876-6923.





AUGUST 28 - 30, 2014 ALL ROADS LEAD TO BOWLING GREEN NATIONAL CORVETTE MUSEUM ALL ROADS LEAD TO BOWLING GREEN NATIONAL CORVETTE MUSEUM

MICHIGAN CORVETTE OWNERS

I have extended an invitation to our Canadian Friends to join us on our 2014 Caravan. Depending on our final route we will either meet up with the Ohio Caravan or the Indiana Caravan. I am sure most of you want to get there without a lot of side trips. One that you might like is either Kentucky Speedway or Indianapolis Speedway. I am open to suggestions on both stop over's and routes. My next letter will give route details.

What kind of Road Warrior are you? Some like to just go, some need or want to stop every two hours, some need to stop more for gas, or food. So would you like a one day trip or two? I need to know.

I go to the Museum many times and have taken three different routes. The mileage is between 485-550 miles taking between 8-8.5 hours. That is driving straight through without much time for stops. I jokingly say that when I go by myself I can make it in 7 hrs. When my wife Verna is with me it takes two days.

My plan for the 2014 Caravan will be two fold. One will be a two day trip the other a one day trip. The hope is that both will meet up and we will arrive at the Museum together.

I plan for the two day trip to leave the Detroit Metro area on Tuesday August 26 with one stop Tuesday night and the caravan arriving in Bowling Green on Wednesday after-

noon. This gives us time to settle in and be ready for all of the events and festivities the next three days.

Rooms -There will be rooms available and I will notify all of you when to start booking rooms. Please don't hesitate because they will fill up fast.

Museum Tours—These also fill fast so when registration opens please keep

that in mind. Factory Tours really fill fast. I have found that while many like hour drive, add to that a little lunch to book group times sometimes it is best to do it individually. I will also have suggestions for tours to do on the way home from the 20th Anniversary Celebration. There will be many semi-nars to attend. Lots of goodies to buy.

The Museum hopes to have the first "west" leg of the MotorSports Park open by 2014. The Michigan Caravan is planning to and seeking donations to buy an acre at the MotorSports Park.

Route Change—We will be leaving Matick Chevrolet, Redford Michigan on **Tuesday August 26**. A lunch stop will be in Marshall, Michigan. The Marshall location is where all of the local caravans will meet. This gives us the opportunity for all of the people from SE

Michigan, The Flint, Lansing and WCM Corvettes to all come together. The next stop is Indianapolis for the night. Hotel information will be coming in the spring of 2013.

Wednesday-we head to Churchill Downs for lunch. After lunch we start our final leg of the caravan and should

arrive in Bowling Green at 3 PM. I currently have 60 rooms available and will have more in the near future.

In the coming months I will be sending information about gas stations, rest stops, places to eat and sites of interest. These will also be in the MICHIGAN CARAVAN ROUTE BOOK

that you will receive in the Spring

of a full day. This is why I suggest a two day trip. For those that plan on a **one day** trip I ask that you make your plans to meet up with the rest of the Michigan Caravan on Wednesday August 27 at Churchill Downs Kentucky. This way we can all make the final trip together.

The Michigan Caravan currently has two sponsors, Matick Chevrolet in Redford, Michigan and Corvette Central in Sawyer, Michigan. The Michigan Caravan Banner is proudly on display at Matick and this year there will be one at Corvette Central.

Please contact me for more info:
Michcaravan2014@aol.com

Larry Courtney Michigan Captain



Technology Speaking

Reprinted from an early On Solid Ground

Interchange Parts for your 53 to 62 Corvette

| CORVETTE PART | SAME PART ON THIS CAR |
|--|---|
| Bolts, nuts, fasteners: | GM cars and pickups. Remember the pickup plant was also in St. Louis |
| Clock: 1958-62 Corvette | Any 1955-56 Bel Air clock. |
| Courtesy Light Buttons- Brown: | All early 1959 GM cars |
| Dash Knobs: 1953-55 1956-57 | 1953-54 passenger car (Same, but black. Must be painted white.) 1956 passenger car knobs. |
| Door Glass: | 1956-62 Must be cut, but originals have the correct logo. (watch date codes.) |
| Door Handles: 1956-62 Corvette | 1955-56 passenger door handles with the thin bottom part of the handle. |
| Door Hinges: 1956-62 Corvette | Both left and right, 1955-57 2 door or hardtop passenger car. |
| Door Latches: 1956-62 Corvette | Any GM 1955-56 2 door car. |
| Door Lock – Outside: 1956-62 | 1955-57 passenger car door locks. |
| Door (window) parts-Interior | 1956-57 car parts. (Must rework main arm.) |
| Emergency Brake Flasher Switch: | 1955-57 car. |
| Head Lights: 1953-62 | All 1950s, early 60s GM cars. |
| Heater Control: 1953-55 | 1953 Oldsmobile (Change the knob) |
| Horns: 1956 Corvette 1957 Corvette 1958-60 Corvette | 1956 Chevrolet passenger car horn. 1961 Chevrolet passenger car. - Placement on Corvette is right horn on left, left horn on right. Same as above + rotate bracket 180 degrees. |
| Power Window Motor: 1956 Corvette 1957-58 Corvette | 1956 Chevrolet passenger car. 1957 to 1959 GM passenger motors. |



Technology Speaking

Interchange Parts For Your 53 to 62 Corvette

| CORVETTE PART | SAME PART ON THIS CAR |
|--|--|
| Radio knobs: 1953-55 1956-57 | 1953 Buick - Chrome back knobs 1956 car headlight knob. (Take shaft off) |
| Rear license plate bracket: 1956-57 | 1955-56 passenger car trunk bracket. |
| Rear Spring Plates: 1958-62 | 1955-57 car. On 1960-62 Corvette, you will need to drill a hole for the sway bracket. |
| Red Top Washer Container: 1957 (1st design) | All 1958 cars that used a foot operated pump with raised bar on top. |
| Trunk Latch Cover | 1955-56 passenger car. |
| Trunk Lock - Outside 1953-62 | Most 1952-58 GM cars. |
| Turn Signal Housing Cone: 1953-57 | All 1953-54 cars. |
| Waffle Pattern Upholstery: 1956-57 | 1955 Nomad |
| Wheels: 1956-62 Corvette | 1955-56 passenger car wheels (Must be welded, not riveted.) |
| Windshield Washer: 1958-62 Control Unit | Most 1950s GM cars. Early 1958s may have used the glass jar, on the later cars you must change the top. |
| Windshield Washer Nozzles: 1953-62 Corvette | Any early 50s Chevrolet or GMC truck. |
| Wiper Blades: 1953-55 | 1956-57 car using the electric wiper motor. |
| Wonderbar Radio: 1956 | 1956 car Wonderbar radio. There is a slight difference in the power pack unit, car has P.P. lead on left going over radio, Corvette is on right. |
| Wonderbar radio: 1957 | 1957 car Wonderbar radio. |
| Y-50 Mirror: 1953-62 | 1950 Cadillac (Right side) Possibly Buick. |



| Shirt Type | MI SACC Decoration | Std size-S thru 2XL | Std White Price | Quantity each Desired |
|----------------------------|--|--|-----------------|-------------------------|
| 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 Rear



T-shirt Front



**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__

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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:

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Michigan membership dues, inquiries and corrections

to the address list should be directed to the Treasurer:

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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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