

Michigan

"Where it all began"



Just when you think you are ready..

Over the last several summers, the faithful old chariot has been to Carlisle, Bowling Green twice and Mackinaw at least three times. Due to short run break-in trips, with an eye on preventive maintenance, major break downs have been rare and after all the preparations getting an old '60 Corvette ready to caravan to the SACC National Convention in Memphis, I just did not anticipate this.....

Most major & all minor components have been cleaned, repaired, rebuilt or replaced. In preparation for the Memphis trip, I decided on several re-do's based on newer, better reproduction parts. In no particular order, it was time for radial tires, new door weather strip, carpet, gas tank,



sending unit, fuel gauge and All re-do's were completed in last but not least stripping the time for a full week of short paint from the doors forward run break-ins and the '60 C-1 to repair 50 years' worth of stress cracks and correcting was a fine looking & good running machine ready for two previous repairs that had left both front fenders distorted.

(BTW- the 1958 front fender supports I bought at Paragon last September were invaluable in guiding both front fenders into their correct shape. The supports were not left on. The previous repairs had forced the fender distortion).

was a fine looking & good running machine ready for the MI SACC caravan to Memphis.

Tuesday, July 23: We were ready to go and meet up with the caravan.

(Continued on page 4)

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Special points of interest:

Paragon Open House

Sept 21, 2013

**BE THERE
OR
BE SQUARE**

Swartz Creek

Sept 21st



2013 SACC Season Ending Event

Sept 21, 2013 Swartz Creek

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 MI SACC 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

Paragon Fall Open House



Presidents Message:

From the President's Laptop

Aug/Sept 2013

The summer driving season is passing faster than most early Corvette owners want to drive their cars. Memphis was 800 miles of memories going down and about 720 miles coming back.

On the way, a group picture was taken at the National Corvette Museum, we rode the electric trolleys to downtown Memphis to have BBQ for lunch on Beale Street, visited the Rock n Soul Museum, had a very entertaining musical tour of the Memphis area, visited Graceland for a tour, a photo op and a catered dinner at the Graceland Museum and thanks to Tom Hill, Corvette Engineering Mgr. we got to inspect the new C-7 up close & personal. Coming home a different route, we stopped off at Mid-America in Effingham, IL on Sunday and had the opportunity to talk to Jerry Kohn at Corvette Central in Sawyer, MI on Monday.

Thanks to Harry Jones for the club invitation to Woodward Dream Cruise. I was unable to make it due to "car issues" but I hear it was a success. We managed to get the car ready for Corvette Crossroads at Mackinaw where the turnout was unusually large. We had great weather and several early cars. A few MI SACC members were able to be there. Ron Struck took first place in 53-62 stock class



in his beautiful black '62. Patrick & Ellie Lickfeldt brought their red '62. Patrick also attended the Dream Cruise. John & Marlene Ennett from Negaunee stopped by. It's always great to meet new members and be able to put a face to the names. Greetings from the Trolls to the Yoopers, welcome to Michigan Chapter!

Sept 21 is the Paragon Open House. It has always been a good event and we hope to see you there.

We have 10 Michigan Chapter T-shirts available in various sizes. Sales go directly to the club treasury.

Club logo hats & polo shirts are also available.

To those of you who are National SACC members, who reside in Michigan and therefore are receiving this newsletter, but for whatever reason have not been able to join the Michigan Chapter, please don't be shy. If you run into us at a show, stop & say hello. We welcome all SACC members. We're here to help.

Life is good, Bill Huffman, President, Michigan Chapter SACC

MI SACC goes to Memphis.....

(continued from page 1)

Tuesday, July 23:

11:00 am, Stef and I met several MI SACC C-1s at a Jackson restaurant for breakfast.

12 Noon, the C-1 caravan headed west from Jackson on I-94.

12:45 pm, heading south on I-69 south of Coldwater, MI about mile marker 9, the engine just shut down. It has a new tank, new strainer sock on sending unit, it's full of gas, has a new gas gauge that read >3/4, a rebuilt 4656 fuel pump with less than 3000 miles on it, no unusual leaks and the belt was OK. Accelerator pump shoots no gas, engine cranked OK. Out came the tools. No gas in the pump to carb line, in-carb filter was clear. Conclusion, it's the fuel pump.

1:00 pm Tuesday afternoon, there is a Chevrolet dealer 5.7 miles away and we had confirmed reservations for the evening in Anderson, IN. No sweat, we'd call a tow truck, Royal Chevrolet could put on a replacement pump and we'd be back on the road quickly.

4:00 pm, three hours, 12 phone calls and our third towing company later, John the tow truck driver shows up.

4:30 PM, here we were at Royal Chevrolet, Coldwater, MI. However, the dealership didn't get a fuel pump even though they had known a 1960 Corvette 283 was coming in for 3 1/2 hours; the mechanics go home at 5 PM, have a good evening, we'll see you tomorrow. Better idea!!! John, how much to tow the Corvette 40 miles to my home?

The other MI SACC C-1s headed for Anderson, IN. I helped drag the '60 home, parked it in the garage, transferred the luggage into the '05 and headed out. The newer cars are great. I got there only an hour after our group of MI SACC C-1s did.

Overall the whole trip was terrific, Great Rivers Chapter put on an outstanding convention and it is always a pleasure rub shoulders with people who share your passion for the C-1 and don't think you are slightly nutty because of it.

One of the recurring topics we discuss deals with the effects of 10% ethanol fuel and soon perhaps 15%, will have on the fuel systems of older Corvettes. I had an interesting conversation with John, the tow truck driver. He owns a '33 Ford hot rod with a Chevrolet engine and feeds it with an in-line fuel pump. Since it has no rubber diaphragm, it's unaffected by ethanol. In-line pumps can be used as either primary or as a secondary back-up system. As a back-up system, the only serious concern would be pumping gasoline into the crankcase through the 4656 fuel pump perforated diaphragm.

Fast forward to July 30th and I have a crippled C-1 in the garage.

Bright & early Tuesday morning,

I had three objectives in mind:

- 1) Find an ethanol compatible pump rebuild kit,
- 2) Tear down the 4656 fuel pump to diagnose failure mode,
- 3) Investigate a ethanol compatible in-line fuel pump that could be installed under the tank cover.

I found a "modern fuels" compatible kit @ Chicago Corvette on the internet, ordered it & moved on.

While waiting for delivery, I tore down the old pump. The diaphragms were undamaged (as they should be for a relatively newly rebuilt original pump) but the whitish grey ethanol residue was clearly evident. What surprised me was the failure mode. The diaphragm rod/plunger is about 2 inches long, is flattened

on the end and has a slot stamped into the flat. Looks like the eye of a very large needle. The pump lever feature that fits in the slot and pushes the rod up & down had torn thru the eye of the needle. The diaphragms were fine and from the outside, the original pump looked new. It just didn't pump. Nobody has to tell you guys what a dirty, difficult job it is to change a Chevrolet fuel pump on a hot engine sitting at the side of the road.

Let me digress for a moment. As a professionally rebuilt "original" pump, with a plunger that mates with a heat treated actuating lever, I (as an automotive engineer, myself) assume the working area of the plunger should also have been heat treated. The "rebuild kit" came with a soft steel plunger so maybe I get another 3000 miles before it breaks again??? (I reinstalled the defective 4656 fuel pump without rebuilding it since the diaphragms were OK.)

I was determined to find a better solution!!! (See pages 5, 6 & 7)

What I found, once installed, can literally be changed standing up, with a Phillips screwdriver, a regular screwdriver or 1/4 inch socket and a pointed hole probe in about 15-20 minutes. It can be back-up or primary and the NCRC Judge will never know, unless you tell him.

Bill Huffman



A better solution.....

Below is an overview of the entire system.

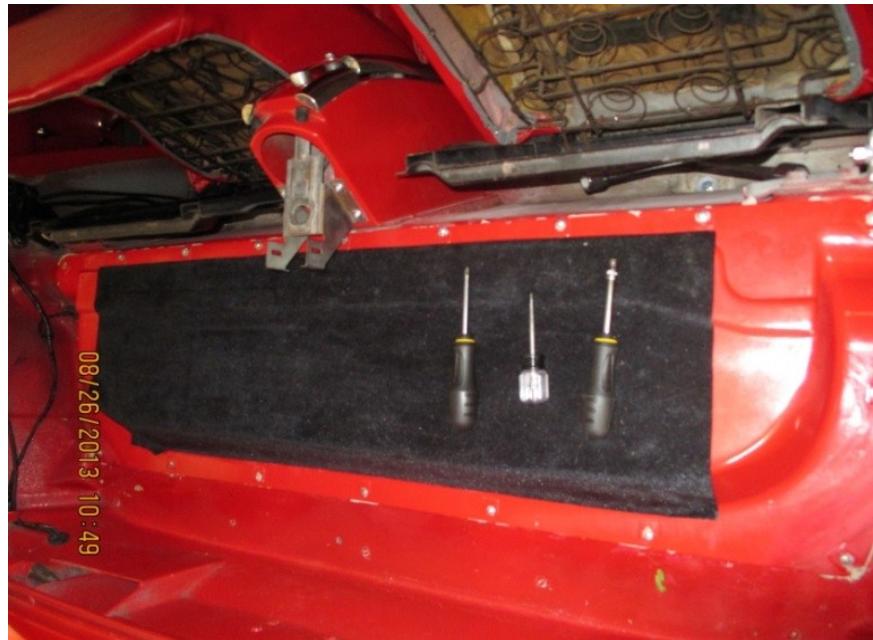


First, the deck lid is opened; then, the convertible top is raised and hooked to the windshield.

Next, the rear bow is rotated forward to expose the tank cover.

Move both seat cushions forward out of the seat frame to allow the seat backs to be unhooked & rotated forward.

The tank cover can then be removed using a medium Phillips screwdriver.



A better solutioncontinued



Disconnect the fuel line from the sending unit.

Attach a 12 inch long 3/8 diameter steel brake line to the sending unit that is bent at the center of length approximately 10-15 degrees forward, then bent down over the end of the tank. Connect the steel brake line to 3 inch long 3/8 inch gasoline hose that is then connected to a 90 degree bend in a 3/8 steel tube. Another short 2 inch long 3/8 gasoline hose is connected to the filter side of the Mr. Gasket #12 S in-line pump. 4 clamps are required on the input side.

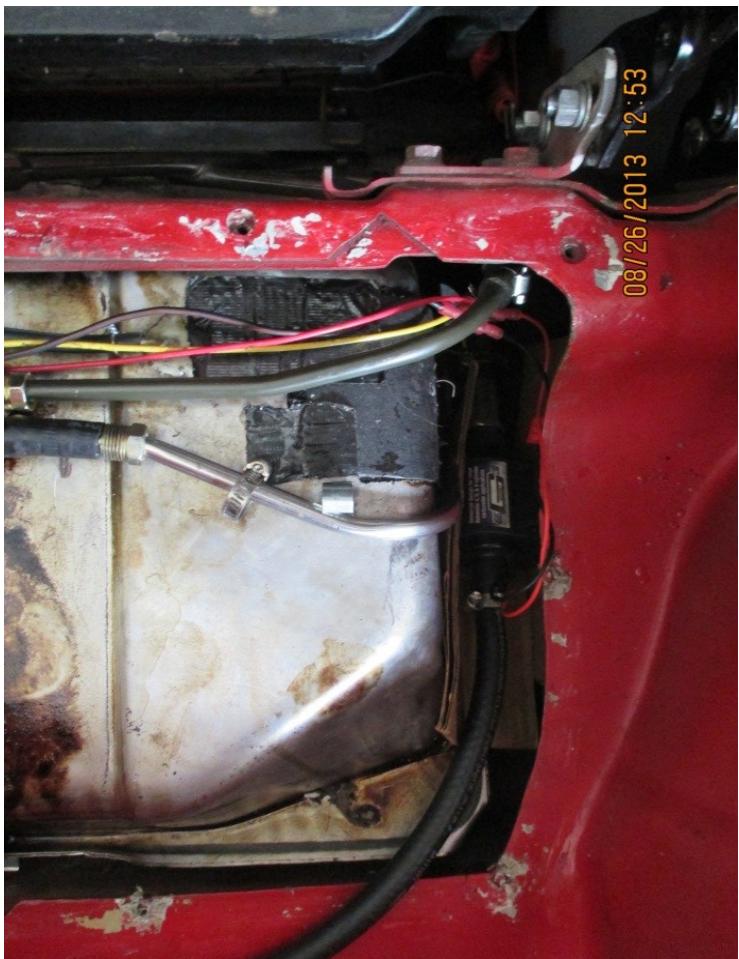
Using the long 3/8 rubber gasoline hose and 2 more hose clamps, connect the output side of the in-line pump back to the fuel line to the engine. The pump nests down beside the tank. This, in effect, just creates a loop in the fuel system.

The pump black ground lead is connected to tank ground with an 18 inch length of black wire, one eyelet terminal and a pair of male/female insulated connectors. This allows a new pump to be installed later just by putting the appropriate connector at the end of each pump lead.

The pump red wire lead is ultimately connected to the RH side of the ignition switch. Connection starts with a pair of male/female insulated connectors, red wire is run parallel to sending unit lead, thru the rubber grommet, routed with the sending unit lead & antenna cable, under the carpet support & wiring cover, behind the kick panel, up & under the instrument cluster to a location of your choice to mount a 10 Amp toggle switch. Mine goes to a

½ inch hole on the driver side of the console, just below the cowl vent lever.

Next in line is a 5 Amp fuse with connectors & wiring leading up to the ignition switch and by means of a V shape jumper wire harness. The insulated female connector



A better solution.....YES!

10 Amp switch—install at your pleasure



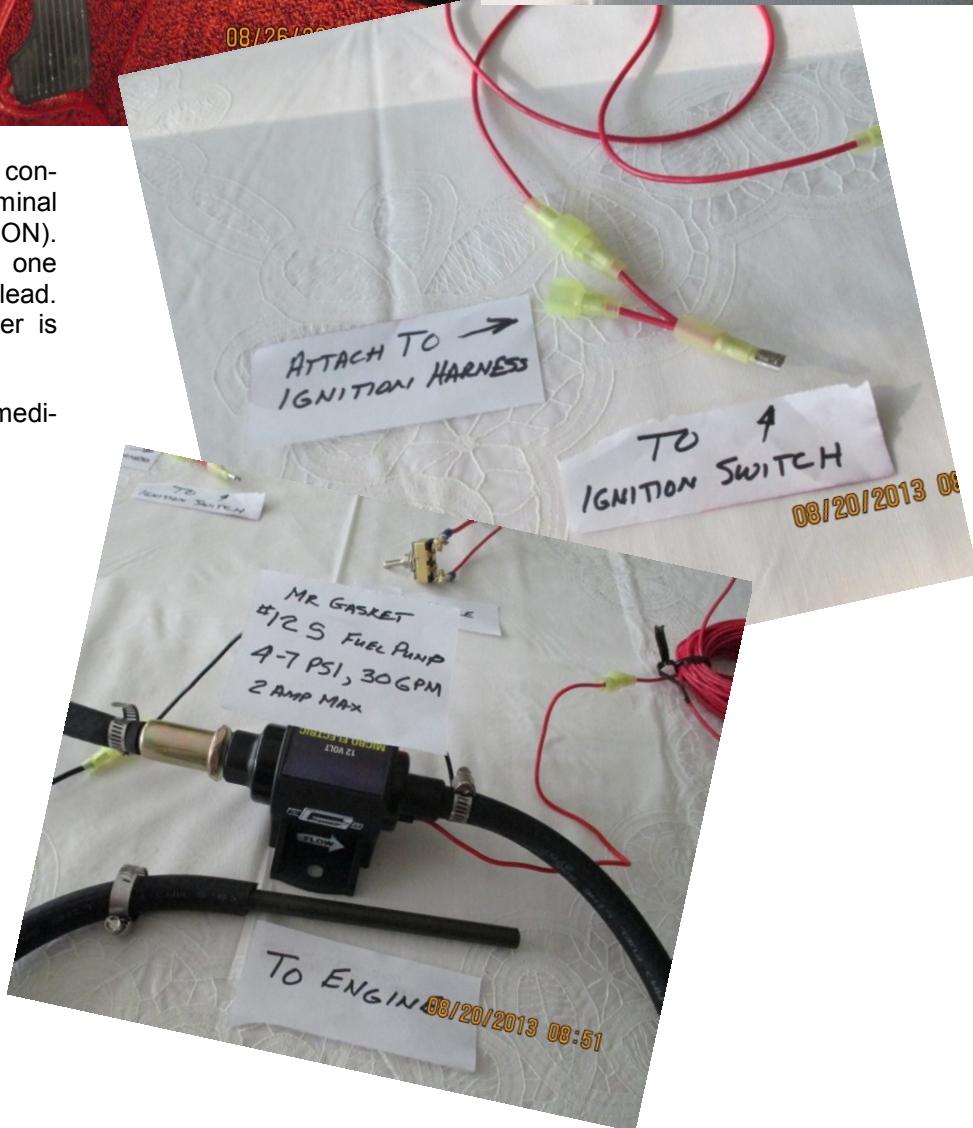
at the vertex of the jumper connects to RH male switch terminal (hot ONLY when ignition is ON). Insulated male connector on one side goes to ignition harness lead. The other side of the jumper is connected to the fuse link.

The old chariot fired up immediately. I checked it for gasoline leaks. Finding none, I replaced the tank cover, making sure all the new components were nestled comfortably in place, replaced the 18 or so screws, put the top back down and went for a drive.

Another thing I noticed, with the electric fuel pump, no more engine cranking to prime the pump after it has sat for a couple days.

Ahhhhh, life is good.

Bill Huffman



Solid Axle Corvette Club

19th Annual National Convention

July 20-23, 2013 Memphis, Tennessee



Tom Gamache's '54 and Tom Hill's '14

For the majority of the MI SACC members this was our first time to the National Solid Axle Corvette Association Convention. It was their 19th! It was a fairly small group with about 100 in attendance, and driving or trailering only 16 first-generation Corvettes (1953-1962). The amount of interaction and exchanging of information was amazing. All of these people either knew EVERYTHING about their early-model Corvette or WANTED to know everything about yours and theirs! Every minute was an informal Tech Session from start to finish.

Every three years the convention is held in the central region and is hosted by a chapter in that region. Our hosts were members of the Great Rivers Chapter, with members in Wisconsin and Illinois. Next year the 20th Convention will be held in Lancaster, Pa on August 18-21, 2014. It is scheduled to end in time for us to attend the Early Bird swap meet at

Corvettes at Carslile. This would be a great opportunity for anyone who hasn't been to Carslile to do so! They will have a golf tournament at the host Doubletree Hotel on Monday. On Tuesday there will be a road tour to Strausburg Railroad Museum and a tour the Amish farm where "The Witness" was filmed. Wednesday, a visit to a restoration shop in Ludwig, PA and a private car collection at a Garage Mahal are scheduled.

The 2015 SACC Convention is scheduled for July 30-August 2, 2015 in Tacoma, Washington, which will include a visit to America's Car Museum and much more to come. The 2016 Convention will return to the central region.

Our featured speaker for the closing banquet was Tom Hill, Engineering Manager for the Corvette Plant, Bowling Green, KY. He had presented a tech session #3 on Friday about his



career and the new Corvette (pictured above with Tom Gamache and his '54) and expanded his comments to include topics of interest to the spouses.

During the banquet, the newly formed Red River Chapter was recognized with the presentation of a banner from SACC National by Central Region Director Doc Hollada.

TECH SESSION 1

Jack Jarvis, Charleston, WV



Jack began working at a Packard dealership in 1957 after high school.

Then went to the GM Tech School and continued in the auto repair business and drag racing for the rest of his life. Here are a few of his comments on TUNE UPS:

There were 59 steps on a tune up in 1959. The first step was to check the battery. In 1962 GM changed from a generator to an alternator, because it took a generator seven driving miles to completely recharge a battery after cranking at 70 degrees and longer at lower temperatures. Therefore it wasn't really suitable for short in-town jaunts. Not only do the spark plugs need to be properly gapped, but the rotor cap should also be gapped, which can only be checked with an oscilloscope on a tune up machine.

For every number printed on a radiator cap, it will allow the coolant to increase two degrees over boiling. That is, a seven pound cap would allow the coolant to reach 226 degrees ($7 \times 2 + 212$) before boiling. Keep in mind that gas fires best around 218 degrees.

Many electrical problems are due to poor grounding. Use star washers on ground wires to insure a good ground, because they will dig into the metal. Do not use lock washers. Torque your intake manifold to get rid of vacuum leaks. When you have a vacuum advance, make sure the plate in the bottom of the distributor is moving.

Putting an 8-volt battery in a 6-volt system will help it to start when hot, and requires no modification. He also mentioned that the new 6-volt Optima battery works very well.

Paper replacement air filters are available for original style filters. Many of the modern type filters are too restrictive and cause your engine to run too rich.

Jack went on to discuss transmissions. In addition to being a transmission specialist, he's an old drag racer, so much of the discussion involved special modifications racers used to avoid having to use the clutch to shift, etc. Lots of talk about synchronizers, springs, dogs (not the kind that bark), etc. He used a set of three-speed transmission gears to demonstrate his points, because he didn't have much room in his C-1 for stuff, because his wife had to bring a lot of clothes for the 50's style show that the ladies were enjoying while we were in the tech session. He explained how transmission teeth can get worn, making engagement harder. If the transmission is howling it is the bearings, grinding is the synchronizers or worn gears. Broken teeth are caused by slack in the system. Always remember that if you have one gear broken, there has to be another one damaged somewhere. Shifting forks also wear and can cause slop in the system. To shift into reverse more easily, put it into second gear before going into reverse.

The 1957 4-speed transmission was a heavy-duty case out of a truck with the reverse in the rear extension housing.

Power glide transmissions were used beginning in 1950. They had open type converters until 1962 which requires a black neoprene seal that can leak transmission fluid and require replacement. The red seal for this application has silicone impregnated into it and is not good! During questions from the audience he stressed that a transmission fluid leak that had been diagnosed as a leak from the rear main rope seal couldn't possibly be that, because the rope seal would

only leak engine oil. Also, that if you are replacing the rope seal, do not replace it with a lip seal unless you remove the slinger.

In addressing a question about a 1954 spewing transmission fluid, Jack said that it is likely caused by an air bubble in the torque converter. Some people run a longer dipstick tube or Jack runs his 1/2 quart low. He said transmission fluid has 16 additives in it. The fluid never goes bad, but the additives do. If it smells burned, it's no good. Always check the transmission fluid when it's hot and running.



Pat & Ellie awaiting the caravan to Graceland



TECH SESSION 2

Joe Trybulec

Joe Trybulec gave a riveting presentation about his 1957 Fuel Injected Corvette. The car was one of three cars produced to introduce the factory fuel injection. It was driven by SCCA Champion, Dr. Dick Thompson, the flying dentist. Joe showed us films of this car with the other black and white racer and the SR2 Corvette at the Nassau, Daytona and Sebring races. The films were believed to be produced by RKO for Bill Mitchell. 1957 Daytona Speed Week was his car's last official FIA race, December 7, 1956. It was then sent to Smoky Unich's garage. The details and history of this car's brief racing history was extremely interesting, but difficult for me to repeat here. If you ever have an opportunity to hear Joe's story, don't miss it! He is a great speaker with a great Corvette story.

Joe bought this car from Irwin Rhorer, in Chicago, in June 2004 and was offered a million dollars for it six months later. In 2007 it was displayed at the National Corvette Museum at the 50th anniversary of the 1957. He was invited to display it at Bloomington Gold's 2005 Great Stories Special Collection. Due to this exposure he was able to contact the General Motors Archives for photos and other information on the car and received 400 vintage photos. The other two cars have not been found... Yet! You can read a detailed story about this car in Corvette Fever, February 2009, http://www.corvettefever.com/thehistoryof/corp_0610_chevy_corvette_racing_history/



'57 Fuelie being unloaded in Nassau

TECH SESSION 3

Tom Hill, Engineering Manager, Corvette Plant, Bowling Green, KY

Surprise speaker for the convention was Tom Hill, arriving with his wife Liz in a new 2014 Corvette straight from the NCRC Convention in Hampton, VA. The car is one of several hundred from Corvette's Captured Test Fleet that are driven before production cars are released. We had a chance to look the car over, sit in it and Tom shared freely all of its wonderful features. He said he is getting a lot of interest in the car from younger people with a lot of photos and gawking that he's never had in past years driving the pre-released vehicles. Tom shared a little of his personal Corvette history. He got his first 1969 Corvette at 16 and knew nothing about cars... but LOVED the Corvette! He chose to go to college in southern Illinois, because it was close to the St. Louis Corvette plant. Upon graduation he got a job at the St. Louis GM truck plant. He kept asking for a transfer to the Corvette plant and finally got the transfer with everyone saying he was going to ruin his career. Two months later GM

announced that they were closing the St Louis plant to move to Bowling Green! Many of the Corvette plant workers had deep roots in St. Louis and didn't go, but Tom was fresh out of school, had his dream job and was thrilled to be on the ground floor of the new plant. He

has served some time at other plants, as required by GM, but Corvette is his passion. You can tell that by talking and listening to him. He is finishing up a complete restoration of a 1967, that he's just recently gotten to drive around the block for the first time. We saw a slide show of the remodeled plant producing the 2014 Corvettes. The old plant was completely gutted in two weeks by a contractor and they started from scratch. A complete interior paint job and new high tech lighting make it seem like a different place and make it easier to spot flaws in the cars. There is no longer an assembly line as we knew it, but a system of wires in the floor that guides delivery and assembly robots. The paint shop has a river of water running under it to catch all the overspray and any other contaminants. These are filtered out in a completely new building addition. The water is reused and the by product is hauled off to a landfill. The Michelin tires are mounted in a separate building and brought to the plant in a truck with a conveyor belt in it that unloads them in the proper order to back right up to the plant and they go straight to assembly.

The 2014 Corvette frame is completely aluminum, with some areas extruded, some cast and some hydro formed to insure the desired amount of flexibility or rigidity to each specific area. The pieces are then put together with heat producing aluminum screws that melt the pieces together for a permanent bond. The hood and removable top panel are carbon fiber with the hardware on the hood weighing more than the hood itself. All body panels are screwed on except the door pocket which is still glued. All of the body panels align off of the front inner fender panels. All of this is to make replacing and repairing body panels easier. This is the first Corvette to have a C-pillar in its styling.

(Continued on Page 11)



Vintage photo—Dick Thompson

TECH SESSION 3 (cont.)

They plan to start delivering the new 2014 Corvette in August 2013. Plant tours will resume in October.

The convertible version of the 2014 Corvette is planned for early 2014.

General Motors is planning to build all of the High Performance engines in a new plant at Bowling Green beginning in 2015. They will continue with their "build your own engine" program. The engine in the 2014 Corvette is a 6.2 liter LT1, but they're calling it a "smart version of the LS1". The LS 1 was dropped because of EPA requirements.

Tom told us a lot more, but I was too enthralled to take good notes. The most important thing he said was

they are trying to make a car that we'll want to drive,

"That's why we put wheels on them".

The Tech Sessions are reprints from the Red River Chapter September 2013 Newsletter



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	_____ _____ _____



**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____

Michigan Chapter SACC
2013 Volunteers

President:	Bill Huffman 2200 N Sandstone Road, Jackson, MI 49201 swh73@comcast.net
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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, emailed 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 page 13

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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