

Michigan

"Where it all began"



Volume 15 Issue 5

Dates to Remember

2026 National & Chapter dues are due Dec. 1

**National membership is required
to be a Chapter member**

Color Tour > Oct 11th or 12th

Chelsea to Dexter see pgs. 2 & 3

Christmas Luncheon > Dec 6th

Aubree's in Dexter see pgs. 2 & 3

Inside this issue:

President's Laptop	2
MI SACC events	3
Lighthouse Tour #4	4-15
Microfibre Towels	16-17
Winter Care	18-21
Renewal and Publication	22-23



Don't forget our website

www.solidaxlecorvettemi.com



From President's Laptop

Sept /Oct 2025

Michigan Chapter members,

How is it possible that the last C-1 driving event of our driving season is coming up already? For me personally, the last five months seem to have flashed by and I hope you got more seat time than I did.

Fortunately, I was able to attend the combined **Lighthouse Tour #4** from Luddington to Empire and the subsequent secondary roads trip up to Corvette Crossroads in Mackinaw City.

A huge **"Thank You"** to Steve & MaryJane Gould for their superb effort in planning the route and leading an 11-car caravan from Clare to Luddington/Manistee on Thursday then continuing to Mackinaw City on Friday, all on some of the most scenic secondary roads you could ever imagine. Well done!

Our **Fall Color Tour** is scheduled for October 11 or 12 (depending on weather) and will include a scenic tour around the Dexter, Pinkney, Huron Drive area and ending at the Dexter Cider Mill. We will be gathering in Chelsea, MI at 11:30 AM for lunch. Location TBD.

Please RSVP to John Ronayne < ironayne33@gmail.com > by Oct 3rd if you will be joining us in Chelsea.

Our **December Christmas Lunch**, to wish our snowbird members a "Bon Voyage", is also locked in. Our reservation is for 12 Noon, Dec 6th at Aubree's Restaurant in Dexter, MI.

Please RSVP to Tom Gamache < tsgama22@comcast.net > by Nov 28th to allow Aubree's to plan & staff for our group.

We hope to see you at both events.

Looking ahead to next year, for your long term planning, the **2026 SACC National Convention** will be held in June 2026 in St Louis, MO. Just before or immediately after but not part of Bloomington Gold. Advance hint is that it may have something to do with the 150th anniversary of the opening of US Route 66.

Also, for 2026, the Michigan Chapter Board Spring Meeting will be planning the **Lighthouse Tour #5** from New Buffalo north to Muskegon. Feel free to attend and offer your suggestions regarding routes & venues. Time and location TBD.

Remember, every mile of seat time is a good memory!

Bill Huffman, Pres.
Michigan Chapter SACC

solidaxlecorvettemi.com



2025 MISACC Events

Fall Color Tour October 11 or 12 depending on weather

Meet in Chelsea 11:30am

Lunch > Grateful Crow 12:00pm

Tour will take back roads to Dexter and the Cider Mill

Please advise:

John Ronayne (ironayne33@gmail.com) by Oct 3rd

of your interest

John will advise if 11th or 12th is the actual date..

Christmas Luncheon Dec 6th 12:00 pm

Aubree's Pizzeria & Grill

8031 Main Street, #101

Dexter, Michigan



Please advise:

**Tom Gamache (tsgama22@comcast.net) by Nov. 28th
of your interest in attending**

Plan ahead:

2026 Planning meeting in late April or early May

Be a part of the planning > Lighthouse Tour #5

Place and time TBD

Lighthouse Tour #4

August 21-22

Lighthouse Tour #4 Ludington to Empire MI

Traveling East to West meet at Uncle John's Cider Mill > > >



Gas up > >



Lunch at Doherty Hotel, Clare > > > > >



On to Ludington > Manistee > > > > > > > > >

Frankfurt Pierhead Light > > >



Point Betsie Lighthouse



August 23 > on to Mackinaw City, Mi



Lighthouse Tour #4

MI-SACC Lighthouse Tour & Corvettes at the Crossroads, August 21-24, 2025

Participants:

- Mike & Linda Certo, 1959
- John & Cindy Dillon, 1962
- Tom & Suzanne Gamache, 1954
- Steve & Mary Jane Gould, 1960
- Bill Huffman, 2005
- Paul & Cheryl Lemieux, 1959
- Mike & Christine McLain, 1962
- Bill Penzer, 1962
- John & Kandy Ronayne, 2008
- Lynne & Tom Jozwiak, 1991 & restored Norton motorcycle (daughter & son-in-law of the Gamaches)

We started out on Thursday, August 21 and met at Uncle John's Cider Mill in St. John's, Michigan. From there, we caravanned to have lunch at the Doherty Hotel in Clare, Michigan. Steve and Mary Jane drove in from Manistee to meet us there for lunch. As they had prepared this year's route to visit lighthouses on the northwest side of Michigan, they led the way to Stearns Park in Ludington after lunch. There we walked around at the park and some in our group walked the $\frac{1}{2}$ mile on the breakwater to get up close to the **Ludington North Pierhead Light**. This is a three-story pyramid-shaped tower at the edge of the pier in Ludington Harbor. The white steel-sided tower rests off-center on a large, black concrete base that angles sharply toward the side of the pier. A small stairway allows you to walk around one side of the structure.

Departing Ludington, we made our way to Manistee where Tom Jozwiak had made arrangements for us to visit the historic Manistee Fire Station, which is the oldest continuously operating fire station in the world, holding a Guinness World Record for the title since its opening in 1888. The Romanesque Revival-style building has not been altered since its construction and has been fully staffed 24/7 since it first opened. We backed our Corvettes onto the firehouse driveway for pictures and to look around the beautiful building. The station's ambulance was out on a run, but the two firetrucks were in their bays and the fireman on duty spent time talking with us about our cars and of course, the fire station. Then, on to the hotel in Manistee where we spent the night and had dinner with a beautiful view of the sunset. The **Manistee North Pierhead Light** was not far from the hotel. Two piers extend into Lake Michigan from the mouth of the Manistee River, at Manistee. Set at the end of the north pier is a 39-foot-tall, white, conical steel tower, whose light still shines out over the nearby environs of Lake Michigan. A restored catwalk, which stretches from shore about 300 yards to the side of the structure, provided past keepers with easier access during rough weather and icy storms.

On Friday morning, we had a beautiful drive toward Elberta. Our first stop was to view the **Frankfurt North Breakwater Light** from atop a hillside parking area. This lighthouse is a two-story-high, square, white steel-sided tower. This station has never been manned, but a door halfway up the landward side of the light suggests that a catwalk once led out from shore. Our next stop was to spend some time at the **Point Betsie Lighthouse**, where you could tour the lighthouse and check out the fog signal building and the gift shop. For mariners, Point Betsie is a very important light because it marks the spot where ships begin to turn toward or from the Manitou Passage. Built in 1858, it wasn't fully automated until 1983, making it the last manned lighthouse on mainland Michigan. Today, motors turn the original gearworks, and the facility no longer houses Coast Guard families. After departing this area, we headed to Empire City Park to enjoy a box lunch on the beach picnic tables. Upon departing, we headed to Mackinaw City.

Saturday was the 36th Annual Corvette Crossroads car show at the Straits State Harbor Dock parking lot. It was a breezy day with the sun popping in and out of the clouds all day. Congratulations to those winning awards from our group:

Tom Gamache, 1954 – 1st Place C1 Stock

Jim Dillon, 1962 – 1st Place C1 Modified

Steve Gould, 1960 – 2nd Place C1 Stock

Mike Certo, 1959 – 2nd Place C1 Modified

A big thank you to Steve and Mary Jane Gould for all their work to make a fun MI-SACC weekend trip enjoyed by all!

By Cheryl Lemieux

Lighthouse Tour #4

Parking at Doherty Hotel



Ludington Pierhead—Beach



Frankfurt Lake View



Frankfurt Lake View



Corvette Crossroads 2025



Corvette Crossroads 2025



Corvette Crossroads 2025



Corvette Crossroads 2025



Corvette Crossroads 2025



Tom Gamache 1954 Corvette 1st Place > C1 STOCK



Steve Gould 1960 Corvette 2nd Place > C1 STOCK





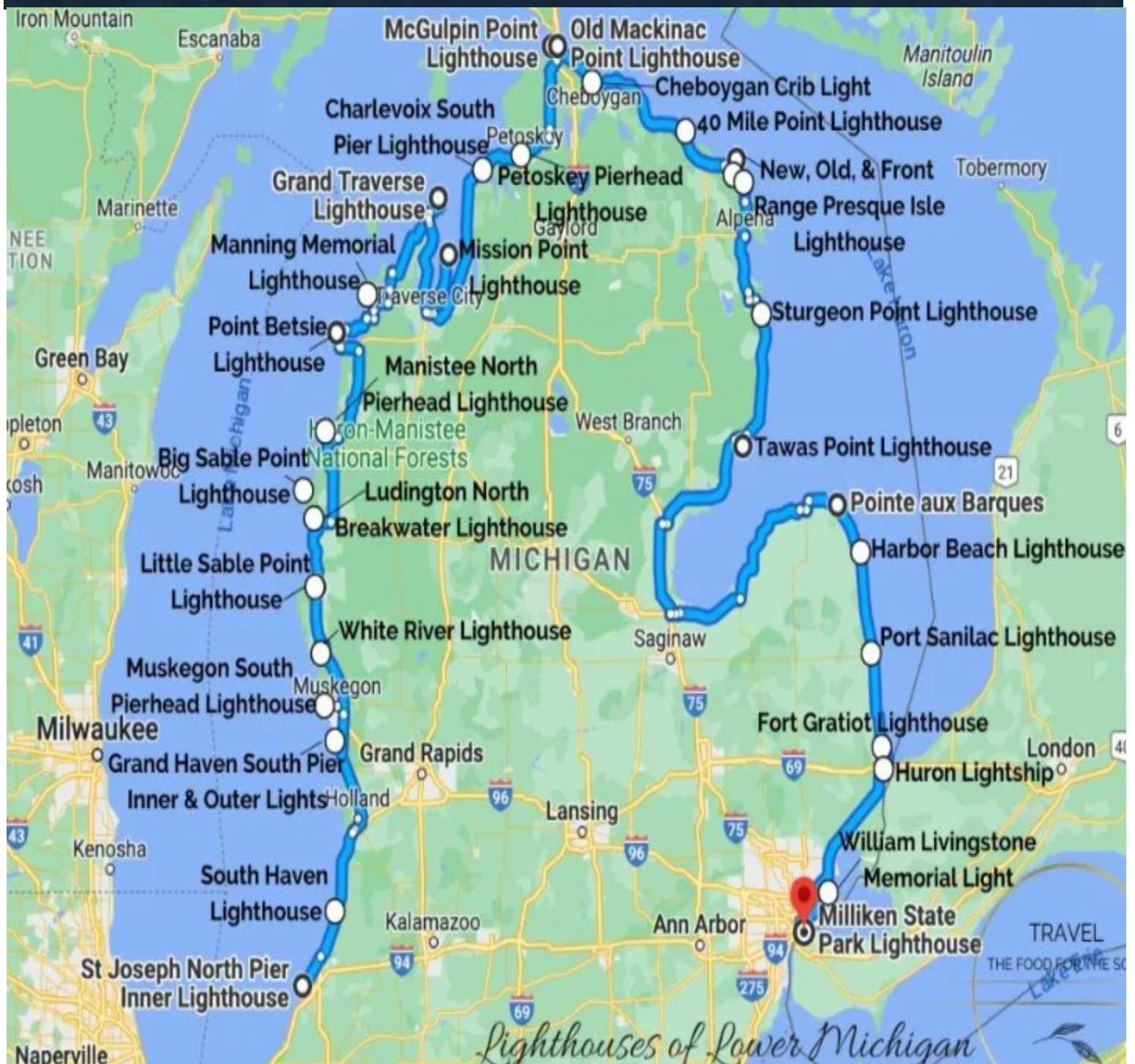
Corvette Crossroads 2025 Mackinac City Dinner Saturday August 24





Michigan

Lighthouse Tour





The **Ludington Light** is a 57-foot (17 m) tall steel-plated lighthouse in Ludington, Michigan, which lies along the eastern shores of Lake Michigan, at the end of the breakwater on the Pere Marquette Harbor. Given its location on the northern breakwater where the Pere Marquette River meets Lake Michigan, it is sometimes known as the Ludington North Breakwater Light. Underlying the building itself is a prow-like structure, which is designed to break waves.

The station was established in 1871. This light was first lit in 1924, and it is presently operational. It was automated in 1972. The light is structurally integrated into the steel and reinforced concrete pier upon which it is built. It has a square pyramidal form, and is white with a black lantern. The original lens was a Fourth Order Fresnel lens. On October 17, 1995 the Fresnel lens was removed from the lantern. It was replaced by a 12-inch (300 mm) Tideland Signal ML-300 acrylic optic. The original lens was loaned to Historic White Pine Village where it is displayed as part of their maritime history exhibit. After the opening of the Port of Ludington Maritime Museum, the lens was relocated to their lighthouse history exhibit.



Manistee North Pierhead Lighthouse

The name "Manistee" is an Ojibwe word, and though its derivation is uncertain, it likely comes from ministigweyaa, meaning a "river with islands at its mouth."

As early as 1851, representatives from Michigan started petitioning Congress for a lighthouse and harbor improvements at the mouth of Manistee River. Congress appropriated \$5,000 for a lighthouse on June 20, 1860, but this amount reverted to the treasury, and it wasn't until July 28, 1866 that \$10,000 was allocated for building the lighthouse, provided that a careful survey was first made and the character of the required structure determined.

Before the federal government started work in 1867 on parallel cribwork piers that would extend into Lake Michigan for about 960 feet, local enterprise had built crude slab piers at the river's entrance that provided a channel with a depth of seven feet. A site for the lighthouse on the north side of the river was purchased in 1868, and work on the structure began the following year. Although the frame dwelling with an integrated tower was not entirely completed, Keeper Octavius W. Barney displayed its light at the opening of the 1870 navigation season. After discovering that an addition made to the rear





Michigan

Lighthouse Tour

Frankfort North Breakwater Light



A visit to the charming city of Frankfort in Benzie County wouldn't be complete without a trip to the Frankfort North Breakwater Light. The current light was constructed in 1912 and placed on the National Register of Historic Places in 2005. Standing 44 feet tall, the light is placed on top of a 25-foot-tall square steel base. The cast iron lantern room, which is surrounded by a gallery, originally contained a fifth order Fresnel lens that was upgraded to a fourth order Fresnel lens. Located on the west side of downtown Frankfort, you can walk the breakwater out to the lighthouse, and fish off the pier.

POINT BETSIE LOGHHOUSE



feet tall, but with the height of the dune it towers 52 feet above the water line. Point Betsie was the last lighthouse on the Great Lakes to be manually serviced and was fully automated in 1983. The light could originally be spotted as far away as 27.5 miles with the Fourth Order Fresnel Lens it came equipped with. Upon automation the Fresnel Lens was replaced with a Vega VRB-25

system, which has a range of 15-22 miles. Today Point Betsie stands in quiet testimony to the many keepers who maintained the light while their wives maintained the household, tended gardens, and watched their children playfully explore the dunes. Listed on the National Register of Historic Places, and manned for 106 years, Point Betsie offers a fascinating visit to history buffs and those who just want to relax. Sporting the same paint scheme the lighthouse had in the 1940s, it has been preserved and is cared for by "The Friends of Point Betsie Lighthouse". If visiting Frankfort, or Sleeping Bear Dunes in Benzie County, make sure to visit this historic lighthouse. Wander the grounds, explore the accompanying fog station, stroll the beach, or have a family picnic.

A Detail Geek's Guide to Microfiber Towels



Microfibers were invented by Japanese textile company Toray in 1970, but the technology wasn't used for [cleaning](#) until the late 1980s. The key, as the name suggests, is in the fiber: Each strand is really tiny—100 times finer than human hair—which allows them to be packed densely on a towel. That creates a lot of surface area to absorb water and pick up dust and dirt. Plus, microfibers have a positive electric charge when dry (you might notice the static cling on your towels), which further helps the towel to pick up and hold dirt. “They tend to trap the dirt in but not allow it to re-scratch the finish,” explains professional concours detailer Tim McNair, who ditched old T-shirts and terry cloths for microfibers back in the 1990s.

These days, the little towels are ubiquitous and relatively cheap, but in order to perform wonders consistently, they need to be treated with respect. Below, a miniature guide to microfibers.

Care for Your Towels: Dos and Don'ts

“They’re just towels,” you might say to yourself. But if you want them to last and retain their effectiveness, microfiber towels need more care than your shop rags:

DO: Keep your microfiber towels together in a clean storage space like a Rubbermaid container. They absorb dirt so readily that a carelessly stored one will be dirty before you even use it.

DON'T: Keep towels that are dropped on the ground. It's hard to get that gunk out and it will scratch your paint.

DO: Reuse your towels. “I have towels that have lasted 15 years,” says McNair. That said, he recommends keeping track of how they're used. “I'll use a general-purpose microfiber to clean an interior or two, and I'll take them home and wash them. After about two, three washings, it starts to fade and get funky, and then that becomes the towel that does lower rockers. Then the lower rocker towel becomes the engine towel. After engines, it gets thrown away.”

DON'T: Wash your microfibers with scented detergent, which can damage the fibers and make them less effective at trapping dirt. OxiClean works great, according to McNair.

DO: Separate your microfibers from other laundry. “Make sure that you keep the really good stuff with the really good stuff and the filthy stuff with the filthy stuff,” says McNair.

DO: Air-dry your towels. Heat from the dryer can damage the delicate fibers. If you're in a rush, use the dryer's lowest setting.

Tim's Towels



The budget pack of microfiber towels will serve you fine, but if you want to go down the detailing rabbit hole, there's a dizzying variety of towel types that will help you do specific jobs more effectively. Here's what McNair recommends:

General Use: German janitorial supply company Unger's towels are "the most durable things I've ever seen," says McNair.

Drying: Towels with a big heavy nap are great for drying a wet car (but not so great for taking off polish).

Polishing: Larger edgeless towels are good at picking up polishing compound residue without scratching the paint.

Wheels and other greasy areas: This roll of 75 microfiber towels from Walmart is perfect for down-and-dirty cleaning, like wire wheels. When your towel gets too dirty, throw it away and rip a new one off the roll.

Glass: There are specific two-sided towels for glass cleaning. One side has a thick nap that is good for getting bugs and gunk off the windshield. The other side has no nap—just a smooth nylon finish—that's good for a streak-free final wipe down.

We just had a guy come into our auto parts store asking if we sold longer dipsticks, because his doesn't reach his oil anymore.

A CAR'S WEAKEST PART IS THE NUT HOLDING THE STEERING WHEEL

Contrary to popular belief, Duct Tape is **NOT** the solution to **EVERY** problem!

On This Day In 1876:
Alexander Graham Bell
Makes The First Ever
Telephone Call
Moments Later, Learns
Auto Warranty Has Expired





WINTER CAR CARE



Part 1: Car Care



Before storing your car for the winter it is very important to give the car a good wash with a reputable car wash soap. You do not want to leave anything on your paint. Things like bugs, tree sap and bird droppings can all eat away at your paint and clear coat over time. Make sure you clean under the fenders to remove all grease, dirt and tar.

Clean your interior with the proper cleaners. To clean your windows, make sure to use ammonia free window cleaners. Wipe down your dash and leather with conditioners to

keep it from drying out. Clean your carpet and use the correct upholstery cleaner on your cloth or vinyl seats.

Finish the job up with a high-quality wax and buff. The wax will give your car a layer of protection from dust and dirt. It will also help keep your car from corroding while being stored. Washing your car in the spring will be much easier once you get it out of storage. Check out the info below for your interior and exterior car care sections.

Part 2: Tire Care



Proper care and storage of your tires is very important for the winter. Clean the tires with a mix of dish soap and water. This will help remove any asphalt or dirt that may be stuck to them. After the tires dry completely use a tire dressing on the rubber to keep them from drying out while in storage.

Clean your rims with the proper wheel cleaner that will not eat at the finish of your rims. This will also help remove any brake dust that is

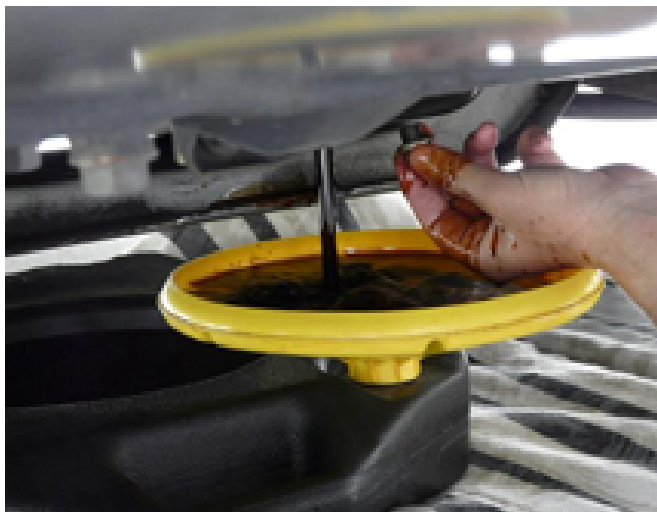
caked onto the rims. Leaving this over time will erode the finish on your rims.

Make sure to inflate your tires to the recommended PSI for your vehicle. On most cars this can be found on the driver's side door sill. It's a good idea to check this pressure throughout the storage of the vehicle and to re-inflate when needed.

It is also recommended to put your car on jack stands to keep the tires from getting flat spots. If this is not an option for you, parking the car on plywood can help ease the flat spotting of the tires since it is a softer surface than a concrete floor. If you have the space, move the car every other week.

If you take the tires off of your vehicle for the winter, stack them on top of each other in a column. Place plastic or cardboard between them to protect the tires. This is a must if you have white wall tires. It will keep them from getting scuffed up.

Part 3: Check Your Fluids



It is best to change your oil before you store your classic away. Leaving old oil in the engine can lead to damages from the residue in the oil. It is best to let the car run and warm up before changing the oil. The warm oil helps capture more contaminants. Once you have replaced the filter and oil, it is best to run the car for a few minutes to let the new oil circulate through the system.

Check the coolant levels of your cooling system to make sure they are topped off correctly. It is important that you have the right antifreeze to water ratio. This will help

stop the engine block from cracking in cold weather while stored.

Fill your gas tank with premium fuel as it lasts longer than lower grades. You should fill the tank as full as possible to eliminate any air pockets in the tank. This will help with condensation and corrosion of the gas tank. Add fuel stabilizer to the gas and run the car for 10-15 minutes. This will help circulate the stabilizer through the whole fuel system. This is extremely important if your car has a carburetor.

This is the perfect time to check your brake, transmission and power steering systems. Check for any leaks and fix anything that is needed. Also bleed the brakes to make sure you have no air in the lines. If you have not changed the fluid in your transmission in a while now is the perfect time to do it. This will make it a lot easier in the spring to get the car road ready again. Then top off the fluids with the correct fluid for each system. Finally, grease and lube everything under the car as needed.

Part 4: Battery Check



Taking care of your car battery over the winter, while the vehicle is in storage is very important. To do this you need to make sure you have the correct type of charger. There are two main types of battery chargers. The first one is a trickle charger and the other is a float charger.

What is the difference between a trickle charger and a

float charger? Trickle chargers send a low electrical current constantly no matter how charged the battery is. This does not cause any problems to lithium-ion batteries like the one in your cellphone, but your vehicle uses a lead-acid battery. This overcharging causes hydrolysis and a breakdown of the acid in the battery.

The recommended way is to use a float charger. These types of chargers bring a battery up to 100%, and then go into Standby Mode. This means the charger stops charging until the battery naturally and slowly loses some of its charge. Once the battery has lost some of its charge naturally, it is slowly brought back up to 100%. This keeps the battery at a safe temperature and prolongs its life.

Part 5: Moisture Control

Moisture control is extremely important for storing your car over the winter months. This is the main cause of rust, molding breakdown and interior cracking. Taking the following steps will help keep this under control



It is best to store your car in a temperature-controlled building. As this is not an option for everyone, you can use a dehumidifier to help lower the moisture in the building your car is being stored in. You should park your car on a large piece of plastic to help create a vapor barrier between the floor and vehicle.

Place desiccants inside the vehicle to help absorb moisture and smells that can build

up over the winter months. These will help assure that no mold, mildew or funguses grow inside your car. Close your vents and windows after these are placed in your vehicle to help maintain the moisture levels. You can also place them under the hood and in your trunk to help control the moisture in these areas as well. Investigate the suppliers to determine which desiccants are proper for your vehicle.

Part 6: Car Covers



Covering your car is a crucial step for storage over the winter. Car covers are the first line of defense for the car's exterior surface. It is much cheaper to cover the car than to deal with paint repairs in the spring.

It is recommended to store the car inside and with a cover that extends onto the floor. If you have to store the car outside, make sure the cover is strong enough for the elements and will protect your car from rain, snow and ice.

Car covers help keep your clear coat free of bird droppings and dust during storage. There are many different quality car covers out on the market and a wide range of pricing. It is recommended to get a breathable car cover so that it doesn't trap moisture inside the vehicle.

Before placing the cover on your car it is very important to protect the car from pests. You can place items like mint leaves inside the vehicle to help. It is recommended to close off the air cleaner and vents to the inside of the car. Finally, your exhaust pipe should be stuffed with steel wool to keep the mice out.

Once the cover is on your vehicle, you can install a car cover lock to help keep it from blowing off and being removed by someone. You should check your car cover weekly to make sure it is on correctly and not damaged.



**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: contact Paul Lemieux > jplvet9@gmail.com

Applicant Name _____ Co-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 Yes___ No___

Signature: _____ Date: _____

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

Visit our website: www.solidaxlecorvettemi.com

Michigan Chapter SACC 2025 Volunteers

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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). It is published in PDF format, and 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 Questions to:

National SACC Membership Chairman

Lucy Badenhop, SACC NATIONAL
P.O. Box 2288
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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 page 3.

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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druby@comcast.net

