

Michigan

"Where it all began"



Volume 14 Issue 4

Save the Dates

Color Tour Oct 12 or 13
Chelsea to Dexter Cider Mill

Contact John Ronayne
jronayne33@gmail.com

See page 3

Inside this issue:

President's Laptop	2
MI SACC 2024 Events	3
Future Lighthouse Tours	4-5
C1 2024 activity	6-10
Lighthouse Tour #2	11-16
Electronic Ignition Conversion	17-22
Renewal and Publication	23-24

See pages 4 for future Lighthouse tour planning

See pages 11 - 16 for Lighthouse Tour #2 story

Whitefish Point, UP



From President's Laptop

Sept 2024

Michigan Chapter members,

How can it be September already? The leaves have started to show their colors. Where did the summer go; while we were busy living the dream?

Our first event was a Cruise-in Car show on June 2nd at Baker's of Milford, MI. It was an interesting, wide-ranging mix of Classics, Hot-rods, Rat-rods, Muscle cars, modified pickups, Rancheros, El Caminos and High \$\$ newer cars, but not many Corvettes.

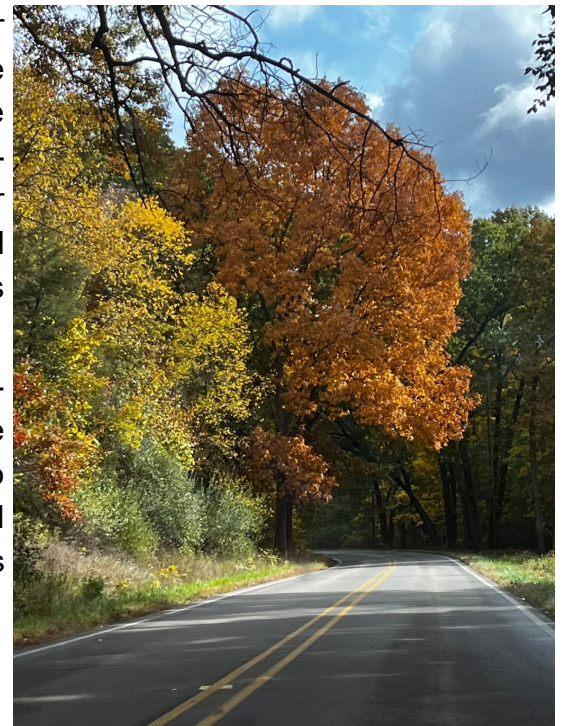
Our second club event was to be Corvette & Camaro "Best of the Bowties" Show at Gilmore Museum, Hickory Corners, MI on July 21st. A tour straight west from 8 Mile on Territorial Road has previously allowed us to avoid I-94 traffic and congestion on the trip to Gilmore. This year, due to a variety of misadventures, only two of our members were able to attend. Perseverance Awards to Bill and Christine Penzer and Mike and Christine McLain.

Our third club event was a continuation of our very popular Lighthouse Tour. This August, we combined Lighthouse Tour #2, Tawas City to Mackinaw City on Friday with the Corvette Crossroads Show on Saturday. Sunday, the options were a side-trip to Mackinac Island or a cruise over the Mackinac Bridge to the Whitefish Point Lighthouse and Museum in Paradise, MI. As you can see from the pictures on pages 11-16, the cruising weekend was a success.

Our upcoming club event will be the Color Tour on Saturday, Oct. 12 (or Sunday, Oct. 13 as a rain date). We will be gathering in Chelsea for lunch followed by the Color Tour to Dexter Cider Mill. Board member VP Tom Gamache and Director-at-Large John Ronayne are jointly planning this event. See page 3; more info on details/times to follow.

Please advise John Ronayne

(jronayne33@gmail.com) of your interest.



2024 MISACC Events

☐ **Sunday, June 2 - Bakers Cruise, 2025 S. Milford Rd., Milford, MI**

The car show 'officially' starts at 3:00 pm; however cars begin to arrive as early as 7:00 am. Tom Gamache and Jim Dillon will arrive about 8:00 am—9:00 am to reserve several spots on the grass behind the restaurant. Suggest others arrive about 10:00am -10:30am to park as a group on the grass.



☐ **Sunday, July 21 - Gilmore Car Museum**

Best of the Bowties Corvette & Camaro Show,

Due to timing and other obligations MI SACC did not attend



☐ **Thursday, August 22 –26 Lighthouse Tour #2**

Tawas to Mackinaw City route, details and related photos on pages 11-16.

The tour began in Tawas City on Friday, preceding the August 24th **Corvette Crossroads** car show in Mackinaw City, included visiting the lighthouses at Sturgeon Point, Presque Isle and 40 Mile Point prior to arriving in Mackinaw City. The weather cooperated, plenty of sun, blue, clear skies and six Corvettes cruising MI 23.

Following the Corvette Crossroads, several Vettes proceeded north to Whitefish Point Lighthouse in the UP.

☐ **Saturday, August 24 Corvette Crossroads, Mackinaw City, MI**

MI SACC was well represented.

Four members attended the all Corvette show and Jim Dillon received first place for C1 Modified and Paul Lemieux received third place for C1 Stock. See page 15.



☐ **Saturday, October 12 - Fall Color Ride –** MI SACC will gather in Chelsea for a group lunch followed by a Color Tour of the local countryside with Dexter Cider Mill's cider and donuts as our destination.

More info on lunch location and time to gather to follow.

It is likely your last ride in your C1. Hope to see you in Chelsea....



☐ **Saturday, December 7 - MISACC Christmas Luncheon**

save the date, location to be determined.





Michigan

Lighthouse Tour

We are in need of volunteers that have local knowledge and an interest in assisting with the planning and organization of future MI SACC's Lighthouse Tours.

The proposed routes should be driven to establish daily distances and travel times to provide C1 time for driving, sight seeing, including meals and lodging.

See pg. 5 for Lighthouse locations in Michigan
Please express your interest below in becoming a member of a future Tour planning team.
Pick a Tour and begin your journey....

#3 Mackinaw City to Traverse City _____

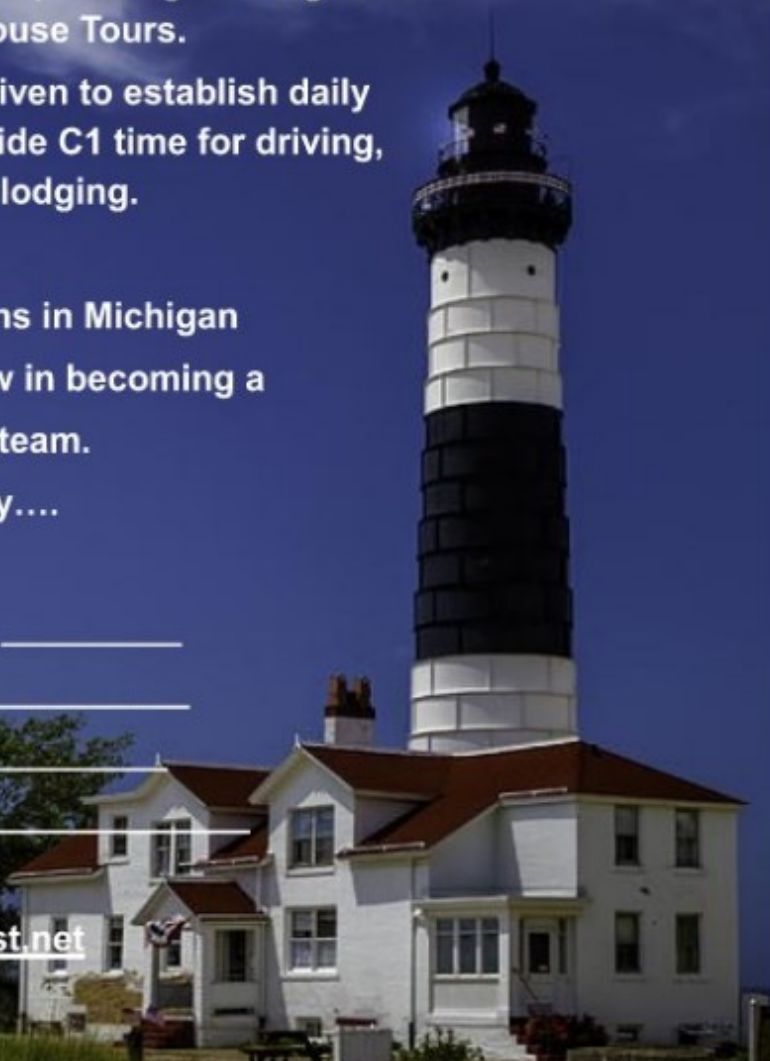
#4 Ludington to Traverse City _____

#5 St. Joseph to White River _____

#6 Your preferred tour _____

Your choice. Pick one and contact

Bill Huffman swh73@comcast.net

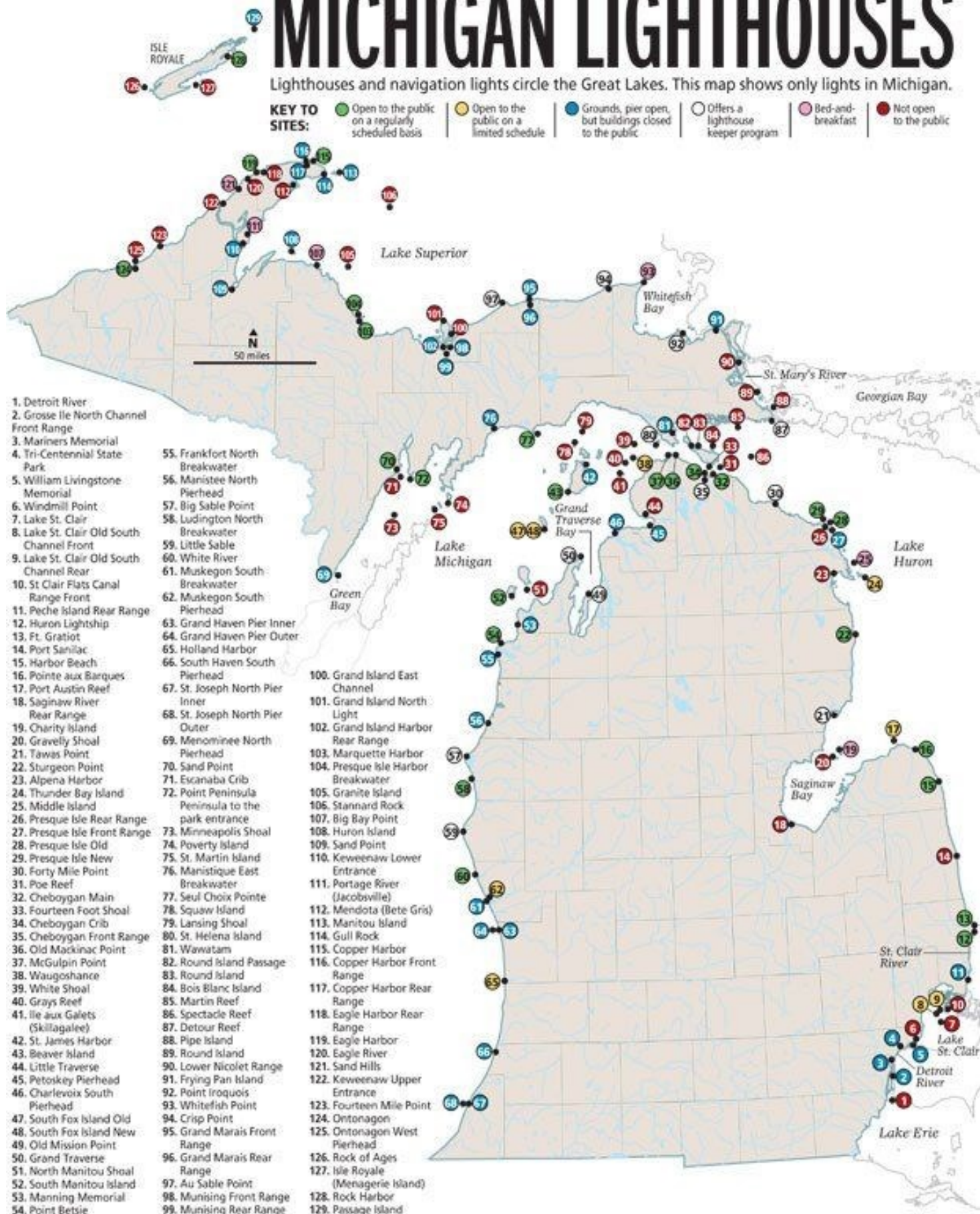


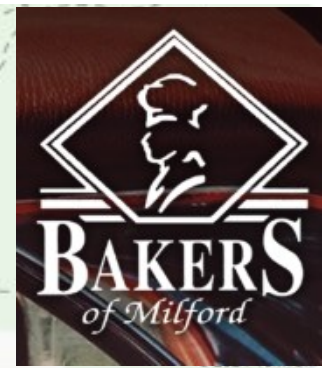
Big Sable Point



MICHIGAN LIGHTHOUSES

Lighthouses and navigation lights circle the Great Lakes. This map shows only lights in Michigan.





Early June: A few of us made it to Baker's of Milford today for their Sunday car show. The weather was cool with a few rain sprinkles and pretty windy. But, we still enjoyed the time together and checking out all the cars. I took these pictures earlier on before the cars started parking on the grass area with us so that's why it looks so barren. I should have taken a picture of the main parking lot with the other cars. Attending was Jim and Cindy Dillon, Bill Huffman, John Ronayne and Paul and Cheryl Lemieux. John drove his black '63.

Photos and writeup compliments by Cheryl Lemieux



Bill Huffman's '60

Jim Dillon's '62

Paul Lemieux's '59



Easy Rider Classic Car Show

Packard Proving Grounds, Utica

July 21, 2024



Berkely CruiseFest August 16, 2024



Woodward *DREAM CRUISE*®



M1 CONCOURSE





Lighthouse Tour #2

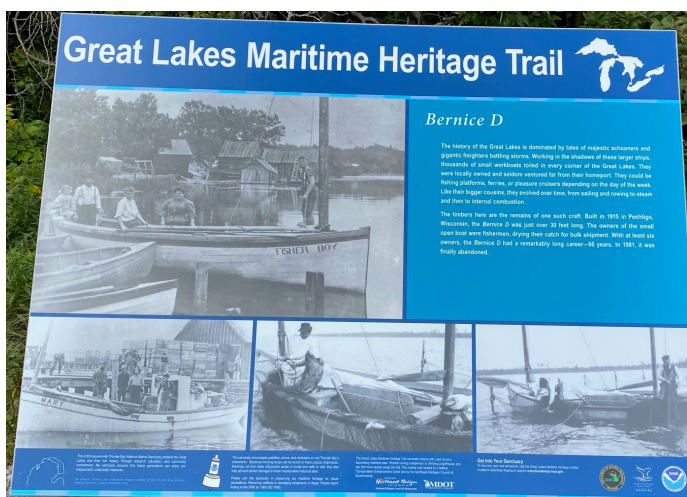
Thursday Tawas Point

In operation since 1876, Tawas Point Lighthouse is a fascinating attraction for maritime buffs. Tawas Point is a destination for birdwatchers; it also offers spectacular views of sunrises over Lake Huron and sunsets over Tawas Bay. The lighthouse is open for tours seasonally and during special events in the off-season. Six MI SACC gathered in Tawas City.



Friday AM Sturgeon Point

Sturgeon Point Lighthouse is located five miles north of Harrisville on Lake Huron and was completed in November 1870. The tower is 70 feet, 9 inches tall and is 16 feet in diameter at its base. The light is 3.5 order Fresnel lens made in Paris, France. The light is still maintained by the U.S. Coast Guard. The keeper's house is now a maritime museum which is open to the public from Memorial Day to mid-September. The lighthouse tower is open to the public. The grounds are open all year.





Michigan

Lighthouse Tour#2

Friday PM Presque Isle



Presque Isle Light Station is a complex of three historic buildings including a lighthouse tower and two keeper's residences. Located on the Lake Huron shoreline near Presque Isle Harbor, the New Presque Isle Light is the tallest lighthouse tower accessible by the public on the Great Lakes. Built in 1870, it replaced the 1840 harbor light. The light station complex is part of a 99-acre township park.



Lighthouse Tenders...That Served Our Lighthouse

In the 1840s, the U.S. Lighthouse Establishment began acquiring vessels to support light stations, lightships, and navigational aids. These vessels were called lighthouse tenders. Most of the vessels had black hulls of wood or steel with white superstructures.

The lighthouse tenders were the life blood to isolated stations such as Presque Isle. With no roads or towns nearby, all the provisions and supplies had to arrive by boat.

The tenders supplied the light station with coal to heat the home, oil needed to fuel the lamps, food for the keepers, and supplies needed to care for the lighthouse, the lens, and the fog signal. They also brought the keeper's boss—the lighthouse inspector. The inspector made sure that the lighthouse keeper was doing his/her job. He checked for general care and attention given to the lighthouse, the lens, out-buildings, and grounds. If the buildings were not clean and tidy—inside and outside—the keeper could be fired. The inspector also verified that the keeper was recording important information into the logbooks: the daily weather conditions, the oil consumption of the lighthouse lamp, and shipping incidents.

(A copy of the logbooks can be viewed in the Front Parlor, upstairs.)



The US Lighthouse tender WARRINGTON
IMAGE COURTESY OF THE NATIONAL ARCHIVES

THE WARRINGTON

In the summer of 1870, the lighthouse tender WARRINGTON unloaded the materials and working crew to build this lighthouse. Built in 1868, the WARRINGTON had a 260' wooden hull and a coal-fired steam engine. She housed five officers and fifteen crew members.



The US Lighthouse tender DAHLIA
IMAGE COURTESY OF THE NATIONAL ARCHIVES

THE DAHLIA

The DAHLIA, with a 141' iron hull and a coal-fired steam engine, was built in 1874. The lighthouse logbook records the following entry on June 7, 1882:

The US Lighthouse supply vessel DAHLIA delivered her annual supplies today at about 7 o'clock at the station. Captain Watson inspected this light station today and found it in good condition. Mr. J.E. Fiske supply clerk delivered supplies and Mr. H.R. Grump inspected the lamp, fitted the mineral oil lamp and lit it for the first time and left everything in good condition.



The US Lighthouse tender J.S. RUBY
IMAGE COURTESY OF THE NATIONAL ARCHIVES

THE J.S. RUBY

In June 1890, the steam barge RUBY arrived with a working crew and materials to construct the fog signal building and a 2,240-foot tramway, which would serve as a track to bring in the coal for heat, oil needed to fuel the lamps, food for the keepers, and other supplies needed at this light station.



The US Lighthouse tender AMARANTH
IMAGE COURTESY OF THE NATIONAL ARCHIVES

THE AMARANTH

On April 27, 1905, the lighthouse steamer AMARANTH delivered the crew and materials needed to build the 1905 Keeper's House. The AMARANTH was built in 1891 with a 166' steel hull and a coal-fired steam engine. She housed five officers and seventeen crew members.





Friday PM 40 Mile Point

40 Mile Point Lighthouse is located on the northern shoreline of Lake Huron in Presque Isle County's Lighthouse Park, Rogers City, Michigan. At a cost of \$25,000, the station was completed by the end of 1896. Its 4th Order Fresnel lens has been a welcoming beacon to sailors since May 1897 and is still operating today. In 1996, the 40 Mile Point Lighthouse Society began

restoring the lighthouse, outbuildings and grounds. Several years ago, the pilot house from the Steamer Calcite, built in 1912 and the first self-unloading steamer on the Lakes, was

relocated to the reservation. The Society, with the help of many retired Great Lakes sailors, has also restored and preserved this structure.





Saturday Old Mackinac Point

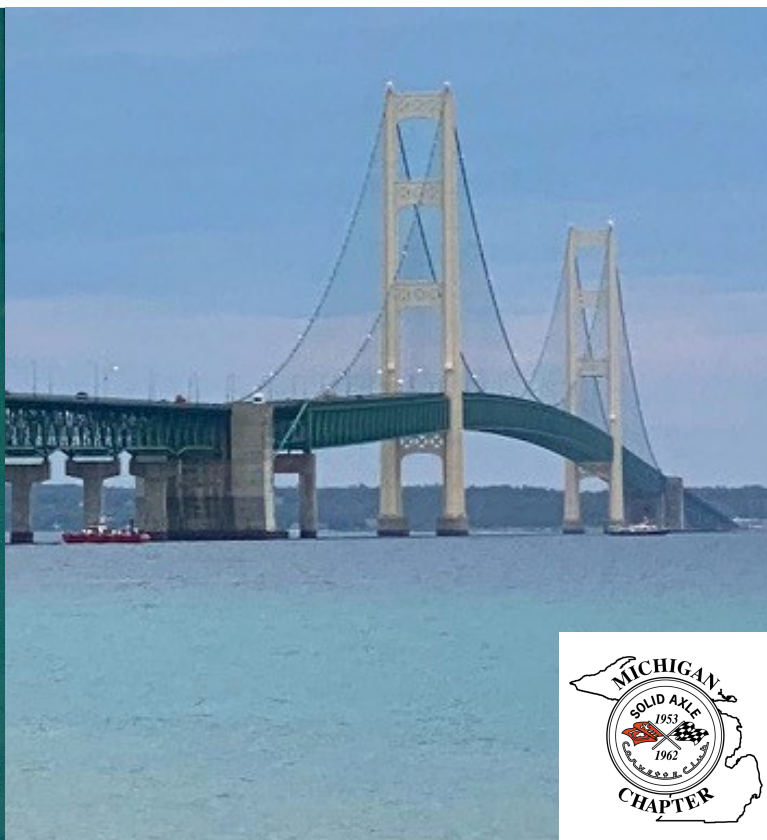
Old Mackinac Point Light is a deactivated lighthouse located at the northern tip of the Lower Peninsula in the U.S. state of Michigan. The lighthouse is part of Fort Michilimackinac State Park in the village of Mackinaw City just east of the Mackinac Bridge. Even before the advent of European explorers, the Straits of Mackinac were a significant hazard to water borne travelers. Consequently, before lighthouses, the Ojibwa lit the shore with fires. In the early 19th century, with large vessel traffic increasing from Lake Huron into the Straits, the first step in guarding the Straits was taken in 1829, through the construction of Bois Blanc Lighthouse to both guide mariners in making the westerly turn into the Straits, and to warn them of the shoals and shallows surrounding the island.



OLD MACKINAC POINT LIGHTHOUSE

This light is opposite the turning point for ships making the difficult passage through the Straits of Mackinac, one of the busiest crossroads of the Great Lakes. McGulpin's Point light, two miles to the west, had been established in 1856, but it was not visible from all directions. In 1889 Congress appropriated funds for the construction of a steam-powered fog signal here, which went into operation on November 5, 1890. Construction of the light tower and attached lightkeeper's dwelling began, and the light was first displayed on October 25, 1892. Heavy iron and brass castings were used throughout the structure, and the light was visible to ships sixteen miles away. In operation until 1958, the lighthouse is now a maritime museum.

MICHIGAN HISTORICAL COMMISSION REGISTERED STATE SITE NO. 377
PROPERTY OF THE STATE OF MICHIGAN
1972





Michigan

Lighthouse Tour#2



Paul Lemieux '59



Jim Dillon's '62



Steve Gould's '24



Mike McLain's '62



**Paul Lemieux
Third Place Stock**



**Jim Dillon
First Place Modified**



35th Annual Corvette Crossroads Auto Show



August 24, 2024



Sunday Option #1 Whitefish Point

Whitefish is a popular menu item in restaurants in the Upper Peninsula, and for many years the most productive whitefish grounds were to be found in Whitefish Bay near Whitefish Point.

On motion of Representative John S. Chipman of Michigan, the Committee of Commerce was instructed on January 13, 1846 to look into the expediency of erecting lighthouses at Whitefish Point and two other locations on Lake Superior. Congress provided \$5,000 for Whitefish Point Lighthouse on March 3, 1847, and the following month 115.5 acres at the point were reserved for that purpose.

The contract for constructing the lighthouse was awarded to Ebenezer Warner, and work at the site began during the summer of 1848. The resulting stone tower stood just over forty-two feet tall and tapered from a diameter of twelve-and-a-half feet at the ground to eight feet, five inches at its iron lantern room. An array of thirteen lamps set in fourteen-inch reflectors was used to produce a fixed white light, and a four-room, one-and-a-half-story, stone dwelling was built for the keeper. Construction was completed on November 1, 1848,



MI SACC members enjoyed Lighthouse Tour #2

Cheryl and Paul Lemieux - 1959 Corvette

Mike and Christine McClain - 1962 Corvette

Bill and Christine Penzer - 1961 Corvette

Steve and Mary Jane Gould—2024 C8 Corvette

Jim and Cindy Dillon - 1962 Corvette

Joe and Bobbi Woods - 1972 Corvette

Dave and Sue Ruby with Paul and Carol Elliott (Sue's brother and wife) - Detroit Iron



1957-1974 Corvette Distributor Electronic Ignition Conversion:

How to Install a Corvette Electronic Ignition

How many times would you have liked to convert your 1957-1974 Corvette to a solid state electronic ignition but a few problems always stood in the way? You had to use a non-stock distributor, had wiring so complicated it took an electrical engineering degree to figure it out or you had to mount black boxes on your engine compartment. These were things most Corvette owners just were not interested in doing.

Zip [Corvette Parts](#), 8067 Fast Lane, Mechanicsville, VA 23111, (800) 962-9632, can provide the perfect solution. PerTronix manufactures a complete solid state electronic ignition system – The Ignitor – that uses your original stock Corvette distributor. It has no complicated wiring or any black boxes. As a matter of fact, the whole system fits completely under your Corvette's original distributor cap, allowing you to maintain your Corvette's factory ignition shielding.

This system will install in about one hour and costs less than \$100. Since this unit is one piece, you do not have to drill any holes or cut any wires. Best of all, you will not have to buy anything else. According to PerTronix, The Ignitor system has an effective rpm range from 0 to 6000 rpm with a standard coil. If you need to go from 0 to 15000 rpm, all you need to do is change to a stock heavy duty coil. Another nice thing about this system is that you do not have to change the timing or your stock plug gap.

We installed The Ignitor on our 1973 L48 350 Corvette. It took less than one hour and worked flawlessly. So if you want the convenience of a solid state electronic ignition system and still use your original stock distributor, this is the answer. Installation can be performed with the distributor in the Corvette or on the bench. We decided to install on the bench which would allow for better photography and a check on our Corvette's distributor end play.

Follow along as we install The Ignitor on our 1973 L48 Corvette and see just how easy it is.





01: Here is the complete PerTronix Ignitor Electronic System. The only other things you will need are some hand tools, feeler gauge and a timing light.



02: Start by disconnecting your Corvette's battery. Remove the distributor cap and disconnect the coil wires. Then make a diagram so that you can remove and replace the distributor in its exact location. Make a drawing of a clock. Then make the location of the rotor and the vacuum advance. Here you can see the rotor is pointing at 6 and the vacuum advance at 8:30.





03: Remove the rotor, coil wire and condenser wire from the point assembly. Then remove the breaker points assembly. Keep the screws and washers because you will reuse them.



04: Secure the coil wire back to the breaker plate with the screw that held the condenser. Make sure the loop in the coil wire does not rub the shaft or rotor.



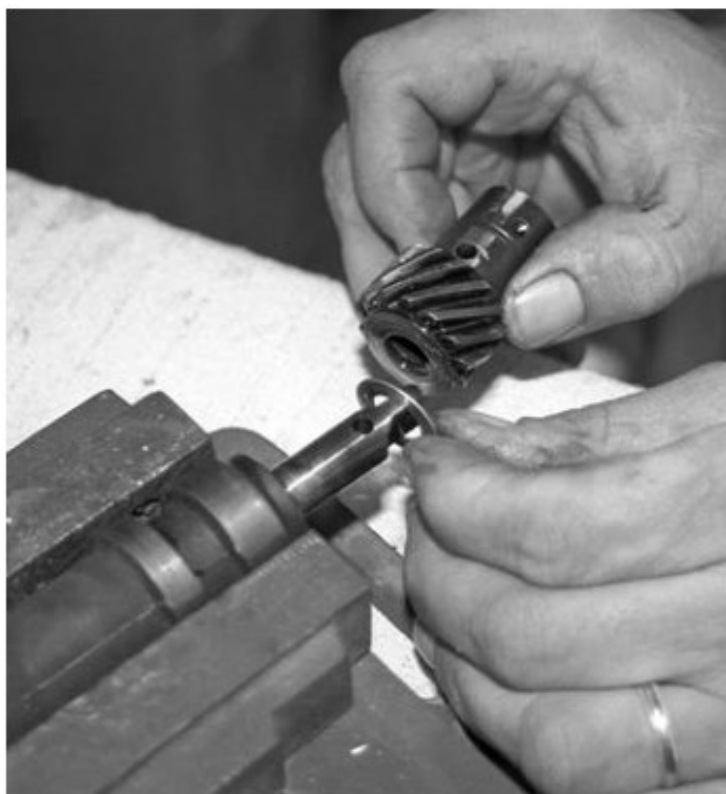


05: Install the magnet ring with the two threaded 6/32 studs. Keep the nuts and the two thick washers. Now check the air gap between the face of the magnet ring and the face of the Ignitor module. It should not be less than .010" and not more than .040".



06: On Delco Corvette distributors, the shaft has a tendency to climb as the car is started and as the engine accelerates. This is due to the bevel of the gear on the distributor shaft and camshaft. If the clearance between the gear and the lower end of the distributor housing is too great; it may allow the clearance between the magnet ring and the module to become more than .100". When this happens, the engine will miss or not fire. Here we are checking the clearance and we found it to be too great.





07: To reduce the clearance at the end of the shaft and prevent the shaft from climbing, we installed the provided shims. We drove out the roll pin and installed the shim provided. Notice that we also marked the gear with a crayon so that we reinstalled it exactly in the same position that it was removed.

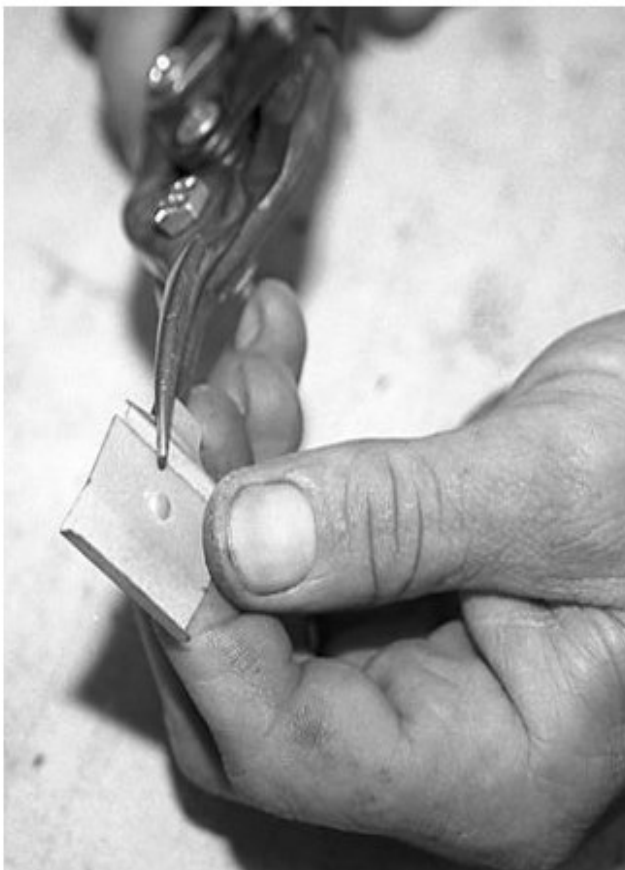


08: After you have installed the gear shims, re-check the magnet ring to Ignitor module gap. Remember, it should be between .010" and .040". Here we installed the .032 washer, which is provided, to adjust the gap to fall between the accepted limits.



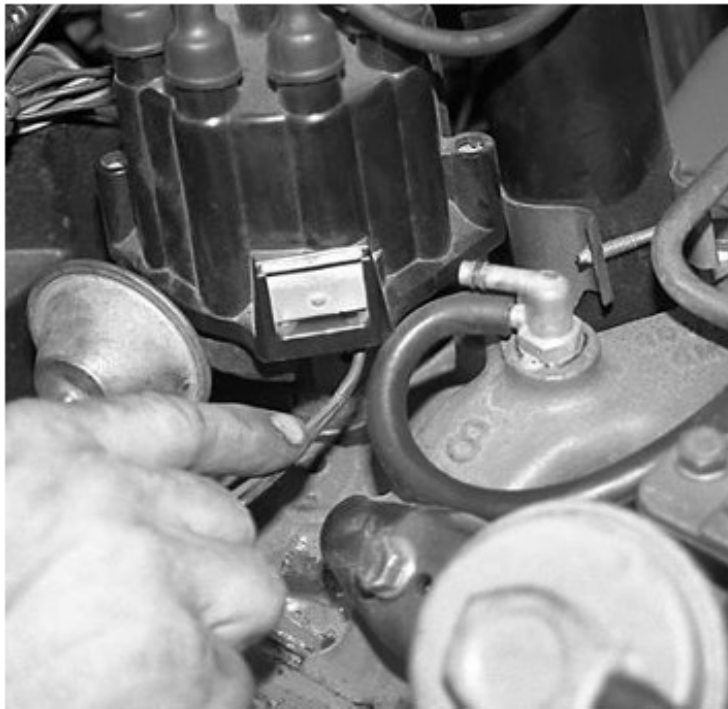


09: Now install the rotor with the nuts provided. It is a good idea to install a new rotor.



10: Remove the cap's sliding door and notch the corner of the door at the bottom lip. This is done so that the insulating sleeve can slip through without binding. When installed, the wire fits between the lip of the cap and the distributor body. Now re-install the door.





11: Re-install the distributor in the Corvette as per your diagram. Install the distributor cap and locate the wiring through the slot in the door. Be sure the wires are not pinched. Make sure they move freely.



12: Connect the black wire to the (-) negative side of the coil and the red wire to the (+) positive side of the coil. Re-connect your battery terminals to the battery. Start the engine. Let it run for about five minutes and time it to your specs. That's it! Now you have an electronic ignition and your original stock Corvette distributor.

1957-1974 Corvette Distributor Electronic Ignition Conversion: How to Install a Corvette Electronic Ignition

Source: Zip [Corvette Parts](http://www.corvetteparts.com), 8067 Fast Lane | Mechanicsville, VA 23111 | (800) 962-9632



Welcome to the Michigan Chapter
SOLID AXLE CORVETTE CLUB



Please include completed application with your dues renewal

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
SACC Annual dues are	\$45.00
Michigan Chapter SACC dues are	<u>\$15.00.</u>
TOTAL	\$60.00

Chapter dues include our quarterly Chapter Newsletter "Michigan"

SACC National Membership includes the quarterly magazine "On Solid Ground"

If you are a new 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

NOTE:

New members please send several photos of all your C1 Corvettes and a face shot of you (and your spouse, together, if you have one) to:

druby1938@gmail.com

Applicant Name _____ Co-Applicant: _____

Address _____

City _____ State: _____ Zip: _____

Home phone _____ Work/Cell: _____

E-Mail _____ Fax: _____

C1 Corvettes presently owned -

Solid Axle VIN # 1 _____ Yr _____ Color _____

Solid Axle VIN # 2 _____ Yr _____ Color _____

Solid Axle VIN # 3 _____ Yr _____ Color _____

Solid Axle VIN # 4 _____ Yr _____ Color _____

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

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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
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 page 9

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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