

Michigan

"Where it all began"



Volume 15 Issue 1

Dates to Remember

SACC dues > National and Chapter were due Dec. 1
May 3, 2025 Spring Meeting
11:30 am—2:00 pm
Brookshire Inn, Williamston, MI
Hope to see you all there

Inside this issue:

President's Laptop	2
2025 SACC National Conv	3
FOOD FOR THOUGHT	4-7
Spring Cleaning	8-10
Cab Rebuild	11-13
Renewal and Publication	14-15



Don't forget our website

www.solidaxlecorvettemi.com



From President's Laptop

April 2025

Michigan Chapter members,

Daylight Savings Time is here and the spring equinox has arrived. The robins and chipmunks have returned and the buds are out. The temperature is above freezing so Corvette driving season must be fast approaching.

I have heard that most of you snowbirds are about to load up and start home now. Come on home so you can avoid any more of the storms & tornados hitting the southern states the past few weeks.

April 1 is much more than April Fool's Day; it is time to free the toys from the pole barn. Time to pull off the cover, disconnect the battery tender and "Drivers, start your engines." In early March, trying to liberate my 2001 S-10 P/U from the pole barn, it would have started OK but was blocked by my all electronic 2005 Corvette with another dead cell battery (this is the fourth time since I bought it in 2010). There is not much worse than a 3500 pound boat anchor with a 10 V battery. C-1s are much less complicated to live with.

First event is our **Spring Membership Meeting at 11:30- 2 PM on Sat, May 3rd** at the **Brookshire Inn in Williamston, MI** [Brookshire Inn & Golf Club - \(brookshiregolfclub.com\)](http://brookshiregolfclub.com) where we will select Michigan Chapter events for this driving season.

The only other event already on the calendar is the 2025 SACC National Convention that will be held Aug 2-4, 2025 at Sacramento, CA. Details are in the Spring 2025 "On Solid Ground".

Looking forward to 2025, the Michigan Chapter Board is putting a lot of effort into what we believe will continue to be a fun series of events that we named the Michigan Lighthouse Tour. We welcome your involvement in planning if you live in or close to any of the tour segments. Local information is invaluable.

As we continue with each tour segment, all SACC Members who are Michigan residents, whether Michigan Chapter members or not are invited to join us for whatever distance you or your car are comfortable with. There is something uniquely satisfying about driving in a traveling car show. Everybody we meet has a smile, a wave and often a personal story of the one they had that got away. In case you missed it, we also had a nice write-up in the Spring 2025 "On Solid Ground".

Please join us at the Spring Membership Meeting on Sat, May 3, 2025.

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

Bill Huffman, Pres.

Michigan Chapter SACC

solidaxlecorvettemi.com



2025 MISACC Events

2025 SACC CONVENTION

by Lucy Badenhoop

SACC's 2025 convention will be in Sacramento California on 2-3-4 August just before Hot August Nights in Reno Nevada, only 100 miles away. Check HAN website for separate arrangements. Details and contracts for the SACC convention are still being worked out, so a registration form will not be available until the February issue. However, you can plan on T-shirts with a 1955 Corvette theme, but **I need pictures of your 1955 Corvette** for the artist to design it. **Please send the 1955 Corvette pictures by the end of November 2024** to Badenhoop@comcast.net and make them a separate file attachment, not embedded inside the email.

The venue is a jewel of the former Officer's Club and visiting officer's quarters (VOQ) refurbished by the new owner after McClellan Air Force Base was closed around 2000. It has easy highway access but is secluded and very private for our cars (including a security RV for nights). Room rates include a breakfast buffet (one queen \$109 or two queen beds \$129, plus tax & fees). That contract has been signed and reservations can be made now if you send me an email, I'll provide the online link.

The schedule may be modified as more contracts are signed, but count on the following activities.

2 Aug Sat 9 AM National Board Meeting - O'Club
1 PM Chapter Meeting
5 PM Welcome Reception



3 Aug Sun Tech Sessions and/or sightseeing
9 AM-10:45 AM Tech Session
11AM-12:45 PM Tech Session
Sightseeing in/near Old Sacramento
Tour of Underground Sac
Sutter's Fort
California State Capitol
Crocker Art Museum
California Auto Museum
River front, boardwalks & cobble streets
RailRoad Museum Train Ride
6 PM supper at special venue
(Delta King paddle boat, steam train or 1950s diner)

4 Aug Mon 9 AM road tour of Gold Country (Sierra Nevada foothills)
12 noon lunch at an original Pony Express Station
1-4 PM more road tour & sightseeing
6 PM Social Hour (no host bar) in the O'Club
7 PM Banquet & Annual Member Meeting in the O'Club

Bring the family for some living history lessons. The Sacramento region is a historical treasure for the "old west" migration about 200 years ago. The city was a major railroad center and a shipping port for river traffic from San Francisco. The air base venue has an aeronautical museum. Sacramento was also the Western end of the Pony Express Trail that started in St. Joseph Missouri. The distance of 1960 miles was covered in ten days and is re-enacted every June by volunteers carrying real mail with a special stamp. SACC members who register for the SACC convention by 30 April 2025 will receive a letter carried on horseback in the June 2025 re-ride.

The road tour on the last day of the convention will explore the Sierra Nevada foothills that sparked the gold rush and the mountain pass that was a portion of the Pony Express Trail. So, plan the trip now and register early so you can get the best selection on the hotel rooms, the T-shirts and the Pony Express letter.



Michigan

Lighthouse Tour

FOOD FOR THOUGHT FOR SPRING MEETING

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 _____

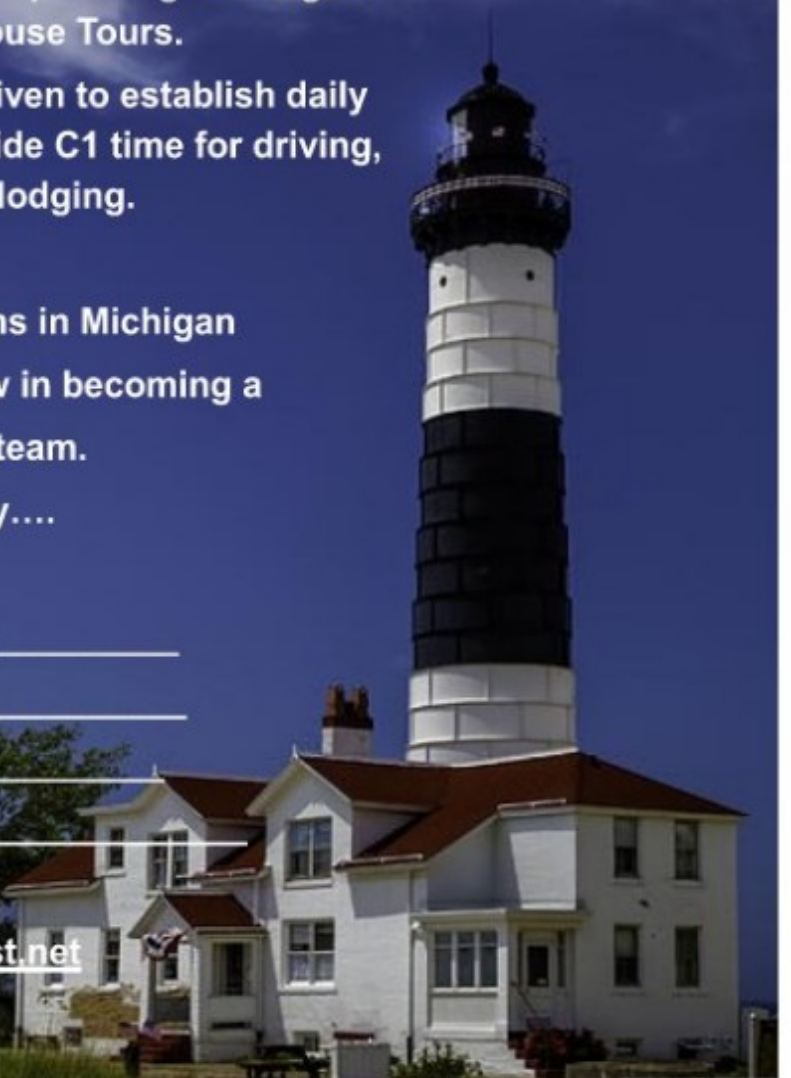
#4 Ludington to Traverse City _____

#5 St. Joseph to White River _____

#6 Your preferred tour _____

Your choice. Pick one and contact

Bill Huffman swh73@comcast.net



Big Sable Point

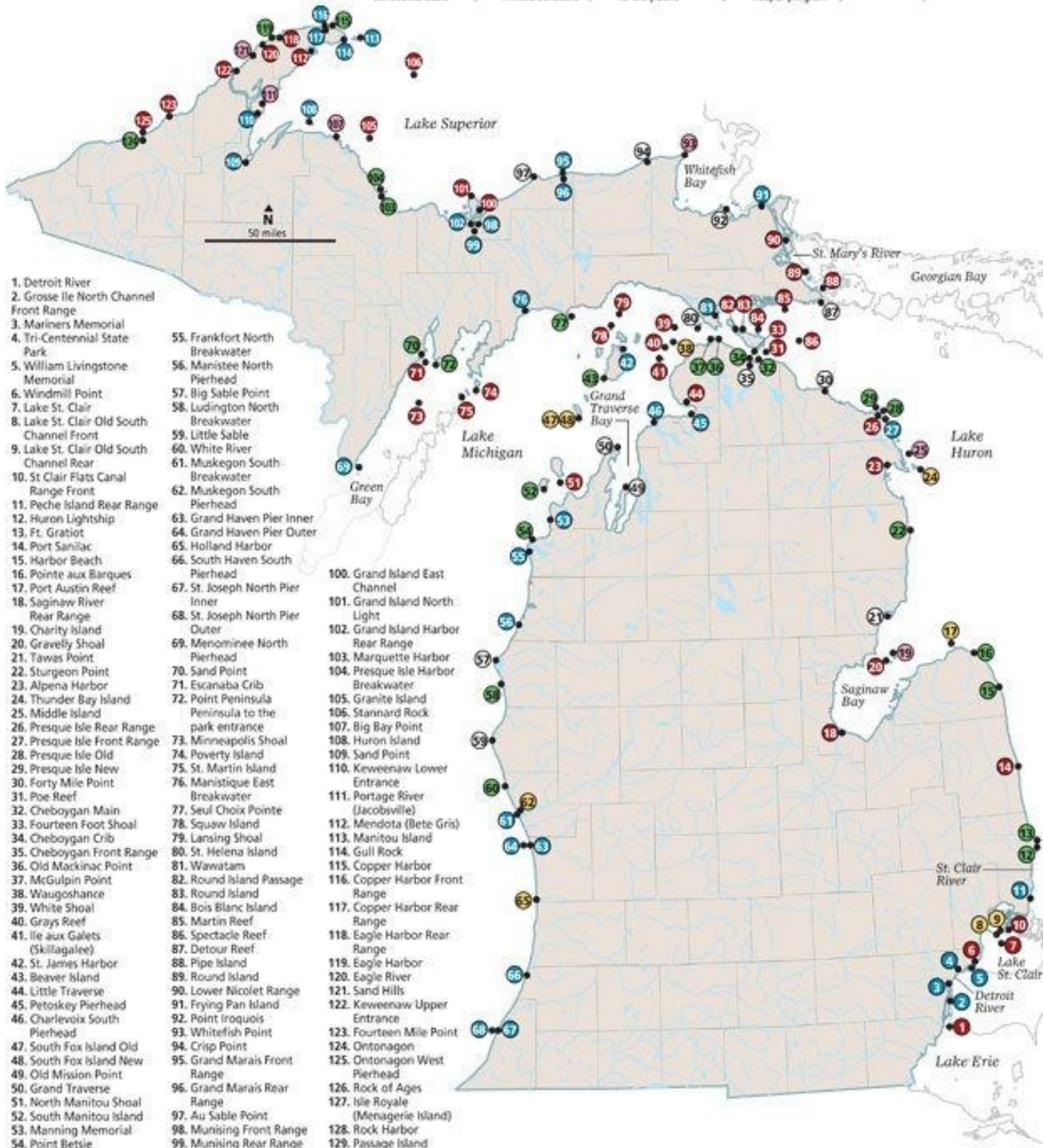


MICHIGAN LIGHTHOUSES

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

KEY TO SITES:

- Open to the public on a regularly scheduled basis
- Open to the public on a limited schedule
- Grounds, pier open, but buildings closed to the public
- Offers a lighthouse keeper program
- Bed-and-breakfast
- Not open to the public



1. Detroit River
2. Grosse Ile North Channel Front Range
3. Mariners Memorial
4. Tri-Centennial State Park
5. William Livingstone Memorial
6. Windmill Point
7. Lake St. Clair
8. Lake St. Clair Old South Channel Front
9. Lake St. Clair Old South Channel Rear
10. St. Clair Flats Canal Range Front
11. Peche Island Rear Range
12. Huron Lightship
13. Ft. Gratiot
14. Port Sanilac
15. Harbor Beach
16. Pointe aux Barques
17. Port Austin Reef
18. Saginaw River Rear Range
19. Charity Island
20. Gravelly Shoal
21. Tawas Point
22. Sturgeon Point
23. Alpena Harbor
24. Thunder Bay Island
25. Middle Island
26. Presque Isle Rear Range
27. Presque Isle Front Range
28. Presque Isle Old
29. Presque Isle New
30. Forty Mile Point
31. Poe Reef
32. Cheboygan Main
33. Fourteen Foot Shoal
34. Cheboygan Crib
35. Cheboygan Front Range
36. Old Mackinac Point
37. McGulpin Point
38. Waugoshance
39. White Shoal
40. Grays Reef
41. Ile aux Galets (Skilakalee)
42. St. James Harbor
43. Beaver Island
44. Little Traverse
45. Petoskey Pierhead
46. Charlevoix South Pierhead
47. South Fox Island Old
48. South Fox Island New
49. Old Mission Point
50. Grand Traverse
51. North Manitou Shoal
52. South Manitou Island
53. Manning Memorial
54. Point Betsie

55. Frankfort North Breakwater
56. Manistee North Pierhead
57. Big Sable Point
58. Ludington North Breakwater
59. Little Sable
60. White River
61. Muskegon South Breakwater
62. Muskegon South Pierhead
63. Grand Haven Pier Inner
64. Grand Haven Pier Outer
65. Holland Harbor
66. South Haven South Pierhead
67. St. Joseph North Pier Inner
68. St. Joseph North Pier Outer
69. Menominee North Pierhead
70. Sand Point
71. Escanaba Crib
72. Point Peninsula Peninsula to the park entrance
73. Minneapolis Shoal
74. Poverty Island
75. St. Martin Island
76. Manistique East Breakwater
77. Seul Choix Pointe
78. Squaw Island
79. Lansing Shoal
80. St. Helena Island
81. Wawatam
82. Round Island Passage
83. Round Island
84. Bois Blanc Island
85. Martin Reef
86. Spectacle Reef
87. Detour Reef
88. Pipe Island
89. Round Island
90. Lower Nicolet Range
91. Frying Pan Island
92. Point Iroquois
93. Whitefish Point
94. Crisp Point
95. Grand Marais Front Range
96. Grand Marais Rear Range
97. Au Sable Point
98. Munising Front Range
99. Munising Rear Range

100. Grand Island East Channel
101. Grand Island North Light
102. Grand Island Harbor Rear Range
103. Marquette Harbor
104. Presque Isle Harbor Breakwater
105. Granite Island
106. Stannard Rock
107. Big Bay Point
108. Huron Island
109. Sand Point
110. Keweenaw Lower Entrance
111. Portage River (Jacobsville)
112. Mendota (Bete Gris)
113. Manitou Island
114. Gull Rock
115. Copper Harbor
116. Copper Harbor Front Range
117. Copper Harbor Rear Range
118. Eagle Harbor Rear Range
119. Eagle Harbor
120. Eagle River
121. Sand Hills
122. Keweenaw Upper Entrance
123. Fourteen Mile Point
124. Ontonagon
125. Ontonagon West Pierhead
126. Rock of Ages
127. Isle Royale (Menagerie Island)
128. Rock Harbor
129. Passage Island

[To all of our Corvette Friends,

What started as a simple gathering—just parking, chatting with friends, and raising money for Open Hands Food Pantry—has grown into something truly special. As costs rose, I knew we had to evolve to make an even bigger impact. We took things up a notch at 2024 M1 Concourse, adding food trucks, a DJ, guest speakers, and another local charity. The result? An unforgettable experience!

2025 is going even further:

Exclusive Displays – A 1965 working Corvette chassis and a real Indy Pace Car

Coker Tire and Corvette Central just said they will be here.

Special Corvette Parking – Dedicated areas for Custom & Modified Corvettes

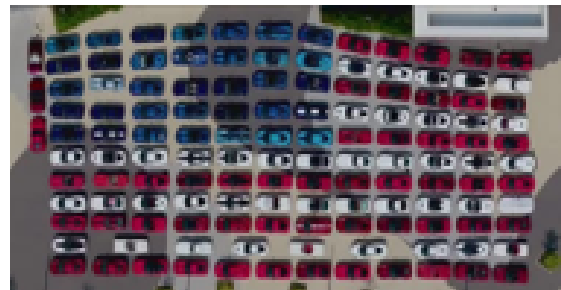
Seminars & Racing Displays – Meet Corvette owners who build and race their own Corvettes on the track and in autocross. They'll share their experiences and expertise in our seminar sessions.

Entertainment – More vendors, a DJ, a beer garden, PAWS, and a magician

Commemorative Keepsakes – Dash plaques & an event booklet for all attendees, plus a special Challenge Coin for those participating in our American Flag display!

Calling All Red, White & Blue Corvettes!

We're creating a massive American flag made entirely of Corvettes! If you own a red, white, or blue Corvette, we'd love for you to be part of this special tribute. Those who participate will receive a commemorative Challenge Coin as a token of appreciation.



But at its core, this event is about giving back. Every dollar raised goes directly to Open Hands Food Pantry and Checkered Flag Challenge. Cash Donations Matter More Than Ever

Open Hands Food Pantry in Royal Oak was our first charity partner. Twenty years ago, their annual budget was just \$7,000—today, it's over \$100,000, helping more than 20,000 people! They've asked us to focus on cash donations instead of food because they can purchase more at a lower cost through Gleaners, ensuring consistent, high-quality food packages for those in need.

Expanding Our Impact

When I moved Corvettes on Woodward to M1 Concourse, I also partnered with the Checkered Flag Challenge, the philanthropic arm of M1 Concourse. This initiative supports M1 Mobility, providing much-needed transportation solutions for Pontiac residents—because in Pontiac, there's no official program to help those without reliable transportation.

How You Can Help

Over the last 20 years, Verna and I—along with our incredible Corvette friends—have raised hundreds of thousands of dollars to support those in need. I understand that charity isn't for everyone, and that \$40 might not fit everyone's budget. That's okay.

But putting on an event of this scale takes time and money—for the venue, insurance, tents, stage, security, printing, and more. Thanks to M1 Concourse, Corvette Central, Les Stanford Chevrolet, Verna, and me, the costs are covered. All you have to do is show up, enjoy the day, and know that you made a difference.

If this event isn't for you, we understand. But if you do attend, we promise an unforgettable day—with incredible Corvettes, great people, and a chance to give back.

We appreciate your support and look forward to another amazing year!

Registration is now open on the M1 Concourse website

Corvettes on Woodward

Wednesday, August 13

M1 Concourse, Pontiac Michigan

To register M1 Concourse.com Events, scroll down to Woodward Dream Festival, Corvettes on Woodward

See you there!

Larry & Verna Courtney

MichiganCorvetteEvents@gmail.com





On the 1st Thursday of every month, the new Pontiac Transportation Museum presents a free lecture about automotive history in Pontiac, MI. The subject of this Thursday's lecture is as listed in the link below. Their museum is open for free prior to the meeting. They have a lot of vehicles on display that aren't GM Pontiacs but were built in Pontiac. The two previous lectures have been very interesting and educational. Feel free to pass this on to anyone that might be interested.



Get Ready to Drive: Spring Prep for Your Corvette

Whether you've endured snow, rain or just colder weather, it's time to start thinking about long, warm days on the open road. Planning and preparation in the early days of Spring will save you headaches and delays when it's time to hit the road. Mid America Motorworks gives you some tips on getting your Corvette ready to come out of hibernation.

Tires

If you have not put your Corvette on positioning jacks, be sure to move it periodically to reduce the tendency to of flat spots forming on the tires. Check the inflation of the tires and the spare, and adjust to the recommended tire pressure. It's a good idea to oil the spare tire brackets, bolt and lock now to prevent rust and highway frustration in case you get a flat tire and are unable to loosen parts. Make sure your Corvette's jack and jack handle are also in place.





Exhaust

Periodically start the engine and allow your Corvette to warm up to full operating temperature every 30 days, if not more often. The exhaust system will be heated up and any accumulated moisture will be burned out of the engine while its running. In addition, oil will be distributed to reduce the tendency of rust on internal surfaces. Fuel will be moved through the carb or fuel injection, which reduces the tendency of these systems to clog up from gasoline deposits. Engine heat will also dry out any electrical connections that may have drawn moisture, preventing those mysterious shorts and electrical failures due to corrosion on connectors. If your Corvette is stored outdoors, be sure to check the air cleaner for rodent nests prior to start-up.

You should also check the hangers and clamps to see if they need to be tightened or replaced. On cars equipped with O2 sensors, these should be checked for buildup or corrosion. These are simple to replace and are essential to the performance of your car.



Brakes

If the roads are dry, try to drive your Corvette on a short trip or two. This will allow you to heat up the brakes and drive out any moisture. Pads may wear, but Corvette brakes rarely "wear out." Most of the time, brake system replacements are due to corrosion from moisture in the fluid. You can greatly extend the average life of the system by simply keeping the fluid fresh and moisture free.

Check the brake system. Examine brake calipers for leaks and pad condition. Be sure to check hoses and lines too. If the flex hoses look cracked or worn, be sure to get them replaced. The inner lining will often break down before the exterior wall fails. This can cause internal blockage and uneven braking. Now is a good time to bleed the brakes to remove old fluid and any water that may have entered the system. Don't forget to top up the master cylinder with fresh fluid.



Shocks

Take a look at the shocks. Are there any leaks or dented cylinders? How about the shock bushings? If these are cracked or worn, your Corvette's ride quality will suffer. While you are in this area, check the condition of the sway bar bushings and end link bushings. These must be in good shape in order for your Corvette to negotiate corners and curves as it was designed to do.





Battery

Be sure to check your battery. Clean the connections and give them a light coating of silicone grease to prevent corrosion. If your battery has caps, check the water level and add water as needed. Now is a good time to install a Battery Mat under the battery to neutralize any leakage or fumes. A trickle charger will keep the battery at full charge and will extend the life of the battery.



Interior

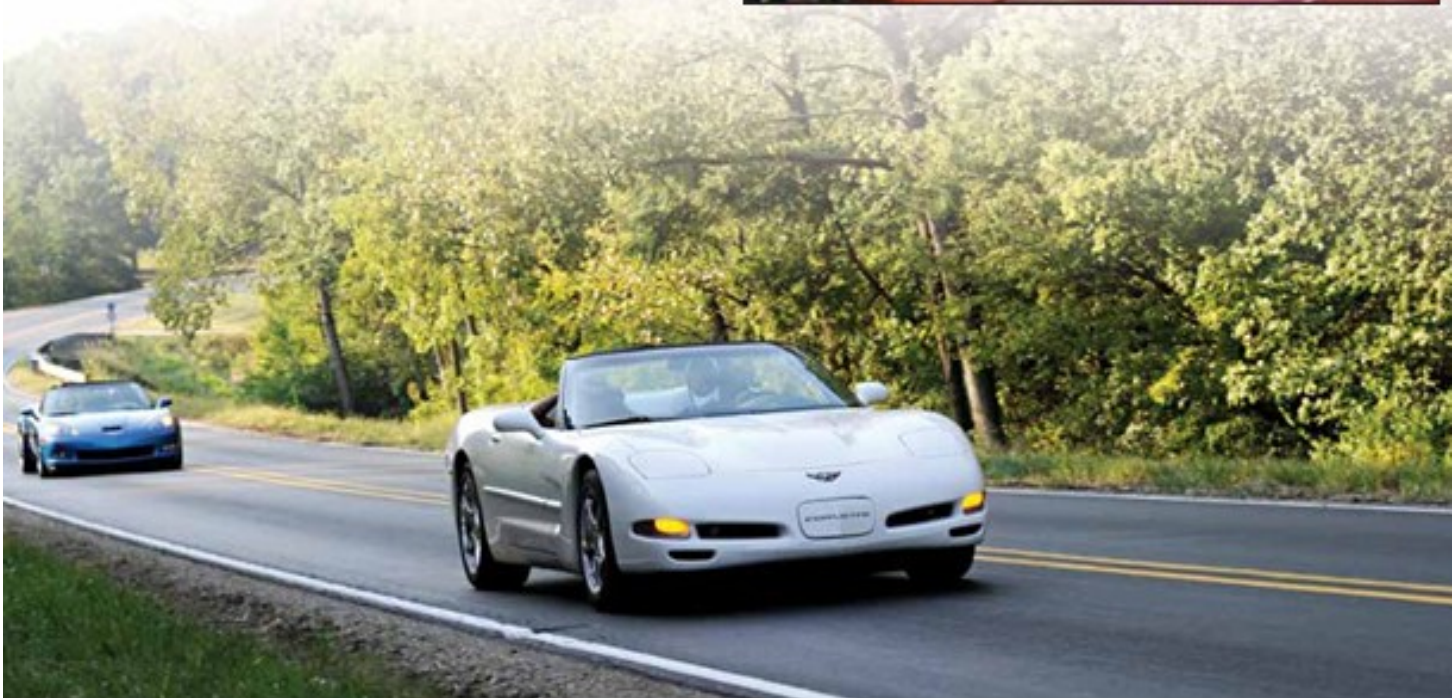
If you are not already using them, you may want to toss a few desiccant bags into the interior in order to remove any accumulated moisture. Mold and mildew can quickly damage an interior and a good looking ride should smell good, too!



Projects

Check your Corvette for items that need to be rebuilt or replaced prior to your first Spring cruise. Make a list of the Springtime projects you want to get done. Order the parts now to make sure that you have everything you need to complete the task. Now is the time to get that weak alternator or balky starter rebuilt. Check your service manual to see that you have all the necessary tools.

A little planning now will have your Corvette ready to roll out for miles of smiles.





Refresh & Renew A Benchtop Carb Rebuild to Prepare for Cruising Season

It's funny how some of the things we didn't think twice about doing when we were young can seem more intimidating later in life. For many rodders and car enthusiasts who came of age in the pre-EFI days, basic automotive tasks like replacing ignition points, setting valve lash, or a carb rebuild were fundamentals we learned in our teens. However, if we haven't revisited those procedures for several decades, they can feel a little foreign now.

At least that was the case when I recently set out to rebuild a carburetor. It was an old swap meet score with an uncertain history that had been sitting on a shelf for more than 15 years, so it only made sense to go through it before putting it to use. Fortunately, much like riding a bike, the rebuild process was fairly straightforward and simple, and felt pretty familiar once I dug in. Like anything, you just need to follow instructions and take things one step at a time.



Our carb rebuild subject was an old Carter AFB purchased years ago at a swap meet. The precursor to the Edelbrock Performer, the carb is a well-proven design that's simple to rebuild and adjust.

It helped that the subject at hand was an old Carter AFB – or Aluminum Four Barrel – a simple design that dates back to the 1960s. It was later the basis for the popu-

lar Edelbrock Performer – in fact, the rebuild kit came from Edelbrock. One nice thing about this carburetor design is its lack of vertical gasket surfaces, which helps minimize potential leaks. Primary metering is done with a jet and a vertically mounted needle suspended by a spring; the needle is raised and lowered into the jet (thereby adjusting fuel flow) based on engine vacuum. The metering rods and springs can be changed without taking the top off the carburetor, which simplifies some tuning processes.

One of the main goals of any carburetor rebuild is to thoroughly clean all the parts, removing carbon deposits, old varnished fuel, and general grime that can plug air and fuel passages and hinder performance. The carb rebuild kit consisted of fresh gaskets and a few wearable parts, like needles and seats. Thankfully, it also came with a selection of those little linkage retainer clips to replace the originals that often disappear during disassembly. Having instructions – and an exploded diagram of the carb – was helpful, but I still took reference photos during disassembly to help as needed when I put things back together.

As long as we're talking carburetors this month, I thought it made sense to share some highlights of this carb rebuild. It's a good reminder of one of those simple tasks most of us can tackle at home, and maybe it will inspire you to freshen up your fuel meter.



Removing eight screws was all it took to remove the top, also called an air horn. Note our plastic container to hold the fasteners and small parts we removed. We also took cell phone reference photos to help us later.

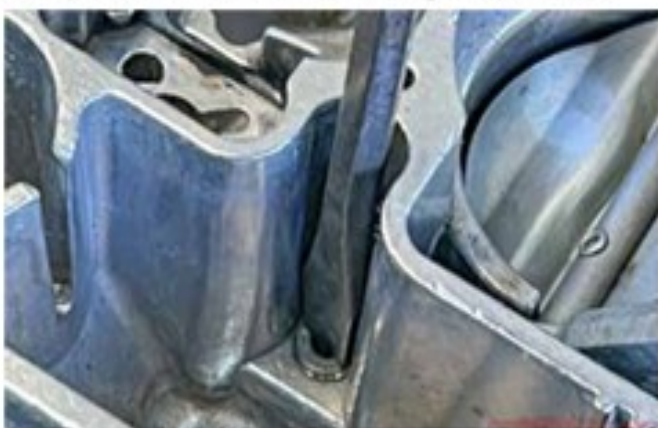


Getting everything clean is a primary goal. Small parts like the venturi assemblies were cleaned in a chemical dip canister (available at most auto parts stores). The main body and air horn were soaked in a tub of solvent to loosen up carbon deposits. Some spray carb cleaner helped with more stubborn spots.

CARB—continued on page 6



The rebuild kit included fresh gaskets, small wearable parts (needle and seat, pump discharge weight, etc.), and some small fasteners and other commonly replaced hardware.



While we did not replace the jets, we did remove, clean, and inspect them.



A new pump discharge ball, weight, and gasket were installed before screwing the cleaned pump jet housing back into place.



New gaskets from the rebuild kit were also used on the four venturi assemblies as they were screwed back in place.



The rebuild kit came with a new accelerator pump spring and plunger, but we ended up buying a new accelerator pump assembly, which is readily available.



Moving to the top (air horn), we installed the new brass seats (with supplied washers) for the needle-and-seat assemblies, plus a new gasket to seal the air horn to the main body.





The new needle is then dropped into the seats, and the floats were attached using their original pins.



Following the rebuild instructions, we used a 7/16 drill bit to check and set the float level, and the supplied measuring square to check the float drop level. Levels can be adjusted by carefully bending the tab on the float lever.



The air horn assembly was then set back in place and secured using the eight attaching screws.



The two step-up piston springs, step-up pistons, and metering rods (which connect to the pistons with retainer springs) were then slid back into their shafts in the air horn and secured with cover plates.



We were thankful to have a few reference photos to consult when re-attaching the various pieces of linkage, like the accelerator pump arm and linkage. It was also helpful to have new clips from the rebuild kit.



We finished by installing the idle adjusting screws in the base of the body. As a rule of thumb, we started by turning the screws in until they were seated, and then backing them out 1.5-2 turns. We'll make final adjustments once the carb is on the engine and running.

BABY CAR SEAT 60S



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 National and Chapter dues and submits your National dues to SACC National.

	1 year
SACC National Annual dues are	\$45.00
Michigan Chapter SACC dues are	\$15.00.
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 > jp1vet9@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 _____

C1 Corvettes presently owned -

Solid Axle VIN # 1 _____ Yr _____ Color _____

Solid Axle VIN # 2 _____ Yr _____ Color _____

I would enjoy participating in these club activities:

Driving tours _____ Get away weekends _____ Continuation of Lighthouse tours _____

Museum tours _____ Historic site/shop tours _____ Car Shows _____ Tech sessions _____

Race events _____ Newsletter Contributions _____ Tour/Event Planning _____

Other comments or suggestions _____

I would be interested in attending the spring 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

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

Vice Pres: **Tom Gamache**
45451 Augusta Drive,
Canton, MI 48188
tsgama22@comcast.net

Secretary: **Cheryl Lemieux**
403 Loris Lane
Oxford, MI 48371
cherylleieux9@gmail.com

Treasurer: **Paul Lemieux**
403 Loris Lane
Oxford, MI 48371
jplvet9@gmail.com

Editor: &
2nd V. Pres. **Dave Ruby**
30120 Lincolnshire E.,
Beverly Hills, MI 48025
druby1938@gmail.com

Tech Advisor: **Harry Jones**
2056 Fox Glen Court,
Bloomfield Hills, MI 48304
choochooharry@comcast.net

Director-at-Large **John Ronayne**
923 Penniman Avenue
Plymouth, MI 48170
jronayne33@gmail.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, 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:

Dave Ruby, Editor
Michigan Chapter of SACC
30120 Lincolnshire E.,
Beverly Hills, MI 48025
cell: 248-514-2677
druby1938@gmail.com

