

Michigan

“Where it all began”



Volume 10 Issue 4

Michigan Chapter News

**Due to the covid-19
SACC Michigan Chapter events
have been postponed until
National SACC suspension order
is rescinded**

**The Michigan Chapter Board has
decided to forgo 2020 dues.**

**For those who have paid your dues -
membership will be extended for one year.**

**For those who joined the Chapter thru registration at the
2019 SACC convention-membership will be extended
thru 2021.**

**For those who have paid for multiple years
membership will be extended by one year.**

**For those who have not paid your dues -
We are waiting.....**

**2020 SACC COVENTION NOTICE
POSTPONED UNTIL AUGUST 2021
AT CARLISLE, PA**

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Corvette's Engineering

Manager Josh Holder

filled in for

Tadge Jeuchter

**at SACC Conv Aug 2019—
link to a trip under a 2020
Corvette Convertible**

**[https://
www.corvetteblogger.com/2020/06/
22/video-corvette-engineering-
manager-josh-holder-takes-us-
under-a-2020-corvette-convertible?
utm_source=newsletter&utm medi
um=email&utm_campaign=corvette
sales_news_lifestyle_daily_recap](https://www.corvetteblogger.com/2020/06/22/video-corvette-engineering-manager-josh-holder-takes-us-under-a-2020-corvette-convertible?utm_source=newsletter&utm_medium=email&utm_campaign=corvette_sales_news_lifestyle_daily_recap)**

Don't forget our website

www.solidaxlecorvettemi.com



From the President's laptop

JUNE/JULY 2020



Fellow Michigan Chapter members,

By the time you read this, we will be celebrating the 4th of July Holiday in a new unique 2020 fashion. Unfortunately, the coronavirus of 2020 has been a little more culturally transformative than most of us are comfortable with.

As C-1 owners, most of us are in the "be careful" age group. National SACC, in consideration of its previously stated policy, that we suspend club activities and adhere to all governmental guidelines related to public health, announced on June 25th the 2020 SACC National Convention to be held in Carlisle, PA has been postponed until Corvettes at Carlisle 2021. For those of you who planned to attend and made reservations, I was told cancellations will be honored thru July 25th ,but better sooner than later.

Address resort cancellations to: tabitha@allenberry.com ,
Corvettes at Carlisle cancellations to:

<https://www.carlisleevents.com/events/events-detail/index?id=corvettes+at+carlisle>

Resumption of Michigan Chapter club activities will depend on SACC National timing as well. Recently, a suggestion was circulated within the Chapter Board to consider the Corvettes only Car Show & Swap Meet on July 19th at Gilmore Museum for club participation. When communicated to the SACC National Board, their response was that we as individuals are free to attend. However, the SACC blanket liability insurance policy that covers our Michigan Chapter events would not offer coverage due to SACC Event suspension.

Bottom line is this:

As individuals, we are free to participate in local collector car events, if we wish. However, as a SACC Chapter, we are unable to schedule Club Events until the National SACC suspension order is rescinded.

Still looking forward to firing up the old chariot on July 2nd , when the new Michigan no-fault car insurance coverage takes effect. With everything closed, it made no sense to activate the old no-fault policies, and then have all new paperwork from the new policies.

Still trying to make every mile of C1 seat time "a good memory! "

Bill Huffman, Pres.

Michigan Chapter SACC

swh73@comcast.net

Don't forget our website: www.solidaxlecorvettemi.com

Contests



Joe and Marie Feko of Troy have had their 1961 Corvette, pictured at Metro Beach, for 53 years. It's seen them through good times and bad.

Ron Cramer

Meet our New Members

Joe and Marie Feko of Troy

In the fall of 1961, I was an engineering student at General Motors Institute (now Kettering University). The school offered a cooperative education program that had me alternating between classes in Flint and coop work assignments at the Chevrolet Engineering Center in Warren.

At Chevrolet, I worked as a junior detailer assigned to relatively easy tasks such as, revising drawings, minor drawing corrections and various up dates as directed by experienced designers.

Junior detailers were also given the opportunity to create individual drawings from layouts. I was shown a partial layout of the not-yet-released 1963 Corvette Sting Ray. The layout contained all parts and sub-assemblies of the side window crank mechanism and the access opening in the door inner panel for crank installation and service. The access opening was covered with a metal plate. I was assigned to create an individual drawing of the cover plate.

The part was rectangular with a fold near one side with holes for screw retention. The drawing included the part dimensions, material specifications and other information necessary for manufacturing.

My exposure to the layout allowed me access to information related to the 1963 Sting Ray. Clearly the layout showed a coupe. All previous Corvettes were convertibles, soft or hard-tops.

So, there I was in 1961, with the knowledge that there would be a first-time Corvette coupe for 1963. But I was told that the layout information was confidential and was directed not to tell anyone about what I had learned. I remained true to the direction, not even sharing the info with my school buddies. "My" part went into production and became a component of the second-generation Corvette—1963 to 1967.

I could hardly wait to see the 1963 Corvette that was still over a year away. I dreamed of having one, but purchasing a new car as a student was not in the cards. I set out to find a previously owned Corvette, which at that time were used only cars. In early 1963, shortly after the 1963 Sting Ray was introduced, I purchased a used red 1961 Corvette with a removable hardtop and finished my engineering education driving a sharp, and not too old, sports car.

Fast forward to today.....I still own the 1961. I came close to selling it a while back, but my wife insisted I keep it. (that is another story in itself!) We did a complete restoration spanning 1976 to 1980. We continued to drive and enjoy the C1. Age crept up on it, in 2007, we began to restore the C1 and do things that the lack of money and availability of parts had prevented us from doing earlier.

As all Corvette owners like to share their experiences, I have often told the story relating to the part I "designed" for the original 1963 Sting Ray. Well as too often happens, while I was relating the story at Greenfield Village car show, I was challenged. "You did not 'design' that part, you only 'detailed' it". I was busted! The comment was delivered by a former engineer at Chevrolet at that time and he knew full well the design and detail process.

Detailing was essentially copying of an engineer's design and adding the necessary information to complete the finished engineering document.

The moral of the story: Be sure to know our audience when telling tall tales!

Joe Feko, SACC #4159

Troy couple wins Pewabic Corvette tile

BY MAUREEN FEIGHAN
The Detroit News

Through nearly all of life's biggest milestones, Joseph and Marie Feko's red 1961 Corvette has been there.

It was the flashy car that caught Marie's attention when she met Joe in the 1960s before they married. And it was the same car Joe used to teach Marie to drive. The Troy couple even took their honeymoon in it.

"And our first born son, Dan, nearly arrived in that car," writes Joe in an email. "I used a bit of its performance capability to get Marie to the hospital on time!"

And after 53 years and 190,000 miles - through births, deaths and two major restorations - they still have their beloved Corvette.

The Fekos are the winners of a Homestyle contest asking readers to tell us about their favorite vintage car. The prize is a shiny red, 4-inch Pewabic tile with Corvette's original 1953 logo on it.

More than two dozen Homestyle readers entered our contest, sharing the stories behind their beloved Corvettes. There were cars who brought couples together and others who'd been in families for generations. One woman, Dee LaBeau of Southgate, owned her 1968 Corvette for nearly 30 years, sold it after suffering a severe leg injury and then tracked it down in Florida years later and bought it again. She still has it.

But the Fekos' story stood out.

The couple almost sold their Corvette once in the 1970s. Once used daily, they stopped using it because Marie was heavily pregnant with their second child and couldn't fit behind the wheel. It started to deteriorate and Joe planned to sell it until Marie stepped in.

Marie said "it had to stay because it was part of the family," writes Joe.

Joe, who grew up in Cleveland, was

just out of high school in June of 1961 when he first spotted a red '61 Corvette on a road near a cottage he was visiting on the shores of Lake Erie. He was mesmerized.

"Having been a Corvette fan for a while, I knew it was the new 1961 version because it was the first year of the cut back rather than rounded tail, a feature more or less retained by today's Corvette," writes Joe.

Two years later, he bought his own 1961 red Corvette. It's been through at least two major restorations - once in 1975 and again in 2007 - and has a 283 cubic inch dual quad engine, close ratio 4-speed transmission and a 4:11 axle.

"Old hot-rodders will know what this means," explains Joe.

The car also has seen the Fekos through considerable heartache. They dedicated it after its second restoration

in 2007 to their son Matt, a commercial charter pilot and flight instructor who was killed by a drunk driver in 1998. He was 25.

"His first love was flying aircraft," writes Joe. "His second was driving our 1961 Corvette."

Joe has done extensive research on the Corvette during all of its restorations and he says it's possible that the Fekos own the same Corvette he first saw in 1961.

"Given the relatively low number of Corvettes produced, and considering the even smaller portion which were painted red and registered in Ohio, it is likely that the car I saw at graduation was the very same car I purchased."

Today, the Fekos drive their beloved car about 1,000 miles every year. Whenever he's asked if he wants to sell it, Joe has a standard reply.

"I reply that they have to negotiate with my grandsons for the sale," says Joe.

mfeighan@detroitnews.com
(313) 223-4686



Maureen Feighan/The Detroit News
The 4-inch Pewabic tile has the original 1953 logo on it.

No-Fault Auto Insurance

On July 2, 2020, Michigan's new no-fault auto insurance reform law is giving drivers in our great state new coverage options to consider.

Our Michigan Auto Insurance Reform Center is here to help provide up-to-date information that can help Michigan drivers make smarter decisions on the Road to Reform.

As part of Michigan Auto Insurance Reform, drivers will be able to select their preferred level of Personal Injury Protection Allowable Expenses (PIP AE), the coverage that pays for medical coverage if you are injured in an auto accident. Based on your eligibility and individual needs, you'll be able to select from the coverage options available or you may be able to waive PIP AE coverage altogether. Best of all, these options are intended to help you save money on your auto insurance!

Contact your insurance carrier!



Wants and Needs



1961 Corvette Posi-traction pumpkin

**Posi-traction differential and "P" housing original
Gearset and bearings have 40,000 miles.**

3.70:1 ratio. \$400.

Call Joe Feco 248-515-9374. SACC #4159.

Wanted Your C1 story

Please submit your story and photos of your life with a C1.

We would like to highlight your C1 experiences in this newsletter. It can be any activity; an experience requiring an on the road repair; caught in a sudden rain storm; rebuild or repair options; how the C1 became a member of the family.

Everyone has a story to tell, let it be yours.

Submit to druby@rubyusa.com

Three Dos and Don'ts of Engine Cleaning

Kyle Smith

HAGERTY / MEDIA

12 June 2020



Photo by Kyle Smith

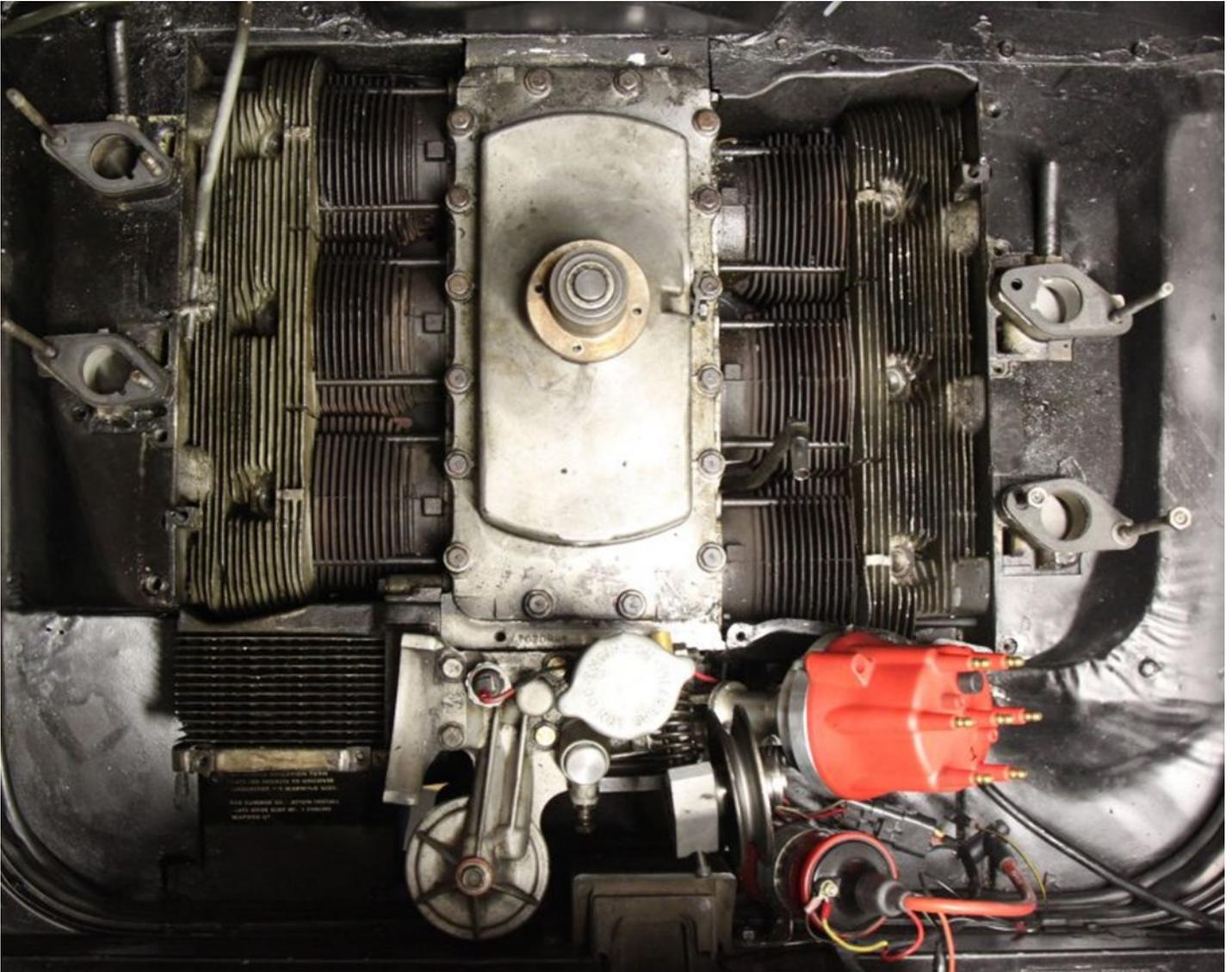
The fit and finish of a car's exterior often gets all the attention, and most gearheads will debate polishes and paint protectants for hours on end. If you want to find who is really detail oriented at a car show, don't look **at** the hood—look **under** the hood. A spotless engine bay is tough to achieve and even harder to maintain. It's worth it, though, because a clean engine compartment is not only attractive but also conducive to spotting any leaks or issues when they start, rather than leaving them to be camouflaged by grime.

If your engine is a dingy, oily mess and you want to bring it back to a respectable condition, here are a few tips.

Don't: Be quick to take things apart

Do: Take a “before” picture -

The last thing anyone wants is to forget how it goes back together



Photo

If the engine is running smoothly, I'm hesitant to take anything apart to clean it, and I'd recommend you think the same way. The old adage of **“if it ain't broke, don't fix it”** has treated me well for many years. However, to get a deep clean you must dive deep. Before you start, grab your camera and snap a picture.

Even if you have a great memory and a wealth of reference materials, a photo can still prove invaluable. Sometimes, all it takes is a simple glance at a “before” picture to know where that hose with the weird bend was attached. It also serves as great evidence of the improvement you make.

Don't: Go crazy with the “engine cleaner”

Do: Use chemicals appropriate for the job



Photo by Kyle Smith

Here are three chemicals of varying intensity. I start with the mildest and progress to the most aggressive, making sure that even the strongest will not damage the finish on the parts I am cleaning.

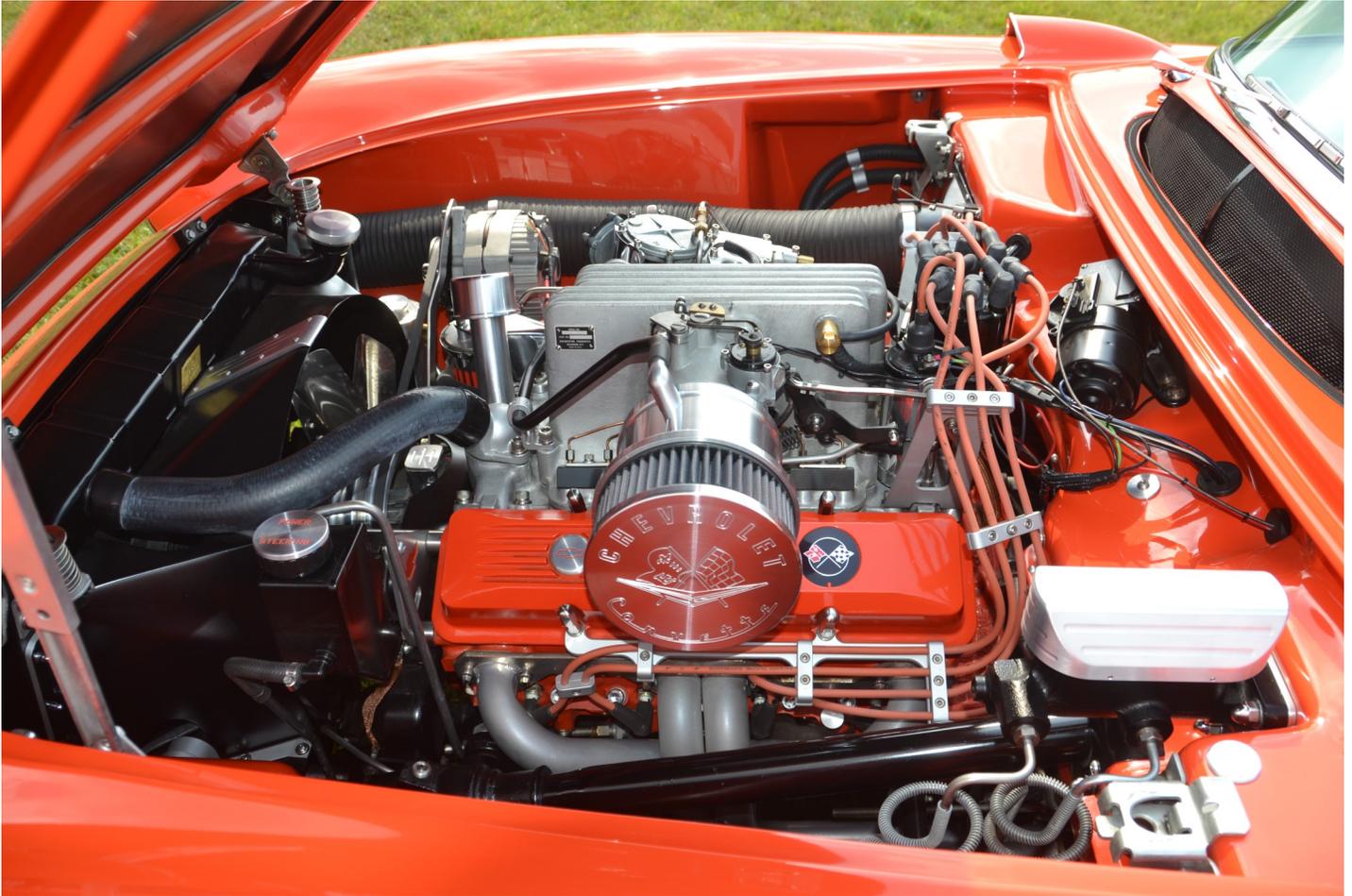
It's on a shelf at every auto parts store—you'll be tempted to grab that aerosol can of foaming degreaser and pretend you are the greatest graffiti artist known to man as you fog the entire engine compartment. Don't do it.

Aerosol engine cleaner works great for engines that are very heavily soiled, but most of the time that stuff is overkill. It's also deceptively involved; if you don't rinse off all the residue, it will cause corrosion. Instead, spend a little extra time by using a few clean rags, spraying your detailer of choice on the rag, and simply wiping away the dirt. I typically start with a quick detailer and, if the grime is stubborn, I progress to more aggressive chemicals like brake or carburetor cleaner.

This more time-consuming process has two benefits: It prevents chemicals from forcing their way into nooks and crannies they shouldn't be in, and helps you become familiar with those same nooks and crannies. Seeing a lot of oily buildup in one spot? Investigate to see whether there's a leak that needs to be cured.

Don't: Grab the pressure washer

Do: Use the garden hose



Hosing down a Corvair's engine (photo No.1) doesn't make sense because it won't drain water like most engine compartments. Rinsing this Corvette, on the other hand, might be the easiest way to remove lots of sludge.

If you need to wash off the grit and grime, resist the urge to reach for the pressure washer. Both a home pressure washer and the wand at a local DIY car wash will eject water at a dangerously high pressure and threaten just about any part of your engine compartment. The jet can easily push past gaskets, into electrical panels and connections, and also into grease fittings.

If you discover the engine compartment is so filthy that a rinse-down is needed, take the time to seal all electrical connections and crankcase openings (the oil fill, for example) before using a garden hose. If the garden hose doesn't provide enough pressure, gently scrub with a soft bristle brush to break the gunk free.

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Michigan

“Where it all began”



Volume 10 Issue 4

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Vanguard Motor Sales
Zip Corvette

Don't forget our website

www.solidaxlecorvettemi.com



**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 _____

www.solidaxlecorvettemi.com

**Michigan Chapter SACC
2020 Volunteers**

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johnr@brgpc.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.

Rules of the Road

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 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:

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

Membership renewal and application form on previous page.

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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Michigan Chapter of SACC
30120 Lincolnshire E.,
Beverly Hills, MI 48025
cell: 248-514-2677
druby@comcast.net

