Michigan

"Where it all began"

MICHIGAN SOLID AXLE 1953 1962 CHAPTER

Volume 12 Issue 1

Dates to Remember

SACC dues > National and Chapter were due Dec. 1
Please renew ASAP
See page 11 for renewal application

Michigan Chapter will be planning 2022 activities at our Spring Meeting. Details to follow.

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2022 SACC COVENTION NOTICE

July 30—August 1, 2022

Host Hotel: Gold Dust West Casino Hotel, CARSON CITY, NEVADA

Details and Registration info to follow

Don't forget our website www.solidaxlecorvettemi.com

SACC 2022 CONVENTION

30 July thru 1 August 2022

Gold Dust West Casino Hotel, CARSON CITY, NEVADA

* It is impossible to plan events with certainty these days, so SACC has negotiated opt-out contracts for the 2022 convention. Our registration deadline is 31 May, but all financial commitments can be cancelled up to a month (30 June) before the event without penalties. While wages, supply chain disruptions and general inflation has pushed all prices up about 20%, our flexibility still allowed fun stuff in the budget.

Someone had a really good idea regarding this.

Carson City is located about 30 miles from both Virginia City & Reno. They both have a Hot August Nights, held 1 week apart.

Virginia City Hot August Nights is the week before & Reno Hot August Nights is the following week allowing attendance at either or both.

The first day will take care of business with the national board and chapter meetings, followed by the welcome reception. All ladies registered for the reception will receive a surprise gift of jewelry that can be customized on the spot. After the reception, choose from many of the local restaurants for supper according to your own preferences.

The second day is tech sessions for those who want to learn about their cars OR a vintage train ride to Virginia City for those who want to sightsee or shop. Virginia City is one of the largest historical venues in the USA that dates from the discovery of the Comstock Lode gold vein in 1859. Mark Twain lived there and worked for his brother's newspaper from 1861-1863. The town grew to 28,000 with over 100 saloons. Today, there are still 1,200 residents, wooden boardwalks, 15 museums, 2 mines with tours, a traditional noon siren and 67% of the remaining saloons are women owned. Getting to Virginia City will be an adventure of its own on a vintage railroad. Participants will carpool 4.5 miles to the train depot, then take the 12-mile trip to Virginia City in a rail coach pulled by a steam locomotive. Along the way are two tunnels, the water tank, and possible viewing of wild mustangs. There are 3.5 hours in Virginia City before the return train ride. That evening will be a group BBQ buffet at Red's Old 395 Grille. You'll enjoy the rustic wood décor with old wagons hanging from the rafters.

The third day is a road tour in our Corvettes with a box lunch. That evening will be the banquet at the hotel followed by the annual member meeting and election of national officers. Plan to join the fun knowing we have an escape clause available on 30 June.

T-Shirts: The 2022 convention will feature the 1962 cars and pictures are needed for the artwork on T-shirts, signage, etc. **Members who own a 1962 are asked to send pictures by 30 April** to Lucy Badenhoop via badenhoop@comcast.net or call her at 916-216-7040. The artwork must be ready on 31 May when the shirts are ordered for silk screening. If the convention is later cancelled, T-shirts will be mailed with a refund of other registration fees. For similar reasons, convention shirts will not be sold on site – only through the registration form;

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

MI SACC EVENT CALENDAR

Come to the MI SACC Chapter Planning Meeting

April 30, 2022 (Tentative) 11:30am Location: TBD
We will advise Spring Planning Champion: Bill Huffman

July 30-August 1 2022 SACC National Convention Carson City, NV

Contact: Bill Huffman swh73@comcast.net for more information

Don't forget our website www.solidaxlecorvettemi.com

25 Corvette facts that every enthusiast should know

by Scott Oldham // Hagerty News July 24, 2018

1957 Chevrolet Corvette

1955 Chevrolet Corvette

1963 Chevrolet Corvette

Chevrolet has been pumping out Corvettes for 66 years, building about 1.5 million of them since 1953. That makes the 'Vette one of the most popular sports cars of all time.

First- and second-generation Corvettes were one of the first true collectible cars of the modern era, and collecting Corvettes remains a global phenomenon. More than just another two-seat sports car, the Vette is an American icon. There's a good reason it's often referred to as America's sports car, and every enthusiast should have at least a basic knowledge of its seven generations. So in case you need to brush up, here are 25 Corvette facts every enthusiast should know:

1. **First Corvette with V-8 power:** Although the very first production Corvette hit the streets in 1953, Chevy wouldn't replace its inline six-cylinder engine until 1955. That year, Chevy debuted its new optional 265-cubic-inch small-block V-8.

2. **First Corvette coupe:** All Corvettes produced from 1953–62 were convertibles. Then the C2 Corvette debuted in 1963 with two body styles, a convertible and a coupe with the famous split rear window. It was popular. Of the 21,513 Corvettes built that year, 10,594 were split-window coupes.

3. **First Corvette with independent rear suspension:** Also in 1963, the sports car's 10th year of production, the C2 became the first Corvette with an independent rear suspension. The design incorporated a transverse leaf spring, and it has remained a part of the Corvette's suspension design for the last 55 years.

*Mecum*1957 Chevrolet Corvette with fuel-injected 283 small

4. **First Corvette with fuel injection:** In 1957 Chevy enlarged the Corvette's small-block from 265 cubic inches to 283. Three versions were available, including the top-of the range "Fuelie" with the Ramjet mechanical fuel injection system. It was rated at one horsepower per cubic inch, a big deal at the time, and was the first fuel-injected production Corvette.

5. **First Corvette with disc brakes:** Although the Jaguar C-Type and D-Type won the 24 Hours of Le Mans in the 1950s with disc brakes, Chevy wouldn't add the technology to the production Corvette until 1965. Four-wheel discs became standard that year, but some buyers still insisted on the drums and received a $64.50 credit.

6. **First big-block Corvette:** Chevy also gave us the first big-block Corvette in 1965. The L78 396-cubic-inch V-8 had an iron block and heads, an aluminum intake manifold, solid lifters, and big Holley carburetor. It cost $292.70 and was installed in 2157 Corvettes. With 425 hp it was the most powerful Corvette up to that time.

7. **First Corvette with triple carburetion:** The first production Corvette with triple carburetion was the very first Corvette in 1953. The sports car's 150-hp 235-cu-in Blue Flame Six, which remained through 1955 (it made 155 hp its final year), drank through three one-barrel carbs. Triple carbs with three two-barrel units then returned in 1967 with the optional Tri-power 427 big-blocks, the L68 rated at 400 hp; L71 rated at 435 hp.

1968 Chevrolet Corvette

8. **First Corvette with dual quads:** By 1956, Belgian-born engineer Zora Arkus-Duntov was putting his fingerprints on the Corvette and increasing its performance. Although the Corvette had used multiple carburetion since 1953, in '56 came its first dual quad V-8 rated at 225 hp. It was a $172.20 extra over the base engine with a single four-barrel carb, and most Corvettes built that year—3080 of the 3467—were equipped with the option.

9. **First Corvette with T-tops:** Every Corvette coupe built from 1968–82 had T-tops. The removable panels were fiberglass and body color until 1978, when tinted glass panels were offered as an option.

10. **First Corvette Stingray:** Sting Ray (two words) was first used on the 1963 Corvette and remained throughout the C2 generation. The C3 debuted in 1968 without the Sting Ray name, but it reappeared on the fenders of the 1969 model as one word, Stingray. It would remain there until 1976.

GM The all-aluminum ZL1 427

11. First Corvette with an aluminum engine block: Today every new Corvette is powered by an all-aluminum engine, but the first production Corvette to use this weight-saving technology was the 1969 ZL1 model. Chevy built two—one yellow, one white—with the all-aluminum ZL1 427 big-block. The engine was rated 430 hp, but with big port heads and 12.5:1 compression ratio everyone knew that was bull. Chevy also put this engine in 69 Camaros that year.

GM 1967 Chevrolet Corvette L88 427

12. First Corvette with a functional hood scoop: Functional ram air systems, drawing air from outside the engine compartment to feed the engine cooler and denser air, became popular on muscle cars in the 1960s, and most systems used a hood scoop. The first Corvette with a functional hood scoop was the 1967 model with the L88 427 engine option. Only 20 were produced. The stinger scoop on the other big-block Corvettes looked the same but was not functional.

13. First Corvette without a trunk: It's funny to think about now, but from 1963–82 the Corvette did not have a trunk. The small cargo area behind the seats, a very tiny area in the convertibles, had to be accessed from inside the interior. Today such an inconvenience would not be tolerated, but it was for many years. On the 1982 Collector's Edition model, Chevy finally hinged the glass rear window for better access. The design remained through the C4, C5 and C6 generations.

14. First Corvette with a transaxle: To better balance and improve the handling of the fifth-generation Corvette, which debuted in 1997, Chevy engineers moved from a traditional transmission location, which is bolted to the engine, to a transaxle design that moves the gearbox to the rear of the car. The design has remained through the C6 and C7 generations.

15. First Corvette with 17-inch wheels and tires: When the C4 generation debuted in 1984, it became the first Corvette with 16-inch wheels and tires. Its Goodyear Eagle Gatorbacks (255/50ZR16) were at the time the widest tire ever fitted to a Corvette, but it wasn't long before Chevy increased the Corvette's wheel diameter to 17 inches. In 1988, Corvettes with the Z51 and Z52 suspensions and all 35th Anniversary models wore 17 x 9.5-inch aluminum wheels, which were significantly larger than the 16 x 8.5 wheels on other models. Tire size jumped to 275/40ZR17.

GM 1990 Chevrolet Corvette ZR-

16. First Corvette with DOHC: There has been only one production Corvette with a double overhead cam engine. That was the ZR-1 produced from 1990–95. The 5.7-liter V-8, developed by Lotus and constructed by Mercury Marine, debuted with 375 hp, but quickly increased to 405 hp.

17. First Corvette with more than 700 hp: Today's 2019 Corvette ZR1 (no hyphen) is the first production Corvette with more than 700 hp. Its supercharged 6.2-liter V-8 is rated 755 hp at 6300 rpm and 715 lb-ft of torque at 4400 rpm, making it the most powerful Corvette of all time. It's also the most expensive, with a base price of $119,995.

18. First Corvette over $20,000: With a base price of $22,537.59, the 1982 Collector Edition Corvette became the first Corvette with an MSRP higher than $20,000. Incredibly, when the C4 Corvette debuted two years later, it cost less than the CE with base price of $21,800.

19. First Corvette Rally Wheels: Chevy's Rally Wheels became a fixture on C3 Corvettes for many years, and they are still popular today. But Rally Wheels actually debuted on the C2. In 1967, they made their first appearance on the Corvette as the standard wheel. The aluminum bolt-on wheel was optional.

MECUM 1969 Corvette

20. First Corvette with four-speed transmission: Interestingly, Corvette's first four-speed manual transmission, the T-10 manufactured by Borg Warner, was a $188.30 option in 1957—exactly the same price as an optional two-speed Powerglide automatic. But it was worth it. Because Chevy added it to the option list late in the year, only 664 Corvettes got the four-speed. The standard transmission was a three-speed manual.

21. First Corvette aluminum wheels: Although the cast-aluminum knock-off wheels appeared in the promotions for the all-new 1963 Corvette, a manufacturing problem kept the wheels from being produced until 1964, when they became an option. Hubcaps over steel wheels remained standard equipment until the introduction of the Rally Wheel in 1967.

22. First Corvette with hideaway headlights: Designed by Larry Shinoda and Peter Brock, under the watch of GM Styling Chief Bill Mitchell, the 1963 Corvette became the first with hideaway headlamps. The feature became a fixture on Corvettes until the C6 generation debuted in 2005.

GM The LS9 Engine from the 2009 Chevrolet Corvette ZR1

23. First supercharged Corvette: Superchargers have been used on the Corvette since the 2009 ZR1. That year the LS9 6.2-liter V-8 made 638 hp and was the most powerful American car up to that time. It was also the first Corvette with more than 600 hp. Today the Corvette Z06 and ZR1 models have supercharged engines.

24. First Corvette Indy 500 pace car: A Corvette has paced the Indianapolis 500 an incredible 14 times, more than any other car. But the relationship wasn't fully formed until 1978, the Corvette's 25th year of production. Chevy sold 6502 Pace Car Editions that year, and black and silver two-tone classics continue to rise in value.

1955 Chevrolet Super Sport Corvette

25. First Corvette to race at Le Mans: In 1960, Sportsman racer Briggs Cunningham, a man who would eventually built and race cars of his own design, took three Corvettes to the 24 Hours of LeMans. Dressed in the traditional American racing colors of white with blue stripes, only one of the near-stock Corvettes finished, winning the big-bore GT class and placing eighth overall.

GM 2018 Chevrolet Corvette ZR1

GM 2020 Chevrolet Corvette

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
2021 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 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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