

# Michigan

“Where it all began”



## Dates to Remember

SACC dues > National and Chapter were due Dec. 1  
See page 29 for renewal application

*National membership is required  
to be a Chapter member*

Volume 13 Issue 3

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**NCRS has invited SACC to join them on  
Old Woodward in Birmingham on August 19, 2023.  
Visit Michigan Chapter NCRS website to register  
See page 15 for additional info**

**Don't forget our website**

**[www.solidaxlecorvettemi.com](http://www.solidaxlecorvettemi.com)**



## From President's Laptop

June/July 2023

The 2023 SACC Convention at Bloomington had 20 registrations and a total of 7 C-1's in attendance: a '55 resto-mod w/427 engine & hardtop, a '58, 2-'60's, 2-'61's and a '62 being judged for Bloomington Gold. A eighth car, (a '60) had engine trouble in St Louis but caught a ride with the '58. Other attendees brought a 2004 conv, a 2007 coupe and a 70th Anniversary Conv.

Diane Preston from Red River Chapter agreed to serve as convention photographer. Diane prepared an awesome writeup of the SACC convention that is featured on the following pages 3 thru 9.

Thursday AM, Ken Yeager (Mike Yeager's older brother) conducted a lively open discussion on C-1 technical issues that tend to plague all early Corvette owners. Water leaks, electrical issues and gasoline seem to be on everybody's mind.

Also Thursday AM, I was asked to present MISACC's recent outreach advertising that shall soon be available for all SACC Chapters. It was a good & productive discussion.

Thursday afternoon brought a trip north along Route US-66 to Pontiac, IL to visit the Route 66 Museum, then just around the corner, the Pontiac/Oakland Car Museum. Both were well worth the 30-mile trip.

The owners of the Bloomington Gold Event, who joined us at our Wednesday evening Welcome Reception, were gracious hosts and provided SACC full access to all events & venues.

Thursday evening, we attended the C8 ZO6 Display/Welcome Reception. Corvette Central w/Scott Kohn was the event sponsor. The new 2023 C8 ZO6 was on display with Corvette Chief Engineer Josh Holder busily answering questions.

Friday & Saturday parking for SACC cars was as good as I could have hoped for. We were parked inside the perimeter fence near the main gate where all Corvette parking attendees entered, close to all activity areas, on grass with shade trees and with security of at least 2 at all times.

Josh Holder held two separate tech sessions Friday & Saturday to introduce and explain both the new C8 ZO6 and E-Ray to all interested attendees. Unfortunately, the E-Ray was a no show >> technical difficulties.

Friday evening, we joined all Gold Members for a buffet dinner at a local downtown Italian restaurant named Medici's. The food was excellent & the lively conversation indicated everyone had a good time. This event concluded the SACC Convention.

The 2024 Convention will be held in the Eastern Region and is scheduled to be held at Carlisle.

The 2025 Convention is due to return to Central Region. At present, no site has been chosen, but two were mentioned & discussed with me.

First suggestion was Bowling Green, KY. We last went in July 2010 with a tour of the Corvette plant, producing the first C6 ZR1, the C6 ZO6 & the latest C6 Grand Sport. (The Bowling Green plant has now been completely renovated for the C-8.)

Second suggestion from Mary Rae Brockhouse was for Mackinaw area in August (she went there in 2019 after our convention) in conjunction with Corvette Crossroads.

Third option is return to Bloomington in 2025.

Thoughts, comments, suggestions???

Bill Huffman, Pres.

Michigan Chapter SACC



**Don't forget our website: [www.solidaxlecorvettemi.com](http://www.solidaxlecorvettemi.com)**





The 2023 Solid Axle Corvette Club Annual National Convention was held at the Home2 Suites in Normal, Illinois on May 31-June 3. It was hosted by the Great Rivers Chapter and chaired by SACC Secretary, Mary Rae Brockhouse. Participants began arriving on Tuesday, May 30 from all over the country. Wednesday, May 31 began the planned activities.



Board Members-Lucy Badenhoop, Mary Rae Brockhouse, Don Brittin, Jack Hollada, Tom Barnes, and Michelle Paillou

First was the Annual Board meeting attended by the national officers and regional representatives in the morning. Items of discussion can be found in the minutes. Wednesday afternoon the board met with the chapter representatives to discuss club issues, including retention, dues collection, IRS reporting and recruiting



Gerri Hollada, Leslie Barnes and Marie Chance registering Bob Cook.

new members. Bill Huffman, president of the Michigan Chapter, did a special presentation of a recruitment flyer he had developed for his chapter

That evening the welcome party was held at the hotel and everyone enjoyed a delicious Italian buffet

CONVENTION--Continued on page 4





The official Annual SACC Business Meeting was held immediately after dinner Wednesday evening.

who joined us at our Welcome Reception. We appreciate them inviting us to be special guests at the 2023 Bloomington Gold. They were gracious hosts all weekend and we had full access to all events and venues.

Thursday morning a tour of the David Davis Mansion was scheduled for those wanting to go. The mansion, known as Clover Lawn was completed in 1872. It was the



President, Jack Hollada conducting the auction and presenting the Noland Adams award to Larry Spilman.

arranged by Gerri Hollada. President Doc Hollada presented the Noland Adams Award to Past President Larry D. Spilman. An auction was held for an event poster, framed letter from Noland Adams to Max Brockhouse and some very special commemorative coins.

Our special guests Wednesday evening were the owners of the Bloomington Gold Event, Guy and Jocelyn Larsen,



Bloomington Gold owners Guy and Jocelyn Larsen, Jack Hollada and Mary Rae Brockhouse.



Judy Coughlin, Gerri Hollada, Mary Rae Brockhouse, Karen Borchardt, Jackie Cook, Michelle Paillou, Cheryl Jarvis, Stephanie Huffman, Kathy Rohde, Leslie Barnes, Marie Chance, Jane Fontana and Lucy Badenhoop at Clover Lawn.



home of David Davis, the friend, mentor and campaign manager for Abraham Lincoln. Lincoln appointed Davis as United States Supreme Court Justice in 1862. The mansion and garden remained in the Davis Family for three succeeding generations. In 1960, the house was donated to the State of Illinois; today, it is operated as a state historic site and has been declared a National Historic Landmark. The SACC Ladies enjoyed a luncheon after the tour.

The alternate activity for Thursday morning was a Tech Session featuring Ken Yeager (Mid-America Corvette Mike Yeager's older brother). He conducted a lively open discussion on C-1 technical issues that tend to plague all early Corvette owners. Water leaks, electrical issues and gasoline seem to be on everybody's mind.

Thursday afternoon a group of us drove north along historic Route US-66 to Pontiac, Illinois to visit the Route 66 Museum. It conjured up memories of the days when we were kids travelling cross country. The same building had a wonderful Veterans' museum with an unbelievable number of uniforms belonging to Veterans from the area.



Bill Preston, Jack Jenkins and Dale Lael at the Pontiac Museum



Don Brittin, SACC VP, at the Pontiac Museum.

We found a great place for lunch just around the corner next to the Pontiac/Oakland Car Museum. This museum housed an astounding collection of memorabilia, a research library and some very nice vehicles. Everything we did was well worth the 30-mile trip.

Thursday evening, we began participating in the Bloomington Gold activities. We attended the Welcome Reception on the campus of Illinois State University with hors d'oeuvres and drinks. It was held among the 2023 Gold



Diane Preston, Mary Rae Brockhouse, and Gerri Hollada at the Gala.



Lucy Badenhoop photographing the FIRST 1963 Z06, which was on display

Collection featuring a fantastic assemblage of Z06 Corvettes, including the first one. The new 2023 Z06 was also on display with Corvette Chief Engineer Josh Holder near it answering questions.



Friday and Saturday parking set aside during the main events for our Solid Axle Corvettes was as good as it could get. We were parked inside the Bloomington Gold perimeter fence near the main gate where all Corvette parking attendees entered. We were close to all activity areas, on grass with shade trees and with security at all times.

There were Gold School Seminars repeated both days. John Kraman of Mecum Auctions told about what goes on within the auction and what it takes to make their auction happen. He also talked about the current market for collector cars. In another, a panel of experts discussed and answered questions about the purpose of NCRS and Bloomington Judging. Bob Jones, Caretaker of the Z06 Registry and Marty Fowler, Bloomington Gold Judge presented info about the history of the Z06 and the current Gold Collection.





Chief Corvette Engineer, Josh Holder talking about the new Z06

Chief Corvette Engineer, Josh Holder, held two separate tech sessions both Friday and Saturday to introduce and answer questions about both the new Z06 and E-Ray separately. Unfortunately, the E-Ray itself was a no show due to technical difficulties.



Jocelyn Larsen presenting Bill Huffman with a door prize at the Gold Member dinner.

Friday evening, we joined all Gold Members for a buffet dinner at Medici's, a local downtown Italian restaurant. The food was excellent and the lively conversation indicated everyone had a good time. There were great door prizes furnished by Bloomington Gold sponsors. SACC members won most of them.

Saturday was a repeat of Friday's tech sessions, swap meet, judging in the Arena, and automotive vendors in the Horton Field House. Some of our members assisted Jack Hollada in staffing our SACC membership booth in the vendor area both days. We thank Michelle Palliou for allowing her 1958 to be recruited at the last minute to display in our booth, when Don Brittin's 1960 broke down on the way the Convention from Oklahoma.



Bloomington Gold visitors talk to VP Don Brittin (right) about SACC and Michelle Paillou's 1958 which was on display.



Kathy and Greg Rohde with their Silver 1962 during judging.

The ultimate moment of Bloomington Gold was the presentation of the awards to each of the owners whose cars had been on display for us all weekend. Our SACC members Kathy and Greg Rohde from Green Bay, Wisconsin earned a Gold Award for their beautiful Silver Fuel-Injected 1962. The Bloomington Gold judging is famous for its fairness and the way the judges compare each car to the benchmark. Among the cars were several that received Benchmark Awards for being survivors and their originality. See page 7 for photos of the other Solid Axle Corvettes being judged.

The final event was truly what Corvettes were meant for... a road cruise!!! Vettes of every generation lined up late Saturday afternoon for a 35-mile cruise around Lake Bloomington. We returned along old Route 66 to Uptown Normal for a rousing block party hosted by the Town of Normal.

The 2024 SACC Convention will be held in the Eastern Region and is scheduled to be in conjunction with Corvettes at Carlisle. Details will be announced soon.



**2023**  
**C-1**  
**bloomington**  
**GOLD**  
*Judging*



*John Bennett's Honduras Maroon/Black 1962 VIN #2412*



*Robert Burnett's 1956 Cascade Green/Beige VIN #3943 from Ohio*



*Don & Linda France's Harvest Gold/Yellow 1955 from Michigan VIN #1454*



*Scott & Gary Fuller's Harvest Gold/Yellow 1955 VIN #1637*



*Chuck Lewis' Sebring Orange/Black Modified 1962 with LS from Ohio won Silver*



*Gary Myer's 1965 with 1958 front clip Charcoal/Taupe Modified won Silver*



*Lawrence Sachs' Black/Red 1957 VIN #4060 from New York*

*BLOOMINGTON-Continued on page 8*





Gary Schmitz's 1961 Sateen Silver/Black VIN #3892 Survivor



FOR SALE LOT-White 1955 VIN #364, 327, TH 350, front disc and power brakes, Plasticon hard top & more \$89,500 Jim Bakersfield, 661-204-1763 in California.



David & Kendra Strawser's Polo White/Red 1953 VIN #1071 from Ashville, OH



PARKING LOT-Black/Black modified 1952 from Illinois.



Dale Anderson's 1957 Cascade Green/Beige VIN #6159



PARKING LOT-Maroon/Black 1962 from Illinois



Kathy & Greg Rhode's Silver Fuel-Injected 1962 won Gold.



IN THE C-1 PARKING: Yellow/White 1958 from Illinois





IN THE C-1 PARKING: Russ & Karen Borchardt's Red 1960 from, Neenah, WI



IN THE C-1 PARKING: Michelle Paillou's Red/White 1958 from St. Louis, MO



IN THE C-1 PARKING: Red Customized 1955



IN THE C-1 PARKING: Bill & Stephanie Huffman's Red 1960 from Jackson, MI



IN THE C-1 PARKING: Rex Barnes' 1961 Blue/White 1961 from Williamsburg, OH



## MI SACC EVENT CALENDAR

<b>DATE</b>	<b>EVENT</b>	<b>LOCATION</b>	<b>CHAMPION</b>
May 31– June 3	SACC National Convention	Bloomington, IL	B HUFFMAN
July 16	Gilmore Corvette/Camero	Hickory Corners, MI	J RONAYNE
August 6	Troy Traffic Jam	Columbia Center, Troy	J FEKO
August 12	Corvettes America Car Show	Clarkston, MI	H JONES
August 19	Woodward DreamCruise	Birmingham, MI	D. RUBY
August 26—27	Corvette Crossroads	Mackinaw City, MI	P LEMIEUX
Sept. 16 ???	Paragon Open House	Swartz Creek, MI	B HUFFMAN
Sept. 30	Lighthouse Tour 1	Port Huron. MI	P LEMIEUX
Oct 7-8 or 14-15	Annual Color Tour	Dexter, MI	J RONAYNE
Dec 2	Christmas Luncheon	TBD	B HUFFMAN



**Don't forget our website**

**[www.solidaxlecorvettemi.com](http://www.solidaxlecorvettemi.com)**





# Solid Axle Corvette Club Michigan Chapter 2023 Events Information

**Gilmore Car Museum Corvette/Camero**, Hickory Corners, MI – Sunday, July 16, 9:00 a.m. to 4:00 p.m.  
**Pre-registration required online** and cost is \$20 per vehicle, which includes admission for the driver and one guest. Participant gate open from 8:00 a.m. to 12:00 p.m.  
Questions: contact [ironayne33@gmail.com](mailto:ironayne33@gmail.com) **Champion: John Ronayne**

**Troy Traffic Jam Classic Car Show**, Columbia Center, Troy, MI – Troy Historical Society,  
Sunday, August 6. **REGISTER in advance** see page 12, In order to park together, there is an area for clubs to meet up and drive in at the same time.  
Questions, contact Joe Feko [jfeko@wowway.com](mailto:jfeko@wowway.com) **Champion: Joe Feko.**

**Corvettes America Car Show**, Everest Collegiate High School and Academy, Clarkston, MI – Saturday, August 12, 9:00 a.m. to 4:30 p.m., See pgs 13 & 14 & website for registration info. Proceeds from the silent auction are donated to local charitable organizations.  
[Corvette America Show - America's Corvette Club \(americascorvetteclub.org\)](http://americascorvetteclub.org)  
Questions contact: [choochooharry@comcast.net](mailto:choochooharry@comcast.net) **Champion: Harry Jones.**

**Woodward DreamCruise** **Champion: Dave Ruby**  
See page 15 for NCRS invitation to join them in downtown Birmingham on August 19, 2023

**Corvette Crossroads**, Mackinaw City, MI - Saturday, August 26, 2023 starting at 9:00 a.m. –  
*(Note: Weekend trip – travel up Friday, return Sunday or Monday; suggest reservations at Riviera Motel, phone 231-436-5577 or [www.shawdowofthebridge.com](http://www.shawdowofthebridge.com).)*  
MISACC block of rooms are spoken for. Presently, the Huffmans, Lemieuxs, Rubys, and Ronaynes, are planning a caravan to the event. See pages 16 & 17 for info, **online registration coming soon.**  
Location; Saturday 9:00 am to 2:00 pm Mackinac Island Ferry Co. parking lot (Straits State Harbor) 409 S. Huron Ave. Mackinac Bridge Parade 7:00 pm  
Questions? Contact Bill at [swh73@comcast.net](mailto:swh73@comcast.net) **Champions: Bill Huffman**

**Paragon Reproductions Open House ???** Swartz Creek, MI – Saturday, Sept 16, MI  
Unknown due to merger with Corvette Central Harry to advise **Champion: Harry Jones**

**Lighthouse Tour Part 1 Sept. 30** **See page 19 for Tour itinerary**  
Breakfast at Bob Evans, (I69 Exit 274 A-B on Water Street) Port Huron, leave for #12 Lightship Huron on M-25 just south of I 69 then proceed North on M-25 to last lighthouse is #16 Pointe Aux Barques in Port Austin. We will take M-53S to M-46W to M-83S to Frankenmuth for dinner. Presently, seven couples have expressed interest. RSVP for dinner to Paul ASAP  
**Contact Paul Lemieux at [jplvet9@gmail.com](mailto:jplvet9@gmail.com)** for times, meals, etc.. See pages 18, 19 & 20  
**Please advise Paul if you are interested ASAP** **Champion: Paul Lemieux**

**Fall Color Tour:**– TBD October 7-8 or 14-15. **Champions: John & Kandy Ronayne**

**MISACC Christmas Lunch**, Location TBD - Saturday, December 3, 2022







## VEHICLE REGISTRATION

Sunday, August 6, 2023 • 10am-3pm  
Columbia Center, 201 W. Big Beaver

This year's car show includes: Awards • Dash Plaques  
• Goodie Bags (for the first 300 registrants) • Sponsor Door Prizes • 50/50 Raffle and Silent Auction • Great Food • Music  
• Kid's Activities including a NEW Pedal Car Race

**Please print or type:**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

**Vehicle Information:**

Year: \_\_\_\_\_ Mfg: \_\_\_\_\_

Model: \_\_\_\_\_

Car Club: \_\_\_\_\_

**Judging Category (see list):** \_\_\_\_\_

Original  Restored  Custom  Modified

WAIVER OF LIABILITY: I/we hereby voluntarily release and hold harmless the City of Troy, the Troy Historical Society, the Troy Historical Society Board, Kirco, Columbia Center (CC Troy Associates I, LLC & CC Troy Associates II, LLC), Kirco Management Services, LLC, Nostalgic Motoring Ltd., and Troy Traffic Jam Sponsors and their respective elected and appointed officials, trustees, officers, directors, agents, employees, volunteers, and contractors from all liability for all types of damages, ordinary negligence, and injuries, whether foreseeable or not, sustained by myself, my family members or vehicle while participating, watching and traveling to or from this activity. I/we also hereby authorize the Troy Historical Society to reproduce, copy, exhibit, publish, broadcast, or distribute my image or my vehicle's image in any and all recordings and photographs taken while participating, watching and traveling to or from the activity for promotional purposes.

**Signature required:** \_\_\_\_\_

Date: \_\_\_\_\_

**Make Checks Payable to TROY HISTORICAL SOCIETY  
and mail to 60 W. Wattles Road, Troy MI 48098  
Register online at [www.TroyTrafficJam.com](http://www.TroyTrafficJam.com)**

Questions? Call 248-524-3570 or email [TroyTrafficJam@thvmail.org](mailto:TroyTrafficJam@thvmail.org)

**Judging Category:**

This is a non-technical show. Please select the category that best fits your car for participant judging.

- A** Preservation Class – Unrestored Survivors (all years)
- B** Antique (1900 – 1942) (Open & Closed)
- C** All Domestic Makes (1946 – 1971)
- D** All Domestic Makes (1972 – 1989)
- E** All Domestic Makes (1990 – 2000)
- F** All Domestic Makes (2001-Current)
- G** Import (1945-1972)
- H** Import (1973-Current)
- I** Hot Rods (1900 – 1942)
- J** Custom & Modified Street Machines/Resto Mods (1946-Current)
- K** Muscle Cars (1964-1971)
- L** Muscle Cars (1972-1981)
- M** Trucks (All years)
- N** Corvette (1953-1967)
- O** Corvette (1968-1982)
- P** Corvette (1984-1996)
- Q** Corvette (1997-Current)
- R** Tuners (all years)
- S** Exotics (1950-1979)
- T** Exotics (1980-1999)
- U** Exotics (2000-Current)

- \$25 Pre-Registration per car**
- \$15 2023 Troy Traffic Jam T-Shirt (Optional)**  
 S  M  L  XL  2XL  3XL
- \$15 2023 Troy Traffic Jam T-Shirt (Optional)**  
 S  M  L  XL  2XL  3XL

**\$\_\_\_\_\_ Total included with registration**

NOTE: Onsite car registration is \$30, T-Shirts \$20, subject to availability

**All Proceeds FUEL EDUCATION at the Troy Historic Village!**





**Judged Show & Shine Competition**

<u>Stock Division</u>		<u>Modified Division</u>		<u>Custom Division</u>		<u>People's Choice</u>	
1953 - 1962	C1-S	1953 - 1962	C1-M	1953 - 1962	C1-C	1953 - 1962	C1-PC
1963 - 1967	C2-S	1963 - 1967	C2-M	1963 - 1967	C2-C	1963 - 1967	C2-PC
1968 - 1982	C3-S	1968 - 1982	C3-M	1968 - 1982	C3-C	1968 - 1982	C3-PC
1984 - 1996	C4-S	1984 - 1996	C4-M	1984 - 1996	C4-C	1984 - 1996	C4-PC
1997 - 2004	C5-S	1997 - 2004	C5-M	1997 - 2004	C5-C	1997 - 2004	C5-PC
2005 - 2013	C6-S	2005 - 2013	C6-M	2005 - 2013	C6-C	2005 - 2013	C6-PC
2014 - 2019	C7-S	2014 - 2019	C7-M	2014 - 2019	C7-C	2014 - 2019	C7-PC
2020 - 2024	C8-SCP	2020 - 2024	C8-MCP	2020 - 2024	C8-CCP	2020 - 2024	C8-PC
2020 - 2024	C8-SCV	2020 - 2024	C8-MCV	2020 - 2024	C8-CCV		

**Classification rules for both JUDGED SHOW & SHINE are as follows:**

**Stock** - a sincere effort to maintain or restore a Corvette to original, as delivered condition.

**Modified** - a Corvette having three or less minor modifications from original.

**Custom** - a Corvette having radical or four or more modifications from original.

**Note:** Owners are responsible for the proper classification of their Corvette. Participants or Judges may dispute the classification of any Corvette. All disputed classifications will be resolved using NCCC Rules as guidelines. Verified misclassification will result in disqualification. Disqualified Corvettes will remain eligible for Peoples Choice Awards. The decision of the Judges is final.

Number of Show Vehicles Entered	JUDGED SHOW & SHINE	PEOPLE'S CHOICE
<p align="center"><b>Car 1</b></p> <p>Year _____</p> <p>Body style _____ <small>(Coupe [CP=Coupe] or Convertible [CV=Convertible] or Z06 / etc.)</small></p> <p>Color _____</p> <p>Show Vehicle Class _____ <small>(from table above)</small></p> <p>Modifications _____</p>	<p><input type="checkbox"/> <b>Registration Fee</b> <b>\$ 30.00</b></p> <p>Total registration of Corvettes in this competition is limited to 200 Corvettes (at the gate registration fee, the day of the show is \$35.00). This also includes entrance into the People's Choice Competition.</p>	<p><input type="checkbox"/> <b>Registration Fee</b> <b>\$ 20.00</b></p> <p>Total registration of Corvettes in this competition is unlimited (at the gate registration fee day of show is \$25.00)</p>
<p align="center"><b>Car 2</b></p> <p>Year _____</p> <p>Body style _____ <small>(Coupe [Cp=Coupe] or Convertible [CV=Convertible] or Z06 / etc.)</small></p> <p>Color _____</p> <p>Show Vehicle Class _____ <small>(from table above)</small></p> <p>Modifications _____</p>	<p><input type="checkbox"/> <b>Registration Fee</b> <b>\$ 30.00</b></p> <p>Total registration of Corvettes in this competition is limited to 200 Corvettes (at the gate registration fee, the day of the show is \$35.00). This also includes entrance into the People's Choice Competition.</p>	<p><input type="checkbox"/> <b>Registration Fee</b> <b>\$ 20.00</b></p> <p>Total registration of Corvettes in this competition is unlimited (at the gate registration fee day of show is \$25.00)</p>

**ALL PRE-REGISTERED CORVETTES WILL RECEIVE A SPECIAL MEMENTO OF THEIR PARTICIPATION**



Car Registration  
Number: \_\_\_\_\_



**Registration Form**  
**Show Date - Saturday, August 12th 2023**  
9:00 AM to 4:30 PM (RAIN or SHINE)

**Owner/Driver Information** (please print)

\_\_\_\_\_

(First & Last Name)

\_\_\_\_\_

(Full NOCC Membership Number, if Member)

\_\_\_\_\_

(Club Affiliation)

\_\_\_\_\_

(Street Address)

\_\_\_\_\_

(City)

\_\_\_\_\_

(Telephone)

**Passenger Information** (please print)

\_\_\_\_\_

(First & Last Name)

\_\_\_\_\_

(Full NOCC Membership Number, if Member)

\_\_\_\_\_

(Club Affiliation)

\_\_\_\_\_

(State)

\_\_\_\_\_

(State)

\_\_\_\_\_

(Zip Code)

\_\_\_\_\_

(Email Address)

\_\_\_\_\_

Please make checks payable to: **America's Corvette Club**  
**P.O. Box 986**  
**Clarkston, MI 48374**

**Club Information Line: (248) 884-3812**  
**Visit the show web site at [www.corvettesamerica.org](http://www.corvettesamerica.org)**

I accept and assume full liability for any injury or loss to me or my property, agents or employees at any time and from any cause on the premises of the show. I expressly release the management from any liability for such loss or injury and agree to provide and pay for my own insurance. America's Corvette Club of Michigan, Inc., and other show sponsors assume no responsibility for "Corvettes America Show".

Signature: \_\_\_\_\_

Dated: \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_





## 2023 Woodward Dream Cruise Registration



**Date:** Saturday, August 19, 2023

**Location:** Birmingham, MI (Old Woodward)

**Parking Hours:** 8:00 a.m. - 6:00 p.m.

**Cost:** \$75.00 Car and Driver | \$35 per passenger over 12

NCRS welcomes Corvettes of all ages and other classic cars. NCRS expects to max out at 110 parking spaces. Make your reservation early on

[www.michiganNCRS.org](http://www.michiganNCRS.org) (-> [msprintmedia.dmanalytics2.com](https://msprintmedia.dmanalytics2.com)).

At least two other Corvette clubs will be allowed at the same priority level, "first come, first served," so don't delay.

**Cost:** Each Corvette and driver is a **\$75** charge. Each additional guest will be **\$35**. For a couple in a Corvette, that's **\$110**. Children under 12 are Free. Pay in advance online. (No buses or motorhomes).

**Food:** Breakfast and lunch, and drinks (non-alcoholic) will be available all day.

**Restrooms:** The City of Birmingham will have portable restrooms available.

**Restrictions:** We will **NOT** be allowed to cook—**No grilles, gas, or otherwise. No fireworks, no flames.**

To volunteer to help or for questions about your sign-up, contact Tom Dingman at **(810) 338 0307**.

**Please note:** NCRS uses PayPal for payment processing. Once you complete the online form, you will be directed to PayPal for payment; when payment is complete, you will receive confirmation.

**You do not need a PayPal account to use PayPal.**



# Corvette Crossroads Auto Show & Mackinac Bridge



The cost is \$30.00 per Registered Auto

Price increases to \$40.00 on August 1st

Dash Plates are guaranteed to the first 200 registered Vettes.

Class distinction will be at the discretion of event officials. Please register in the appropriate class. We ask participants to monitor each other and report any concerns to the officials.

Stock: original, delivered factory appearance and condition

Modified: Modifications that change the outward appearance of the vehicle. Examples may include custom paint jobs or custom hoods.

Full Modified: Anything goes!

The club with the most registered autos wins an award. Registered autos that travel the farthest win an award. All judging is by registered participant's choice.

We hope you'll join us!

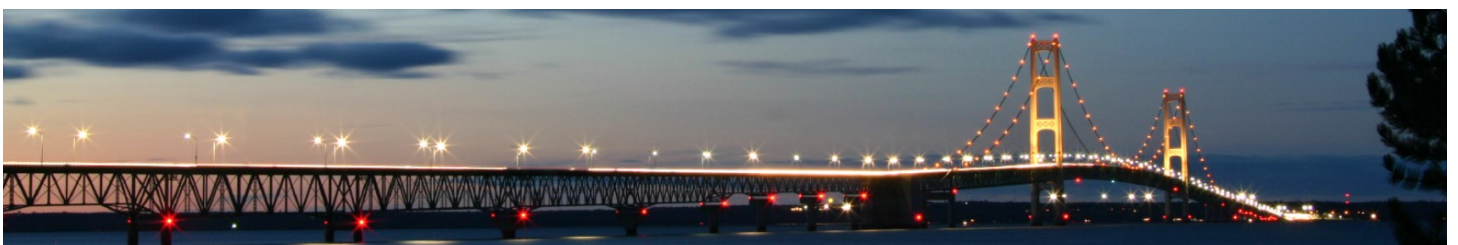
**COMING SOON**

**Register Online Here!**

Don't forget to order the official embroidered event pique polo shirt- \$52.00 Men's sizes!

Don't forget to order the official embroidered event pique polo shirt- \$52.00 Women's sizes!

Call for more information or to register over the phone: (231) 436-5574



# Corvette Crossroads Auto Show & Mackinac Bridge Parade- 34th Annual

Join us for the 34th Annual Mackinaw City Corvette Crossroads Auto Show

On Saturday, August 26, 2023, the weekend before Labor Day, hundreds of Corvette enthusiasts gather to celebrate the All-American Classic at the 34th Annual Mackinaw City Corvette Crossroads Auto Show! The show will be held on Saturday at Odawa Casino Mackinaw City from 10:00 am to 3:00 pm! Award winners will be selected from several categories by "registered participant judging".

**Show Time:** 10:00 am – 3:00 pm

**Award Presentation:** 3:00 pm

**Corvette Parade:** The procession of 'Vettes' will cross the Mackinac Bridge at 7:00 pm lining up at Odawa Casino starting at 6:00 pm. (Bridge crossing is free for all registered 'Vettes' or \$10 for non-registered 'Vettes'.)

Registration is limited to the first 245 participants, but all Corvettes in town are welcome to cross the Mackinac Bridge- there is a nominal fee for non-show registered 'Vettes' to participate in the parade. Lineup for the parade will be at 6:00 at Odawa Casino in Mackinaw City (1080 S Nicolet St, Mackinaw City, MI 49701). This is an event you won't want to miss.

**Show updates:**

To all of our past, present, and future participants of the Corvette Crossroads Auto Show:  
Here are some of the latest updates to the show.

**1. All cars must be registered/checked in and on display by 10 am. No late entries.**

2. Those persons that are part of a group or club that want to park together, must arrive at the show together. There will be no saving parking spots. Cars will be directed to their parking spot by the car show staff members, as to where to park upon arrival at the car show venue.

3. Canopies are allowed, 10'x10' maximum. Canopies can be set up on the paved portion of the parking area (in front of or behind your vette but not in another parking space). Each leg of the canopy must have a minimum of 5lb weights to place on each leg. Grassy areas are very limited at the casino.

**Friday, August 25-**

10 am-6 pm – Registration/packet pickup at the Chamber office, 707 N. Huron Ave. (across from the Old Mackinac Point Lighthouse) Saturday- 9 am-3 pm- Registration and Show at Odawa Casino Mackinaw City.

8 pm – Music in Mackinaw Summer Concert Series. Conkling Heritage Park, S. Huron Ave.

Fireworks at dusk.

**Saturday, August 26-**

9 am – Registration/Packet Pickup – Odawa Casino Mackinaw

9 am-3 pm – Auto Show at Odawa Casino. All registered Corvettes are on display. Registered Participants Choice Judging. Music & emcee by G-Man Entertainment.

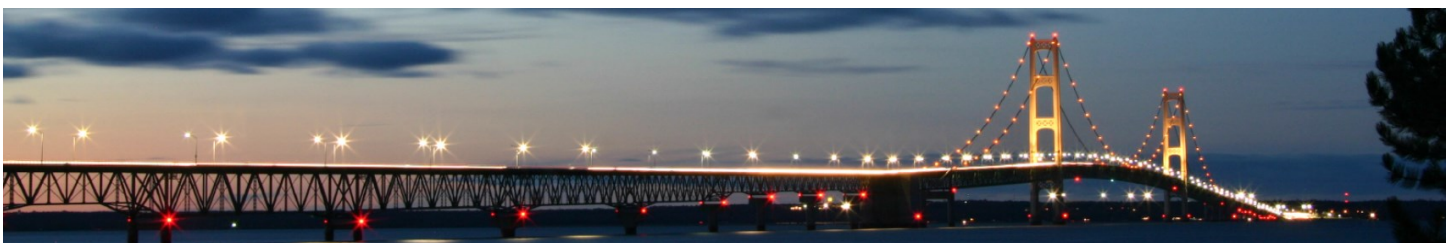
3 pm – Awards presentation.

4-6 pm – Free time

6 pm – Mackinac Bridge parade lineup at Odawa Casino Mackinaw

7 pm – Mackinac Bridge Parade – FREE TO REGISTERED CORVETTES, otherwise \$10.00 per Vette. Return on your own, \$4.00 toll.

8 pm – Music in Mackinaw Summer Concert Series. Conkling Heritage Park on S. Huron Ave.







An invitation to all SACC members whether or not you are members of SACC Michigan Chapter:

The Michigan Chapter is proposing a 2023/2024 series of weekend Lighthouse Tours.

There are **129 Lighthouses**; we are not short of destinations. Just your interest to drive...

Lighthouse Tours in the planning process. See page 20 for Lighthouse map of Michigan.

- 1) Port Huron to Bay City on M-25, #12 to #16, Dinner in Frankenmuth. **Sept 30 2023 Rain > Oct 7**
- 2) Bay City to Mackinaw on US-23, #21 to #37, one or possible two days on to 2023 or 2024 August Crossroads Corvette show . Possible overnight at Alpena on Thunder Bay. Passes thru Standish, Au Gres, Tawas, Au Sable, Oscoda, Harrisville, Alcona, Alpena, Presque Isle, Rogers City and Cheboygan
- 3) Mackinaw City to Traverse City on M-119, US-31, #38 to #49, overnight at or near Traverse City. Passes thru Cross Village, Harbor Springs, Petosky and Charlevoix. **May be the return route from 2023 or 2024 Corvette Crossroads.**
- 4) Ludington to Traverse City on US-10, US-31 & M-22, #59 to #50, overnight in Ludington, Traverse City or both. Passes thru Manistee, Frankfort, Empire, Leland and Northport. #49 is a short drive on Old Mission Peninsula.
- 5) St. Joseph to White River on US-31 & B-15, #68 to #60, overnight in Muskegon. Passes thru Benton Harbor, South Haven, Saugatuck, Holland, Grand Haven and Muskegon

Each of these areas may have special annual events that we may become a part of **OR** which would impact the planning and dictate the Tour +/- timing. (ex. Tulip, Cherry & Blueberry Festivals)

Michigan Lighthouse Tour will be a series of weekend road tours in 2023 and 2024. The tours would allow SACC Members to join us for a day or two when they (or their car) are comfortable. The planning is in the initial stage and will take some time, to establish the routes, rest stops, lunch and dinner, not to mention motel accommodations. To measure your interest and possible willingness to participation, please respond as soon as possible to Bill Huffman [swh73@comcast.net](mailto:swh73@comcast.net) or Paul Lemieux [jplvet9@gmail.com](mailto:jplvet9@gmail.com)

Don't be shy, we need your feedback. If a Lighthouse Tour appeals to you, please express your interest by responding as requested on page 19.





## Lighthouse Tour

**10:00 am Bob Evans. On Water Street, Port Huron**

**11:00 am Leave to visit #12 Lightship Huron south on M-25S**

**If you do not make breakfast, we will begin the tour at #12 Lightship Huron**

**#12 Lightship Huron Museum** at Pine Grove Park, was the last lightship on the Great Lakes and is now open to the public from April through mid-December. Contact the museum for specific times and hours of operation. Lightships were like floating lighthouses anchored in areas where it was too deep, expensive or impractical to construct a lighthouse. Huron lightship was stationed at various shoals on Lake Michigan until 1935 when she was transferred to Corsica Shoals in Lake Huron.

**#13 Fort Gratiot Lighthouse** is the first lighthouse in the state of Michigan, was constructed north of Fort Gratiot in 1829 by Lucius Lyon, who later became one of Michigan's first U.S. Senators.

**#14 Port Sanilac Lighthouse** is located in Sanilac County Michigan, is a beautiful reminder of the area's rich maritime history. Built in 1886 and active until 1933, the lighthouse has since been restored and opened to the public as a charming museum. Visitors can climb to the top of the 73-foot-tall tower for stunning views of the harbor and Lake Huron, or explore the exhibits inside to learn about the lighthouse's fascinating past.

**#15 Harbor Beach** is a "sparkplug lighthouse" located at the end of the north breakwall entrance to the harbor of refuge on Lake Huron.

**#16 Pointe aux Barques Lighthouse** ranks among the ten oldest lighthouses in Michigan. It is an active lighthouse maintained by the US Coast Guard on Lake Huron.

**Proceed to Frankenmuth for dinner via M-24S to M-46W to M-83S**

**RSVP for dinner a week in advance to Paul Lemieux**

**Questions and those interested in the Tour please contact**

**Paul Lemieux [jplvet9@gmail.com](mailto:jplvet9@gmail.com)**





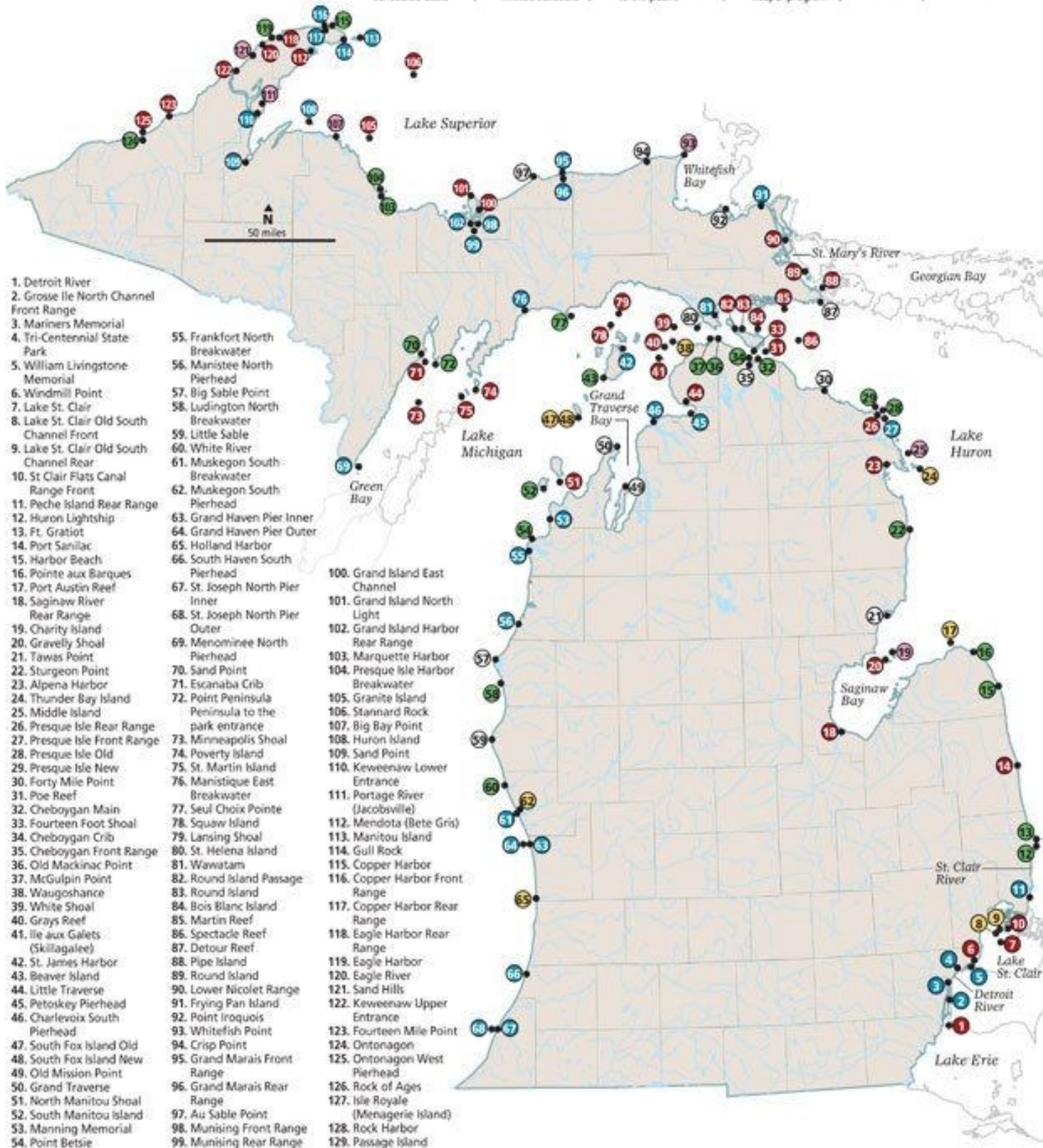
# MICHIGAN LIGHTHOUSES

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 (Skillagalee)
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



# CORVETTE MANUFACTURING ICONS PARAGON AND CORVETTE CENTRAL JOIN FORCES

Paragon Reproductions carries on its tradition of high-quality manufacturing in a new joint venture with Corvette Central. The trusted tooling and attention to detail you rely on from Paragon Reproductions are still available and distributed by Corvette Central.

To find the Paragon products you're looking for, enter the Paragon product number in the search box at the top of any page. Or use the site navigation to browse all parts and accessories for your Corvette. As always, our team welcomes the opportunity to help make your Corvette shopping experience a positive one.

We have transferred all of your Paragon account information including backorders, drop-ships, and discounts. As always, our team welcomes the opportunity to help make your Corvette shopping experience a positive one.

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## DISCOUNTS

**Stick With Us** – Paragons' "Stick-with-Us" program is now "Start-to-Finish", and gives you the same discounts you received from Paragon.

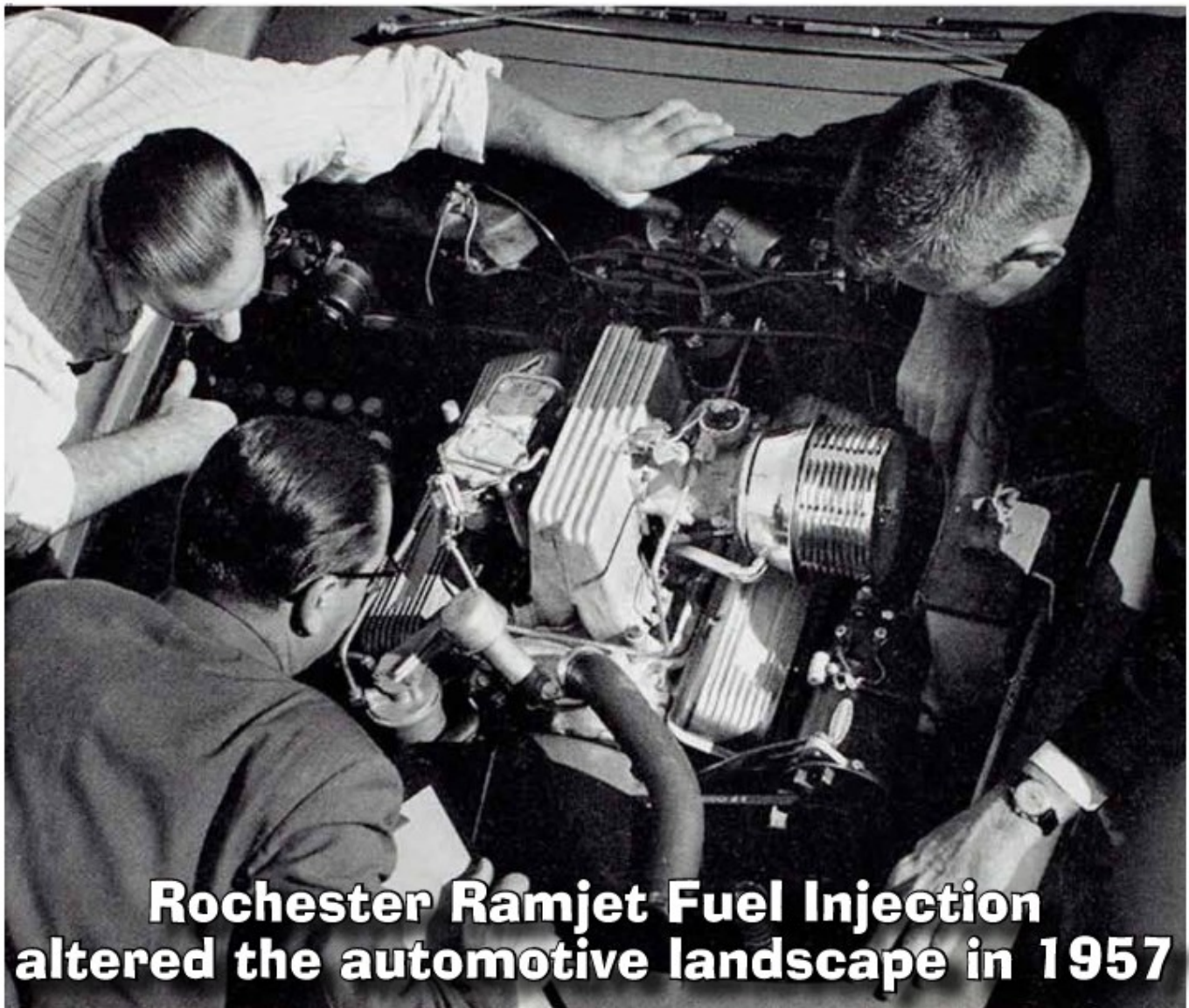
> Learn more about [Corvette Central Start to Finish Program](#)

**Wholesale** – If you were a member of the Paragon Reproductions Wholesale programs, your account has merged into Corvette Central's Wholesale Programs. For the fastest service, including stock and current pricing, please place your orders on our website.

> Learn more about [Corvette Central Wholesale Details](#)







## Rochester Ramjet Fuel Injection altered the automotive landscape in 1957

*by Paul Stenquist*

In the mid-20th century, fuel injection was still largely the stuff of fantasies. Then General Motors shocked the automobile world and put injected Chevs and Pontiacs on the showroom floor. Car-loving performance enthusiasts drooled, and the Beach Boys sang about a “fuel-injected engine sittin’ under my hood.” It was automotive culture shock. We were accustomed to seeing that technology on race cars, but fuel-injected cars that you and I could drive? That was other-worldly.

Although the Rochester Ramjet fuel-injection system that premiered in 1957 on Corvettes, full-size Chevrolets, and Pontiacs moved musicians to song, it wasn’t long before it had mechanics tearing their hair out, and, on occasion, replacing the pricey injection system with a carburetor or three. Although Rochester FI is relatively simple in concept and includes only three main components—an air meter, a fuel meter, and a manifold—it is a unique design rife with hidden complexities, multiple versions, a

long parts list, and an abundance of pitfalls for even skilled mechanics.

Today, fuel-injected GM cars of this era are rare and expensive collectibles. A quality restoration of any of these mid-century classics must include the rebuilding and tuning of the fuel-injection system. While a knowledgeable DIY mechanic might attempt the job, most will want to farm it out to a skilled tech in order to get the fuel-injection system functioning as it should. No matter who does the job, it’s best that the car’s owner understands how the system works.

Fuel-injection—pressurized fuel delivered via nozzles and a pump—made its debut on 19th-century diesel engines. During World War II, injection systems fueled aircraft engines. Postwar, Mercedes-Benz had implemented a timed injection system on its 1953 300SL, which borrowed largely from diesel systems. But the technology was still foreign to most American buyers when GM introduced it.



**Fuel Injection!** An over-caffeinated copywriter had Chevy detonating the fuel injection announcement news, but the Rochester Ramjet system was truly groundbreaking. Originally offered in both modestly powerful and what was considered ultra-high performance engine packages on all Chevy models, Chevrolet tried to push both the system's performance potential and its efficiency. The modestly powered version never took off and the expensive option eventually became exclusive to Corvette.

By 1961 Chevrolet copywriters at the Campbell Ewald agency still relied on the simple phrase "fuel injection!" to grab the attention of potential Corvette buyers. Claiming an "astonishing combination of flexibility, reliability, and sheer storm," they continued to take liberties with the language in their attempt to communicate the power and uniqueness of it all.

*Chevy explodes the biggest auto news of 1957—*

# FUEL INJECTION!



Ramjet fuel injection, optional at extra cost on any Chevrolet model, offers constant-flow port injection, choice of 250 or 283 h.p.

And that's the beginning of a whole new era of efficiency! For Chevrolet fuel injection puts on the road—today—the precision gas-metering, the instantaneous acceleration that used to be reserved for super-priced custom sports cars. You'll want to take a good long look at this brilliant piece of engineering. But, better still, you'll want to get behind the wheel of a Chevrolet V8 with Ramjet fuel injection—believe us, that's an *experience!* . . . Chevrolet Division of General Motors, Detroit 2, Mich.



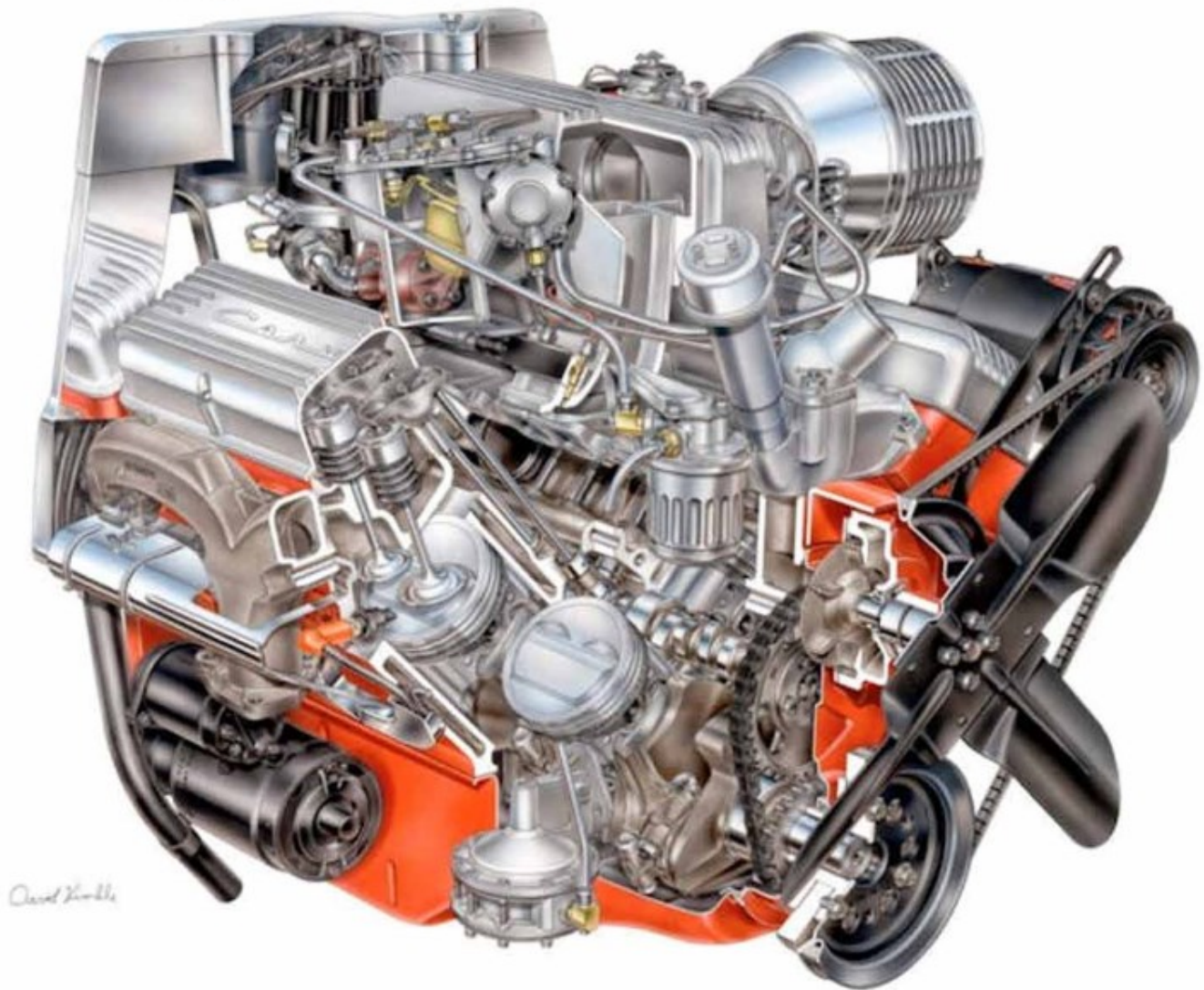
## fuel injection!

Every Corvette fitted with a Fuel Injection engine\* has a small emblem on either side that says so. Actually we needn't waste the time or effort; when an F.I. Corvette goes by, you know it! Sometime, if you should overhear a couple of aficionados arguing about the comparative performance of their own cars, sidle up and tell 'em you drive a Corvette with Fuel Injection. . . . End of argument. When you own one of these machines you don't have to talk about performance, it's practically your own private word. The astonishing combination of flexibility, reliability, and sheer storm that we call Corvette Fuel Injection is unsurpassed here or abroad; its powerful yowl will still be thrilling keen people when many a lesser sports car is being restored and exhibited like a fragile antique.

**Corvette by Chevrolet**

Chevrolet Division of General Motors, Detroit 2, Michigan \*Optional at extra cost





At its heart, the Rochester system is constant-flow fuel injection, not unlike the fuel-injection systems manufactured by Hilborn and others that drag racers have used for more than 70 years. Like those systems, it constantly delivers fuel under pressure to nozzles in the intake runners.

The Hilborn system uses a return line in the fuel system to send some fuel back to the tank and thereby regulate mixture. An orifice or “jet” in the return line determines how much fuel will be returned, allowing only a specific amount to be delivered to the nozzles. Because dragsters operate almost exclusively at wide open throttle, mixture can be regulated by that single jet. A simple valve attached to the throttle linkage controls fuel delivery at idle. But these “on or off” fuel delivery systems are undrivable on the street.

The Rochester system also utilizes a return line to regulate mixture, but rather than controlling return-line flow with a single orifice, the Rochester uses a moving valve or “spill plunger” that opens and closes a spill port to the return line in proportion to the needs of the engine at various

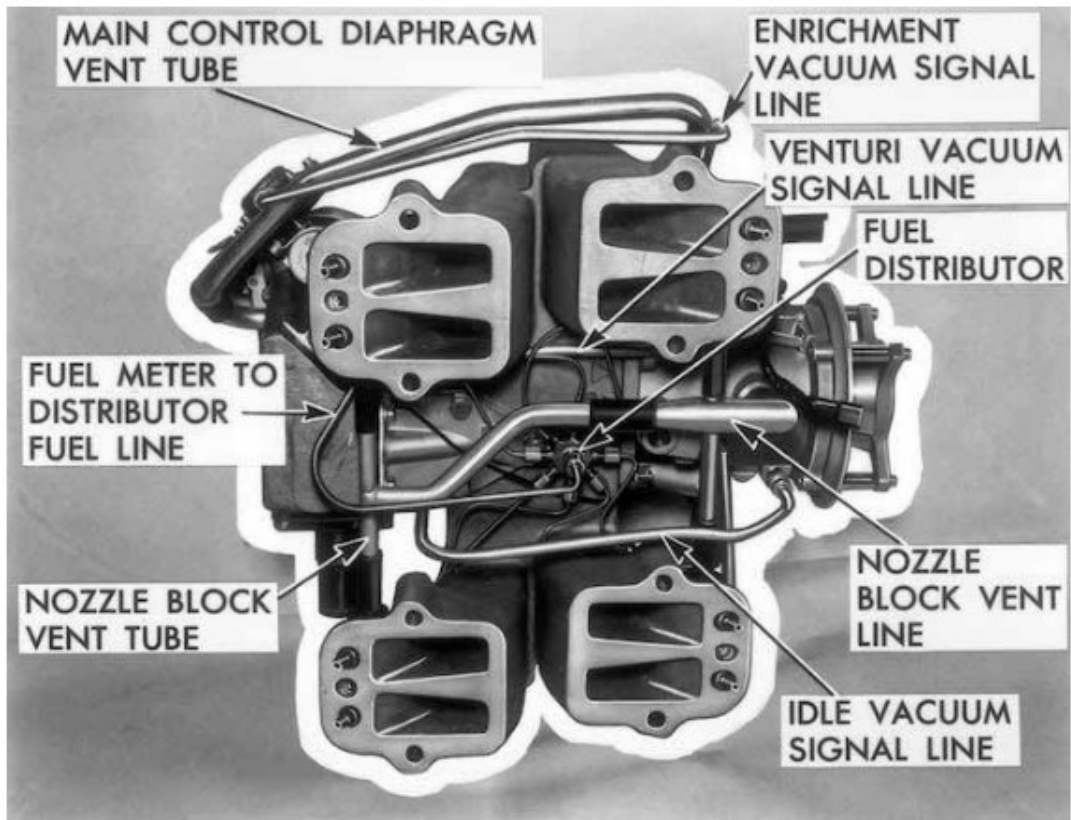
throttle openings and load conditions.

This cutaway illustration of the fuel-injected 1957 Corvette engine was created by David Kimble for GM. The distributor-driven fuel pump and fuel reservoir are clearly visible at top, as is the throttle airflow meter’s throttle plate. A brass-colored injector can also be seen in a cylinder’s intake port on the engine’s right bank.

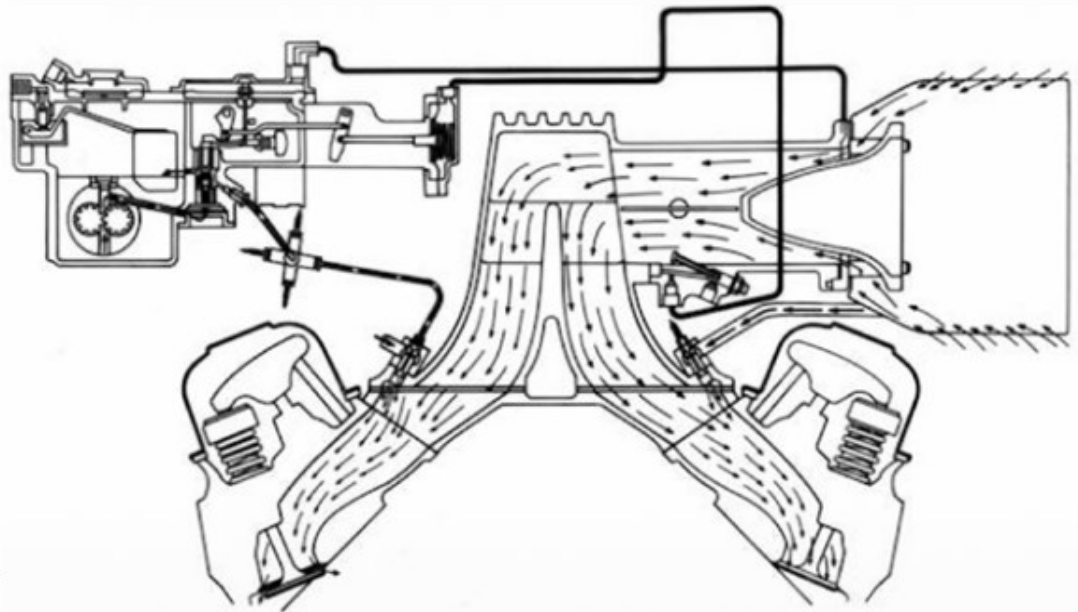
A conventional mechanical fuel pump delivers fuel to a reservoir at the base of the fuel meter. A float system, like that of a carburetor, regulates fuel level in the reservoir. A gear pump in the reservoir is driven at half engine speed by the ignition distributor and delivers pressurized fuel to the fuel meter.

The system determines engine fuel requirements by measuring vacuum at two locations—in the intake manifold and at a venturi in the air intake. The vacuum levels sensed at the intake venturi and manifold determine how much fuel should be delivered to the spider fuel distributor, directed to eight fuel lines, and injected into the intake ports by eight nozzles, one above each intake port.

An underside view of a 1958 injection system reveals the "spider" fuel distributor at center, plus the eight nozzles, vent tubes, and vacuum lines. A short, flat manifold, not seen here, is located between the injection unit and the cylinder heads.



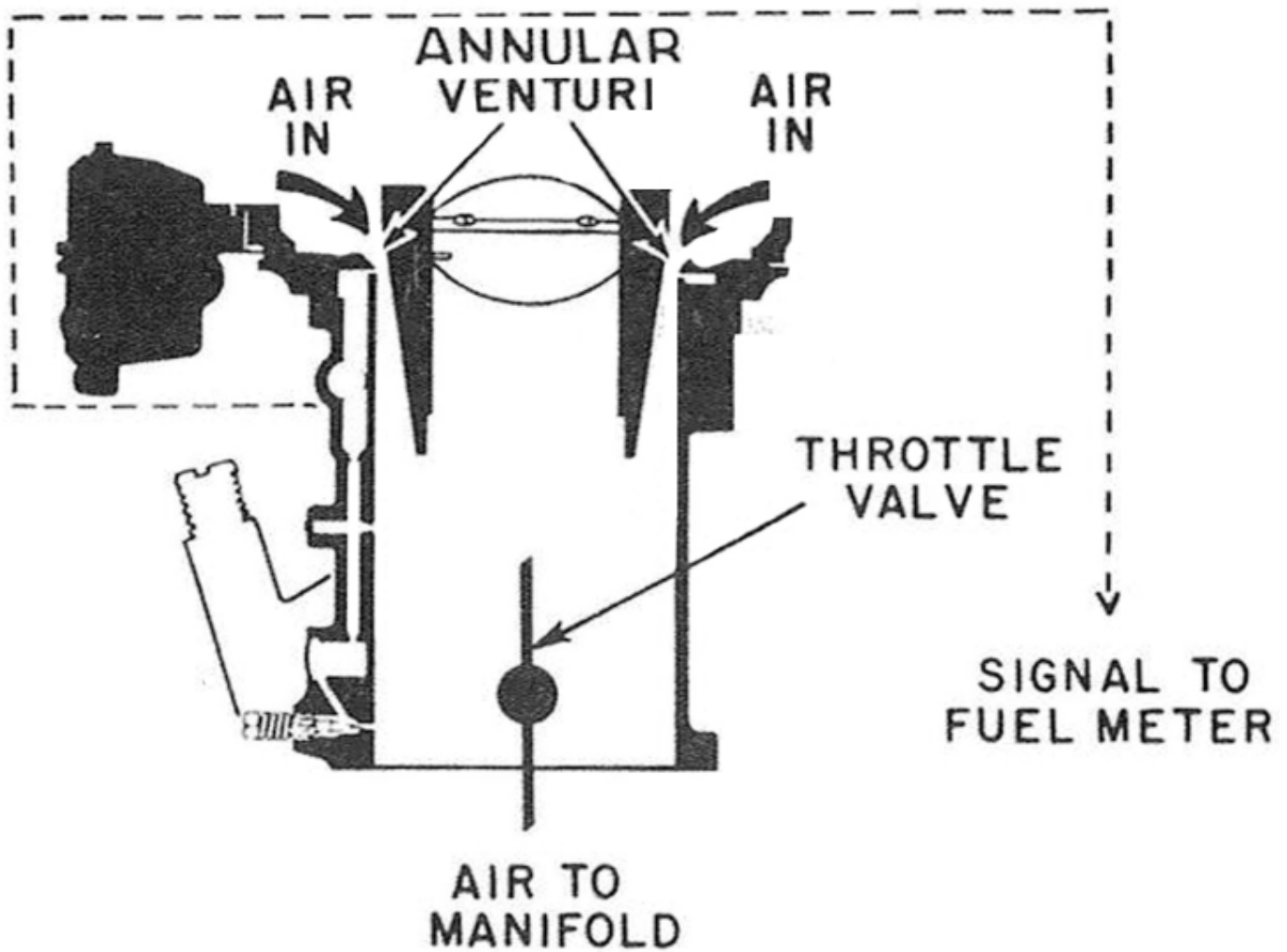
This illustration of the 1957 fuel-injection system shows the air flow through the venturis past the throttle plate and down through the manifold to the intake valves. Vacuum lines connect the airflow sensor in the venturi and a manifold vacuum port just past the throttle plate centerline to diaphragms in the fuel meter at left. Injectors in the intake ports add fuel to the air stream just before it enters the cylinder heads.



Vacuum at each location is measured by a diaphragm. A relatively small enrichment diaphragm measures the strong manifold vacuum signal, and a large diaphragm measures the weaker venturi signal. The venturi vacuum signal is a

direct measure of air flowing into the engine at any throttle position above idle. The venturi vacuum diaphragm is linked to a fuel control lever. That lever is in contact with the spill plunger and moves it up and down, opening and closing the return line spill port and regulating the amount of fuel delivered to the nozzles. How much force the fuel control lever can exert on the spill plunger at any given time is determined by manifold vacuum.





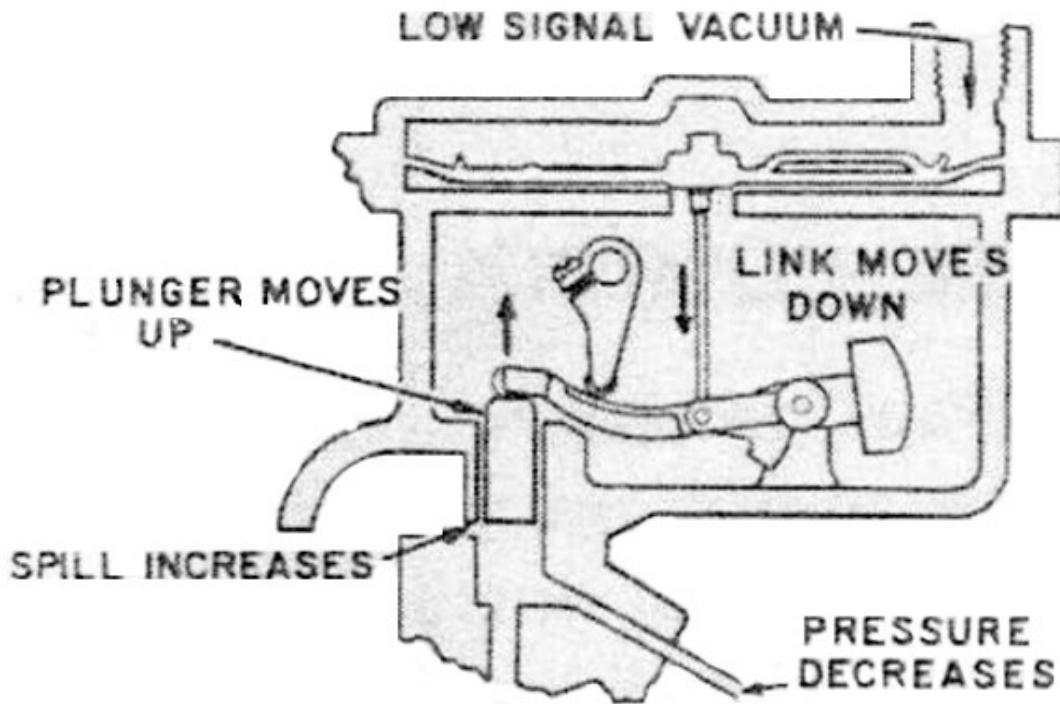
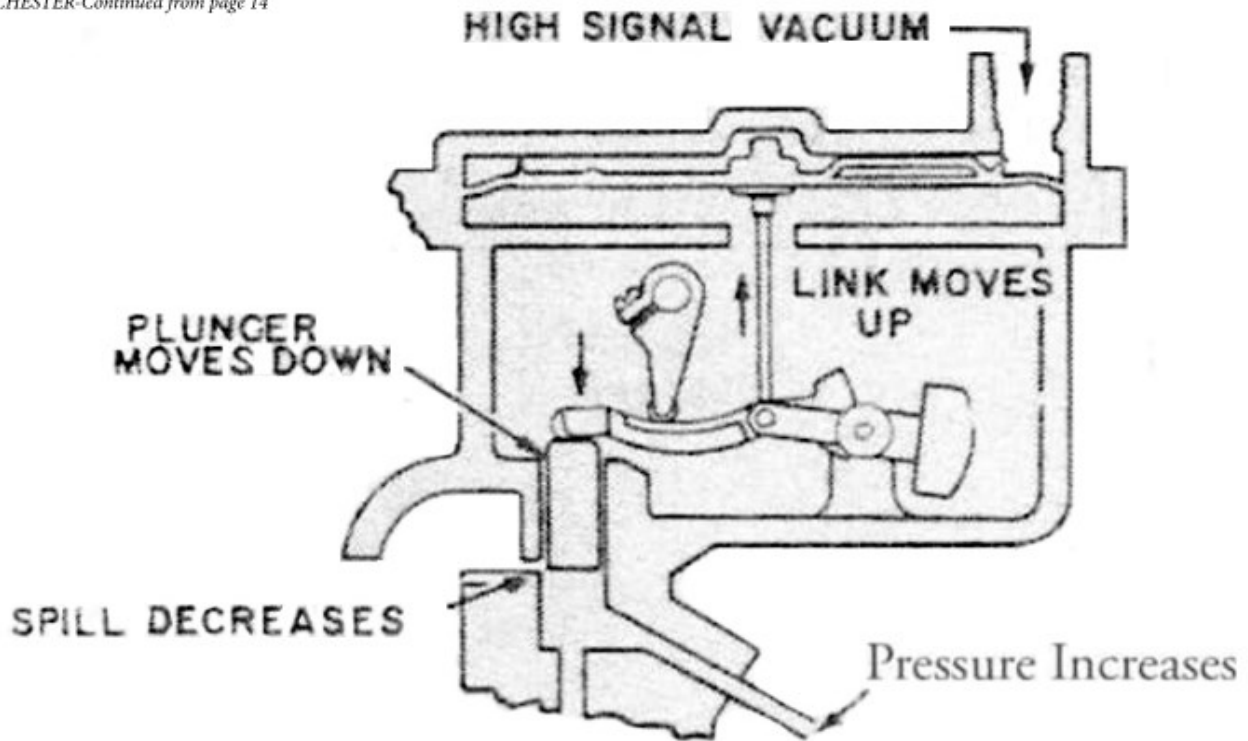
This illustration depicts the airflow meter of a 1962 Corvette system. It is similar in concept to other Rochester systems. Air flow is regulated by the throttle valve, which is linked to the accelerator pedal. When the throttle valve is opened, air flowing through the venturi generates a vacuum signal that acts on the large diaphragm in the fuel meter. Unlike earlier Rochester Corvette systems, a conventional choke mechanism is positioned at the airflow meter's opening.

Manifold vacuum, which varies in respect to throttle opening and load, acts on the smaller enrichment diaphragm, which actuates an enrichment control lever. (The enrichment control lever is called the ratio lever in early GM documents.) When the enrichment control lever changes position, it alters the pivot point of the fuel control lever, thereby varying the amount of force that is applied

to the spill plunger. That, in turn, determines how far the plunger moves and how much of the return line spill port is exposed.

The enrichment control lever is where adjustments are made to fine-tune the air-fuel ratio. Rich and lean stops limit the movement of the lever. The lean stop determines fuel mixture at cruising speed with moderate throttle opening and high manifold vacuum. The rich stop comes into play at wide open throttle, when manifold vacuum is reduced. Both stops must be set accurately to achieve good performance.

The above covers only the basics. Supporting systems, like cold-start and cranking detection are important as well, and their function varies by model year and even system part number. Anyone attempting a restoration must come to battle heavily armed with knowledge and documents.



These illustrations depict a typical fuel meter's mixture control system. With the throttle closed and a minimal venturi vacuum signal from the air meter, the diaphragm drops, the fuel control lever is lifted off the plunger, and the spill port is opened, decreasing fuel flow to the nozzles. When the throttle is open and increased airflow at the inlet gener-

ates a stronger vacuum signal, the diaphragm is lifted and the spill port is closed, increasing fuel flow to the nozzles.

Jack Podel, of South Bend, Indiana, is among the few highly skilled techs who still specialize in Rochester FI. Podel notes that he doesn't rebuild fuel-injection systems; he restores them to like-new condition. He says that many



skilled DIY mechanics try to repair the system, but a lot of them end up shipping their failed attempts to him. Part of the problem, he says, is that most systems have been repaired in the past, often incorrectly or with the wrong parts. So, when you disassemble the unit, you can't be sure that what you see is what GM intended. While the system was produced for only nine model years, from 1957 to 1965, 20 different part numbers were assigned. Podel says that among them, he counts 16 significantly different systems. And though all systems are conceptually straightforward, each includes hundreds of small parts, all of which are subject to deterioration over time, and many of which are specific to one model year.

John DeGregory, a Pennsylvania-based tech who is also a highly respected restorer of Rochester FI systems, offers a bit more encouragement to DIY fuel injection techs, but he says anyone attempting the job must be educated or they'll do some damage. Both Podel and DeGregory will assist those who have problems over the phone, and each offers a wide range of replacement parts.

A GM service manual for your system is essential if you choose to rebuild a Rochester Fuel Injection unit. This edition covers the models listed on the cover. But even among the covered systems, there are variations.

If you're going to try to do it yourself, you'll need a factory manual and some secondary references. Because the systems have so many differences, your primary source should be the appropriate GM manual. Reproductions of most can be purchased inexpensively online. But the factory manuals are best supplemented with the advice of experienced techs. A good secondary source, like Jerry Bramlett's Ramjets that Run! can be very helpful as well. Bramlett was a leading Rochester FI tech for many years but is now retired.

## ROCHESTER FUEL INJECTION

### 1957-1962 CORVETTE AND 1957-1959 CHEVROLET

ROCHESTER PRODUCTS DIVISION - GENERAL MOTORS CORP.

ROCHESTER, NEW YORK

Parts are available from a few providers who still doggedly deal in the restoration of these systems. Among them are Podel, DeGregory, and Jim Neuffer. All are listed below. It's recommended that parts be purchased from an expert source—that's the best way to be reasonably sure you're getting the right part.

Rochester Ramjet fuel injection was a milestone achievement for the U.S. auto industry, and the injected GM cars that have survived are esteemed classics. Restoring one of these automobiles correctly is both an obligation and an honor.

#### Rochester Ramjet Parts and Service

John Podel: (574) 232-6430

John DeGregory: (724) 832-3786

Jim Neuffer (Parts Only): (585) 637-9562, 11 am-11 pm ET

**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 > [jpvet9@gmail.com](mailto:jpvet9@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](http://www.solidaxlecorvettemi.com)**



**Michigan Chapter SACC  
2023 Volunteers**

President: **Bill Huffman**  
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Vice Pres: **Tom Gamache**  
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Secretary: **Cheryl Lemieux**  
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choochooharry@comcast.net

Director-at-Large **John Ronayne**  
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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**

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**Michigan membership dues, inquiries and corrections to the address list should be directed to the Treasurer:**

**Paul Lemieux**

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Membership renewal and application form on page 3.

**Please submit articles for publication to the editor.**

Generally, articles for publication should follow the broad theme of anything of interest to the Solid Axle Corvette community". Suggested items for publication would include how-to articles, parts information, performance issues, scheduled events, restoration or repair information, and personal stories.

**The Michigan Newsletter editor can be reached at:**

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