

Michigan

“Where it all began”



2017 MI SACC Chapter Remaining Event

Volume 8 Issue 3

Dec. 9, 2017 at 11:30 am
Christmas Luncheon
Karl's Cabin
6005 Gotfredson Road,
Plymouth, MI

Contact Bill Huffman
for reservations at
swh73@comcast.net

SACC MI Dues

2018 DUES
are due by
Dec. 1st. 2017
See page 13

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From the President's laptop

Oct 2017

As I am writing this, we are preparing to leave for the SACC National Convention at River Ranch near Lakeland, Florida. All reports are that Hurricane damage in the area was minimal and should cause no problems. Paul & Cheryl Lemieux along with Stef & I will be driving down to attend.

Because Michigan Chapter will be hosting the 2019 SACC National Convention in the Detroit area, we are most interested in the nuts & bolts behind the curtain activities. We will be giving you a full report later.

It has been a busy summer with club events Corvettes at the Summit in Canton on July 8, the Capital City Car Show in Lansing on July 29, the Woodward Dream Cruise on Aug 18 & 19, Corvette Crossroads in Mackinaw City on Aug 26 and the Paragon Reproduction Open House in Swartz Creek on Sept 16. Club members won awards at Summit, Capital City & Mackinaw this year.

Unfortunately, our annual October Color Tour got rained out on both dates so we took the opportunity to have a Breakfast/Business Meeting on Oct 14 instead. It turned out to be a very productive meeting so I'd like to thank those who braved the 2-4 inches of rain to get there.

Our last club event is always fun and you are all invited to Christmas Lunch, 11:30 AM Sat Dec 9 2017 at Karl's Cabin, 6005 Gotfredson Rd, Plymouth, MI. RSVP to me at swh73@comcast.net in order to confirm the final reservations.

Bill Huffman, Pres.

Michigan Chapter SACC



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

50th Anniversary of Corvette Ownership

My 1959 Corvette was originally purchased in the spring of 1961 by my older brother when I was 12 years old and I thought that this was the coolest thing that could happen. I was so excited every time he took me for a ride with the top down but, by 1965 he was tired of the "old car" and purchased a new 1965 Corvette, and the '59, now with a broken engine, was relegated to the outside of our garage, covered with a tarp.



In the winter of 1967, it was brought into the garage for a transplant - a new 283 short block from Chevy Parts for \$240.00. I helped my brother assemble the engine and install it into the '59. Spring time came and I started driving the car to high school in my senior year. Since this was my only car, it was driven all summer and winter, and I still remember trips to Alpine or Mt Holly for a day of snow skiing. The car then received its first paint job by me - an amateur painter - it was still white, but not too shiny.

Then Uncle Sam came knocking at the door and off I went to the Navy in 1968, and the '59 went back to my brother as a second car as he did not want to drive the '65 in the winter. When I came home on leave, I would get the car from him and drive the heck out of it.

Upon my discharge from service in 1972, I got the car back, but it had been in an accident and repaired, and it would eventually receive two more hits. By 1974, I was making enough money to be able to afford a second car so the '59 Vette became my summer only car - no more winter driving, but the frame was so badly rusted that it needed repair. During this time, there was an urge to make the car more personal, so I started stripping off chrome and plugging the residual holes, adding large side pipes that made that little 283 bark!

In the winter of 1981, I started to prep the car for a repaint, and began the process of replacing all the chrome that I had removed. By late spring the car was finished, all nice and shiny to this day. I installed Cragar rims since the original hubcaps were ruined by my brother when he drilled holes in them for different spinners, and the original 5 inch rims had already been thrown out in favor of wider 6 inch rims.

Since 1972, the '59 Vette has never been off the road during the summer months and during the down time, I have attempted to address each and every problem that comes up during the summer.

Throughout the 80's and 90's, the car was extremely reliable and only minor service was required, but by 2009 I knew that the motor was getting tired (over 120,000 miles on the short block installed in 1967) and the frame was really bad. The '59 went into the shop in October 2009 for a new frame, a correct rebuilt engine, and rebuilt front suspension, and returned to my garage in April 2010, ready for another summer of cruising.



Among the changes that I have made to the car since 2010 which made it so much more enjoyable to drive, are replacing the original Saginaw 3-speed transmission with a Tremac 5-speed, adding cruise control, and last winter it received a new windshield, dash pad and carpet. Since joining SACC MI we have caravanned to the SACC National Conventions in Memphis, TN, Lancaster, PA and Effingham, IL, as well as many other SACC MI events. I have kept all the receipts of everything I purchased for the car and many articles related to the C1. But every time I jump into the car for a spin, the grin on my face gets even bigger.

Submitted by Paul Lemieux





2019 SACC National Convention

hosted by Mi SACC in the Detroit area

Volunteers are needed to assist with planning and on the ground during the convention. Please contact Bill Huffman at SWH73@comcast.net to express your interest and support.

Tentative program

	Morning	Afternoon	Evening
Mon. August 12	Early Arrivals - SACC Board & Chapter Representatives	Registration	Hospitality Room
Tues August 13	SACC Board Meeting Registration for other SACC	Chapter Meetings	Opening reception -Tent BBQ
Wed August 14	Tech Sessions TBD	Cruise > Lingenfelter Collection	Diamond Jack's River Cruise
Thur August 15	Cruise > GM Heritage Museum and GM Design Center		Dinner at Country Club
Fri August 16	Tech Session TBD Late morning Cruise Hines Drive to Henry Ford Museum and Greenfield Village		SACC Closing Banquet
Optional Post Convention Activity			
Sat August 17	Cruise to Birmingham and park with NCRS - (Estimated Cost \$75.00/Corvette) Food, restrooms and adjacent to all the activity on Woodward Avenue_		

The Drive Home returns, this time “Driving the Future”



Hemmings Daily Sept. 20, 2017 > [Kurt Ernst](#) on at 8:59 am



AMERICA'S AUTOMOTIVE *Trust*

americascarmuseum.org/TheDriveHome

#DriveHome | #ACMDriveHome



FD
DRIVING
THE FUTURE
2018



For the past two winters, LeMay – America’s Car Museum has teamed with the North American International Auto Show (NAIAS) to present The Drive Home, a cross-country odyssey in vintage automobiles designed to demonstrate that collector cars are meant to be driven, regardless of the season. This time around, America’s Automotive Trust (which oversees LeMay – America’s Car Museum) is again partnering with the NAIAS to present “The Drive Home III – Driving the Future,” which begins in Miami, Florida, on Thursday, January 4, and ends in Detroit, Michigan on Friday, January 12, 2018.

The Drive Home III, continued

In between these two points (and climatic extremes), The Drive Home III will be stopping in or passing through Orlando, Florida; Tallahassee, Florida; Birmingham, Alabama; Greenville, South Carolina; Charlotte, North Carolina; Nashville, Tennessee; Bowling Green, Kentucky; Cincinnati, Ohio; and Troy, Michigan. Past Drives Home have traveled from Tacoma, Washington, to Detroit, Michigan ([The Drive Home](#)), and from New York City to Detroit ([The Drive Home II](#)) using a 1957 Chevrolet Nomad, a 1961 Chrysler 300G, and a 1966 Ford Mustang, but as the name of this year's tour implies, it will involve cars both classic and contemporary.



Though the final mix has yet to be set, the automobiles planned for inclusion in the 2018 journey are a Chrysler 300 (vintage to be determined, but different from the 300 used in past Drives Home); a 1959 Cadillac Coupe de Ville; a 1959 Plymouth Fury; a 1969 Chevrolet Camaro; a 1972 Chevrolet El Camino; and on the two-wheel side, a Triumph Thruxton motorcycle. At least one “green” vehicle will also be part of the caravan: In planning the trip, a key objective was to demonstrate how automotive technology has evolved over the years, so the final selection of vehicles will reflect this goal.

Event sponsors State Farm, BF Goodrich, Shell, Quicken Loans, Hagerty, and Montecristo are planning special events and giveaways throughout the trip, and visits are scheduled for the Casa de Montecristo Lounge (city or cities to be specified); Ace Café Orlando; Barber Motorsports Park in Leeds, Alabama; and Michelin's North America headquarters in Greenville, South Carolina. As with prior Drives Home, the final leg will traverse a portion of Woodward Avenue before ending up at Cobo Center in Detroit in time for the opening of the 2018 NAIAS.

More information on the individual stops will be published as it becomes available. For the latest, visit AmericasCarMuseum.org/Event/The-Drive-Home-III/.



**Greetings to all Michigan SACC members
from the 2017 MI SACC Board.**

MI SACC at Corvettes at the Summit



Tom and Sue Gamache reward for 1954 C1



Bill Huffman's—1960



Gamache's 1954



Harry Jones -1960



Paul and Cheryl's 1959



**Overall Class Champion
Bill Huffman—1960**



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MI SACC at Vettes for Vets—Troy, MI 2017 Veteran Benefit Car Show



OPERATION: COME H.O.M.E., along with Woodside Bible Church - Troy Veterans and Military Ministry, hosted its 2nd Annual Veterans Benefit Car Show - Vets, Corvettes & Other Classics. Co-sponsors, Greg Thomas, Ram's Horn of Rochester Hills and LTC (ret) Rob Ells, Roush Enterprises of Livonia, MI helped create the success it was by generously providing the much appreciated and required funding and marketing support needed to put on such an event. The event received a vast amount of attention via newspaper articles, advertisements, radio spots and even two separate local news station,



**Greetings to all Michigan SACC members
from the 2017 MI SACC Board.**

MI SACC at “Down on Main Street” Car Show

For the 19th year in a row, the **Clawson Lions Club** hosted its "Down on Main Street" Car Show on Saturday, August 12, 2017 -- one week before the world famous Woodward "Dream Cruise." Acres of chrome, wild paint jobs and roaring exhausts dazzled your eyes and rattled your brain as the "Motown Monsters" took over downtown Clawson, Michigan.

Not an official Mi SACC event, However, Dave Ruby's 1957 Fuelie and Ken Kamman's 1955 V8 earned sponsor's choice awards.



The "Down on Main Street" Car Show is the centerpiece of the **Clawson Lions Club's** yearlong fundraising efforts to benefit local charities. The Lion's Club will be selling T-shirts, Car Show posters and popcorn at their bright yellow tent. As always, all proceeds from the Show will go to Leader Dogs for the Blind, Eversight Michigan, Beaumont Silent Children, the Penrickton Center for Blind Children in Taylor and other charities and projects throughout the year.



**Greetings to all Michigan SACC members
from the 2017 MI SACC Board.**

MI SACC at R.E. Olds Car Show



Richard Dunham & Bill Huffman met at Ron Melaragni's home @ 7:30 AM.

We drove to Ron's cousin Ken's place so he & his red 2008 Mustang Shelby 500 could join us, then drove to the Capital grounds.

We managed to park widely enough that Tom Gamache and his 1954 Corvette was able to join us at about 9:30.

Amazingly, most of the C-1's parked fairly close together. Tom's 54 was a crowd magnet all day as well as a maroon '62 that looked like one that I sold in 1985 to make the down payment on our current home.

In our immediate area, we had the Maroon '62, Ron's white/silver '61, Tom's '54, my red/white '60, Richard's white '62 and a red/white '58 with a non-standard cove paint scheme.

Richard , who is an NCRS judge, sold his turquoise 1959 Duntov Award Corvette a couple years ago and is now in the process of refurbishing his white '62. It looks very good for a work-in-progress. Don't make it so perfect you can't drive it , Richard !!!

Based on crowd behavior, I was sure Tom's car would take best in class in judging but coming in later, unfortunately, he had registered in Class 7 (1948-1954) rather than Class 27 (1953-1967 Corvettes). A like new maroon 1951 Ford Victoria 2-dr hardtop with a Flathead V-8 took first in Class 7.

Fortunately for the C-1's, Capital City CC & Jackson CC were both busy at Spartan Speedway on July 29th holding a combined low-speed event so the 1963-1967 crowd were apparently busy. That left only the 1953-1962 Corvettes to win awards.

They awarded three trophies in Class 27. My red '60, the maroon '62 and a '61 that I did not actually see.

Submitted by Bill Huffman





Tom and Sue Gamache's 1954 Corvette in Lansing

**Greetings to all Michigan SACC members
from the 2017 MI SACC Board.**

MI SACC at Paragon Open House



**Welcome to the Michigan Chapter
SOLID AXLE CORVETTE CLUB**



Michigan Chapter SACC Membership or Renewal Application - 2017 New___ Renewal___

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
2017 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 :	\$35.00 *	\$100.00*
	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 # _____

For record keeping: MI SACC collects both National and Chapter dues and submits your National dues to SACC National.

Please make checks payable to: MI SACC and mail to: **Kathy Hutchins**
MI SACC Treasurer
9417 N Rich Rd
Alma, MI 48801

Questions: (989) 463-1512 , kjhh41@hotmail.com or MI_SACC@yahoo.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 _____
 Suggestions for events or cruise _____
 I would be interesting of chairing an event or gathering. Yes ___ No ___

**Michigan Chapter SACC
2017 Volunteers**

President: **Bill Huffman**
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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, 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:

Kathy Hutchins
9417 N. Rich Rd.
Alma, MI 48801
kjhh41@hotmail.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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