

Michigan

“Where it all began”



Volume 13 Issue 2

Dates to Remember

SACC dues > National and Chapter were due Dec. 1
See page 18 for renewal application

*National membership is required
to be a Chapter member*

Inside this issue:

President's Laptop	2
Mi SACC Events	3-4
Lighthouse Tours	5-7
Corvette vs Thunderbird	8-11
Event registration info	12-17
Renewal and Publication	18-19

MI SACC 2023 Events Calendar on pages 3 & 4

2023 SACC COVENTION NOTICE

Bloomington Gold
Bloomington-Normal, IL
May 31—June 3, 2023

Registration closed

Don't forget our website

www.solidaxlecorvettemi.com



From President's Laptop

May 2023

Michigan Chapter members,

Our first 2023 Club Event was the Spring Membership Meeting on Sat, May 6 at the Brookshire Inn, Williamston, MI. After greeting new & old friends, lots of car talk & lunch we held our annual club officer election, reviewed SACC business from both last years and the upcoming SACC National Convention, then discussed & selected the Michigan Chapter events for the 2023 driving season.

We almost hit the trifecta with a 59, 60, 61 & 62 in attendance. Active members with 54, 55, 57, & 58 Corvettes did not make it. Tom, Dave & Phil, we missed you. Mike M drove his 62 rather than his work in progress 55. Maybe next year?

The 2023 SACC National Convention will be May 31- June 2, 2023 in Bloomington, IL. Steph and I are planning to attend and you are welcome to join us, but we must be there by noon, May 30 so we will be leaving May 29th.

Our route will be I-69S to Ft Wayne, IN, then west on US-24W to I-55S for a short distance to Bloomington, IL. If you are interested in attending at this late date, although it may be too late, you should contact Mary Rae Brockhouse at secretary@solidaxle.org regarding reservations.

The full slate of MI SACC 2023 Club Events will be listed further down but one of our regular events, Corvettes at the Summit in Canton, sponsored by the Legends Corvette Club, was cancelled this year.

On the bright side, I believe you will enjoy the various events & tours we have planned this summer including the first segment of the Lighthouse Tour.



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

Bill Huffman, Pres.
Michigan Chapter SACC



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

MI SACC EVENT CALENDAR

DATE	EVENT	LOCATION	CHAMPION
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
Late Sept	Lighthouse Tour 1	Info to follow	P LEMIEUX
Oct 7-8 or 14-15	Annual Color Tour	Dexter, MI	J RONAYNE
Dec 2	Christmas Luncheon	TBD	B HUFFMAN

See pages 4, 5, 6 & 12 thru 17 for additional info or registration information



Don't forget our website

www.solidaxlecorvettemi.com



Solid Axle Corvette Club Michigan Chapter 2023 Events Information

SACC National Convention, Bloomington-Normal, IL – May 31– June 3, 2023
(www.solidaxle.org) **Registration CLOSED**, Bill and Stephanie Huffman are attending;
Champion: Bill Huffman.

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 **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 **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) **Champion: Harry Jones.**

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.)*
MISACC block of rooms are spoken for. Presently, the Huffmans, Lemieuxs, Rubys, and Ronaynes, are planning a caravan to the event. See pages 15 & 16 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
Champions: Bill Huffman

Paragon Reproductions Open House, Swartz Creek, MI – Saturday, Sept 16, MI
MI SACC may join the NCRS caravan, info to follow **Champion: Harry Jones to advise.**

Lighthouse Tour Part 1 Late Sept. Port Huron to Bay City on M-25, #13 to #18 accessible, possible overnight at Frankenmuth. Presently, seven couples have expressed interest.
Contact Paul Lemieux at jplvet9@gmail.com
Please advise if interested ASAP More info to follow: 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





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 7 for Lighthouse map of Michigan.

- 1) Port Huron to Bay City on M-25, #13 to #18, overnight at Frankenmuth. **Late Sept 2023 Tour.**
- 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 or Paul Lemieux 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 6.





We are in need of volunteers that have local knowledge and an interest in assisting with the planning and organization of MI SACC's 2023/2024 Lighthouse Tours.

The proposed routes were driven last fall or early 2023; daily distances and travel times noted to provide C1 time for driving, sight seeing, including meals and lodging.

Please see page 5 for the proposed Tours

See page 6 for Lighthouse locations in Michigan

Please express your interest below in becoming a member of the Tour planning team.

Pick a Tour and begin your journey....

#1 Port Huron to Bay City > Late Sept 2023

#2 Bay City to Mackinaw City _____

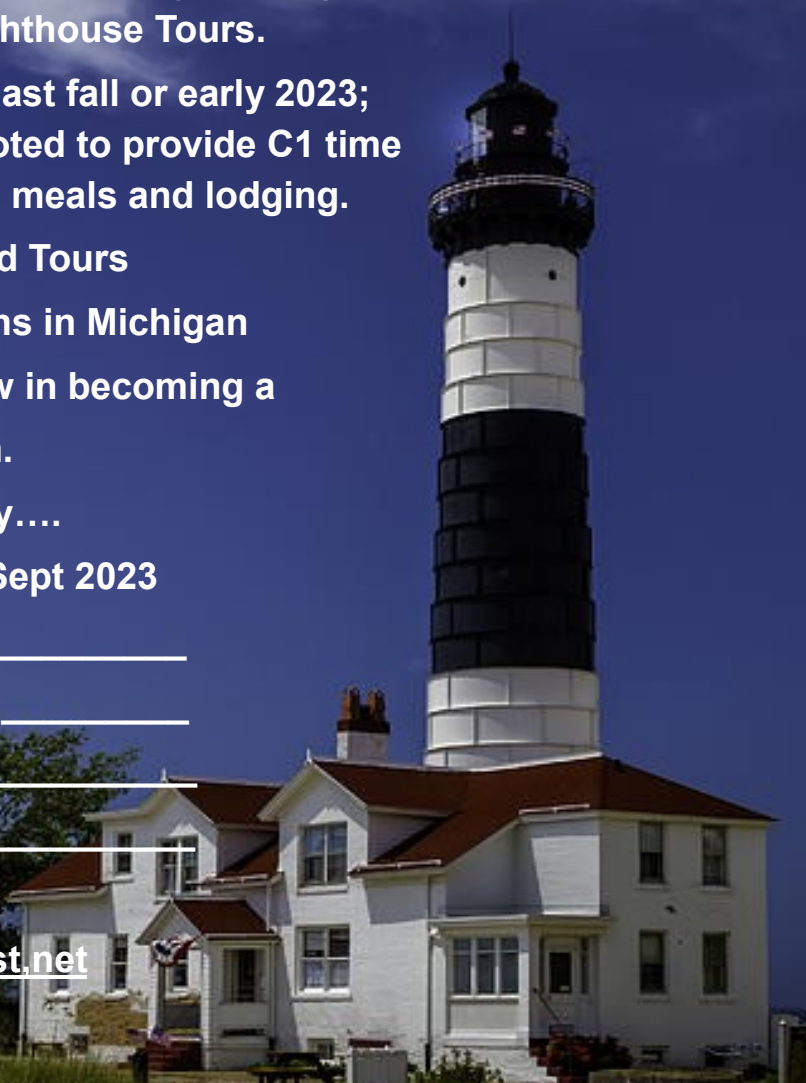
#3 Mackinaw City to Traverse City _____

#4 Ludington to Traverse City _____

#5 St. Joseph to White River _____

Your choice. Pick one and contact

Bill Huffman swh73@comcast.net



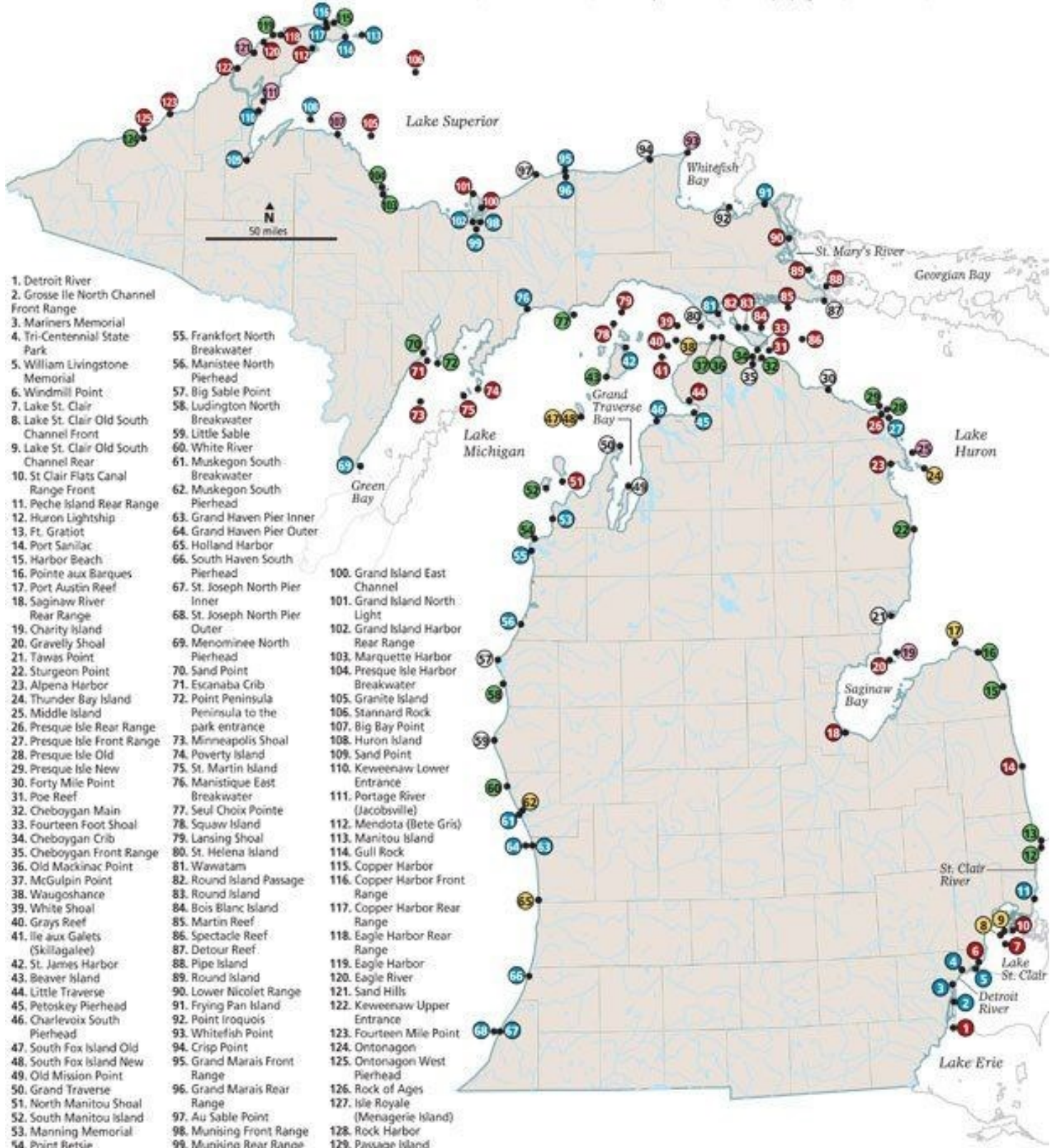
MICHIGAN LIGHTHOUSES

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



The following article was reprinted from the October, 1955 issue of Consumer Reports. Barry Baker thoughtfully sent the article to me stating that if I hadn't seen it, it might be of interest to me.

Well, I hadn't seen it and it was interesting reading. Barry thought perhaps SACC members would enjoy reading it as well. I agree, so here it is. -editor

p.s. I wonder where they got an almost new 1955 Corvette with blackwall tires.



Corvette and Thunderbird

The Chevrolet Corvette and the Ford Thunderbird, which are the subject of this month's road-test report, are the first sports cars from major American producers. They offer some interesting innovations, in comparison with both European sports cars and American family cars.

In sports car design, there is great emphasis on powerful performance for a given engine size, on speed, maneuverability, and road-holding ability. Hence the height, size and weight of the car are held down. Consequently the seats are usually low, and seating space is limited to two passengers with Lilliputian luggage. Both the Corvette and Thunderbird follow this formula, but with modifications.

The Thunderbird

Of the two, the Thunderbird more nearly resembles a conventional family car. Its engine is the hotted-up Mercury engine available as an option in any Mercury and standard in the Montclair model. It is a heavy engine, similar to the Ford's using a four-barrel carburetor and hard (non-hydraulic) valve lifters.

In the test Thunderbird, the engine was very noisy when idling, though satisfactorily quiet on the road. CU's car was fitted with Fordomatic transmission, and carried an axle ratio giving 3.31 engine revolutions to one revolution of the

rear wheels. Standard transmissions, or standard-plus-overdrive, are also available in the Thunderbird; with these, a lower compression ratio is used to keep the engine from knocking at low speed.

Despite its low body and short wheelbase, the Thunderbird is very heavy for a sports car - about 200 pounds heavier than the Jaguar in the same price class, for instance. Part of this surplus avoirdupois is chargeable to the Thunderbird's four-way power seat, its glass windows, which roll up and down like the windows of a convertible, its full bumpers, and the use of standard Ford-Mercury steering gear, rear axle, and other components. The added weight certainly isn't chargeable to an extra-stiff structure, for the thunderbird has the characteristic open-car ague, shaking badly in every limb as it goes over a rough road. (Even the detachable hardtop of the Thunderbird adds very little to staunchness of structure: it make far less contribution than a fully integrated steel sedan or coupe body.)

The Ford Thunderbird has a standard tread; it is almost six feet wide and 14 1/2 feet long - big as sports cars go. But it is low, with only a little over half a foot road clearance. The seats are close to the floor, and the floor is close to the ground. seats as low as the Thunderbird's can be comfortable provided they are properly contoured and there is plenty of leg room, particularly for the driver. Most of CU's con-

sultants, however, found the car's seating uncomfortable - especially in comparison with that of the Corvette.

The Thunderbird's seat is one-piece, bench-type, with only slight contouring to support the driver against sidewise motion. As in most sports cars, the Thunderbird's driveshaft tunnel is nearly as high as the seat, and there are no springs in the section of the seat over the driveshaft. Consequently, though the seat is wide enough for three, the person in the center would find it hard going for any but short rides.

The Thunderbird's cockpit layout is far from ideal. The wrap-around windshield, deep enough to form a shallow U, projects so far into the door opening as to make getting into the car quite difficult. The glass sides of this U, furthermore, were full of very annoying distortions. The car's adjustable steering wheel, which works like a telescope, and its four-way seat ameliorate but do not solve the difficulty of squeezing behind the wheel, or the wheel's tendency to block the view of the speedometer and tachometer. Nor do they keep the long-legged driver from banging his knee on the wheel because of inadequate brake-pedal-to-steering-wheel distance. The automatic transmission Thunderbird has a selector lever mounted on the floor, in the same location as the gear lever was in the old days. The selector positions (P R N D L) are illuminated at night - and a good thing, because even after practice you have to look to find the position you want, then press a latch to move the lever. Ventilation of the cockpit is inadequate in hot weather. Small-article storage is limited to an undersized dash locker.

Sports cars are seldom notable for roomy storage space, and the Thunderbird is no exception. When its fabric top is stowed, only a thin slice of storage space is left behind the seat. Top up, or in the detachable hardtop model, there is more room, but the space is cluttered with the power-seat mechanism. The trunk will hold one medium-sized suitcase, plus odds and ends, or even a set of golf clubs - but that's all.

Like all real sports cars, the Thunderbird is really designed to be driven without its top, either hard or soft. Both tops limit visibility seriously. The soft top, while it is substantial enough once set into position, takes plenty of effort to get it there; the effort is much more like that of hoisting the top on an old-fashioned touring car than the push-button ease of raising a convertible top. The roof hardware on CU's test Thunderbird wasn't able to take the strain; locking pins sheared off in the course of necessary raising and lowering of the soft top. Incidentally, the cloth top has no detachable rear panel; once it's up, the only ventilation comes from the side windows.

At that, though, the soft-top model has its advantages. You can start out with the top down and, with the exercise of a good deal of brawn, turn it into a closed car in case of an unexpected downpour. With the hardtop, you place your bet at the beginning of the trip as to whether it will rain or shine, and then live with it. If you've bet the wrong way, you'll have to live with being too warm, or too cold, or too wet. Incidentally, there is no tonneau cover for the Thunderbird; when you park it with the top down, it's open to the elements and to dirt.

The Corvette

The design of the Corvette embodies much less compro-

mise toward standard car components and features than the Thunderbird's. Aside from its automatic transmission, it is mostly sports car.

The Corvette's chief novelty, of course, is its fiberglass plastic body. CU's road test was not long enough to allow any prediction of how this body will stand up. It was certainly stiff and light in weight; it didn't, of course, rust and it seemed to have considerable sound insulating quality. The Corvette's plastic is not of the type that is the same color all through; as on conventional cars, the body is painted. CU's car held the paint well, but the finish was not mirror-like. It is said that the repair of small cracks or breaks in the body is fairly simple; major damage is difficult to fix and is likely to require a helping hand from factory specialists, with perhaps a long wait for replacement panels. The body is not well protected against parking damage; it has "rubbing strips" fore and aft, rather than bumpers.

The plastic body is mounted on a sturdy, conventional steel chassis frame. The front suspension on CU's car was not of the ball-joint type used on the current production of Chevrolet passenger cars.

The Corvette is available either as a Six or a V-8. The V-8 engine with which CU's test car was equipped employs a "hot" camshaft and a four-barrel carburetor; it ran more quietly than the Thunderbird engine. In the non-racing use CU gave the car, the spark plugs supplied as standard became fouled and had to be replaced by hotter-running plugs with less tendency to collect a coating of oil and to misfire. Such hot spark plugs would probably be required on any Corvette not used for really high-speed driving.

The Corvette is available only with Chevrolet's Powerglide transmission, and it carries the same axle ratio as do Powerglide sedans: 3.55 to 1. Hence, as with the Thunderbird the Corvette's speed advantage over comparable sedan models comes from the lower air resistance and the higher peaking speed of its engine (5000 rpm in the Corvette), while the extra acceleration derives also from the sports car's lower weight.

Cockpit layout

The Corvette lacks the emergency accommodation for a third passenger offered by the Thunderbird's bench-type seat, but its seating is otherwise superior. The Corvette's bucket seats are very comfortable. There is also plenty of leg room and foot room. The steering wheel is at a good angle and doesn't obscure the instruments. The pedals are well located. The Corvette's wrap-around windshield, like the Thunderbird's, however, projects rather too far into the door openings, but there appeared to be less optical distortion. The Corvette's selector lever, like the Thunderbird's, is on the floor, but it is unobtrusive and simple to manipulate by feel, without looking. The handbrake is rather hard to apply. The heater is an old-fashioned recirculating unit.

There is no dash locker in the Corvette, but there is a good deal of storage space for small articles in the doors, left hollow by the absence of roll-up windows.

The Corvette soft top is light and, unlike the Thunderbird's, easy to manipulate. It stores horizontally under a lid in the rear deck. Both sidewise vision and head clearance are poor with the top up; vision to the rear is satisfactory. The windows in the Corvette are of stiff plastic. The windows can be attached either with or without the top up, and have swinging

panes to allow for ventilation. But, they can't be rolled up and down, as on the Thunderbird. There are no outside door handles, and no door locks.

The Corvette's trunk, though it isn't very large, is a study in neatness compared with the Thunderbird's. It has a flat floor, room for about two suitcases, and a suspended envelope for storage of the side windows. Spare tire and tools are stored below the trunk floor.

The cars on the road

No one can ride very long in either the Thunderbird or the Corvette without appreciating the feeling of security and the freedom from the need to brace oneself on curves that a really low, well balanced car can give. Of the two cars, the Ford had a better weight distribution and slightly the better balance. Its tires squealed less than the Corvette's when cornered sharply; it had a little less wheel spin when started off fast; and it showed even less tendency to lose its footing on rough surfaces.

CU's Thunderbird steered harder than the Corvette, and required more steering wheel turn to effect a given change in direction. The Thunderbird steering, though accurate enough, was insensitive, with too little "road sense" - a serious fault in a car apt to be driven and cornered at high speeds. The Corvette, by contrast, not only steered easily and with precision but with excellent road sense. Both cars, it should be noted, steered faster than their sedan counterparts.

The brakes on both cars were reasonably free from overheating and "fade" on CU's half-mile coasting test down a 9% grade. Both cars had rather small brakes for sports cars intended to be driven vigorously, although the brakes worked well in normal driving. The Corvette's brakes did not suffer from the unfortunate tendency, observed on CU's 1955 Chevrolet sedans, to pull erratically to one side or the other.

While there are many points of difference between them, the basic choice between the Thunderbird and the Corvette V-8 depends on how much, or how little, of a sports car fancier you are. Of the two, the Thunderbird is much nearer to being a conventional car in its mechanical characteristics, its greater weight, and in such detail refinements as roll-up glass windows, power seat, and optional hardtop.

Furthermore, the Thunderbird's riding qualities are good enough to be accepted even by ordinary motorists, whereas the Corvette ride is so stiff and uncomfortable as to constitute one of the car's major drawbacks.

Even after you hurdle the Corvette's lack of riding comfort - and many dyed-in-the-wool sports car drivers will not find this feature disqualifying - you have to deal with the fiberglass body. There's nothing wrong with the body as it is: In fact its light weight, stiffness and rustproofness are in its favor. But what may happen to it from age, or what collision repairs will entail, is something the buyer must take more or less on trust. And the Corvette's lack of bumpers doesn't improve the situation.

Having hurdled these two difficulties, the Corvette buyer finds himself with a car that easily outperforms the Fordomatic Thunderbird, steers and handles better and more easily, and has a more comfortable and better laid-out cockpit. Even with its mandatory automatic transmission, the Corvette, of the two, should please the true sports car

driver more. However, the margin between the two cars is not wide on an overall basis, and the sports car fancier is likely to find plenty to approve of in the Thunderbird.

It should be noted that the entire discussion here has been in terms of the Corvette V-8. The Corvette is also available as a Six. It is the judgment of CU's consultants that as a Six, the Corvette is so lacking in the outstanding sports car characteristic - power - as to be not worth considering compared with the V-8.

But suppose you are not a sports car fancier, and are considering the Thunderbird and the Corvette as "personal cars", that is, as offering for two occupants, the advantages of small size, crisp, low-to-the-road handling, and top-notch controllability combined with style, reasonable comfort, and good performance. Here the Thunderbird fills the bill better than the Corvette, because of its better ride and such standard conveniences as roll-up windows and fresh-air heater. But the gaucheries mentioned above remain: difficult entrance, uncomfortably located brake pedal, hard-to-see speedometer, hard-to-raise top, bad windshield distortion, silly automatic shift quadrant, "numb" steering, etc. Though the Thunderbird, basically, is on target as a "personal" car, these difficulties keep it off the bull's-eye.

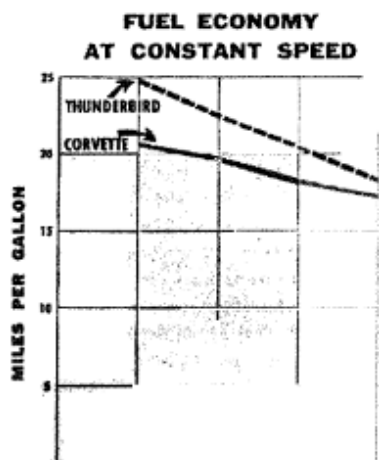
Other sports cars

Both the Ford Thunderbird and the Chevrolet Corvette lend themselves to direct comparison with the Jaguar XK-140 roadster, which sells in this country for about the same price and is, in fact, a leading seller among imported sports cars.

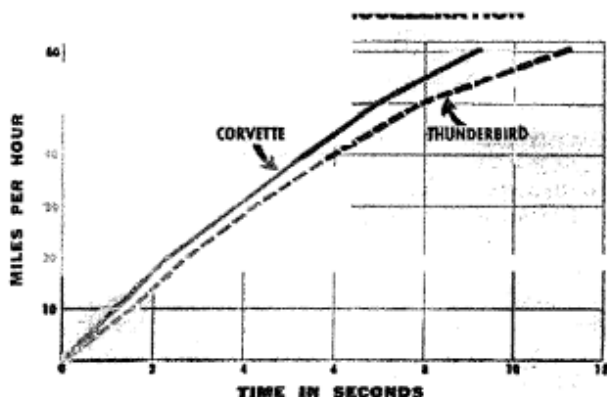
The American cars' high card is obviously service - any Ford or Chevrolet dealer can supply some sort of service, whereas the number of Jaguar experts (and they need to be experts) is limited. Considering the cars themselves, however, and how they are to drive and handle and live with, CU's consultants would place the Jaguar ahead of either the Thunderbird or the Corvette.

It is a better-seasoned car, designed with more racing and sports car experience behind it, with fewer frills, and with major emphasis on steering, handling, and braking. No automatic transmission is available for the Jaguar sports models. East-coast price for the roadster is \$3465; for the coupe or convertible, \$3815.

Another interesting imported sports car with offerings in the Corvette-Thunderbird price range is the German Porsche Continental - roadster \$2995, coupe \$3445, convertible \$3695. The Continental models of the Porsche are by no means strong performers (it is the \$5000-or-so Porsche Super which brings home the bacon in European road races and rallies). But the continental coupe, especially, is a real "personal" car in service where hot performance is less important than the car's beautiful handling ease, its very light and quick steering, small size, high quality, good driver vision, solid structure, outstanding gas mileage, and - a great improvement in the 1955 model - satisfactory quiet over the road. Still, the Porsche is not everyone's glass of schnapps; though its lines are classic, it is too small for prestige value or acclaim, and its tiny, air-cooled, vibrationless four-cylinder engine requires the driver to do a lot of gear-shifting.



Mileage per gallon of fuel is recorded at various constant speeds by CU's test cars. The acceleration is measured at wide open throttle with the car moving from a standstill to 60 mph.



A GUIDE TO THE FACTS AND FIGURES

PRICE AT FACTORY Includes Federal tax, but not local taxes, freight, optional extras, accessories, or conditioning charges.

ROAD CLEARANCE Distance from road surface to lowest part of car likely to hit high spots in the road.

TURNING CIRCLE Path traced by outermost tip of front bumper with wheels all the way to left, as for a tight U-turn. Some cars turn shorter to right.

CURB WEIGHT Weight of equipped car, full of gas, oil and water, ready (at the curb) for occupants.

TIRE CAPACITY Official but conservative load rating for four tires, minus curb weight of car.

ENGINE DATA From factory figures.

PERFORMANCE 0-60 mph, 1/4 mile runs with all gears used to maximum advantage; 45-65 mph and 9% grade runs with floored accelerator but no manual shifting.

ECONOMY Constant speed tests offer controlled comparison between cars. In normal driving at comparable average speeds mileage will be much lower. Traffic pattern involves moderate acceleration, 35 mph maximum, average speed for course of about 21 mph.

FACTS AND FIGURES

	Chevrolet Corvette V-8	Ford Thunderbird V-8
PRICE		
Delivered at factory with automatic transmission	\$3112	\$3234*
DIMENSIONS		
WHEELBASE	102 in.	102 in.
OVERALL LENGTH	167 in.	175 in.
OVERALL WIDTH	72 in.	70 in.
OVERALL HEIGHT—TOP UP	51 in.	52 in.
OVERALL HEIGHT—TOP DOWN	49 in.	50 in.
ROAD CLEARANCE	6.1 in.	6.3 in.
TURNING CIRCLE DIAMETER	43 ft.**	36 ft.
WEIGHT AND TIRES		
CURB WEIGHT	2800 lb.	3275 lb.***
WEIGHT DISTRIBUTION (% on rear wheels)	46%	48%
TIRE SIZE	6.70x15 in.	6.70x15 in.
THEORETICAL TIRE CARRYING CAPACITY (above curb weight)	900 lb.	425 lb.
ENGINE		
TYPE	Overhead-valve V-8	Overhead-valve V-8
BORE AND STROKE	3.75x3.00 in.	3.75x3.30 in.
PISTON DISPLACEMENT	265 cu. in.	292 cu. in.
COMPRESSION RATIO	8.0	8.1
ERTISED HORSEPOWER	195	198
@ 5000 rpm		@ 4400 rpm
RT ADVERTISED TORQUE	260 ft. lb.	286 ft. lb.
@ 3000 rpm		@ 2500 rpm
ENGINE SPEEDS		
AXLE RATIO	3.55	3.31
ENGINE REVS PER MILE, HIGH GEAR	2677	2492
PISTON TRAVEL PER MILE, HIGH GEAR	1338 ft.	1371 ft.
PERFORMANCE		
LEVEL ACCELERATION		
0 to 60 mph	9.1 sec.	11.1 sec.
1/4 mile time from standing start	17.4 sec.	18.2 sec.
45 to 65 mph	5.5 sec.	7.0 sec.
ACCELERATION ON 9% GRADE		
from 30 to 40 mph	2.2 sec.	3.6 sec.
from 30 to 50 mph	4.4 sec.	8.0 sec.
from 30 to 60 mph	9.0 sec.	13.6 sec.
top speed attainable on grade	83 mph	76 mph
ECONOMY		
CONSTANT-SPEED GASOLINE MILEAGE		
at steady 30 mph	20.7 mpg	24.8 mpg
at steady 40 mph	19.8 mpg	22.5 mpg
at steady 50 mph	18.2 mpg	20.4 mpg
at steady 60 mph	17.3 mpg	18.3 mpg
TRAFFIC GAS MILEAGE (simulated traffic test)	13.2 mpg	15.7 mpg
OVERALL GAS MILEAGE	15.8 mpg	16.9 mpg
for 2800 mi.		for 3200 mi.
OIL CONSUMPTION RATE AFTER BREAK-IN	3000 mi./qt.	No oil used

* Price with convertible top; with removable hard top, \$3159; with both tops, \$3449.
 ** To left; to right is 39 ft.
 *** Weight with convertible top; with removable hardtop only, approximately the same; with both tops, approximately 60 lb. more.



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**

Questions? Call 248-524-3570 or email 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!

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

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: _____/_____/_____



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">Car 1</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"/> Registration Fee \$ 30.00</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"/> Registration Fee \$ 20.00</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">Car 2</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"/> Registration Fee \$ 30.00</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"/> Registration Fee \$ 20.00</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

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.

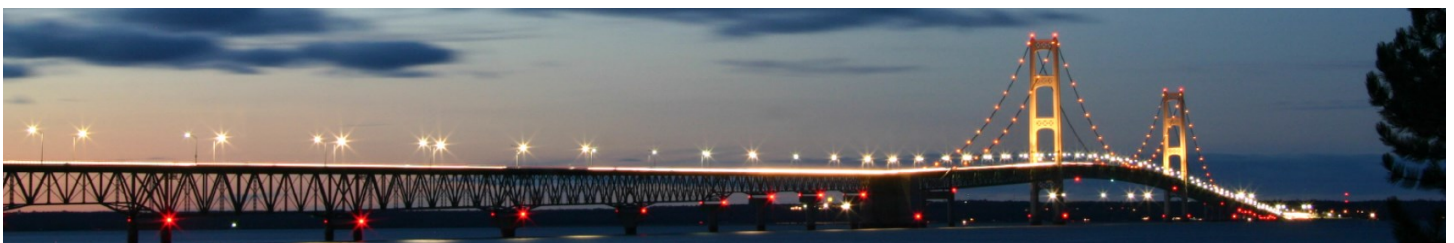
3 pm – Awards presentation.

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.



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 concerns to 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

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

ANNUAL CORVETTE CROSSROADS AUTO SHOW



Convention 2023

-- Welcome back to Bloomington Gold! --

May 31 - June 3, 2023

As you may know, Bloomington Gold returned to Bloomington, Illinois for their 50th anniversary in 2022. Bloomington Gold is the "Granddaddy of all Corvette shows". It is famous for the beautiful Corvettes that gather for the Special Collection, Gold Certification, Seminar's and the good times with friends from all the Corvette clubs. Several of our officers and local SACC members attended in 2022, so we know it is fun.



Because of the contacts, and renewed friendships with owner, Guy Larsen, the Solid Axle Corvette Club has been given a special invitation to attend Bloomington Gold 2023.

For us the invitation includes a special discount for their VIP GOLD MEMBERSHIP, which includes your daily admission, special parking, admission to the opening of the Special Collection reception, VIP Lounge daily with light breakfast and soft drinks, **banquet** dinner at a nice restaurant, lunch on one day, goody bag, Corvette University, road tour, (subject to Bloomington Gold changes).

Plus a special Bloomington Gold polo shirt is included.



Your personal CODE will be given to you after registration for the convention. The code is for the Gold Membership and to use for your hotel room registration. Hotel reservations are at a premium price in Bloomington-Normal for Bloomington Gold. Booking for our hotel must be done before April 30, 2023. Our room block charge is \$109. Plus tax, per night, for all room suites! Our hotel is very close

to ISU campus (**Bloomington Gold**), but out of the major traffic. After your registration for the convention, information will be emailed with instructions on where to make your hotel reservation and registration with Bloomington Gold. We do this because unregistered convention attendees often take advantage of our hotel block and special perks without supporting our convention. If you do not register as a VIP Gold Member, you will be totally on your own for tickets and activities.

Our Board will meet with the **representatives** of all Chapters at 2 PM on Wednesday, May 31, the Welcome Party will kick off at 6 PM, with registration for the convention and a catered meal, followed by our annual membership meeting at 8:00 PM at our hotel. Thursday, June 1, those interested will tour a local mansion and have lunch before returning to the hotel. Others will be treated to either a special tour or Corvette workshops.

We hope you will enjoy this special Bloomington Gold Experience!

**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

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
2023 Volunteers**

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

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

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

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

Editor: &
2nd V. Pres. **Dave Ruby**
30120 Lincolnshire E.,
Beverly Hills, MI 48025
druby@comcast.net

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

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

Solid Axle Corvette Club

The Solid Axle Corvette Club is for enthusiasts who drive and show America's first sports car., our beloved C1's. The Solid Axle Corvette Club invites you to share our enthusiasm and dedication to the Solid Axle Corvettes, and to enjoy the fellowship of our members.

SACC is the initials of the Solid Axle Corvette Club. So, just what is a solid axle Corvette? The rear axle housing on all 1953 to 1962 Corvettes was a one-piece shell. The rear differential (rear gears) and the axles were mounted within this rear axle housing. (The rear axle housing is sometimes called a solid [or straight] axle housing.)

Beginning with the 1963 model year, Corvettes had an independent rear suspension (IRS). The rear differential is built into the center housing: universal joints and short shafts (called jack shafts) transfer power to the rear wheels. Each rear wheel reacts independently to the road surface, and has earned the nickname "rubber axle".

The Solid Axle Corvette Club (SACC) is a non-profit organization dedicated to the preservation, care, history, and enjoyment of the 1953 to 1962 Corvettes. Ours is a family oriented club with membership covering all members of your family. You do not need to own a Corvette to join.

Road Rules

The *Michigan* is the quarterly newsletter for the Michigan Chapter of the Solid Axle Corvette Club and is published four times yearly (Spring, Summer, Fall & Winter). It is published in PDF format, and e-mailed to members in good standing.

Membership in the Michigan Chapter is open **only** to members of the parent organization, the Solid Axle Corvette Club. The Solid Axle Corvette Club is a non-profit organization, serving members with an interest in 1953—1962 model year Corvettes. Ownership of a Solid Axle or any Corvette is not necessary to become a member of the organization.

The newsletter provides a forum for members to communicate with other members. As a result, the newsletter will often contain member opinions. Those opinions should not be construed as an endorsement by Michigan SACC or the parent organization, SACC.

Direct Questions to:

National SACC Membership Chairman

Lucy 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 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:

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

