

Michigan

“Where it all began”



Dates to Remember

SACC National will cease to exist 12/31/26

MI SACC Spring Planning Meeting May 9, 2026

11:30am to 2:15pm

Brookshire Inn Williamston, MI

Volume 16 Issue 2

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Don't forget our website

www.solidaxlecorvettemi.com



**From the President's Laptop
March 2026**

Greetings, Michigan Chapter members,

Despite the snow, cold temps and winds the weatherman has been sending us recently, today is the First Day of Spring! So, believe it or not, it's time to uncover and fire up your reason for being a member.

Looking ahead to this year's driving season, it appears that it will be a busy one.

May 9th is the date for our Spring Membership Meeting at the Brookshire Inn in Williamston, MI where your **attendance is both important and encouraged**. Club officers are nominated and elected, the Club Events for 2026 are selected and event planning begins.

Specifically, this is your opportunity to shape the future of MI SACC. We have invited all SACC members in Michigan to MISACC planning meeting.

You may not know that several SACC chapters will be disbanding as of 12/31/26. It is the desire of the MI SACC Board to continue as an independent non-profit focused of the maintenance and drivability of our C1's. For this reason, all SACC members residing in Michigan are encouraged to attend and participate in the planning. For 2026 and beyond. All input is welcome, participation is encouraged.

Taking center stage. The planning for our next Lighthouse Tour.

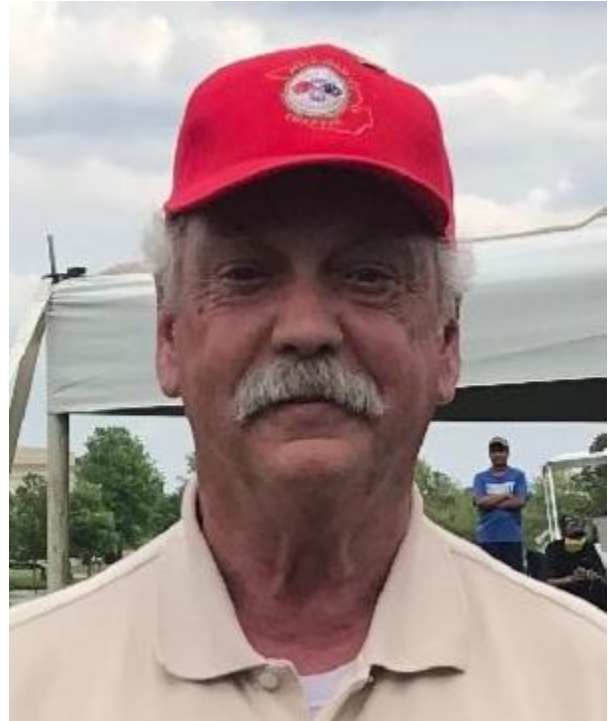
(On a personal note, May 9th is also the 58th anniversary of becoming the third owner of my red 1960 Corvette. We're celebrating by getting a new set of tires)

The 2026 SACC National Convention will be held in St. Louis on June 14-18, 2026, after, but not part of Bloomington Gold. Ten MISACC members and five C1s are caravanning to St. Louis starting June 12th with an overnight on-route, arriving the evening of the 13th. If you have registered and want to join the C1 caravan, please e-mail Bill Huffman at swh73@comcast.net.

On Solid Ground is planning articles on member cars (53-55), (56-57), (58-60) (61-62). 53-55 and 56-57 deadlines have passed for the Feb '26 and May '26 issues. Submissions of (58-60) (61-62) Corvette articles for subsequent OSG issues are being solicited with a June 15th submittal deadline. Submit 3-to-4-page articles for consideration to Lucy Badenhoop at badenhoop@comcast.net.

Congratulations to Tom Gamache on the very fine 1954 Corvette article he submitted for the Spring 2026 OSG. Oh, by the way, nice car too!

Remember, every mile of seat time is a good memory!
Bill Huffman. Pres.
Michigan Chapter SACC



Michigan based SACC Members

January 1, 2026

This memo is being sent to all Michigan based SACC Members as information, but content related to Michigan Chapter SACC is directed at **non**-chapter members for their consideration.

Per SACC Phase-out Plan enclosed in the Winter Edition "On Solid Ground", SACC National will cease to exist as an organization as of Dec 31, 2026. Any questions you may have as to what prompted this action can be answered within the Phase-out Plan itself. The MI SACC Board was not consulted prior to and had no input into their decision.

Michigan Chapter SACC remains a viable club and with sufficient interest from Michigan based C-1 owners, our club is authorized to continue to use the Solid Axle Corvette Club name, the SACC acronym & logos for 2027 and beyond in focusing on maintaining and preserving our beloved C1s. It is the MISACC board's intention to continue to function as a non-profit organization focused on keeping C1s on the road.

Of the 53 SACC members (including couples) that live in Michigan, 31 SACC members belong to the Michigan Chapter. Contact info that allows MISACC to communicate with SACC National only members comes directly from National. Over time, without contact information updates, that connection will be lost.

As you decide whether remaining connected is important to you, we invite you to visit our website www.solidaxlecorvettemi.com and look around. After initial log-in permission (Your name & SACC member # must match), it is open to all SACC members. It contains a huge amount of C-1 technical information you will find useful. However, after Dec 2026 it may become Michigan Chapter SACC use only.

Major considerations:

Requirement to be a national member to belong to Michigan Chapter will no longer apply.

Current National dues of \$45/yr will go away for 2027 and beyond.

The disbanding of SACC National presents **non**-chapter members with these options:

- Option 1: You may join Michigan Chapter SACC and participate in serving the needs of the existing C1 community, supporting local C1 events, attending other Corvette events, taking Lighthouse Tours, visiting various Michigan sites & pleasure Tours. Our dues thru 2026 remain \$15/yr but may require adjustment for 2027. Membership application is on our website.
- Option 2: Or you may postpone your decision until you meet the Board of the MISACC Chapter on May 9, 2026, at our Spring Membership Meeting at Brookshire Inn, Williamston, MI and participate in developing MISACC future plans. Complete meeting notice with time & location will be emailed April 1, 2026, to all Michigan SACC Members. (RSVP required).
- Option 3: Or you may not be truly interested in joining us, if so, please respond to this e-mail with the word "**Unsubscribe**" and we will immediately stop any direct communication with you. If you should change your mind in the future, you may contact us thru our website. www.solidaxlecorvettemi.com

The Michigan Chapter SACC Board



2026 MISACC Events

All Michigan SACC members are encouraged to attend and be a part of the future of MI SACC as we begin our next phase of maintaining and enjoying our beloved C1s.

May 9, 2026, 11:30am to 2:15pm

Brookshire Inn & Golf Club

Williamston, MI

Please contact Tom Gamache if attending by May 2, 2026

tsgama22@comcast.net

Lighthouse Tour #5 will be our primary focus.

Options:

Indiana border to Manistee

Leelanau Peninsula – Old Mission Peninsula

Upper Peninsula including State & National Parks

Food for Thought

Midwest C1 Reunion in 2027 or 2028 @ Gilmore

June 14-18, 2026

2026 SACC Convention (the last one!)

St. Louis, MO

See flyer on following page



Save the Dates!

June 14-18, 2026

*Come one come all to the
2026 SACC Convention
honoring the
100th Anniversary
of Route 66.*

Here are some highlights:

We will be staying in an original Route 66 Motel which has been remodeled. It is located on Route 66. Holiday Inn, 10709 Watson Road Sunset Hills, MO 63127.

Dates are June 14-18th 2026. The 14th will be a Sunday and it will be board meetings and meetings with club reps and a welcome party that evening.

We are planning lots of sight seeing and a car cruises on the Mother Road.

There will not be a registration fee this year. However we WILL need people to register so we have a head count for planning purposes. The application will be in the Spring 2026 issue of "On Solid Ground"

You will be responsible for making your own reservations by calling the Holiday Inn hotel at 314-821-6600. The discounted block is under the SACC Solid Axle Corvette Club or the group code CAR. Room rates are \$199 for Friday and Saturday nights and \$179 for Sun-Thursday. As the block fills they will add rooms but the sooner the better for reservations. If you want a room with a tub please ask, because most of the rooms only have showers.

Like I said, this hotel is actually on Route 66! It will fill up, so get those reservations in soon.

Side Note: Bloomington Gold is Thursday June 11th-13th at World Wide Technology Raceway in Madison, IL which happens to be 20 miles or 25 minutes from our hotel. Full details at www.bloomingtongold.com.

If anyone has any additional questions, feel free to call or email me at 314-852-1236 or Aeverpalu@gmail.com.

Michelle Paillou, SACC Central Regional Representative



22-year barn find: Why this 1957 Corvette project could ignite a fierce collector battle

Story by Eve Nowell

Copied from **Backfire News** also a Hemmings listing



A 1957 Chevrolet Corvette that has spent more than two decades sitting in storage has suddenly resurfaced on the market, and the asking price alone is enough to spark debate among collectors. Listed as a non-running project for \$42,000 in Raleigh, North Carolina, the car represents both a tantalizing opportunity and a potential money pit depending on how the restoration unfolds.

VEHICLE LOCATION
CONDITION
VIN#
MILEAGE
ENGINE
TRANSMISSION
BODY STYLE
EXTERIOR COLOR
INTERIOR

Raleigh, North Carolina 27608

Project
E57S1045122
29,000
283ci V8
Manual
Convertible
Black
Red



DESCRIPTION:

Non-running project that was purchased new and has remained in storage for the past 22 years. It was originally optioned with a heater, windshield washers, and whitewall tires mounted on red 15-inch steel wheels. Finished in black over a red interior, the car is further equipped with a removable body-color hardtop, a black soft top, lap belts, a push-button AM radio, and traction bars. Power is paired with a replacement four-speed manual transmission. The car is currently missing a carburetor as well as various cooling and ignition system components



For enthusiasts, any surviving C1 Corvette carries weight in the collector world. But when a car has remained hidden for 22 years, the stakes immediately rise. Questions about condition, originality, and restoration cost quickly turn what might look like a simple barn find into a serious gamble.

And that's exactly the situation surrounding this black-over-red 1957 Corvette convertible.



Purchased new in 1957 and eventually spent the last 22 years in storage before reappearing for sale. According to the listing, it is a non-running project. Whoever takes it on will be committing to a full mechanical revival before it ever turns a wheel again.

Despite the long hibernation, several key details about the car still stand out. The Corvette is finished in black with a red interior, a classic color combination that remains highly desirable among C1 collectors. It also includes both a removable body-color hardtop and a black soft top, giving it the dual-personality look that defined early Corvette styling.

The car rides on red-painted 15-inch steel wheels fitted with whitewall tires, another detail that reflects the original era-correct aesthetic buyers look for when evaluating mid-1950s Corvettes.

However, beneath the surface, the project status becomes immediately clear.



While the car retains its 283 cubic-inch V8 engine, it is currently incomplete. The listing notes the engine is missing a carburetor along with several components from both the cooling and ignition systems. That means any restoration will require more than just basic service. Bringing the drivetrain back to life will likely involve sourcing correct parts, verifying the condition of the engine internals, and rebuilding systems that have been dormant for over two decades.

The transmission situation adds another wrinkle. Instead of the original unit, the car is paired with a replacement four-speed manual transmission. While that upgrade may appeal to drivers who prefer a



more engaging experience behind the wheel, originality remains a major factor in Corvette collector value. Any deviation from factory specifications becomes part of the negotiation when a car like this enters the market.

Even in project form, the Corvette carries several period-correct options that help preserve its character. Among them are a factory heater, windshield washers, and whitewall tires, all features that were typical upgrades buyers selected when ordering a Corvette in the late 1950s.



Inside the cabin, the car includes lap belts and a push-button AM radio. Those features might seem basic by modern standards, but they are exactly the kinds of details that restoration-minded collectors pay attention to when evaluating authenticity.

The presence of traction bars is another interesting element. While not uncommon in performance-focused builds, they hint that someone in the car's past may have prioritized driving performance rather than purely preserving showroom originality.



For enthusiasts, that mix of stock features and modifications creates both intrigue and uncertainty.

The 1957 model year holds a special place in Corvette history. By this point, Chevrolet had refined the C1 platform into a genuine performance machine rather than simply a stylish roadster.

The 283 V8 engine became a cornerstone of that evolution, delivering strong performance and helping cement the Corvette's

reputation as America's sports car. It was also during this era that manual transmissions and performance options began shaping the Corvette's identity among enthusiasts.

Its historical significance is a major reason collectors continue chasing surviving examples today. But when a car has been sitting untouched for more than two decades, the excitement quickly collides with reality.





A \$42,000 asking price for a non-running project might seem steep at first glance, especially when the car requires significant mechanical work. Yet within the Corvette collector market, projects like this often ignite bidding wars among buyers who see potential.

The real financial calculation lies in restoration costs. Reviving a 1950s Corvette can easily climb into six-figure territory depending on the condition of the body, frame, drivetrain, and interior components.

Even seemingly minor details like correct fasteners, trim pieces, and interior materials can add thousands to a restoration budget.

For some buyers, the challenge is part of the appeal. Bringing a dormant classic back to life offers a level of satisfaction that buying a finished car simply can't match.

But for others, the math may not add up.

Listings like this one often trigger a quiet tug-of-war between different types of buyers. On one side are purist collectors looking to restore the car as close to factory specification as possible. On the other are enthusiasts who see the car as a platform for a driver-focused build.

The replacement four-speed transmission already suggests that the car may not be a perfect candidate for a concours-level restoration. That opens the door for builders who want to revive the car with performance in mind rather than museum-level authenticity.

Either path carries risks.

Collectors must decide whether originality can realistically be recovered, while builders must weigh whether the finished product will justify the investment.

The appearance of this long-stored Corvette highlights a broader trend in the collector car world. Vehicles that spent decades hidden in garages or storage units are increasingly resurfacing as owners reassess their value.

A \$42,000 starting point for a non-running Corvette illustrates just how intense the collector landscape has become. Yet the demand remains strong. Because for many enthusiasts, the chance to resurrect a piece of American performance history is worth the gamble.

And when a 1957 Corvette emerges from a 22-year sleep, the real question isn't just whether someone will buy it. The real question is who will take on the challenge of bringing it back to life—and how far they'll go to do it.





The very first Corvette ever built—VIN 001—has been found in Tulsa after disappearing for decades.

Hand-assembled in 1953 as one of the first 300 Corvettes, it rolled off the line in Flint, Michigan... and then seemingly vanished. Collectors and historians spent years searching, assuming it was lost forever.

Instead, it was sitting in storage—untouched, unrestored, and still wearing its original fiberglass body. For car enthusiasts, it's like discovering a lost artifact from history.









Welcome to the Michigan Chapter
SOLID AXLE CORVETTE CLUB

Michigan Chapter SACC Membership or Renewal Application - New___ Renewal___ Yr. 2026
Michigan Chapter Membership requires membership in the National SACC organization.

For record keeping:

MI SACC collects both National and Chapter dues and submits your 2026 dues to SACC Nat'l

Michigan Chapter SACC dues @ \$15.00 a year: 1 year
\$15.00.

Michigan Chapter SACC windshield decals: ___ decals @ \$5.00 each: _____

2026 National SACC yearly dues, renewable December 1st: \$45.00 *

Total : _____

MISACC chapter dues include our quarterly Chapter Newsletter "Michigan"

National Membership includes the quarterly magazine "On Solid Ground" for 2026

Note: new member: SACC National will send you a National membership number separately.

If you are an existing National member, please insert your National membership # _____

Please make checks payable to: MI SACC and mail to:

Paul Lemieux
MI SACC Treasurer
403 Loris Lane
Oxford, MI 48371

Questions: contact Paul Lemieux > jplvet9@gmail.com

Applicant Name _____ Co-Applicant: _____

Address _____

City _____ State: _____ Zip: _____

Home phone _____ Work/Cell: _____

E-Mail _____ Fax: _____

Corvettes presently owned - please include the VIN # for all C-1's

Interest in 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 spring planning meeting Yes___ No___

Signature: _____ Date: _____

I am currently a member of the following automotive clubs/organization _____

Visit our website: www.solidaxlecorvettemi.com

MI SACC Volunteers 2026

President: **Bill Huffman**
2200 N Sandstone Road,
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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. MI SACC is a family-oriented club with membership covering all members of your family. You do not need to own a Corvette to join.

Rules of the Road

The *Michigan* is the quarterly newsletter for the Michigan Chapter of the Solid Axle Corvette Club and is published four times yearly (Spring, Summer, Fall & Winter), 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 previous page.

We encourage MI SACC members to submit articles related to their experiences with their C1 for publication.

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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