

Michigan

“Where it all began”



Volume 13 Issue 6

Dates to Remember

SACC dues > National and Chapter were due Dec. 1
See page 9 for 2024 renewal application

*National membership is required
to be a Chapter member*

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Don't forget our website

www.solidaxlecorvettemi.com



From President's Laptop

Dec 2023

Michigan Chapter members,

One last newsletter for 2023 to wish you all a very Merry Christmas and a healthy, prosperous & peaceful New year.

We held our Christmas Lunch this year at Aubree's Grill in Dexter, MI on a beautiful Saturday in December with another great turnout. If you attended, thanks for helping making it a great time together.

One important order of business: Club President, Bill Huffman, presented Dave Ruby with the 2023 Presidents award for outstanding service to Michigan Chapter. Dave is the communication link that holds us together. He has consistently put together outstanding newsletters since Michigan Chapter was created and received our SACC Chapter Banner in 2011. If you enjoy reading the Newsletter and/or utilizing our website, thank Dave for his efforts.



In addition to the great food and lively conversation, we did discuss some important club issues. They included:

- Editor Dave Ruby, requested that members either write their C-1s story or supply him the info & he will write it up for the newsletter.
- Open discussion that two of our annual events, Corvettes at the Summit & Paragon Open House, are permanently cancelled. Members are encouraged to suggest alternative club events.
- Members were invited to attend future SACC National Conventions since my assumption is that they will most likely occur at sites closer to us like Carlisle, PA, Bloomington, IL and Bowling Green, KY.
- Members were advised that the 2023 Road Assistance Guide will likely be the last one published due to security concerns.
- Attending members who joined us for Tour # 1 that started from Lightship Huron in Port Huron on M-25N to Unionville, driving Lake Huron's scenic coastline, then south on M24, ending in Lapeer for dinner all gave positive feedback on the event
- To facilitate the Lighthouse tours 2 thru 5, Corvette Crossroads will need to be a club event either before or after subsequent tours.
- Suggestion was made to add a list of local/regional car events that may be of interest to Chapter members. Perhaps a Champion will show up at our next Membership Meeting?

Our next Club Event will be the Spring Membership Meeting---- the place for sharing your suggestions of proposed club events.

You have an entire bleak mid-winter landscape to dream up the most fun thing you can think of to do with your Corvette. Please come & share with us.

Tentative date is May 4th 2024. Please plan to attend. Location to follow..

A Merry Christmas to you all,

Bill Huffman, Pres.

Michigan Chapter SACC



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

Holiday Luncheon Dec, 9, 2023

Aubree's Grill, Dexter, MI



Skip Nydam

John and Cindi Ronayne

Cindy Dillon

Skip's friend Mike

Joe and Marie Feko



Ken Kamman

Bill Huffman

Mike McLain

Harry Jones



John and Cindi Ronayne

Jim and Cindy Dillon

Bill and Chris Penzer

Holiday Luncheon Dec, 9, 2023

Aubree's Grill, Dexter, MI



Chris McLain and Wendy Kamman

Phil and Donna Stankewicz

Sue Ruby

As you can see, everyone was engaged. It was the fitting event to end the year with much conversation and sharing of this past years activities.



Jim and Cindy Dillon

Tom and Suzanne Gamache

Bill and Chris Penzer

MI SACC 2024 EVENT CALENDAR

DATE	EVENT	LOCATION	CHAMPION
August 20-21	SACC National Convention	Carlisle, PA	B HUFFMAN
August 22-24	Corvette at Carlisle	Carlisle. PA	

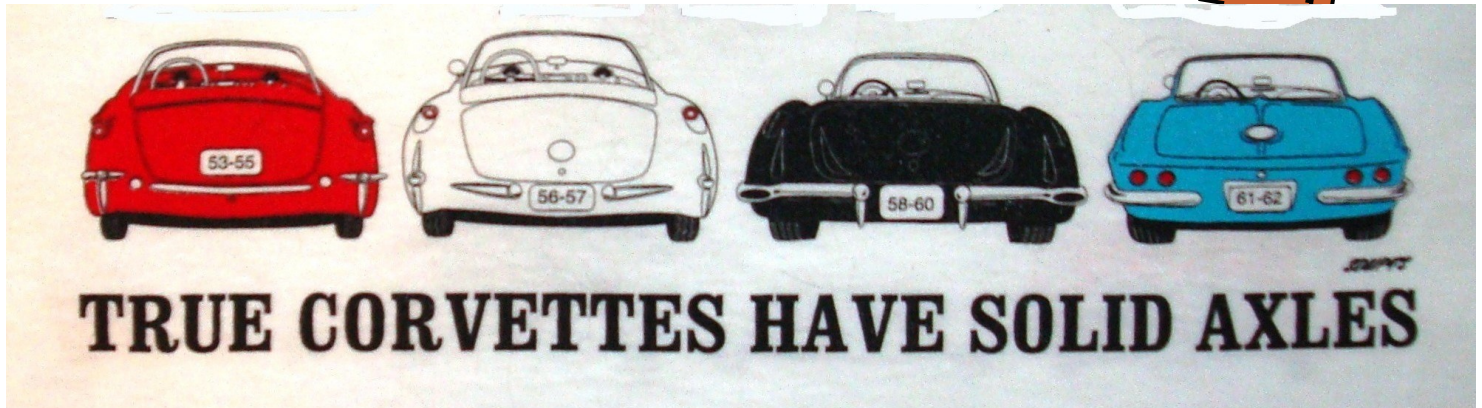
The 2024 SACC National Convention will be in conjunction with Corvettes at Carlisle.

The convention will be held two days prior to Corvettes at Carlisle

Mary Rae has a 40 room block at a hotel in Shippensburg, PA.

More info to follow.....Full information will be in the next issue of "On Solid Ground"

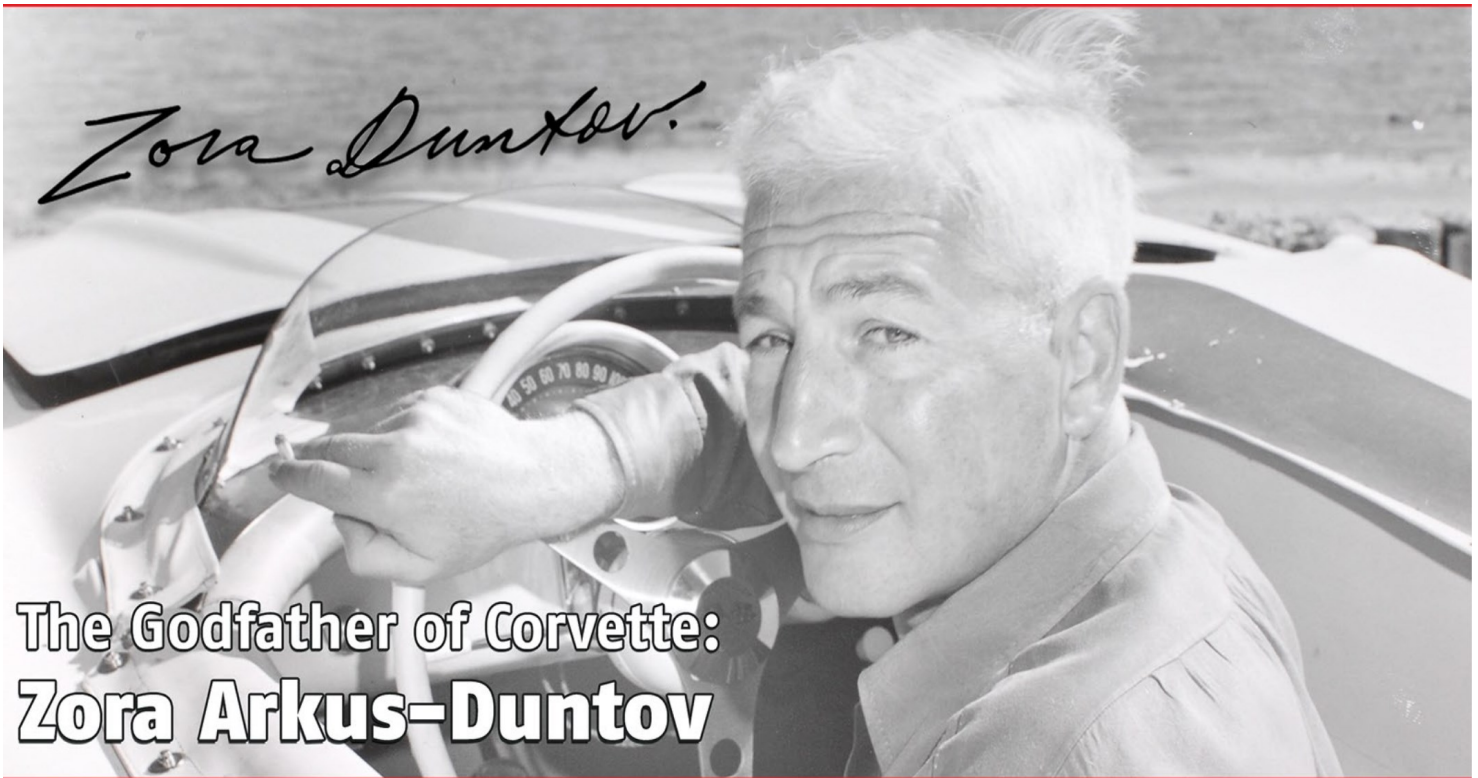
Planning for Mi SACC 2024 events will be at our April membership meeting.



Don't forget our website

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The Godfather of Corvette: Zora Arkus-Duntov

Last week marked the 106th anniversary of Zora Arkus-Duntov's birth. Without Zora's persistence, expertise and passion, it's hard to say where America's Sports Car would be today. In honor of the man dubbed the Godfather of the Corvette, Mid America Motorworks takes a look at the life of Zora Arkus-Duntov.

Early Life

Born Zachary Arkus on December 25, 1909 in Berlin, Zora was the son of Russian-Jewish parents. His family moved to Berlin in 1927, where Zora's mother remarried. Zora's father still lived with the family and, out of respect for both men, Zora and his brother Yura adopted the name Arkus-Duntov.

In Berlin, Zora wanted to be a streetcar driver and began tinkering with motorcycles. His first vehicle, a 350 cc motorcycle, gave him the speed that he sought and that his parents feared. To appease them, he purchased a Bob, a cycle-fendered car with no front and weak rear brakes that was set up for oval track racing.

Zora graduated from Berlin's Charlottenburg Technical University in 1937 with a degree in mechanical engineering. He began writing and publishing papers on topics such as the benefits of four wheel drive and steering for racing.

Elfi Wolff, a dancer at Paris' Folies-Bergere, soon came into Zora's life and the two were married in 1939. Around the same time, Zora and Yura joined the French Air Force as pilots. When France surrendered, Zora, Elfi, Yura and their parents fled to the United States ahead of the advancing German armed forces.



Ardun Mechanical

Zora settled in New York, where he and Yura started Ardun Mechanical. Originally established to produce war materials, Ardun soon became known for the Ardun Head, an aluminum overhead valve cylinder head initially designed to remedy an overheating problem of Ford V8s used in the military. Zora and Yura soon discovered that their cylinder heads gave the flathead Ford V8 a 200 hp power increase, to 300 hp. The Ardun heads became popular among hot rodders, but few sold due to a hefty \$359 price tag.

Ardun Mechanical closed shop and in 1950, Zora returned to Europe, where he worked with Sydney Allard to develop the Allard J2 racecar. Zora raced in the 24 Hours of Le Mans in 1952 and 1953, co-driving Allard's entry. He also consulted with Porsche during that time, which earned him the driver seat of a Porsche 550 RS Spyder, where he won his class in both 1954 and 1955.

1953 Motorama

Between his trips to Le Mans for Allard and Porsche, Zora returned to the U.S. where began working for Fairchild Aviation and attended the 1953 Motorama at New York City's Waldorf-Astoria Hotel. It was then that he came face-to-face with Chevrolet's concept for the Corvette.

He was so taken with the potential of the Corvette that he penned a letter to Chevrolet Chief Engineer, Ed Cole, expressing his earnest desire to work on such a beautiful car and providing a paper that proposed an analytical way to determine a car's top speed. Zora made quite an impression on Ed Cole and it wasn't long before he left Fairchild Aviation to become an Assistant Staff Engineer for Chevrolet.



Changing the Game at Chevrolet

Though Zora was tasked with many projects as Assistant Staff Engineer, he kept his eye on Corvette. At the end of 1953, he wrote another letter to Ed Cole, this time suggesting that Corvette could be the key to securing Chevrolet in the hearts and minds of the youth market. Zora is credited with saving the Corvette, as the first year sales were low and there very likely could have been an end to further production.

By 1955, Corvettes housed V8 engines and found their place in the winner's circle on the stock car circuit. In 1956 he took Corvettes to Sebring and

Daytona, where he set a flying mile record going 150 mph in a Corvette. As Corvette solidified its place as a sports car, Zora was promoted to Corvette Engineering Coordinator.

Zora continued experimenting with different engines and systems, including the fuel injection system. Together with fellow engineer, John Dolza, Zora developed the first production-based passenger engine with a horsepower equal to its cubic inch displacement.

In 1957 Zora was promoted again to Director of High Performance Vehicles. That year he developed the Corvette SS, intended for Le Mans. The car never reached France, dropping out of the 12 Hours of Sebring after 23 laps due to bad suspension and mechanical problems. Even with the trouble, the Corvette SS set a lap record and reinforced Corvette's image as a performance vehicle.

Reprint—Mid America Motorworks—Dec. 19, 2023

CERV I

In 1960, Zora began another pet project, designing and engineering Chevrolet Engineering Research Vehicle (CERV) I. The mid-engine Corvette was unveiled at Riverside International Raceway during the Automobile Manufacturer's Association band on racing. While not able to compete, CERV I still received plenty of attention and became a powerful promotional and research tool. Read more about CERV I [here](http://image.mamotorworksmedia.com/production/Website/emailArchive/cv/newsletters/2015/cerv/cervStatic.html). (<http://image.mamotorworksmedia.com/production/Website/emailArchive/cv/newsletters/2015/cerv/cervStatic.html>)



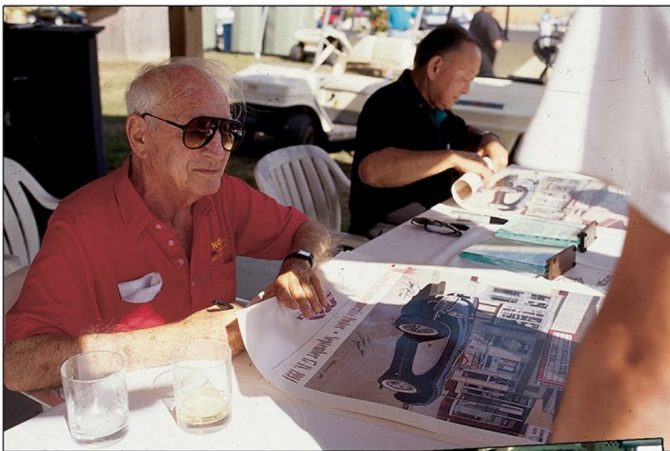
Grand Sport and CERV II

The Grand Sport and CERV II conceptualized in the early 1960s and came to life with Zora's design and direction. The Grand Sport Corvette was created to compete with the Shelby Cobra, but due to the racing ban, production was stopped at only 5 cars. Still, those cars were sold and raced by private owners.

CERV II was designed as part of a separate line of racing Corvettes, with the intention of competing with Ford's GT40. Zora developed CERV II with the technologies he thought were necessary for a good racecar, including four wheel drive and a monocoque chassis.

Corvette's First Chief

Zora was named Chief Engineer of Corvette in 1968. Before this time, Corvette had never had its own Chief Engineer. He was now responsible for the design and development of Corvette's body and chassis and began looking at the future of the Corvette. Together with Bill Mitchell, he developed the Astro II, a possible mid-engine design for America's Sports Car. The XP-882, Two-Rotor Corvette and 4-Rotor Corvette were all further designs intended to test the waters of a mid-engine Corvette. The 4-Rotor Corvette was powered by two Wankel engines, which proved to be cost-prohibitive. In 1976, the 4-Rotor Corvette received a transverse-mounted V8 and a new name - the AeroVette. It appeared at several auto shows, giving enthusiasts the idea that perhaps a mid-engine Corvette was on the horizon.



Retirement

In 1975, after 22 years with Chevrolet, Zora retired from General Motors. His passion continued well into retirement, as he and Elfi could be found at various car shows promoting the Corvette. In 1992, he attended a celebration at the Bowling Green Assembly Plant to commemorate the production of the 1 millionth Corvette. Two years later, he served as the guest of honor alongside Larry Shinoda at the first annual Corvette Funfest at Mid America Motorworks in Effingham, Ill.



Zora Arkus-Duntov was a member of the Drag Racing Hall of Fame, the Chevrolet Legends of Performance and the Automotive Hall of Fame. Those who had the privilege to know him always smile when talking about his ability to do things his way with seemingly little repercussions. While he passed away in 1996, his mark on the Corvette - and on the automotive industry - lives on.

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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
Michigan Chapter SACC dues @ \$15.00 a year:	\$15.00.
Michigan Chapter SACC windshield decals: ___ decals @ \$5.00 each:	_____
National SACC yearly dues, renewable December 1st :	\$45.00 *
	Total : _____

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 AND WILLINGNESS TO HELP IN THE ROSTER.

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

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

Please make checks payable to: MI SACC and mail to: Paul Lemieux
MI SACC Treasurer
403 Loris Lane
Oxford, MI 48371

Questions: contact Paul Lemieux > jplvet9@gmail.com

Applicant Name _____ Co-Applicant: _____

Address _____

City _____ State: _____ Zip: _____

Home phone _____ Work/Cell: _____

E-Mail _____ Fax: _____

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

I will enjoy participating in these club activities: Driving tours ___ Get away weekends _____

Museum tours ___ Historic site/shop tours ___ Car Shows ___ Tech sessions ___ Race events ___

Newsletter Contributions ___ Tour/Event Planning ___ Other _____

I would be interested in attending the planning meeting Yes ___ No ___

Signature: _____ Date: _____

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

Visit our website: www.solidaxlecorvettemi.com

**Michigan Chapter SACC
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Solid Axle Corvette Club

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

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

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

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

Road Rules

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

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

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

Direct Questions to:

National SACC Membership Chairman

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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 preceding 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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