Michigan

"Where it all began"

Volume 15 Issue 6

Dates to Remember

2026 National & Chapter dues are due Dec. 1

National membership is required
to be a Chapter member

Christmas Luncheon > Dec 6th

Aubree's in Dexter see pg 4

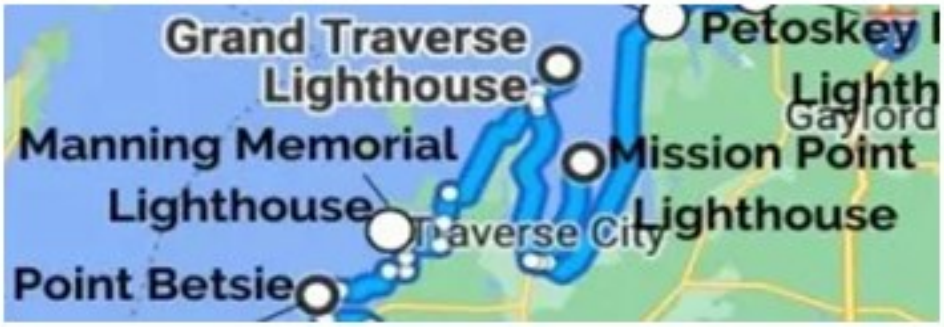
Inside this issue:

From President's Laptop
Oct/Nov 2025

Michigan Chapter members,

First a comment about our first 4 Lighthouse Tours:
To those who participated and know how special these tours have been, not only to us as C-1 drivers, but also, the people we interacted with on the road and at every stop. Planning the next tour will be the focus of the Spring Planning Meeting. The current options for consideration are:

M22 loop of the Leelanau Peninsula and M37 to Old Mission Point



US-31 from St Joseph to Muskegon.

Plan on attending the Spring Planning Meeting and feel free to offer your suggestions regarding routes and/or venues.

For those of you who for whatever reason have not yet participated in the Lighthouse tours, please consider joining Tour #5, if your C-1 is roadworthy and you are a SACC Member you should arrange your schedule. Lighthouse Tour #5 will be worth your consideration.

Note: all Chapter and National SACC members are welcome.

From President's Laptop
Oct/Nov 2025

Our Fall Color Tour was on October 11 including lunch at the Grateful Crow in Chelsea, MI and a scenic tour through Dexter, Pinkney, Huron Drive area with a stop at the Dexter Cider Mill. The turnout was terrific, the colors were near peak, the cider & donuts were delicious, and the bees were everywhere….

With the Corvette driving season now over, it is time to rake the fallen leaves, winterize the house and pack the toys in the pole barn. Fortunately, we have Thanksgiving, Christmas and New Years to cheer us up.

Our December Christmas Luncheon, a "Bon Voyage" to wish our snowbird members, is our next event. Our reservation is 12 Noon, Dec 6th at Aubree's Pizzeria and Grill in Dexter, MI. If you haven't already done so, **please RSVP to Tom Gamache** < tsgama22@comcast.net> by Nov 28th to allow Aubree's to plan & staff for our group.

Both National & Michigan Chapter dues may be paid at our Christmas Lunch. We hope to see you on December 6th at Aubree's Pizzeria and Grill in Dexter.

Looking ahead to next year.

1) The MI SACC Spring Planning will be in late April or early May, location and time TBD. This will be your chance to participate in planning Lighthouse Tour #5 as well as other 2026 evnts. All are encouraged to attend and share in the 2026 event planning.

2) The 2026 SACC National Convention will be held June 2026 in St Louis, MO; before or after but not part of Bloomington Gold. If you are considering attending, contact Bill Huffman at swh73@comcast.net.

3) "**On Solid Ground**" is soliciting quarterly articles related to members Corvettes (53-55), (56-57), (58-60) (61-62). 53-55 article is set for Feb '26 issue. Lucy Badenhoop is accepting articles from the National membership for the other three groups for subsequent quarterly issues. This is the time to share the story of your favorite C1.

   Please contact Lucy at badenhoop@comcast.net for more information related to timing and article submittals.

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

2025 MISACC Events

Christmas Luncheon

Dec 6th 12:00 pm

Aubree's Pizzeria & Grill
8031 Main Street, #101
Dexter, Michigan

Please advise:

Tom Gamache tsgama22@comcast.net by Nov. 28th of your interest in attending

Plan ahead:

2026 Planning meeting in late April or early May

Place and time TBD

Be a part of the planning > Lighthouse Tour #5

Color Tour Chelsea to Dexter

Remembering Lighthouse Tour #4

August 21-22 **Lighthouse Tour #4 Ludington to Empire MI**

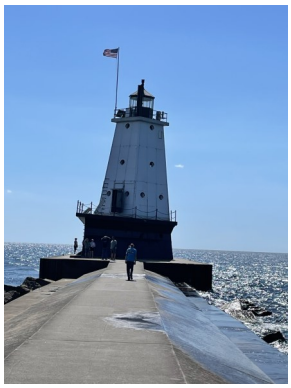
Traveling East to West meet at Uncle John's Cider Mill > > >

Gas up > >

Lunch at Doherty Hotel, Clare > > > > >

On to Ludington > Manistee > > > > > > > > > > >

Frankfurt Pierhead Light > > >



Point Betsie Lighthouse

August 23> on to Mackinaw City, Mi

Remembering Lighthouse Tour #4

MI-SACC Lighthouse Tour & Corvettes at the Crossroads, August 21-24, 2025

Participants:

- Mike & Linda Certo, 1959
- John & Cindy Dillon, 1962
- Tom & Suzanne Gamache, 1954
- Steve & Mary Jane Gould, 1960
- Bill Huffman, 2005
- Paul & Cheryl Lemieux, 1959
- Mike & Christine McLain, 1962
- Bill Penzer, 1962
- John & Kandy Ronayne, 2008
- Lynne & Tom Jozwiak, 1991 & restored Norton motorcycle (daughter & son-in-law of the Gamaches)

We started out on Thursday, August 21 and met at Uncle John's Cider Mill in St. John's, Michigan. From there, we caravaned to have lunch at the Doherty Hotel in Clare, Michigan. Steve and Mary Jane drove in from Manistee to meet us there for lunch. As they had prepared this year's route to visit lighthouses on the northwest side of Michigan, they led the way to Stearns Park in Ludington after lunch. There we walked around at the park and some in our group walked the ½ mile on the breakwater to get up close to the **Ludington North Pierhead Light**. This is a three-story pyramid-shaped tower at the edge of the pier in Ludington Harbor. The white steel-sided tower rests off-center on a large, black concrete base that angles sharply toward the side of the pier. A small stairway allows you to walk around one side of the structure.

Departing Ludington, we made our way to Manistee where Tom Jozwiak had made arrangements for us to visit the historic Manistee Fire Station, which is the oldest continuously operating fire station in the world, holding a Guiness World Record for the title since its opening in 1888. The Romanesque Revival-style building has not been altered since its construction and has been fully staffed 24/7 since it first opened. We backed our Corvettes onto the firehouse driveway for pictures and to look around the beautiful building. The station's ambulance was out on a run, but the two firetrucks were in their bays and the fireman on duty spent time talking with us about our cars and of course, the fire station. Then, on to the hotel in Manistee where we spent the night and had dinner with a beautiful view of the sunset. The **Manistee North Pierhead Light** was not far from the hotel. Two piers extend into Lake Michigan from the mouth of the Manistee River, at Manistee. Set at the end of the north pier is a 39-foot-tall, white, conical steel tower, whose light still shines out over the nearby environs of Lake Michigan. A restored catwalk, which stretches from shore about 300 yards to the side of the structure, provided past keepers with easier access during rough weather and icy storms.

On Friday morning, we had a beautiful drive toward Elberta. Our first stop was to view the **Frankfurt North Breakwater Light** from atop a hillside parking area. This lighthouse is a two-story-high, square, white steel-sided tower. This station has never been manned, but a door halfway up the landward side of the light suggests that a catwalk once led out from shore. Our next stop was to spend some time at the **Point Betsie Lighthouse**, where you could tour the lighthouse and check out the fog signal building and the gift shop. For mariners, Point Betsie is a very important light because it marks the spot where ships begin to turn toward or from the Manitou Passage. Built in 1858, it wasn't fully automated until 1983, making it the last manned lighthouse on mainland Michigan. Today, motors turn the original gearworks, and the facility no longer houses Coast Guard families. After departing this area, we headed to Empire City Park to enjoy a box lunch on the beach picnic tables. Upon departing, we headed to Mackinaw City.

Saturday was the 36th Annual Corvette Crossroads car show at the Straits State Harbor Dock parking lot. It was a breezy day with the sun popping in and out of the clouds all day. Congratulations to those winning awards from our group:

Tom Gamache, 1954 – 1st Place C1 Stock
Steve Gould, 1960 – 2nd Place C1 Stock
Jim Dillon, 1962 – 1st Place C1 Modified
Mike Certo, 1959 – 2nd Place C1 Modified

A big thank you to Steve and Mary Jane Gould for all their work to make a fun MI-SACC weekend trip enjoyed by all!

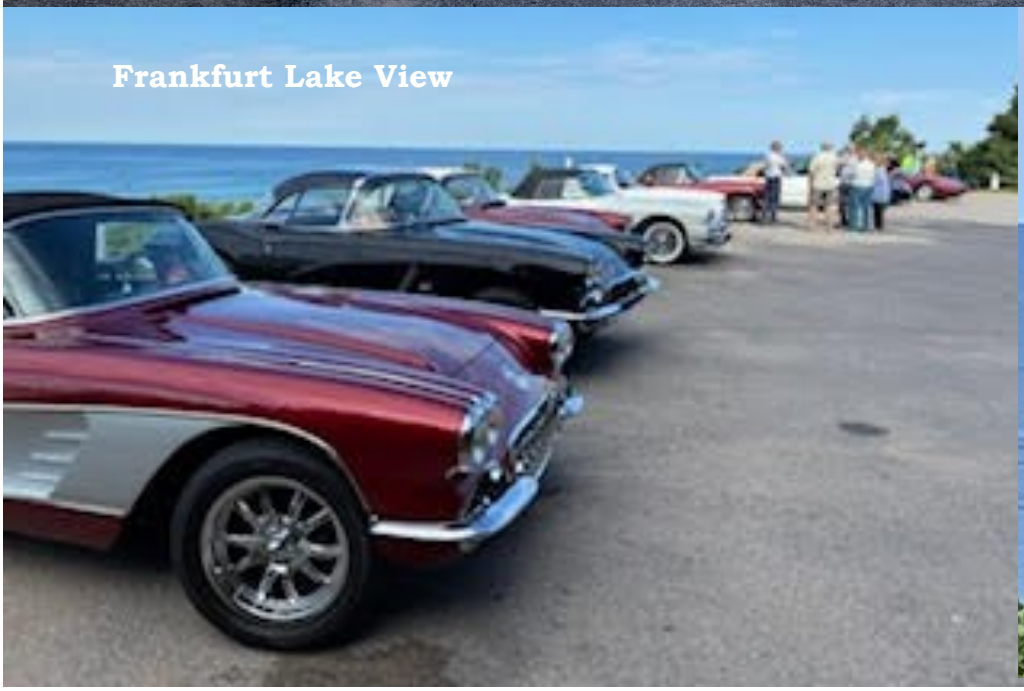
By Cheryl Lemieux

Remembering Lighthouse Tour #4


Parking at Doherty Hotel


Ludington Pierhead—Beach


Frankfurt Lake View


Frankfurt Lake View

Corvette Crossroads 2025

Corvette Crossroads 2025

Corvette Crossroads 2025

Corvette Crossroads 2025

Jim Dillon 1962 Corvette 1st Place > C1 modified

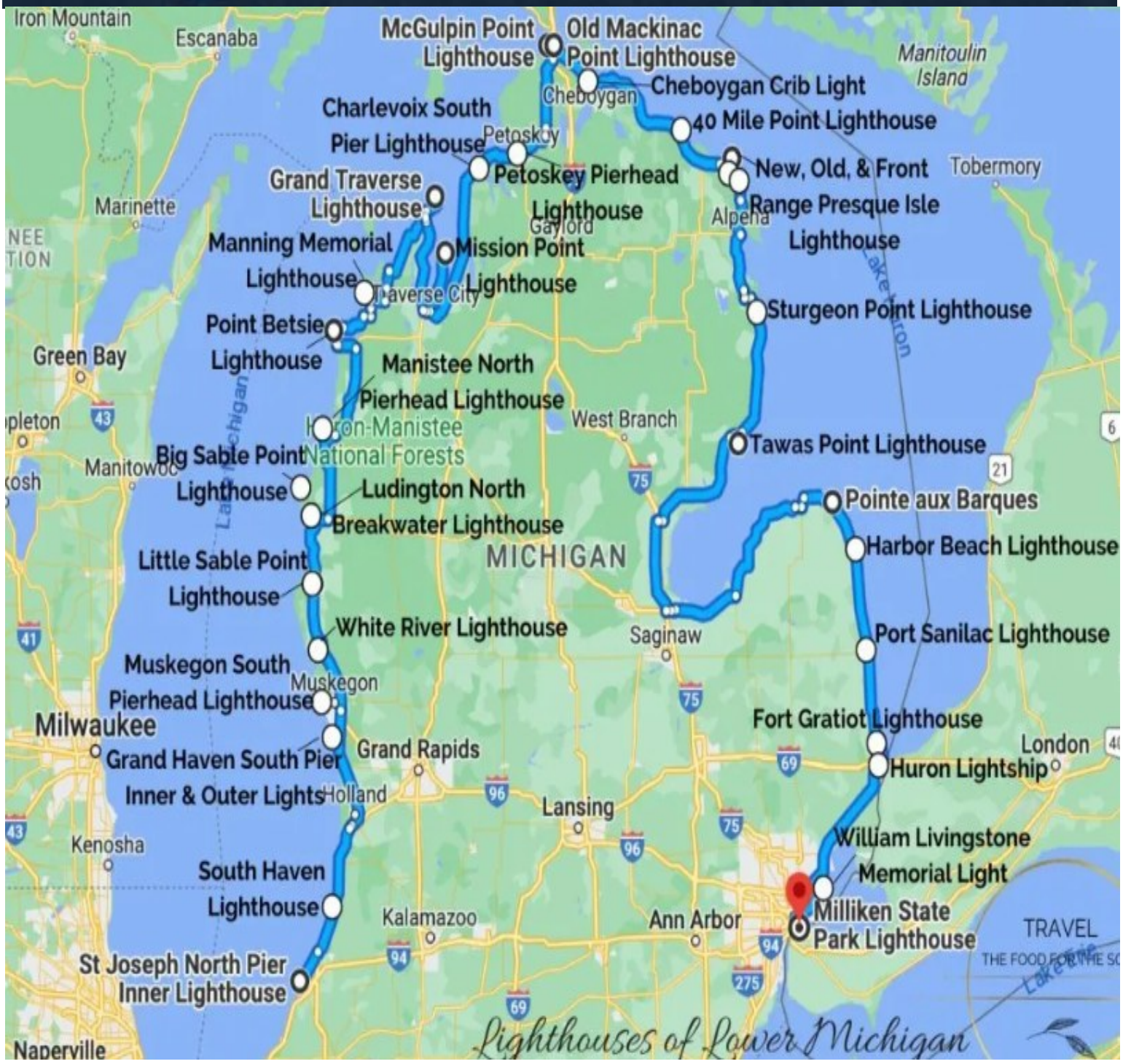
Mike Certo 1959 Corvette 2nd Place > C1 modified

Corvette Crossroads 2025

Michigan Lighthouse Tour

Corvette Crossroads 2025
Mackinac City Dinner
Saturday August 23

Michigan Lighthouse Tour



Michigan Lighthouse Tour

The **Ludington Light** is a 57-foot (17 m) tall steel-plated lighthouse in Ludington, Michigan, which lies along the eastern shores of Lake Michigan, at the end of the breakwater on the Pere Marquette Harbor. Given its location on the northern breakwater where the Pere Marquette River meets Lake Michigan, it is sometimes known as the Ludington North Breakwater Light. Underlying the building itself is a prow-like structure, which is designed to break waves.

The station was established in 1871. This light was first lit in 1924, and it is presently operational. It was automated in 1972. The light is structurally integrated into the steel and reinforced concrete pier upon which it is built. It has a square pyramidal form, and is white with a black lantern. The original lens was a Fourth Order Fresnel lens. On October 17, 1995 the Fresnel lens was removed from the lantern. It was replaced by a 12-inch (300 mm) Tideland Signal ML-300 acrylic optic. The original lens was loaned to Historic White Pine Village where it is displayed as part of their maritime history exhibit. After the opening of the Port of Ludington Maritime Museum, the lens was relocated to their lighthouse history exhibit.

Manistee North Pierhead Lighthouse

The name “Manistee” is an Ojibwe word, and though its derivation is uncertain, it likely comes from ministigweyaa, meaning a “river with islands at its mouth.”

As early as 1851, representatives from Michigan started petitioning Congress for a lighthouse and harbor improvements at the mouth of Manistee River. Congress appropriated $5,000 for a lighthouse on June 20, 1860, but this amount reverted to the treasury, and it wasn’t until July 28, 1866 that $10,000 was allocated for building the lighthouse, provided that a careful survey was first made and the character of the required structure determined.

Before the federal government started work in 1867 on parallel cribwork piers that would extend into Lake Michigan for about 960 feet, local enterprise had built crude slab piers at the river’s entrance that provided a channel with a depth of seven feet. A site for the lighthouse on the north side of the river was purchased in 1868, and work on the structure began the following year. Although the frame dwelling with an integrated tower was not entirely completed, Keeper Octavius W. Barney displayed its light at the opening of the 1870 navigation season. After discovering that an addition made to the rear

Frankfort North Breakwater Light

A visit to the charming city of Frankfort in Benzie County wouldn't be complete without a trip to the Frankfort North Breakwater Light. The current light was constructed in 1912 and placed on the National Register of Historic Places in 2005. Standing 44 feet tall, the light is placed on top of a 25-foot-tall square steel base. The cast iron lantern room, which is surrounded by a gallery, originally contained a fifth order Fresnel lens that was upgraded to a fourth order Fresnel lens. Located on the west side of downtown Frankfort, you can walk the breakwater out to the lighthouse, and fish off the pier.

POINT BETSIE LOGHTHOUSE

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feet tall, but with the height of the dune it towers 52 feet above the water line. Point Betsie was the last lighthouse on the Great Lakes to be manually serviced and was fully automated in 1983. The light could originally be spotted as far away as 27.5 miles with the Fourth Order Fresnel Lens it came equipped with. Upon automation the Fresnel Lens was replaced with a Vega VRB-25 system, which has a range of 15-22 miles. Today Point Betsie stands in quiet testimony to the many keepers who maintained the light while their wives maintained the household, tended gardens, and watched their children playfully explore the dunes. Listed on the National Register of Historic Places, and manned for 106 years, Point Betsie offers a fascinating visit to history buffs and those who just want to relax. Sporting the same paint scheme the lighthouse had in the 1940s, it has been preserved and is cared for by "The Friends of Point Betsie Lighthouse". If visiting Frankfort, or Sleeping Bear Dunes in Benzie County, make sure to visit this historic lighthouse. Wander the grounds, explore the accompanying fog station, stroll the beach, or have a family picnic.

To many, participation in competitive sports car events is the purest form of automotive sport. A true sports car is a highly versatile machine—capable not only of normal transportation, but also of championship performance. Because sports car events are also a measure of a driver's skill and judgment, they create widespread interest, with a strong appeal for both participants and spectators.

Most sports car events are governed by recognized sanctioning groups that determine the type of participation. Classes have been established to permit equitable competition between sports cars of varying size and power, based on cylinder capacity or piston displacement. In addition, sports cars are specifically classed as either Production *or* Modified. *While regulations of different sanctioning organizations vary, a* Production Class *sports car generally is permitted very little deviation from original equipment—usually defined as equipment available from the factory as a Regular Production Option (R.P.O.) or Limited Production Option (L.P.O.).* Modified Class *sports cars usually include major modifications in mechanical components as well as drastic structural changes.*

Because of the expense of major modifications and relatively fewer events for modified sports cars, most Corvette owners prefer to participate in Production Class *events—and this is the class in which Corvette has enjoyed spectacular success.*

The Corvette Sports Car Equipment Guide has been prepared to assist Corvette enthusiasts in the selection of equipment for specific purposes, and to advise of techniques that promote greater safety and enjoyment in the highest traditions of the sport.

Note: While this Guide refers primarily to 1959 Corvette models, 1956, 1957, and 1958 models have many similar components. Details of the options also apply t earlier Corvettes except where noted. Tune-up specifications for 1956 through 1959 appear on page 15.

CHOOSE THE PROPER EQUIPMENT

As America's sports car, Corvette is recognized for performance throughout the world. By careful selection of optional equipment engineered for specialized requirements, almost any degree of performance can be built into a Corvette. These specialized equipment items are available as Regular Production Options (R.P.O.). Sanctioning organizations often require certain equipment for particular events. In the case of rallies or gymkhanas, the proper Corvette equipment usually depends on personal preference. Maximum performance options are frequently desirable, but not essential.

For other types of competitive events where severe maneuvers and sustained higher speeds are involved, equipment is more highly specialized. If you expect to compete successfully with the world's top Production Class sports cars, your Corvette obviously must include the finest equipment available.

When you have determined the type of events in which you intend to participate, carefully select the appropriate factory options, and be sure these options are correctly specified on the order for the new Corvette. All 1959 Corvette optional equipment in this Guide is described with the correct option number.

1959 CORVETTE OPTIONS

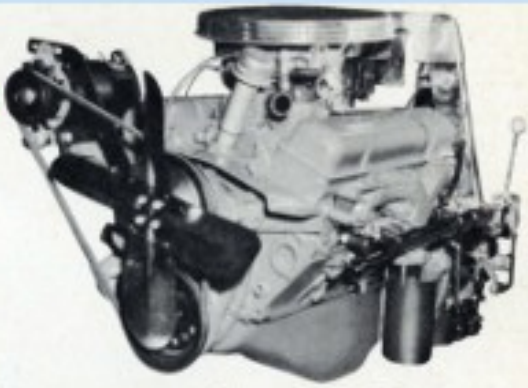
Body Equipment

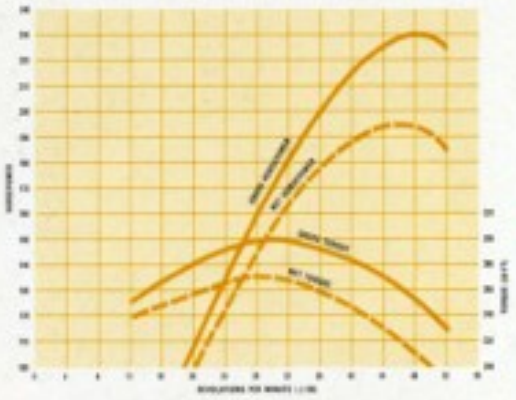
Choice of top is a matter of individual preference. Some events may be run with the top removed, while others may require it in place. If you prefer a convertible top, choose either the manually operated folding or optional power-operated fabric top. The removable hardtop is preferred by many experts because it offers greater visibility area and is quieter at higher road speeds. It is available in place of the manual fabric top at no extra cost, or as an optional companion to either the manual or power-operated folding top. Dual tops are considerably lower priced when specified on the new Corvette order than if a second top is added after delivery.

R.P.O. 419 is the option number for all basic top choices, and a specific description of desired top equipment must appear on the order. For power operation of the folding top, R.P.O. 473 (Power Operation for Folding Top) must also be specified.

Exterior colors are almost entirely a personal choice, and seven solid colors or seven two-tone combinations are available on a '59 Corvette. Some drivers feel that lighter tones tend to lower interior temperatures on hot, sunny days.

1959 CORVETTE OPTIONS / *Engines*

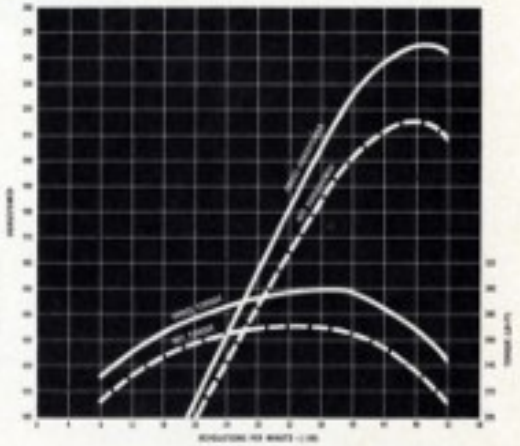




230-Horsepower Corvette V8

(STANDARD ENGIN

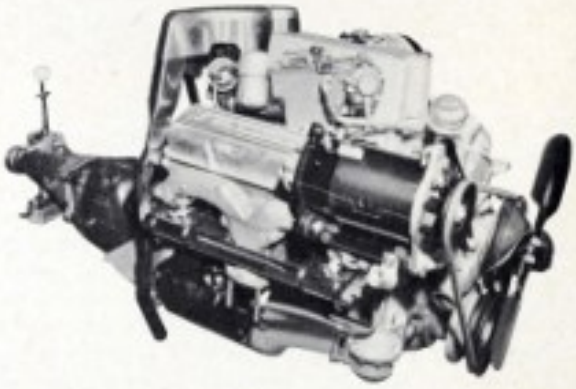
Corvette's standard V8 is quiet, smooth, and dependable. Excellent low-end torque produces impressive acceleration. Hydraulic valve lifters, centrifugal-vacuum spark advance and generator-driven tachometer are featured. Standard equipment includes full-flow oil filter and dual exhausts, as on all 1959 Corvette engines. Specialized performance option R.P.O. 684 not available with this engine.

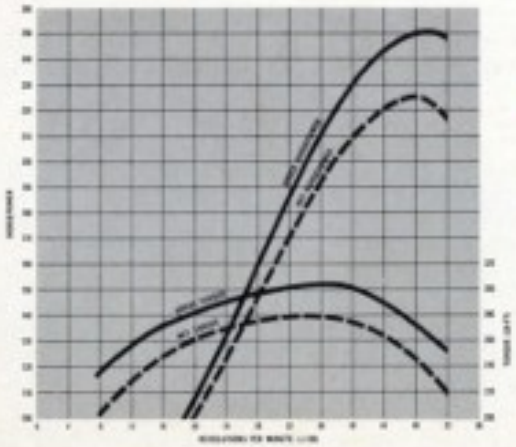


245-Horsepower Corvette V8

WITH TWIN 4-BARREL CARBURETION R.P.O. 469

This engine is basically similar to the 270-horsepower engine, but with hydraulic valve lifters and a more moderate camshaft. The horsepower and torque curves show that highest horsepower is developed in the middle and upper speed ranges, offering extra power at minimum extra cost. Finned aluminum rocker covers and generator-driven tachometer are standard equipment. Specialized performance option R.P.O. 684 not available with this engine.

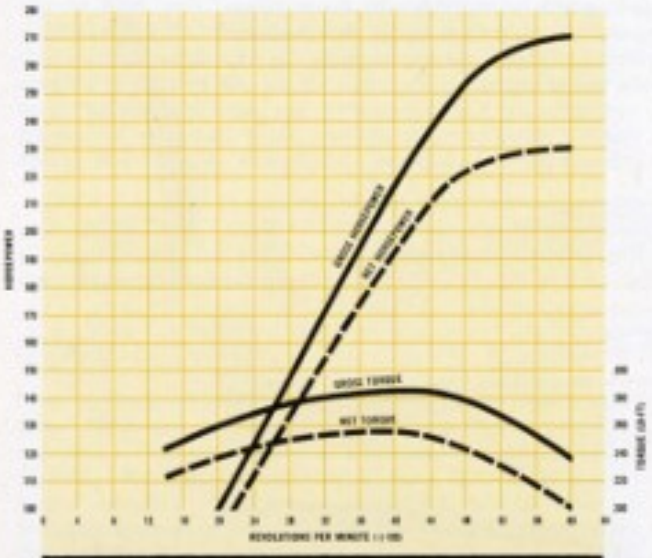




250-Horsepower Corvette V8

WITH RAMJET FUEL INJECTION R.P.O. 579

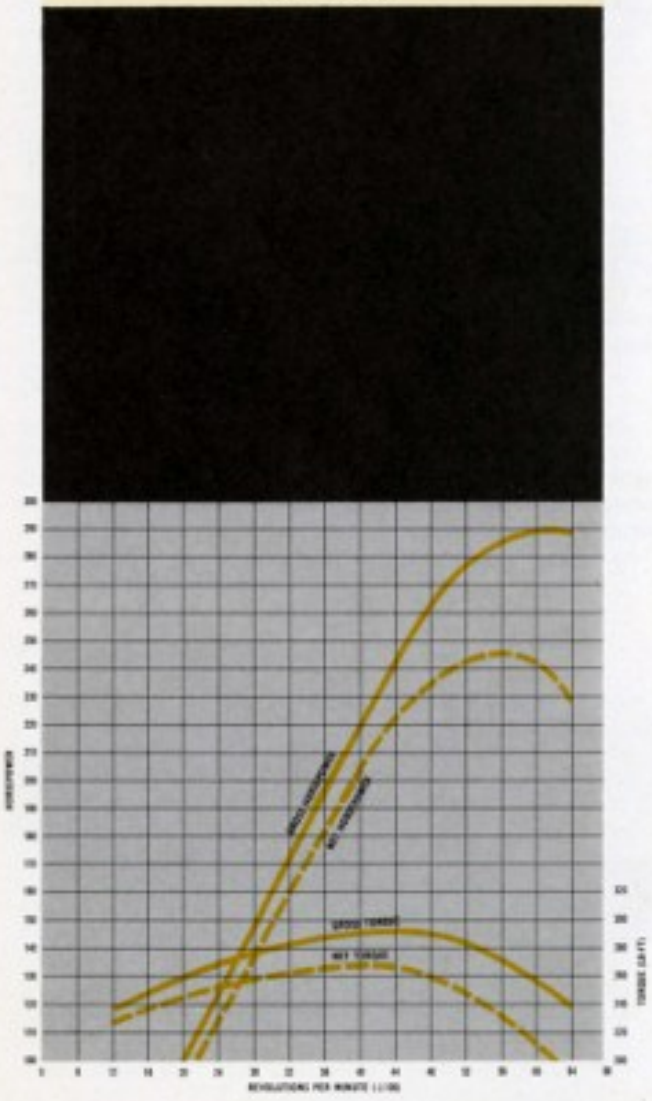
Here is an engine with appeal to drivers who like a powerplant that has the impressive response of fuel injection with around-town docility. Hydraulic valve lifters, a moderate camshaft, and centrifugal-vacuum spark advance give this engine a wide range of performance matched by few other sports car engines for overall quiet, quick response, and exhilarating performance. Finned aluminum rocker covers, generator-driven tachometer, and paper element air cleaner are included. Specialized per formance option R.P.O. 684 not available with this engine

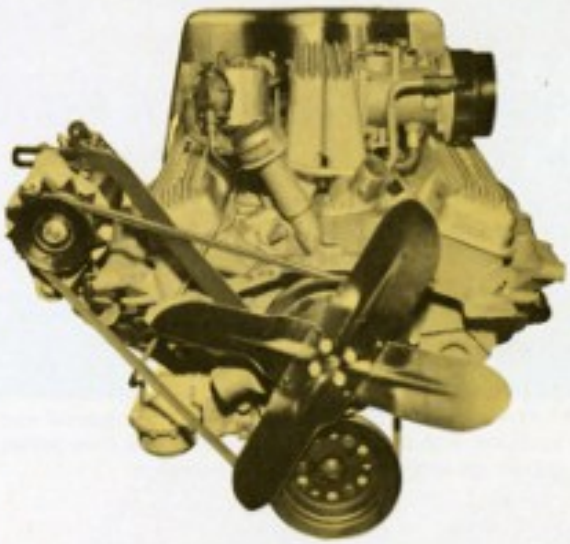


270-Horsepower Corvette V8

WITH TWIN 4-BARREL CARBURETION R.P.O. 469C

This highest horsepower carbureted Corvette V8 produces high-speed performance equivalent to the finest offered by most European sports car manufacturers, and is considered second only to the 290-horsepower Corvette V8. With its relatively lower initial cost, it represents an outstanding performance value. Develops 270 gross horsepower at 6000 r.p.m. with 9.5:1 compression ratio. Includes special camshaft, high-speed valve system with mechanical valve lifters, and other basic features of the R.P.O. 579D. Finned aluminum rocker covers, notched pistons, generator-driven tachometer, and straight-through type mufflers are included with this engine.





290-Horsepower Corvette V8

WITH RAMJET FUEL INJECTION R.P.O. 579D

For maximum sports car performance, here is one of the very finest engines ever built. Develops 290 gross horsepower at 6200 r.p.m., with peak torque at high engine speeds. Ramjet Fuel Injection system produces instantaneous response unmatched by any conventional carburetion system. Compression ratio rated 10.5:1. Features special camshaft, high-speed valve system with light alloy valves, high-tension valve springs, and mechanical valve lifters. Distributor has full centrifugal spark advance and dual breaker points. Tachometer is distributor driven. Special alloy main and connecting rod bearings contribute to the exceptional durability of this short stroke, top efficiency V8. Finned aluminum rocker covers, domed pistons, special paper element air cleaner, and straight-through type mufflers are included.

1959 CORVETTE OPTIONS / *Transmissions*

The average rally course is laid out over existing roadways, and often includes some back roads, hills, bends and corners. The standard 3-Speed Synchro-Mesh transmission is quite satisfactory for this type of event. For maximum driving pleasure and wide-range performance, most sports car enthusiasts prefer the Corvette 4-Speed Synchro-Mesh. Typical road courses for highly competitive events usually include sweeping curves, tight hairpins, and reverse S's that make a 4-speed box most desirable—and practical.

4-Speed Synchro-Mesh R.P.O. 685

Considered a must by most top-flight drivers, the Corvette close-ratio 4-Speed Synchro-Mesh is one of the finest sports car transmissions ever offered. All forward speeds are fully synchronized, including first gear. Gear ratios are: 2.2:1 first, 1.66:1 second, 1.31:1 third, 1:1 fourth, and 2.26:1 reverse. A positive reverse-gear lockout on the shift lever, introduced in 1959, prevents the possibility of an inadvertent shift into reverse gear during fast shifting. The convenient shift lever is mounted on the floor tunnel. Available with all five 1959 Corvette V8 engines.

3-Speed Synchro-Mesh

The Corvette standard 3-speed transmission has close ratios of 2.21:1 first, 1.32:1 second, 1:1 high or top gear and 2.51:1 reverse. These ratios take full advantage of engine power. Shifts to second and third gears are synchronized. A short-reach, floor-mounted shift lever makes shifting quick and convenient. All five Corvette V8 engines are available with this transmission.

Powerglide R.P.O. 313

While most sports car enthusiasts require a manual-shift transmission, Powerglide is often preferred by drivers who demand the convenience of automatic driving in a high-performing Corvette. Excellent for touring or around-town traffic, Powerglide is available with 230-, 245-, or 250-h.p. engines and standard rear axle with 3.55:1 ratio only.

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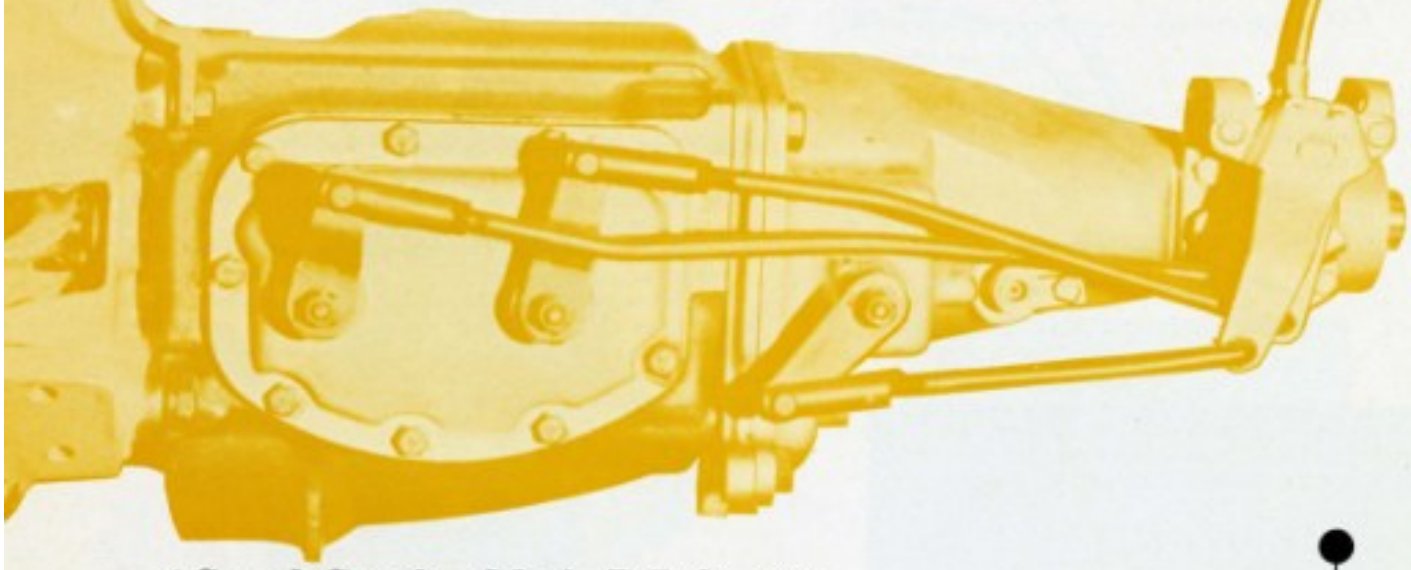

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CORVETTE OPTIONS / *Special Chassis Equipment*

A sports car of championship caliber must possess many superior qualities. Speed is less important than a proper balance of performance characteristics. Suspension must be firm for crisp handling and rugged to withstand unusual road shock and maneuvers. Steering must be quick and precise for positive control at all times. Brakes must be powerful, dependable, and resist fade under the most severe conditions. The Corvette specialized performance chassis option R.P.O. 684 is specifically engineered for the extreme requirements encountered in the most highly competitive events, and details of some of these chassis features are illustrated in this section. If you plan to compete in events of this type, R.P.O. 684 is highly recommended. In addition, certain special equipment may be required by individual sanctioning organizations. Check the regulations of the organization in which you plan to participate to be sure your Corvette meets all Production Class requirements.

Front Suspension

Other than brakes, the front suspension components can be subjected to more abuse and stresses than any other part of the running gear during road events. The R.P.O. 684 front suspension is very rugged with stiffer front coil springs—gives better cornering control and better overall handling.

Stabilizer Bar

The heavy-duty stabilizer included in R.P.O. 684 is designed to help equalize front end stresses during severe right and left turns. Because of its larger and heavier construction, this special stabilizer offers extra resistance to lean on turns.

Rear Suspension

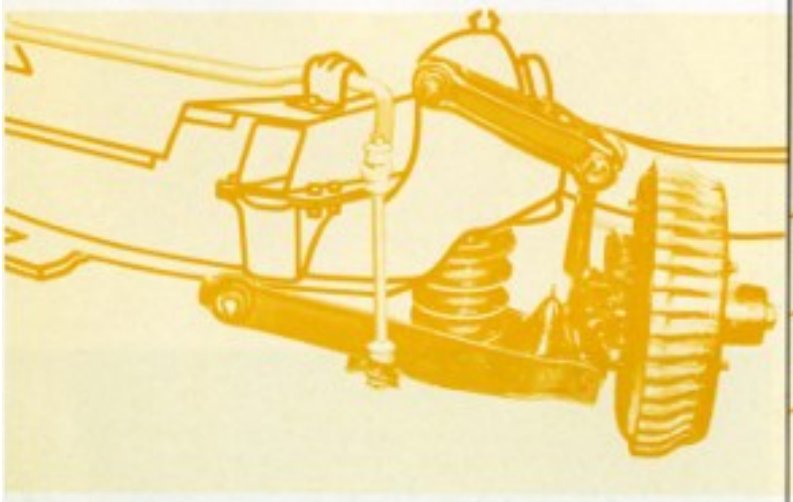
Rear leaf springs included in R.P.O. 684 are designed with five leaves instead of four as on standard springs. The additional stiffness contributes to improved stability and handling on typical road courses.

All 1959 Corvettes are equipped with the new radius rod rear suspension, featuring pivoted control arms that join the rear axle housing to the frame. The radius rods form parallelograms with the forward section of each rear spring as the wheels move up and down and prevent excessive spring windup which is the major cause of wheel hop during hard acceleration and braking. By restricting wheel hop, the rear end of the car remains under better control, and stability on all types of irregular or washboard road surfaces is greatly increased.

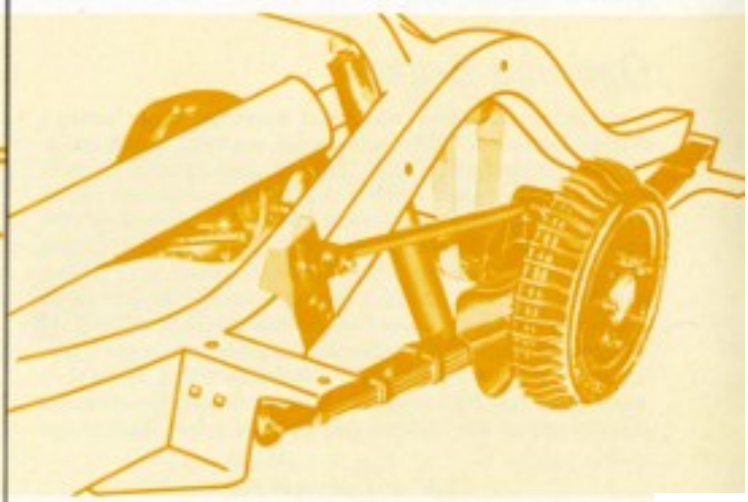
Shock Absorbers

Larger and stiffer-valved shock absorbers that are part of R.P.O. 684 are engineered specifically for severe duty. Because of the greater control that these shocks afford, no additional shock absorbers are necessary.

Stiffer springs, larger and stiffer-valved shock absorbers, and heavier front end stabilizer bar give crisper, steadier handling for higher speed operation.



Radius rods extend from top of axle housing to frame side member. Parallelogram action counteracts spring windup and helps keep rear wheels on road.



Heavy-Duty Brakes

The special brake system included in R.P.O. 684 is engineered to the specific requirements of sports cars, with many features not included in regular production. Both front and rear brakes are standard 11-inch diameter, but are substantially wider than regular Corvette brakes. Large finned drums dissipate heat rapidly, and help maintain exceptional braking power. Special heat resistant ceramic-metallic brake facings practically eliminate brake fade. In fact, this type facing actually produces a higher pedal after severe brake application, and requires greater initial clearance than conventional lining.

For ordinary driving between meets, it is possible to substitute conventional linings and shoes that have less pedal effort, are smoother acting, and quieter in normal traffic. For front brakes, use Oldsmobile brake shoes, part number 566060 and Chevrolet brake shoes, part number 3752920, for the rear. These substitute linings replace the ceramic-metallic type linings without any special modification. For special events, ceramic-metallic linings can be quickly reinstalled.

Deep finned cast iron drums and segmented ceramic-metallic linings offer virtually fade-free braking for the most competitive events.

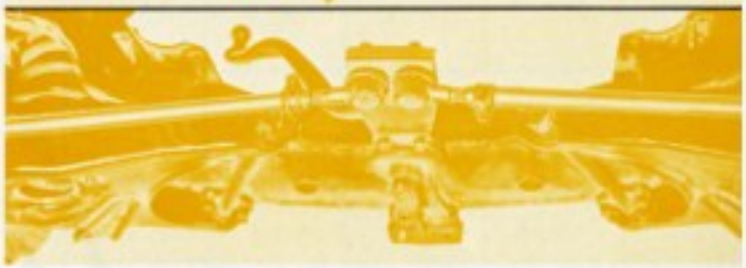
Brake Ventilation

To help keep Corvette R.P.O. 684 ceramic-metallic brakes as cool as possible at all times, each brake flange plate has screened ventilation openings. Air scoops attached to the inside of each brake flange plate help force the flow of cooling air through the brakes.

Air scoops help force air through vented brake flange.

Steering Linkage

Handling is crisper and more precise with the special idler arm extension that is part of R.P.O. 684. This gives a quicker steering ratio of 16.3:1, changed from 21:1.



Extension on center idler changes steering ratio from 21:1 to 16.3:1.

24-Gallon Gasoline Tank (L.P.O. 1625A)

Special fiber glass fuel tank offers greater mileage without refueling. Replaces standard tank. Only the removable hardtop (R.P.O. 419, page 3) can be used with this tank.

OTHER OPTIONAL EQUIPMENT

To many sports car enthusiasts, equipment that does not increase performance or roadability is undesirable if it adds to the overall car weight. However, many of these options contribute to safe driving and comfort and are well worthwhile.

Windshield Washer (F.O.A. 109)

The windshield must be kept clean for safe operation. Washers are required by law in many states.

Heater and Defroster (F.O.A. 101)

While a heater is not essential in warmer weather, the defroster unit can prevent a fogged windshield in rainy weather.

Windshield Sunshades (R.P.O. 261)

Dual sunshades reduce glare, and are supported at the ends to prevent wind buffeting.

Power Windows (R.P.O. 426)

Power windows enable the driver to raise or lower the windows electrically without looking away from the road or reaching across the car—a definite safety factor.

Radio (F.O.A. 102)

A radio can be useful in rallies for time and weather reports. The Corvette Wonder Bar Radio is a transistorized unit that is relatively light in weight.

TUNING

Proper tuning of your Corvette V8 pays big dividends both in performance and engine efficiency. No matter what type of driving you do or what type of event you enter, there's no substitute for a correctly tuned engine for best possible performance. Be cautious of tuning "secrets"—it is possible to overtune an engine. Never deviate from specified Chevrolet settings unless you are absolutely certain that you can improve performance.

1959 Corvette V8 engines are designed to produce peak power and performance as originally manufactured. While some performance specialists advocate complete engine rebuilding for competition, costly modification can fail to produce significantly improved performance, and may also disqualify your Corvette from participation in the Production Sports Car Class. Actual experience has proved the Corvette V8 engine capable of championship performance without modification—a tribute to the high standards of precision to which this fine powerplant is engineered and built.

Tuning for each event is the customary procedure, and some settings may vary slightly for different types of driving. It's best to perform major tune-up operations shortly before entering an event, especially if you drive your Corvette to the event. If your Corvette is to be transported to the area of the meet, the engine usually is tuned prior to loading, leaving only small final adjustments to be performed at the course.

In succeeding portions of this Guide, specific procedures are outlined. The order in which these procedures are described is principally a reminder to make every adjustment that will improve performance.

Compression

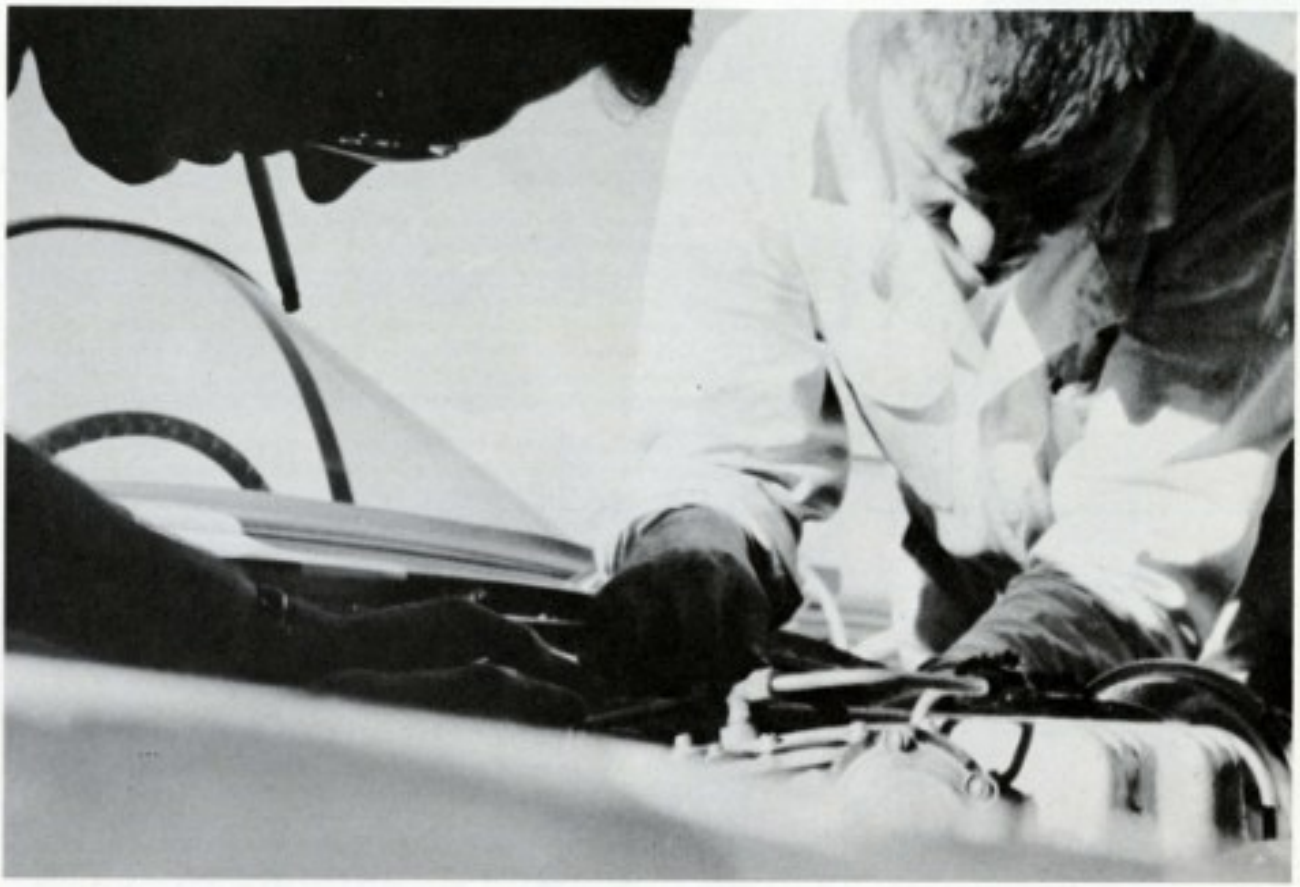
As the first step of every major tune-up, check the compression of each cylinder. Compression pressure should be 160 p.s.i. on all except 270- and 290-h.p. and 1957 283-h.p. engines for which 140 p.s.i. is normal (140 p.s.i. is normal for the 270-, 283- and 290-h.p. engines because of the greater valve overlap that gives a lower reading at cranking speed). The 1959 and 1958 Corvette Operations Manuals describe this procedure in detail on pages 50 and 51. For 1956-57 models, see pp. 38-39 of the corresponding Operations Manual. A variation of more than 20 p.s.i. between cylinders or a reading 20 p.s.i. from specified pressures on an accurate gauge may indicate some malfunction, and corrective measures should be taken. Consult the procedures outlined in Corvette Operations Manual or Chevrolet Shop Manual.

Many sports car engine mechanics test each cylinder head bolt for proper tightness before checking compression. Recommended torque is 60-70 pounds-feet (warm engine). Tighten in increments of 5 pounds-feet, using the proper sequence shown in the Chevrolet Shop Manual or Corvette Operations Manual. If you intend to enter an event where very high engine speeds and correspondingly high combustion chamber pressures will be encountered, it may be advisable to torque cylinder head bolts to as much as 85 pounds-feet to help prevent possible head gasket leakage.

Fuel Requirement

Fuel is very important in competition, and must be properly matched to a high performance sports car engine. At most events, fuel is controlled by the sanctioning organization. Be sure to determine in advance the type and rating of fuel available. The 290-h.p. Corvette V8 with 10.5:1 compression ratio requires 100+ octane (Research method) gasoline for best performance, but it and all other 1959 engines will perform satisfactorily on 98 octane (Research method) fuel. If lower octane fuel must be used, it may be advisable to lower the effective compression ratio slightly by doubling cylinder head gaskets.

TUNING



Valve System

Corvette V8 engines with hydraulic valve lifters do not require valve lash adjustment. Hydraulic lifters automatically maintain proper clearances. Valve timing should be checked carefully. For 1957 through 1959 models, inlet opens 12° 30′ B.T.C. and closes 57° 30′ A.B.C.—exhaust opens 54° 30′ B.B.C. and closes 15° 30′ A.T.C.

On all Corvette V8 engines with mechanical valve lifters, strict adherence to standard valve lash will avert serious trouble. Adjust valve lash at idle speed, with engine at stabilized normal operating temperature. Recommended settings for 1957-1959 engines are .012″ inlet, .018″ exhaust. For all 1956 engines, recommended valve lash settings are .008″ inlet, .016″ exhaust.

Valve timing on all Corvette V8 engines with special camshaft should be as specified—inlet opens 35° B.T.C. and closes 72° A.B.C.; exhaust opens 76° B.B.C. and closes 31° A.T.C.

On 1956 engines with standard camshaft, inlet opens 21° 30′ B.T.C. and closes 62° 30′ A.B.C.—exhaust opens 62° 30′ B.B.C. and closes 23° 30′ A.T.C.

Valve spring tension should be equal on all valves—if it is not, install shims under the weaker valve springs to increase to proper pressure, or replace with new tested springs.

Spark Plugs

Plugs are a popular subject of discussion among sports car experts. Spark plugs are available in many heat ranges and should be selected for a particular type of driving. For example: slow, heavy traffic may require a "hot" plug such as the AC 46; for hard driving in competitive events, "cold" plugs are definitely recommended. Choose AC plug models (or equivalent) on this basis for all Corvette V8 engines.

City driving	AC 46
Town & country driving	AC 44
Heavy-duty & high speed	AC C43 Com.
Specialized high performance events	AC C42-1 Com.

Torque plugs to 25 pounds-feet. Normal gap is .033″-.038″, but a closer setting may prove better for very long events.

Distributor

All Corvette distributors, including those with dual breaker points and special coil and resistor, are engineered for specific engines and should never be altered from the specifications detailed on page 15 of this Guide. Be sure the shaft, rotor, and cam lobes run straight and true. Check alignment of the breaker points, dwell, and breaker arm spring tension. Distributor cap must seat properly, and high tension ignition cables must be in first-class condition and fit firmly.

TUNING / FUEL INJECTION V8's

Fuel Injection Adjustments

There is no known special adjustment that will measurably improve the maximum performance of a properly calibrated Ramjet Fuel Injection system. However, proper adjustment and maintenance are essential to best performance. Study the system until you know the exact function of each related part. Do not experiment—make only necessary adjustments and perform these with great care. Several service publications cover Ramjet Fuel Injection systems and are available to all Chevrolet Dealers—Chevrolet Fuel Injection Shop Manual (1957), Corvette Service Operations-Chassis, and 1958 and 1959 Chevrolet Shop Manuals.

The system must be kept meticulously clean, but never use tools to clean the tiny fuel injection nozzle orifices—use only air and solvent. Avoid unnecessary disassembly—the air meter is one example. Do not adjust the fast idle screw on the automatic choke, and never move the exposed mixture stop screws on the fuel meter. These stops are preset during manufacture, under carefully calibrated flow conditions. Normally, no readjustment is ever needed. Tool J-7090 Fuel Injection Fuel Flow Calibration Set, described in 1959 Chevrolet Shop Manual, is available to Chevrolet dealers to aid calibration.

Spark Advance

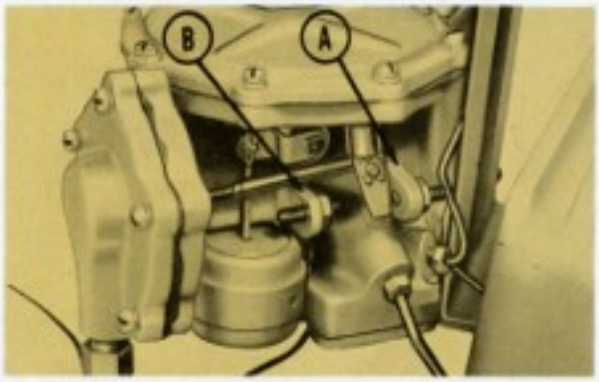
Always check spark advance and initial timing with first-class testing equipment—specifications are on page 15. Never try to road-check spark advance by lugging the engine at low speeds—the Corvette V8 with Ramjet Fuel Injection will not develop audible preignition "ping". Check distributor setting very thoroughly—detonation caused by excessive advance can produce failure at sustained engine speeds.

Idle Adjustment

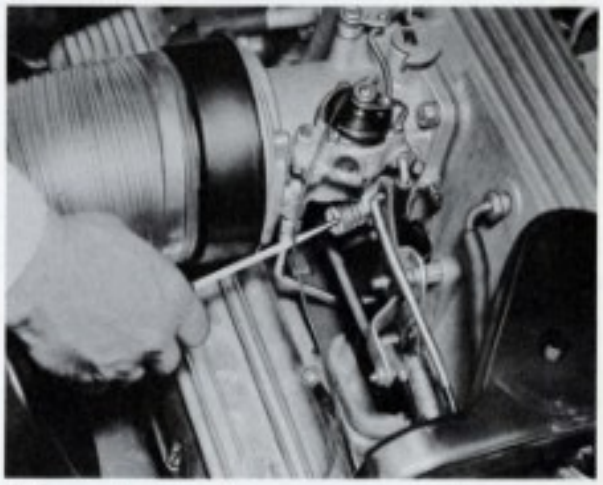
Recommended idle, specified on page 15, should be set with the engine at normal operating temperature, and the engine is designed to operate smoothly at this speed. Adjustment screws are shown in illustration. Before starting the engine, open both screws two turns. Start and warm up the engine, then turn first the air screw, then the fuel screw, as necessary for final adjustment.

Accelerator Linkage Adjustment

With the floor carpet in place, depress accelerator pedal to the floor. Adjust control rod until the throttle is wide open.



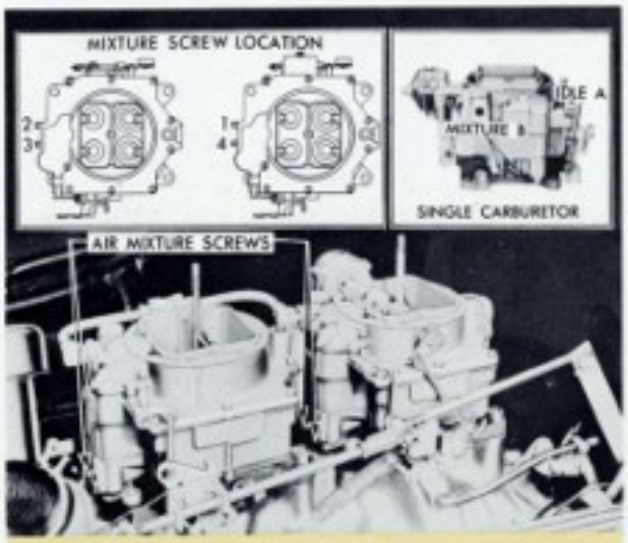
Mixture control stop screws are preset at factory and must not be adjusted without special equipment. Stop "A" is Rich, stop "B" is Lean.



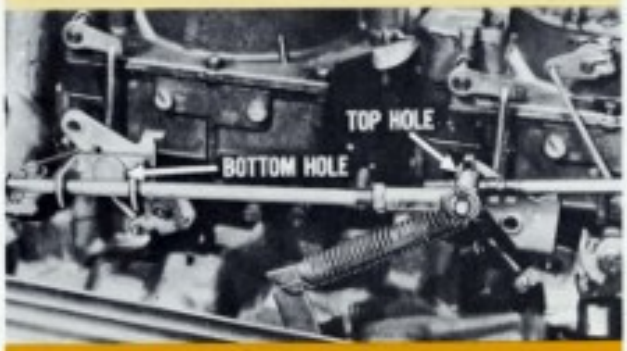
With warm engine, air adjustment screw determines best idle speed.

Fuel adjustment screw smooths out idle at proper speed.

TUNING / CORVETTE V8's WITH CARBURETORS



Carburetor air mixture and idle screw locations on both 4-barrel and twin 4-barrel carburetors.



Corvette twin 4-barrel carburetion offers a choice of either simultaneous or progressive throttle opening. With linkage positioned as shown above, the front barrels of the rear carburetor open when front carburetor is at half throttle for smoother acceleration. In the lower illustration, the front barrels of both carburetors open simultaneously for maximum power. With either setting, rear barrels of each carburetor open only at higher engine speeds.

Spark Advance

Spark advance and initial timing should be checked with first-class testing equipment and must follow the specifications on page 15. Check distributor setting very thoroughly, because excessive advance can cause detonation and may lead to engine failure at high engine speeds. *Do not attempt to "power time" a Corvette V8 engine—it is not as accurate as instrumented setting.*

Carburetor Adjustments

Before making idle or air-fuel mixture adjustments, engine must be running at stabilized normal operating temperature. Open and close throttle valves several times to make sure they are properly seated, then connect vacuum gauge. For single carburetor engine, adjust throttle lever idle screw A (see illustration) until engine idles at recommended idle speed (see page 15). Adjust each mixture screw B separately for peak vacuum and r.p.m. reading. If necessary, repeat operation until peak vacuum with recommended idle speed is attained. If there is a tendency to stall in traffic, turn each of the four air mixture screws one-quarter turn clockwise for leaner mixture.

On twin 4-barrel carburetors, and with engine stopped, turn in each idle mixture screw (four) until it seats lightly and then open one turn. Start engine and set throttle valve idle screw for recommended idle (see page 15). Beginning with the rear carburetor, adjust all idle mixture screws individually until engine idles as smoothly as possible. Repeat the operation until engine idles smoothly at specified r.p.m. See illustrations for instructions on alternate linkage settings for either simultaneous or progressive throttle opening.

Accelerator Linkage Adjustments

Remove carpet from around accelerator pedal and remove air cleaner(s) and throttle pull back spring(s). With carburetor (rear carburetor with duals) in wide open throttle position, pedal should be ⅜" from toe board. To lengthen or shorten accelerator rod, remove spring clip and turn trunnion nut.

Additional adjustment with dual carburetors: With rear carburetor in wide open throttle position, adjust accelerator rod nut on front carburetor until throttle is in wide open position against the stop. When linkage is properly adjusted, front carburetor will just begin to open when rear carburetor is approximately half open.

CORVETTE V8 IGNITION TUNING DATA

	210 H.P.	220 H.P.	225 H.P.
	1956 Standard Engine, 4-Barrel Carburetion, Regular Camshaft*	1957 Standard Engine, 4-Barrel Carburetion, Regular Camshaft	1956 Optional Engine, 2 x 4-Barrel Carburetion, Special Camshaft*
Recommended idle	475 r.p.m.**	475 r.p.m.**	600 r.p.m.***
Distributor part number	1110866, 1110869, 1110878	1110891	1110872, 1110879
Breaker points	Single	Dual	Dual
Advance system	Centrifugal & Vacuum	Full centrifugal	Full centrifugal
Breaker arm spring tension	19-23 oz.	19-23 oz.	19-23 oz.
Point gap	New—.019"; Old—.016"	Set by dwell (should give .014"-.018" point opening)	Set by dwell (should give .014"-.018" point opening)
Cam angle (dwell)	28°—32°	29° each breaker; 33°±1° total	29° each breaker; 33°±1° total
Spark advance			
Initial setting @ recommended idle	4° BTDC	4° BTDC	4° BTDC
Centrifugal advance† Start	0° @ 600 r.p.m.	0° @ 600 r.p.m.	0° @ 600 r.p.m.
Intermediate	14° @ 1500 r.p.m.	14° @ 1500 r.p.m.	15° @ 1500 r.p.m.
Maximum	28° @ 3700 r.p.m.	28° @ 3700 r.p.m.	28° @ 3700 r.p.m.
Vacuum advance Start	0° @ 8" Hg.	None	None
Maximum	13.75° @ 15" Hg.		

	230 H.P.	245 H.P.	250 H.P.
	1958-1959 Standard Engine, 4-Barrel Carburetion, Regular Camshaft	1957-1959 Optional Engine, 2 x 4-Barrel Carburetion, Regular Camshaft	1957-1959 Optional Engine, Ramjet Fuel Injection, Regular Camshaft
Recommended idle	475 r.p.m.**	600 r.p.m.***	500 r.p.m.***
Distributor part number	1110946 ('59) 1110890 ('58)	1110891	1110915 ('58-'59) 1110906 ('57 with Powerglide‡)
Breaker points	Single	Dual	Single
Advance system	Centrifugal & Vacuum	Full centrifugal	Centrifugal & Vacuum
Breaker arm spring tension	19-23 oz.	19-23 oz.	19-23 oz.
Point gap	New .019"; Old—.016"	Set by dwell (should give .014"-.018" point opening)	New—.019"; Old—.016"
Cam angle (dwell)	28°—32°	29° each breaker, 33°±1° total	28°—32°
Spark advance			
Initial setting @ recommended idle	4° BTDC	4° BTDC	4° BTDC
Centrifugal advance† Start	0° @ 600 r.p.m.	0° @ 600 r.p.m.	0° @ 600 r.p.m.
Intermediate	14° @ 1500 r.p.m.	14° @ 1500 r.p.m.	14° @ 1500 r.p.m.
Maximum	28° @ 3700 r.p.m.	28° @ 3700 r.p.m.	28° @ 3700 r.p.m.
Vacuum advance Start	0° @ 8" Hg.	None	0° @ 4.75" Hg.
Maximum	15° @ 15.5" Hg.		24° @ 13.5" Hg.

	270 H.P.	283 H.P.	290 H.P.
	1957-1959 Optional Engine, 2 x 4-Barrel Carburetion, Special Camshaft*	1957 Optional Engine, Ramjet Fuel Injection, Special Camshaft*	1958-1959 Optional Engine, Ramjet Fuel Injection, Special Camshaft*
Recommended idle	800-850 r.p.m.	700 r.p.m.	700 r.p.m.
Distributor part number	1110891	1110889, 1110905, 1110908	1110914
Breaker points	Dual	Dual	Dual
Advance system	Full centrifugal	Full centrifugal	Full centrifugal
Breaker arm spring tension	19-23 oz.	19-23 oz.	19-23 oz.
Point gap	Set by dwell (should give .014"-.018" point opening)	Set by dwell (should give .014"-.018" point opening)	Set by dwell (should give .014"-.018" point opening)
Cam angle (dwell)	29° each breaker; 33°±1° total	29° each breaker; 33°±1° total	29° each breaker; 33°±1° total
Spark advance			
Initial setting @ recommended idle	7° BTDC	4° BTDC	18° BTDC
Centrifugal advance† Start	0° @ 600 r.p.m.	0° @ 600 r.p.m.	0° @ 1000 r.p.m.
Intermediate	14° @ 1500 r.p.m.	15° @ 1550 r.p.m.	5° @ 1500 r.p.m.
Maximum	28° @ 3700 r.p.m.	28° @ 5000 r.p.m.	22° @ 6000 r.p.m.
Vacuum advance	None	None	None

*Mechanical valve lifters
**450 r.p.m. with Powerglide (in "Drive")
***Synchro-Mesh and Powerglide (in "Drive")

†Does not include initial setting—curve is a straight line between specified points
‡1110889, 1110905, full centrifugal distributors, used with Synchro-Mesh in '57 models. Specifications same as for 283 h.p. engine except recommended idle is 500 r.p.m.

PREPARATION FOR AN EVENT

Well in advance of the last-minute flurry that usually precedes most events, a careful check should be made of your Corvette while there is ample time to make any corrections that are necessary. A very small malfunction or incorrect adjustment may be the difference between success and failure.

Brakes

There is perhaps nothing more important in any type of event than dependable brakes. The entire system should be checked for excessive wear, fluid leaks, or other damage. Any evidence of glazing or charring on conventional brake linings could be the result of severe usage, and should be corrected immediately. With either sintered-metallic (R.P.O. 686) or ceramic-metallic (R.P.O. 684) brake facings, there is much less chance of damage from severe usage or overheating. Check brake fluid—be sure fluid level is no less than ½" to 1" below opening. Check brake adjustment—a simple adjustment at each wheel is often all that's necessary to compensate for normal lining wear.

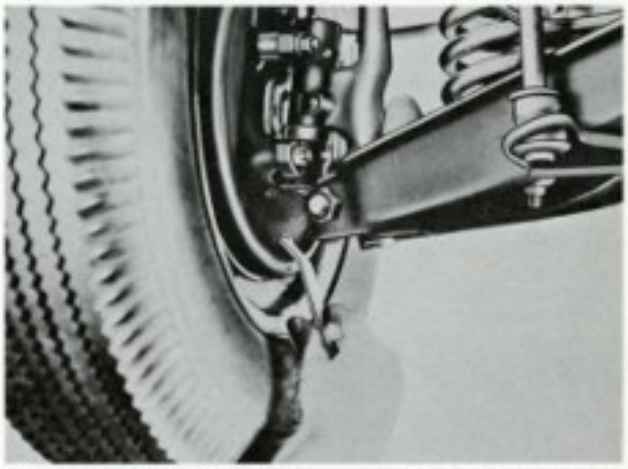
For best performance from brakes, don't overuse them. Quick, intermittent applications are usually more effective than sustained pedal pressure. Prolonged applications create more heat—enough to cause fade in even the best conventional brakes. Lining wear is accelerated by excess heat. In competitive road events, downshift to let the engine share in braking the car, and brakes will last longer. Corvette Operations Manuals have full details on brake care. Here are two adjustment precautions:

Be sure to back off the adjusting wheel the correct number of notches for the type of linings in your Corvette—7 notches for standard or conventional brakes, 12 notches for R.P.O. 686 sintered-metallic linings, 27 to 32 notches for R.P.O. 684 ceramic-metallic linings.

Suspension

Because of the nature of sports car courses, the suspension must be equal on both sides. Production Class regulations generally permit few if any variations from original equipment offered by the manufacturer. The suspension components included in R.P.O. 684 are specifically engineered to sports car requirements, and should be entirely satisfactory for the most highly competitive events.

Before adjusting brakes, be sure there is no tension on parking brake cable.



To adjust Corvette brakes, remove small dust cover and insert brake adjusting tool. Moving the brake tool upward moves shoes closer to the drum. To back off shoes, move the adjusting tool downward.

Front End Alignment

Production Class regulations generally require that front end settings conform with manufacturer's specifications. These specifications are:

	1957-1959	1956
Camber	0° ± 30′	30′ ± 30′
Caster	2° ± 30′	30′ ± 30′
Kingpin inclination	3° 30′ to 4° 30′	3° 30′ to 4° 30′
Toe-in	0 to .125"	0 to .125"

Exhaust System

Although Production Class regulations may vary, some modification of the exhaust system frequently is permitted for special events. Wherever possible, most experts install low-resistance mufflers of the straight-through type (standard with 1959 270- and 290-h.p. Corvette V8's) or completely replace the mufflers with straight pipes. In most cases, these pipes must extend past the driver, where they may either be turned out to each side of the car or continued to the rear.

Clutch Action

The 1959 Corvette clutch can be adjusted to the personal taste of virtually every driver. In addition to regular pedal free-travel adjustment, the '59 Corvette permits a choice of either a quick-acting clutch or more gradual normal engagement. The reduced pedal travel and sharper feel of the quick-acting clutch are generally preferred for competitive events, and many drivers prefer it for all types of driving. In production, Corvette pedal linkage is arranged for normal clutch action. But the linkage can be converted for the quicker clutch action by changing the position of a bracket attached to the clutch pedal lever, and by removing the clutch pedal push rod and turning it over 180° to reverse the bend in it. Pedal free-travel and return spring tension should be checked after the bracket and push rod are repositioned.

Cooling System

A clean cooling system, free of rust and scale will perform quite satisfactorily with pure water, even under high heat conditions. Use of a rust inhibitor is recommended; however, special solutions to increase heat absorption of the coolant should not be necessary. Be sure to check all hose connections—they should be clean and tight as possible. It is advisable to retighten the clamps after the engine has warmed up.

Seat Belts

Seat belts are an important safety factor and are a must in sports car competition. A very satisfactory seat belt is standard equipment in the 1959 Corvette. However, some individuals choose one of the various wide seat belts designed specifically for competitive events. Use of a shoulder harness is largely a matter of personal preference, and is optional in most sanctioning organizations.

Headlights

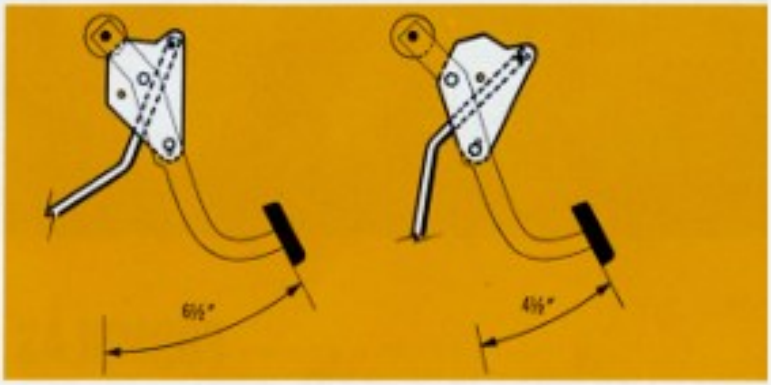
Production Class regulations usually require that headlights remain in proper working order during competitive events. For daylight events, the sealed beam element should be covered with tape to keep glass fragments off the course in case the lens is damaged.

Roll Bar

Installation of a substantial roll bar is strongly encouraged for all Production Class events. If a roll bar is specifically required by a sanctioning organization, detailed specifications usually are available from that organization. Frequently, the bar is designed so that it can be removed for normal driving.

Tire Pressure

Appropriate tire pressures can vary considerably under different conditions, and must be determined by experimenting on the particular course. A change in pressure may make a difference of two or three miles per hour. Cold pressures for individual courses may range from 35-40 to more than 55 pounds. Nitrogen gas is sometimes used instead of air to reduce pressure buildup under high-speed, high-heat conditions.



Normal clutch action with pedal push rod bracket in this position on pedal lever.

Bracket relocated to this position on pedal lever gives quicker clutch action.

Windshield

Many competition courses are very hard on windshields, and stones or debris may severely abrade or even break the glass. Sometimes it is possible to apply sheets of plastic film over the outside of the windshield to help preserve the glass for the duration of the event. Production Class regulations sometimes permit replacing the windshield with a small special windscreen. If used, the special windscreen must be of the non-shattering plastic type.

Double Check:

Windshield Wipers and Washer—Wiper blades should be in new condition and washer reservoir should be full.

Doors, hood, deck lid, and top compartment cover—All catches should work properly and hold securely to withstand the strains of rough roads and wind buffeting.

Fuel Level—In spite of careful preparation, cars often run out of gas right on the course. While it's important to have sufficient fuel, don't carry more fuel than you'll need—it just adds unnecessary weight.

Engine Oil—Have sufficient oil of proper viscosity for the most severe conditions you may encounter.

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SOLID AXLE CORVETTE CLUB

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Michigan Chapter Membership requires membership in the National SACC organization.

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Michigan Chapter SACC windshield decals: ____ decals @ $5.00 each:	_____	_____
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***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 #_____

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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
2025 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
	cheryllemieux9@gmail.com
Treasurer:	**Paul Lemieux**
	403 Loris Lane
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	jplvet9@gmail.com
Editor: &	**Dave Ruby**
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	druby1938@gmail.com
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	2056 Fox Glen Court,
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	choochooharry@comcast.net
Director-at-Large	**John Ronayne**
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	Plymouth, MI 48170
	jronayne33@gmail.com

Solid Axle Corvette Club

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

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

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

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

Road Rules

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

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

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

Direct Questions to:

National SACC Membership Chairman

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

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