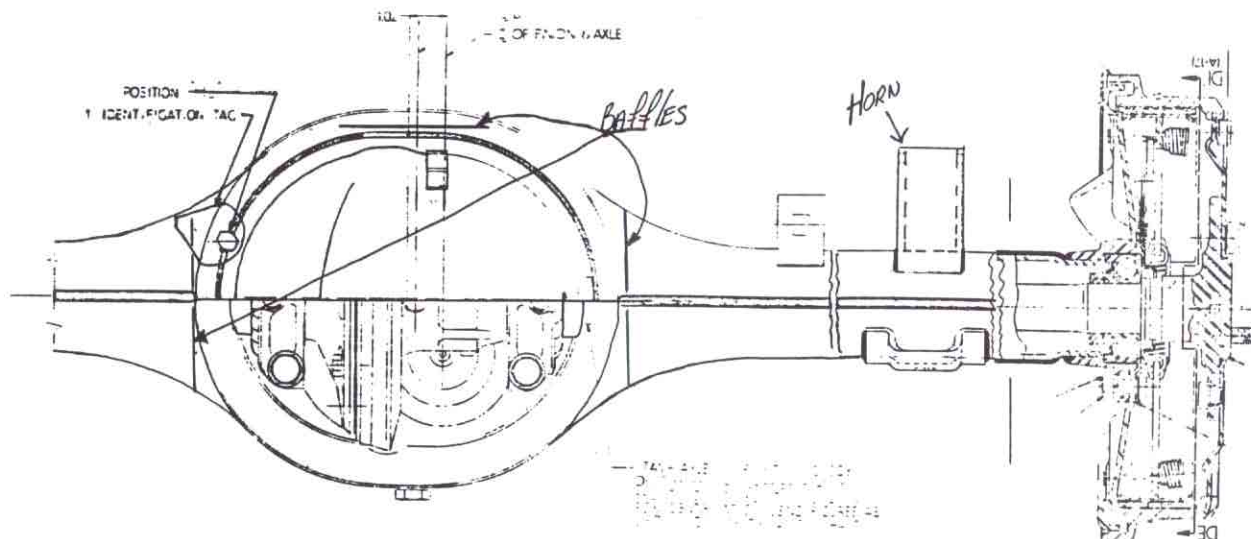




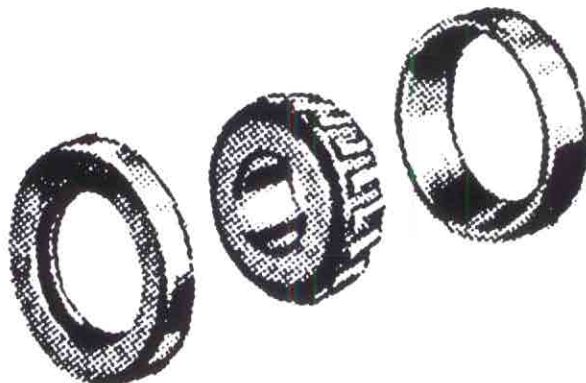
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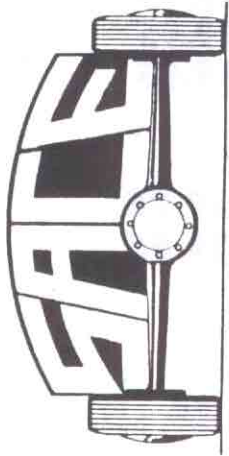
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BANJOS-AXLES AND BEARINGS

(STARTS ON PAGE 10)





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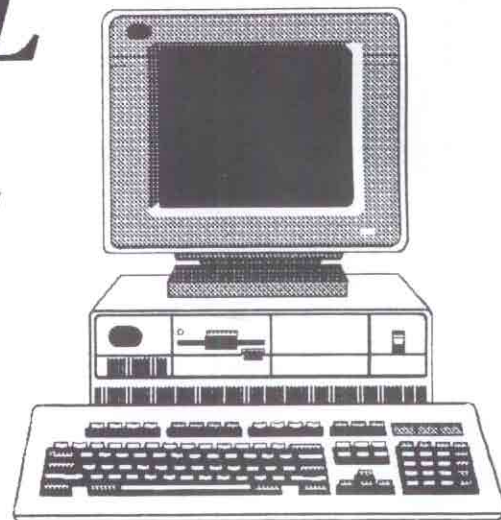
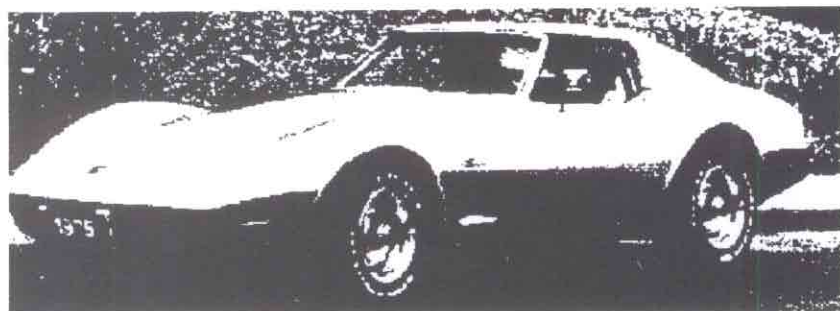
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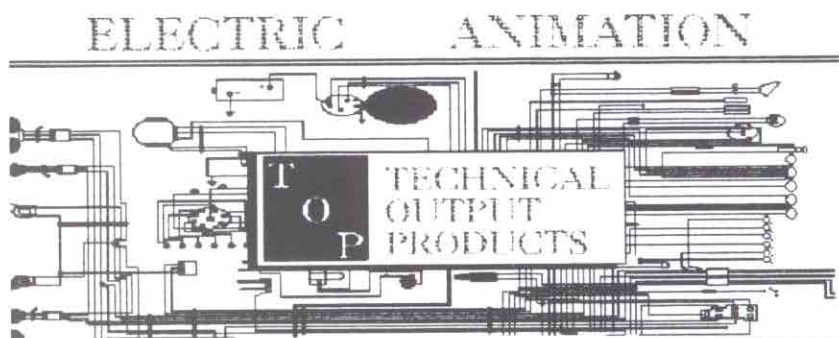
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TREASURER'S REPORT

BY LUCY BADENHOOP



It's been five years since Roy Braatz first asked me and Noland Adams to help form SACE. As the club grew over the years, I have gradually overloaded myself with duties and don't feel I can continue all of them with timely and quality performance.

I have been thinking for some time that it would be a relief to share some of these duties and concentrate on the Technical Guide, Vols. III and IV. Fortunately, there are people who are willing to share the burdens.

One such couple is George and Dickie Marra. They already took over the stockage and sale of our logo items last year. They have also agreed to accept responsibility for membership records. I will be training them between now and December, so they will be proficient on the computer when the new membership year starts in January, 1992.

Additionally, I have tendered my resignation as treasurer to our President, Noland Adams. I will continue to serve until Noland is able to find a replacement. Hopefully, between now and the end of 1991, I will train the new treasurer and pass the financial records into his/her keeping. Watch the President's column for word on my successor.

Thank you for the opportunity to represent you during these formative years. If all goes according to plan, my last treasurer's report will be in the December, 1991 issue. After that, you'll be hearing from me via the Technical Panel, especially in regards to the Guide, Volumes III and IV.

The Corvette Triple Treat came off well in June. The first event, the Route 66 Corvette Caravan led by yours truly, is covered in a special article elsewhere in this issue. The second part, SACE's fifth national convention in Springfield, Illinois was organized by Max and Mary Brockhouse and was very well done. A small net income (\$160.17)

will be held as seed money for our return engagement in 1993.

All ten years of straight-axes were represented at the show.

The third leg of the Triple Treat, Bloomington Gold, really was a golden opportunity for SACE. Noland and Roy were featured in the straight-axe workshop on Thursday. On Friday and Saturday, Alice and Larry Richter and I signed up almost 70 new SACE members (I discovered Larry would make a good Carnival barker). No doubt about it — the Triple Treat was a triple treat for SACE members.

PRESIDENT'S PAGE

BY NOLAND ADAMS

Moving into this "new" house has occupied much more time than Mary or I ever expected. The downstairs area was only framed, but now we've got it remodeled and most everything is moved in — somewhere. Now we're trying to make it all waterproof, because this is supposed to be a wet winter. This means I will now be able to write again for Straight Talk on a regular basis.

One of my sad duties as President is seeing folks moving around. I'm referring to accepting the resignation of Lucy Badenhoop who is vacating the office of Treasurer. I want you all to know how instrumental Lucy was in getting SACE up and running. We all owe her a big cheer of gratitude. Roy isn't the only one working hard to make SACE a success. Happily, though, Lucy will continue her other duties in SACE.

At first a replacement for Lucy presented a real dilemma. But Mary Braatz has agreed to fill the balance of Lucy's term — until elections are held at next summer's convention. The books are being closed out and transferred, with the full changeover to be in place no later than December 31, 1991. This is also reflected in an address change for SACE.

Thanks and best wishes to both Lucy and Mary.

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(The Increase is because of the economy)

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Catching a ride to the St. Louis plant.

EDITOR'S CORNER

BY ROY BRAATZ

What a year and where do I start? How can I put into words the wonderful Corvette enthusiasts I've met this year? Each



year we grow and grow, so we must be meeting the needs of members in helping to understand their cars. I never have been surprised to know that what most owners want to know is what is right and how to tell a correct part, whether they put their Vette back to stock or not. 90% of our convention time deals with work shops. How to identify, buy, locate, repair and do it yourself instructions.

Springfield brought many dealers, sellers, Vettes, workshop speakers and more. Mr. Max Brockhouse with his wife Mary and son Andy showed us all how a convention should be done. And in 1993 our 7th Convention will again be in Illinois in conjunction with Bloomington Gold. Steve Eveloff is the director of Bloomington workshops and invited Noland and I to serve on a 1953 to 1960 seminar. I must admit I didn't realize what an honor it was to be asked. I believe that the best part of Bloomington is their workshops because they have knowledgeable people teaching owners what we all need to know. Don't get me wrong, the rest is interesting in more than one way, but knowledge is number one. Again, thanks Steve! Larry Richter (you rascal) put on a great meet at a great location, the better side of Larry (his wife) gave everyone a picture (litterly) a wonderful cruising trip on the shoreline, Oregon coastline is picture heaven. Some of the best workshops and talks were again the highlight of our conventions. And I must bring this to your attention. More concern was in determining a correct looking part, how to locate the best repro part, how to fit the body to frame and so on. Noland and I feel that is what SACE is about, to instruct members as to what and how to make their Vette as good as some one may want it. So again, we have changed our teaching wording from judges to inspectors to NOW INSTRUCTORS. In the future we will put more emphasis on workshops and going over owners Vettes to help people to understand their Vette and correct it, if that is what they want. Noland and I will be putting together in the near future a picture book of what a part looks like for each year Vette, explaining the various design as they happened. Also, next year I will be offering a combined magazine that is called the *Best of Straight Talk* for those that have missed past articles. So hang in there.

— Editor



Roy and the boys talk about their favorite subject.



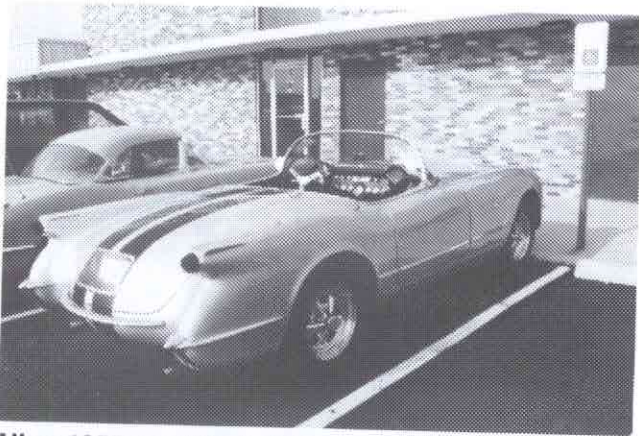
Six original workers from the St. Louis plant that came over to tell us stories of how it really was on the line.



A yellow beauty shows its stuff.



Noland, Lucy and I giving out bricks to SACE members from the Corvette plant that is to be torn down.



Nice 1955 modified at Bloomington.



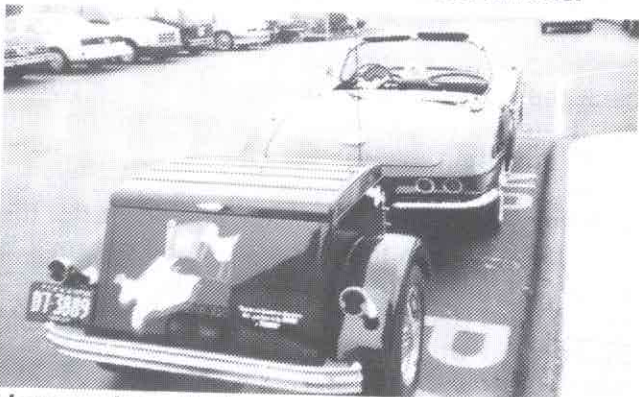
Kermit Park and Jeff Hyman were with us at the St. Louis plant.



Wheel tubs make room for monster wheels.



Your Vette was born here.



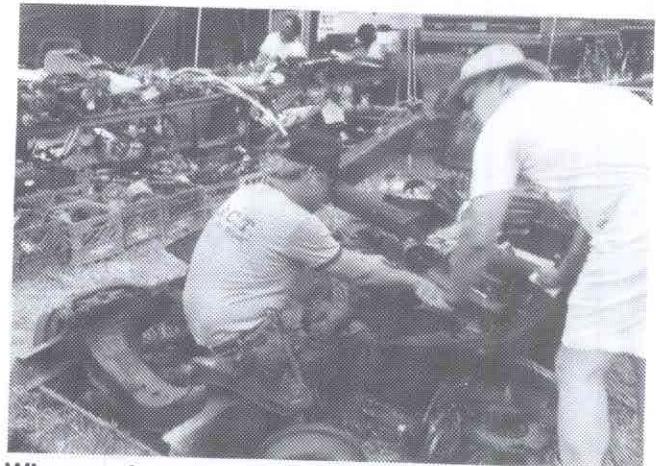
I love seeing a Vette owner use his car. This was a body off restoration.



Do you have any "jumper cables?"



Proud owner of this modified Corvette.



Why a few more parts and you'll have a Bloomington Gold Vette.

ROUTE 66 CORVETTE CARAVAN

by Lucy Badenhoop

This summer SACE participated in the Corvette Triple Treat: a Route 66 road tour, our fifth national convention, and the Bloomington Gold show.

The old Route 66 passes through eight states: Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona and California. It is roughly 2400 miles of potential agony in a car with the most rudimentary of suspension systems, no power steering and a convertible top for air conditioning.

This was a long trip and misery loves company, so I took along some equally eccentric travellers suffering double dementia: old Corvettes and Route 66.

There was a red 1963, the Nulf family from Ohio with twin sixth graders, a van and car trailer. My father also came in his van pulling the trailer for my charcoal 1958 fuelie. Another Ohio driver, Jerry Herbert, in a red 1967 came with his daughter of "sweet sixteen" (and she was).

We had SACE members Steve and Jane Manion in their aqua blue 1961. A white 1962 covered in sponsor decals was driven by Vette Vues reporter Kermit Part from Virginia. His wife had sense enough to let a buddy named Butch Jones ride shotgun.

The oldest car to make the entire trip was a red 1957 from northern California driven by SACE member Ron Smith, who ended up in an Oklahoma bridal sweet (more on that later). Other Corvettes joined up for short segments of the trip, but these six started at the Pacific Ocean and finished at Lake Michigan nine days later.

The daily plan called for a 9:00 a.m. departure, 300 leisurely miles and arrival at the hotel by 6:00 p.m. It was a great plan, but was largely ignored. We did leave the Santa Monica Pier very close to schedule. George Maharis (Buzz in the Route 66 TV show) rode in my car as we led the parade of Corvettes.



Leaving the pier in Santa Monica with "Buzz" in Lucy's Corvette.



At the border of California and Arizona.

After the excitement of the sendoff and our battle through the Los Angeles basin traffic, the solitary drive across the Mohave Desert of southern California was a welcome respite to the earlier din. We arrived in Needles hot, thirsty and eager for a dip in the pool.

The next morning, the town of Needles hosted a complimentary breakfast at the Chevy dealer. The local newspaper sent a reporter and all the local dignitaries made us welcome. This was our first taste of small town hospitality.

We made a rest stop in Oatman (a restored mining town) and cruised through Seligman (a WW II type town). After a stop at the Grand Canyon Caves and the Grand Canyon, we pulled into Williams, Arizona just before dark. The local newspaper was waiting for an interview and came back the next morning for pictures as we pulled out. Here we would experience more of the "old road" hospitality.

The Mountain Side Inn went overboard for us with live country-western music and prizes (for the dirtiest car). When the manager found out my CB (citizen's band radio) was on the blink, he arranged for the local Radio Shack to open at 7:00 a.m. so I could get it working before we hit the road next morning. Now that's the Route 66 spirit!

On our third day, we had lunch at the Petrified Forest and Painted Desert park. Late in the afternoon, the Rio Grande Corvette Club met us about 30 miles west of Albuquerque, New Mexico and escorted us to the hotel.

The next morning they took us for a special tour of the Galles-Kraco racing facility. This is the place that prepares the cars for Al Unser, Jr. and Bobby Rayhall. The racing teams were on the road, but we had the run of the place and even the ladies were impressed.

The local television station interviewed several Corvette owners at the race shop and joined us on the road for about an hour. Some of the footage appeared on that evening's news broadcast.

We stopped for lunch in Santa Rosa, but mostly the drive through eastern New Mexico and the western Texas panhandle was monotonous. We

managed to amuse ourselves by using the CBs to sing to each other and read some of the Burma-Shave ads from a book.

The original Burma-Shave signs were on red boards with white letters along the farmer's fence posts. There were about 600 different ones between 1927 and 1963. If you did any travelling on U.S. highways during those years, you'd remember the little commercial rhymes like "EVERY SHEBA — WANTS A SHEIK — STRONG OF MUSCLE — SMOOTH OF CHEEK — BURMA-SHAVE."



Cadillac Ranch outside Amarillo, Texas.

Just west of Amarillo, Texas, we made a quick stop at the Cadillac Ranch. This is a line of ten old cars stuck nose down in the middle of a farmer's field. Tourists cover them with graffiti and the farmer paints them a new bright color every year. Last year was pink, this time they were blue. Texas farmers grow strange crops.

That evening I washed the car and immediately began worrying about the weather — it always rains after you wash the car, right? Well, I forgot this was Texas and they do everything bigger and better in Texas. They don't have ordinary summer thunderstorms — they have hail. The 10:00 p.m. weather map showed TWO hail storms, one North of us going west and one south of us going east.

It was a long night with visions of fractured fiberglass flashing in my mind's eye. I mentally reviewed my insurance policy to see if I was covered for hail damage, but couldn't remember it being mentioned either way (included or excluded). The weather gods were kindly to us, both storms passed Amarillo with little more than a sprinkle of rain.

Day five had an unexpected treat in McLean, Texas is another small town relic that refuses to die just because the interstate by passed it. The Sheriff met us on the road and escorted us into town. We took a detour passed the old folks home, they were all at the windows enjoying the classic car parade created just for them.

Then on to the Route 66 Museum (the barbed wire exhibit is impressive) for coffee and

homemade baked goodies. As we left town we went by the oldest known Phillips 66 gas station. It's been restored to its original glory. McLean gave us another taste of the warmth and friendliness you experience on the old road.

The closer we got to Oklahoma City, the scenery changed from open brown prairie to lush greenery. I'm sure it was rather ordinary, but after four and a half days of desert and prairie, it seemed lush.

Western Oklahoma has many long sections of original Route 66 cement with seams that go clackity-clack as you drive. Some portions also have the raised curb. This curb was an advanced engineering technology in its day. It was supposed to turn the wheels of the car back onto the road if the driver drifted off. Experience soon proved that the curb caused cars to flip over rather than "herd" the car back on the road.

Just west of Oklahoma City the local Corvette community joined us for a drive through town. It's good that they did, because they showed us a selection of Route 66 with a lovely old bridge that we would have missed. The old road went right past two of the television stations, so of course the camera crews were out and the Corvettes got more news coverage.

It was getting late, but Davenport, Oklahoma was still waiting for us. We were escorted into the city park where the mayor gave us the key to the city. I don't think it's the kind of place where they lock anything up, but it was a grand gesture. It appeared most of the town came out to greet us.



The mayor of Davenport, Oklahoma presents a key to the city.

Our stop that night was in Stroud, Oklahoma. the hotel manager was so pleased I chose his establishment that he honored me with the bridal sweet: king sized bed, marble jacuzzi, the works. Unfortunately, I was travelling with my father and needed two beds (not to be found in a bridal sweet). About that time, Ron Smith (alone in a red 1957) was checking into a double bed room, so we negotiated a trade of keys.

Day six started well but deteriorated rapidly. Our travelling billboard (Kermit's white 1962 covered with sponsor decals) had developed shifting problems the day before. It soon became apparent that the car needed a new throw out bearing. All sight seeing was eliminated for the day and we dead headed for the hotel in Joplin, Missouri.

Once there, the crew set up our makeshift garage: the front end of the 1962 rolled up on the trailer, then the ramps were pulled. Several of our shade tree mechanics pitched in to help pull the transmission. Five hours later the job was done.

While they were working, the television crews came out and shot their interviews and footage of the Corvettes right there in the parking lot. It was all on the evening news.

The seventh day was one of the most uneventful and pleasant. The drive across Missouri was leisurely, the scenery was interesting and nobody had mechanical troubles. Our early arrival in St. Louis was heralded by several Corvette enthusiasts waiting to join us for the weekend — a very exciting one too.

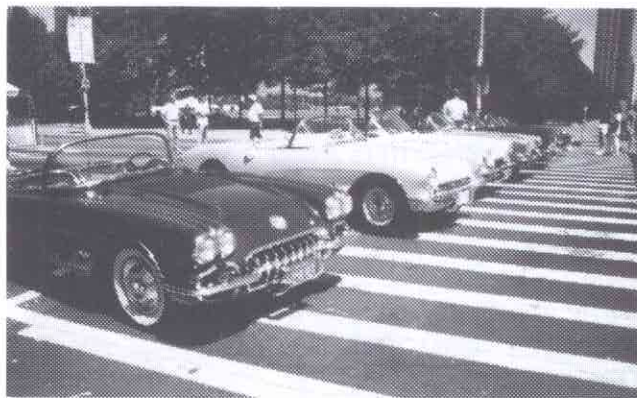
Saturday morning we paraded past "The Arch" on our way to the former Corvette factory (1954-1981). This was the plant that produced our cars. In a sense, they were returning to their birthplace. I had been very fortunate in obtaining permission to enter the building (now vacant and possibly planned for demolition).

Several former Gm employees joined our group and explained how the production line was set up and operated. They enjoyed telling stories about how things really were on the assembly line, especially the practical jokes they played on each other.



Parts in the assembly line pit at St. Louis, Missouri.

The quality inspector told of the time he found the driver's side of a Corvette painted one color and the passenger side painted a different color. It seems there were two painters, one on each side of the line, and one of them was color blind. He had kept it a secret for 15 years by memorizing the



Jackson and Lake Shore Drive in Chicago.

sequence of the paint hoses. While he was on break, his partner reversed two hoses, thus switching colors. It was the first time anyone but his partner knew he was a color blind painter.

Mr. Clark, the property owner, was very generous and allowed us to help ourselves to anything laying around loose. We all left with signs like "No Smoking" and bags full of fasteners and fittings that had fallen to the bottom of the pits under the assembly line. After we each got a souvenir brick from the wall and photos of our cars "rolling out the door" we reluctantly prepared to leave. This was the highlight of the trip.

Another pleasant day driving through Illinois brought us to the outskirts of Chicago for our last night together. There was significant difficulties getting the Chicago community to respond for my requests for parking arrangements at the downtown end of Route 66 so we could take pictures. Upon arrival, I learned that the last few blocks of the road were barricaded in preparation for a festival the next week. Tents and trailers were parked in mid-street!

Being one determined lady on a mission, I found a public parking lot nearby our destination and had everyone stay put underground while I went in search of the security forces for the festival. Their trailer was easy to find and they were patient listeners while I poured out my sad story of driving 2400 miles in 1 34 year old car through desert sands, hail storms and midwest humidity only to find the end of the quest quarantined.

Fortunately, the chief of security liked old Corvettes, and was of the proper age to remember the Route 66 TV show, so he winked at me as he headed toward the barricades chatting about Todd and Buzz. We got to drive the last few blocks and nose our cars up to the barricades at the very end.

The Corvettes parked across all six lanes of Jackson, then we got out and removed the barricades, went across Lake Shore Drive and took pictures with the Chicato skyline behind the Corvettes. We replaced the barricades, said our thank-yous to security, our good-byes to each other, and headed for the SACE convention.

JUNE 1991 IN CENTRAL ILLINOIS

Mary Rae and I want to thank everyone that helped make the 5th SACE Convention a success. This list would include our loosely organized committee, workshop lecturers, our son Andy, (for doing the farm chores each day before returning to Springfield), SACE Officers, commercial vendors, hotel staff, Bloomington Gold Staff and you, the SACE members.

The Illinois weather held off the rain this year allowing both the 5th Convention and Bloomington Gold to have what we call, ideal weather for an outdoor car show.

I am still on a high after the convention, and it will be some time before it fades away. It all started with the St. Louis factory tour (Route 66), the 1953 heading for the Bowling Green museum in the motel lobby, the number of SACE members attending, panoramic photo, workshops and ending with the Bloomington Gold swapmeet. All this in nine days, for our family after two years of planning. Your many kind remarks during the convention and follow up thank you notes make us feel so humble. All we wanted to do was make it work for you and meet your needs. It was you the members that made the convention for us.

For the record, there were 71 families, 119 individuals, 15 commercial vendors, 30 corvettes and 24 states represented.

Till next time . . .

—Max Brockhouse

1991 NATIONAL CONVENTION

Door prize donors and supporters

- Chevy/CORVETTE Buyers Guide
- Chicago Corvette
- Corvette Clocks by Roger
- CORVETTE FEVER
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- Repro Parts
- Route 66 Tour
- Seatbelts, Barbara Spear
- Joseph Tripoli, Jr.
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- Zip

1991 NATIONAL CONVENTION

Special thank you to workshop speakers and assistants

Noland Adams	Dale Pearman
Luck Badenhoop	Ray Quinlyn
George Barlos	Alice Richter
Julie Braatz	Larry Richter
Mary Mary Bratz	Forrest Shropshire
Roy Braatz	Vernie Thomas
Andy Brockhouse	Joe Trybulec
Bob Clift	Rich Verbra
Dale Lael	Volunteer Judges
Laura Lael	George Stice
E. Ray McKinley	

1991 NATIONAL CONVENTION

Thank you plaque

Forrest Shropshire, GA; tech session
 E. Ray & Rosalee McKinley, IL; van driver
 Dale & Laura Lael; helping with convention
 Andy, Alex & Mary Rae Brockhouse; IL supporting and sharing
 Larry & Alice, OR; tech session & helping
 Bob Clift, FL; tech session
 Ray Quinlan, IL; 1953 display
 Dale Pearman, TN; tech session
 Vernie & Mollee Thomas, IL; helping with 1953 display
 George Stice, IL; tech session
 George Barlos, MO; tech session
 Joe & Mary Beth Trybulec, MO; factory tour

TECHNICAL GUIDE UPDATE

Vol I, Section 8. Form: "Estimating the Vehicle Assembly Date." The bottom of the form should be replaced with the following:

1957-1962 can be estimated within a week of the actual date.

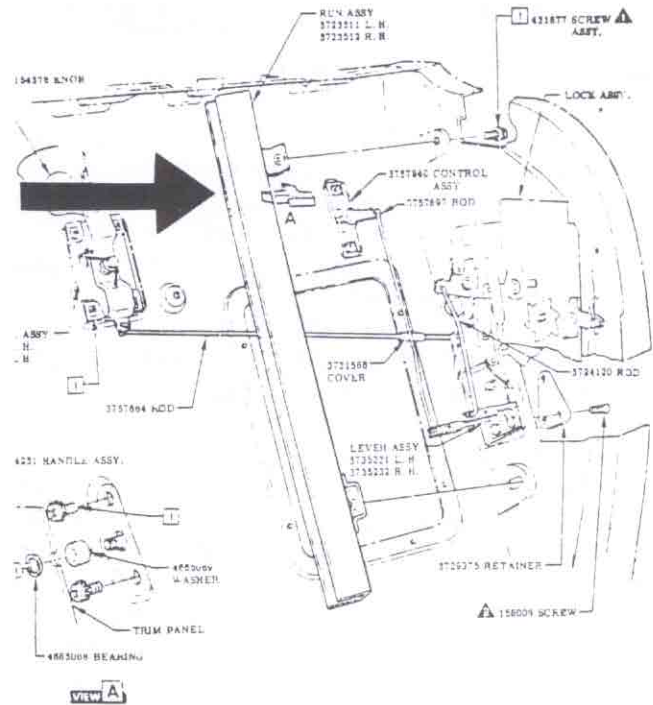
Last six digits of VIN	_____ (F)
Use table in Tech Guide:	
Prior month_____yr_____	
Prior month end quantity	_____ (G)
Subtract: (F) minus (G) =	_____ (H)
Prod month_____yr_____	
Move right to ave/day column:	_____ (I)
Divide: (H) by (I) =	_____ (J)
Use Gregorian calendar	
Find same month first prod day	
Count up to (J) work days	
Equals est assy date	_____

A SOUND TIP

by TONY CATALANO

Some time ago I had the opportunity to replace the door cat whiskers, front window run and rear window run liners. The replacement of all these pieces makes for an esthetically pleasing improvement over old worn and broker parts. One piece in particular that is usually either badly worn or totally gone is the felt material that lines the inside of the rear window run assembly. This rear run is simply a U-shaped piece of metal that guides and holds the rear portion of the door windows when they are in the down position. If the felt type of material is badly worn or missing from this metal run the window will vibrate and rattle as your *motivatin' over the hill*. It will sound like there is a hand full of loose junk in the door every time you shut it. It's tough to be cruising correctly with all the annoying rattle. There is an easy fix. Just place a new strip of material in the window run. The liners are cheap and available from most of the catalog suppliers. After replacing my door liners with new material the windows were extremely difficult to roll up or down. The problem was the new rear window run liners. The new material caused the window run to fit so tightly around the back edge of the window that it restricted its free movement. The tight fit could have been due in part to the material not being broken in or being an incorrect thickness. An easy solution was to put the window run on the bench and place a piece of plywood into its length, then pound the plywood into the run. This expanded the inner dimension. I then tried fitting the window run assembly on and off the window a few times to check for a good fit.

The fit does not need to be tight, it is only necessary that there is material between the window stainless and the metal window run assembly. This will keep the doors nice and quiet.



1991 NATIONAL CONVENTION

June 26, 1991 - Fifth National Convention — Springfield, Illinois

YEAR	%	CLASS	OWNER	COLOR
53	na	display	Ray Quintan, IL	white
54	95.46	trailer	Keith Troutwine, OH	white
55	58.26	driven	Ted Barnes, MO	gold
55	na	display	Preston, Delan, IN	red
56	90.26	driven	Ken Kavalchek, OH	black
56	na	display	Forrest Shropshire, GA	red
57	93.04	driven	Ken Hanna, IL	cascade green
57	73.30	contemp	Ron Smith, CA	red
58	na	display	Lucy Badenhoop, CA	charcoal
58	73.92	driven	Max Brockhouse, IL	white
59	79.42	driven	Jim Schwade, IL	red
60	96.94	trailer	David Harrington	white
60	na	custom	Kevin Moore, IL	blue
60	99.06	trailered	John Van Weel, MA	turquoise
61	88.10	contemp	Art Burns, MN	blue
61	na	display	Dale Lael, IL	black
61	78.06	driven	E. Ray McKinley, IL	fawn
61	97.88	trailer	John Neas, OK	black
61	96.46	driven	Steve Olson, IL	white
62	na	display	David Dowdy, IL	fawn
62	92.68	contemp	Gene Gamache, RI	red
62	73.54	contemp	Gene Hill, MN	white
62	99.12	trailer	Joe James, MO	fawn
62	na	display	Kermit Park, VA	white

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(The increase is because of the economy)

S.A.C.E.

c/o GEORGE MARRA

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WESTERN REGIONAL CONVENTION

Coos Bay—August 22-24, 1991

Good weather prevailed as nineteen straight axle cars arrived for the start of the convention. Old friendships were renewed, new friendships were made, and a good time was enjoyed by all. Roy Braatz and Larry Richter led the technical sessions which seemed to go on into the wee hours. I believe that everyone benefits from this type of information and exchange of knowledge,

On Friday, show day arrived with the following cars being inspected:

Original and Trailered Class:

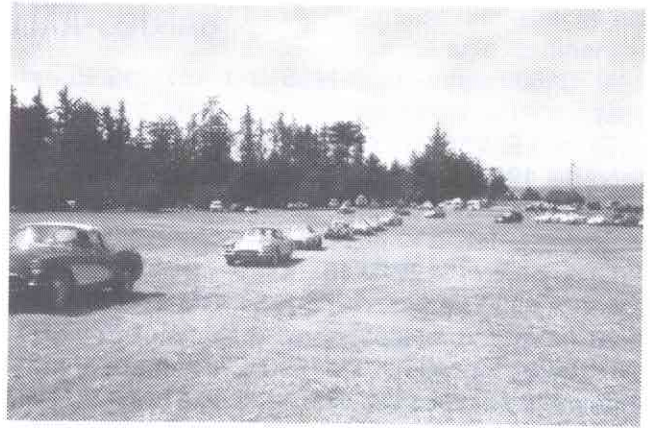
Jerry Palmer 1954
George Marra 1956
Harry Cianci 1957
Steve Clay 1957
Marlow Jorgenson 1958
Bill Verboon 1960
David Eichman 1961
Rex Ott 1962
Larry Richter 1962

Custom Class:

Jim Gross 1957
Ed Britton 1958

Saturday morning all sleepy-eyed people and eighteen straight axle cars and a few rubber axled and other assorted automobiles toured to Shore Acres State Park and then on down to a very windy Bandon Beach. Saturday evening concluded with the awards and presentation banquet. Generally, I believe everything went as planned and it was an excellent convention.

Larry Richter
Convention Chairman



S.A.C.E. Marketing Director George Marra left and S.A.C.E. member Tony Catalano trying to assist our enthusiastic Editor at the 1991 S.A.C.E. Western Regional Convention at Coos Bay, Oregon.

BANJOS-AXLES AND BEARINGS

(A) C1500 assy. 1953-1955 GM #111119 (roller type).

(B) ND-RW507BSY-1BC assy. (ball type) Corvette 1956 and car 1955-1956, GM #3729375* Install with removable seals in the inboard position.

(C) Hy-JRN1542WB-15 assy. (roller type). Corvette 1956 and car 1955-1956, GM #7450792.

(D) (stamped 904262) assy. (ball type) Corvette 1957 and Car 1957 GM #904278* Install with removable seals in the outboard position.

(E) JRN1542WAB27 assy. (roller type). Corvette 1957-1962 and car 1958-1964 GM #7451415 (w/P/Trac BANJO and AXLE).

(F) RW607B assy. (ball type) Corvette 1958-1962 and car 1958-1964 GM #907294 (w/o-P/Trac BANJO and AXLE).

and are the same as early chev. 1948 to 1954, axles too, the problem was that the axle was the inner race surface, and if the bearing went, so did the axle.

1956 (B) was a BANJO all to its own, #3714966 and axles #L3714781 = 28 13/16. #R3714782 = 30 5/16 long, and posi. was not offered

1957 Banjo early was #3739688 (without P/Trac)

1958 Banjo was #3752100 (without P/Trac)

1959-1962 Banjo was #3773007 (without P/Trac)

1957-1958 Banjo was #3744927 (with P/Trac)

1959 Banjo was #3764360 (with P/Trac)

1959 Banjo with H.D. Brake/Susp. (with P/Trac)

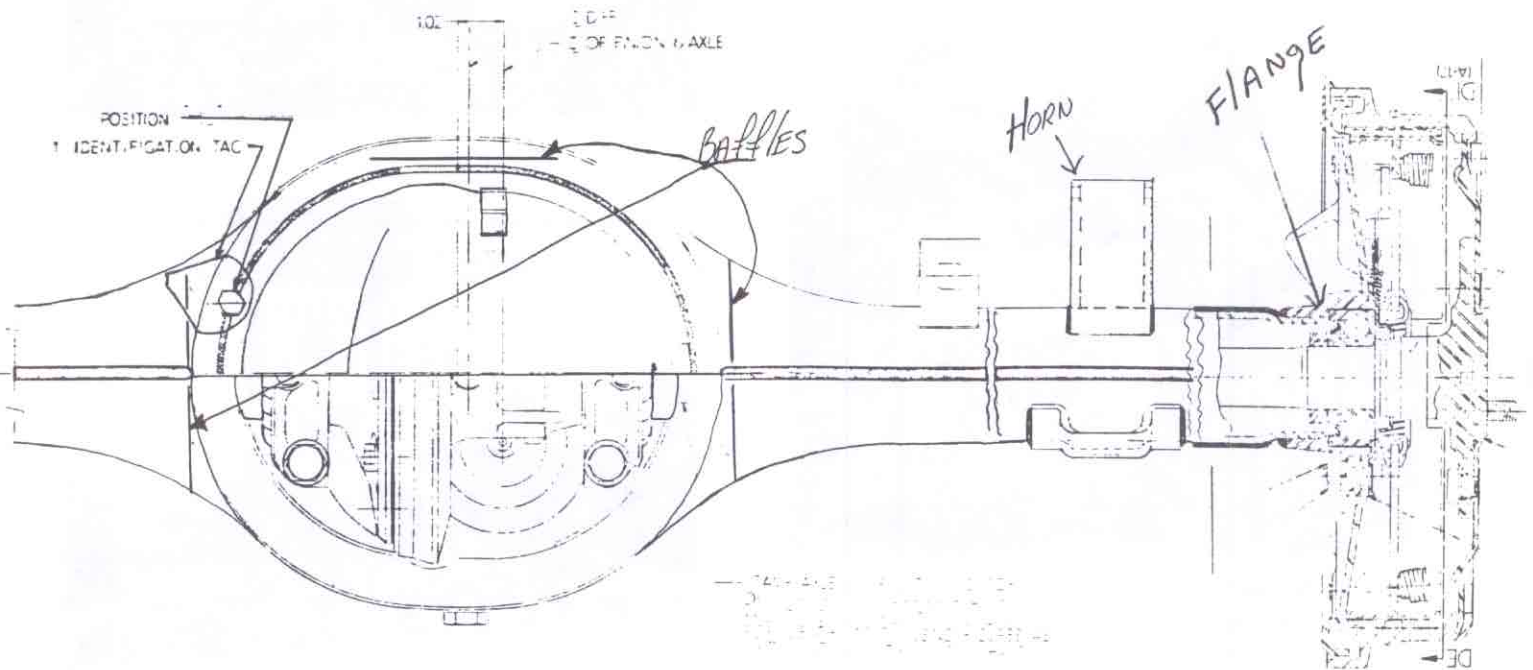
remember this was the first year for traction bars, which had to be a different Banjo.

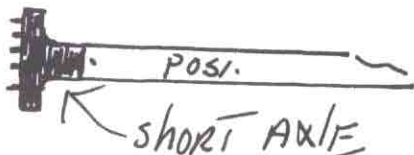
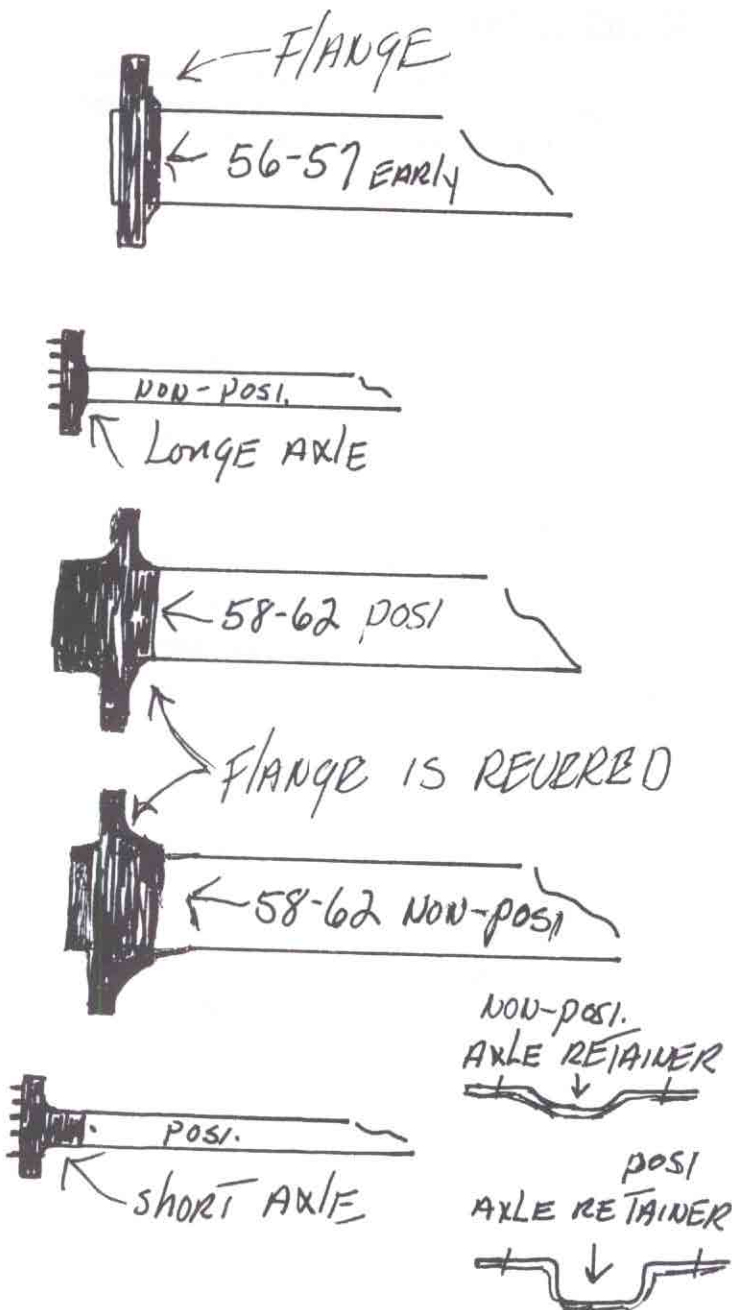
1960-1961 Banjo was #3773006 (with P/Trac)

1962 Banjo? I didn't have the part no. It uses no drain plug at all.

Now I hope that I did this correctly using the Hollander 1966 edition and a 1960 GM parts book you can see that there were all different numbers and for a reason, so let's look at it to see why the difference. 1953 to 1955 is easy, there was only one type Banjo and axles. 1956 was a new arrangement for the Banjo, or first design, then in 1957 posi. was offered, so came a second design, because of the pumpkin a posi. versus non-posi., two types of axles and Banjos were used up to 1962 now. Then came 1959 and traction bars were offered causing a third design. 1962 was the forth and last, this Banjo had no drain plug weather posi. or not, (making sense yet?). And again posi. versus non-posi. As you can see if your putting together a basket case Vette you need to know this . . . right?

So it seems that a posi. pumpkin uses shorter axles because of the way the unit is made. And different outside diameter and thickness bearings are used for each different Banjo. OK! once you determined which Banjo you need, how do you tell? First is easy, does it have horns or not, welded on for the traction bars? 1959 and later. Second, 1962 has no drain plug, posi or not. Third, if the pumpkin is out of the Banjo a posi. Banjo will have baffles at each side and top (see drawing). Forth, where the axle flange is welded to the Banjo section there are three designs, again see drawing. You may have to read this article two or three times to understand this mess, but I know that you will find your self looking at other peoples rear ends NOW. If you have a Vette that is driveable, your trouble will come when you need to buy a bearing, if you don't know which axle or Banjo is in your Vette.



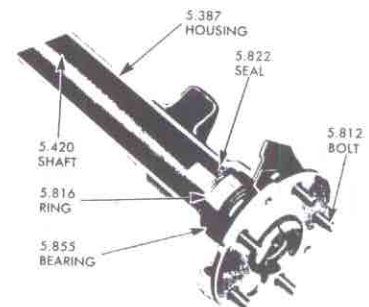


ONLY POSI.
HAS P-on CARRIER

1956 and 1957 bearing outside diameter is 2.85 and thickness is .885 in. also the axle retainer that holds the axle in is a near flat design. If 1957 bearing was a posi, the bearing came with a spacer which is .09.

1958-1962 bearing outside diameter is now 3 in. also, and thickness is 1.032 in. also, the axle retainer that holds the axle in is a flat design (see drawing). Today GM #907294 is a bearing you can buy that is a 3 in. x 1.032 in. and is called out to fit 1958-1962, its an assy. having two O-rings, these bearings are called out to be a non-posi bearing. NOTE: early prints indicate a spacer used on early Vettes using a posi-banjo with non-posi bearings. The thickness of a posi bearing is not known at this writing. I will add a update in later issue. The flange was a separate piece that was welded to the banjo, and here is where the bearing difference takes place. The deepness where the bearing sits in and diameter of that area is what you need to know to determine the right bearing size, and it will also determine the axle retainer that is needed. So before you build up or rebuild your rear end you must know this information first. READ THE NEXT ARTICLE ON FRONT WHEEL BEARINGS.

— Editor



51-53	2-SPD.			
53-55	CORVETTE	3702798	1	147.95
53-55	1/4 TON (1st Ser.) (exc. 1 TON D-D)	3702911	1	42.10
53-55	1 TON (D-D) (1st Ser.)	3700016	1	89.10
54	1/2 TON	3700017	1	89.10
54-55	2 TON (1st Ser.) (exc. 2-SPD.)	3702912	1	54.25
54-55	2-SPD. (1st Ser.)	3702913	1	145.15
55-56	PASS.	3702914	1	147.95
55	1/2 TON (1st Ser.)	3730168	1	54.25
55-59	1/2 TON (2nd Ser.) (exc. P Trac.)	3711023	1	54.25
60	Ser. 10 (4 WD)			
55-59	1/2 TON (2nd Ser.) (exc. D-D)	3751890	1	53.75
60	Ser. 20 (4 WD)			
55-59	D-D, 1 TON (2nd Ser.)	3774766	1	96.50
60	Ser. 20 (D-D)			
55-59	1 1/2 TON (2nd Ser.) (exc. 2-SPD.)	3752563	1	94.60
55	2 TON (1st Ser.) (exc. H.D., 2-SPD.)	3740012	1	122.00
55-59	2-SPD.	3718104	1	145.15
55	CORVETTE	3741072	1	147.95
57	PASS.	3714966	1	49.50
57	CORVETTE (exc. P Trac.)	3739443	1	54.25
57-58	CORVETTE w P Trac. (exc. P.G.)	3739688	1	54.25
58	PASS.	3744927	1	54.45
58	CORVETTE (exc. P Trac.)	3750932	1	53.75
58-59	1/2 TON w P Trac.	3752100	1	53.85
59	PASS.	2361001	1	79.50
59	CORVETTE w H.D. Brake Susp.	3765124	1	53.75
59	CORVETTE w P Trac. (exc. P.G.)	3758903	1	54.45
59-60	CORVETTE (exc. P Trac.)	3764360	1	54.45
60	Ser. 10 (exc. 4 WD)	3773007	1	54.95
60	Ser. 20 (exc. 4 WD, D-D)	3768179	1	54.75
60	Ser. 30	3768188	1	96.50
60	Ser. 40	3768155	1	96.50
60	BISCAYNE (TAXI)	3774079	1	125.00
60	PASS. (exc. TAXI)	3770229	1	57.50
60	CORVETTE w P Trac.	3772449	1	54.80
57-59	1/2 TON (exc. P Trac.)	3773006	1	54.95
60	Ser. 10			
57-59	1/2 TON (exc. P Trac.)	BOLT, hq. to carrier short (7/16-24 x 1 1/2)	3735727	A.R. 10
60	Ser. 10			
58-59	PASS., CORVETTE	BOLT, hq. to carrier long (7/16-24 x 1 1/2)	3735728	4 10
		NUT ASSY., carrier attaching (1 1/2-24) (w/ sealing washer)	3750570	A.R. (4.317)
37-60	ALL CORVETTE	VENTILATOR rear axle (drive type)	1171317	1 20
55-57	PASS.			
56-57	CORVETTE	WASHER, carrier bolt (3/8 LD x 1 1/8 O.D.)	1496254	10 (4.317)

*NOTE: On 1946-48 models reverse position of spring eye bolt spacer from inside to outside.
*NOTE: When installing on 1955-56 job it will be necessary to use rear spring anchor Plate 3737372 (pr. 7.818).

AXLE IDENTIFICATION TAG CHART

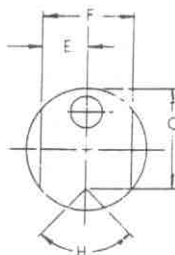
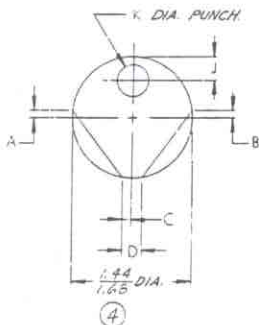
Noland supplied me with the prints from GM that cover rear axle identification, many parts are identified by using different color paint here and there, as seen by the chart. Remember 800 was

the model number. Also the TAG chart explains the cut outs many people wonder about, each had its own part number which is unusual.

Item No.	Part No.	Model, Etc.	Gear Comb.	Stamped	Identification Tag Assembled Under Carrier Attached NDT.	Paint on Frame End of Axle Shaft	Paint Circle Around Filler Plug	Miscellaneous	Differential Carrier Part No.	Paint on End of Pinion and O.D. of Ring Gear	Paint on Carrier
14	3775276	1000 LPO 1108	12:37	G & A - FC	%3756491	YELLOW CROSS (X)	—	—	3758046	YELLOW	SPOT OF YELLOW AT BUFFALO
15	3772190	800	10:37	G & A - AH	—	—	—	—	3758040	GREEN	—
16	3772191	800 RPO 313 AUTO	9:32	G & A - AE	%3741069	—	—	—	3758033	BLUE	SPOT OF BLUE AT BUFFALO
17	3772192	800 RPO 675 LIM. SLIP	10:37	G & A - AN	—	—	YELLOW	—	3743966	GREEN	YELLOW STRIPES
18	3772193	800 RPO 675 LIM. SLIP	9:37	G & A - AP	%3741070	—	YELLOW	HEAVY DUTY BRAKES	3748977	WHITE	YELLOW STRIPES
19	3772194	800 RPO 675 LIM. SLIP	9:41	G & A - AQ	%3741071	—	YELLOW	—	3743970	ORANGE	YELLOW STRIPES
20	3776929	800 RPO 687 LIM. SLIP	10:37	G & A - AS	—	—	YELLOW	HEAVY DUTY BRAKES	3743966	GREEN	YELLOW STRIPES
21	3776930	800 RPO 687 LIM. SLIP	9:37	G & A - AT	%3741070	—	YELLOW	HEAVY DUTY BRAKES	3748977	WHITE	YELLOW STRIPES
22	3776931	800 RPO 687	9:41	G & A - AU	%3741071	—	YELLOW	HEAVY DUTY BRAKES	3743970	ORANGE	YELLOW STRIPES
23	3772198	800 RPO 686	10:37	G & A - FJ	—	WHITE CROSS (X)	—	—	3758040	GREEN	—
24	3772199	800 RPO 686 LIMITED SLIP	10:37	G & A - FK	—	WHITE CROSS (X)	YELLOW	—	3743966	GREEN	YELLOW STRIPES
25	3772200	800 RPO 686 LIMITED SLIP	9:37	G & A - FL	%3741070	WHITE CROSS (X)	YELLOW	—	3748977	WHITE	YELLOW STRIPES
26	3772201	800 RPO 686 LIMITED SLIP	9:41	G & A - FM	%3741071	WHITE CROSS (X)	YELLOW	—	3743970	ORANGE	YELLOW STRIPES



ITEM NO.	PART NO.	A	B	C	D	E	F	G	H	J	K
1	3741069 N.D.	—	—	—	—	—	—	—	—	.29	.39
2	3741070 N.D.	.09	.09	.12	.24	—	—	—	—	.29	.39
3	3741071 N.D.	—	—	—	—	.56	1.12	—	—	.29	.39
4	3756491 N.D.	.09	—	.12	—	—	—	—	—	.29	.39
5	3764936 N.D.	—	—	—	—	—	—	1.20	90°	.29	.39
6	3820028 N.D.	.09	—	.12	—	—	—	—	—	.32	.45
7	3820029 N.D.	—	—	—	—	—	—	—	—	.32	.45
8	3820030 N.D.	—	—	—	—	—	—	1.20	90°	.32	.45
9	3820031 N.D.	.09	.09	.12	.24	—	—	—	—	.32	.45
10	3820032 N.D.	—	—	—	—	.56	1.12	—	—	.32	.45

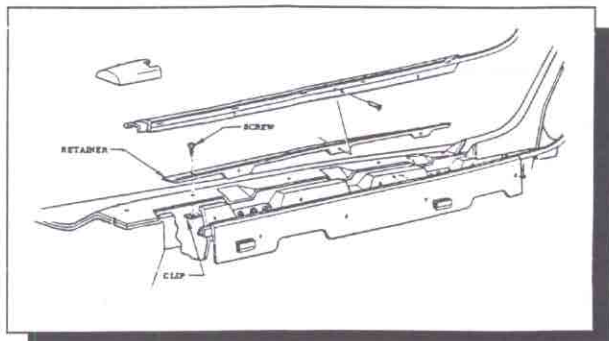


DWG. DATE	12-8-58	SCALE	FULL	DR.	E. J. CHAPMAN
FIRST USED.				CK.	FEHLMAN
REFERENCE	E.C.R. 9904			APPR.	
MATERIAL SPEC.	SEE NOTES				
NAME	AXLE IDENTIFICATION TAG CHART				
PART NO.	3767632				

RIGHT STUFF!
NEW!

Reveal Moulding Retainer

1956-1960



Retainers sold in pairs only (L.H. & R.H.)
Supplied with mounting screws and clips.

All parts made in U.S.A.

Priced at \$41.00 per pair.



**Repro
Parts, Inc.**

227 James
Bensenville, Illinois 60106
708/860-6950

REPRO PARTS, INC.

Mr. Rich Verba brought out for the first time his TACHOMETERS at our 5th convention in Illinois. Well I'm here to tell you, don't bother to buy one that needs restoring because his are right on using original GM parts for the inures. The only non-perfect item is that it is missing the little AC logo on the back side and the stamp mark. At the price of \$350.00 its hard to justify the cost to rebuild one to look like new. Check him out and you'll love his work, he is the one that makes them.

Rich also makes the Reveal Retainer that rusts out on some Vettes, both one and two piece units that are right on.

(continued from previous page)

1958-1959 ALL (except P/Trac): Order RW-607-NR
1960-1962 ALL (except P/Trac): Order RW-607-NR-5573

The letter (R) at the end of each number means roller.

Write or call:

ALLIED BEARING SALES, INC.
8962 Ellis Avenue
Los Angeles, CA 90034 USA
Phone: (213) 837-0752
800-421-3658 (not in Calif.)
FAX (213) 837-0755

As you can see from the thickness of the outer bearings there is a small difference which may cause the dust cup from seating all the way on 1953 to 1957 if you were to use the 1958 to 1962 bearing. Check the distance in your HUB to see if you do indeed have the right year HUB on your Vette. Again they can also service your early Car application. I want to mention that lately I have tried to cover mechanical applications because this information covers all year Vettes, so that all members can benefit. Also, remember that a Vette originally had the brake drum revitted to the hub unless the drum was replaced, which may also cause a miss-balance at high speeds.

Here are the numbers if you have a car. Tapered roller bearings front, using the original hubs as Vette:

F/Inner 1955-1957 is a B40-R — \$25.00
F/Outer 1955 only is a B41-R — \$50.00
F/Outer 1956-1957 is a B01R — \$18.40

Remember only ALLIED can supply MBS bearings. Tell them SACE sent you, ask for Steve.

—EDITOR

RIGHT STUFF!

Authentic Replica Tachometer

11 Models available from 1959 through 1962

1959	5500 Red Line Generator Drive	1961	5500 Red Line Generator Drive
1959	6500 Red Line Generator Drive	1961	6500 Red Line Generator Drive
1959	6500 Red Line Distributor Drive	1961	6500 Red Line Distributor Drive
1960	5500 Red Line Generator Drive	1962	5500 Red Line Distributor Drive
1960	6500 Red Line Generator Drive	1962	6500 Red Line Distributor Drive
1960	6500 Red Line Distributor Drive	<i>Other models available soon. Please inquire.</i>	

All parts made in U.S.A.
All assemblies calibrated per specifications.

Priced at \$350.00 per unit.



**Repro
Parts, Inc.**

227 James Street, #5
Bensenville, Illinois 60106
708/860-6950

HOW NOT TO BUY A CORVETTE

Early Saturday morning, July 14, 1990, as I awoke, I heard a person on the clock radio saying "Come to the Spectrum Auction in San Francisco. Come and buy that nostalgia automobile now!" I thought I'd go and just look around a bit! Well . . . I saw a 1956 that I felt was worthy of a bid. However, once the bidding started I quickly spotted the other people in the crowd who wanted the 1956. "Boy!" I thought, "am I in the wrong world!" One of the bidders was a guy from India, I think, 'cause he wore a turban. Another guy was a cowboy with a ten-gallon hat and a thousand-dollar suit. The last guy looked like a sheik from the Middle East.

The happiness of winning the bid wore off a couple of weeks after the auction when my attempt to get hold of the previous owner failed. By purchasing this car from an auction I lost the history of the car which I feel is part of the charm of owning a special car like this. I have, however, several clues as to the history of the 1956. The major clue is the medallion on the front of the car. The medallion reads "First Place Winner, 1986, Antique Automobile Club of America." I called the A.A.C.A. and found that they had excellent records. On June 12, 13, 14, 1986 in Michigan the car won a National First Place award. The owner at that time was Thomas Scott of Houghton Lake, Michigan. On July 24, 25, 26, 1986 the car was shown once again in Cedar Rapids, Michigan. I don't know if any awards were acquired at that event. I'm trying to communicate with Mr. Scott. However, the address I received from A.A.C.A. was six years old.

The other clues I have found were at Valley Auto Body Shop. Moe Miller, the owner, and I were restoring the dashboard. When we removed the gauges we discovered on the back of the radio a repair label. This is the information on the label: McKay Radio, 4109 Foothill Blvd., Oakland, California, Invoice -2518. Even more information was on the tachometer: Speedometer Service & Instrument Co., San Francisco — 131 Fell Street; Oakland — 1414 Broad, *November 25, 1974*, Invoice -35836A, R.C. ? (A repair person).

The last interesting discovery I've made is the number "NBS-137" engraved on each hub next to the valve stem hole. Could this be a California License -NBS-137 or Michigan License -NBS-137? . . . Well, perhaps. However, other states have these letter-number sequences as well. I'm looking in to all of these possibilities.

Now . . . these are things I do know:

1. Original color was Polo White.
2. Present color 1961 Corvette Roman Red.
3. Found side exhaust pipe brackets in front of rear tires.

4. Found large safety belt brackets by the driver seat only.

5. Two tow brackets were welded on the "A" frame.

6. Correct engine block. Wrong Power Pack heads.

7. 89.56 MPH-ET 16.896, Vette Magic — August 4, 1991. 1/4 mile elimination race was lost because I went too fast. Also, I used 1st and 2nd gear only. I put the card in 3rd gear after I went past the timing lights.

8. Ninety miles per hour in 2nd gear with a 35 year old car . . . not too bad, huh?

9. Our 1956 Corvette is in San Francisco Bay Area, November, 1974.

10. Our car is in Houghton Lake, Michigan, July, 1986.

11. Purchased car in San Francisco, California, July 14, 1990.

12. Question . . . old S.C.C.A. race car?

Any help filling in the blanks to the history of this car is appreciated!

Boy, is this fun!

Rich & Karen





SERVICE NEWS

VOLUME 29

DECEMBER, 1957

NUMBER 12

HEAVY-DUTY REAR WHEEL BEARINGS

Rear wheel bearing Unit No. 7450792 has been released for optional service use on 1955-56 Passenger Cars. This is a higher-capacity bearing for use as service replacement on vehicles requiring bearings with greater service life. Each bearing package contains complete instructions for installation.

Rear wheel bearing Unit No. 3750616 has been released for service use on 1957-58 Passenger Cars in those cases where extra-duty bearings are required. This is the same bearing as used on 1958 Corvettes with Positraction and Passenger Cars with the Taxi Cab options. The installation procedure is as follows:

1. Place rear wheel bearing retainer on axle shaft.
2. Install bearing inner race on axle shaft using tool J-6661.
3. Install oil seal in outer race and roller assembly and lubricate sealing surface of oil seal lightly.

4. Place assembly formed in step 3 on bearing inner race being careful not to pinch oil seal sealing surface.

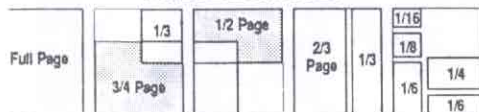
5. Install lock ring using flat side of tool J-6661.

CAUTION: *It is imperative that the narrow ground face on the lock ring be installed toward the bearing inner race.*

6. Place spacer in 1958 axle housing, with the chamfer on the O.D. of the spacer in-board or toward center of vehicle. This spacer is not required in 1957 housings.

When removing these heavy-duty rear wheel bearings, the steel lock ring can not be removed by stretching the ring with a hammer and chisel as on previous installations. The lock ring used with the heavy-duty bearings is of hardened steel and should be removed along with the bearing by the use of Axle Shaft Bearing Remover, J-5741.

SACE Advertising Information



Display Advertising Rates and Sizes

All Display Advertising Will Be Charged at the Rated Schedule Below:

Size	Width & Height	Member	Non-Member
Full Page	7-1/2"x10"	\$90.00	\$150.00
2/3 Page	4-7/8"x10"	\$60.00	\$100.00
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1/3 Page	2-3/8"x10" or 4-7/8"x5"	\$30.00	\$50.00
1/4 Page	4-7/8"x3"	\$22.50	\$37.50
1/6 Page	2-3/8"x5" or 4-7/8"x2-1/4"	\$15.25	\$25.00
1/8 Page	2-3/8"x3-1/4"	\$11.25	\$18.75
1/16 Page	2-3/8"x1-1/2"	\$ 9.00	\$15.00

★ Your name, address and phone must appear on each ad.

★ SACE is not responsible for any transactions made through our advertising section. We reserve the right to refuse advertising.

★ Print or type all ads on a minimum 5 1/2 x 8 1/2 sheet of white paper. Do not write. Please print in Upper and Lower case letters!

★ Proper funds must accompany all advertising before press time.

★ Contact Office for Contract Rates.

★ Advertising that appears in the SACE doesn't mean that the SACE endorses its promotion or use. Only club items are promoted for sale.

MAIL WITH PROPER FUNDS TO:

S.A.C.E.

c/o George & Dickie Marra
Nevada City, CA 95959

WANTED

WANTED: 1957 Corvette parts. Restoring three (3) 1957's, all parts considered, send parts list cast numbers, date codes, prices, etc to: R-VETTES, 3663 Kilmur Drive, Columbus, Ohio 43221-5607 or leave messages 1 (614) 771-3985.

WANTED: 1957 parts car. Can be very rough, or frame and tub only, will consider all. Also, any 1957 parts, please help. Harald Lamberts, (515) 986-3381 IA.

WANTED: Seeking my 1960 Horizon Blue Corvette. I was the original owner VIN #00867S106644. If you are the current owner or know the current owner, please call me collect. Steve Eveloff, (217) 525-0413 (day), (217) 529-5656 (evening).

WANTED: 1954 Corvette Water Goose Necks (top half). I will pay or trade for other 1954 parts. I have the following parts: fuel pump (also 1953), ignition switch, housing and key, gas filter (small AC), side chrome strips, parking lights, gas door, gas tank filler necks, transmission dip stick and housing, rear of trunks spare tire housing like glass piece, speaker grill mesh (top half) and chrome piece, taillight bulb socket only. Dave, (503) 673-6525 (days), (503) 672-5044 (eves.). Member #740.

WANTED: 1958-1962 Corvette Project Car. Prefer original car with matching numbers, car may be apart or partially restored, or need total restoration. Also need B.W. T-10 tail housing dated July, August or early September 1958. 1-800-227-0707, ext. 5324 (work) or (703) 281-0106 (home).

WANTED: Dual four barrel intakes, 1956 #3728725, #3731394 — 1957-1961 #3739653. Also 1955 WCFB carburetors #2218S, #2351S — 1956 #2366SA, #2419S, #2362S — 1957 #2655S, #2626S, #2627S, #2613S, #2614S — 1958 #2669S — 1959 #2818S — 1960 #3059S — 1961 #3181S, 3182S — 1962 #3190S, 3191S. Also AFB's, call with what you have. St. Louis Corvette, Joe Trybulec (314) 831-7841.

WANTED: Cast iron T10-1 transmission main case. Would appreciate any help with this. Call Tony Catalano, (604) 536-8435 or send, written communications only to: 15545 Cliff Ave., White, British Columbia Canada, V4B 1V8.



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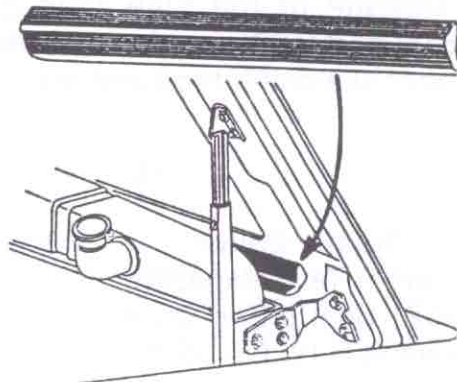
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