

Q. What parts are still in stock for 1962 Corvettes at Chevrolet dealers?

A. One way to determine this availability is to get a G.M. price book at the dealer and take each part number from the assembly manual and see if it is listed in the price book. If so, the part is still available. Also, Eckler's new Restoration Catalog lists parts in fine print as opposed to bold print if they are G.M. parts so most of the work has been done for you already but not in an exhaustive manner. (ALL the available parts do not appear).

Now for the hooker! G.M. reissue parts for your 1962 Corvette are as a rule not as "judgable" as reproduction parts. If you want to minimize point losses in N.C.R.S. and N.C.C.B. events you are usually better off with GOOD reproduction parts. This situation has come about as a result of G.M.'s cost cutting PROFIT motivated manufacturing decisions. The most recent G.M. profit ideas center around Licensing Fees, Application Fees, Royalty Payments, etc., aimed at small reproduction parts manufacturers. The days of individuals tooling up for backyard production of a part or two that G.M. has butchered or discontinued are over! These fees are on the order of \$250,000.00 AND up to 15% royalty payments. I predict the evolving of a TRUE underground CLANDESTINE manufacturing environment within the next few years. It almost seems that the "Corvette;" in my opinion is the only thing G.M. has EVER done right, is being TORPEDOED by its creators for the sake of money.

TRIVIA

WCFB (as in carb) means Will Carter Four Barrel; also white cast four barrel, also wrought cast four barrel. Take your pick!

AFB means Aluminum Four Barrel.

A.C. (as in spark plug) means Albert Champion. There were two feuding brothers both made spark plugs.

SLAD means St. Louis Assembly Date.

VIN means Vehicle Identification Number.

Your tire weighs 26 lbs. (6.70 x 15), and your wheel weighs 18 lbs.

BY THE WAY

RP.O. means "Regular Production Order Or Option!"

L.P.O. means "Limited Production Order!"

C.O.P.O. means "Central Office Production Order" (mickey-mouse).

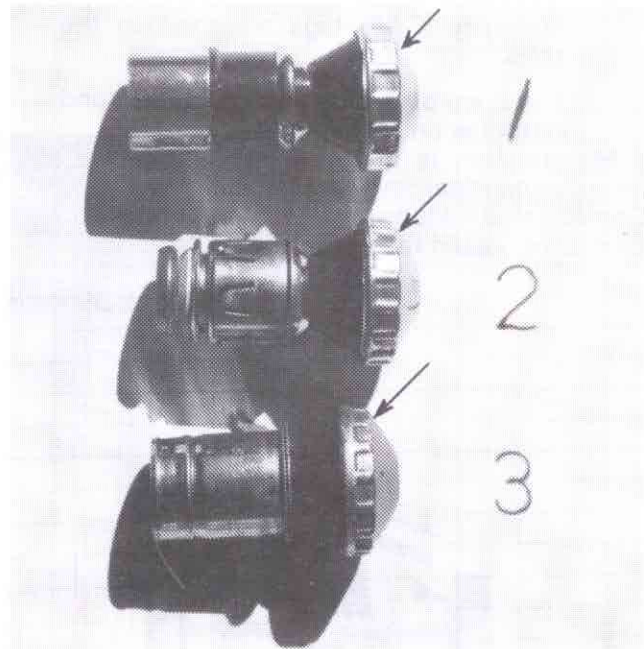
Where do you think the purple Shriner's 62s would have been written up? . . . COPO?

56-57 CIGARETTE LIGHTERS

By Harry Cianci

The cigarette lighter knob in my '57 vette was as rusty as an old Ford fender. It appeared that a '56 Chevy Bel-Air lighter would be a perfect substitute. But further research has convinced me this is not the case. In order to understand what is correct we must first understand what is not correct. Apparently there were two suppliers of the '56-'57 G.M. lighters. Rochester and Casco, but Casco supplied all corvettes lighters. Rochester makes many car lighters. Photo #1 is the Bel-Air '55-'56 car Rochester, it has a longer element, with a plastic body and a guard over the heating element, also a cone shape washer between the knob and housing. Photo #2 is the '53-'55 Casco, it has a short element, no guard and a flat washer between the knob and housing. Photo #3 is the '56-'57 Casco, it has a short element, a guard and a cone shape washer between the knob and housing. Rochester '55 knob with element #7006535, smooth flutes. Rochester '56 knob with elements #7008461, ridged flutes. Casco '53-'54 vette 6V #3699602 replacement knob black only, you paint. Casco '55 vette 12V? Casco '56-'57 knob with element #3723940. Casco '58-'60 knob with element #3735264, also same as '58 car. P.S. when ordering from the parts department dealer, years ago, a second design lighter for '56-'57 was used, the flutes were shorter and S/S cover rusted and didn't polish very good, also on the side of the element the word Casco 6V or 12V was imbossed in, also all housings had a ground tang and a light attached to it so that it lit when the dash light was on at night.

FLUTES



1. '56 car, plastic body. 2. '53-'54 vette, not the knob. 3. '56-'57 vette.