

Requests for SACE Technical Advice

For more information on how to place a request for technical advice,
see SACE Technical Panel on page 2

Requestor: Dean Sorenson, Centralia, WA 98531

Vehicle ID No.: 10867S106151

Problem Description: I recently purchased a new soft top for my '61 roadster and had a "recommended expert" install it. The job was very unsatisfactory, and even after a second visit to the "expert" the top fit poorly. I am now resigned to the fact that because the top bows were not adjusted prior to installing the new material, that proper adjustment of the bows will require another skin. When I purchase the second new top, I want someone who knows what they are doing to install it!

Question: Does SACE have a directory of skilled technicians whom I can rely on? Centralia is located mid-way between Seattle, WA and Portland, OR. HELP!!!

Answer: SACE does have a directory of skilled technicians. When you install a new soft top the adjustments are made with the soft top and pads removed. If the car is equipped with a hard top, the side windows must be adjusted to the hard top, and the folding frame adjusted to the windows. If not equipped with a hard top, you can adjust the folding frame and side windows together. The Corvette service guide ST-12 on page 1-29 covers the various adjustments of the folding top linkage.

Ref. book and page: See above.

Advisor: Brooks Cooper

Requestor: Art Bruns, Cambridge, MN

Vehicle ID No.: 10867S110184

Problem Description: The Corvette is a 1961, with standard 283 cu. in. and 4 barrel carburetor. It has Powerglide. The selector will work with low, drive, neutral, and reverse, but not park. It will jump back to reverse. There seems to be excessive looseness in the shifter compared to other Powerglide Corvettes I have looked at. I tried to adjust the linkage according to the service manual but to no avail. From underneath the car I can shift it into park by moving the linkage, but not with the shift lever from above.

Question: Do I need to install a new shifter? Is there something wrong in the Powerglide unit itself? Is there any adjustment I can make?

Answer: Since you stated that the transmission goes into gear, the problem probably lies in the shifter. Adjust the shifter according to instructions in Corvette manual ST-12. If this does not work, your shifter is probably worn and should be rebuilt or replaced. See one of the many Corvette magazines for companies offering these services.

Advisor: Brooks Cooper

Requestor: David L. Mason, Raleigh, N.C.

Vehicle ID No.: #57S102334

Problem Description: Temperature control gauge reg. 220+

plus fogs up inside on lens. Gauge rebuilt and recalibrated, plus new sending unit. Still does the same thing. Any ideas?

The radiator has been recored and they say that the temperature gauge they use reads 190.

Answer: I must confess that I have no solid advice for you, Dave. I assume the sending unit is correct and will be compatible with the gauge. I found that I mismatched the two on my '56 and got faulty readings. Since the gauge fogs and gives high readings, this would seem to be the culprit. I am sending your inquiry on to someone with more mechanical skills in this area and hopefully they can offer something more concrete.

Advisor: Jim Kornis

Requestor: Walter LiPuma, Bayport, NY

Vehicle ID No.: 2087S106618

Problem Description: My name is Walter LiPuma. I just joined SACE, and I would like to ask a few questions. I am the owner of a 1962 FI Corvette #20867S106618. I have owned this car since 1964. I also never thought that when I sold my motor, heads, transmission and shifter back around 1969-1970 that this was a bad move. I located the fellow I sold it to and found out that this motor, heads, and transmission were sold in 1975 to a fellow in East Meadow. I have placed ads and still no motor, so I would like to buy a motor and heads so that the number might be close to what it should be in this car.

Question: Can you tell me what numbers on the right side of the engine block are right for my car, and heads number also, and where do you think I might go to buy these parts? (1962 FI motor, 360 Heads, T-10 transmission, and expansion tank dated '61).

Answer: The numbers on the front right pad pertain only to the car it was built for. You will have to find the right dated block and have the front pad restamped, if that's what you want. The right block for your car has a casting number on the top left rear that read 3782870. The characters are 1/2 inch in size. That size tells you the block is from the Flint, Michigan assembly plant and is wrong for your Corvette. The casting date, found on the rear top right, must precede your assembly date of the block, but not by more than six months. An example of how to read a casting date is (A112) January 11, 1962. Your car was built the first week of February in 1962. The engine was probably assembled in January. The front right pad on your block is stamped with two sets of characters. Example: 2106618 F012RE. In the first set, the "2" indicates 1962, the last six digits are the serial number of the car. In the second set, "F" is Flint Assembly plant, the "012" is the date of assembly (January 12). The "RE" indicated 360 HP and manual transmission. The heads have a casting number - 3782461, under the valve cover in the rocker arm area. Engine blocks, heads, etc., are advertised in various Corvette publications.

Advisor: Brooks Cooper