

QUESTIONS & ANSWERS

SUPPLIED BY DALE PEARSON

Q. What is the latest GOLD GRILL application in the 1962 production run?

A. Noland Adams states that S/N 13,078, late June, was observed with an original gold grill.

Q. What's the difference between a real 1962 tachometer boot and a reproduction?

A. Reproductions have seven bellows while the original have five.

Q. Was there a part number on the drive shaft of my 1962?

A. Yes. Centered in 1 inch high yellow paint stencil was the part number 3712381.

Q. At what S/N did the 1962 fuel cars go to a small "x" on the air cleaner?

A. Some small "x" air cleaner tops have been documented on 1962 fuel cars below S/N 5200 but mostly the large "X" version, as used exclusively in 1961 production, appears. After S/N 5200, in 1962 models, we see only the small version.

Q. At what point was the main case of the T-10 transmission changed from cast iron to aluminum?

A. The T-10 is the optional four speed transmission and an iron main case has been observed in 1961 production as late as S/N 2160 which corresponds to approximately the fourth week in October of 1960. At that point the switch to aluminum was effected. Figure out your exact SLAD or let me have your serial number if it's later than 2160. You may set a new standard if you have an original iron case?

Q. What did the bolts look like that held the fan blade on for 1962?

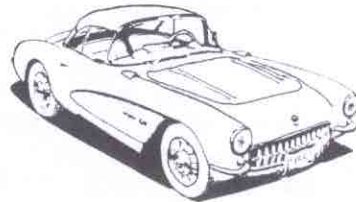
A. I've always seen four each GRADE EIGHT, hex head cap screws. A single "T" appears in the center with six little slash marks around it, (indicating grade 8 SAE). If the assembly line experienced a shortage of the screws then anything goes as long as they met the grade specification. A split ring lock washer appeared under the screw head. A PULLEY REINFORCEMENT PLATE was used between the water pump flange and the pulley while a SPACER was used at the harmonic balancer inside the timing chain cover to bring the fan belt into alignment. This area of the Corvette can cause severe problems when cheap fasteners are used.

Q. I lost the fasteners that hold on my timing chain cover when I was rebuilding my 1961. What do they look like?

A. This fastener helps in looking quickly over junk yard engines for early pieces. Slotted pan head cap screws were used exclusively until mid production 1961 when the hex head cap screw appeared. Either style is considered correct until about mid production 1962 after which I would expect to see hex head cap screws only. An early style eight tang, (not twelve) external SEMS type (captive) star lock washer was used under all timing chain cover screws regardless of the head style. "RBW" most often appears in the dished head but anchors, etc., are also acceptable.

Q. Is the 2268 high performance generator pulley 4 inches in diameter?

A. No! It's 4.11 inches in diameter.



Q. What's the difference between '61-'62 and older straight axle cars?

A. The hoods are NOT interchangeable '61-'62 to older cars. I learned this at SWAPMEET UNIVERSITY. Want to buy a 60 hood for \$300? That was the price of this lesson (tuition). The Harrison crossflow radiators were used starting in the '61 production run. (After S/N 1700 or so. Remember?) '59-'60 models used hoods designed to accommodate the copper radiators and used a top radiator seal. '58 hoods were like this and had fake louvers as well. To-Tank radiators had a rubber seal as did the copper-brass type. 1961 cars until S/N 1700 or so using odd-ball radiators must have needed these seals and I'm not sure if earlier hoods were required.

Q. When did the four speed go from cast iron to aluminum on the main case and what's an allowable radiator on early '61 cars?

A. Early cars and up to 1961 S/N 2160 or so used cast iron main cases while all cars produced thereafter used aluminum. Aluminum tailpieces were used on all '61-'62 cars. Three speeds used cast iron for all 1961-62 Corvettes.

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!"

LP.O. means "Limited Production Order!"

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

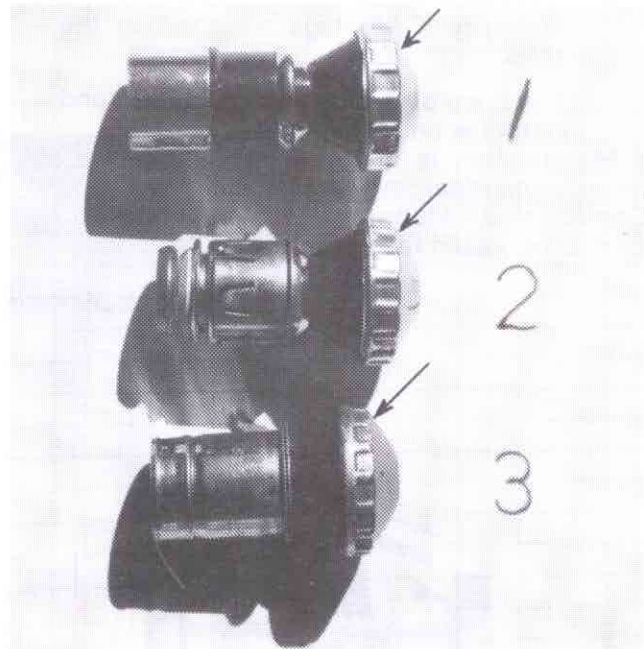
Where do you think the purple Shriner's 62s would have been written up? . . . COPO?

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.