

1962 Corvette: Letter From Zora Arkus-Duntov: Heavy Duty Parts

Below is a letter written by Zora Arkus-Duntov that Vince Piggins sent to Joe Pike in order to keep him up-to-date on Corvette production. Zora was pushing to have all of the parts listed in the letter to be placed in Chevrolet parts books in order to make them available to meet the requirements of the "regular production sports car" for races coming up in 1962.

INTER-ORGANIZATION LETTERS ONLY



TO Mr. W. T. Burwell
 FROM Mr. Z. Arkus-Duntov
 SUBJECT Corvette Heavy Duty Parts

ADDRESS Engineering Department, 3-306
 ADDRESS Engineering Department, 1-246
 DATE November 28, 1961

Howard
 I gather you specify no to
 pick this up & add in AMA.
 Better check right away to
 make sure this isn't needed
 by Dec 1st!

We have been directed by management to make available additional Corvette heavy duty equipment for 1962. This equipment must meet the following requirements: It should be listed and it should be available to all within a reasonable length of time. By reasonable length of time is meant one to two months, but not longer. Listing as service part is acceptable.

Below is a list of these items:

1. Heavy-Duty Suspension Springs (Part of RPO 684 package in 1958)

Front Spring	#3748140
Rear Spring	#3748143

These should be retained as service parts and available in sufficient quantity. (Past model year is a good indication.)

2. Auxiliary Front Stabilizer (Third stabilizer)

STABILIZER UNIT-FRONT(AUXILIARY) 3823052
 Per L-53461 (SERVICE)

This is a new assembly which will require part numbers and listing as a service item. This item should be designated as not recommended for street use. Furthermore, it cannot be installed with current exhaust system. (Mr. H. W. Krieger can be contacted for information.)

3. Special Brake Assembly

(SERVICE)
 BRAKE UNIT-HEAVY DUTY(SPECIAL) 3823053

This assembly is to be listed as service package which will consist of larger I.D. drum and/or new shoes with thicker pads and will incorporate self-adjusters. The brakes are currently under tests and are not finalized. All information on parts is obtainable from Mr. E. J. Naudzus.

4. 37 Gallon Tank and Related Parts

Per L-53433 TANK UNIT-GASOLINE (37 GAL) 3823051
 (SERVICE)

4. 37 Gallon Tank and Related Parts Cont'd

(Mr. H. W. Krieger can be contacted for information.) Customers should be warned that the installation of this tank requires cutting of body panel and, if hard top is used, requires cutting of backlight.

5. Halibrand Aluminum Wheels, Front Hubs, Axle Shaft and Spinner

Nuts WHEEL UNIT - KNOCK-OFF 3823050
(SERVICE)

This assembly existed in 1956, but was canceled in 1957. It will require listing as service package with assigned assembly or part numbers.

We have very little guidance as to anticipated volume of individual packages. 119 Cars in 1960 and 233 cars in 1961 were sold with RPO 687, which is Heavy Duty Brakes and Fast Steering. Although this RPO makes cars suitable for racing, in no way does it preclude their usage as pleasure transportation.

In regard to 24 Gallon Tank, LPO 1625, 10 were produced in 1960 and 25 in 1961. I feel that no more, but rather less 37 Gallon Tanks will be required. Those are Fiberglass tanks and Engineering has the tooling.

Higher volume, possibly 100 units, will apply to Auxiliary Stabilizer since it does not irrevocably butcher the car.

Extra Heavy Duty Brake may be in demand not because it is needed, but due to self-adjusting feature. One hundred to one hundred fifty units may be the demand.

On Aluminum Wheels, the prediction is difficult. Their functional advantage is for long races only where tire changes are required, but they also can be bought as an appearance item. Halibrand Engineering sells the kit for \$495 list. I feel that the best way to treat that is to purchase the material from Halibrand Engineering and not get involved in tooling the last model year run of current Corvette. That, of course, subject to laboratory check on Halibrand axle shafts which in the distant past were not satisfactory.

As far as timing is concerned, we can take care of requirements for February and March since prior to the management's decision outlined above, we were getting ready to take care of bona fide entrants in long distance international races as in the past; that is, supplying those people with everything necessary for such events. We have

plans for 10 sets of which 9 or less will be distributed to the "Daytona International" and "Sebring International" entrants. (Halibrand material is not included.)

This will give some leeway for procurement of material and "feel of the market." By April the material should be made available through the regular channels, but their listing is required immediately.



Z. Arkus-Duntov

ZAD:sgb

CC: Messrs. H. F. Barr
M. S. Rosenberger
K. H. Hansen
E. J. Naudzius
A. F. Baske
H. W. Krieger

Custom Fields

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