

Corvette Terminology

What does L-88, LT-1, etc. mean?

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A

AC Air Conditioning. AC was introduced in the middle of the 1963 model with only 278 cars so equipped, making these the third most rare of '63s (36 gallon tank cars and Z06 being fewer) and more rare than many other cars. In later years, the number grew to where AC became standard equipment. No '53 to '62 Corvettes had air conditioning from the factory.

AC Cobra See [Cobra, AC Cobra, Shelby Cobra](#).

AFB See [Carter AFB](#).

A.I.R. In terms of emissions equipment, this stands for Air Injection Reactor. Air is pumped by the "smog pumps" through air injection manifolds into the exhaust manifolds to complete the oxidization process of the unburned hydrocarbons in the exhaust stream. Many claim this is hogwash and is simply a case of diluting the exhaust with fresh air. That is, if the exhaust dirt is 100 parts per million (PPM), then adding a million parts of fresh air effectively makes the exhaust dirt 50 PPM, reducing the dirtiness, even though the same amount of dirt is still present.

In terms of racing, this stands for the **American International Racing** team headed by James Garner in 1968. His team bought three new 1968 L88 Corvettes for racing and ran them in the late '60s.

Air Box In the late '50s, part of the racing options included a box for channeling air through the body to the rear brakes for cooling.

Autocrossing A sport where you race against the clock on a course usually marked with pylons and usually on a parking lot. Only one car at a time is on the course, unless you are in a Pro Solo where you run on mirrored courses against another driver on the second course. Speeds are generally close to what you can experience on a public road and the sport is considered very safe for both you and your car. The fastest time wins.

ASR: anti-slip regulation, or something like that. Traction control. (bj)

ABS: anti-lock brakes. ABS began on 1986 models and on all four wheels. **Do NOT use silicone DOT 5 brake fluid with ABS.** (bj)

B

Balance a motor, balance the crank	Balancing is to grind or add metal to the moving parts so that the assembly is balanced and runs smoother. Basically each piston, pin, rings, and rod are balanced so each weighs the same as the others. Then the crankshaft is set so the weight of each piston/rod assembly matches the counterweights on the crankshaft. The factory balances within an allowable tolerance but for special performance, racing, or just ultimate smoothness, you need to have the assemblies balanced further. It is not something you need to take an engine just out to have done, but if the engine is being rebuilt or is having other major work done, then you should balance it. Flywheels and the clutch pressure plate should also be balanced, as should driveshafts.
Barker, Alan	Corvette racer of the '60s, he won the SCCA National championship for 1969 and 1970 in B-Production.
Basket Case	Usually a vehicle that has been taken apart (or torn apart as in a wreck) and the pieces are scattered about in baskets or boxes, waiting to be put back together. While the price is often cheap, the labor required to put a car together can be overwhelming to many, which is why the owner sells a basket case in the first place.
BBC	Big Block Chevy - the 366, 396, 402, 427, and 454 family of engines. See Rat Motor and Big Block Chevy .
Bedding in Brakes	A procedure of heating new, green brake pads so as to let the manufacturing gases escape safely and let the pads work at the high temperatures of racing. In some pads, this heating process alters the material such that it grips better. See Brake fade and Green Fade .
Billy Bob	A derogatory nickname for the 1999 fixed roof coupe, also known as a hardtop, due to some feeling this lowers the esteem of a Corvette, making it available to "common" people. This is a strange reflection back to the days of the '53 Corvette. See Fixed Roof Coupe for more information.
Big Block Chevy	The 366, 396, 402, 427, and 454 Mark IV family of engines. There have been other variations in the aftermarket world and in the Chevrolet special products world of aluminum engines for Can Am and for boat racing but those are expensive and you will rarely see one. The 366 is an old truck engine from the mid '60s and is probably equally rare today, even though many were built. See Rat Motor .
Bloomington, Bloomington Gold	This is one of the oldest Corvette shows in the US. When someone mentions Bloomington, they mean the Corvette show that started in Bloomington, IL at the McLean County Fairgrounds in 1973 as a club event. The show quickly grew to be the largest Corvette show in the country and became a commercial operation. In 1992, the show moved to Springfield, IL to the State Fairgrounds, where it stayed until 1997 when it moved back to Bloomington at the Interstate Center. In 2002, the show moved again to St. Charles, IL to the Pheasant Run Country Club where the cars are displayed on the golf course greens. Interestingly, both previous sites were on what was Route 66, furthering the association between Corvettes and Route 66. Bloomington Gold is held on the last weekend in June. The certifications from the show have become very important to Corvette owners interested in original or restored cars, as the awarding of a Gold or Silver certificate can greatly increase the value of the Corvette. The swap meet has traditionally been described as "if you can't find the part there, it doesn't exist". You can find them at Bloomington Gold for information on the next show.

Blueprinting	A very misunderstood term, this does nothing to increase horsepower in itself. Blueprinting is rebuilding an engine to the center of the specifications tolerances. A production engine can have various parts anywhere in the range of tolerances so blueprinting can bring each piece to where they work together rather fight each other.
Boiling the Brakes	When brakes get too hot, the heat transferred into the fluid can actually boil the fluid, creating air bubbles near the wheel. This significantly reduces the pressure at the wheel and reduces the stopping power. For this reason, competition cars use brake cooling devices such as air ducts and cooling fans. Early Corvettes also ran insulators on the brake pistons to isolate the heat from the fluid. See Brake Fade and Green Fade .
Bolt Ons (Bolt On Wheels)	Aluminum wheels used in 1967 that appeared very similar to the knock off wheels of 1963-1966 but were actually bolted on in a conventional manner the same as standard steel wheels.
Bonderant, Bob	A southern California racer who drove Corvettes in the early '60s. Today he operates a high performance driving school at Firebird Raceway in Arizona.
Bored, Boring	A machining process where the diameter of the cylinder (the bore) is enlarged. In American engines, overbores are typically .020", .030", .040" and .060" with .030" and .060" being the most common.
Bored and Stroked	Both the cylinder bore and the crankshaft stroke have been increased to enlarge the displacement and increase power.
Bose, Delco Bose	In 1984, Corvette used a stereo system design by Bose for use exclusively in Corvette. At the time, it was the most exciting factory stereo to exist in any car.
Bowling Green	Bowling Green, Kentucky, the current home of Corvette. Corvettes have been built here at the Chevrolet - Pontiac - Corvette plant since 1981. It is located right on I-65 and is easy to find. The National Corvette Museum is located basically "across the street".
Brackets, Bracket Racing	Drag racing where cars of unequal abilities can race and still determine a winner via a handicap system. Each driver determines his estimated elapse time or "dial in". The start lights on the Christmas Tree will run so that this driver is started before or after the other driver such that each will reach the finish line at the exact same time. The winner is then the first across. To prevent using slower dial in times (lets you leave earlier) than you can actually run, a break out system is incorporated so that if the driver runs faster than his dial in time, he "breaks out" and loses automatically. See ET and Drag Racing .
Brake Fade	When brakes get extremely hot, they fade and lose their effectiveness at stopping. Two means of this happening are that the material loses its ability to grip as it gets hot or that the fluid actually boils, creating air bubbles which reduces the pressure at the wheel, so lower pressure means less stopping power. See Boiling the Brakes and Green Fade .
Bricklin	While never claimed to be a sports car, the safety vehicle was a two seater and was a natural to be in competition with Corvette in the mid 70s. The Bricklin used both an AMC V8 and a Ford 351 V8. Since mid 70s Corvette performance was poor, the Bricklin was able to put up a good showing. The Bricklin was similar and had many desirable traits - mid engine, gullwing doors, good driver's cockpit, and reasonable weight. It only lasted a few years and disappeared. As the company was near its last legs, they donated several to the police department where they were built to be used as chase cars.

Broach Marks	The ridges or "grain" appearance to the deck of the block where the machining operation leaves lines as the cutter moves across the deck. The factory broach marks are along the axis of the block centerline while most automotive machine shops cut and leave marks perpendicular to the centerline of the block, which are readily detected when suspecting a restamp. However, some very expensive and sophisticated shops cut the blocks like the factory just so they can restamp and be undetected. See Matching Numbers and Restamp .
Bumpstick	<i>Slang</i> A camshaft, since it is a "stick" with "bumps" that bump the lifters up and open the valves.
Burn Outs	<i>Slang</i> A burn out is when you accelerate such that the rear tires spin and get hot enough to create smoke from burning rubber. Several terms for this are: Burning rubber, peeling out, peeling rubber, lay rubber, and so on. This demonstrates the manliness of the driver due to his possession of such a powerful car and the more rubber one can lay, the more manly he is. (Very tongue in cheek commentary)
Buttonwillow	A race track in Southern California that is very new, having opened in late 1995. It has been referenced on VetteNet rather often and is the site where some performance driving schools are held, along with SCCA road racing. See the Buttonwillow page for more information.

C

C1	1953-1962 Corvettes. This term is rarely ever used.
C2	1963-1967 Corvettes. This term is rarely ever used.
C3	1968-1982 Corvettes. This term is rarely used but more often than C1 or C2, usually only when a person has been talking about C4 and then refer to C3.
C4	1984-1996 Corvettes. This term is very common as these models have not acquired a nickname, such as the Straight Axles, Midyears, or Sharks.
C5	The newest generation of Corvettes. 1997 is the first C5 Corvettes.
Camber Rod	Often called the Strut Rod. This rod is part of the '63 to '82 IRS and controls the camber of the rear wheel. It is located directly below the halfshaft. See IRS .
Camshaft	In the small block and big block Chevy engines, it is a shaft that turns at one half of the engine speed and pushes the lifters up, pushing the pushrods that push the rocker arms on top of the head, which then depress the valve stem, opening the valves to either let fuel and air in or exhaust out. When someone says they "have a cam in their car", what they really mean is that they have installed a higher performance camshaft than what was originally installed. Almost every engine has a cam so the statement is silly, otherwise. Exceptions of course are reed valve two strokes and rotary engines, among others.
Can Am®	A pro racing series of the mid '60s through the early '80s by SCCA featuring unrestricted rules until 1974. The series resumed in 1978 with a 5.0 liter engine limit. Initially, some Corvettes entered the series and many Corvette drivers made the jump into specialty built race cars like Lola, McLaren, and so on. Many used Chevrolet and Corvette engines, but rapid escalation of costs brought incredible Chevy aluminum engine development in very large displacement big blocks, such as the 430 cid, 488, and more.

Cannonball Baker Sea To Shining Sea Memorial Trophy Dash	The 1974 brainstorm of Brock Yates, then an editor at Car & Driver, to have an "in your face" violation of the 55 mph national speed limit that had just been enacted to show that you could drive faster than 55 and not instantly die some horrible death. The name came from Cannonball Baker, a famed cross country racer who set many transcontinental speed records of the early 20th century. Originally starting in the Red Ball garage in New York City and ending in the Red Ball garage in Los Angeles, the race later moved to start in Darien, CT. The race only lasted a few years and was mainly by invitation only. The fame grew in later years and spawn both copycat races and several movies, including "The Gumball Rally", "Cannonball Run" series, and others. Today, Brock Yates runs the One Lap of America rally that takes some elements of the Cannonball and makes the whole thing legal by having the event as a huge, staged TSD rally with stops at racetracks around the country for all out high speed runs to gain points over competitors.
Carlisle	Carlisle, Penn. is the site of a series of car swap meets during the year at the 80 acre fairgrounds. In Corvette conversations, it refers to the Corvettes at Carlisle show held the third weekend of August. There is also a large show in the Spring and Fall for general car parts and several specialty car events through the year.
Carter AFB	A high performance 4 bbl carburetor built by Carter in the early '60s. It was used on the 327-300hp and the 327-340hp engines. Typically, they were about 600 cfm.
Carter WCFB	A 4 bbl carburetor used on Corvette engines both in single and dual quad configurations from 1955 to 1963. Typically, they were about 450 cfm.
Casting Number	When a part is cast, the mold has a part number and a date code set so that it is part of the mold and the part is forever identified. Most older Corvette parts such as heads, blocks, and manifolds, usually have a 7 digit casting number beginning with 3 to identify the part. On most Chevrolet blocks, the casting number is located on the bellhousing flange behind the driver's side head. See Matching Numbers and the illustration at Engine Block ..
Catalytic Converters	Platinum filled converters in the exhaust stream that continue combustion to finalize burning and reduce emissions. Catalytic converters first appeared on Corvettes in 1975 and mandated unleaded gasoline. Early cats were single and required the dual exhaust merge into one cat and then split back to dual mufflers.
cc'd, cc a head,	The term "cc" refers to finding the volume of an object, such as a head. In cc'ing a head, you place the head upside down so the deck is level, use a flat piece of Plexiglas with a small hole in it, seal the Plexiglas to the deck with a thin layer of grease, and drip alcohol from a burette until the chamber is filled. The amount you place in (measured from the burette) is the volume of the head chamber (i.e., 57 cc, 64 cc, 72 cc, etc.) and you use Plexiglas to see the air bubbles to ensure the chamber is really full and to watch so that you do not spill any by overfilling. If you overfill, you have to empty and start over.
CE block	CE is often defined as Chevrolet Engine. The CE block was a service replacement engine that may have been a warranty item due to price. The engine pad carries a CE code instead of the traditional codes on production engines. The first number indicates the year and the next five digits are a sequential numbering for the unit that year. 20,000 to 49,999 is for Flint-built V8s. 50,000 to 79,999 is for Tonawanda-built V8s. The VIN is usually not stamped in the pad, but occasionally is in a very rough manner, often misaligned and irregular depth, due to being handstamped at the dealer, if at all. These are relatively rare if in a Corvette within their dating period as they could indicate a Corvette that Chevrolet warranty work was performed on and the original engine was destroyed. These are the only cases of Chevrolet intervening in the life of a Corvette once

it left the factory since engine replacement required Chevrolet management authorization and most warranty work is simply handled by the dealer.

See [CE Blocks](#).

CFI See [Cross Fire Injection](#).

Chaparral A race only car built by Jim Hall of Texas for sports car racing in the unlimited and Can Am series. The body design was by Larry Shinoda and used many features that would later be incorporated into the Mako Shark and '68 Corvette. The Chaparral was used as a Chevrolet Engineering test bed for ideas they were unable to try themselves openly. Many ideas reached Corvette in some form but CE admitted that Jim Hall eventually became too radical in thinking and designs, even for them.

Cheetah A race car built in 1963 based on the '63 FI engine and rear suspension and weighed around 2000 lbs with roughly a 40/60 weight ratio F/R. The idea was to build a car to beat the Cobras and Bill Thomas wanted to be the one to do it, hoping for Chevrolet support. Chevy did not officially support him and after a factory fire, Cheetah production ended after somewhere around 40 cars were built. As such, most ran C-Modified in SCCA races and some actually entered the first year Can Am races.

Clamshell The nickname of a design where the hood opens such that the entire top of the engine area is exposed and hinges at the forward most point, similar to a clam. The '84-'96 Vette uses a clamshell design while previous years do not, even though they have a forward hinged, rear opening hood. As such, many have attempted to use this as the nickname for the C4 but without much success.

Clift, Bob One of the Corvette engineers of the '50s and '60s who test drove many of the Corvettes in testing. He was an avid SCCA racer in the '50s, racing a modified '54 Corvette. He lives in Hollywood, Florida today.

Cobra, AC Cobra, Shelby Cobra Carroll Shelby built the Cobra using the Ford 260 V8 and then the 289 V8 and the AC body, creating a "production hot rod". The Cobra weighed around 2200 lbs and while was far inferior to the Corvette in sophistication, ate Corvettes alive due to superior acceleration. Later Cobras had various versions of the Ford 427 and were only tamed when SCCA began to equalize the weights on the cars. Ford saw a good thing and used the Cobra as a means to get performance into their cars and image by only having to mildly support Shelby. See [the AC Cobra Page](#) for more information.

Coil Bind When a coil spring is pressed tight enough that a winding touches another winding and cannot close any more. In valve springs, this results usually in a broken spring.

Coil Over A type of shock that has the coil spring incorporated into the design rather than have the spring located separated. Usually a racing item, they have found their way into some exotic cars.

Corvette Challenge A pro racing series for Corvettes only. After Corvettes were expelled from SCCA Showroom Stock in the '80s, Corvette marketing convinced SCCA to permit a Corvette only series of identical Corvettes, along the idea of the IROC, only with showroom stock cars. From 1988, the Corvette Challenge cars were a special order requiring an SCCA license to buy it and included some special options for the series.

Corvette News In the '50s, amazed at the growth of Corvette clubs, Joe Pike became the editor of a free magazine produced by Chevrolet that was given to every Corvette owner. The only way

to get CN was to be an owner and thus mailmen and others read your copy to see what was inside. Due to Chevrolet's lack of organization, the ranks of subscriptions became too large to control, often due to mailing CN to people who had not owned a Corvette in years. Rather than clean up their own jumbled accounting system, in the early '80s they canceled the subscriptions and made it a paid subscription for anyone. Exclusivity lost, many did not bother to subscribe. Within a few years, CN died. Later Corvette Quarterly would be an attempt to bring back CN on a subscription basis.

Corvette SS	The Corvette SS was a race only Corvette designed to run endurance races at Sebring and LeMans in 1957. The magnesium body was very light over a tube space frame. It had the looks and the potential to be a winner but due to a bushing failing at Sebring, it retired early. The manufacturers decision to stop active factory participation in motorsports brought the car to an end before it could accomplish anything. One thing important was noted: The magnesium body was far too hot inside. The fiberglass "Mule" built to test the car before it was built showed that there was enormous potential in the design. The Mule was scrapped and later resurfaced as the Stingray racer. See <i>Stingray</i> and <i>Bill Mitchell</i> .
Cowl Induction	The process of obtaining air for the carburetor from the high pressure area at the base of the windshield, usually from a hood scoop that opens to the rear. The L88 hoods from '67 to '69 used cowl induction, as did the 302 Z/28 Camaro and some Chevelles. Later in 1973, cowl induction was again used to obtain cooler air as underhood temperatures climbed due to emission control equipment. It was discontinued and replaced with forward facing scoops which ran over the top of the radiator in 1975.
Crankshaft	The crankshaft is the main shaft of the engine that the pistons connect to via the rods and converts the downward force into rotating motion to propel the car forward. You will hear terms like Cast Crank, Iron Crank, Steel Crank, Forged Crank, and Billet Crank. Cast Crank - the crankshaft is made from cast iron like the block. Determined by the thin, sharp casting seam the length of the crankshaft. Iron Crank - same as cast crank. Steel Crank - actually a forged steel crank. Crank is not cast but forged and is stronger than cast. Easily determined by the forging seam that looks like someone ground it with a grinder, where the cast seam is a thin, sharp line. However, this has been counterfeited before so buyer beware. Forged Crank - A forged steel crank. Billet Crank - The crankshaft is machined from a single piece of billet steel, not forged, and is much stronger than a forging.
Cross Fire Injection	An electronic fuel injection system used on the '82 and '84 Corvettes that used two Throttle Body Injectors on a cross ram manifold.
Cunningham, Briggs	An American racer of the '40s and '50s who also built several prototype sports cars and racers in the early 50s for international racing. In 1960, he took a team of Corvettes to LeMans. This was a tremendous boost to Corvette and was used to justify many other racing projects.
Currin, Phil, Phast Phil	Phil Currin is a Corvette racer of the '70s who won the first IMSA GTO championship with a 327 powered '63 Corvette in 1972, beating out all of the big block cars. Not completely out of racing, he still runs a shop in Gainesville, FL, and in 1995, captured the Solo II National Championship in BSP.
Customs, Customizing	Some car owners do not like having a car like everyone else so they customized their cars to their personal tastes. Customs are cars that have been modified from stock to a

configuration that the owner desires, to enhance the appearance or performance or both. Usually, customs were for appearance, such as **lowering** a car, **dechroming** (removing the chrome trim and emblems), **chopping** (cut the roof horizontally to lower it), **sectioning** (cut the body horizontally to lower it), and painting. Custom paint jobs have taken many forms, such as different colors, different or special hues (pearl white), brighter colors (candy apple red, candy apple green, etc.), designs, patterns (lace), striping, and flames. See *Flames* and *Lace*. Some customizing such as flare fenders, hood scoops, Lake pipes or side pipes, and such were performance enhancements usually to permit larger tires, high rise intake manifolds, better exhaust, and such. See *Flares*.

Cypress, Cypress Gardens
Cypress refers to the NCRS Corvette show held each January on the third weekend at the Cypress Gardens park in Winter Haven, Florida. This show has been going on for years and have a very good turnout for both the show and the swap meet. Part of the reason has to be the 70 degree temperatures at the show when much the country has snow.

D

Date Code
Almost every mechanical part made for a Corvette has a date code either cast or stamped into it. These are used to determine if the part is correct for that Corvette, as an engine with a date code of D 16 5 (April 16, 1965) could not be correct for a '63 Corvette as the engine was made after the car was made. Parts too early are usually not correct either, as they would have been installed on an earlier vehicle, such as a B 23 3 (Feb. 23, 1963) in a '67 Corvette. The date code on a SBC is typically on the belhousing flange behind the distributor. On early big blocks, it was on the passenger side near the pan rail, but later (1970) moved up to the same location as the SBC. See [Matching Numbers](#).

Daytona, Daytona Beach
Usually refers to the Daytona International Speedway, which is the site for NASCAR racing's Daytona 500 and Firecracker 400 (now Pepsi 400), IMSA racing's 24 Hours of Daytona, Speed Weeks in February, and Bike Week in March. See [the Daytona International Speedway page](#) for more information.

Delco
Subsidiary of GM which builds many of the parts for GM cars.

DeLorenzo, Tony
Tony DeLorenzo was a Corvette racer who raced the Owens Corning Fiberglass '68 Corvette L88s and took them to an SCCA A-Production championship. He was related to some GM executive.

Disc Brakes
A brake where a caliper squeezes two pads together on both sides of a rotor (disc) to stop the vehicle. These have been used on aircraft for decades.

Disc Brakes were first installed in 1963 on the 5 Grand Sport Corvettes. These were special Girling units and were not placed on any production Corvettes. In 1965, a 4 piston, fixed caliper design was introduced as a no cost option, but were actually placed on all cars unless the drum brake (credit) option was marked. In 1966, these were standard equipment. In 1967, the design changed internally, deleting the more complicated (expensive) machining and the piston insulators. In 1984, a new floating caliper design was introduced.

Most of the 1965-1982 calipers suffer from sucking air and pitting, especially if they are permitted to sit for long periods of time (show cars, winter storage). The common cure, although not complete, is to have stainless steel sleeves inserted when the calipers are rebuilt and check the run out of the rotor, usually due to sloppy wheel bearings.

- Doane, Dick** Dick Doane was a Chevrolet dealer and racer in the Chicago area who received one of the first Grand Sports in 1963. He took the Grand Sports to some of their first races at Meadowdale, near Carpentersville, IL, and Rantoul AFB for their first competition.
- DOHC** Dual OverHead Cam - Two cams run over the valve train of the head. The cam either opens valves directly by the use of tappets (cam followers) or a rocker arm that rides on the cam lobes. The rocker method is least common. One cam operates the exhaust valves while the other cam operates the intake valves typically. With direct opening of the valves, typically there is room to operate two valves for the intake and two for the exhaust, so you have a four valve per cylinder engine. Typically this is in a crossflow head, where intake gases enter from one side and exhaust gases exit from the other. The advantage is that you can flow more air/gas in and more exhaust out, producing more power for a given displacement than a standard pushrod OHV engine. This type of valve train can operate at higher RPM than a pushrod style valve train. See also [SOHC](#) and [OHV](#).
- Drag Racing** A top speed or shortest elapsed time event between two cars on a straight course. Usually held at a drag strip of either 1/8 mile or 1/4 mile, each car starts when a starter (archaic) or a "Christmas Tree" releases them. The first car across the finish wins usually. See *Brackets*. In many drag strips today, there are timers at 60 feet to give times and there are lights before and after the finish to record the speed of the vehicles. These lights are called the traps. Some illegal drag racing is held on public roads and streets, often at a traffic light, where simply the fastest guy wins. See *ET*.
- Driving School** Depending on the context, it is either a high performance driving school such as Skip Barber, Bob Bonderant, Jim Russell, and others, SCCA racing school needed for a racing license, or a state mandated school to prevent points from showing on your driving license record for driving infractions.
- Dropped Axle** In reference to hot rods, street machines, and antique vehicles, a dropped axle is a solid beam axle used on the front suspension that has a drop to the center section so that the centerline of the spindles is above the axis of the beam. Often dropped axles on hot rods and dragsters are of new manufacture where once they were adapted from existing '20s and '30s vehicles and modified. See *Straight Axle*.
- In reference to trailers, any solid axle that the centerline of the spindles is above the axis of the main axle. The purpose is so the spring mounting perches are lower and the bed (deck) of the trailer can sit lower to the ground, as the clearance needed above the axle has been lowered. The disadvantages are that dropped axles are not as strong and can bend easily, that the ground clearance is reduced, such that during a flat tire, the spring perches may drag on the ground, and the fenders are higher in relation to the bed so that low cars have problems opening doors. See [Trailerling](#).
- Drum brakes** Prior to 1965, all Corvettes had drum brakes, as did most American cars. A wheel cylinder expands a front shoe and a rear shoe to rub against the inside of the drum, stopping the car. Since air does not circulate well inside the drum, drum brakes can get very hot and fade, losing their braking effectiveness. Some heavy duty brakes on Corvettes used vented drums and backing plates and either semi-metallic or metallic linings on the shoes to resist the heat fading.
- Dual Pin Brakes** Due to demands of severe braking on Corvettes in racing, the standard pads would bend and flex, creating braking problems. The heavy duty disc brake package of the '60s and '70s used a caliper that had the center locating pin removed along with the anchor point so that angled stainless steel backing plates on the pads could be used. The angled backing

plates stiffen the pads for better braking. These pads used two small pins in each end instead of the single large pin in the center to locate them in the caliper, hence the name "dual pin". These brakes required an adjustable proportioning valve for adjusting the braking forces between the front and the rear.

A very rare find today are the dual pins set up for the endurance pads. The much thicker endurance pads required a larger space between the pistons and the rotor and so a spacer was designed for use between the caliper halves. The endurance calipers also used a special bracket to offset the caliper half of the extra spacing.

- Dual Quad The two 4 bbl versions of the 283 in the '50s Corvettes. The dual quad used two Carter WCFB carbs on an aluminum intake.
- Duntov Zora Arkus-Duntov. Chief engineer of Corvette for many years, viewed by many as the Father of Corvette. More realistically, he is the Step Father of Corvette as Corvette was already in production when he got there. See [Zora Arkus Duntov](#) and [Maurice Olley](#).
- Duntov Cam A high performance camshaft for the SBC designed by Zora Duntov in the mid '50s. This cam became the standard of high performance solid lifter cams for many years.
- Durant, Dick Dick Durant was a racer of the '60s and '70s who started in SCCA C-Modified Specials and took B-Production Corvettes to some championships until he switched to Can Am in the early '70s. Later he raced Corvettes in SCCA Production and GT again, along with Super Vees and anything else with wheels. He is living in Irvine, CA today.

E

- Earl, Harley The chief designer for GM, Harley Earl was responsible for initiating the idea of a Corvette in 1952 as Project Opel.
- Eckler's
Corvettes A Corvette supplier of fiberglass parts and now restoration parts. Having been around forever, they once were mostly noted for custom bodywork but now most of their fiberglass is for restoration work. They have a large operation in Titusville, Florida.
- Electronic Fuel
Injection A computer controls the operation of the fuel injection. Corvette has had two types of EFI - the Cross Fire Injection and the Tune Port Injection.
- In 1982 and 1984, the Cross Fire Injection used two Throttle Body Injectors on a low cross ram type manifold. The TBIs were based on the TBI used on smaller GM engines and the 350 cid required two to get sufficient amounts of fuel.
- In 1985, the Tune Port Injection system was introduced, using a plenum on long ram tubes similar to the Rochester Ram Jet of the '50s and '60s.
- Engine pad The pad in front of the right (passenger side) head where the assembly identifier and a partial VIN is stamped into each engine. This information was once the most important part, as it indicated whether the original engine was in a Corvette or not. Today, engines are counterfeited by restamping non-original blocks. See [Restamp](#).
- ET Elapsed Time. The time it takes for a car to start and cross the finish line in a drag race, usually 1/8 or 1/4 mile long. Usually express with a speed, such as 14.301 @ 102 mph, which means the car took 14.301 seconds to start and then go 1/4 miles and at the finish line was going 102 mph.

ET Brackets In Bracket Racing, drivers are often grouped into classes by ET, so that there are slow cars in one group, medium speed cars in another, and very fast cars in the last. Usually there are separate groups for motorcycles and any special cars like dragsters and such. See *Brackets*.

F

F41 The heavy duty suspension package on '60s and '70s Corvettes. It lowered the car about 1" and was stiff enough to race with.

Fender Flares Customized bodywork for more tire clearance. See *Flared Fenders*.

Fiber Optics In 1968, fiber optic light monitors provided the driver with knowledge of what lights were working via monitors on the center console. These lasted until 1971. Many were repaired wrongly, with body shops soldering the "wires" back together and wondering why they didn't work. Often, malfunctioning fiber optics are signs of old body damage.

Fitch, John A professional race driver of the '50s and '60s who was hired by Chevrolet to drive the Corvette SS and other Chevrolet cars.

Flames Custom paint that had flames painted usually on the front of the car going backwards over the hood and often had single flames from wheelwells, side vents, side louvers and so on. See *Custom, Customizing*.

In reference to email and Internet, flames are derogatory comments from one person to another other a differing of opinion.

Flares,
Flared Fenders,
Fender Flares As tires became wider, the fenders could not hold them. In racing, often the fender was cut and reshaped so that a larger tire could be inside. In the late '60s and '70s, it was quite common. Many Sting Rays had flared fenders since they were originally designed to hold 6.70x15 and 7.25x15 tires and the F60-15, G60-15, and L60-15 tires were far too wide without flares. Most common were a small flare that extended only slightly outward from the body but radiused the opening and the "ZL1 Flare" which was much larger, extending outward about 3 inches and flowing down the fender both in front of and behind the tire opening.

Flared fenders were allowed on some race cars in the '60s depending on the series and later became very common in the '70s in order to cover the huge slicks that most used. Much of the reason for flared fenders on the street was to create the race car look.

Flint Flint, Michigan. The Chevrolet plant where Corvette was born. The 1953 Corvette was virtually hand-built on a short assembly line built quickly for the rushed production. It is also an engine assembly plant and all early Corvette small blocks came from this plant. The engine stamp pad typically has an F or V at the beginning to note that it is built in Flint, i.e., F0I23RF, VI024HC.

Flow,
Flowing a
head,
Flow bench Many reading the hot rod magazines see references to "flowing a head". This means the head was placed in an air flow bench where air was flowed through the head to see how well air can move into and out of a head via its intake and exhaust ports. It does absolutely nothing for performance, but is a tool to determine how well modifications are working. Typically, a head is flowed after porting is done to see if there was any improvements. This can be expensive and is better forgotten about if all you are doing is port matching or following porting templates, etc. If you are truly doing experimental

head porting, then this is worthwhile. Otherwise, save your money for other things.

FRC, Fixed Roof Coupe	The low end entry level Corvette planned for 1999. It removes many of the options some have considered frivolous and reduces the weight and price. It is designed like a hardtop version of the convertible, but the top is fixed and not removable. It has often been called the "Billy Bob" Corvette by snobs who seem to feel a Corvette is a point of esteem instead of a sports car to be driven.
FTD	Fastest Time of Day. In autocrossing, not only are there class winners but most have a trophy for the person who does the Fastest Time of Day, which is the quickest time to run the course.
Fuelie	Nickname for Fuel Injection cars, 1957 - 1965.
Fuel Injection	Typically, this is the mechanical Rochester Ram Jet fuel injection system used on special high performance engines from 1957 to 1965. The FI used a side inlet to an elevated plenum atop tall intake runners, similar to a modern tunnel ram. Port injection was supplied by a "spider" of fuel lines under the plenum to injector blocks at the port opening by the head. The result was very quick throttle response. Dealers at the time were usually poorly equipped to deal with FI problems, as it required tuning with a manometer in a time when most mechanics tuned by ear.

G

Gasket matching	See Port Matching and Porting .
Get in it, Getting in it, Get on it	<i>Slang</i> To get on the gas, i.e., full throttle, wide open throttle.
Glass Packs	A straight through muffler that used fiberglass packing in the expansion chamber to muffle the noise some. They were louder than a stock muffler, sometimes gave better performance (poorly or cheaply built ones actually slowed exhaust flow), and were magnets for police.
GPH	Gallons Per Hour, typically how a fuel pump is rated in how many gallons of gasoline it will supply per hour.
Grand Sport	In 1962, Chevrolet began building a lightweight Sting Ray designed strictly for competition and to beat the Cobra. The target weight was 2000 lbs. and used the basic '63 body design except the rear split window was replaced with a single window. The chassis was a tube frame and made use of many aluminum parts and thin stamped steel rather than heavy production parts. The bodies were white with fixed headlights in the corners under Plexiglas® covers rather than hidden. Some included an air jack system for pit stops. The first Grand Sports left to do battle with the standard 360 hp Ram Jet Fuel Injected 327 instead of the proposed 377 OHC engine. Later, the Grand Sports returned to Chevy to have fender flares added, different hoods, and other modifications. See Dick Doane . Only five Grand Sports were built, originally only as coupes and later two were modified by Chevrolet to be convertibles. In 1996, Chevrolet, in an attempt to cash in on its history, released the Grand Sport model

in Admiral Blue with an Arctic White stripe down the hood. It had the LT-4 engine and 6 speed transmission. Unlike the race-only versions in 1963, these are a street car with lots of luxury options, built and sold in a quantity of 1000.

Green Fade When brake pads are new, the manufacturing process causes gases of the bonding agents to be trapped in the pad. When they are heated extremely, these gases can escape and force the pad off the rotor or coat the pad with material that does not grip as well. For this reason, brakes are bedded in so that the green pads are heated and cooled to permit the gases to escape. See [Brake Fade](#) and [Bedding in Brakes](#).

Greenwood, John John Greenwood was a Corvette racer of the late '60s and '70s, most famous for his Stars and Stripes Corvettes running on BF Goodrich Street Radials. He won the SCCA National championship in 1970 for A-Production. Later, his cars became more and more radical in looks and design, taking every advantage of the rules possible.

In the mid '70s, he also started some custom Corvette designs such as the Sport Wagon and GT bodies, marketed mainly through Eckler's Corvettes. John still has a Corvette operation outside Orlando at Sanford, Florida.

Guldstrand, Dick Dick Guldstrand was a Corvette racer from Southern California who pioneered several new ideas in Corvette racing in the late '50s and '60s. He later developed high performance suspension systems and later whole cars for sale, such as the GS90. He currently operates a Corvette engineering business in Culver City, CA.

H

Half Shaft The rear axle in the IRS is a mini-drive shaft with a u-joint on each end where it attaches to the differential in center and the stub axle on the outside.

Headers Steel tubing exhaust manifolds designed for maximum performance usually. Chrysler designed some in the early '60s in cast iron but Chevrolet stuck with the Ram Horn on the SBC. Common terms are: Hookers (brand), 180 degree, equal length, tuned, and tri-Y. Corvette never had headers until 1980 when a short tube exhaust manifold was fabricated and most call them shorty headers. In reality, they are more of just a tubing manifold created to lighten the Corvette than a true header in the performance sense, as they are too short to offer much improvement in exhaust scavenging.

HEI High Energy Ignition system. GM left breaker point distributors in 1975 and began using the HEI distributor which features a higher voltage coil and a magnetic breakerless system. Most are good for 6500 - 7000 rpm but above that they can fail to give good results. For most street cars, unless you drive at 7000 rpm, the HEI is a great deal, since parts are available everywhere for it should you ever need to do anything. It does not have a tach drive version so owners of 1963 to 1974 Corvettes need to get the customized tach drive HEI or convert their tach to electronic. 1956 to 1962 Corvettes can use the generator drive for the tach.

High Speed Events In NCCC, these are events that are typically run on a race track at speeds far above those you would find on any public highway. They are equivalent to SCCA Solo I events. Cars competing are required to meet minimum safety requirements and have minimums of safety equipment, such as roll bars, safety harness, and so on.

Hill, David Dave Hill is the current Chief Engineer of Corvette. His view of Corvette is currently one of a boulevard cruiser more than a street racer.

Hill, Tom	Tom Hill is an engineer at Corvette who many of you may have seen as he frequents Bloomington and many NCRS meets, speaking at most. He began work at St. Louis, moved with Corvette to Bowling Green, and worked on the '83 Corvette which most now realize is at the NCM.
Holley, 4150, 4160	A carburetor company in Michigan that builds high performance carburetors. The 4150 and 4160 series was used as standard equipment on some Corvettes in the '60s. The 2 bbl 2300 series was used for the Tri Power.
Hurst	A high performance parts manufacturer who is most well known for its high performance shifters. Actually, Hurst has built a long line of high performance parts and has the most notable of spokespersons in Linda Vaughn, a lady with incredible marketing and business skills.
Hydraulic Cam, Roller Cam, Solid Cam	Actually a reference to the types of lifters used with a cam. Each cam is cut to work with a type of lifter and cannot be mixed without bad results. Ramp angles are different for each so as to not destroy lobes and lifters.

I

IRS: Independent Rear Suspension. Introduced in Corvettes in '63, and basically unchanged until '84 model year. Basically, it allows each rear wheel to react to the road surface independently of anything that affects the other wheel. There is a chassis mounted differential, two haft shafts that serve as axles to take power from the differential to the stub axles in the trailing arms. The wheels attach to the stub axles. To control camber, a camber rod, or strut rod, under the haft shaft connects the bottom of the differential to the bottom of the trailing arm. The trailing arm attaches to a pivot point in the frame and locates where the rear tire should be. It provides braking forces and acceleration forces to the chassis. (bj)

The IRS was considered to be a weak link and in the late '60s and early '70s was often removed and replaced with a straight Chevy 12 bolt rear end for drag racing. Drag racing rule changes dictated the IRS being used and so many shops found ways to bullet-proof the Corvette IRS, many through the means of stuffing a 12 bolt differential and gear into the Corvette rear end case. Information can be found in mid '70s magazines such as Hot Rod and Car Craft.

J

J Stroke *Slang* A method of demonstrating one's manliness in a very unique fashion. A J Stroke is burning rubber by first starting in reverse and having the tires burning and while the tires are still spinning and burning, you engage a forward gear (much easier with an automatic transmission where you shift from R to D) and continue burning rubber in a forward direction. The car rear tires typically will move sideways some so that the resulting burnt rubber creates rubber marks on the road in the shape of a J. One J Stroke indicates a wimp car since it has an open differential and is obviously not a performance vehicle. Two J Strokes side by side indicate a performance car with a limited slip rear end. (A very tongue in cheek commentary) This practice was primarily engaged in during the late '60s and early '70s when manufacturers had 5 year / 50,000 mile warranties on their cars. As this quickly destroys tires, rear axles, differentials, u-joints, and transmissions, few individuals do this if they have to pay for the damage. See *Burn Out*.

K**Knock Off
Wheels, K.O.
Wheels**

Aluminum wheels on the Corvette from 1963 to 1966 which featured a special hub with a single large winged nut that held the wheels on. Knock off wheels had been used in racing with many cars due to their speed in being changed. Chevrolet used this idea in an aluminum wheel package, but the weight of the extra adapter hub (most other cars used a hub with a single threaded tube that replaced the existing hub having wheel studs) that bolted to the standard hub assembly offset any advantages in racing. DOT regulations later made KO wheels illegal on new cars.

While these wheels have enormous appeal in looks and rarity, they do have serious safety problems. They must be kept tight, or you could lose a wheel. Many reproduction wheels use a safety pin to keep the knock off spinner from coming off.

L

- L36 390 hp version of 427, used 1966 - 1969
- L46 350 hp version of the 327 from 1965-1968.
- L48 Base engine in Corvettes from 1972-1979. While most feel it is a dog, it had average performance and was still a basic small block Chevy, so much could be done to enhance its performance. Basically, it was a standard 350, 8.5:1 compression, dished pistons, low performance cam, low performance heads.
- L68 400 hp version of 427 in Corvettes from 1967 to 1969. This was basically the 390 hp 427 with a Tri Power on top.
- L71 435 hp version of 427 from 1967-1969. The L71 used three 2 bbl Holley carbs on a low rise (almost flat) manifold with a triangular shaped air cleaner.
- L72 425 hp version of 427 in 1966. This was originally rated at 460 early in the year and changed to 425 hp.
- L75 300 hp version of 327 in 1963 to 1965 with a hydraulic cam.
- L76 340 hp version of 327 in 1963, 365 hp version in 1964 and 1965. These had solid lifter cams.
- L78 425 hp version of the 396 used in 1965 Corvettes.
- L79 350 hp version of the 327 from 1965 to 1968 with a hydraulic cam.
- L81 190 hp version of the 350 in 1981.
- L82 The performance 350" motor used in the 70s until '81. Iron heads, various HP ranges up to 235hp, good cam (even by aftermarket standards). The L82 had a 4-bolt main block, forged flat top pistons, a good cam, and wide power range from about 2000 rpm to 5500 rpm. (bj)
- L83 The L83 is the base, and only engine, in the '82 and '84 Corvettes.
- L84 The fuel injection engine in the Sting Ray.

L88	Listed as a 430 hp 427, this was the factory race engine from 1967-1969. It featured aluminum heads, 12.5:1 compression, a single Holley on a high rise manifold, a special hood required to clear the additional height, and a list of required options. The 430 hp rating as at 4000 rpm so as to appease the insurance companies and to steer clear those customers who simply bought the highest horsepower without any knowledge of what the engine or car was. This was intended strictly for competition and was derated to avoid problems with pseudo racers of the street. With this option, the radio and heater were deleted.
L89	An aluminum head option on the L71 435 hp engine from 1967-1969. Correctly, it is the L71-L89 engine as stated on the order booklets.
L98	engine used from 86 until the LT-1 came out (about '91?). This is the "old" small block design (first gen) with some mods (such as the one piece rear main seal). L98 also refers to the Corvette aluminum cylinder heads. This engine used electronic Tuned Port Injection. (bj)
Lace	A type of custom paint where patterns that looked like lace were painted on the car. Often the technique involved using actual lace cloth and spray painting through it.
Lake Pipes	A set of performance exhaust pipes that usually ran along the outside rocker panel of the car. They usually were illegal due to no mufflers.
Large Journal	Reference to the journal size of the SBC crankshaft. The main journals were 2.450" diameter and the rod journals were 2.100" diameter. See <i>Small Journal</i> .
Lead Sled	In the '50s, lead was used as a body filler on metal cars. In customizing some cars, the chrome was removed and holes filled with lead. Exaggerated bodywork was often made out of lead. As such, these cars gained weight. This along with lowering made the cars look like they were carrying a heavy load, and hence the nickname "Lead Sled". This also became a nickname for big heavy cars that seemed to plug along the highway at incredibly boring speeds. Since Corvettes have always had a fiberglass body and usually driven briskly, none of these techniques applied to them.
Lifters	Small cylindrical objects that ride on the lobes of the camshaft and push the pushrods up to open the valves. Often called tappets by old timers. There are typically hydraulic lifters, solid lifters, and roller lifters.
Line Lock	A system for locking the brakes on the front tires without having the brakes applied to the rear tires to permit spinning the rears to get a better launch on a drag strip.
LS1	350 in the C5 Corvettes. It is a new design, different from the old small blocks of 1955 to 1991.
LS4	454 in passenger cars. This engine had oval port iron heads, iron intake, Quadrajet carb, hydraulic lifter cam, and low compression. It made a lot of torque.
LS5	454 in 1970-1972 Corvettes, rated at 390 hp in gross hp in 1970, 365 hp in '71, and 270 hp SAE Net in '72. This engine had oval port iron heads, Quadrajet carb, hydraulic lifter cam, and low compression. It made a lot of torque.

- LS6 This is a big block motor with tons of power. Also used in Chevelles and other muscle cars. This 454 was only available in '71 in Corvettes as a 425 hp version with aluminum heads. (bj) The engine had rectangular port aluminum heads, aluminum intake, Holley carb, solid lifter cam, and high compression.
- LS7 454 crate motor that was never released in a production car. It was on the option list of 1970 as a 460 hp 454. The engine had rectangular port aluminum heads, aluminum intake, Holley carb, solid lifter cam, and high compression.
- LT-1 Commonly called second-generation small block Chevrolet V8. (Reality is that several design generations of SBC existed prior to the LT-1.) To add to the confusion, the LT1 designation was also used in '70 on a motor. It features a new block design with 350 cu.in., overhead valve motor (i.e. cam in block, pushrods, etc.), reverse-flow coolant design (coolant to heads first), improved water pump design, improved ignition system, other small improvements as well. Obviously it bears little in common with the first LT1 motor (first gen block, iron heads). This LT1 was also a monster motor in its day! The second generation LT-1 was the standard engine in 1992 to 1995 Corvettes and the engine for automatic transmission cars in 1996. (bj)
- LT1 The first generation LT1 was the 370 hp small block of 1970, featuring a high rise aluminum intake, a Holley carb, high lift camshaft, special heads, and high compression.
- The second generation LT1 was the standard engine in 1992 to 1995 Corvettes and the engine for automatic transmission cars in 1996.
- LT-4 The successor to the LT-1. Not sure of all the improvements, but hp is 340hp (LT-1 in Corvette trim is 300hp, 275hp in Camaros). Only available with the 6 speed in the '96 Corvette. (bj)
- LT-5 The ZR-1 motor, built by Mercury Marine. 350 cubic inches, 4 cams, 4 valves per cylinder, etc. Originally 375hp, moved to 405 in 92 (?) (bj)

M

- M20, M21 Muncie 4-speeds used in C2 and C3 Vettes. The M20 was the 4 speed option code for 1963-1965 with the wide ratio (2.54) or close ratio (2.20) being determined by the engine option. In 1963, M20 was a Borg Warner T10D until January when a switch to the Muncie was made. In 1966, the M20 code referred only to the wide ratio 4 speed and M21 referred to the close ratio 4 speed. During the '70s, M20 also stood for the new Borg Warner 4 speed, the Saginaw 4 speed ('77), and again the Borg Warner (2.64). (bj)
- M22 Another Muncie 4-speed, known as the "Rock Crusher" due to its really noisy operation. The gears were cut at a much lower angle (closer to straight) for a much higher torque rating. This cut design made it very noisy but allowed it to handle really powerful motors. It was only available with certain engines, such as the L88, ZL1, and the ZR packages of the '70s. Most people who claim to have a Rock Crusher really have a close ratio M21. (bj)
- M40 The option code for the automatic transmission from 1962 to 1981. It was the Powerglide until 1968. From 1968 until 1975, it was the TurboHydramatic 400. In 1976, the L82 had the TurboHydramatic 400 while the base L48 had the TurboHydramatic 350. From 1977, it became the TurboHydramatic 350.

MAF	Mass Air Flow sensor, used with the TPI to determine the demands on the engine and adjust fuel delivery accordingly.
Magnaflux® crack detection process	<p>Magnaflux® is a registered trademark of the Magnaflux Corporation for a magnetic particle inspection process for detecting cracks in steel or iron parts such as rods, crankshafts, and heads. It is not the only such process but is the most well known.</p> <p>The Magnaflux Corporation is very picky about people using their trademark as a verb such as "we are magnafluxing a crankshaft" or in lower case and actively pursue those who abuse their trademark rights. That example is incorrect. Use the term correctly. "We have used the Magnaflux® process to determine no cracks are in the crankshaft."</p>
Mako Shark	A design car in 1965 which was the basis for the 1968 Corvette. The 1965 car was only a styling model and the 1966 Mako Shark was a fully running, function styling car which later was redesigned into the Manta Ray. With the arrival of the Mako Shark, the original 1962 Shark was renamed Mako Shark I and the Mako Shark was renamed the Mako Shark II. The basic design of the Mako Shark followed the Chaparral II body design and led to the '68 Corvette body design.
Mark I, II, III, IV, V	The Mark series is the big block engine family starting with the 348 in 1958 and continuing through the current 454 and 502. Mark I included the 348 and 409. Mark II was the NASCAR Mystery Motor 427. Mark III never reached production. Mark IV started with the 396 and included the 366, 396, 402, 427, and 454. Production ended a few years ago on Mark IV. The current 454 and the 502 are part of the Mark V group.
Martin, John	John Martin was a St. Louis area Corvette Racer in the mid '60s who was the only Corvette racer to place in the SCCA Divisional Championships in 1965. Cobras were reigning supreme. He later moved on to racing Indy cars at Indianapolis, on to owning the cars and teams. His son of the same name is a major crew chief of Indy teams today.
Matching Numbers	<p>This can get very complicated and is often misused and misrepresented. Numbers matching in the strictest sense means the numbers of a car all match and are original. This means that the car's VIN matches with the partial VIN on the engine and one the transmission. The engine identifier and the transmission identifier also match the options on the build sheet. (They should if the VIN matches. If they don't, you have a fake.) The codes for the other parts such as rear end, radiator, alternator, should also match this car. Most of the items plus individual components (heads, block, intake, etc.) also have date codes either cast or stamped into them and should match.</p> <p>Too often a seller claims numbers matching when all that matches is the engine casting code and maybe the casting date. The partial VIN doesn't match, is not there, or has been restamped. The transmission, rear end, alternator, and so on have been ignored or forgotten.</p> <p>See <i>Casting Number, Date Code, Trim Plate, VIN</i> and Determining Matching Numbers for more information.</p> <p>HOWEVER, that is not true today with current NCRS judging. NCRS permits restamping the engine code and VIN and calls it "restoration" if it is correctly restamped for the actual engine. As in most things, let the buyer beware.</p>
McLellan, David	Chief engineer of Corvette after Zora Duntov leaves Chevrolet. It was under him that the new design for 1983 was begun, only to be produced as the 1984 Corvette.

Metalflake	A custom paint with a very heavy metallic content and usually with large metallic particles so the paint glistened brightly in bright light. Most notable of metalflake paint jobs were the colors of dune buggies, built from fiberglass bodies and Volkswagen chassis during the '60s mainly.
Michaelis, Terry	The owner of Terry Michaelis Corvette Supplies, who was one of the first to offer quality interior parts for restoration of Corvettes in the mid '70s. Very flamboyant, he pulled huge publicity stunts and made millions in a short time. He also lost millions, and claimed by many to have been the only person to make and lose millions in Corvettes more times than everyone else put together. He is either still well liked or hated, depending on what your relationship was. Highly controversial, he faded into the background as other businesses backed by him rose and fell, with finally Pro Team still being around, which he was claimed to not be connected with for a long time. He is very much connected with them today and can be found at many auctions.
Mid Year (Midears)	The 1963 to 1967 Corvette Sting Rays. Midyear is currently being erroneously tagged to 1968 - 1982 Corvettes, known now as "Sharks" for their Mako Shark style. Some new Corvette owners try to show their knowledge and figure that since the Sharks are midway in the years, they must be the "midears" everyone talks about. The Midears were so named in the late '70s and is a valid term for '63-'67 Corvettes only.
Mid-America Raceway	Raceway outside Wentzville, MO near St. Louis. MAR was the site of the second Trans Am and numerous SCCA National races. Guys like Bob Spooner, John Martin, Dick Durant, Ray Williams, and Dorsey Schroeder paid their dues here.
Mitchell, Bill	Bill Mitchell was the chief of design for Corvette and often introduced his other hobbies and pastimes into the design of the Corvette. The most famous are the Shark and Mako Shark (later known as Mako Shark I and Mako Shark II) where the paint scheme was similar to a shark he caught while fishing off Florida. Bill retired from GM in the mid '70s and lived in West Palm Beach until his death in 1988.
Motion Performance	In the '70s, Motion Performance of Baldwin, LI, New York produced some outrageous performance cars using monster motors such as 450 hp 350s and 550 hp 427s. Joel Rosen produced Camaros, Corvettes, Vegas, Novas, and Maco Sharks with various engines, depending on the customers pocketbook. The Maco Shark was a body kit that transformed the '68 up Corvette into a Mako Shark look-alike. Another car was the Corvette GT which featured fixed headlights mounted in the upper fenders, ala Datsun 240Z. Most came with a Motion Performance "Stinger" painted across the tail and along the rear fenders forward. Today, these are rare cars since many were undoubtedly "restored" to factory original. Unfortunately, Joel Rosen appears to be only helpful in confirming his cars for a rather high fee.
Motorama	In the '50s, GM ran new car shows around the country to promote both new cars and new ideas displayed in show cars. The Corvette was such a show car and the demand at the show convinced Chevrolet to produce the car for sale.
Mouse, Mouse Motor	The nickname for the small block Chevrolet engine , named such because the big block was called a "Rat" and so the small engine must be a "mouse".
MPH	Miles Per Hour
Muscle Cars	Typically this means the high horsepower cars built in the '60s and early '70s such as the Corvette, Camaro, big block Chevelle SS, Road Runner, GTX, Super Bee, Cuda, Challenger, Charger, Olds 442, GTO, Trans Am, Cyclone, Torino, Cobra, Mach I, Boss

302, and others. Usually they had a rather large engine (around 400 cid) or high horsepower and definitely higher performance in acceleration than the typical family sedan.

N

- National Corvette Museum** NCRS founded and sponsored the building of a museum for the Corvette in Bowling Green, Kentucky on land across from the Corvette plant. NCRS started a drive to build the museum in 1988 and by 1994, the NCM was a reality, opening Sept. 1994. When driving on I-65, the NCM is easily spotted and reached from the exit next to it. The NCM has a continually changing display that will never be stagnant, so that visitors will see something new on each visit. After Zora Duntov died, his ashes were placed at the NCM and a tribute to the man most responsible for the character of Corvette is there for all to see. The only 1983 Corvette is also housed there, on loan from Chevrolet, as are many Chevrolet special cars. See [Times and Tours](#) and [The National Corvette Museum page](#) for more information. Discounts are available for AAA members but not for NCRS members so be sure to take your AAA card.
- NCCC** National Council of Corvette Clubs - an organization that concentrates on the performance side of Corvettes with drag races, autocrosses, high speed events, and some car shows. See [National Council of Corvette Clubs](#) for more information.
- NCRS** [National Corvette Restorers Society](#) - an organization that concentrates on restoring 1986 and older Corvettes to the exact condition they were in when they left the factory. They have a large assortment of documentation that is very helpful to anyone wanting to restore their Corvettes or just to keep them in stock condition. The main concentration is the judging shows where points are given for correctness according to the judging manuals. See the [NCRS web site](#) or [Indiana Chapter of NCRS](#) for more information.
- Nitrous, NO₂** Nitrous Oxide (NO₂) is added to the engine under pressure with an extra amount of gasoline to produce much more power than normal. While it is actually NO₂, many times it is simply referred to as NO2. Kits are available to run NO2 and the NO2 is contained in a bottle, often hidden.
- NOS** New Old Stock - most consider this to mean it is new, used stock from back when the car was new. However, many are finding this is often new replacement stock, a lot of which is still available from the dealer still or until just recently. Many are also finding this is actually New Old Service Stock, which are the parts the dealer sold to service the vehicle and were not always the same as the production parts. It is being used as sales hype in many parts ads today. See [NORS](#).
- When buying NOS parts, be sure to check with the dealer to see if they are still available. Many sell so-called NOS parts at a higher price that what you can buy them from Chevrolet.
- Also check that the NOS part being sold matches the production part on the car. Often these parts are functionally correct but not cosmetically correct.
- NORS** New Old Replacement Stock - this is the parts that dealers sold to the over-the-counter buyers. These are service replacements, and could change as the years went on. They may or may not match exactly the production parts used to assemble the car on the production line.

These parts are functionally correct but may not be cosmetically correct.

Numbers matching See [Matching Numbers](#).

O

Off road exhaust Most commonly believed to be the side pipes, the 441 and N11 Off Road Exhaust was a low restriction exhaust system intended for racing use. It is not the side pipes, which were the N14 Side Exhaust option.

OHC Basically, it is a single overhead cam. See [SOHC](#).

OHV OverHead Valve - common design of many engines. The valve is in the head over the cylinder, usually such that the valve sticks up over the head where the springs and retainers are. Typically, this engine has a camshaft in the block that has lifters riding on the lobes to push the pushrods into the rocker arms which pivot and open the valves. See [DOHC](#) and [SOHC](#).

Olley, Maurice The original engineer of Corvette, he laid out the Corvette chassis in traditional sports car style, bucking the traditional GM method of design, after reviewing several sports cars of the era. He could be considered the "Father of Corvette". It was his initial engineering that created the basis for all '53 to '62 Corvettes. They were refined by Duntov but it was Olley's initial engineering that created Corvette.

P

Pace Car Reference to a replica of the Corvette used as the Indianapolis 500 Pace Car. So far, there has been a Corvette Pace Car in 1978, 1986, 1995, and 1998 and each had a distinctive model different from the standard Corvette.

Pantera Ford imported the DeTomaso Pantera with a Ford 351 V8 in the early '70s to spark its sports car image since the Cobra and GT40 were gone. The Pantera was a mid engine car of a wedge shape design which later failed to meet DOT bumper and crash regulations, thus no longer being imported. Insufficient numbers were imported to ever find them in racing competition with the Corvette.

PAX Index Professional Autocross Index. PAX Index is a handicapping system to equalize the various performance levels of cars to that you can compare directly how well an A-Stock car did against an H-Stock car, even though times are drastically different. The PAX Index is based on the performance levels of cars from the previous year.

Pickett, Greg A Corvette racer of the late '70s and '80s who raced SCCA Production and IMSA GTO, winning several championships for Chevrolet.

Pink slip, Pinks This refers to the Title of Ownership of a car, typically in California, although some other states have also used a pink Title of Ownership.

Points The breaker points in the distributor that open and close to produce a spark from the ignition coil. Chevy normally gaps the points in a SBC from .017" to .019".

Term when used as "**getting points on my license**" refers to the points the state accesses

against your drivers license for driving infractions like speeding, wrecks, careless driving, reckless driving, and so on. When the points reach a certain level, your license is suspended for a period of time. Often, people elect to take a driving school (state run or contracted) to remove or avoid having points put on their license.

When used as in "**100 point car**" or "**95 point car**", the reference is to the number of points the car earns in a car show, usually one judged for originality such as NCRS. 100 points is a perfect car, restored to completely original specifications or an original car that is still showroom new. However, there are more than 100 points in the scoring. The reason for the error is that someone must have equated points with percentage and so a 100 percent correct car would be a 100 point car, even though there are far more than 100 points in the judging.

Poly Bushings, Polyurethane Bushings	Bushings made of polyurethane plastic that replace the standard rubber suspension bushings on a car to improve handling. Rubber deflects and can change the suspension geometry slightly, causing handling problems. The polyurethane has less deflection under load and keeps the geometry correct. Often used on the street, the ride becomes more harsh than rubber but much more forgiving than solid bushings (usually aluminum) used in strictly track race cars.
Pony Express	A race in Nevada from Reno that is run by former Indianapolis 500 winner Roger Ward. The race is in the spirit of the one featured in the early '50s movie "Johnny Dark" with Tony Curtis and Piper Laurie. The idea of the PE100 is a timed event such that it is more a very high speed TSD Rally than a race. See Rally and TSD .
Porterfield, Andy	Andy Porterfield was another of the Southern California Corvette racers of the '50s and '60s. However, he went to become the head of SCCA and run a very successful racing and parts business. His racing brakes are some of the finest in the business.
Port Matching	Machining of the intake and exhaust ports of the cylinder head so that the opening matches the opening of the intake manifold or the exhaust manifold to improve the flow of gases into and out of the head to increase power. This is also sometimes referred to as gasket matching or gasket porting.
Ported, Porting	Machining of the intake and exhaust ports of the cylinder head and the intake manifold to improve the flow of gases into and out of the head to increase power.
Porterfield, Andy	A southern California Corvette racer of the late '50s, '60s, and '70s who has a high performance business mostly known for its high performance brakes today and has been at the top of management at SCCA.
Posi, Positraction	The limited slip differential in a Corvette. The LSD uses clutches that are preloaded to grip to a given point before slipping, so that limited traction periods (wet roads, snow, dirt) will allow both wheels to provide drive force and yet will yield on street cornering forces and slip to prevent breaking an axle as with a solid axle.

Q

QuadraJet, Q-Jet	The Rochester four barrel carburetor with a spreadbore design where the front two barrels are smaller than the rear two. This permitted better engine control for emissions reduction. The Q-Jet also featured variable metering in both primary and secondary circuits where the metering rods are raised and change the flow of fuel through the metering orifices depending on need, making this a very good street carburetor. It became
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the standard carb on Corvettes in 1968 except for high performance versions with a Holley 4160. Most Q-Jets flow around 600 cfm but there are some versions from factory big blocks that flow around 800 cfm.

R

- Rally, Road Rally A contest where typically a driver and a navigator follow instruction sheets that guide them along a course to various checkpoints to the end. Speeds are at or below the posted speed limits on public roads and are quite legal to run. Rallies are typically of the Time Speed Distance type (see [TSD](#)) or the gimmick type. The TSD type follows directions that indicate a predetermined average speed and points are accumulated for arriving too early or too late. The least number or points wins. The Gimmick rally follows directions which may include pictures, counting the steps in front of a building, or other "gimmicks" that is designed primarily for fun and excitement. Many car clubs run rallies such as SCCA, NCCC, and many local independent clubs. See [the SCCA Rally page](#) for more information.
- Ram Horn The exhaust manifolds on Chevrolet small block engines in the 50s and '60s had a design that looked similar to a ram's horns, going up and over the spark plugs. This style continued into the '70s on Corvettes, even though standard Chevy SBC had a manifold that was below the plugs and cam up to each exhaust port. The Ram Horn manifold is one of the best flowing manifolds around for performance.
- Ram Jet The Rochester mechanical fuel injection system used on 1957 to 1965 Corvettes and 1957 Chevrolets.
- Rat, Rat Motor [Big Block Chevrolet engines](#) 366, 396, 402, 427, and 454. These engines were called this due to the staggered patterned of the valves, which stuck up at different angles like the quills of a porcupine.
- Rebound Straps On straight axle Corvettes, a strap was attached to the frame and the rear axle so the axle would be limited in its travel in rebound. This prevented the inside wheel in a corner from continuing to drop and help roll the car about its axis as lifting a tire off the ground takes much more force than simply leaning a body.
- Restamp To take an engine and stamp either a new number and letter identifier in a blank pad or to deck an engine to remove the existing numbers and stamp in the numbers you desire. As simply grinding off old numbers is easily detected, the more sophisticated shops now cut the block deck such that the correct, factory style broach marks are left on the block to appear original...If this were money or artwork, it would be called counterfeiting. In Corvettes, it is normal business for restoration, although highly unethical.
- Often refers to the restamped engine. A restamp will never be the original engine, no matter how much the owner tries to convince anyone. There is only one original engine. See [Matching Numbers](#).
- Restoration The act of returning something to its original or previous state. In Corvettes, it means building the Corvette to the specifications of either NCRS or the Bloomington Gold committee. Most view it as returning a Corvette to the condition that it left the factory in, although often the restored car is in much better condition. Often used with Frame On Restoration and Frame Off Restoration to indicate the state of disassembly the Corvette went through to be restored. Regardless, a restored Corvette should be in near perfect condition, just like it sat on the showroom floor 20 or 30 years ago.

Restoration is a much abused term used by anyone who fixes a Corvette up and tries to sell it. The common belief by the buyer is the car is restored to a new condition in the same way it left the factory but many sellers are actually just doing some work, like painting, interior replacement, or component repair and not a complete restoration. Often these components are not to the specifications of the original car, such as using a Borg Warner T10 in a mid '60s car or a 350 engine in a '68 or older car. Like matching numbers, you should always check this thoroughly yourself and never rely on the seller's word. See [Matching Numbers](#) and [Restamp](#).

Riverside A race track in Riverside, California that was the site of many early Corvette races and victories. In Sept. 1962, the inaugural race of the Sting Ray and the Cobra brought a ferocious Chevy-Ford rivalry that would last for many years when the Cobras beat the Corvettes. The race track was torn up in 1989 so that a shopping center could be built on its location. Within two years, plans were made to build another racetrack of the same name within a mile of the original location. Nothing was done. See [the Riverside page](#) for more information.

Roach *Slang* - A crummy car, one that is very rough in condition.

Roach Coach Not a car term, but slang that you end up hearing. In some areas, a lunch wagon brings hot lunches and sell them to workers on a job site. This truck with an insulated hot box on back for carrying food is known as a Roach Coach for all the crummy food traditionally associated with it.

Road America A road racing track in Elkhart Lake, Wisconsin where many Indy Car, IMSA, and SCCA races are held. Corvette has a long history at this track. The famed Chicago Region SCCA June Sprints® have been the site of many Corvette championships over the years and is usually marked with the traditional Corvette parade lap during the weekend where owners get to take their Corvettes out for a parade lap between sessions. See [the Road America page](#) for more information.

Road Atlanta A road racing track near Gainesville, Georgia, 45 miles northeast of Atlanta, Georgia where the SCCA National Run Offs® were held from 1970 until 1993. This was the site of many Corvette victories for National Championships. See [the Road Atlanta page](#) for more information on the track.

Roll Bar, Roll Cage A roll bar is a hoop behind the seats that prevents the driver from being crushed if the car rolls over. Typically, a roll bar has 4 or 5 points of contact with the car, two are the ends of the hoop, two are the rearward braces that prevent it from bending over, and the fifth, if used, is a forward brace into the passenger area footwell.

A roll cage is similar except that it offers more protection in that there are basically two hoops, a rear behind the driver and a front near the windshield and connected over the top on both sides. Cages typically have 6 points or 8 points of contact and act to stiffen the chassis greatly.

Roll bars and roll cages are not factory installed. They are needed for many racing activities and must meet the specifications of the sanctioning body that holds the races. They are normally not needed for the street and can actually cause more harm in a street accident due to a helmetless head hitting the bar or cage. If you use one on the street, be sure to pad it everywhere with actual roll bar padding.

Route 66 US Route 66 was a US Interstate Highway (the US highways, i.e., US 6, US 40, US 50, etc.) originating in 1926 that stretched from downtown Chicago to Santa Monica (Los Angeles), Calif. For many, it was Main Street, USA, as most viewed it as the primary highway west to California. In the '70s, the Interstate and National Defense Highway System (the I- highways, i.e., I-55, I-44, I-40, etc.) had duplicated US 66 in most areas and actually ran on the old highway in many sections. As such, US 66 was being decommissioned in many states and in 1985, the last section of US 66 was decommissioned and the signs were gone.

Several Route 66 Associations have been created to keep the spirit of the old highway alive and have succeeded in getting old sections marked as "Historic 66" in many areas. Here on VetteNet we have some information at [A Trip on Route 66](#) including books you may find interesting to read. There is also a very good Home Page on Route 66 that has directions, photos, event information, and more. You find it at the [Route 66 Home Page by Swa Frantzen](#). The Mother Road is a nickname for Route 66 and has inspired many to travel it.

Corvette began its associations with Route 66 early in the '50s as the Corvette plant in St. Louis was not far from one of the alignments of Route 66 through the city. Later a television series made the association even more with the star of the show being a '61 Corvette.

For more information on the association of Corvettes and Route 66, see [Route 66 and Corvettes](#).

Route 66 -- the television series Route 66 was a television series about two young men in a '60 Corvette who went out on the road across America to discover themselves and the country. In some ways, it was a clean cut "Easy Rider" in a time before most young people were thinking of finding themselves. The plots took them to areas far removed from Route 66 but by then, the association of Route 66 and being on the open road were solid and Route 66 came to stand as much for adventure and exploration as for the sections of concrete with that highway sign.

Todd and Buzz started off in a blue '60 Corvette (blue films better in black & white than red, which appears almost black) in September 1959, changign cars when the style changed, and drove a '63 and '64 until the show ran out in 1964. The Shark and the Stingray both appeared is some episodes, since it was sponsored by Chevrolet. For some time, Nick at Night ran "Route 66" but has not had it on in several years. In 1993, a revival of the series in the form of a new show was attempted with 4 pilot shows that ran but the show was never produced into a series. See [Corvettes in TV and Movies](#).

RPO Regular Production Option. In the '50s, these were option code numbers such as the 579D (top hp FI engine) or the 686 (metallic brakes). In 1963, the RPO changed to a letter and number, such as C60 (air conditioning), L75 (300 hp 327), and so on.

RPM Revolutions per minute, typically the engine speed.

S

St. Louis The second home of Corvette from 1954 to 1981 in St. Louis, Missouri. The Corvette plant was located with the Chevrolet and Chevy truck assembly plants. St. Louis is located on the Mississippi River in the middle section of America, where the Corvette developed a real Baseball, Apple Pie, and America feel.

SBC	Small Block Chevy, the 265-283-302-327-350 family. See Small Block Chevy and Big Block Chevy. Later a 262, 267, 305, 307, and 400 joined the family.
SCCA®	Sports Car Club of America, Inc. - sanction body and club that holds road races and autocrosses for all types of Sports Cars in the United States. Formed in 1944, SCCA has a long history in which Corvette has played a part since the '50s. For more information, you can go to the SCCA Unofficial Home Page or Sports Car Club of America for the official home page.
Sebring	A small town in central Florida on US 27 well known for its race track. Sebring has been the site of a 12 Hour endurance race for over 40 years, including the first ever Trans Am race. It is also the site of much SCCA road racing. See the Sebring track page in the SCCA Unofficial Home Page .
Setting Codes	In the newer computerized Corvettes, the computers store error codes that can be retrieved by following the instructions in the service manual. These error codes can direct you to where the problems are for repairs.
Shark	The original name of the Mako Shark I show car built by Bill Mitchell before the '63 Corvette came out. Mitchell had driven his Stingray race car on the street some and when it became the model for the '63 Corvette Sting Ray, he had to stop driving it. Wanting something similar, he designed the Shark on a '61 chassis, using many of the design elements of the '59 Stingray. It has since become the nickname for the Coke-bottle shaped 1968 to 1982 Corvettes.
Sharks	Nickname for the 1968 to 1982 Corvettes. Taken from the Mako Shark appearance.
Shinoda, Larry	A Corvette styling engineer who designed the Chaparral II body and the Mako Shark. He later moved from Corvette to Ford in the late '60s, working on their performance cars. In the '80s, he designed some body kits for Corvette. He passed away in November, 1997.
Side Exhaust, Side pipes	This is a side exhaust system that runs outside the car just under the door. Usually, this refers to the factory available sidepipes in 1965 to 1967 and in 1969. Often you will find factory sidepipes on other years but they are only correct in these. The 1965 to 1967 design is a single pipe that is "pinched" into chambers to baffle the noise and has a brushed slotted aluminum shield. The 1969 design had two pipes, one over the other, that baffled by having exhaust past from one into the other and used a pot metal ribbed shield, with typically gets in very bad condition on a street driven car. During the '60s and '70s, some aftermarket companies produced look-alike side exhausts and fake header side exhaust. These are rare to find today. There are also real header side exhaust but most have disappeared due to not being correct for restoration and due to the heat of the side pipes burning bare legs (wives and girlfriends). Header sidepipes are a performance enhancement and can be considered an appearance enhancement on the right car. With emission requirements today and the tendency to restore or remain stock, header sidepipes are rarely found.
Small Block Chevy	The Small Block Chevy engine was first introduced in 1955 as the 265 and has grown through the production sizes of 262, 265, 267, 283, 302, 305, 307, 327, 350, and 400, although not in that order. The SBC is a compact package that in its original design would have been approximately 240 cid but rivalry with Ford pushed the designers to bring it out at 265 cid. There is a debate whether the current LT-1 and LT-4 engines are SBC engines. Since there are significant design changes and lack of interchange in parts, most

claim they are not true SBC. The LT-5 DOHC engine is not a SBC and has very little in relationship to the SBC.

- Small Journal** A reference to the rod and main journals of the SBC crankshaft. The small journal engines were produced from 1955 to 1967. The Large Journal engines started in 1968. The main journals were 2.300" diameter and the rod journals were 2.000" diameter.
- SOHC** Single OverHead Cam - see [DOHC](#) for definition. In a SOHC, there is only one cam over the head (i.e., Vega, Pinto, many imports) and often has only two valves per cylinder - an exhaust and an intake. The advantages are only that of higher rev limits than a pushrod engine. Often it is referred to as an overhead cam (OHC).
- Solid Axle** Often a confused term thought to mean the 1953 to 1962 straight axle Corvettes. See *Straight Axle*. A solid axle is typically a solid spool between the axles for use in racing or a standard axle that is modified by welding the spider gears in a differential so the axles can not function independently. A solid axle is not for street use and can result in broken axles when used on the street.
- Solo, Solo II** SCCA's name for autocrossing, where basically speeds are held down to those that most will encounter on public roads, usually about 70 mph maximum on a closed parking lot course. Only one car is on the course at a time so there is no chance of hitting or being hit by another car. Any street car can compete as the only safety equipment required normally is a helmet and the car's seat belt.
- Solo I** SCCA's name for a high speed event, similar to an autocross, that is run on a wide open race track or parking lot course where the speeds can become much higher than can be expected on a public road. Only one car at a time is allowed on the course, except in long courses where cars are spaced apart such that one car can never pass another so that there is no chance of one car hitting another. Car preparation rules require driver safety equipment and car equipment beyond that found on street cars. Roll bars, safety harnesses, and fuel cells are usually required.
- Split Window** Refers to the 1963 coupe due to the division between the rear window halves. This design is reminiscent of some small airplanes, of which Bill Mitchell was an avid fan. Split window coupe is redundant since the split window is only the coupe.
- Currently, there is an Urban Legend that most had these splits removed and a '64 style window installed back in '63 and '64. While it is true that some did change, it is not true that most did. This is some type of trick to enhance the value of the cars that it is rare to have an "original split window", like some '63 coupes are not originally a split window. This is all bunk. They are idiots passing on idiotic stories.
- Spool** In drag racing cars, the need to have equal traction to both rear tires is such that the differential can sometimes slip and cause one tire to spin. A spool is a solid hub that connects the inner ends of both rear axles in place of the differential so that both axles are connected as though they were solid. It should not be used on the street.
- Spooner, Bob** Bob Spooner was a Corvette racer from St. Louis area in the late '50s and early '60s. He raced numerous types of cars throughout his career.
- Squeeze** Nitrous oxide. See [Nitrous, NO2](#).
- SR-2** A 1956 Corvette Special that was built for racing.

- Stamp Pad** Usually this means the pad in front of the passenger side head on an engine block where the assembly date and engine type information is stamped. The partial VIN is stamped here on Corvettes from somewhere in the 1960 model on up. See the illustration at [Engine Block](#).
- Sting Ray** The 1963 to 1967 Corvettes
- Stingray** The 1959 race car designed and owned by Bill Mitchell, built on a discarded Corvette SS chassis (the Mule) and typically raced by Dr. Dick Thompson. Thompson raced his way to a championship with the Stingray. Mitchell used the Stingray as the basis for the 1963 Sting Ray body, after which the Stingray was once again a welcomed sight in Chevrolet and made the show circuit with Chevrolet and Stingray emblems.
- The Stingray name resurfaced on the 1969 Corvette and continued until 1976.
- Straight Axles** In reference to Corvettes, the 1953 to 1962 Corvettes. This name comes from the standard rear axle in these cars, as opposed to the swing axle, or independent rear suspension (IRS) of later years. A standard rear axle was in rear with normal leaf springs on each side. A straight axle Corvette tends to mean this reference to the rear axle and not the hot rod definition about the front axle, although one needs to be careful in discussing cars unseen. In the '60s, some older Corvettes had the front suspension replaced with leaf springs and straight or dropped axles as they were lighter for drag racing. These can be rather difficult to restore to the original suspension. See [Straight Axle Corvette Club page](#) for more information.
- In reference to hot rods, street machines, and antique vehicles, straight axle means a solid beam axle with pivoting spindles mounted on kingpins on each end in which the centerline of the spindles goes through the centerline of the beam axis. The straight axle is usually mounted on leaf springs but not always. It is much lighter than the typical modern A-Frame front suspension and was used in drag racing cars where weight counted more than ride comfort or handling. Early cars (through the '30s) mainly ran a straight axle front suspension. Also see *Dropped Axle*.
- In reference to trailers, an axle that is straight from spindle to spindle. As such the ride height of the bed (deck) of the trailer has to be higher than the axle and its travel.
- Strut Rod** The camber rod in a '63 to '82 IRS for controlling the camber of the rear wheel. See *IRS* and *Camber Rod*.
- Summit Point Raceway** A race track in northeast West Virginia near Charlestown, WV. SPR is mainly a club track owned by Bill Scott, a former Formula Vee champion, and is the site of club and SCCA events. Many high performance driving schools run here. SPR holds its own open track days where many can run their own street cars and race cars for testing. See [the Summit Point page](#) for more information.

T

- T-10:** A Borg-Warner 4-speed used after the Muncies. My '80 has a Super T-10, but I'm not sure when Muncies went out and BW's went in.
- The BW T10 was used in 1957 to mid 1963 Corvettes. The first ones were close ratio only but with the 327 engine in 1962, a wide ratio box was also available. In the mid '70s, BW improved the T10 and it was installed in the Camaro and Firebird. Later it was used

in Corvettes again in the early '80s. (bj)

Tach Drive Distributor	The tach drive distributor had a mechanical drive from a cross gear under the distributor breaker plate housing that ran a cable (like a speedometer cable) to a mechanical tachometer to indicate revolutions per minute. In some fuel injection cars, the drive drove the mechanical high pressure pump.
Tach Drive Generator	In '50s Corvettes, most ran the mechanical tachometer from the back of the generator. A special rear housing for an AC Delco generator was needed.
Tank Sticker	Starting in 1967, the build sheet with the dealer number, zone number, and the options on the Corvette was glued to the top of the gas tank during assembly. Today, this gives a good reference as to what that Corvette was equipped with when it was built.
Tanker	The large 36 gallon fuel tank equipped Corvettes.
TH400R, TH700R4	The 4-speed automatics (3-speed with one overdrive gear). GM has dozens of 4-speeds, many sharing a common name. Those two names above are not the only 2 designations, just the ones I know of. The 700s were used in Vettes starting in '82 (BTW, '82 is the only year with only one transmission option - no manuals in '82 :(). (bj)
Thompson, Dr. Dick	The Flying Dentist, a Corvette Racer from the late '50s and early '60s mostly noted for some Corvette championships and driving the 1959 Stingray for Bill Mitchell.
Thompson, Jerry	Corvette racer in the '60s, he won the SCCA National championship in 1969 in A-Production.
Thompson, Mickey	A very famous racer who had several land speed records, mainly in his Challenger series of cars. In '63, he built a special lightweight Corvette for use at Daytona which was more like the production Corvette than the Grand Sports. He developed a high performance empire later on. He was murdered a few years ago.
Title	Certificate of Ownership of a motor vehicle in most states.
Tow Bar	In England, this is the part most Americans refer to as the trailer hitch, which is the part that is permanently attached to the car. In the US, this refers to a portable trailer tongue that attaches to a towed car on one end and to the trailer hitch ball of the towing vehicle on the other, for towing a car on its own wheels, which is known as flat towing.
Tow Car, Tow Vehicle	The vehicle in front that tows something behind, such as a trailer or car. See Trailer .
TPI	Tuned Port Injection. The electronic fuel injection system used on Corvettes from 1985 to 1996.
Trailer	Carrying a Corvette or other car on a trailer, usually to events like a race or a car show. For more information on trailering your Corvette, there is a page devoted to Trailer Your Corvette here on the VetteNet Home Page.
Trailer Queens	<i>Slang</i> A term, usually demeaning, for Corvettes that have been restored and now are never driven, going to shows on the trailer and usually having almost zero miles on the odometer. A friend joked once that his restored '64 had such high mileage (21 miles) because the trailer ramps were too long. This does not apply to race cars since they put many miles on the odometer from the race track and usually in a much harsher environment than most Corvette owners would attempt to drive their daily driver.

Trailing Arm	In the '63 to '82 IRS, the differential is frame mounted. The wheels run on axle spindles in a wheel bearing carrier that is held by the trailing arm, a rectangular tube that pivots from a frame mount behind the seats. The trailing arm transmits all braking and acceleration forces to the chassis. See IRS .
Trans Am	In 1966, SCCA began a race series for basically stock sedans, which ran in the under 5.0 liter and under 2.0 liter classes. In the '70s, these cars were no longer stock and by the late '70s were tube frame GT cars. Corvette ran in the later group of cars. See the Unofficial Trans Am page for more information on the Trans Am racing series, along with the SCCA Unofficial Home Page for schedules. In 1969, Pontiac produced a version of its Firebird that was called the Trans Am under license to SCCA. Ironically, the Trans Am used a 400 cid engine and was ineligible for the series it was named after. The Trans Am became famous as the car driven by Burt Reynolds in the "Smokey and the Bandit" series of movies. The Trans Am is no longer built as GM ceased producing the Camaro and Firebird a few years ago.
Transistor Ignition	The transistorized breakerless distributor and ignition system for '60s Corvettes. The distributor used a magnetic pick up and was different than other transistor designs used in other GM vehicles.
Tri Power	Basically, any three 2 bbl carb setup. On Corvettes, this was only offered by Chevy in 1967-1969 on 400 hp and 435 hp versions of the 427. It is easily identified by the huge triangular shaped air cleaner. It is similar to the Six Pack versions run on Mopar cars such as the Road Runner, Super Bee, Cuda, Dart, and others on the 340 and 440 engines of the same era.
Trick, Tricked Out	<i>Slang</i> Extra special, really neat, as in performance. Example: Tricked out engine, a really trick cam, a rear suspension that is trick.
Trim Plate	From 1963, a Trim Plate was attached to each Corvette that told what the interior, exterior paint, body style, and body build date was. In Sting Rays, this is located under the dash next to the VIN plate. In Sharks, this is inside the drivers door hinge area.
TSD	Time - Speed - Distance. A type of road rally where the instructions tell the rallyists to travel at a given average speed and they must keep that average such that they do not arrive too early or too late at each checkpoint. Points are scored by seconds off in time and the lowest number of points (seconds) is the winner. See Rally .
T-Tops	Refers to the two roof panels that can be removed on 1968-1982 coupes. The name comes from the design of the top, i.e., Targa, not the common misbelief that the open area formed a "T". Targa roof designs are also found on Ferrari 308, Porsche 911T, 914, Fiat X1/9, and the Honda Del Sol, among others.
Turbo, Turbocharger	Turbocharging is done by having a fan in the stream of the exhaust that spins a similar fan in the intake stream, compressing the air in the intake. Many refer to it as free horsepower due to not having direct parasitic losses like turning the compressor of a supercharger. Corvettes have never been turbocharged from the factory but there were several aftermarket producers of both kits and complete cars in the mid '70s to early '80s.
Turbo350, Turbo400:	3-speed automatics used by GM forever. The 400 unit is beefier and has different gear ratios. Very popular with racers. Easily modified. Actually, these are officially the TurboHydramatic 350 and TurboHydramatic 400. (bj)

Turbo Fire	Small block engine names during the '60s.
Turbo Jet	Big block engine names during the '60s.
TWS	Texas World Speedway, a race track near College Station in Texas. See the Texas World Speedway page for more information.

U

Underdrive Pulley, Under-driven pulleys	An under drive pulley is a smaller pulley on the crankshaft than normal to slow the speed of the belts. This saves horsepower waste since the alternator and water pump are spinning slower and is common to find on race cars. On the street, these often cause problems in under-charging the battery and flowing water too slowly to cool the engine. Regardless of the horse power claims, they are best left to non-street cars.
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In some applications, the same effect is achieved by using larger pulleys on the alternator and the water pump, which was how Corvette handled it often in the high performance engines. About the only application to use a smaller crankshaft pulley from the factory was the L88.

V

Valance Panel	The panel under the rear bumpers that covers the frame and undercarriage. In years that side pipes were available, two separate panels were used, one with holes for standard mufflers, one without holes for side pipes.
VetteNet	The largest email list dedicated to Corvettes in the world. If you are not on it, you should subscribe. Click here to find out how.
Vette Vues	One of the oldest Corvette magazines around. Started in the early '70s, it has maintained a small size format and contains a very large number of classified ads, setting it apart from most car magazines. See the Vette Vues Magazine Home Page for more information.
VIN	Vehicle Identification Number. A VIN Number is redundant speech. This was once known as the serial number and is stamped into a metal tag attached to every Corvette in various places. In 1968, the DOT required these be attached such that you can see them from the windshield. A partial VIN is stamped into the engine pad on the front of the engine and into the frame in two places so that a car can be identified if stolen. These numbers help verify that a Corvette is all original today, although many violate federal law by restamping the VIN into the engine that is not original. See Restamping , Matching Numbers , Trim Plate , and Casting Numbers .

W

Washboard Hood	A description of the fake louvers on the hood of a '58 Corvette.
WCFB	See <i>Carter WCFB</i> .
Wobble Plate	A part of the early design of the Ram Jet fuel injection that was replaced with a better design.

Woodward Avenue	A street leading out of Detroit, Mich. which in the 1960s was the site of many street races among young car drivers. It gained a reputation as a weekend and late night "drag strip" and as such, was a location that many auto executives tested new ideas prior to revealing them to the public. Careful observation would have netted you a view of the Pontiac GTO months before it became a project and so on.
WOT	Wide Open Throttle. Foot smashed to the floor and you are wide open.
<hr/>	
X	
X member	In straight axle Corvettes, a section of the frame formed an "X" which was used for stiffening and strengthening the frame in the Corvette. In email, people often use "X member" to mean crossmember, however these are not the same piece of the frame. A cross member can be any crossmember while the X member was only the section in the center of 1953 to 1962 Corvettes.
X-brace	In the C4 convertibles, the chassis is too weak to handle the lack of a roof and the structure that runs through it so an "X" brace was bolted to the chassis to stiffen it to acceptable levels. The convertible is still not as stiff as the coupe and all out performance suffers such that only the coupe can have the maximum handling packages, unless the previous models which the convertible had as strong of a chassis as the coupe.
<hr/>	
Y	
Yenko, Don	A Chevrolet dealer and Corvette racer of the '50s and '60s who won several championships for Chevrolet. He later created several "special" Chevrolets such as the Yenko Stinger Corvaire and the Yenko Camaro, through the COPO of his dealership.
Y Body	The Corvette, mainly the C4.
Y-pipe	The front exhaust pipe that connects to both exhaust manifolds and then comes together for a single exhaust pipe. This was the pipe on low performance exhaust systems on all cars before catalytic converters. After catalytic converters were required, most cars ran a Y-pipe to a single catalytic converter and to a single muffler. Many high performance cars split the pipe after the converter to dual exhaust with two mufflers but it is not a true dual exhaust system.
<hr/>	
Z	
"Z" RPO codes	RPO codes beginning with Z (ZL1, Z06, etc.) were <i>special performance packages</i> on the Corvette. They were not a single part but the combination of several parts. Examples are the ZR1 and ZR2 Corvettes of 1970 and the Z06 Corvettes of 1963.
ZF-6:	A misnomer for the 6 speed used from '89 up. There is no such RPO as ZF-6. The confusion comes from the fact that ZF is the abbreviation for the German firm that designed and built it. The correct RPO is MN6 . BTW, the 6-speed in the Camaro is a Borg- Warner unit, not the ZF unit, and is called a T56 tranny. (bj)
Z06	A complete racing package for the 1963 Corvette coupe, including the 360 hp engine, the 36 gallon gas tank, special brakes, and F41 suspension, among other things.

Z07 Z07 was Z51 (1991-1995) combined with FX3. Prior to '91, if you ordered a Z51 car with FX3, you got the base suspension and sway bars (unless you checked off RPO R9G (Corvette Challenge cars)). (jm)

Z51 Z51 was the heavy duty performance suspension from 1984 to 1990 and in 1996. It consisted of stiffer springs, larger anti-roll bars, solid vs tubular anti-roll bars, 9.5" wheels at all 4 corners (for years which had 8.5" wheels as standard), gas shocks (for years that had "other" shocks standard), and heavy duty bushings. Depending on year, the Z51 option included big front brakes, engine oil cooler, extended lower air dam, different steering rack, etc. Some years required the manual transmission (i.e.. 1990), some did not (i.e.. 1984). (jm)

Zora Arkus-Duntov

The engineer most responsible for the way Corvette existed from 1956 to the mid '70s. The 1953 Corvette already existed when Zora joined Chevrolet in 1953 and while he made changes to it, it was not really his car. Zora did highly influence the performance aspect of the Corvette, and Chevrolet in general, by introducing high performance items like the Duntov cam, Ram Jet fuel injection, special brakes, the Corvette SS, and others. His drive to have the Corvette a race car was balanced by Bill Mitchell's drive to have the Corvette the slickest looking car on the street. The combination of the two made for magic in the Corvette, the same way the balance of the raw and rowdy John Lennon balanced the sweet and boyish Paul McCartney made musical history in the Beatles.

Zora's two most notable accomplishments (he had so many we do not have space to print them all) with Corvette were the introduction of fuel injection in 1957 and the Sting Ray in 1963, although he wanted very much to have a transaxle in the 1963 Corvette, something which has been delayed until C5. Zora was fascinated with mid engine designs (CERV and CERV II) and no doubt wanted the transaxle as a step to make the larger jump. Don't be surprised if C5 is that jump.

Zora resigned in 1975 but did keep involved with Corvettes in the Duntov Turbo in 1980 and with NCRS events. His latest love was flying and he was working on a special engine for a record breaking attempt when he died in April 1996 while still living outside Detroit.

One mistake many make is thanking Zora or complaining about Zora for things they find with their C4 Corvettes. Zora was not part of C4 and is not responsible for credit or blame. Dave McLellan is the person to see.

ZL1 While most think of this as an engine option, and thus wonder why it started with a Z rather than an L, it was a performance engine *package*. The package consisted of the L88 engine with a special aluminum block. In some original dealer sales booklets, the price of ZL1 was low (\$3000) but required L88 and other options. In other dealers sales booklets, the price of roughly \$4800 included L88 and options. As such, confusion exists to today that ZL1 was a \$3000 option when in fact it was much more expensive. It doubled the price of a base Corvette.

ZR-1 Again, this is a package, according to the "Z" option codes. The ZR-1 was introduced in 1990 (some 1989 pilot cars were built but never sold) and lasted until 1995. It included the LT5 engine, 6 speed transmission, many comfort options as standard, and a wider body to accommodate larger tires. Originally, it was readily distinguished by its rectangular taillights as the base Corvettes had round, but in the '90s, the base Corvette also received the rectangular taillights. However, if a standard Corvette and a ZR-1 are side by side, you have no trouble telling the difference. When ZR-1 came out, it had been hailed as "King of the Hill". See [the Corvette ZR-1 page](#) for more information.

ZR1, ZR2	Often referred to as meaning "Zora's Racer", the ZR packages were simply named in the same fashion as other performance packages of the time, such as the most famous, Z-28. The ZR1 was a racing package with the 350 LT1 engine, M22 4 speed, F41 suspension, and other options. The ZR2 was the same package but with the 454 LS6 engine. Both were intended for SCCA road racing use and could not be ordered with the normal luxury items like power accessories, air conditioning, or radio.
2 bolt mains, 4 bolt mains	The number of bolts holding the main journal caps on. The 4 bolt main is stronger than the 2 bolt main and so is more desirable to racers. However, all small journal engines were only 2 bolt mains and survived many racing series. The need for 4 bolt mains on the street is greatly exaggerated except for heavy load towing.
5.0	Usually a reference to the Ford Mustang or Mustang GT with the 5.0 liter engine (302 cid) built in the '80s and '90s. Many view this as competition to the Corvette but actually it is competition to the Camaro, the target it was built to compete with.
10 bolt, 12 bolt	Chevrolet rear axles. The number of bolts on the rear cover is what most refer to, but the number of bolts holding the ring gear to the differential housing was the same number. The 12 bolt was larger and stronger and is normally desired for drag racing. These were often used in straight axle Corvettes and even in Sting Rays and Stingrays until a rule change in the '70s mandating the stock style of suspension.
49 States	During much of the emissions era, cars built for sale in California required special emissions equipment to pass standards special only to California. The other 49 states only required equipment needed by Federal law and a 49 states car is one that has only federal equipment, not California equipment.
262	Large Journal (LJ) SBC with a 3.671" bore and 3.100" stroke that was built in the mid '70s to provide V8 power with economy in smaller cars. It was never used in a Corvette. From 1974 to 1976.
265	The original SBC. The small journal (SJ) 265 had a 3.750 bore and 3.00" stroke. The first ones did not use an oil filter and can be readily determined by lack of an oil filter pad. The 265 was in Corvettes in 1955 and 1956 only. >
267	LJ SBC with a 3.50" bore and 3.48" stroke built in the late '70s to provide V8 power in a small displacement to appease those worried about large engines during the gas crisis. It was never used in a Corvette. From 1979 to 1982.
283	SJ SBC with 3.875" bore and 3.00" stroke, used in Chevrolets from 1957 to 1967 and Corvettes from 1957 to 1961.
302	SBC with 4.000" bore and 3.00" stroke, used in 1967 to 1969 Camaro Z-28. It was not a Corvette engine but as a crate motor found its way in many Corvettes during the '70s by many enthusiasts. The 302 was available both in SJ and LJ. In the early 60s, many bored 283s to 4.000" and made what they called 301 engines, basically the same.
305	LJ SBC with 3.675" bore and 3.48" stroke (same as 350), used in 1980 Corvettes sold in California only to comply with emissions requirements. The 305 was from 1978 to 1984.
307	LJ SBC with 3.875" bore and 3.25" stroke. The 307 was built on the large journal blocks only from 1968 to 1974. It was never used in a Corvette.

- 327** SBC with 4.000" bore and 3.25" stroke, used in 1962 to 1968 Corvettes. The 327 lasted to 1969 in other lines. The 327 was available in both SJ and LJ.
- 348 The small "W" engine used in 1958 to 1962 Chevrolets. It was never offered by Chevrolet in a Corvette. This was the Mark I big block.
- 350** SBC with 4.000" bore and 3.48" stroke used in Corvettes from 1969 to 1991. While the LT-1 in 1992 to 1996 is a 350, it is a different generation design and is questioned as to being a true SBC, as is the LT4 and LS1.
- 377 The displacement of old racing engines of the early '60s. Today, this displacement is accomplished with a 400 block bored .030" over and a 350 crank, for a 4.155" bore and a 3.48" stroke. This is not a factory available engine and has never been used in a production car. This is more common in circle track racing than on the street.
- 383 Chrysler built 383 big blocks during the '60s. However, today many talk about having a 383 in their Chevy. They are not doing the unthinkable of using the old Chrysler 383, but building a custom displacement engine with Chevy parts. A 383 is built by using a 350 block bored .030" over and installing a 400 crank. A 400 crank does not fit as the journal sizes are different but the journals can be machined to the smaller 350 size to fit. This gives a bore of 4.030" and a stroke of 3.75". This is a very common street engine conversion today.
- 396** BBC with a 4.094" bore and 3.76" stroke that was first offered in 1965 in the Chevrolet, Chevelle, and Corvette. 1965 was the only year in a Corvette although it was used in Chevrolets, Chevelles, and even Novas until 1969. Horsepower ran from a low 325 hp to a 425 hp version in the '65 Corvette. However, while horsepower was similar to high performance SBC, the torque output was very much higher. The introduction of this engine marked the death of the Ram Jet fuel injection, as it offered much more horsepower and torque for a lower cost.
- 400 SBC and BBC, if you believe the marketing hype. The only real 400 was a small block, from 1970 until 1976. However, the 402 big block was marketed as a 396, 400, and 402, causing much confusion. The bore as 4.125" and the stroke was 3.75". The main journals were enlarged to 2.650" instead of the normal LJ mains of 2.450" but the rod journals were the same at 2.100" diameter.
- 402 BBC with a 4.125" bore and 3.76" stroke. Never used in a Corvette, but found in Chevrolets, Chevelles, Monte Carlos, and Novas. In 1970 it was marketed as a 396, 400, and 402, depending on the application, adding to great confusion about both the 402 and the 400 SBC. Often maligned as a "truck engine" or a "boat anchor", the reality is it is the same as a 396 bored .030 inches. The low-performance applications it was found in (trucks, station wagons, passenger cars) promoted the idea of a low-performance engine along with it taking a beating during the early emission control measures. It performs as well as any 396 with similar equipment (cam, heads, carb) and similar modifications. Do not pass one of these up due to its reputation.
- 409 A "W" engine or Mark I engine of the early '60s. The 409 was used in full sized Chevrolets and trucks but never in a Corvette. The engine had a lot of torque for the era and was often rumored to be able to pull a house off its foundation. It had good drag racing success and was the subject of a Beach Boys' Top 40 song "409".
- 427** BBC with a 4.25" bore and 3.76" stroke, used in Corvettes from 1966 to 1969.

- 454** BBC with a 4.25" bore and 4.00" stroke, used in Corvettes from 1970 to 1974 and in other Chevrolet vehicles to the present.
- 461, 462 The last three digits of the casting number on the heads of some '60s SBC. The 461 had both 1.94/1.50 valves and 2.02/1.60 valves, so number alone is not enough to know. These have a double hump casting mark on the end and were often known as the double hump heads. They were also known as fuelie heads since they were found on fuel injection engines.
- 502 A Mark V generation BBC. These are only available over the counter as crate engines.
- 3959512 This engine casting number is erroneously displayed on many Internet sites as a 1962-63 327-250 hp engine. This is a SERVICE block only. It was available beginning in 1969 as a replacement block, short block, fitted block, and apparently full engine due to some having the engine code stamped on the pad. It is a small journal block used to service 1962 to 1967 applications. It was never used in production of any car as the small journal production car use ended in 1967, two years before this block appeared.

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