

Member of the Month

Matt Guthan and his 1963 convertible



As many of you know or may not know, I decided to sell my good friend for 5 years, the 1992 triple white. It was a very hard decision to do, since that was my first corvette! I decided that I wanted to have something a little different. So on my search for the next vehicle. I could not decide if I wanted a C-3 big block car, or go all out and get a C-2, all I know was that it had to be a convertible!

I decided to go with a C-2! Unsure of exactly what year I wanted, I just started looking at different cars, colors, and options. And with lots of help with some members of this club, and some online forums, I was finding out all of the "hidden" secrets of the C-2. I had no idea what the hell a birdcage was, but Barry

sent me some pictures and where to look for damage. As I found out, if the birdcage is badly rusted, it is very expensive to fix.

The corvette I found and finally bought, is a 1963 Daytona blue convertible, blue interior with a white top and power windows. It was built April 19, 1963 which I am told is an early 63. It has a Borg Warner T-10 4 speed, which came with early '63 cars. Another sign of an early Vette was the voltage regulator is mounted on the radiator support, instead of on the fender-well. This is the information as I am finding it out, I am no expert in C-2's, and I just have been trying to find out as much info as I can. This, from what I am told by the previous

owner, is also a fuel injected car. It does have all the signs of a fuel injected car, the high-line tachometer, the hole in the radiator support, and the holes in the fender. The radiator support looks like it was never replaced.

The story of the corvette that the last owner told me seems to be checking out. He bought the Vette from a race car driver in Canada. He owned the car from 1970 to 2001. When he got the Vette, he had trouble with the fuel injection unit, so he pulled the motor and trans, and installed an automatic tranny and a professional built 1969 LT-1 350. I checked the motor numbers and the cylinder heads, what I came up was that the block is a 1969 only 350 LT-1 4 bolt main that came out of an

Acadian (Canadian Nova) with 2.02/1.60 double hump angle plug heads. The previous owner that I bought the corvette from had the original T-10 rebuilt and reinstalled. I also checked the rear differential and that also is the original 4.11 posi unit.

As for the future of what I am going to do? There is just a lot of little stuff that it needs, that it seems like the last owner didn't want to bother fixing. The first thing I did was buy an HEI distributor with a tach drive. It had a HEI distributor in it, but no tach drive. The next thing I plan on doing is replacing the engine wiring harness. All the years of people doing things, it doesn't look the best. I also plan to do the dash harness also. And just drive it to shows, enjoy the Vette, and learn more about it!

