

4/2/2016

Re: 1967 L88 Corvette VIN 194677S115484

Thank you for providing me the opportunity to inspect the above referenced vehicle on Tuesday March 29th. Should you have any additional questions following this written inspection report, please do not hesitate to contact me.

One of the first things people always ask is how many Corvettes were built with these options? Fortunately published GM records for the Corvette do allow us to get close on this car. Here is what I can tell you with certainty - 20 production 1967 RPO L88 Corvettes were built of those I believe 8 were Convertibles, I am pretty sure only one Convertible was silver. The L88 was one of the few packaged options in 1967 Corvette production which included mandatory options of any type. The mandatory options were C48, F41, J56 (which required J50), K66, M22 and G81. In the case of G81 several axle ratios were available 3.36, 3.55, 3.70, 4.11 and 4.56. A copy of authentic GM Wholesale Invoice paperwork produced for the dealer on this car which I have personally inspected and am willing to state is absolutely real GM issued documentation for this vehicle. It identifies the original rear axle ratio for this vehicle as 3.70, in addition the paperwork indicates this vehicle was built with the single additional option of N14 know as side dual exhaust. It is my opinion there is no other identically equipped, documented 1967 L88.

- Again the Wholesale Invoice copy of the Documentation for this vehicle is very significant. Absolutely without question bullet proof copy of an original document for this vehicle. It carries all of the options on the car. These documents are validated by unpublished string identifiers in the GM corporate system that

Corvettes, Muscle & Collector cars the way they were

somebody building a fake document could not possibly guess or have. In the case of the Wholesale Invoice it contains two such strings and both of those present on this document are correct for this vehicle.

- The Trim Tag:

The VIN Plate:



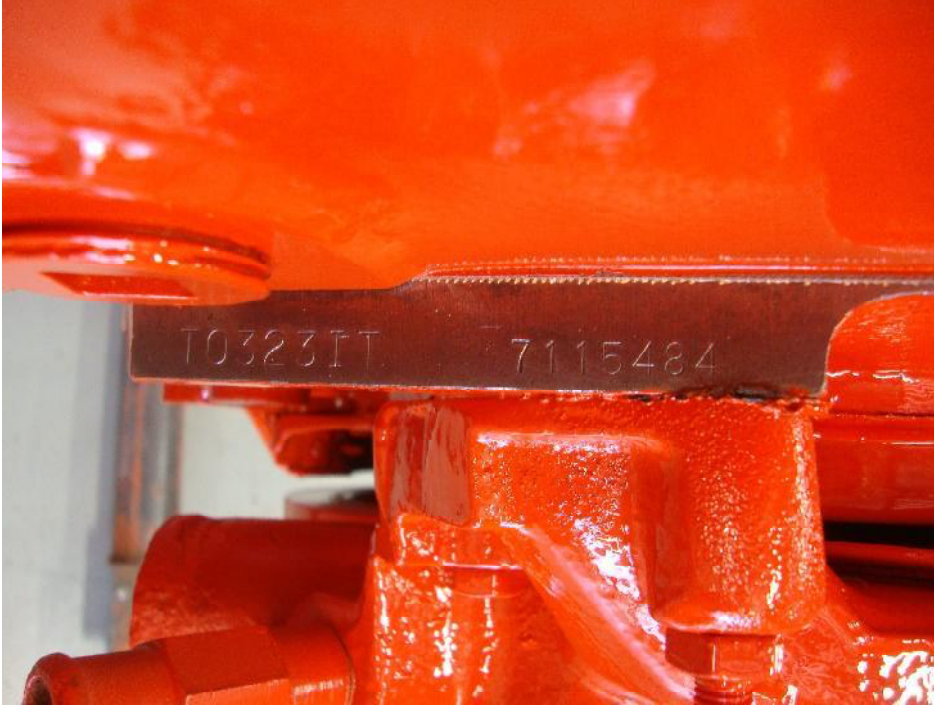
The Trim Tag and VIN tag affixed to your vehicle and pictured above appear to be unaltered original GM issued items that have never been off the vehicle. The Trim Tag reflects 67-467 which confirms the 67 convertible body with St. Louis built body number S7113, my physical inspection confirmed that indeed the body is a St. Louis built body. In 1967 there were two body plants for Corvette production, one in St. Louis and one in Ionia, MI., this body number S7113, is a St. Louis built body and is a perfect fit in the production sequencing as it falls in line with the actual build sequence for vehicle 15484, a statement that cannot be made for many of the surviving 1967 L88's.

The Trim Tag in addition reflects a production date of I03, which translates to April 3, 1967 and corresponds with the known production time frame for sequence 15484, it also matches the NCRS Shipping Data Record which you have that shows a production date of April 4, 1967. The GM Wholesale Invoice you have shows a date of shipment for the car to the dealer of April 6, 1967 and an execution of the Wholesale Invoice April 7, 1967. In addition the Trim Tag reflects Std. for the trim which is Black. The paint color of Silver Pearl is confirmed as correct for the car as built from the 986AA reflected on the Trim Tag. Again this is also confirmed by the GM Wholesale Invoice.

- The Shipping Data Report prepared by NCRS Jan 9, 2016, from GM records confirms the GM Zone 32, Dealer 175, Commonwealth Chevrolet, Boston, MA. Information present on your original GM Wholesale Dealer Invoice confirms the same number Zone 32, Dealer 175, Commonwealth Chevrolet, Boston, MA.

- The combined Documentation proves without a doubt that 194677S115484 is indeed one of the original 20 L88's.

Engine:



This vehicle carries an engine which is period correct, date code correct, and appears as an original 427 L88 engine for the car would have appeared from the factory. It is casting number 3904351, with a casting date of C217 which reflects a March 21, 1967 casting pour, it is a four bolt configuration confirmed by the oil galley plug and oil pressure line ports above and to the left of the oil filter canister. With a machine code stamping of T0323IT which reflects an assembly date of march 23, 1967 and a VIN derivative of 7115484 which reflects the correct VIN derivative for this particular vehicle. It is my opinion this is not a GM produced engine pad, that is a very accurate representation of the 67 L88 engine which would have been delivered with the car when new. Of the 20 original L88's possibly one or two have the original motor.

Transmission:

The transmission in the car is the original M22 transmission as delivered from the factory which carries proper vin derivative and production date sequences as an original piece should.

Rear end:

While the rear end in the Corvette does not carry a VIN derivative as the transmission and engine do, it does carry a specific axle ratio code and production date, the rear end does not appear to be the rear end that would have been delivered with the car from the factory.

This is a very authentic restored 1967 L88 Corvette that appears to have lead a fairly pampered life, if L88's can lead such a life. An exceptional well documented factory L88 Corvette Convertible, with an over the top nut and bolt frame off restoration that is second to none. There are numerous manufacturing practices that were accounted for and present when analyzing this L88 vehicles production. When I checked to confirm original configuration from the factory every single item I checked proved the original build of this vehicle was a L88 the unique body build identifiers along with chassis/driveline identifiers all indicate this is a factory built L88 vehicle. Add the original factory documentation and you have the real item a Factory L88 with paperwork. Not a car built form pieces to match the paper, not a car built from scraps of a used up L88 race car, but a Factory L88 that appears it has led a semi charmed life and has paperwork.

Again, thank you for the opportunity to inspect your Corvette

Regards,

Roy Sinor

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Qualifications:

I am a graduate engineer that was employed in his first post graduate job as an engine development test engineer, in the engine division of Ford Motor Company in Dearborn, MI. I left that position and went on to work as a engineer in the marketing side of the off highway

mining industry. In 1984 I purchased a NAPA parts store and grew it to one of the better parts stores in the northeastern Oklahoma NAPA system, I sold that business in 2000.

I was selected as an engine stamp judge for the National Corvette Certification Board (Bloomington Gold Organization) in 1980 and served for 12 years retiring in 1992. Served as the NCRS 1967 Corvette National Team Leader from 1990 until 1996 when I stepped down after being appointed the NCRS National Judging Chairman a position I held for 17 years before retiring in 2013, served as the NCRS Historic Document Services Manager from start up in 2010 until retirement in 2014. I was one of the original seven 200 level judges in the NCRS, one of three original 400 level judges and am the most recent recipient of the NCRS Lifetime Achievement Award.

I Founded Sinor Prestige Automobiles, Inc., in the spring of 1982. I am an author and editor of many notable Corvette Publications. I currently serve as an independent contractor to many auction houses, provide expert witness in collector car fraud cases, along with collector car fraud seminars to the insurance industry and I provide pre and post purchase collector car inspections.