

3/5/2020

Re: 1965 L78 Corvette VIN 194375S121845

Thank you for providing me the opportunity to provide a physical inspection report on the above referenced, below pictured vehicle.



Corvettes, Muscle & Collector cars the way they were

I completed this inspection Wednesday, February 19, 2020. Should you have any additional questions following this written inspection report, please do not hesitate to contact me.

I do a significant number of these inspections. Each ends up being unique to the vehicle, because each vehicle presents itself in a different light than the previous or the next. One of the first things people always ask is, "How many Corvettes were built with these options?" Published GM records for the Corvette will allow us to make a few assumptions, and then a guess. I am only going to consider options I was able to document as original to the vehicle for this calculation. Here is what I can tell you with some certainty: 2157 production 1965 L78 425 Horsepower 396 Corvettes were built. From this point forward, you get an extrapolation based on known ECL code break downs and assumptions which must be made that should hold true, but there are no guarantees. For example, 34.7 percent of 1965 production was the coupe body, does that percentage hold for the 425 Horsepower 396 engine choice? I personally believe it probably does, so I estimate that approximately 749 coupes were built with 425 Horsepower 396 engine. Next we come to 4.11 positraction ratio with the 425 Horsepower 396 engine 41.8 percent of the 396's were this ratio, so our number is 313 4.11 positraction 425 Horsepower 396 coupes. In addition, 21.8 percent of the factory 396 cars had the optional side exhaust, this moves the number to 68. Then we come to the F40 Special Suspension, 30 percent of the 425 Horsepower 396 engine equipped cars were built with this F40 suspension, so that makes a new number of 21. This speculation can be off by a factor because of overlap or the fact that some options may have been exceedingly popular on specific engine combinations. Another documentable option we can use is the presence of the Milano Maroon paint. 12.1 percent of the Corvettes built were this color, so your number reduces down to 3 vehicles with the above listed options. We could use the other options present with the vehicle if they could be documented as original items to the vehicle but at this point they can't be. My inspection confirms that all the options present on this vehicle which could be confirmed are those mentioned above and used in the analysis to break the production number down to 3. Each of those options appears to be factory original configuration for this vehicle, and every manufacturing technique known to apply to the installation of those options is present and appears accurate for the vehicle. The final kicker would be the black vinyl interior. There are just no numbers available that indicate how many standard interiors were built. One of three without considering the black interior is significant. The fact I can count the number of documented cars equipped like this I have seen in my career on one hand leads me to believe this number could be very accurate. Again, my inspection confirmed that each of the above mentioned options appears to be factory equipment for this vehicle, and that every manufacturing technique

known to apply to the installation of these options is present and appears accurate for the vehicle.

The Trim Tag:

The VIN Plate:



The trim tag and VIN plate 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 "65-437", which confirms the 1965 model year coupe body with St. Louis built body number "S3822". My physical inspection confirmed that indeed the body is a St. Louis built body. In 1965 there were two body plants for Corvette production: one in St. Louis and one in Ionia, MI. This body number "S3822" 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 21845.

The trim tag reflects "L9", which is the production date that translates to July 9, 1965 and corresponds with the known production time frame for sequence 21845. In addition, the trim tag shows "Trim STD" which reflects Black vinyl. The "900MM Paint" reflects Milano Maroon as the factory paint color. The authentic GM trim tag pictured above is absolutely a real GM issued trim tag for this vehicle. I make this statement based on my personal research and as the Co Author of the *NCRS Authentication Library Volume One: GM issued 1963-1967 Corvette Trim Tags*.

The VIN plate pictured above right is without question an original issued GM VIN plate that has never been off the vehicle. I make this statement based on my personal research and as an expert in the field of VIN plate validation, having been involved in the hobby for some 40 plus years and as a recognized expert witness on this subject.

Engine:



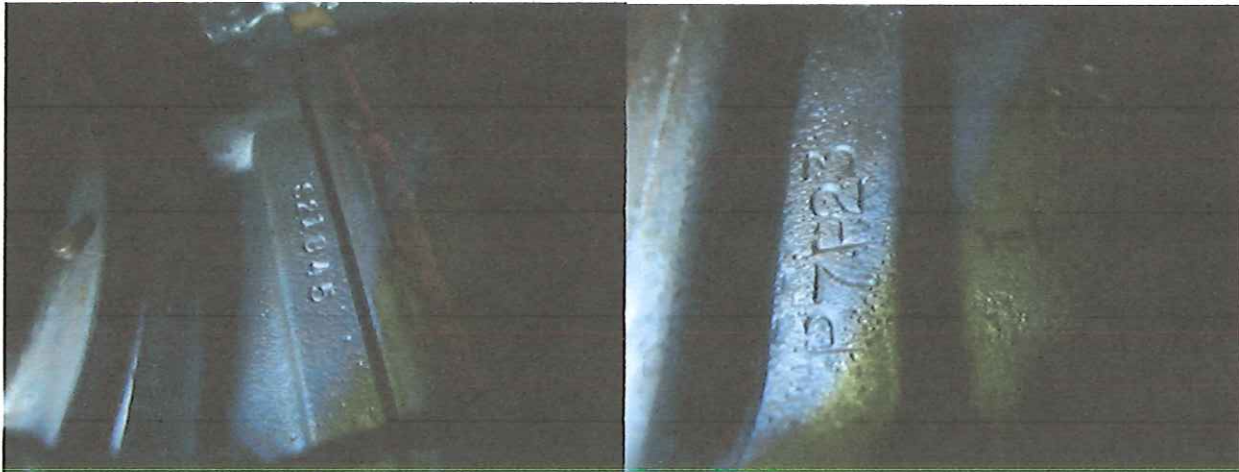
A significant piece in the collectability of a 65 L78 425hp Corvette is the original engine. The engine pad and casting dates pictured above are of the engine in 21845. This engine is casting number 3855962, configured as a four bolt main, cast "E285". 21845 was built on or about July 12, 1965. The engine block cast date pictured above right translates as follows; "E" reflects May, "28" reflects the 28th day of May, "5" reflects the year 1965. The machine code pictured above left is "T0607IF", where "T" stands for Tonawanda assembly, "0607" stands for June 7th and "IF" represents four bolt main 425hp 396. This pad also carries the VIN derivative of "5121845" represents the model year 1965 and vehicle sequence number 21845. This engine pad does not display the unique broach marks, font, juxtaposition and spacing associated with original GM Tonawanda assembly stamp in this time period. The VIN derivative also does not display the unique font, juxtaposition and spacing associated with the St. Louis assembly line VIN derivative stamp in this time period. It does include a typical production sequence with the cast to assembly line timing of May 28th 1965 to July 12th 1965 and is perfect representation of typical cast to assembly production timing of four to six weeks.

My inspection of this engine included verification of the correct four bolt machining configuration confirmed by the block machining and engine oil pressure line installation. The engine does have the correct rectangle port cylinder heads of this time frame. The casting numbers are not visible for the cylinder heads without disassembly, however the cylinder head configuration present on the vehicle is unique to 1965 production and very identifiable and correct for a L78 425HP build in the time period.

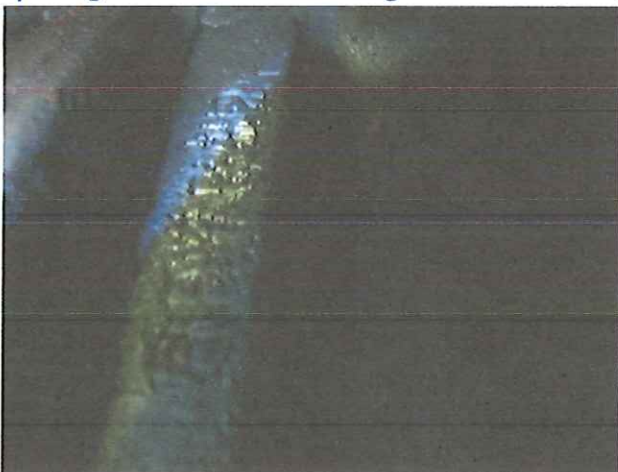
I make that statement based on my education, study and training with respect to these engine assemblies which included consecutive terms of twelve years as an engine stamp judge for the Bloomington Gold organization, seven years as the NCRS 1967 National

Team Leader and seventeen years as the NCRS National Judging Chairman, that is a thirty four year training cycle during which engine stamp analysis was a significant part of my personal duties. It is my opinion that this is not the original engine that 21845 was born with it is a very typical restoration engine and does contain absolutely correct casting numbers, dates and configuration.

Transmission:



The VIN derivative of "S121845" pictured above left represents the proper VIN derivative sequence for vehicle 21845. This transmission does not display the unique font, juxtaposition and spacing associated with original GM St. Louis assembly stamp in this time period, and does not appear to be an original GM/UAW stamping which would confirm the transmission is an original piece to this vehicle. The transmission production stamping above right indicates "P7P23" where "P" reflects Muncie 4 speed, "7" reflects the year 1967, "P" reflects the month of September, and "23" reflects the 23rd day of September in 1967, a production item built 18 months after the production of vehicle 21845. This transmission machine code does display the unique font, juxtaposition and spacing associated with original GM Muncie assembly stamp in this time period.

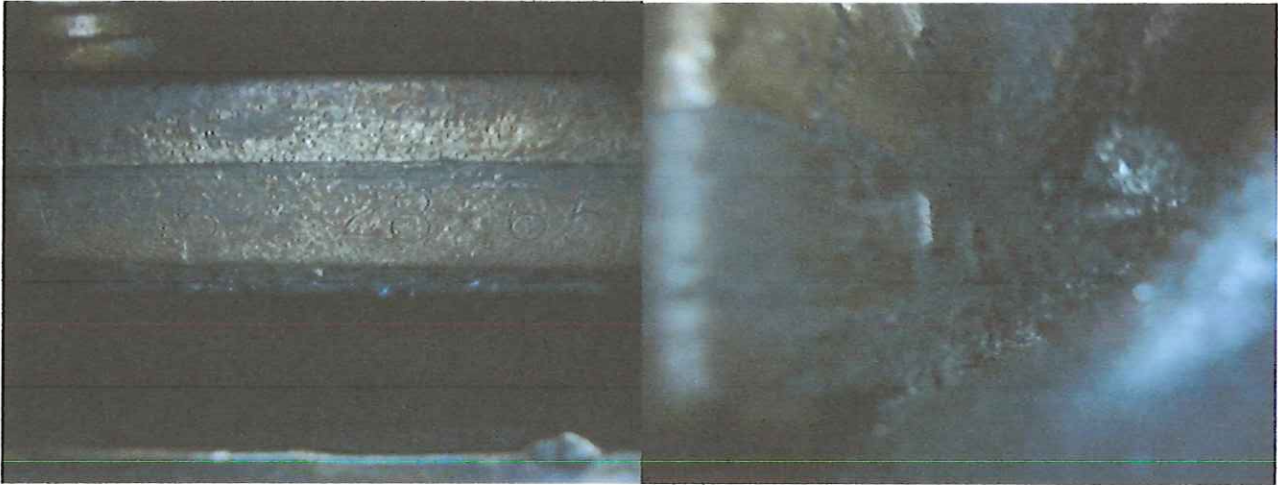


Finally the photo left appears to show the original VIN of the transmission in this vehicle which has been altered or disguised.

I make that statement based on my education, study and training with respect to these assemblies which included consecutive terms of twelve years as a judge for the Bloomington Gold organization,

seven years as the NCRS 1967 National Team Leader and seventeen years as the NCRS National Judging Chairman. That is a thirty four year training cycle during which transmission analysis was a significant part of my personal duties. This is Not the original transmission that 21845 was born with. It is, however, a very typical GM/UAW built original transmission for the model year 1967.

Rear end:



While the rear end pictured above in the Corvette does not carry a VIN derivative as the transmission and engine do, it does carry a specific axle ratio machine code and production date. The rear end is coded "FB 6 28 65" assembly code, where "FB" reflects 4.11 positraction 4 speed 396, "6 28 65" reflects June 28, 1965 assembly. This rear end also carries a casting pour date pictured above right which is unfortunately unreadable in this photo, I did physically inspect this area and the casting pour is correct for the time frame of the production of vehicle 21845. This rear end does display the unique font, juxtaposition and spacing associated with original GM Warner gear assembly in this time period. It does appear to be GM/UAW original production. This information is consistent for 21845 production. I do believe it is original to this vehicle.

I make that statement based on my education, study and training with respect to these assemblies which included consecutive terms of twelve years a judge for the Bloomington Gold organization, seven years as the NCRS 1967 National Team Leader and seventeen years as the NCRS National Judging Chairman. That is a thirty four year training cycle during which rear end assembly analysis was a significant part of my personal duties. This is the original rear end that 21845 was born with. It is a very typical GM/UAW built rear end.

Chassis:

When I checked to confirm original configuration from the factory every single item I checked proved the original build of this vehicle was as described, the unique body build identifiers along with chassis/driveline identifiers all indicate this is a factory built L78 425 Horsepower 396, F40 Special Suspension, N14 Side Exhaust vehicle.

This is a 1965 L78 Corvette, documented and confirmed by the original GM issued Trim Tag, VIN Plate, and Rear Differential. There are numerous manufacturing practices that were accounted for and present when analyzing this vehicles production. With the original factory build identifiers as support, you have the real item, a Milano Maroon L78 425 Horsepower 396, F40 Special Suspension, N14 Side Exhaust coupe optioned as mentioned in this report. This is not a vehicle built from pieces to match the documents, not a car built from scraps of a used up Corvette, but a factory Milano Maroon L78 425 Horsepower 396, F40 Special Suspension, N14 Side Exhaust coupe.

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 an engineer in the marketing side of the off - highway mining industry. In 1985, 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. I 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. I held that position for 17 years before retiring in 2013. I 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 a recent recipient of the NCRS Lifetime Achievement Award.

I founded Sinor Prestige Automobiles, Inc. in the spring of 1982, with an extensive history and background in collector cars, which dated as far back as the early sixties. I am an author and editor of many notable Corvette publications. I have served as a Corvette Expert at Barrett-Jackson Auction and numerous other similar venues, expert witness in collector car fraud cases, along with producing and presenting collector car fraud seminars for the insurance industry, and I provide pre and post purchase collector car inspections.