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Sinor Prestige Automobiles, Inc.

925 South Yale Avenue, Tulsa. OK 74112

Physical Inspection Report

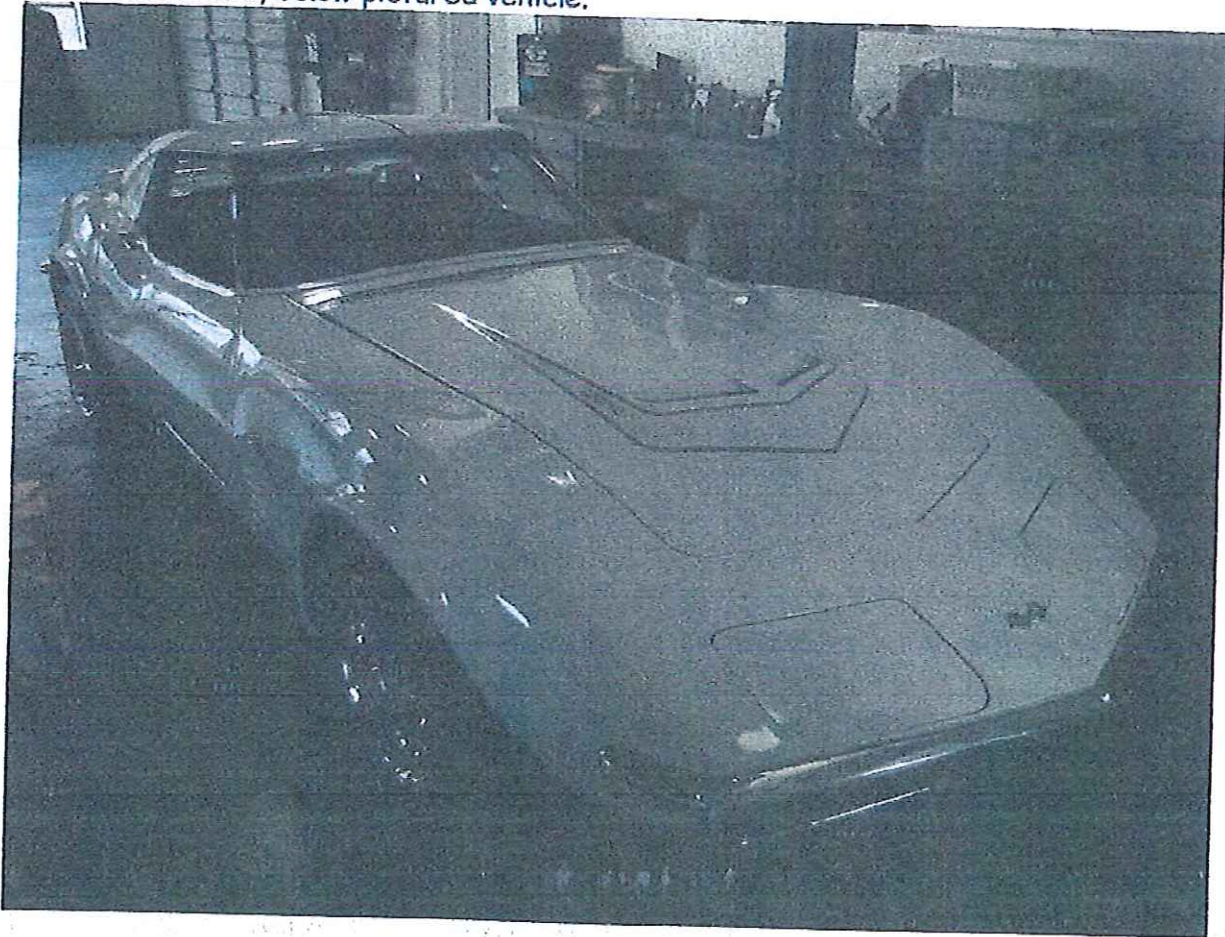
918-834-2143

rsinor@sbcglobal.net

3/7/2020

Re: 1971 LT1 Corvette VIN 194371S112867

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
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March 9, 2020

Page 2

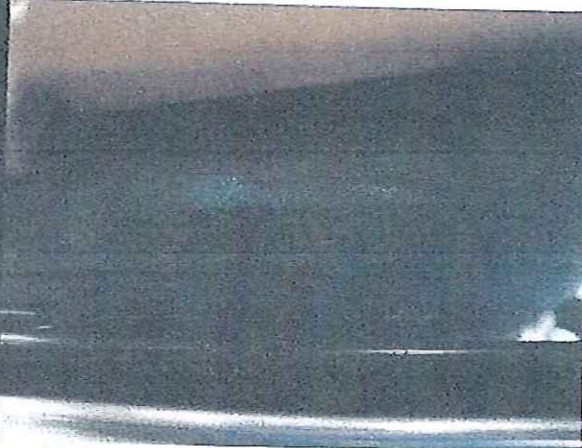
I completed this inspection Wednesday February 19, 2020. Should you have any additional questions following this written inspection report, please do not hesitate to contact me.

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 not allow us to make many assumptions. 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: 1949 production 1971 LT1 330 Horsepower 350 Corvettes were built. From this point forward, you get an extrapolation and assumptions which must be made that should hold true, but there are no guarantees. For example 67.4 percent of 1971 production was the T-Top coupe body, does that percentage hold for the 330 Horsepower 350 engine choice? I personally believe it probably does, so I estimate that approximately 1313 coupes were built with 330 Horsepower 350 engine. Another documentable option we can use is the presence of the Classic White paint. 8.5 percent of the Corvettes built were this color, so your number reduces down to 112 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 112. 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 red vinyl interior there are just no numbers available that indicate how many red vinyl interiors were built in 1971. In 1972 4.7 percent of the coupe production was red vinyl interior is it fair to assume 1971 and 1972 production were similar?> Maybe but it is a guess at best, if it were true the number would reduce too Five. One of 112 without considering the interior is significant, one of Five if our interior color assumption is valid would be even better. 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:



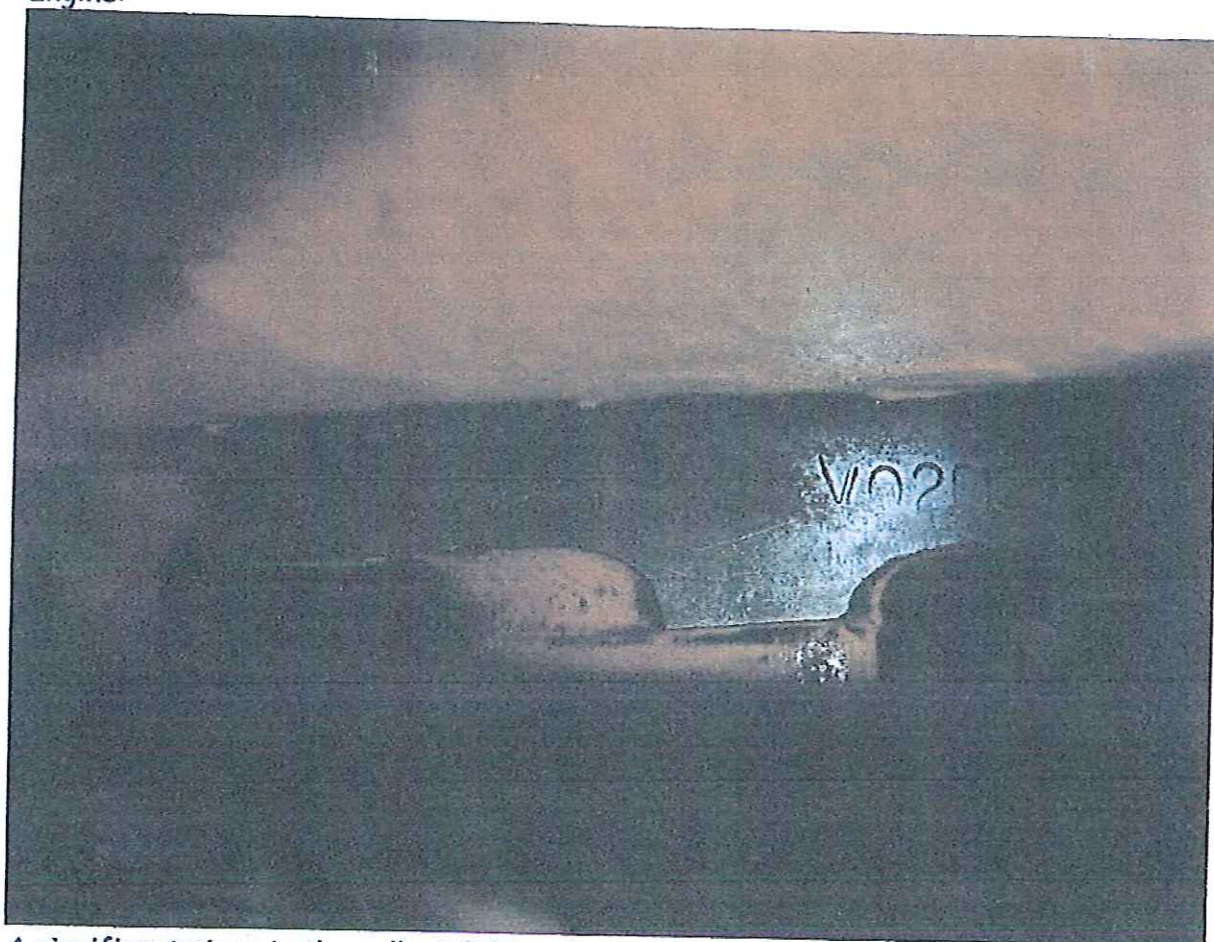
The VIN Plate:



The Trim Tag and VIN Tag affixed to your vehicle and pictured above appear to be unaltered original GM issued items. The trim tag reflects "H22" which is the production date that translates to March 22nd, 1971 and corresponds with the known production time frame for sequence 12867. In addition the Trim Tag shows "Trim 417" which reflects Red vinyl (please note vehicle appears to be upgraded with Leather seats). The "972 Paint" reflects Classic White as the factory paint color. The authentic GM trim tag pictured above appears to be a real GM issued trim tag for this vehicle. I make this statement based on my personal research and as the co-author of several publications in *NCRS Authentication Library series*.

The VIN plate pictured above right is without question an original issued GM VIN Plate for vehicle 12867, I make this statement based on my personal research and as an expert in the field of VIN tag 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 71 LT1 Corvette is the original engine. The engine pad pictured above is of the engine in 12867 this engine is casting number 3970010, cast "A211". 12867 was built on or about March 23, 1971. The engine block casting pour date translates as follows "A" reflects January, "21" reflects the 21st day of January, "1" reflects the year 1971. The machine code pictured above is "V0202CGZ" where "V" stands for Flint assembly, "0202" stands for February 2nd, and "CGZ" represents 330hp LT1. This pad also carries the VIN derivative of "C11S112867" represents the model year 1971 and vehicle sequence number 12867. This engine pad does display the unique broach marks, font, juxtaposition and spacing associated with original GM Flint assembly stamp in this time period. The VIN derivative also displays 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 and is perfect representation of typical cast to assembly production timing for this time period.

March 9, 2020

Page 5

My inspection of this engine included verification of the correct machining configuration confirmed by the block machining. The casting numbers are not visible for the cylinder heads without disassembly, however the cylinder head configuration present on the vehicle is unique to 1971 production and identifiable as correct for a LT1 330HP build in the time period. This engine is missing the factory installed air injection reactor pump.

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 six year training cycle during which engine stamp analysis was a significant part of my personal duties. It is my opinion this is the original engine that 12867 was born with it is a very typical engine and does contain absolutely correct casting numbers, dates and configuration, a factory born 1971 LT1..

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 LT1 330 Horsepower 350.

This is a 1971 LT1 Corvette, documented and confirmed by the original GM issued trim tag, VIN Plate and original LT1 engine. 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 Classic White, Red interior, LT1 Coupe optioned as mentioned in this report. Not a car built from pieces, not a car built from scraps of a used up Corvette, but a factory built LT1 with its original engine.

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.



Supersized

10-10-10



CHEVROLET MOTOR DIVISION

Corvette Order Copy

Ident. No.	Date Received	Exp. Date of Prod.	Order Number	Zone No.	Dealer	COFO/F&SO
302565	71-02-25	71-03-22	CDK213	36	107	

Model	Paint
19-37 CORVETTE COU	LVV2AA 10-10 CLASSIC WH

Equip. Code	Option No.	Type	Description
LVG07AB	4	1.5 LITRE 1500 CC	
DVLT1AA	6	250 HP TURBO FIRE 330 V8	
		Air Con.	
		Transmission	
LVG54AA		Auto	
LVN21AB		Transmission	
		Trax	
		Conv. Top	
		Air Top	
LVU59AC		Radio	
		Combin. & Con.	
LVG81AA		LINE TIE ROD	
LVF62BT		FRONT SPRINGS	
LVG32EA		REAR SPRINGS	
LVJ50AG		SHOCKS	
LVN40AK		STEERING KNUCKLES	
LVF02A		FRONT LOWER CONTROL ARMS	
LVUAG		REAR LOWER CONTROL ARMS	
LVZKB		REAR LOWER CONTROL ARMS	

307