

*Sinor* Prestige Automobiles, Inc.

9575 N 177<sup>th</sup> E. Ave., Owasso, OK 74055

*Pictorial Report*

918-361-6424

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7/26/2023

Re: 1963 Fuel Injected Corvette Coupe VIN 30837S103605

Thank you for providing me the opportunity to inspect pictures of the above referenced, below pictured vehicle.



I have created this report based off of pictures as supplied, there is no substitute for an in person inspection as pictures might not tell the complete truth. Should you have any additional questions following this written inspection report, please do not hesitate to contact me.

*Corvettes, Muscle & Collector cars the way they were*

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One of the first things people always ask is how many Corvettes were built with these options? Fortunately published GM records for the Corvette will allow us to get close on this car, but not exact. Here is what I can tell you with some certainty 2,610 Fuel Injected 1963 Corvettes were built. It is well known and documented that the L84 Fuel Injection as a performance variant, and many performance-oriented individuals preferred the coupe body style. I feel based on known cars produced at least 65% of the L84's were the coupe configuration, even though only 49% of total production was coupe. So let's say 65% of the 2610 vehicles were L84 coupes, trying to stay on the high side of the equation to keep the analysis conservative, the number comes to 1697. That number, in my opinion, is very realistic because we have used the logic that acknowledges performance cars and bodies, and we have erred to the high side of known production numbers. All you have left we can evaluate from the pictures supplied is exterior and interior options. 16.2% of the 1963 Corvette production was Daytona Blue. Does that apply to performance coupes, I think it does. Color, for the most part, did not care about what it was linked to, although we know performance oriented people shied from red and black, applying 16.2% Daytona Blue then becomes a conservative number and leaves a production estimate that is 275 vehicles. The final option is interior color. There were in reality only three colors available, red, dk blue and saddle. Based known observed real cars it is believed that approximately 65% were dk blue interior, 25% were saddle interior and roughly 10% with red interior which would mean that approximately 28 L84 Fuel Injected Daytona Blue Split Window Coupes were produced with Red interior, we know for a fact you see two to three blue interiors for every saddle and two or three saddle interiors for every single red interior. I think 1 of 28 is fairly rare any way you look at it. So even applying educated, reasonable knowledge and using higher percentages than we know were used, says this is a very rare car. In forty years, I've never seen another one equipped identical to this car. I have seen a few dk blue red interior automatic air cars, and a few L76 340hp dk blue red interior cars, this is the only Daytona Blue/Red interior Fuel Injected Split Window I have heard of or seen. In addition, many other options not identifiable for this evaluation would decrease the production number of cars built like this even further. With that said I suspect that you will never see another documented vehicle optioned as this vehicle is optioned.

The Trim Tag:

The VIN Plate:



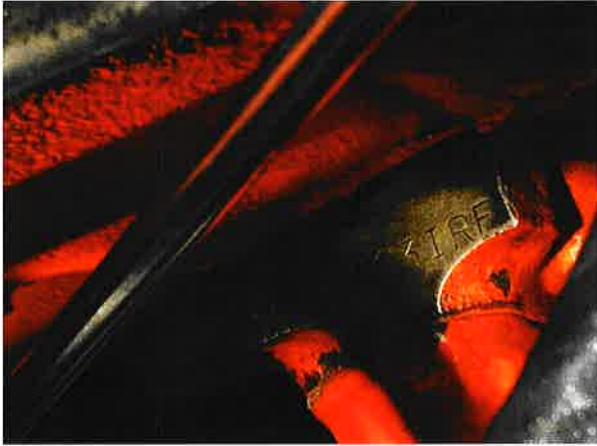
The Trim Tag and VIN tag affixed to 1963 Corvette 30837S103605 here after referred to as 03605 and pictured above appear to be unaltered original GM issued items that appear to have never been off the vehicle. The Trim Tag reflects "63 837" which confirms the 1963 model year coupe body with body number "1786". Starting in 1964 there were two body plants for Corvette production, one in St. Louis and one in Ionia, MI. This body number "1786", is a St Louis built body built over one year before the second body plant came on line. It is a perfect fit in the production sequencing, as it falls in line with the actual build sequence for vehicle 3605, this can be confirmed by acquisition of the NCRS shipping data report which will confirm that 03605 was built on or around Monday November 26, 1962.

The Trim Tag reflects "C3", a production date which translates to the third week of November 1962 and corresponds with the known production time frame for sequence 03605, it is important here to realize Friday November 23, 1962 the last day of the third week of November was the first day of production after the nine day labor strike which resulted in a complete plant shut down, from November 13 through November 22. This explains why the Trim tag is "C3" rather than "C4" the vehicle probably sat on the production line the entire time of the shutdown. In addition, the Trim Tag shows "Trim 490C.", which reflects Red Vinyl. The "916A Paint" reflects Daytona Blue as the paint color combination as built. The authentic GM Trim Tag pictured above left is absolutely a real GM issued Trim Tag for this vehicle and it appears it has never been off the car. 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 of this report 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 tag validation, having been

involved in the hobby for some 45 plus years and as a recognized expert witness on this subject.

#### Engine:



The single most significant piece in the collectability of the 63 L84 360hp is, in my opinion, the original engine. The engine pad pictured left is the engine in 03605 this engine is casting number 3782870, cast and machined in Flint, MI. The machine code pictured left, confirms "F1031RF", where "F" stands for Flint assembly, "1031" stands for October 31st, and "RF" represents Fuel Injected 327. This pad also carries the VIN derivative pictured left of "3103605", which represents the model year

1963 and vehicle sequence number 03605. This engine pad displays the unique broach marks, spacing and font associated with original GM Flint assembly stamp in this time period. The VIN derivative also displays unique font and spacing associated with the St. Louis assembly line VIN derivative stamp in this time period. Include with that the perfect/typical (while accounting for the strike) production sequence of this cast to assembly line timing, and you have the very typical GM/UAW built original engine that 03605 was born with. I make that statement, based on my education, study and training with respect to these engine assemblies, which included consecutive terms of ten 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.

#### Transmission:



The VIN derivative of "3103605" pictured left represents the proper VIN derivative sequence for vehicle. It is an original GM/UAW stamping and it does display the unique font, juxtaposition and spacing associated with St Louis assembly in this time period, which confirms the transmission is the original piece for this vehicle. The

transmission production stamping pictured left upside down below the VIN derivative is



"WK2222" where "W" reflects Warner Gear Division 4 speed, "K" would be October "22" would be the 22<sup>nd</sup> of October, "2" would be calendar year 1962 and the final "2" represents the second shift. A unit machined and assembled just before the strike and a production item built just prior the vehicle, and it does display the unique font, juxtaposition and spacing associated with the Warner Gear factory machine code.

I make these statements based on my education, study and training with respect to these assemblies which included consecutive terms of ten 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 the original transmission that 03759 was born with and it is a very typical GM/UAW built original transmission.

#### Significance:

- The Shipping Data Report discussed earlier will confirm that 30837S103605 was built on November 26, 1962.
- So what does this car have that makes it so special?
  - It has an original born with engine confirmed as the engine this car was born with by a pictorial inspection.
  - It has an original born with transmission confirmed as the transmission this car was born with by a pictorial inspection.
  - It has an original born with trim tag - that shows its production date. It confirms the original interior and exterior color codes of this very , very rare color combination.

A very significant piece of any vehicle's history is its provenance

Thank you for the opportunity to provide this pictorial review of your fines Corvette.

Regards,

*Roy Sinor*

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Qualifications:

I am a graduate engineer that was employed in my 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 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. 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. I am an author and editor of many notable Corvette publications. I have served as the Corvette Expert at Barrett-Jackson, and other notable auction houses. I 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.