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Memo: Text Conversation with Joe with Trim Tags concerning 1963 Corvette Coupe, Factory Air.

Discussed replacing existing trim tag on my 1963 Corvette Coup today about 9:45 am. Because of misstamp and lack of X code.

Joe requested I send picture of my tag for him to inspect so I messaged a picture to him at 9:59.

Hi reply: " WOW! Very interesting. It looks to be a factory overstamp. These tags were stamped using a special address-o-graphmachine. It would have been easy for the operator to have keyed an 8 versus a3. He caught the error and just typed the 3 over it. I personally would leave the original tag as is on the car. Better to have an original tag with factory error than a reproduction tag. Especially on a car as rare as yours."

My reply was: "This is an early factory air car. Probably pulled off line but code does not show air so this is my dilemma. Let me think."

Joe replied: "I will get back to you in a lite while. But you check NCRS judging manuals there was no absolute code for A/C. Some people seem to think that all A/C cars had to have an X code but that is not true.

Early A/C cars, like yours had an L. So I believe your tag is correct. It does not have an X."

Talked with Joe later on this day and he was very intrigued with the rarity of this car especially the color combination, the power combination as combined with a 4 speed transmission.

In our discussion he mentioned that he is an NCRS judge.

An NCRS judge that is obviously an expert on trim tags!

Contact Joe @ work: 847 478 8247

Cell: 847 373 5856

Bruce Albea



History of 1963 Corvette Coupe

Factory Air, Black / Red Color Combination, Full Power except Four Speed Transmission.

I purchased the Corvette in early 2006 from Ritchie Haney in Cedartown, GA. Ritchie purchased it in 2003 or 04 from Kevin Bienemann who I believe currently lives in Bartlette, TN. Bienemann owned the Corvette for 25 years and has willingly discussed his knowledge and ownership. (kbienemann@aol.com)

When Haney purchased the car, a restoration had just started with the engine rebuild about all that was completed, but a great deal of NOS parts were included. I believe Bienemann stated he had spent \$12,000.00 on the engine rebuild. He stated it was not built to stock, but the block is original to the car. Oversized exhaust system was installed with the engine.

Haney did no work on the car and it was stored in his basement until I purchased it.

I began a complete frame off restoration in 2006 which involved mostly two people, Glen Vincent of Cedartown, GA and Tommy Vick of Chatsworth, GA. While Vick had the car, he suffered a major heart attack, and was unable to work for an extended time.

During restoration, we verified the engine block and rear end are original. The factory air is absolutely correct. The transmission was not original or correct, so we replaced it with a correct rebuilt period unit. The trim tag is original and verified with memo included separately.

The radio is am/fm period correct, but car came with am only radio. The carburetor is not correct. Transmission has Hurst shifter. Wheels are new imitation knock offs.

Most everything needed has been rebuilt or replaced with new parts including finally a new wiring harness in 2015.

The Corvette runs and drives perfectly, and with factory air, color and power combination, it is an extremely rare 63 Coupe.

Bruce Albea