

Jerry MacNeish's
CAMARO HI-PERFORMANCE LLC
Consultant, Appraisal and Authentication Services
Specializing in Drive-Train Restoration & Technical Publications

Web Site: www.z28camaro.com Phone: 410-781-0418 E-mail: z28camaroman@juno.com

"IAAA CERTIFIED"

APPRAISAL-CERTIFICATE OF AUTHENTICITY

Owners Name: [REDACTED]

Address: 499 Southpoint Circle #105

City: Brownsburg

State: IN

Zip Code: 46112

Phone: 317-501-4779

Vehicle Make: Chevrolet Camaro

Model: COPO L72

Year: 1969

VIN Number: 124379N648796

Trim Plate Data:

BUILD DATE: 05D

PAINT CODE: 76-B

OPTION CODES: X11-D80

NOR # 297456

TRIM CODE: 711

Drive Train Numbers:

Engine: T0512MN assm date, "512" block, cast B59, 427-425 hp V-8 engine, cannot confirm as original to the vehicle due to the fact that the engine block has been decked and restamped, I should note that the vin stamp at the oil filter appears to be original but I cannot certify this engine without both original stampings

Transmission: P9E05B assm date, #660 case casting, vin stamped on case, M21 trans, appears to be original to the vehicle

Rear Axle: BE0519G1 assm date, 12-bolt positraction rear axle, casting date not readable, "860NF" housing, this axle housing appears to be an original BL housing modified into a BE stamping, my photographs show the longer bottom leg of the "E"

Documentation: Original protect-o-plate, sold new at Berger Chevrolet, Grand Rapids, MI, in service date 6-27-69

Paint Condition: Very good, correct Daytona yellow paint with black vinyl roof cover

Interior Condition: Very good, new reproduction interior has been installed, black standard buckets, no console

Engine Bay: Very good, nice attention to detail, minor component and fastener issues, see page two

Under Carriage: Very good, restored to new original condition, one floor section was replaced and is missing drain plug hole

Comments: This 1969 Camaro, vin #124379N648976 has been inspected and certified by Camaro Hi-Performance. According to our data base and historical Chevrolet records, this car is an original COPO L72 427-425 horsepower V-8 with Muncie 4-speed transmission and factory BE heavy duty 12-bolt rear axle. This Camaro and trim tag have been certified as real and authentic. The exterior and interior colors for this vehicle match the trim tag on the firewall. Summary: This car falls into the restored category. Page two of this report will address any component issues and factory installed options on the vehicle. Correcting these issues will enhance the value of this vehicle. Total COPO L72 production is not known but it is believed that less than 1000 units were produced. Berger Chevrolet was a well-known performance dealer when these cars were new and sold dozens of these ultra-rare 427 Camaros.

Jerry MacNeish
Jerry MacNeish, Certified Appraiser, IAAA ID#100731990
Certified Diamond Judge, American Camaro Association

[REDACTED] Technical Advisor, International Camaro Club

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Page Two:

Component Issues:

- reproduction valve covers, these covers are also taller for roller rocker arms and incorrect for any 427 L72 engine
- generic NAPA replacement water pump, should have GM #811 pump casting dated to the vehicle
- incorrect replacement timing cover, the tab is too short
- cogged fan belt, original belts are available from Quanta Products in Rising Sun, Maryland
- the front VE3 special front bumper is a reproduction, the reproductions do not fit the car correctly
- smog equipment is missing from engine, all COPO 427 Camaros received smog equipment
- PCV valve setup is a service replacement with T-valve & straight hose, should have 90 degree molded hose w/AC736 valve
- service replacement voltage regulator and horn relay, original regulators are date coded
- master cylinder should be painted semi-gloss black in color
- service replacement fuel pump, original pumps have an "AC" logo embossed into the pump housing
- an in-line fuel filter has been installed in the engine bay, factory fuel filters were installed in the float bowls
- radiator is a reproduction, original Harrison radiators were coded and also had date codes for the build date of the radiator
- air cleaner base should have a flat bottom base for a May built car, the base on this car is a later service replacement
- carburetor base plate is a 1970s service replacement with thicker base
- engine coil is an aftermarket, should have a Delco coil #270 BR
- aftermarket plug wires have been installed on the engine, correct date coded wires are available from American Autowire
- incorrect window cranks with black knobs, all 1969 Chevrolet vehicles have window cranks with clear knobs
- oil pan is incorrect big-car Impala B-body two-step pan, not correct for Camaro, Chevelle or Nova SS396
- incorrect heater control panel, wording is not correct
- Hurst shifter tower in car is too tall and not correct for the COPO 427 application
- right side fender emblem is not installed in the correct true position, mounted too low on the fender
- chambered exhaust was installed on this car, not correct for a car built the last week of May 1969
- several nut, bolt and fastener issues, too numerous to list
- YH wheels on the car appear to be much too early for a car built in late May of 1969

Options:

- AO1 tinted glass
- CO8 vinyl roof cover
- D80 spoiler equipment
- G80 positraction, 4.10 ratio
- G84 4.10 axle ratio
- J52 disc brakes
- M21 close ratio 4-speed transmission
- PL5 raised white letter tires
- U16 tachometer
- U63 AM radio
- Z21 style trim group
- ZL2 special ducted hood
- COPO 9561 high performance unit
- COPO 9737 sports car conversion

Page Three:

Component Data:

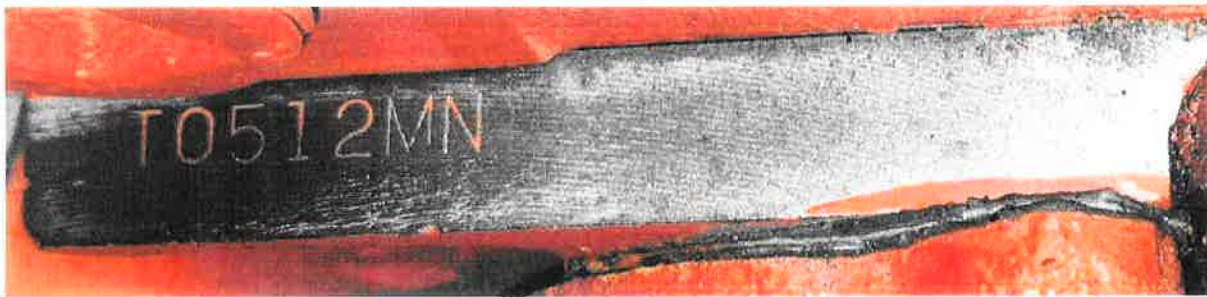
- brake booster #9204, dated 127
- original #1100837 alternator, dated 9D3
- original water pump and crankshaft pulleys along with original fan blade
- carburetor #4346, dated 944
- distributor #1111499, dated 9D28

Final Summary:

It is my professional opinion that this 1969 Camaro started life as an authentic L72 427 Camaro. During my inspection, I was able to verify the following. All of the items listed below verify that this Camaro was a factory produced COPO 9561 Camaro with sports car conversion.

- hidden vin number cowl area is original and authentic to this vehicle
- X11-D80 trim tag, used for COPO cars with style trim group
- ZL-2 firewall piercing above fuse box, .750" in diameter
- Muncie speedometer cable hole piercing below wiper motor
- original #113 and #114 engine frame mounts
- original tail pipe adapter plate on left side rear frame rail
- big block heater core mounted on firewall
- original 13/16" front sway bar and 140 mph speedometer

Engine Stamping:



Above: Photograph of the engine pad on this COPO 427 Camaro. Note the machine grooves or marks on the deck surface. This engine pad has been decked and restamped with new numbers which are not authentic to this block. The original block marks are also gone now that the deck was machined and restamped.

Page Four:



Above: the BE rear axle stamping on this 1969 COPO Camaro. Note that the E has a longer leg on the bottom horizontal line than the upper leg. This has been a trend for many years where restorers have taken an original BL coded axle and stamped in the upper and middle line to make it appear as an original BE rear axle. Data analysis has confirmed this housing has been tampered with. When reviewing the original BE stamping below, it is clear to see that the upper and lower legs are the same length.



Credentials:

Jerry MacNeish of Camaro Hi-Performance is a Maryland-state licensed and nationally-certified International Automobile Appraisers Association (IAAA) appraiser. He has written and published two best-selling Camaro fact books and many articles about the first-generation Camaro for various industry magazines. He has been the Vice President of "Concours" judging at the American Camaro Association Camaro Nationals since 1998, and currently is a Core member of the Camaro Research Group (CRG), which is one of the premier Camaro research groups on the Internet. He is also employed by the Barrett Jackson Auction Company as an automotive specialist and holds several certified national and world records with the National Hot Rod Association (NHRA) in the D/Stock competition class, 2010, 2011, 2012, 2014 and 2015. In years past, he has been an expert witness in Camaro related court cases, a certified "Diamond" master judge with the International Camaro Club, The United States Camaro Club, and The Maryland Camaro Club.

Original Inspection Location: Graham Rahal Performance, Brownsburg, IN