



A Quarterly Publication of the Illinois Chapter NCRS

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Volume 89

January-February-March Events

April 2025



1969 L88
in search of the original engine

The original engine found 54 years later
in this 1967!



This issue:

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- *List of Officers*
- *Coming events*
- *New Members*
- *Kick-Off Party*
- *Tech Session*
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- *1972 LT-1 with A/C*
- *Advertisers*



Thoughts from the Chairperson

Chairman's Message:

It was great to see so many members attending our annual Kickoff and Membership Party this year, thank you for attending. This year it was held on February 2, at a new location in Mokena, Fox's Pizza. Thank you to the Lindee's for sharing their local go to spot with us. The pizza and appetizers were wonderful.

Our next event was the ILNCRS Tech Session. Held by Chris Sherman at All About Detail in Sandwich IL. Chris's discussion was focused on Corvette fiberglass. Thank you Chris for heading up this event and donating your time. I hope you all were able to attend.

Up next is our annual Chapter Event – it is coming up quickly. Held again this year at Driscoll Motors in Pontiac, IL. The date is May 16-17. This is our fourth year in Pontiac. So, if you missed it before, please put it on your calendar! Pontiac offers many historic sites and museums not to mention the downtown cruise night held on Saturday evenings. This is a sight to see, so many vintage cars! Please register on NCRS.org soon, as we are filling up quickly.

For those of you who were not aware, Garry Bosselmann has stepped down from his position as Judging Chairman for ILNCRS. I would like to thank Gary for his many years of assisting the Illinois Chapter. Gary joined the Illinois Chapter in our infancy and has devoted so much of his time and effort to making our Chapter and the Corvette hobby what it is today. Gary is currently working to transition our new ILNCRS Judging Chairman, Chris Sherman, to his new role.

The elected officers unanimously voted for Chris to ILNCRS Judging Chairman. Thank you, Chris, for volunteering for this position. We all look forward to working with you in your new role.

Also, Linda Dunlap has accepted the position of Treasurer of our chapter, we appreciate it and thank you – we welcome you in your new role!

Once again, I would like to thank all the members and directors who made our Chapter exist and make our activities possible. It is teamwork and friendship that make us successful!

I look forward to some nice weather and seeing all of you again!

Bill Braun

ILNCRS Chairman



FUTURE ILLINOIS CHAPTER EVENTS INCLUDE:

ILNCRS Spring Judging Meet – Pontiac, IL – May 16th-17th

ILNCRS Spring Road Tour - Route 66 to Pontiac – May 16th

ILNCRS Fall Color Drive – October 19th

ILNCRS Holiday Party - December 14th

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www.ILNCRS.org

Also, Visit us on Facebook:

[Illinois Chapter NCRS](#)



WELCOME NEW MEMBERS **TO THE ILLINOIS CHAPTER**

Joe Cross 72401

John Steiger 72587

Robert Kozel 72677

NCRS COMING EVENTS - go to NCRS.org



[04-25-2025 - 04-26-2025 Heartland Chapter 's Spring Judging](#)



[04-26-2025 St. Louis Chapter Fast Lane Classic Cars](#)



[04-26-2025 Intermountain Chapter 2025 Spring Chapter Judging event](#)



[04-26-2025 Heart of Ohio Chapter Judging Meet](#)



[04-27-2025 Pittsburgh Tri-State Chapter ALL COLLECTOR AUTOS MEET, SCHOOL](#)



[04-27-2025 Delaware Valley Chapter Delaware Valley 43rd Run 4 Ribbons](#)



[05-02-2025 - 05-03-2025 Michigan Chapter May 2025 Chapter Judging Meet](#)



[05-09-2025 - 05-10-2025 North Central Chapter 2025 Spring Chapter Meet & School](#)



[05-16-2025 - 05-17-2025 Illinois Chapter IL Chapter NCRS Spring Judging Meet](#)



[05-16-2025 - 05-17-2025 Oklahoma Chapter OKLA CHAPTER SPRING 2025 JUDGING](#)



[05-16-2025 - 05-17-2025 Mid-Atlantic Chapter MAC 2025 Lindsay Chevrolet Meet](#)

[05-16-2025 - 05-17-2025 Central California Chapter CCC Spring 2025 Flight and School](#)



[05-17-2025 Texas Chapter 2025 TX Chapter Meet - DFW](#)



[05-18-2025 Metro-Long Island Chapter Metro LI Spring Meet-Judging School](#)



[05-30-2025 - 05-31-2025 Adirondack Chapter 2025 Spring Meet](#)



[05-31-2025 - 06-01-2025 Wisconsin Chapter 2025 WI Chapter Judging Meet](#)



[05-31-2025 St. Louis Chapter Judging Meet - Gateway Cars](#)



Illinois Chapter NCRS **Spring Chapter Judging Meet**

May 16th. & 17th. 2025

Pontiac, Illinois- Hampton Inn

Host Hotel & Check-in: Hampton Inn by Hilton
2000 Grand Prix Drive
Pontiac, Illinois 61764

Group name "IL NCRS"

Booking Code "CRS"

815-844-4400

(Group Code expires April 16, book now!)

5 Point Judging Meet

Operations: Friday May 16th 3 to 5 pm.

At Hampton Inn

Judging School: Friday May 16th 5 to 6 pm.

At Hampton Inn

Free Pizza Party: After Judging School

At Hampton Inn

Flight Judging: Saturday May 17th 8 am.

At Driscoll Motor Co.

601 S. Newport Rd, 1/2 Mile away



Driscoll Motors

Your did it, done it, and still dealin' dealer!

Awards: Saturday May 17th, after judging and tabulation is complete.

Judging Chairman:, Chris Sherman, twobuckis@msn.com

All NEW: Road Tour down Old **Route 66, Friday, Time TBD**

Trailer parking available at Hampton Inn & Driscoll Motors



Museums

Restaurants

Attractions

Shopping



Murals

Register for the Chapter Meet on line at www.NCRS.ORG

Bring your own chairs

<https://www.visitpontiac.org/2144/Things-To-Do>

THIS YEAR GREAT DOOR PRIZES TO 3 LUCKY REGISTRANTS

Illinois NCRS Kick-Off Party and Annual Meeting

February 2nd



Illinois NCRS Tech Session “Fiberglass Repair”

February 15th

The Fiberglass tech session was conducted by Chris Sherman hosted by All About Detail in Sandwich, Illinois.





Thank You "All About Detail" For Hosting this Event

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This story is from a Hagerty Insurance Car Profiles article

How An Improbable String of Events Reunited a '69 L88 Corvette with Its Original Engine After 54 Years

Jim Koscs

14 February 2025



The yellow '67 Vette ended up with the '69 L88 Vette's engine many years ago. *Courtesy Bill Braun/Frank Pope*

Buy a ticket for the multi-state Mega Millions or Powerball lotteries, and you've got about a 300 million-to-one shot at winning the big prize. Hitting a hole-in-one in golf is much easier, with the odds about 12,000-to-one. We'd guess that the chances of reuniting a 1969 L88 Corvette with its original engine after the two had been separated for 54 years would fall somewhere in between.

But that's exactly what happened to Bill Braun in September 2024. Braun is chairperson of the National Corvette Restorers Society (NCRS) Illinois Chapter and has been judging chairman for the [Muscle Car and Corvette Nationals \(MCACN\)](#) since 2009. The L88 was the super-low-production racing-intended Vette offered from 1967 to 1969, with just 216 made. Braun has seen a lot of interesting things in his judging work over the years, but he was completely shocked by a phone call he received at 10 o'clock one Thursday night last October.

On the line was Tim Gilmore, judging chairman for the NCRS Texas Chapter, who was at the Mecum auction in Dallas. While looking at a Sunfire Yellow 1967 L88 Corvette convertible tribute, he photographed its engine stamping. That is something he and other NCRS judges would do with any L88 they came across in order to track authentic cars for a database. Gilmore sent the photo around to the other judges, and all agreed it was an original L88, not a restamp. Gilmore checked his database, and the stamp matched Braun's 1969 Corvette.

This photo of the '69 L88 engine stamp in the '67 Corvette started a whirlwind two-day mission to buy the car for its engine.

Courtesy Bill Braun/Frank Pope



"Bill, you've got to come to Dallas and buy this car," Braun recalled Gilmore telling him on the phone. Braun added, "Tim validates paperwork for Corvette clubs. He knew it was the real deal. He sent me a picture, and I knew right away." Braun knew this would likely be his only chance at getting the original engine for his car, but time was tight. The '67 Corvette was scheduled to be auctioned that Saturday

"I couldn't get to Dallas that quickly, and I had to get a backer to come up with \$100,000 in 24 hours," Braun told Hagerty. For Braun, the good news was that the Mecum auction writeup identified the '67 Corvette's engine only as a 427, with no mention of it being an L88. It was only by chance that Gilmore had discovered it was an original L88, not a restamped engine. Braun was not going to get a restful night's sleep.

Striking Gold at Mecum



The original engine for Braun's '69 L88 was hiding in plain sight in this '67 convertible at the Mecum Dallas auction.
Courtesy Bill Braun/Frank Pope

He called a car collector friend, and the man offered to front the money. "He told me, 'Bill no matter what you've got to buy that car.' He bid on it for me online. We were at a car show that Saturday morning when the '67 went through. We were sitting in a Chevy Tahoe bidding on it. I didn't know what I was getting with the car, I just knew I was getting my original motor."

Braun won the '67 Vette for \$88,000. The convertible had been lightly restomodded with a five-speed manual transmission. "After 54 years, my car got its original motor back," Braun said. And, as it turns out, he might be keeping the '67.

Braun plans to keep the '67 that once housed his '69 L88 Vette's engine.
Courtesy Bill Braun/Frank Pope



After buying the '67 convertible, Braun befriended the sellers, the Stang family from Texas, who gave him all the information they had and helped him connect the dots. "The convertible is a very nice car. I quickly had three people here who wanted to buy it. It's a bit hard for me to sell it, because I got so attached to the family that sold it."

The '67 Vette from Mecum brought more than the original L88 motor for Braun's '69, however. His bidding win in Dallas resulted from a confluence of events stretching back to 1970—a story that included a crashed Corvette, an engine sold for possible drag racing, and, much later, the crashed Vette restored with a restamped restoration motor. All of it wild, all of it true.

A Car in Search of Its Engine

Braun's '69 L88 in his garage.
Courtesy Bill Braun/Frank Pope



According to what Braun was able to piece together, his 1969 L88 Corvette had been slammed hard in the back and front in 1970. (Remarkably, the original owner had already logged nearly 19,000 miles on the super Vette.) The car and engine became separated, and Dan Stang, Sr. bought the rare Chevy engine in 1970 with a plan to use it for drag racing. After all, that's what Chevy built them for.

The bashed-up Corvette ultimately ended up in a body shop in Minnesota, where it apparently sat awaiting restoration for years. "A man in Canada bought the car but then didn't want to pay the import duty, so he left it in Minnesota," Braun said, information gleaned from Dan Stang, Jr.

From there, Corvette NCRS North Central Chapter member Rick Zierhut bought the car, and then Corvette restorer Bob Lund worked on the project for 20 years. "They suspected it was a real L88 car but had no paperwork to prove it," Braun said. "Not all these cars will have paperwork. They were built to be race cars. One of the two men found a newspaper ad for that car offered for sale in Texas back in 1977. They managed to find and talk to that guy, and he said it was a real L88. But when he sold it, he didn't have the motor or any paperwork."

Zierhut and Lund went ahead and restored the '69 and gave it a restamped restoration L88 motor. Selling the car would prove difficult, however. "Without paperwork, people wouldn't have anything to do with it," said Braun, who first saw the car being offered about five years ago.

Braun's '69 Vette had nearly 19,000 miles when it was hit in 1970.

Courtesy Bill Braun/Frank Pope



"They showed me the pictures of the car before they started the restoration. There are certain things about an L88, like no radio, special brakes, and particular markings on the body." Chevy made 38,762 Corvettes for 1969, and just 800 of them didn't have radios, according to Braun's research. Of those, 116 were L88s.

"I was pretty certain it was a real L88 car, but I just couldn't prove it," he said. (The VIN does not confirm an L88 engine.) "I spent two years deciding whether I wanted to buy it. In May 2022, I was up there doing a show, and I figured I would go look at it with Chuck Berge, NCRS C3 Team Leader. Chuck gave his blessing, so I made an offer."

Since most L88s were bought to race, Braun figured the original motor was history. "Especially after 54 years, I wasn't looking for the motor. I figured I'd never find it."

A year later, Braun accepted an invitation to display his '69 Corvette at the NCRS show in Indiana. Renowned Corvette restorer and L88 authority [Kevin Mackay](#) had organized the grouping of L88 Corvettes for the show.

"The NCRS guys take pictures of all the cars and engine stamps," Braun recalled. "They asked us about our cars, and I was probably the only one there who admitted that my car had a restamped engine."

Gilmore was one of the judges taking photos at the event. Attesting to the quality of the restoration of Braun's Corvette, it won four NCRS Top Flight Awards with the non-original engine.

An Engine in Search of Its Car



The poster tells the story of the L88 reunion. *Courtesy Bill Braun/Frank Pope*

Long before Braun bought his '69 L88 Vette, Dan Stang Sr. had abandoned his plan to use the L88 engine he'd bought back in 1970 for drag racing. "His buddies started looking at the motor and realized it was a real L88," Braun learned from the family. "They told him it was too valuable to drag race it, because he might blow it up."

Dan's son worked with Canadian contacts, as the last known purchasers were from Canada. However, no record was found of the '69 being registered in Canada. So Stang Sr. stopped looking for the car it ad come out of and decided to build his own tribute '67 with the L88, as he liked the midyear body style.

"Stang Sr. spent four years restoring the '67, which he completed in 2003. He enjoyed the car until his passing in 2013," said Braun. "The family had the L88 motor from 1970 all the way to the Mecum auction, where I was able to buy their dad's car."

Happy Reunion



Braun's friends swapped L88 engines between the '67 and the '69.

Courtesy Bill Braun/Frank Pope

Of the 116 L88 Corvettes made for 1969, Braun said about 30 are believed to have their original motors. The L88 in the '67 he bought at Mecum was "perfect," he said. "I didn't have to do anything but switch it into my car. They had taken the carburetor off because it was leaking at the time of the auction, but the family sent me the original carburetor." He credits Scott Lindee with Ed Wodniakowski and Joel Emery for doing the motor swap with his '69.

Braun said that getting the original motor back into the '69 has [doubled his car's value](#). "It proves what the car is."

When Braun brought his blue '69 Vette, now with its original engine, to the MCACN show in late November 2024, a receptive group from the Corvette collector community was waiting.



Braun's '69 L88 arriving at the MCACN 2024 show. *Courtesy Bill Braun/Frank Pope*

"All the big names in the Corvette world were there. I had a poster explaining the whole story, and they all signed it. If anyone wants to doubt this car, they're going to have to fight about 20 Corvette experts across the U.S." McKay was among the signers. "Kevin was really excited for me, because he had organized the L88 gathering at NCRS where I showed my '69. He knew my car and had asked me to bring it. If I hadn't brought it and told everyone the truth about the restamped motor, none of this would have happened. It just goes to show that you've got to be honest with everything you know about a car. The whole story is crazy, but it's all true."

With the correct engine, the car ultimately earned a Classic Car Affirmation Certificate, MCACN Triple Diamond, and [Bloomington Gold](#) awards.

L88: Built for Racers



Braun gets ready to startle his neighbors with the L88's roar through factory N14 side-mount exhausts.

Courtesy Bill Braun/Frank Pope

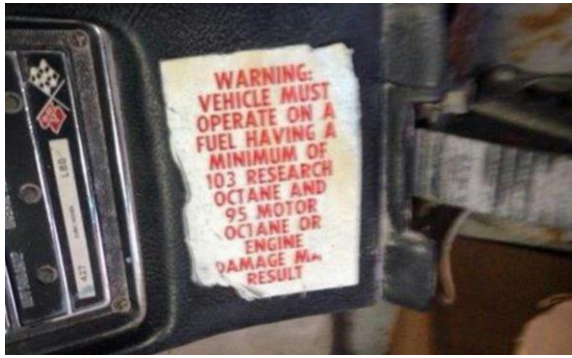
What makes an L88 Corvette so special that people will pay hundreds of thousands, [or even a couple million dollars](#), to buy one? Plain and simple, this was a factory-built racer that was also street-legal.

Chevy introduced the Corvette's 396-cid big-block V-8 option in 1965, and for 1966 the engine was bored to 427 cubic inches. The top street version that year was the L72 with a single four-barrel carburetor and a 425-hp rating. Then Corvette engineer Zora Arkus-Duntov turned to Roger Penske for a racing program.

Penske, a former racer-turned-Chevy-dealer, began campaigning a Corvette development car provided by Chevy. The engine they used was a special 427 built around a reinforced cast-iron block, forged crankshaft and connecting rods, aluminum pistons giving super-high 12.5:1 compression, and aluminum cylinder heads. The lighter heads cut about 70 pounds from the big block. The 850-cfm Holley dual-feed four-barrel carburetor was the biggest four-barrel GM ever used on a car. The aggressive solid-lifter camshaft used flat tappets.

Dick Guldstrand, George Wintersteen, and Ben Moore drove Penske's Sunoco-sponsored coupe to 12th place overall and first in the GT class in the 1966 24 Hours of Daytona. It was Team Penske's first-ever racing victory. (Mackay's Corvette Repair, Inc. in Valley Stream, New York, restored the car, and Mackay still [owns it today](#).)

For 1967, the hyper 427 became a regular production option (RPO), L88, available for the Corvette coupe or convertible. The price in 1967 was \$948 plus about \$600 worth of additional mandatory performance upgrades, including K66 transistorized ignition system, M22 Muncie heavy-duty "rock crusher" close-ratio four-speed manual transmission, J50/J56 special heavy-duty power brakes, F41 heavy-duty suspension, and G81 Positraction differential. The heater, defroster, and radio were deleted, as was the radiator fan shroud. The L88 option rose to \$1032 by 1969.



No radio or heater, but a console warning sticker for correct fuel use. *Courtesy Bill Braun/Frank Pope*

A special domed hood provided clearance and breathing for the carburetor. The air-cleaner element sealed to the inner hood and drew air from the windshield's base. Built for racing, an L88 Corvette was theoretically street-drivable, but certainly not meant for that with its nasty idle and a demand for 103-research-octane gas—race gas, basically. (The equivalent today would be about 96 AKI.) Famous Chevy dealer and racer [Don Yenko](#) bought the first production 1967 L88 for his Sunray DX-sponsored team. In its first race, the 1967 12 Hours of Sebring, that car took 10th overall and first in class.

The L88's mysterious 430-horsepower output rating has sparked questions for nearly 60 years, and some still confuse it with the 435-horse RPO L68 triple-carb 427 offered in the 1967–69 Corvette. It was Duntov's private little joke, apparently. Decades ago, he told auto journalist Karl Ludvigsen that 430 was "just a number" he picked for no real reason. Actual gross output was about 560 hp at 6400 rpm, and Duntov admitted it was closer to 640 with unrestricted exhaust. Independent dyno tests over the years have confirmed similar figures.

The RPO L88 option was not advertised, but racers were made aware of it. Just 20 were ordered in 1967 Corvettes. The option returned for the fully redesigned 1968 model, and 80 were sold, then another 116 for 1969. Including Bill Braun's, now complete once more.



Bill Braun's restored '69 L88 Corvette at the 2024 MCACN show, newly reunited with its original engine after 54 years. *Courtesy Bill Braun/Frank Pope*

Our thanks to [Frank Pope](#) for alerting us to this story.

REGIONAL JUDGING EVENTS

Heartland Chapter Spring Judging Event
Urbandale, Iowa April 25-26

Michigan Chapter Judging Meet
Dearborn, MI. May 2nd.-3rd.

St. Louis Chapter Judging Event
St. Charles, MO April 26th.

North Central Chapter Spring Judging Meet
Menomonie, WI May 9th.-10th.

Heart of Ohio Chapter Judging Meet
Marysville, Ohio April 26th.

Wisconsin Chapter Judging Meet
Antioch, IL. May 31st. – June 1st.

St. Louis Chapter Judging Meet
O'Fallon, IL May 31st.



1972 LT-1 Corvette with Air Conditioning (C60) Option- Production Numbers.

By Scott Lindee 8358

As keeper of the NCRS 1970-1972 LT-1 survey/database since 1985, I would like to help shed light on where the number of 240, 1972 LT-1's optioned with C60 Air Conditioning originated and what I believe to be a more accurate number.

Absolutely, the first thing that I want to remind readers is that there is NO official GM production numbers that have surfaced to verify the actual numbers of 1972 Corvettes with LT-1 engine option that were paired with C60 Air Conditioning. PERIOD.

I will relate articles that have indicated the production numbers of 240, 346 and others. Let's back up to the first announcement that C60 LT1 option was available to the general public (or at least to the subscribers to Corvette News) Corvette News Feb/Mar 1972 issue. Joe Pike's "NEWS FLASH", page 2 announces that *"Now- for the very first time, you can order your '72 Corvette equipped with the mechanical-shaft, high performance LT1 engine WITH air conditioning. So many have asked for it we just had to include the C60 air conditioning as an option. So, if you purchase your Corvette with an LT1 engine, 4 speed, wide range transmission and 3.55 ratio axle, you have the option of adding air along with the rest of the goodies. This option, however, is not available with other optional transmission or axle ratios. See your Chevy dealer for details and price."*

Now the story gets interesting and complicated.

The next excerpt is from the book "Corvette! The sensuous American" Vol 2 issue 2 "**LT-1 – The end of an Era**" published in 1977. (Michael B. Antonick, Publisher).

"As is usually the case, the exact number of LT-1/air Corvettes built is subject to debate. In a personal conversation with the former editor of Corvette News, Joe Pike, our Collectors' Choice owner was told that the magic number was 346."

I personally believe that 346 is more than likely an accurate number.

But, let's continue the story.

In the same paragraph of the '**1972 LT-1 - The end of an Era**' article:

"Later, in an article appearing in Corvette News, the number was quoted as being 240. In the CN article, ambiguous wording permitted the reader to interpret the 240 as either the total number of LT-1 cars built, or the total number of LT-1/air combinations built. Surely, the number referred to the combinations, though we can't be sure of the accuracy of either figure."

The article goes on to explain that:

"The availability of the LT-1/air package was announced by Chevrolet to the dealers in November, 1971. Production began in January of 1972, and lasted until May 1972, the end of that year's manufacturing run"

(If anyone has a copy of, or information of how the dealers were notified in November 1971, I would like to see it.)

Also, the end of production was not May, but the end of July 1972. The beginning of production was December 1971. I have 5 LT-1's with C60 built in December 1971, and 11 built the next month. Production increased each month and peaked in June and July.

Now, the actual article mentions the 240 number. The Corvette News article referenced is in the April/May 1977 issue.

The title of the story is “**It’s like money in the bank**” written by Joe Bohn of Automotive News. The story indicates that the Corvette has the best resale value of any car on the market. It tells of various rare, optioned Corvettes that have increased in value over a relatively short period of time.

Page 25 of the issue:

“In 1972 there were about 240 models built with the LT-1 option which, together with factory air, on either a low mileage good condition coupe or roadster, makes it worth about \$7,500.”

I do not know where Joe Bohn got his number. I have tried to reach Joe, but I have no contact information other than he worked for Automotive News some time ago and has written articles for Automotive Fleet. Anyone know how I can contact him?

So, there it is, the 240 number that most people quote as the real number. Not me.

Here is why.

- Because nobody was closer to the actual GM production numbers than Joe Pike. He was the editor of Corvette News for years. And the National Sales Promotion Manager for Chevrolet. If he in fact quoted the number as 346, I have to believe it is accurate as he certainly would have had access to the actual number from Chevrolet.
- I have been doing a survey of 1970 -72 LT-1 Corvettes for the NCRS for 38 years. To date I have info on 1,363 70-72 LT-1 Corvettes. 592 of them are 1972 LT-1's. 592 is only about 34% of the 1741 LT-1's produced in 1972. There are 200 reported LT-1's with C60 option, that would represent 83% of the 240 number. It would also represent 58% of the 346 figure mentioned by Joe Pike. I feel that 346 is the more accurate number based on the fact that not every Corvette owner is an NCRS member or knows about this survey.
- I have extrapolated the numbers based on 8 month production, Dec thru July, the percentage of C60 options ordered, the percentage of LT-1's possibly built in those 8 months with C60 and come up with a possibility of 461 72 LT-1's with C60. The “**1972 LT-1 - The End of an Era**” article estimated that possibly 425 were equipped with air conditioning, using similar assumptions and possibilities that I used.

I do understand that the rarer the option on a Corvette the more likely the owners will respond to a survey like mine, but to think that there may only be 41 more LT1/air cars unaccounted for is hard to believe.

I could be wrong, but I truly believe that 346 is a more accurate number of 1972 LT-1's with C60 option.

Attached is a summary of the 1972 LT-1's on the NCRS survey.

Scott Lindee 8358

If you would like to participate in the survey, e-mail me at; sal70lt1@yahoo.com

Also, Many thanks to Terry McManmon, Gary Bosselman, Jim Anderson, Ron Goduti, Sal Carbone, Drew Papson, Ralph Spears and many others for their help with the survey.

1972 CORVETTE OPTION LIST & LT-1 SURVEY SUMMARY

BASED ON 27004 CORVETTES PRODUCED

Based on 592 Surveyed

RPO	DESCRIPTION	TOTAL 1972 POPULATION	% of PRODUCTION	COST	1972 LT-1 SURVEY	
1ZL37	COUPE	20496	75.90%	\$5,533.00	446	75.34%
1ZL67	CONVERTIBLE	6508	24.10%	\$5,296.00	146	24.66%
NOTE: 66 LT-1's no options given						
A31	Windows- Electric Control	9495	35.16%	\$85.35	147	27.95%
A85	Shoulder Harness-Deluxe (Conv. on	749	11.51%	\$42.15	13	8.90%
C05	Convertible Top	6508	24.10%	N/C	133	22.47%
C07	Auxiliary Top	2646	40.66%	\$273.85	24	18.05%
C08	Exterior Soft Trim Roof Cover	811	12.46%	\$158.00	15	11.28%
C50	Rear Window Defroster	2221	8.22%	\$42.15	44	8.37%
C60	Air Conditioning- Deluxe	17011	62.99%	\$464.90	200	38.02%
F41*	Special Perf-Front & Rear Suspensio	20	0.07%	incl. in ZR1	18	3.42%
J50*	Vacuum Power Brake Equipment	18770	69.51%	\$47.40	307	58.37%
J56*	Special Brake System	20	0.07%	incl. in ZR1	12	2.28%
ZQ3	V-8 Base Engine	21350	79.06%	-STD-	Not Available	Not Available
LS5	V-8 Engine- 454 Hi-Performance	3913	14.49%	\$294.90	Not Available	Not Available
LT1*	V-8 Engine- 350 Spec Hi-Performan	1741	6.45%	\$483.45	592	34.00%
M20	4-Speed Transmission-Wide Ratio	10804	40.01%	-STD-	125	23.76%
M21	4-Speed Transmission-Close Ratio	1638	6.07%	No Charge	165	31.37%
M22*	4-Speed Transmission-Heavy Duty	20	0.07%	incl. in ZR1	10	1.90%
M40	3-Speed Automatic Transmission	14543	53.85%	\$100.35	Not Available	Not Available
NB2	Evaporative Emission Control	1766	6.54%		0	0.00%
N37	Steering Wheel-Tilt & Telescopic Co	12992	48.11%	\$84.30	208	39.54%
N40	Power Steering	23794	88.11%	\$115.90	334	63.50%
PT1*	F70-15 Tires - Blackwall	3716	13.76%	-STD-	33	6.27%
PT7	F70-15 Tires - Whitewall	6666	24.69%	\$30.35	28	5.32%
PU9	F70-15 Tires - White Letter	16623	61.56%	\$33.15	157	29.85%
-	Rally Wheel Trim Cover	23411	86.69%	\$43.65	480	91.25%
P02	Deluxe Wheel Trim Cover	3593	13.31%	\$63.20	46	8.75%
T60	Heavy Duty Battery (St'd on 454 Eng	2969	10.99%	\$15.80	46	8.75%
UL5*	Radio Delete	292	1.08%	-STD-	12	2.28%
U69	Radio-AM/FM Push-Button	26669	98.76%	\$178.00	154	29.28%
U79	Stereo Equipment	7189	26.62%	\$283.35	139	26.43%
GV3	Rear Axle 3.08	15845	58.68%		0	0.00%
GV4	Rear Axle 3.36	9142	33.85%		4	3.01%
GV7	Rear Axle 3.55	670	2.48%		107	20.34%
GS4	Rear Axle 3.70	985	3.65%		120	22.81%
GV8	Rear Axle 4.11	363	1.34%		33	6.27%
ZQ8	Special Economy Axle	530	1.96%		0	0.00%
ZQ9	Rear Axle-Performance Ratio	1455	5.39%		2	0.38%
ZR1	Off Road Package (* Incl. in pkg.)	20	0.07%	\$1,010.05	12	2.28%
-	Vinyl Interior Trim	18295	67.75%	-STD-	294	55.58%
404-421	Deluxe Interior Trim (Leather)	8709	32.25%	\$158.00	235	44.42%

INTERIOR TRIM

EXTERIOR PAINT	400 Black Vinyl	404 Black Leather	407 Red Vinyl	412 Blue Vinyl	417 Saddle Vinyl	421 Saddle Leather	Unknown	Total
912 Sunflower Yellow	13	8	0	0	4	6	0	31
924 Pewter Silver	10	19	2	0	1	1	1	34
945 Bryar Blue	22	9	0	6	0	0	1	38
946 Elkhart Green	13	11	0	0	26	20	2	72
972 Classic White	13	10	4	3	3	16	1	50
973 Mille Miglia Red	17	20	14	0	1	5	4	61
979 Targa Blue	18	18	1	26	2	2	3	70
987 Ontario Orange	26	11	0	0	22	27	8	94
988 Steel Cities Gray	20	26	3	0	2	4	4	59
989 War Bonnet Yellow	14	4	0	0	8	13	2	41
Unknown	0	2	0	0	0	3	35	40
Total	166	138	24	35	69	97	61	590

LT-1 with Air Conditioning (C60)	Survey Total 200	Coupes	154	77.0%
		Convertibles	46	23.0%

YOU ARE CORDIALLY INVITED TO JOIN THE
NCRS WISCONSIN CHAPTER FOR THEIR
2025 CHAPTER FLIGHT/CONCOURSE
JUDGING MEET AND JUDGING SEMINAR

This is a 5 point Meet

Saturday May 31st and Sunday June 1st, 2025

Raymond Chevrolet
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along with the paper registration form.

ONLINE REGISTRATION PREFERRED

Questions can be directed to the Judging Chair:

Steve Alexander

Stevette65@centurytel.net

414.828.7606



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Good friends and members who have passed:



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TOM NELSON

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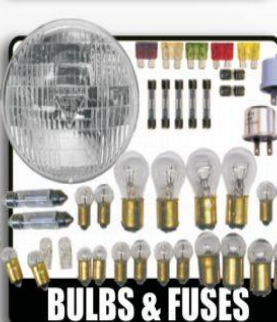
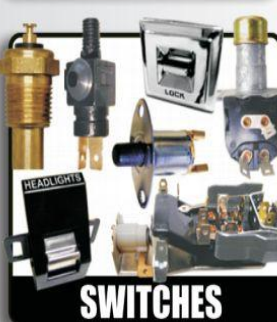
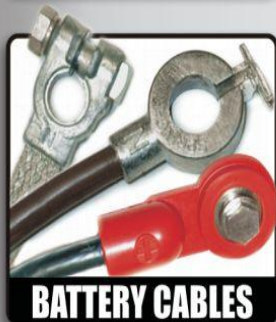
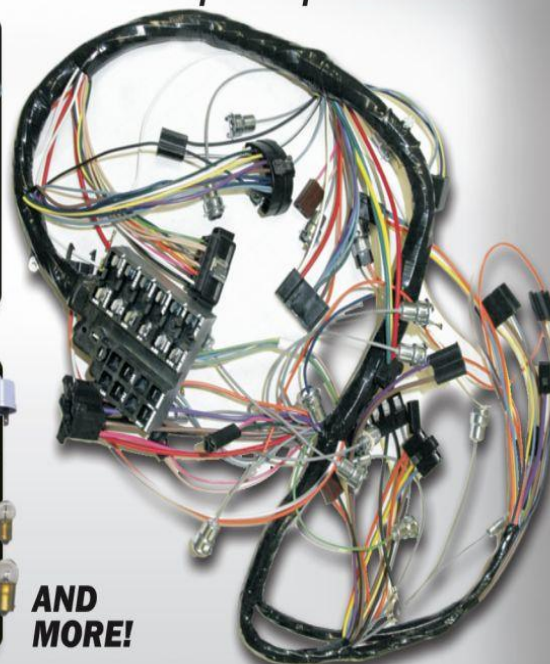
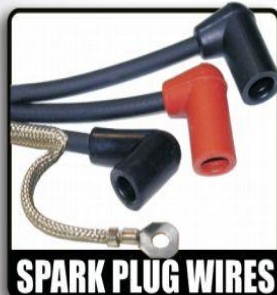
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